

The 1-26 Association Newsletter

Fall – Winter 2025





The 1-26 Association Newsletter is the official quarterly publication of the 1-26 Association, a Division of the Soaring Society of America.
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The 1-26 Association and 1-26 Foundation were formed for the purpose of stimulating interest in, and promoting the sport of soaring in the Schweizer 1-26 sailplane; to establish standards for competition in the 1-26; to establish categories for record flights made in the 1-26; to disseminate information relating to the 1-26 and flights made in the 1-26, and to give recognition to its membership for accomplishments related to soaring in the 1-26.

Fall—Winter Notes 2025

Holiday Greetings and many thanks to you all. This edition could be called the editor's version since much of it had to be retrieved from the archives, updated and modified to match the current times. The 1-26 Association Newsletter is about your experiences and your updates put into print; so if current contributions fall short, then more is brought back from the past. As with many soaring clubs, organizations and associations, we have a turnover in membership and, via online tools, more 'modern' ways to get the word out to our members. This Newsletter is an older tool and very much needs more of your input to stay big, bold and relevant. New members have new experiences and their own images to share, and we welcome them all. We look forward, in that same spirit, to the annual gathering of 1-26 gliders, pilots, crews and hosts for the 1-26 Championships in Hinckley, IL next May. 2026 is nigh upon us and we look forward to meeting and revisiting one and all who gather at these contests. Condor II practice and flying gliders in warmer climates will help prepare in the meantime. Happy New Year!

Paul Esser—Editor

Cover: 1-26E #554 after landing at Freehold, NY 115 September 2025

Center: Jeff Friend's #263, a 1964 1-26B at Hinckley, IL in 2024

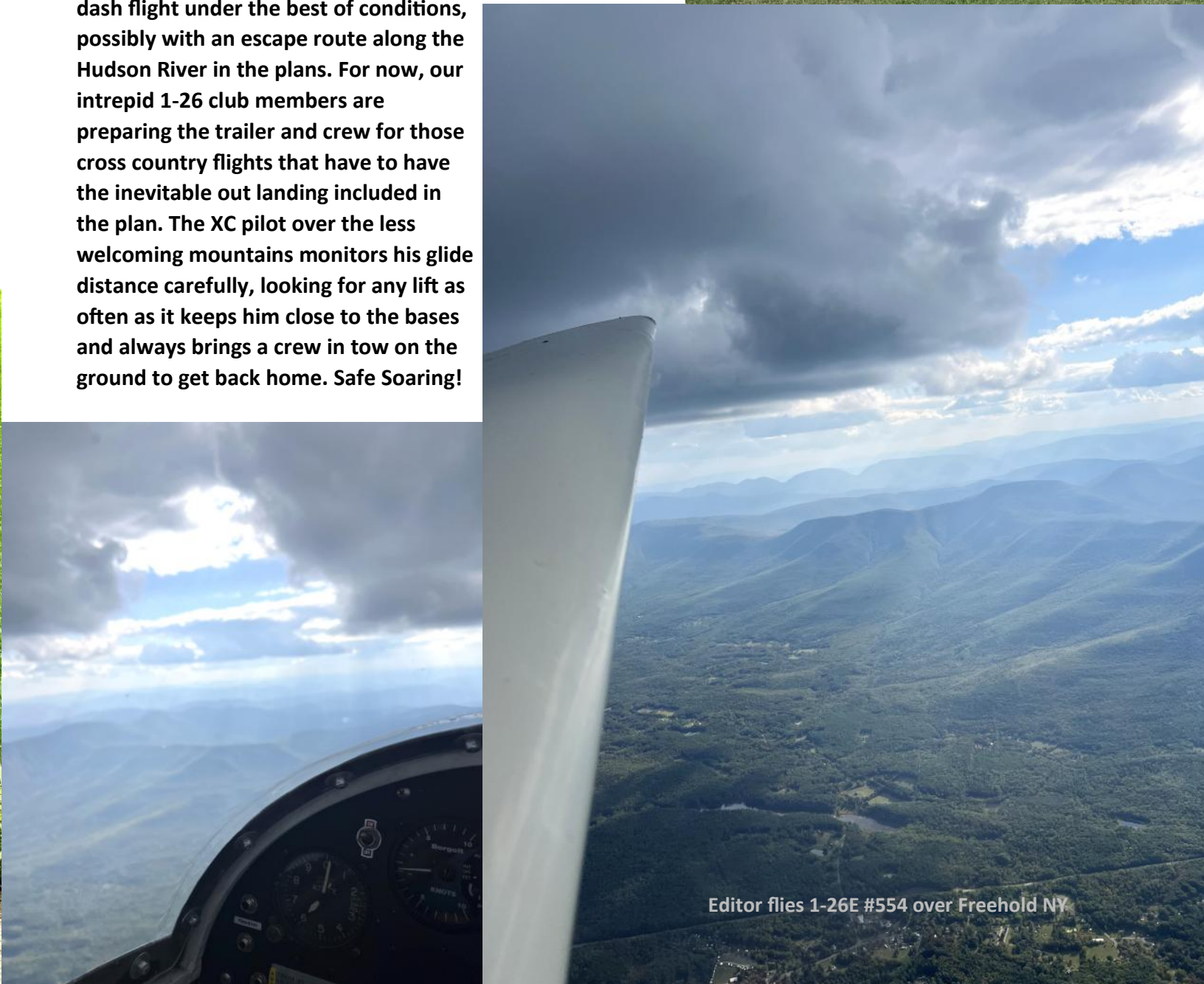
Back Cover: James Gomez' gorgeous 1-26E #434—Hamilton, TX 2024

