

The 1-26 Association Newsletter

Spring 2026



1-26 Champs May 13-20 2026





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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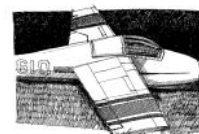
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The 1-26 Association and 1-26 Foundation were formed for the purpose of stimulating interest in, and promoting the sport of soaring in the Schweizer 1-26 sailplane; to establish standards for competition in the 1-26; to establish categories for record 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.

Late Spring Notes for 2026 —

With all the Spring dust and rust now long removed, we all, (I hope), are enjoying prime seasonal booming thermals along with wave, ridge soaring and regional contests. Many 1-26 competition regulars made it out to Hinckley, IL for the recent May 1-26 Championships. Those who came: pilots, crew, family, volunteers and the wonderful host club had great success, fun and a first class contest after all. Now with Summer upon us we look for more contests. This issue is late but includes a book review by Dan Ernst on the famous Peter Riedel story, a 1-26 pilot story from VSA's Gerry Wild, and contest notes by the editor. All members, of course, are strongly encouraged to nudge the editor with your own stories that help spread the word and lore of the 1-26 in all our lives. Want to become a co-editor? Reach out via email (see masthead on left), and get involved to improve our 1-26 Association Newsletter. Paul Esser—Editor



Cover: Jeff Daye in 1-26A #039 landing at Merlin Aerodrome 2025

Center: Pete Washburn's #691 Windy City Soaring at Hinckley, IL

Back Cover: Zachary Tarkowski-Babb picture of 2026 Champs Grid.

Below: Kristin Farry launch in #400 1-26D 1-26 Champs, Hinckley, IL



SGS 1-26 Advertisement Vintage 1973

THE 1-26E



IT'S A KITTEN. IT'S A TIGER

The 1-26 fulfills a wide range of soaring activities. It is the best sailplane for the neophyte pilot to gain experience and soaring skills, and yet for those that want competition soaring at its best, the one-design competition in the 1-26 is the answer. These are some of the reasons why the 1-26 is the most popular sailplane in this country.

The important role that the 1-26 continues to play in the growth of soaring is sometimes overlooked in the spate of headlines and stories covering record flights and International and National soaring competitions. Yet the greatest amount of cross-country flying and FAI Award flights are made in 1-26's.

Its excellent flight and handling characteristics, combined with its rugged reliability, is well suited for all-around soaring activity.

Competition at its best is available in this economical sailplane. You do not have to move up into the constantly changing and very expensive ultra high performance rat race. Your 1-26 is always in contention in the challenging one-design competitions. These can range from informal weekend regattas to the SSA sanctioned Annual 1-26 North American Championships. Whether there are five or fifty 1-26's competing, it is skill, not dollars,

that determines a winner.

Take a closer look at the 1-26. There is a lot more than meets the eye. Your Schweizer Dealer can help you be ready for 1973, or write direct.



SCHWEIZER AIRCRAFT CORP.

1 Airport Road, Elmira, N.Y. 14902

German Air Attaché

The Thrilling Story of the German Pilot and Wartime Diplomat Peter Riedel

A Gliding History Book Review by Dan Ernst

GERMAN AIR ATTACHÉ

The Thrilling Story of the German Ace Pilot and
Wartime Diplomat *Peter Riedel*

MARTIN SIMONS

At the start of the Second World War there were more than 79 million people living in Germany. During the war, some 18 million of those served in the armed forces and of those about 3.5 million died. In addition, two million civilians died. Peter Riedel's book, German Air Attaché, is the story of just one of those who survived. He happened to be a champion glider pilot and a towering figure in pre-war gliding! The book is not an autobiography, but rather the story, told in rich detail, of his life from 1938 to 1948. There is just enough detail about his preceding life to

provide background or context for what happened during the ten years covered by the book.

The book can be thought to comprise three parts. First, the pre-war years during which he soars in the USA and comes to the attention of the German Military Attaché in Washington which leads to a job offer. Second, his services performed once war is declared between Germany and the US. And third, his escape from Europe and his journey to a reunion with his American wife and new life outside of Germany.

Several themes run through the book including the attitudes and actions of the German bureaucracy. Notwithstanding the reputation of the German General Staff, the people supporting the war effort seem to have a business-as-usual attitude and an all-consuming determination to gloss over or deny any negative news. Apparently, their jobs and even their lives depended upon it. Another fact is that as Peter deals with the Air Ministry and the Luftwaffe, many of the people he meets know him from his early gliding days. Much has been written about how gliding was Germany's way to get around the limitations on military aviation after WW I, but this book drives home the fact that gliding was crucial to the development of aviation in Germany, both military and civilian. Of course, for many it was just a way to pursue a dream of flying. Many, like Peter, had little interest in military aviation until it became necessary to support the war effort. We must consider the weight of patriotism and the pressure of not letting your friends and countrymen down.

