

NSM NEWS

SPRING
2018

Official Newsletter of the National Soaring Museum

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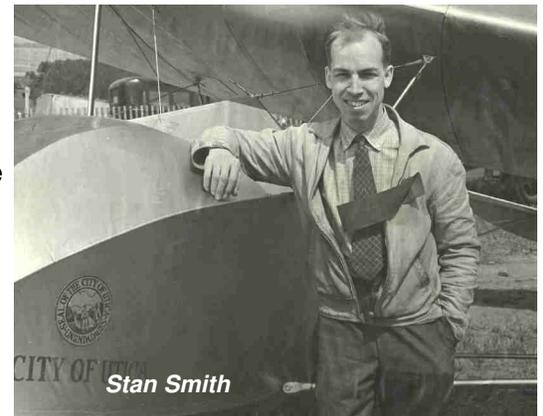


New Museum Exhibits - Trafford Doherty

Early Champions Exhibit:

In order to display items removed from the kiosk slated for the Bowlus exhibit, it became necessary to empty the kiosk adjoining the EOGASE circle. Since I am still in the process of collecting material for the Hawley Bowlus exhibit, I decided to go ahead and use this location to do a presentation on early champions *before* doing the Bowlus exhibit because I had just about everything that I would need to get it done *fairly quickly*.

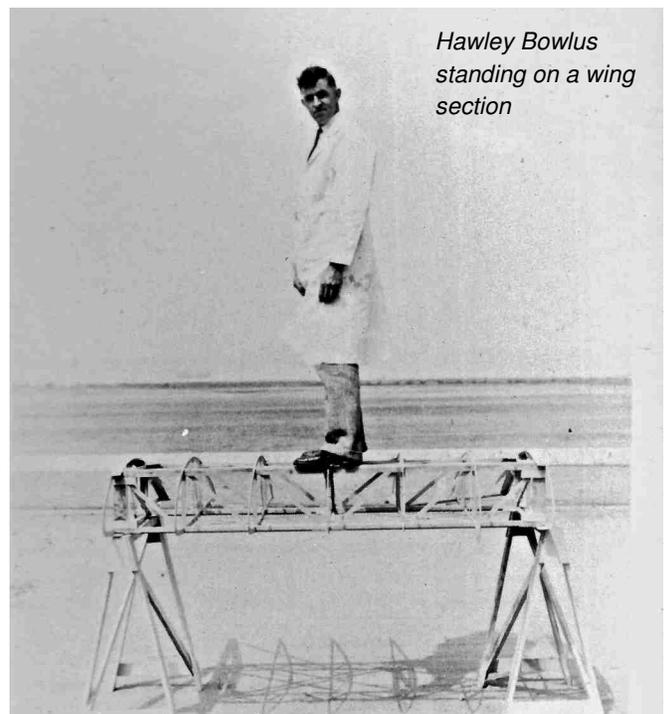
I completed this exhibit in the last week of April and I actually had fun doing it. All kinds of unexpected things come to light when one works on exhibits like this. Hawley's kiosk previously featured Dick du Pont, Emil Lehecka, and Chet Decker, who collectively won the 1934, 35, 36, 37, 38, and 1939 National Contests. In the new location, I added Al Hastings (1930&31), Jack O'Meara (1932) and Stan Smith (1933) to include all of the winners of the first 10 National Contests at Elmira.



Hawley Bowlus Exhibit:

At the beginning of April, I enlisted the help of a couple of friends to move the two-seater *Baby Albatross* fuselage out of storage and put it in place along the east wall next to the Bowlus kiosk. It's suspended by cables with the chocked wheel firmly on the carpet; it cleaned up nicely and it literally shines! From the museum upper deck, the red, white, and blue, fin and rudder assembly stands out like a beacon. I met Jeff Byard out at Reno and he (*Mr. Baby Albatross*) has been extremely helpful by providing information and material for this exhibit. For example, he just sent me an incredible image of Hawley standing on a "Paper Wing" wing section, supported at each end by two saw horses. This is a good example of the kind of material provided by Jeff. We have a similar replica wing section here that will be included in the display – along with this photo.

I'm having fun with this one, too!