Below: Young friends of 1-26 Merch Manager with new 1-26 shirts



'Get High and Stay High'

The recent August and September were unusually good months for soaring over the Catskill Mountains south of Albany, NY. The Nutmeg Soaring Club at Freehold Airport (1I5) has a motto which is 'Get High and Stay High', especially in our 1-26, which we fly very cautiously over the 3500' MSL peaks. The Catskills offer very few to no land-out field options; so we tend to fly over the valley to the north unless the day is so good that a tip-toe flight over the nearer peaks is safe enough. There are some among us who know how to safely soar over the whole Catskill region, including pilots from Wurtsboro Airport on the southern portion of these mountains. An experienced pilot in a 1-26 would do a downwind dash flight under the best of conditions, possibly with an escape route along the Hudson River in the plans. For now, our intrepid 1-26 club members are preparing the trailer and crew for those cross country flights that have to have the inevitable out landing included in the plan. The XC pilot over the less welcoming mountains monitors his glide distance carefully, looking for any lift as often as it keeps him close to the bases and always brings a crew in tow on the ground to get back home. Safe Soaring!



The Day the Air Force Lost a Battle – Jim Foreman

Editor's Note: Jim Foreman wrote this story and had it published in the 1-26 Association Newsletter in early 1998. Though Jim has passed, his soaring stories, among others, have lived on because of their humor and candidness. We occasionally honor him by re-issuing his work.

It was a Labor Day contest at Black Forest Gliderport and the Air Force Academy showed up with their fancy blue uniforms, fancy yellow 1-26's, fancy trailers, fancy pickup trucks, fancy communication system and fancy four-man crews for each glider, all operated with the precision of a NASCAR pit crew. They were known as Academy 1, Academy 2 and Academy 3. They lined up their gliders in the assembly area like salt shakers on a mess table. It was an array of the finest that taxpayer dollars could buy.

After the usual machinations that take place before a contest, the launch was finally underway. The last three transmissions heard on 123.3 were, "Academy, Good Start." They switched to secret frequencies known only to them, the FCC and the Air Force Chief of Staff, so no one would be privy to their strategies. That was the last we heard or saw of them until Academy 1 and 3 came bouncing back along Gliderport Road on their trailers. No one seemed to know, or would admit, what happened to Academy 2. Well, as is always the case, even under the threat of having to walk tours in the rain for the rest of their careers, the story leaked out.

It seems that Academy 2 had come to ground a few miles east of Peyton. It had been a predictable and uneventful termination of the flight ... until the pilot noticed that he was in company with some large, brown bovine-type animals that definitely were not cows. He had landed in a pasture with a herd of buffalo.

The patriarch of that herd took an immediate dislike for anything that stood erect or was painted yellow; so he came charging out to attack the intruders. He directed his attention to the yellow thing by sticking a horn through the nose cone and

dragging it around for a bit. When it did not respond to his attack, he turned his attention to the upright walking thing that had arrived in it.

Academy 2 Ground crew arrived at the locked gate just in time to see their pilot doing laps around the glider with "Buffalo Bull" in hot pursuit. Now it seems that any fence built to be buffalo proof tends to also be Air Force proof, unless they want to call in an air strike. That was out of the question because the closest thing to a low-level attack aircraft at the Academy was a Cessna T-41.