Much has been said about how when the shooting starts, soldiers fight for their buddies first and country second. Lastly, there are the details about his escape from Europe and the harrowing trip to North America. He did not settle in the United States until later.

Many view the years between the World Wars as a Golden Age of aviation as technological improvements and accomplishments came one on top of the other. This was true for powered aviation, and just as true for gliding, most especially in Germany. German pilots and aircraft set

German Air Attaché (cont'd)

records and travelled the world promoting the sport. Peter joined a German tour of South America that included Hannah Reitsch, among others. Peter later came to the United States putting on many gliding demonstrations and would also enter the national championships. He was well known in American gliding circles and was friends with Richard DuPont. He enjoyed the egalitarian culture of American gliding and enjoyed being in America. After he finished first in the 1937 championships (he did not officially win since he was not an American), the German Air Attaché travelled to Elmira from Washington DC to recruit Riedel to be the assistant air attaché. Peter was of course a glider pilot, airline pilot and also a trained engineer. It was a good fit, although Peter held no military rank. Initially rejecting the offer, Peter soon embraced the idea as a way to stay in the United States, of which he had become very fond.

When he took the job, his new boss told him that espionage was not necessary. In fact, they would have him sent back to Germany immediately. The Americans had no fear of ever suffering an invasion with two vast oceans on either side and thus were not very guarded with their information. This was echoed by his friend Ernst Udet, now a minister in the Luftwaffe. Udet was well acquainted with America from his own tour of the country performing thrilling aerobatic exhibitions. "The Americans will tell you what you want to know," he said. There was then no need to deal with the Abwehr or Nazi Counterintelligence. Although pressured into a meeting with the head of the Abwehr, Admiral Canaris, Peter refused their offer. They accepted him anyway and he returned to Washington to start his job. He had not seen the last of them.

Riedel enjoyed his job. Traveling across the US to various aircraft factories, he also would have opportunities to fly a two-seat Kranich glider provided by the German government. That included his attempt to cross the USA by glider. Of personal interest to me, he flew from Hybla Valley Airport, South of Alexandria in Virginia.⁽¹⁾ I lived nearby and often passed through this area now long since redeveloped. The runway became a long street named Lockheed Boulevard with side streets named Piper, Beechcraft and Cessna. In his travels he meets Helen Klug from Terre Haute, Indiana on the banks of the Wabash River, a fact that the Vintage Glider Association folks might enjoy. In due course they fall in love and marry. Peter developed a rigorous system of collecting and cataloging information on the American aviation industry and reports back to Germany that the Americans are not preparing for war and their meager

output is of only low performance aircraft. He cautions, however, that if provoked, America could mass produce aircraft on a scale that Germany cannot imagine.

When Germany, part of the Axis Powers, declared war on the United States in late 1941, Riedel was expelled, and Helen chose to go back to Germany with him. Looking back years later, this decision seems either incredibly brave or foolhardy. But at the time Peter thought the war might be over quickly and Helen, to her credit, would stand by her man, even going to a country at war where she barely speaks the language. Once back in Germany, Peter determined to bring his perspective on American war-making capabilities to the upper echelons of the Luftwaffe and even to Hitler himself. But the Nazi hierarchy is not in touch with reality and does not want to hear of any negative views. Working his way through bureaucracy while both trying to get his message out and find meaningful work, he draws on his gliding contacts once again. He toured the German aircraft factories to compare what he had seen of them in 1938 with their current capabilities and comparing with the American expansion. He begins to see the hopelessness of the situation. The Ford-run factory at Willow Run turns out more B-24s in one day than the Germans can make Condor four-engine bombers in a month.

He also comes to understand that Jews are not just being persecuted but murdered on a vast scale. He plots an escape. There is an opening in the embassy in Stockholm, Sweden for an assistant Air Attaché. The Ambassador is the same man who was in Washington before the war. He also served with the press attaché who, like Peter, has an American wife. He expresses interest. But nothing happens. To the Air Ministry Peter hardly exists. And then Helen is diagnosed with TB and needs medical care. There is a German-run facility in Switzerland. She can get out of Germany and hopefully get better. The Abwehr becomes aware of her visa application and offers them a deal. Spy for us in neutral Sweden and you will get the job and Helen's visa will be approved.

