

# The 1-26 Association Newsletter



1Q2020



The 1-26 Association Newsletter is the quarterly publication of the 1-26 Association, a Division of the Soaring Society of America.

<http://126association.org>

**President** Ridge Moreland

jrmoreland@bellsouth.net  
407-322-3918

**Secretary/Treasurer** Steve Barry

126treas@gmail.com  
760 715-6264

**Eastern VP** Dan Nezgoda

flyn Cowboy7@yahoo.com  
702-498-4849

**Central VP** Pete Vredenburg

redline126@aol.com  
505 227-1449

**Western VP** Pete Donath

pdonath@pacbell.net  
714-801-1815

**Webmaster** Mike Havener

mike.havener@verizon.net  
951-319-3579

**Editor** Gary B. Swift

garyswiftnevada@gmail.com  
775-350-9454

The 1-26 Association is a 501(c)3 organization that was 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. Newsletter content submission deadlines: March 31st, June 30th, September 30th, December 31st of each year.

## Editor's Notes

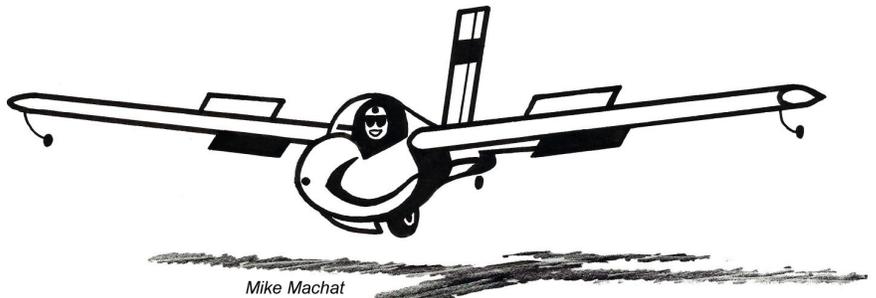
I received several inputs on our newsletter name, and they were overwhelmingly in favor of keeping our existing name as-is, rather than changing it to something new. I guess it "ain't broke," so there's no need to "fix" it. But it can always be changed in the future if our members decide to go in that direction. =gary=

## President's Thoughts

By the time you receive this newsletter, the semi annual SSA convention will have taken place between the 20th and 22nd of February. Little Rock, AR is geographically situated centrally within the U.S., so I'm hoping that many of you 1-26 fanatics will have made the one-day drive to attend. The three day event always offers seminars, forums, and products focused solely on our sport.

The 1-26 Association will have its own booth, where volunteers are always welcomed!, a flawless, state-of-the-art 1-26D (#400) on display, a Friday breakfast (featuring guest speaker **Tony Condon**), and an in-depth presentation on 1-26 history by past president **Dan Ernst** immediately after the breakfast. Watch for convention photos in the 2Q2020 issue. -Ridge

Front Cover: On the first day of 1990 **Mark Palmer** had an eventful flight in Colorado wave!



Centerspread: Well-known aviation illustrator **Mike Machat** is one of us! He enjoyed flying 1-26s back in the 1970s and contributed a beautiful painting of 1-26D #405 flying over Elsinore Gliderport that he made for Skylark Gliderport's owner **Larry Barrett** in 1973 (also the little drawing, above—with Full Dive Brakes!).

Back Cover: **John Lewis'** 1-26 waits for repairs at the Front Royal Airport, home of Skyline Soaring.

## 1990's First Wave Flight

Mark Palmer

*Some Black Forest Soaring Society members have expressed interest in resuming wave flying in the Pikes Peak region, and I thought this story might encourage them. This is the story of a flight in our 1-26E, Go Fast, on New Year's Day, 1990. January 1st, 2020 was the 30th anniversary of this flight. The article was first published in the club's newsletter, Airworthy, in 1990.*

I had been wanting to get back into doing some wave flying. I had not done any in years, and none, certainly, since Black Forest Gliderport had moved. I had resolved to change that. New Year's Day 1990 looked like a good chance. The winds were forecast to become more westerly as the weekend progressed, with the best forecast for Monday morning. The strengths weren't terrific—only about 47 knots at 34,000 feet, but the chance was there.

A call to Black Forest Soaring Society towpilot **Bill Stewart** confirmed that he would come out early and tow before the regular business hours. With only one towplane available at the time, a wave tow later in the day wouldn't be possible.

Monday morning at dawn found me on the way to the field. During the drive south from Denver, I noticed lenticular clouds running north and south along the Front Range. Things were looking good! The necessary preparations took a while and it was 9:00 AM before Bill and I rolled down the runway.