They were finally able to force the gate open and rushed to rescue the pilot. This was fortunate, because, even in the top shape that cadets keep themselves, he seemed to be running out of steam faster than Buffalo Bull. The crew leaped from the pickup and began to wave their arms and shout commands like: "Shoo, buffalo", "Go away, buffalo" and "Don't you realize that you are messing with the US Air Force?" Buffalo Bull did not seem to be the least bit fazed by any of their logic and took off after what appeared to be an easier target than the one he had been chasing round and round that yellow thing. Crew and pilot took immediate refuge in the bed of the pickup.

Well now, there is little that makes a bull buffalo angrier than being thwarted, especially by something smaller than he is. So he decided to take out his rage on something blue, that is, the pickup. After all, it now contained all those upright walking things that looked just like the first one. He did things to the pickup that would take a bodyshop a month to fix. About the only piece of sheet metal that escaped his wrath was the roof, and that was because he could not reach it.

By this time Buffalo Bull's owner had learned of the Air Force invasion and appeared on the scene. Rather than a knight on a white horse coming to the rescue, he turned out to be more hostile than his buffalo. After all, he had spent considerable money over the years hiring lawyers to sue the Air Force Academy for flying their noisy airplanes over his ranch and scaring his buffalo.

The Day the Air Force Lost a Battle (cont'd)

Buffalo anger turned to buffalo hunger as soon as Buffalo Bull saw the feed sack in his owner's hand and he went trotting off to get the goodies. Faster than you could say "Billy Mitchell", the cadets had the glider on the trailer and were headed for the gate.

Buffalo Bull slurped up the last mouthful of tasty cubes and, realizing that his prey was about to escape, went charging after the fleeing truck hauling the hated yellow thing. While they waited for the owner to unlock the gate so they could escape, the bull picked up the back of the trailer and carried it around so far that he bent the tongue. All the way back to the Academy the trailer ran off to one side like a dog with a gimp leg.

Can you imagine all those official reports that went up and down the Air Force chain of command describing the incident ending with the immortal words: "AIRCRAFT DAMAGED IN BUFFALO ATTACK"?

To add insult to injury, Buffalo Bull's owner filed another suit against the Air Force. He first claimed damages to his gate, and secondly claimed damages for getting his only bull buffalo so upset that he might never be able to perform his buffalo bull duties again.



2026 1-26 Championships at Windy City Soaring

The 2026 1-26 Championships SSA Online Registration is open. Link is -

<https://tinyurl.com/1-26Championships>

The Windy City Soaring Association is hosting the 2026 1-26 Championships in Hinckley, IL (0C2). It's a great site for 1-26 racing with a very dense layout of airports throughout the task areas. The competition will be fierce but will also serve as a great start for rookie competitors.

Currently the maximum pilot entry cap is 32 but may increase. *Pilot entry priority will be determined by the order in which entry deposits are received. If you are team flying please ensure you team partner registers early. (Deposit is not refundable after April 1, 2026)*

Entry fee includes (4) pilot dinner meals, premium shirt and event swag.

Practice Days: 5/11/2026 - 5/12/2026

Contest Days: 5/13/2026 - 5/20/2026

Deposit: \$200

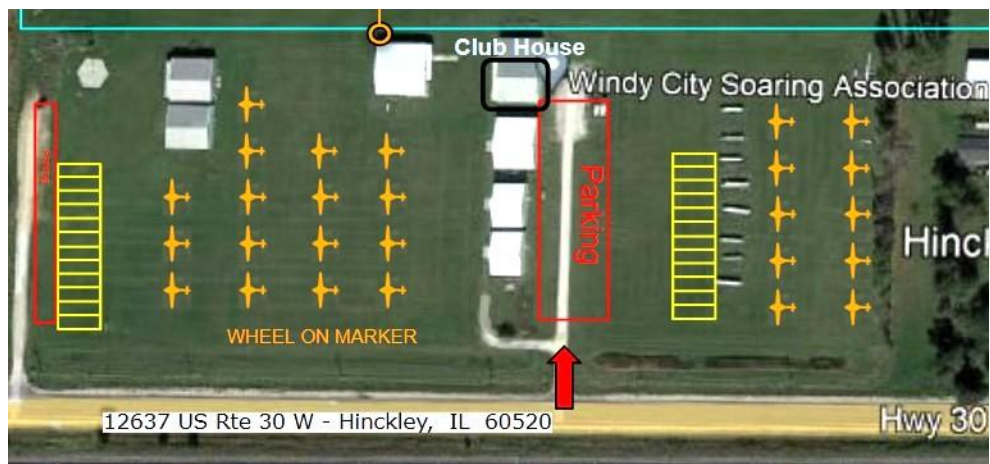
Entry: \$480

Make \$200 Deposit Checks to: WCSA Soaring Contest

IMPORTANT: "Pre-registration" as part of our contest promotion DOES NOT COUNT as formal registration. Please register through the SSA website.