Future Exhibits:

Following the completion on the Bowlus exhibit, we plan to start on the Robinson/MacCready project out in the Blossom Gallery. I have lots of material on John Robinson, but we need to do quite a bit more work on Paul MacCready.

The *Community Foundation* offered a grant in support of *Women in Aviation* projects. Our plan to do a *Women in Soaring* exhibit was a good fit, so we applied for the grant and were awarded \$1000. I'm thinking of using a panel format, similar to that of the Armstrong exhibit, only larger with far more material.



Paul MacCready →



Highlights from Reno 2018 – Trafford Doherty

Our trip to Reno for the SSA Convention was a great experience. Held at the very spacious Atlantis Casino Resort, Board president, Stu Schweizer, and I started off the long weekend of activities by presenting a short talk on the past, present and future of the National Soaring Museum. Much of our time was spent in the gigantic exhibit hall in our NSM booth, surrounded by various soaring organizations and businesses, all focused on a central display of vintage restored gliders and also the latest and greatest in soaring technology.



← Sailplane used in the Perlan Project Mission II flight of Sept. 3, 2017 which established a new glider altitude record of 52,172 ft. pressurized craft carried aloft by rare stratospheric mountain waves in the Andes Mountains near Calafate, Argentina, and piloted by Jim Payne and Morgan Sandercock.

was Einar Enevoldson, who, along with Steve Fossett, set the previous altitude record of 50,727 feet in Perlan Mission I.



1942 Schweizer SGS 2-8 restored by Ron Martin of Tehachapi, CA. I was amazed to see that the D-tube skins are held in place by screws rather than rivets!



Stu Schweizer and I discuss the SGS 2-8 with Ron Martin.



This example of Stan Hall's Cherokee was built by Dean Gradwell. Construction was started in 1967 and its first flight was in 1975 - eight years later. It has been flown about 300 hours in northern California, Oregon and Washington. In 2009 it was restored by Dean Gradwell, Scott Gradwell, Paul Gradwell and Roger Hebner. Stitts Polyfiber Products provided the covering and Steve Green did the finishing.



Twin jet-powered 1-26"J" presented by Chad and Tyler Sanders.



The gigantic double winch from England



1-26 that shines!

After 100 years, Tommy flies again!

by Jim Rundle, Ithaca Aviation Heritage Foundation

This fall, in Ithaca, NY, you can watch a 1918 Thomas-Morse S-4B Scout fly at the Tompkins County airport, in Ithaca, NY. The plane is scheduled to fly September 29 (weather date is the 30th). It is a single-seat, wood frame, fabric covered biplane. Its 80 hp rotary engine swings an eight foot wood prop. The pilot will be Ken Cassens, from Old Rhinebeck Aerodrome.

During the First World War, the Thomas-Morse factory, on South Hill in Ithaca, NY, produced hundreds of single-seat advanced trainers for the U.S. Army. They were sent to training fields all over the country and came to be known as the "Tommy" by the cadets who flew them. After initial training in two-seat Curtiss Jennies, the Tommy gave cadets experience flying a much more fighter-like airplane, before they shipped off to France. It also taught them to fly behind a rotary engine, a common type in Europe. Rotaries had their own operating quirks, and because the entire engine spun with the propeller, it imparted gyroscopic forces to the airplane that had to be mastered.

After the war most Tommies were sold on auction as surplus, during the early 1920s. One was sold to Ray Larsen, of Larsen, Wisconsin, by the Aviation General Supply Depot, in Houston, Texas. He got a call one night from the railroad station in Neenah, 15 miles away by dirt road; his Tommy had arrived in a box car. He hitched a team of horses to his hay wagon, and returned in the morning with his airplane. Ninety-some years later that same airplane returned to Ithaca where it had been built. For the past eight years, a team of volunteers in Ithaca has been restoring it to flying condition.

Sixteen years ago at a meeting at the airport, someone said, "If there's one Tommy Scout left in the world, shouldn't it be here in Ithaca where it was made?" That spark started the Ithaca Aviation Heritage Foundation, with the goal of bringing a Tommy to Ithaca. At first we built new wings ourselves, but finally, in 2010, Dr. William Thibault generously donated his original Thomas-Morse Scout to our Foundation. It had changed hands several times since Ray Larsen bought it. It probably last flew in the 1930s. Dr. Thibault had loaned it to a museum. It had been re-covered and made presentable, but underneath, an enormous amount of work awaited us.