We flew first west and then southwest towards the town of Monument. We didn't encounter any great areas of lift, nor did we find any rotor (hooray!). By the time we were at Monument [approximately 14 NM from takeoff] we had run through some sink, and we arrived there about 11,700 feet MSL. That's pretty low, especially for a 1-26.

As we arrived over town, the variors began to pick up, and Bill began to call out climb rates over the radio. When I began to show about 800 FPM, I popped off



The author in Golf-Foxtrot, "Go Fast."

and turned into the wind. Almost suckered again; the rate of climb turned out to be 200 to 300 FPM. However, it was steady and covered a wide area.

I climbed gradually to 13,000 feet and then notched down to about 12,500—then I resumed climbing. [For those whose memory may not go back far enough, the old way of recording flights was on a barograph, usually a Winter or Replogle, that recorded the flight on either smoked foil or a special paper. To prove you were no longer on tow, it was necessary to make a steep dive of a few hundred feet followed by a pull up, to put a "notch" in the trace.]

The lift was wide and smooth. I wandered from Monument down to the gravel pits just north of Pikes Peak, and as far east as I-25. While never really strong, the lift was continuous. At about 15,000 feet, I called Black Forest and asked **Alice Palmer** (who was working the day-to-day operations at our club) to call Denver Center and have them open Windows 1 and 4. Surprisingly, ATC agreed to open them in about fifteen minutes to 31,000 feet.

*There were four wave areas around Pikes Peak. Area 4 went from Monument to the Air Force Academy and as far west as Woodland Park. Area 1 was the major area around Pikes Peak, from Woodland Park south to Victor and as far east as Colorado Springs airport. Areas 2 and 3 were south of Area 1 and rarely used. The windows were deactivated several years ago and none currently exist around Pikes Peak.—continued*

## 1990's First Wave Flight (continued)

As luck would have it, after I called, the lift increased and I ended up holding at 18,000 feet with the dive brakes open for about ten minutes.

After contacting Center, they cleared me into the areas but only gave me an hour and a half in them. As I climbed through 20,000 feet, the cold began to make itself felt. The temperature probe read  $-5^{\circ}\text{F}$  in the cockpit. I tried to put my ski gloves on, but they were too small [I had inadvertently brought Alice's gloves by mistake]; all I had were my glove liners. Fortunately, there was plenty of sunshine, and I could hold my hands up to the sun and let them warm.

As I climbed higher, the landscape spread out in front of me. I could see straight west into South Park and the Rockies beyond, south towards Raton, NM, and north past Cheyenne, WY. The lennies changed constantly. Above me, the leading edge of our local lennie kept moving back and forth, first well to the west of me, and then, moments later, well behind me. The cloud base was probably around 30,000 feet—I didn't get close to it. By 24,000 feet, I was getting pretty cold and I was down to 600 psi of oxygen. The canopy was beginning to pick up traces of frost, so I decided to head back. I could have continued but there wasn't a lot of point to it.

With dive brakes out and 75 MPH on the clock, I began the trip back. Once through 18,000 feet I called Center, thanked them, and handed the area back—they were very cooperative and easy to work with. This was my first experience with working directly with ATC [we used to be able to just open the area by phone on the ground] and it went smoothly. The rest of the trip went fine and I touched down after a flight of 2:14.

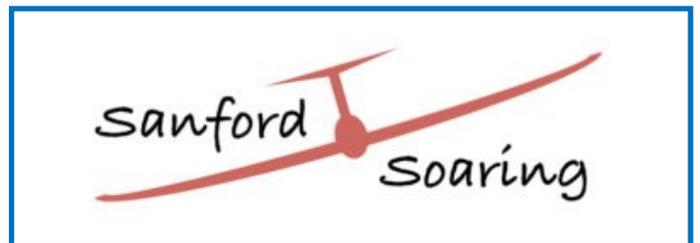
During the entire flight I stayed in the area of the Rampart Range. The wave didn't seem to be working off Pikes Peak and I didn't feel I had to penetrate there. As it was, I made a Gold Altitude gain without

really trying very hard. If I had hung on for another thousand feet, I would have made another single Lennie flight. Working in Areas 1 and 4 turned out to be a pleasant surprise. Area 4 is not as tight as I thought it would be, and even at the top of the climb, I could easily see all of its boundaries. All in all, I couldn't think of a nicer wave flight.

After this nice flight, I'm rarin' to go again. My goal is to get my Double Lennie (35,000 feet).