Windy City Soaring Association
WCSA



The Windy City Soaring Association is looking forward to hosting you all for a great contest and "family reunion"!

Curt Lewis - Contest Manager
CurtL33@aol.com



Nuclear-Powered Flight—Jim Hard #271

Editor's note: Yes, folks, another Jim Hard excerpt from the archives. This thermal soaring flight took place in the summer of 1987 between Stanton, MN and Hinckley, IL. It is worth noting that Jim had a career as a nuclear plant safety engineer; so he knew about nuclear plant infrastructure and many of the people in that field. To even plan a flight over a nuclear plant today is, of course, no longer advisable. The art reprinted here is from Jim's most famous long distance flight rendered by his crew and artist, Stephen Nesser of Minneapolis. It is most appropriately titled 'Diamond in the Rough'.

The day started early for an August 23rd, with a launch about 1030 CDT. Now, at 1130, I can still see the field and really need to GET ROLLING!

Why doesn't the cloudbase go up the way it should? An hour has gone by and we've

only gone 30 miles. What else can we do? We're still at release altitude; so we can't yet pour it on.

Slow going. After three hours, we're only 100 miles out but the cloudbases are slowly rising. Now they are at 4800 and will eventually get to 6000 MSL at the best.

We speed up between thermals at last. In another couple of hours we are at the 190 mile mark. The twin cooling towers of the Byron Nuclear Plant are in sight, right on course, and 60 miles away now. We will shoot for the Byron Plant but are not very optimistic about reaching it.

Another hour and a half finds us on what seems to be final glide and headed straight for the plant. The towers are steaming good; so it appears that both units are on-line at full power. The towers were slipping by beneath us at

2000 feet now, but there's no lift!

How can that be? Where is all the heat going? Fly straight downwind. If we don't find something soon we'll be on the ground real quick. What's that? A little turbulence. Then... WHAM! A jolt hits us so hard that I look around for structural damage. We roll into the best thermal of the day—500 fpm, that takes us right up to cloudbase.

We don't get back that high again as the thermals get lower and lower. Eventually we pick out Hinckley, Illinois airport and land there for a distance of 294 miles from

release point. After nearly 8 hours of flight you would expect the pilot to be tired, but he's not. With so much action it will take several hours before he unwinds.

The line boy and I tie

down #271 and I find a place to stash my parachute. I managed to hitch a ride to O'Hare with flying wing pilot, Bob Michener. On the way we talk about flying wing genius, Jim Marske, who, at that time, was still at it designing his gliders after 30 years! Bob and I agree to some comparative flight testing with a 1-26 when we can. The last flight out of O'Hare to Minneapolis is 9:40 pm, and I make it with 45 minutes to spare.

I arrived back home in time for a good night's sleep before going about retrieving myself over the next two days. After returning to work, I called the resident inspector at Byron to thank him for the **nuclear-powered** thermal which changed a nice 260 mile flight into a great 294 mile one!





N2793Z

263

N5825V



Twenty very good Opinions on Flying the Schweizer 1-26

1. Retrieves are never very long.
2. It doesn't break my wallet.
3. I prefer to spend most of my flight clawing for altitude instead of cruising.
4. I like to see what I am flying over, and sometimes I get to see it VERY CLOSE.
5. There is a good chance your crew can catch your wingtip when you land.
6. The 1-26 operates within the parameters of a balanced budget.
7. When I learn to fly the 1-26 correctly, then I will try something else.
8. 1-26'ers never have to worry if they are being outperformed by the latest sailplane imported from Europe.
9. The picture of 17 identical aircraft in the same thermal has my power flying friends walking away shaking their heads.
10. The 1-26 Association!
11. The green looks on the high performance pilot's face when a 1-26 pilot beats him.
12. Don't have to fool around with those goofy gear handles.
13. Don't have to take it out of the box every time I want to fly.
14. That great ventilation.
15. The good news: you can land out the 1-26 down anywhere. The bad news: you will get lots of practice doing that.
16. 1-26 wings can provide critters nice, cozy places to build their nests.
17. I can get away with using a cheap marine GPS that craps out at 99 mph.
18. You can land a 1-26 in your back yard, or, if you live in Texas, your front yard.
19. The confidence you have knowing that if there is lift out there, your own 1-26 will be able to climb out of whatever hole you got yourself into.
20. It flies itself—(Only touch the controls in an emergency).