Arriving in Stockholm in November 1943. Peter does not find much to do but attend endless rounds of parties and other social occasions. There is no work for the Abwehr because there is nothing to spy on in Sweden. Any information he gets from liaison contacts, such as very good information on the strength of the Soviet air force, is watered down at the embassy before being sent to Berlin =>

German Air Attaché (cont'd)

so as to not offend the higher ups. Things start to unravel when he is approached by a Finnish attaché who proposes that Peter pass information on the Soviets to the American side. (The Finns had fought the Soviets in the Winter War which saw the invasion of Finland by the Soviets) The idea was to curry favor with the Americans when they eventually win the war. For some reason, his superiors liked this idea and he makes contact with the American OSS. In the end the Americans reject the idea, believing the Soviets would learn of the double cross, but Peter has met with the enemy. Subsequently, Riedel is urgently recalled to Germany. He receives a subtle tip that this is dangerous and leaves the embassy and defects to Sweden. Peter learns that he was betrayed by a close Swedish friend whose husband is a Luftwaffe officer in Germany. The man had been living in Sweden as an expatriate until he saw it as his duty to return to Germany when war broke out. The man's wife is desperate to get him back to Sweden and builds a story around Peter's contacts embellishing it with him accepting large amounts of money. Peter finds out that the man is posted to Peter's job as assistant air attaché and he understands what has happened. His defection receives press in Sweden and in Germany also.

When the war in Europe ends, millions of people have been displaced, and refugees abound. Moreover, Nazi war criminals are attempting to escape punishment. Peter is told that he must leave Sweden and be deported to Germany. He goes underground in Sweden and with the help of friends and contacts he has made, manages to stay away from the authorities for a year before he is arrested and imprisoned awaiting deportation. But the food and shelter situation in Germany is desperate and Sweden is asked to not send any more refugees. Peter is freed for the moment and plots an escape by boat hoping to go to Venezuela which needs skilled people and easily grants visas. Thus begins an odyssey first on a rickety fishing boat to Casablanca, his arrest and detention in Casablanca for six months and finally his escape across the Atlantic to Venezuela on a yacht captained by a seemingly aristocratic man who is probably running from the law.

Peter's life story does not end there, but true to form, we are given only enough information to get a sense for his life after his escape. And quite a life it was. Peter found work in Venezuela and his faithful wife joined him there. They stayed three years and then he made his way to Canada for a glider meet and with help of gliding friends managed to stay for two years before his application to stay was

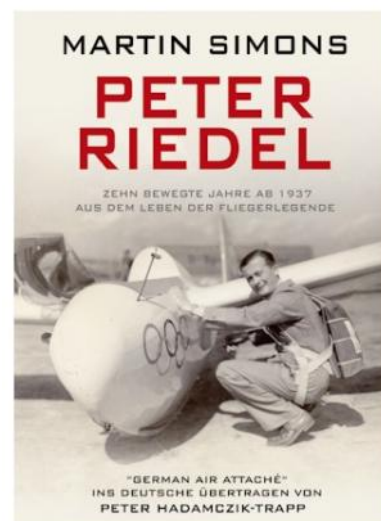
rejected. They went to South Africa for a few years and then returned to Terre Haute when Peter was granted permission to stay in the United States and eventually became a full citizen. He and Helen led an active life moving to several other countries and traveling widely. Their incredible marriage lasted until Peter died in 1998 aged 93. Helen followed in 2000. The last chapter also has information on the fate of some of the significant players. Clearly, Peter Riedel led a very full and interesting life both before and after the Second World War, but the strength of this book is that it focuses on only the ten years around the war. In that period his story is richly detailed and well told. Peter started writing it when he was imprisoned in Casablanca, so his recollections were fresh. Most of the people Peter talks about in the book are not famous in any way, but they represent real people with all their hopes, desires, ambition, petty jealousy and treachery. His description of his before-the-war life and travels in the US and his gliding adventures in this country (you will recognize the people and places), are entertaining and informative. The book came out of the friendship of Peter with Martin Simons. I knew little about Martin before this book, but when I finished it, I looked him up. He has a large body of work on gliding. Martin is the author, although the story is told in Peter's voice. Their collaboration has produced this well written book that will be enjoyed by glider pilots and history buffs alike. It leaves me wanting two more books: one before and one after the war.

(1) About a mile up the road from Hybla Valley Airport was Beacon Field. From there one could see the Washington Monument.

(2) Abraham Lincoln quote: "From whence shall we expect the approach of danger? Shall some Trans-Atlantic military giant step the earth and crush us at a blow? Never. All the armies of Europe and Asia could not by force take a drink of the Ohio River or mark a track along the Blue Ridge in the trial of the thousand years. No, if destruction is our lot, we ourselves must be its author and finisher. As free men we shall live forever or die by suicide." That feeling of security expressed in 1860s was alive and well in 1938.

(3) Erik Larson, *In the Garden of Beasts: Love, Terror, and an American Family in Hitler's Berlin*, [Crown](#)

[Publishers](#), ISBN 030740884



National Soaring Museum Announcement



The Future of Soaring History Starts Here.

The National Soaring Museum is embarking on a bold new chapter. Through updated exhibits and the digitization of our archives, we are transforming how soaring history is experienced—on Harris Hill and beyond. The exhibit upgrades are to

include new signage and audio/visual displays which tell the incredible stories behind the artifacts, bringing their history to life.

Digitization will allow items in the archives to be shared with a much wider online audience.

Help shape the future of the Museum by donating to the STF campaign at: <https://soaringmuseum.org/stf-campaign.php>.