*I still don't have my Double Lennie – yet! We sold Go Fast many years ago and it now resides with Sanford Soaring in Maine.*



For more information on Sanford Soaring, visit [sanfordsoaring.com/](http://sanfordsoaring.com/). –Editor

## Sunflower Soaring

Tony Condon

1-26ers— I wanted to share a couple photos of a little of what to look forward to in Kansas next summer. Sunflower Soaring Foundation finished construction of a 50'x65' Soaring Center last May, just in time for the Club Class Nationals that we hosted. We've been really enjoying the new facility and it has vastly

Sunflower was built as a Naval Air Station in WWII and ended up in private ownership by a club member, **Bill Seed**, in the early 70's. Kansas Soaring Association (KSA) and Wichita Soaring Association (WSA). have been flying there ever since. Several Nationals were held here from the 1970s through 1989. After that some sporadic Regionals occurred



improved the quality of life at Sunflower! In spring of 2020 we plan to build a Garage/Workshop as well as an 80x80 hangar, both of which should be done in time for the 1-26 Championships.

I'm looking forward to speaking with you at the convention about what you can expect at Sunflower. Will probably try to send out a few more email updates this winter as well. Always happy to answer any questions too.

through the mid 1990's and then again starting in the 2010's.—Tony

## NAS Hutchinson

Sunflower Aerodrome Gliderport (SN76) is 9 miles south of Hutchinson and 2 miles WSW of Yoder. The field was originally established as Naval Air Station Hutchinson, and was active from 1942 to 1946. After the end of the war, it was converted to Yoder Commercial Airport.

The Navy reopened the field from 1952 to 1957 for training Naval Air Reserve personnel. After the Navy closed the facilities, the Kansas Air National Guard used the field until moving to Forbes AFB in 1967. The USAF Air Defense Command also used the field as a general surveillance radar facility, closing the radar site and ending military activity at the field in 1968.

*Photos from [www.sunflowersoaring.org](http://www.sunflowersoaring.org)*



*Look familiar? Anyone who has ever flown at a WW2 military field—such as Minden-Tahoe in western Nevada or Manzanar in eastern California will recognize the asterisk shape of the crossing runways. The Sunflower Aerodrome intersection appears to be quite a bit more tranquil than the one at Minden! - Editor*

**Runway 17/35 is 7000 feet long. And check out all that beautiful grass! Looks like a perfect spot for the 1-26 Championships!**



## Behind the Scenes of this Issue's Centerspread

Some of my happiest soaring memories include flying 1-26s at Skylark Gliderport, Lake Elsinore, CA in the early 1970s. Soaring the ridge for hours and earning my A, B, C badges simply enriched my love for the airplane, and attached is a painting I did of the gliderport for Skylark's former owner, **Larry Barrett**, shown flying his favorite airplane in the fleet - a 1-26D, N5793S! (Barrett now runs Skylark North at Tehachapi.)

Please accept this image with my compliments, and with complete permission for reproduction in your newsletter. After all the years of joy flying those beautiful Schweizers, I'm more than happy to contribute my artwork to the 1-26 community.

With very best regards,  
Mike Machat

The early D-model in **Mike Machat's** beautiful painting is now owned by **Mike Sullivan**, and is based at Truckee, CA. It provides a special incentive for lineboys (and girls!) who have soloed the 2-33, and are ready for their first single-seater experience.  
-Editor



**Preston Parrish** soloed 405 during the summer of 2017.



Mike Sullivan "supervises" your editor while he connects the new transponder antenna in 405's nose.



View of Lake Tahoe from 1-26D 405 at 16,000 feet. Photo by flight instructor **Jan Driessen**



1-26D	S/N 405
V <sub>BE</sub> { AERO TOW	114 MPH
{ ALL FLIGHT	
V <sub>BE</sub> { AUTO TOW	63 MPH
{ WIND TOW	





Machet '13

# The 1-26 Association Membership Application

Mail To: 1-26 Association \_\_\_\_\_ New Membership  
954 Cimarron Terrace \_\_\_\_\_  
Escondido, CA 92029-5724 \_\_\_\_\_ Renewal

E-mail: sec.treas@126association.org Date \_\_\_\_\_

Renewing Members: Check your Member Profile on the 1-26 Association website. If there are no changes, you need only to send your payment. You can make changes on-line.