Ben Johnson photo—Merlin Soaring Association

Old And Slow? Not the 1-26 Association

Editor's note: What follows is a quasi-reprint of Jo Shaw's Soaring Magazine article published in March of 2007 with some more up-to-date edits added as needed. Today, with her encouraging words in mind, we at The 1-26 Association seek a member among us to update and reprint our 'Log of the 1-26'. Keeping the 'Log' up-to-date goes a long way to remind us of the tremendous history and accomplishments that have been made by 1-26 pilots throughout the years, including 2025.

The Schweizer 1-26 has not changed that much since its first launch late in 1954. The goals of the 1-26 Association, which began not too many years after that, have not changed much either. Major objectives have always been safety first, FUN, challenge, and a profound sense of accomplishment. In the opinion of the Association, our 1-26 gliders are still the very best and safest way to gain all the skills needed to be an outstanding cross-country pilot. And we continue to demonstrate our opinion with years of extraordinary flights in 1-26's to back that up.

Back in 2006, we had a member earn the SSA World Distance Award, all in a 1-26. Jim Hard, flying in his 1-26A, accrued enough flights so as to total circling the globe, all just over 40,000 kilometers. It was a good year since six other 1-26 flights were made that exceeded diamond distance. Four of these flights were made out on the Blirstown ridge, one made in Nevada wave and one in Southwest thermals. Old and Slow? Recall that Ron Schwartz made a 150K out and return speed record of 80.94mph, again on the eastern ridges near Blirstown, New Jersey.

Information on current 1-26 activities and membership can be accessed via the www.126association.org website, the 1-26 Pilot Group, which you can join on Facebook www.facebook.com/groups/126gliderpilots, and the 1-26 Assoc Group on Google. There is also, of course, the 1-26 Association Newsletter, which is published based off of member contributions as often as four times a year. Membership remains \$20 per year and updates to member status are all made on

the website.

Annual 1-26 activities include our longstanding **1-26 National Championship** competition. The 2025 Champs in Virginia were rained out, but 2024 in Hamilton, TX went very well with Michael Hayter of Ohio emerging as the newest and still standing 1-26 World Champion. The 2023 race was in Caesar Creek OH, 2022 was at Chilhowee, TN, and 2021 was held near Wichita KS, and all showed tremendous feats of flying skill, grit and safety, competition, good fun, good cheer and professionalism all around.

In 1970, Schweizer Aircraft started an annual 1-26 XC Sweepstakes contest, hoping to lure fledgling pilots out of the nest. The 1-26 Association sponsors an annual Sweepstakes for the three 1-26 regions for Bronze, Silver, Gold and Diamond Categories. Go to sweeps.126association.org and download the rules so you can get more involved in 1-26 entry level to expert competition. The Association also awards the **Marshall Claybourn Award** for the longest straight-line flight of the year. Past recipients include Charles and Jo Shaw with flights ranging from between 300 to over 400 miles. To date, after over fifty years, there have been just over a half dozen flights exceeding 400 miles. Let it be emphasized: in a 1-26!

We hope you will consider joining us, the division of **The Soaring Society of America** that is devoted to our venerable, trusty, FUN little bird, the Schweizer 1-26! Membership now runs over 300 members and we would take great pleasure in having you join or rejoin today.



Ben Johnson photo—Merlin Soaring Association 2025

Surprise, Surprise, Mr Gifford! — 1-26 #101

In the old TV show ‘Gomer Pyle, USMC’, one of Gomer’s catchphrases was “Surprise, surprise,!” This little story is proof that Life can be full of surprises from the most unexpected directions.

Back in Spring 2021 it is finally time to begin restoring my 1-26. The fabric has failed, I can see problems in the rudder structure, and the current colors and scheme is definitely not my cup of tea! IVSM (International Vintage Sailplane Meet) 2021 at Elmira NY is fast approaching, I’m trying to work out the logistics of attending, and I know one of the evening events is dinner with the Schweizers!

I had some questions about my ship: the data plate said 1-26, some of the paperwork said 1-26B, she had the fiberglass nose of the B but still had the rag wing of the Standard. Looking at the inside of the cockpit, I could still see the attach points for the nose stringers (what I refer to as ‘the birdcage’). I called K&L Soaring to see what I could find out, both its history and parts availability. I was seriously thinking of returning her to her original configuration. I figured if I need parts, I could order and either pick them up while at IVSM or have someone from here pick them up for me. After all, there’s typically a lot of empty space in glider trailers!

I think it was Les who answered (I’m sorry, I should have written it down but I wasn’t prepared for the direction the conversation went!). I explained why I was calling and he asked for my serial number.

“#101”

I heard the clattering of the computer keyboard, and I hear “1-26... Ah! That’s the proof-of-concept model for the fiberglass nose”.

“Wait... WHAT?????”