For more information, contact:

Adam Smith, NSM Executive Director

(607) 734-3128

director@soaringmuseum.org

Your generosity will help ensure that the history of Soaring in America lives on for generations to come.





The 1-26 Championships 2026



As had been well broadcast, The Windy City Soaring Association hosted the 2026 1-26 Championships in Hinckley, IL (0C2). A 1-26 regatta held in May of 2024 proved Hinckley to be a great site for 1-26 racing with a very dense layout of airports and landable fields throughout the task areas. A sharp competitive vibe is always present, but 1-26 contests also serve as a great start for

rookie competitors. The contest days were 5/13/2026 - 5/20/2026 when the weather is usually very good. Curt Lewis was Contest Manager; his son, Trace Lewis, was the Competition Director. Curt worked as task

organizer along with Trace and JimBob Slocum. Curt also served as the chief weather prognosticator. Windy City Soaring at Hinckley Airport is a first class operation and the 1-26 pilots participating could not have been happier with the whole event (except for the weather, of course). Vicki, Curt's wife managed all registration, food for the dinners, and also coordinated merchandise sales. Val Slocum and Robin



Daye ran the retrieve desk. Curt had lined up sponsors and every morning meeting started with door prizes from big names such as Aircraft

Spruce, Naviter, and Bruce's Covers. Curt also set up a mentor system for newer contest pilots. (See photo).

The 2026 contest started on Day #1, May 14th, with a 25 mile TAT and was won by

Mentor-Rookie Pairing			
Welcome New Rookies! & Thank You Mentors!			
212 Brad	Ruda	MR1	
T5-039 Jeff	Daye	MR1	
691 Pete	Washburn	MR2	
T5-039(021) Chip	Haskell	MR2	
561 Rick	Schwemmer	MR3	
T2-396 Tom	Barkow	MR3	
548 Ryan	Swanson	MR4	
308 Michael	Hayter	MR4	
298 Peter	Glause	MR5	
97 Cathy	Williams	MR5	
T8-672 Pawel	Druciak	Snyder	
T8-672 Stefan	Seville	Snyder	
Lance	Grace		
Kristin	Farry		
Wally	Berry		
Mentors at large....			

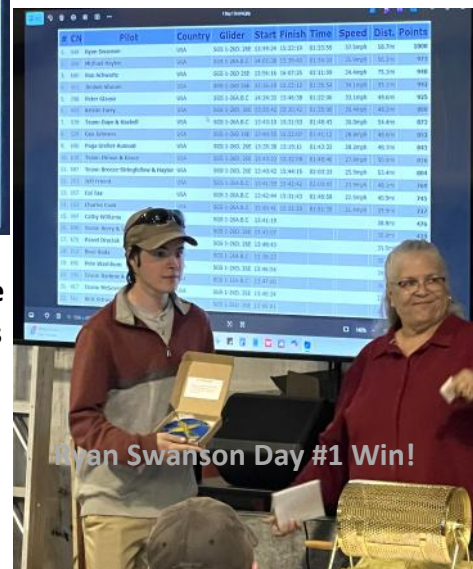
Ryan Swanson from The Caesar Soaring Club. His mentor was recent champion, Michael Hayter, who came in

2nd place for the day. Way to Go!

Ryan's victory

speech the next day was followed by Kevin Ford, who has now accepted the role of the 1-26 Association Records Keeper from Ron Schwartz. A huge thanks go out to both of these famous 1-26 luminaries for all of their notable contributions!

Day #2 came on May 16th with another 25 plus mile TAT under good conditions which made



The 1-26 Championships 2026 (cont'd)



Kate Vogesser with tow pilot Dave takes this image of the 1-26 contest scene



#	CN	Pilot	Country	Glider	Start	Finish	Time	Speed	Dist.	Points
1.	423	Jimbob Moxam	USA	SOS 1-260 24E	13:09:15	18:32:21	01:26:06	30.1mph	45.2mi	8869
2.	294	Peter Glause	USA	SOS 1-260 R.C.	13:10:23	17:05:42	01:59:46	27.7mph	30.9mi	7961
3.	308	Michael Hayter	USA	SOS 1-260 B.C.	13:09:29	18:40:35	01:34:09	27.0mph	42.5mi	9550
4.	160	Ron Schwartz	USA	SOS 1-260 24E	13:09:18	17:17:19	02:11:09	23.2mph	51.0mi	8195
5.	410	Kristin Farry	USA	SOS 1-260 20E	13:09:20	17:08:05	02:01:45	21.8mph	44.5mi	8711
6.	316	Team: Barkow & Palmquist	USA	SOS 1-260 B.C.	13:09:18	17:07:11	02:11:18	21.3mph	34.6mi	8611
7.	057	Cal Tax	USA	SOS 1-260 B.C.	13:09:18	17:07:11	02:11:18	20.1mph	34.0mi	8462
8.	039	Team: Daye & Haskell	USA	SOS 1-260 B.C.	13:09:18	17:07:11	02:11:18	19.7mph	29.5mi	8320
9.	417	Team: McGovern & Thompson	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	8192
10.	020	Charles Cook	USA	SOS 1-260 B.C.	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	7880
11.	610	Team: Ekman & Grace	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	6513
12.	548	Ryan Swanson	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	5017
13.	528	Gus Johnson	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	4455
14.	572	Pawel Druciak	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	3673
15.	601	Pete Washburn	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	3013
16.	252	Jeff Friend	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	2101
17.	097	Cathy Williams	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	2512
18.	587	Team: Breeze-Stringfellow & Hayter	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	2390
19.	212	Brad Ruda	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	2005
20.	686	Paga Grellet-Aumont	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	1107
21.	561	Rick Schwemmer	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	1017
22.	100	Paga Grellet-Aumont	USA	SOS 1-260 24E	13:09:18	17:07:11	02:11:18	18.2mph	29.0mi	1017