Name \_\_\_\_\_ Nickname \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ Country \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Sustaining Member \$30.00/year. Life Member \$500.00. Regular Member \$20.00/year Family Life Member \$26.00. Family Member \$5.00/year. Canada & Mexico \$25.00/year. All Other \$35.00 per year

## Club Update

Daniel Nezgoda

For 1-26 fliers, the Central Alabama Soaring Association (CASA) has been going on a growth spurt. When I joined the club two years ago I found a very dynamic group—however not as it pertains to 1-26 flying. The club had a very nice E model but it was hanging in the rafters of the hanger and hardly getting any use. This can't be!



**CASA's nice E-model, #658, is the bright red ship in the foreground.**

I started flying my A-model (225) a bunch, reminding the club how much fun 1-26s are to fly and setting a couple modest state records. I made a point of moving the club ship out of the hangar every weekend and taking her up for a spin. A short two years later, we now have three 1-26s flying, soon to be four. The club ship is flying every weekend, as well as the personally owned 1-26s. In addition, a couple of club members are preparing to bring the club ship and compete in this year's 1-26 Championships in Kansas. If your club has a 1-26 that's not being used much, make a point of flying her or flying your own bird to show their versatility and fun. The enthusiasm you show may become contagious! -Dan (1-26A 225, 1-26B 274)

## Dust Devil Dash—2019

Todd Schultz  
Schweizer 1-26B  
S/N 273 - N5842V

Every year in Tehachapi we fly a straight out distance competition, an antiquated sailplane contest to some. For those of us flying vintage sailplanes, it is just a good old fashioned race. No turn points or planned routes here.

Tehachapi is an interesting place to fly. We have great thermal days and if you can brave the eastward jump over to the Mojave Desert even better lift can be had. To the north are the Sierra Nevada mountains where record setting flights are commonplace. My last two flights in the Dash were to the north as that was the recommendation from everyone else. In 2014, I flew my first cross country flight in a Prue 215A to Lone Pine. The next year I flew my 1-26 to Olancho.

This time I was determined to go a bit farther, assuming that the northern route was going to be tough in the light lift that day. There is really no good way jump the gap from Tehachapi to Inyokern, where



the big mountains really get going, especially in a not-so-high performance ship. A downwind dive to the desert is what I determined would be the best route with its legendary thermals, ample landing spots, and a familiar area.

Where is your glide computer and moving map? No audio vario? Common questions in the staging line as people launch before me. One good question was, hey when was the last time you flew? I had to think about it for a second but the last time was a few months before in Shafter-Minter airport for a fun flight around the pattern, but when was my last cross country? It was the last time I flew the Dash of course!

So off I go behind the tow plane up to 3500 AGL and a bit below the mountaintops south of the glider port. One way or another I was determined to make it over the hills into the desert where all the good runways were and at least it would be better than not going back to where I started. Winning by not losing was my thought process today and yes I did read *Winning on the Wind* by George Moffatt. On previous flights, I had been determined to climb to the top of each thermal before venturing away from the safety of lift.—continued...





## Dust Devil Dash (continued)

Back up to 10,000! Guess I could try to make Apple Valley or Barstow so lets go! There was only one little thermal past Silver Lakes and I made it overhead Barstow-Dagget airport with plenty of room to spare so I decided to wander around a bit and found great lift in a series of thermals up to 10,800. I was pointed downwind again following old Route 66 to Ludlow, Amboy, Cadiz, all the hotspots. Route 66 was closed at Cadiz due to the heavy rains and was washed out in some places. My dad, the professional chase truck driver down below had the option to turn back or we could follow the dirt road southeast. The dirt road looked great from my view. From the ground it was not at all passable.

This was the beginning of the never ending retrieve. I kept heading southeast towards the Colorado River but now it was getting late in the day with thermal heights dropping off. Over Danby Dry Lake now with plenty of altitude to spare I decided to circle around a nice road across the lakebed, there were power lines on one side but plenty of room. I decided this would be the spot. A nice road, power lines, must be easy to get to, no need to float a few more miles.



I had good phone service and was able to relay my position. By this time my dad had almost got stuck in 4 wheel drive in the sand dunes, turned around to get back to Route 66 and return to civilization for gas

in the truck since it was now 10 pm. Looking at the map, my perfect road went south to the Iron

Mountain pumping plant which is a water pumping station for the aqueduct to Los Angeles. My brother called the local sheriff to ask if the road went through to a paved road or if it was fenced off and closed.

Through the channels it was relayed that there was an airplane down on the lakebed. By the time the sheriff showed up it was past midnight. He was quite surprised with my story of the Dust Devil Dash and why did I land here and not on the other end of the lakebed where the nice road was?