“#101 is the prototype for the fiberglass nose, that’s why it was at the Schweizer School for over a year!” I was actually in shock. Never in my life would I have thought my little 1-26 would have history like this! Little did I know the history would provide more fascinating reading and major surprises. Knowing I am missing the first four logbooks, I ordered the CD from the FAA. Yes, she was at the School from October 9, 1959 until December 22, 1960. While at the School, TWICE she was run back through the factory to repair abuses inflicted on her by the students, including the complete replacement of the rear fuselage basically from the main wheel aft!

Then came the next major shock: on December 22, 1960, Alvin H Parker of Odessa Tx became the proud second owner. Yes, THAT Alvin Parker—Who was inducted into the National Soaring Museum’s Hall of Fame (1965), holder of multiple world soaring records (World goal record 784.14 km in 1963, first 1000km distance flight in the world 1964 by flying 1041.52 km, and then broke his goal record in 1969 by flying 922.59 km!), and earned the Baringer Trophy three consecutive years (1963, 1964, and 1965). He holds FAI Badges: Silver, Gold, Diamond, 1000 K Diploma, and Symons One Lennie Pin. While all of these amazing records were flown in subsequent sailplanes, I’d like to think 101 was partly responsible for Al’s later successes in soaring! I will be trying to find out if any of his early badge flights were in #101.

On March 2, 1963, James Riva of Alamogordo NM bought #101. He then sold her to White Sands Soaring Association on August 15, 1964. WSSA owned her for 19 years. While at WSSA, the first four logbooks were lost. If anyone knows someone with that organization and they happen to know where the logbooks are, I’m more than happy to pay shipping and a reward to get them back!

After WSSA, three separate individuals in El Paso TX owned her until I bought her in 1993 and moved her to Prescott AZ. In May of 1997, two friends in Prescott Soaring Association, Daryl Riva and Rhonda Rojko approached me wanting to buy #101.

“She’s not for sale. She needs total recovering”.

“We know! We are going to recover her under your supervision. You will then do all the annuals and fly her whenever you want!”

How could I argue with that! So with that, Daryl and Rhonda become the next caretakers of her. She’s totally restored and is soon chasing clouds and other club ships over Central Arizona. In 2008 I leave Arizona and move to Hood River Oregon.

Then in the spring of 2016, Rhonda surprised me with a phone call out of the blue. After we chatted for a couple of minutes Rhonda announced the true reason of her call: “Scott, we have decided to sell 17A and we are honoring our agreement!”

“What agreement?”

“You have right of first refusal, and we’re selling her to you

Surprise, Surprise, Mr Gifford! (Cont'd)

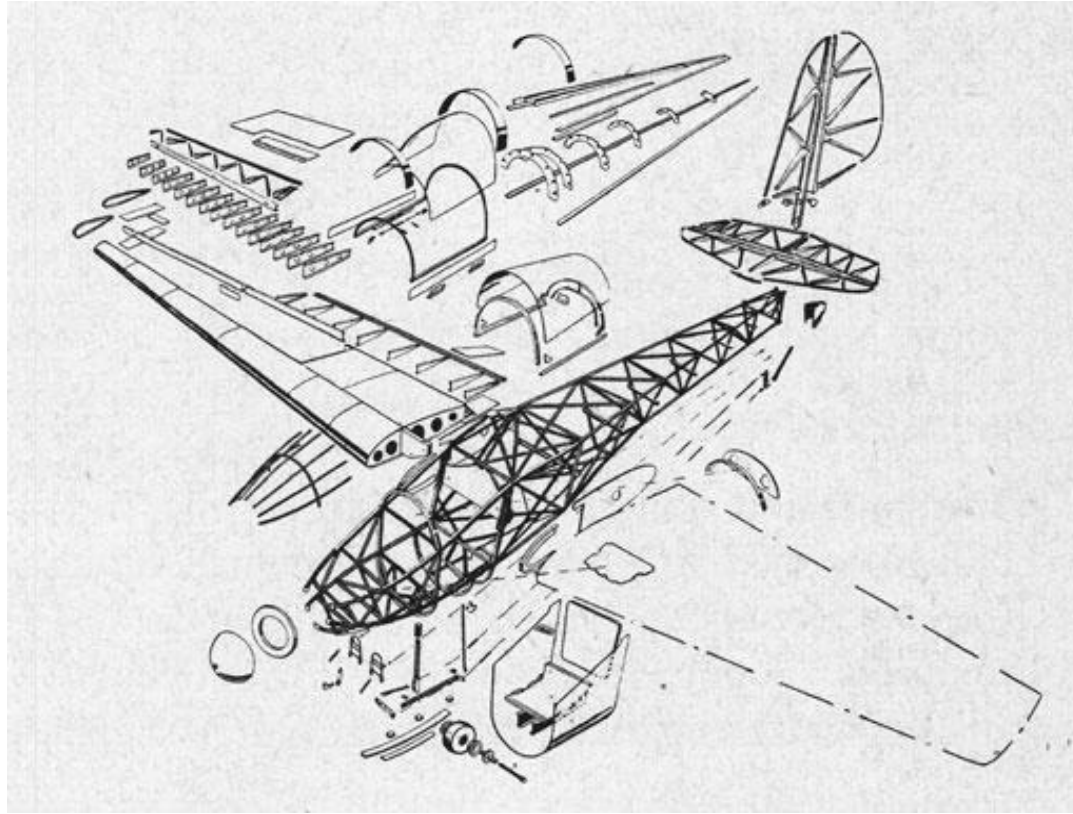
for the same price we paid you!"