Jimbob wins Day #2; before his dance

for 2,000 to 3,000 foot climbs all North, West and South of Hinckley. Here Jimbob made the most of it to win the day and show the way once

again. The strong winds from the South were to plague the contest after that; so downtime and concerns for not having the needed third day clouded the general mood of all present.

The Day #3 break came on the very last day, May 20th! Here the pilots were tasked with a 1.5 hour 25 plus mile TAT Hail Mary. The three Pawnee tow

planes had all gliders up under an hour, again, and the race was on. The winner turned out to be Michael Hayter, who once again ran the fine line between aggressive and cautious to win, not only the day, but the 1-26 Championship with closest to 3000 points over three days. Well done, Michael!

The 1-26 Championship Contest is always the time for the Spiffy



Contest. Jeff Friend brought and flew his 1-26 #263, the 2026 Spiffy winning 'Glamour' Girl! (See #263 in the Winter Issue center spread).



Winners—Hayter, Schwartz and Farry

Teams—Daye & Haskell, Ekman & Grace, Barkow & Palmquist

Congratulations to the Winners: Michael Hayter at 2,923 points, Ron Schwartz at 2,780 points and Kristin Farry at 2,565 points. The 'Team' Winners were Daye and Haskell at 2,506 points. A Huge Thanks to Windy City Soaring, too!

2026 1-26 Championships
Windy City Soaring Association, Hinckley, IL, 13.05.2026 - 20.05.2026

1-26 Class

#	Pts	CN	Pilot	14.05	16.05	20.05
1	2923	308	Michael Hayter	2 (873)	3 (950)	1 (1000)
2	2780	680	Ron Schwartz	3 (948)	4 (892)	3 (940)
3	2565	400	Kristin Farry	6 (880)	5 (871)	5 (814)
4	2506	039	Team: Daye & Haskell	7 (873)	8 (836)	7 (797)
5	2457	548	Ryan Swanson	1 (1000)	12 (507)	2 (950)
6	2326	401	Jimbob Slocum	4 (842)	1 (1000)	17 (384)
7	2302	610	Team: Ekman & Grace	10 (836)	11 (853)	6 (813)
8	2224	153	Charles Cook	14 (727)	10 (781)	12 (716)
9	2178	298	Peter Glause	5 (925)	2 (941)	18 (292)
10	2045	528	Gus Johnson	8 (852)	13 (455)	11 (738)
11	1962	396	Team: Barkow & Palmquist	20 (304)	6 (863)	7 (797)
12	1933	687	Team: Breeze-Stringfellow & Hayter	11 (804)	18 (252)	4 (877)
13	1747	417	Team: McGovern & Thompson	21 (303)	9 (812)	16 (632)
14	1619	686	Paga Grellet-Aumont	9 (843)	22 (0)	10 (776)
15	1587	057	Cal Tax	13 (745)	7 (842)	22 (0)
16	1526	097	Cathy Williams	15 (426)	17 (253)	7 (797)
17	1344	698	Team: Berry & Sharp	16 (429)	20 (205)	13 (710)
18	1323	263	Jeff Friend	12 (788)	16 (264)	19 (290)
19	1319	691	Pete Washburn	19 (341)	15 (303)	15 (675)
20	962	672	Pawel Druciak	17 (380)	14 (445)	21 (137)
21	950	561	Rick Schwemmer	22 (350)	21 (387)	14 (693)
22	861	212	Brad Ruda	18 (373)	19 (236)	20 (252)