4 am. Glider on the trailer and bumping our way back to pavement and homeward bound.

I was asked to confirm and double check my landing location a few times and thought it was strange. Turns out I should have landed on the other end of the lakebed for a first place win! With the handicap scoring, I was only 2.5 miles behind the winner flying an ASG-29. Turns out the fun old reliable 1-26 still has a bit of sport left in it.

*Hey, Todd. If you join the 1-26 Association, you can compete against other 1-26s in our Sweepstakes. We'd love to have you!*

## 1-26B S/N 298 Rebirth!

With the help of [Corrie Volinkaty](#), [Kurt Redinbaugh](#) has completed the restoration of his B-model. He actually finished last year, but the 3Q2019 issue was full. The scarlet and gray tail stripes are Kurt's school colors. Go Buckeyes! Now we just need some flying photos. -Editor



## 2019 Sweepstakes Results

The 2019 annual summary includes the number of flights for each pilot's entry as well as the longest flight for each individual. To see all the numbers, visit the Sweepstakes section of our website:

[www.126association.org](http://www.126association.org)

2019 showed a nice improvement over 2018. 106 flights were submitted by 21 pilots. There was an increase in Bronze category entries which makes me happy. That shows a growing interest in X-C flying by our newest pilots. Also, several pilots scored entries in more than one Division this year, which means they've been traveling!

### DIAMOND CLASS

The Diamond Class was led by **Jim Neff's** long list of flights culminating in an amazing and bittersweet flight to 29,000 ft in wave in the Owens Valley in September. It was his last flight in E-model 552 because shortly afterwards the glider was destroyed when winds tore it from its tiedown at Inyokern. We are so sorry for Jim. **Doug "Hangman" Levy** took second in the Western Division with 938 scorable miles that included the longest logged flight of 315 miles. Third place in Western Division went to **Bob Hurni** with 352 miles. **Andrew Askwith** again took the lead in Central Division and nearly doubled his distance from 2018 with 551 miles. **Ron Schwartz** took back the lead in East Division with 988 miles while **Jonathan Leal** took second with 709 miles.

### GOLD CLASS

In the Gold Class, the Western Division was led by **Lane Decker** with 584 miles. **Steve Beer** took first in both the Central and East Divisions with scores of 68.27 miles and 1,215 miles respectively. **Gus Johnson** logged flights in the East to take second place with 261 miles.

### SILVER CLASS

In Silver Class, **Steve Barry** continued as the only entry in the West Division, bettering his 2018 score

with a total of 839 miles for 2019. **Dan Nezgoda** logged flights from the Championships to take first in the Central Division with a total of 687 miles. His best was a Gold distance flight of over 234 miles so he will be moving up to Gold Class in 2020. **Philip du Plessis** and **Dan Bryan** rounded out the Central Division with totals of 150 miles and 93 miles respectively. Daniel Nezgoda logged the only Silver flights in the East Division with a total of 180 miles.

### BRONZE CLASS

**Dale Briscoe** again led the Central Division Bronze Class with a total of 357 miles. He earned his Silver Badge in 2019 so he will be moving up to Silver Class next year. Way to go! Newcomers took second and third in Central Division with **Pierre Grellet-Aumont** logging 228 miles for second and **Kristin Farry** logging almost 34 miles for third. East Division had two newcomers enter flights. **Peter Glause** took first with a flight of 78 miles and **Judith Galbraith** took second place with a flight of 49 miles. Welcome to all the newcomers and let's see you double or triple those numbers in 2020!

There had been some talk of the Sweeps dying in the past year or so but I think we showed that that is not the case and it is still a strong, fun, safe contest that is easy to join and fun to watch during the year. We welcomed several new pilots to the Sweeps this year. That is great and I hope we will continue the trend in 2020. As always, I encourage all members to mentor a new 1-26 pilot and get them to log flight in the Sweepstakes. It is SO simple to log your Sweeps flight after entering your OLC flight! If there is anything we can do to make the process easier, let me know. To all who did participate this past year, great flying! Let's be sure to have a safe and fun 2020 in our 1-26s! - Sheriff Jay McDaniel

*Ironically, **Todd Schultz** had a Western Division 1-26 flight of 197 miles, but because he wasn't an Association Member, it didn't count in the Sweepstakes—Editor.*

## 1-26 Association 1Q2020

Newsletter Editor  
1894 Pinto Circle  
Gardnerville, NV 89410

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John Lewis' 1-26 at the Front Royal Airport,  
waiting for repairs—Jim Kellett