"We didn't have any agreement like that!"

"Well we are offering it now! I do have to tell you she needs recovering again. And we'll even deliver!"

How could I refuse that!? So money was exchanged and I own #101 again!

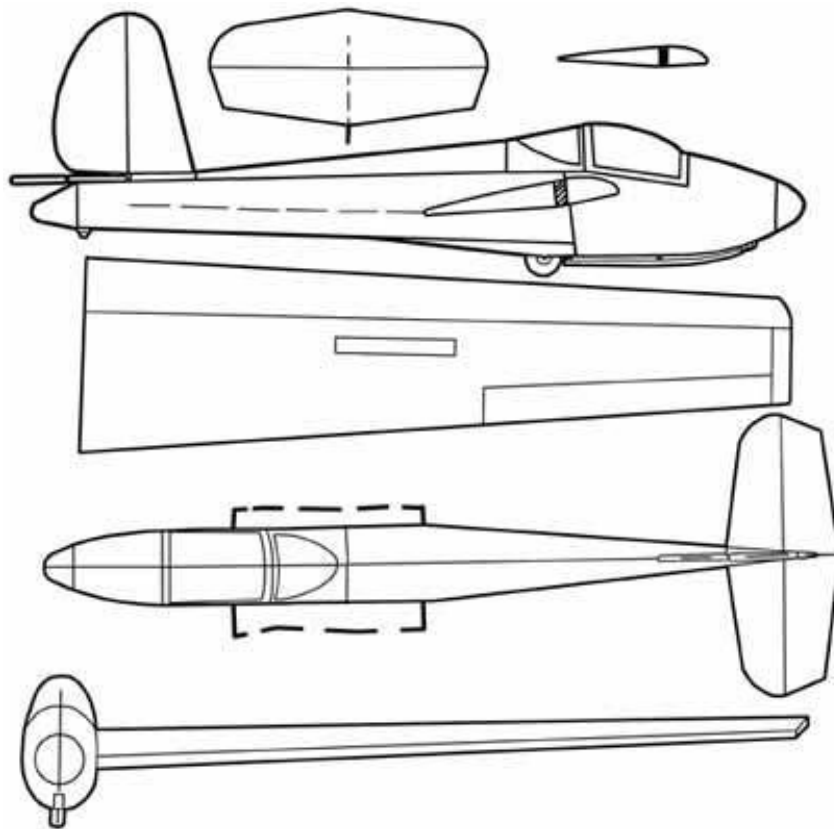
So as of now, the tail surfaces have been stripped of fabric and cleaned up, new bottom rudder/vertical tab hinges have been installed, three new ribs from K&L have been installed in the rudder, and new envelopes from Poly Fiber are waiting to go on. I have a new canopy in the crate waiting to install. A light weight compact comm radio and transponder, both with fresh yellow tags, are waiting on the shelf. I have a fresh reconditioned XC Vario netto variometer ready to replace an old Borgelt B-50. The heavy WW II vintage oxygen system will be coming out



and I will use a much lighter modern system. I plan to recover the wings as per original Schweizer. My goal is to get her as light as possible again.

I do have a picture of #101 at the factory on a trailer (thank you Air Progress magazine, Oct-Nov 1964, and the article 'The Brothers Schweizer'). I'm sorry, but that original scheme is terrible! When I owned her the first time, her forward fuselage was bright yellow which earned her the club call sign of 'Yellow Bird'. I had spent two years of my flying career under contract to the US Forest Service, fighting forest fires. Some of the tanker companies had great colors and schemes, others were hard to see, and we won't even discuss the military camouflaged C-130's. I am a huge proponent of bright color schemes for easy visibility and recognition. Yellow Bird will fly once again!