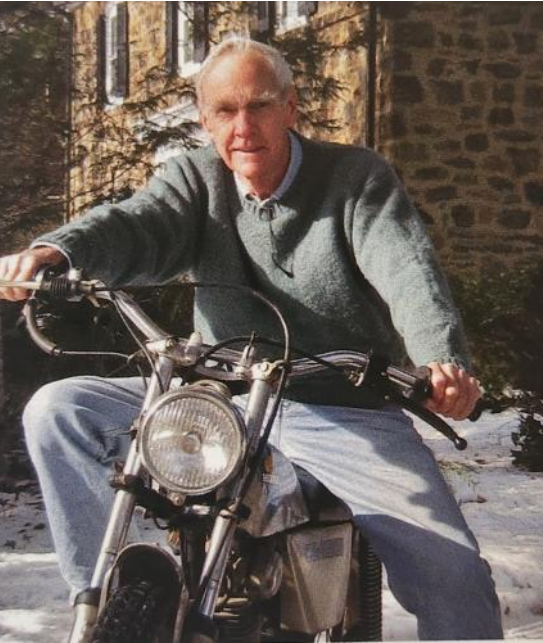


Marion Cruce Trophy

Liv's 1-26 - by Gerry Wild

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Vintage Sailplane Association

Do you know anyone who built a glider back in 1957? Do you know anyone who owned the same glider for 67 years, and flew it continuously for 58 years? Well, you are about to hear the story of VSA member Livingston "Liv" Morris and his Schweizer 1-26, serial # 067. I'm not sure, but I think it may be the longest owned, one-owner 1-26 ever.



It all started as a dream, as these things often do -- dreams of the freedom of flight, motorless flight, affordable flight. Liv had recently returned from service in the USAF, working as a radar technician on systems installed on the B-29 aircraft. While stationed in Biloxi, Mississippi, he had taken it upon himself to begin flying les-

sons at a nearby field and became a soloed student flying a Cessna 140.

Upon returning to his home in Wayne, Pennsylvania, Liv still had the urge to fly, but money was tight. He was living at his parents' house, working, and going to night school at Drexel University, pursuing a mechanical engineering degree. He and a good friend decided that they would build a glider, even though they had never flown in a glider. They did some research to figure out what their options were. I don't imagine there were too many options, and researching was a little tougher back in the 50s than it is today. Schweizer's relatively new 1-26 seemed to make the most sense to them, and then something happened. Liv's good friend joined the Navy, got married, and headed off to Pensacola for flight school. His part of the planned partnership was officially over!

But the dream was still strong in Liv, and so in 1957 at the age of 26, he drove up to Elmira and purchased the empenage kit for a 1-26A, serial # 067. Total cost of a complete 1-26 kit at that time was \$1,875. But finances were tight, so Liv was spreading it out by purchasing component kits. Construction of the 1-26 tail feathers began in his bedroom! The

noise of driving rivets in the house was not sitting too well with his parents, so he was forced to go out and find a surplus manual rivet squeezer to finish the job and keep the peace at home. The tail completed, his next trip to Elmira had him coming home with the fuselage kit. At this point, he came upon a bit of luck. A friend who worked on a very large estate nearby arranged permission for Liv to be able to work in a large loft above some stables. It was a big enough space to assemble a glider in, and Liv was able to move things out of his bedroom workshop.

This began what Liv considers the most challenging part of the whole build. The fuselage came pre-welded, but it was completely covered in Cosmoline, an anti-rust preservative. Of course, the preservative had to be completely removed from all of the tubes so they could be painted. Liv vividly remembers this as being the most difficult task in the entire 1-26 build.

He remains very impressed with the 1-26 glider, and the quality of the kit, and says, "Hats off!" to Ernie Schweizer and anyone else involved in the design of the glider and production of the kits. He says it was very complete, with excellent instructions that made it easy for a builder to finish it and produce a first-class, rugged, safe, and long-lasting glider. The Schweizer team was also very responsive and helpful when he contacted them with questions or requests for advice.

While all of this was going on, Liv joined the Philadelphia Glider Council (PGC) in 1958 and finally got to experience flight in a glider. He took to it quickly, learning in a 2-22. It was quite an active club, and there were a few 1-26s on the field; serial # 008 and # 012, built by Art Millay and Ben Cohen respectively.

Another trip to Elmira had him coming home with the wing kit. Spars and D-tubes were done at the factory, and the builder had to complete everything aft of the spars. Again, Liv said it went together without a hitch due to the well thought out instructions. He soldiered on, working on it by himself. He finished his 1-26 in 1960 after three years of work. Liv then spent another year building an enclosed trailer for it. With the proper inspections, the 1-26 was given an airworthiness certificate in August of 1961, and N3837A was ready to fly!



Liv's 1-26 (cont'd)

He had a flight or two in Art Millay's 1-26 prior to the first flight in his own ship, so he knew what to expect. I asked Liv what he remembers from his first flight and he replied, "It flew just fine, and I remember I couldn't find any lift!" A story as old as our sport!

Liv spent the rest of the summer, fall, and following spring getting accustomed to, and enjoying his new glider. He did his first cross-country in July of '62 and did his 5-hour flight in August. Then, over Labor Day weekend, Liv and a few others from PGC travelled to Harris Hill to participate in the 1962 1-26 Regatta. To his surprise, he was awarded a beautiful trophy as the Novice Champion of the meet. The Novice class was for pilots who had not yet earned a Silver badge. But this trip exposed a problem with his glider. Tony Doherty, the sales manager at Schweizer Aircraft, was looking over the paperwork for Liv's glider, and noticed a problem. Tony said, "Your glider is registered as a 1-26A, but it's really a 1-26C!" You see, although Liv started building it as an "A" model, by the time he bought the wing kit, he was given the metalized wings of a "C" model. So, Liv had to seek out an A&P mechanic at Wings Field near Philadelphia who was willing to do an FAA 337 form showing that his glider had been modified. So, it is now officially a 1-26C.

The next three years led to many adventures for Liv and his 1-26. He flew in some of the "Snowbird" contests at Harris Hill. 1963 saw him place 12th in the 1-26 Regatta, again at Harris Hill. There were land-outs. One he particularly remembers was landing in a wheat field near Harris Hill. The glider was fine, but on his next flight the following day, upon opening the cockpit vent, he was showered with a large cloud of grain that had been sitting in the intake on the nose cone! In October he did some ridge and wave flying at Sugarbush in Vermont. In November he made flights from Kutztown, PA exploring wave conditions near Hawk Mountain. In 1964 there were ridge flights in Wurtsboro, NY, many short cross-countries in PA, and he earned his Silver badge. His longest cross-country in his 1-26 was to a field in New Jersey, about an 80-mile flight. He told me, "I flew right over Philadelphia! I didn't know much about airspace regulations back then!" In 1965 he did some more ridge and

wave flying at Beltzville, PA and another trip to Sugarbush saw him climb to around 16,000 ft.

As time went on and life got busier with a career in engineering of medical

equipment, a family, and other hobbies, the 1-26 mostly stayed at PGC. Liv says he was never that interested in competition and just took great satisfaction in flying his 1-26 locally. He was never really drawn to higher performance ships. He took pleasure in being able to climb with anyone, or out-climb them, not necessarily because of his superior airmanship, but because of the 1-26's well-known flight characteristics and capabilities. As he told me, "I just liked to get up and fly in my ship, and the longer I stayed up, the happier I was." Looking back on all the effort of building the glider, he says it was a lot of work, but such a wonderful experience. It gave him a sense of accomplishment, many great adventures, and he met so many interesting and helpful people. It was an important part of his life, and so worthwhile.

I met Liv in 1995, when I was flying at PGC. He was one of the group of long-time members, all of whom were great folks. Helpful, enthusiastic, friendly and polite, they were what you might call "Do-ers," and back then they made the club a great place to be. True gentlemen. Liv was also a tow pilot, and he talks about how much he enjoyed towing with the club's L-19s. He has many interests and talents in addition to aviation such as cars, motorcycles and boats, and is an accomplished machinist. Liv has built museum quality model live-steam powered boats in addition to a 14 ft single-person steam launch that he ran around a local lake with other steamboat enthusiasts.

In 2003, he let me fly his 1-26 with the sport canopy installed, my first experience in an open-cockpit glider. I find open-cockpit glider flying to be very special, and this flight started it all for me.

Liv is turning 95 this year, and his last flight in his beloved 1-26 was a few years ago, back in 2019. Last summer, he decided to pass it on to someone else. Dave Bradley, a friend of Liv's since Dave was a teenager, is now looking after it. It is kept in a hangar here at Beltzville, and it is actively flown by Dave and a few of us who all know Liv. We will all look after it and keep it flying as it should.