Scott Gifford
McMinnville, OR



Thank You, 1-26 Association!



We received this thank you letter from Isabel Ulland, our most recent scholarship recipient.

Congratulations are in order!

Paul Agnew July, 2025

Hello 1-26 Society,

I just wanted to say thank you for the scholarship. With your support, I was able to pass my Private Pilot Glider check ride on my 16th birthday!

During the Check Ride, I flew our club's two-place glider. The flight was both exciting and a little stressful at times (as all Check Rides are). Overall, it came together well, I finished with a

well executed slip around the pattern and turned the landing into an accuracy stop that I was really happy with. After a lot of time and effort put into preparing, it felt amazing to earn my PGL. I don't think this would've worked out the way it did without your help. Thank you so much!!

Now that I've got my PGL, I'm officially "Race Ready!" Region 8, here I come! Thanks again for believing in young pilots, and helping make dreams like mine possible!

- Isabel Ulland

The 1-26 Association President's Column

The off-season is well upon us as many of our 1-26 fleet are put away for the Winter. Some are being prepared for refinishing, upgrades, and restoration. Most will just be sleeping the cold months away while dreaming of Spring thermals. It's not a time to be sad, rather it's a time to reflect on what went well this season and what could have gone better as we anticipate the day when the weather forecast compels us to start looking up and getting ready for our first Spring tow. We are fortunate in South Florida to be able to get a tow through the ~~cold~~ cooler months after ~~cold~~ cool fronts pass by and when seabreeze conditions start cooking. Some of you will brave the cold when the Winter Jet-stream sets up mountain wave. Bundle up and remember to write and share your flights with everyone so we can dream of chilly adventures in a 1-26.

The 2026 1-26 Championships in Hinckley are shaping up nicely under Curt Lewis' leadership. If my crystal ball is correct, we may have a record turnout, and Curt will need more tow planes. (He is already asking around for backup tow plane availability.) I have had a few people recently say going to the Championships is their "goal", to which I replied, "No, it's your **PLAN**, not a goal." Plans sometimes have to change, but goals are easy to forget. I encourage everyone to plan to go to the Championships May 13-20, 2026. We anticipate having a great mix of experiences, with previous champions competing with first timers ... young gagging with old ... Spiffys staring down Scruffys. Who is going to win their first day and who's going to take top honors?

Everyone has a 1-26 Story - Let me introduce everyone to Carter Leonard. He's 15, weighs about 75# in the rain, and has been posting some great Fall 1-26 flights down here in South Florida in our club 1-26D. Last weekend he racked up two flights totaling over 3.5 hours and is stretching his legs with each flight. Everyone in our club is immensely proud of him and cheering him on. Unfortunately, he won't be 16 by next May, but we're working on getting him out to the 1-26 Championships so he can be part of the contest and learn more about cross-country flying.

Nothing stays the same - I'm talking with the Board about several initiatives to ensure our long-term success. Nothing is set in stone, so there's not much to report right now. One change I'm proposing starts with dividing the Sweepstakes regions up into five from the existing three divisions. With the soaring conditions being so dramatically different between the north and south halves

of the Central and Eastern Division, I am proposing that we look into splitting them up. This would give us Sweepstakes awards for Eastern North, Eastern South, Central North, Central South, and Western. This ties in with another idea of having Division VPs appoint 1-26 Ambassadors to work to promote 1-26s in their area. As it is, the Divisions are so large that our Division VPs can't possibly make the same impact from 1000 miles away compared to what a local Ambassador could.

Sweepstakes - Steve Snyder has stepped up to allow Sheriff Jay to hang up his Sweepstakes badge. Every volunteer job is a thankless one; so please remember to thank Steve and Jay personally when you can. Who will post the first 2026 Sweepstakes flight? Sweepstakes information is on the 1-26 Association website.

Website - Mike Havener has kept us afloat for over two decades and is ready to pass the torch. If we cannot find a volunteer with website management experience, we may have to hire help. Our meager budget does not really allow for this; so please ask around and help us find our new keeper of the site.

Elections - there have been no changes to the slate from last year, so the ballot will be sent out electronically in December. Write-ins are allowed. Please vote.

My ~~goal~~ PLAN for the Winter is to keep one of my 1-26s ready to catch some thermals on the sunny days while sprucing up the other. If you're hankering for a flight, come on down! But you have to be ready to tell me your 1-26 story.

Paul Agnew

President, 1-26 Association

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1-26 Association Fall - Winter 2025

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by sending your comments to the
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The date above your name shows
when your membership expires.