Gerry Wild

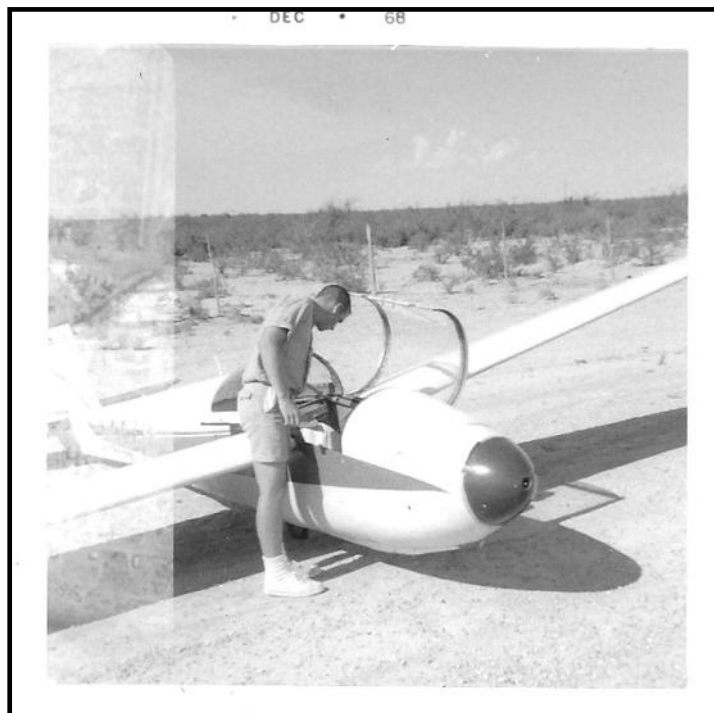


SSA Triggers 1-26 #101 Memories

I only recently subscribed to the **SSA Coffee Time eNews**, just out of curiosity as to what is going on in the soaring world. I have not been active since about 1977; so imagine my elation, surprise and shock to read not one, but two articles in the 1-26 Association Newsletter that pertain directly to me! I first soloed at age 15 at **White Sands Soaring Association, Alamogordo**, and then got my private glider license before we moved to El Paso at age 16 (1970). Then I was admitted to the Air Force Academy Class of 1976, and because of my glider experience, was permitted to join the glider program which was very small at that time. WELL, you see where this is going: first I read the great story about the AFA glider team at the Black Forest Gliderport about 15 years after I flew in that contest (my first contest and first cross country!). Then I scroll down and the title "1-26 #101" catches my eye because I actually remember that serial number from the old WSSA 1-26 that I flew at age 15! To read the history of that plane, that I never knew, see some names of people I knew or met, and learn where it went and where it is now -- well mah goodness, Ah think Ah'm havin' the vapors! The sport of soaring has changed dramatically in 50 years, yet the human element -- the emotions, the challenge, the knowledge required -- has not. I have spent all those years in a variety of aviation pursuits in the Air Force, airlines, single engines of several varieties,

and some balloon rides. And it all started there in Alamogordo, with a first solo in a 2-22 and second solo in a 1-26, then a 16th birthday solo in a Cessna 150. Those two articles took me back to some great memories of my early days, thanks to my Air Force pilot Dad being a member of White Sands Soaring Association (and also an early 60's member of the El Paso club!)

"Hope you can do something with this old picture from 1968. "



Mike McGinnis

**Editor's Response—
"Love it just as it is. "**



The 1-26 Association President's Column

I'm sitting in the shade watching our club gliders launch as I write this President's update. My son, Quinn is out racking up time in the Super Colt as he approaches the 500TT milestone today or tomorrow. He'll be towing soon. Across the runway from me, 1-26 #543 and #533 sit patiently waiting for me to be fit enough to get them back in the sky. The club's 1-26 D-model is about to launch, which is always a joy to watch. Yesterday, 15 y/o Carter Leonard was up in it for over three hours – just as long as our white long-wings were up, and longer than several. He'll be a member very soon so he can start posting his flights to the Sweepstakes. I'll leave that as my own quarterly **'Everyone Has a 1-26 Story'** to mention. He's going to have a 1-26 story to tell his entire life.

Sun-n-Fun just happened in our neck of the woods and Quinn and I flew in for the first time in our recently acquired Super Colt. Our 45 minute flight took almost 3 hours due to an unexpected runway closure. Circling with about thirty other planes was initially intimidating until I pointed out to Quinn it was like a big, wide gaggle. Keep your eyes on the guy ahead of you, don't make any unexpected moves, don't worry about the guy behind you, and don't cut anyone off. It's amazing how much flying gliders has informed his airplane flying skills.

I wore my Ceasar Creek 1-26 Championships shirt and was pleasantly reminded how many pilots have fond memories of their time in the 1-26. At least three times I heard someone say they wish they had a 1-26 or that they had never sold their 1-26. I have yet to meet someone who had a negative memory of flying a 1-26. Have you?

Curt Lewis recently celebrated 800 worldwide members on his 1-26 Pilot Group Facebook page. 800?! Yet, we only have a little over 300 members supporting the 1-26 Association. With dues still at 2001 levels, we really could use more members... and more dues. Let's put our

heads together and create more tangible reasons for non-owners to be members. It's more than just nostalgia, right? We want members to feel there is value to being a member. Let's get creative! (And, please don't get out the pitchforks when I talk about our dues structure at the annual meeting at the 1-26 Championship in Hinckley.)

Steve Snyder is running the Sweepstakes, so please take a moment and send him your tracks. Sweepstakes information is available on the website. I'd like to see more than four or five contributors this year, so let's put him to work. I'd also like to float the idea of splitting the Central and Eastern regions into North and South in order to acknowledge the different climes we're all flying in.

Sooner than later we are going to have to hire a company to take over Mike Havener's decades long management of the 1-26 Association website. I'd rather not have to contract out the support work, but we are going to have to bite the bullet and commit funds we really don't want to spend unless we can find a computer savvy volunteer in our ranks. Please sing out if you are that person or know someone.

Enough typing...Let's go Fly!

Paul Agnew

President, 1-26 Association

#533 and #543

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1-26 Association Spring 2026 Newsletter

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