We dismantled the airplane right down to sticks, metal fittings, turnbuckles and wires. Now we have rebuilt it, using as many original parts as we could. That includes most of the fuselage and the metal parts, except for the cables bracing the wings and operating control surfaces. Original cockpit instruments were bought and restored. Fabric and paint were generously donated by Poly-Fiber.

There were two models, a B and a C; ours looked like a C, but turned out to be a conversion of a B. We decided to restore it to its original B configuration. We had no drawings of the B model, but Old Rhinebeck Aerodrome kindly allowed us to take detailed measurements, of their Tommy, the only complete B model in the world. Many volunteers designed and fabricated parts from those measurements.

The sights and sounds of an original rotary engine powering a 100 year old airplane from a grass field into the air, will be a thrill that no aviation enthusiast will want to miss. The fact that it was locally built also makes it a precious part of the rich aviation heritage of our region. We hope you can join us! Visit the website: <http://tommycomehome.org/>

Tommy in 1923 at Larsen, Wisconsin



Stripping off the covering - 2011



Almost ready at the Thompson County Airport 2018

IN MEMORIAM

HEINZ WEISSENBUEHLER
1934-2018



Heinz Weissenbuehler of Big Flats, N.Y., age 83, passed away in Elmira on March 22, 2018, surrounded by loving family. Heinz was born on December 24, 1934 in Schwaebisch-Hall, Germany, the only child of the late Herman & Maria (Butz) Weissenbuehler. Educated in Germany as a tool and die maker, his first job was with MAHLE KG, in Stuttgart. Despite promising career opportunities, he defied his family's wishes and set his sights on America. In the fall of 1955, at the age of 21, he sailed into New York harbor with \$90 in his pocket, a job with Bergenfield Development Company in New Jersey, and the hope that the girl back home would eventually follow him. Two years later, in 1957, the U.S. Draft Board gave him three weeks off for an "out-and-return" to Germany to collect his bride. He became engaged to and married Elsbeth Maikler before returning, then waited for three months for her to sail across the Atlantic and join him to start their life together. Later in 1958, he was drafted into the USAF Critical Skills Program, a 10-year assignment for work in the defense industry. Heinz loved his garden; he grew his own vegetables and berries and created a backyard oasis enjoyed by family and many friends. Yet, his big love was flying and soaring. He started soaring as a young man in Germany on the Einkorn, a small airfield a few miles from his parents' home. Once in the U.S., he spent his first paychecks on getting his single engine airplane and seaplane ratings in Little Ferry, N.J. When he read that Schweizer Aircraft had launched a new design for a single seat glider, he traveled to Horseheads, NY, on a Sunday, and climbed over the fence of the closed Schweizer factory to have a closer look at the brand new Schweizer 1-26. This is when he met Paul A. Schweizer and the two became life-long friends. One of their collaborations was to build the first exhibits for the National Soaring Museum. After he kit-built his own Schweizer 1-26 in his N.J. garage, Heinz and Elsbeth decided in the fall of 1965 to move their family to Big Flats, NY, and close to Harris Hill, the Soaring Capital of America. It was in the basement of their Big Flats home that he built his second sailplane, an HP-14. In the spring of 1966 he became a member of HHSC (Harris Hill Soaring Corp.) and was an active member, flying gliders and towplanes, for 52 years. From 1965 till his retirement in January 2000, Heinz worked for Glendale Manufacturing, a Division of Bennett Die & Tool, Inc. Among his children, grandchildren, and his extended Harris Hill family, Heinz was known as "Opa". Opa was a kind, peace-loving, well-read man, respectful of nature and all mankind. His typical way of greeting friends was with a smile, the V-sign, and one single word "Peace".

He is survived by his wife of 60 years, Elsbeth; his son and daughter-in-law Heinz G. Weissenbuehler and Karin Schlosser; daughter and son-in-law Eva and Tim Green; daughter and partner Andrea Weissenbuehler and John Thywissen; granddaughters Caroline, Nicole and Hannah; and a great grandson, Sawyer.



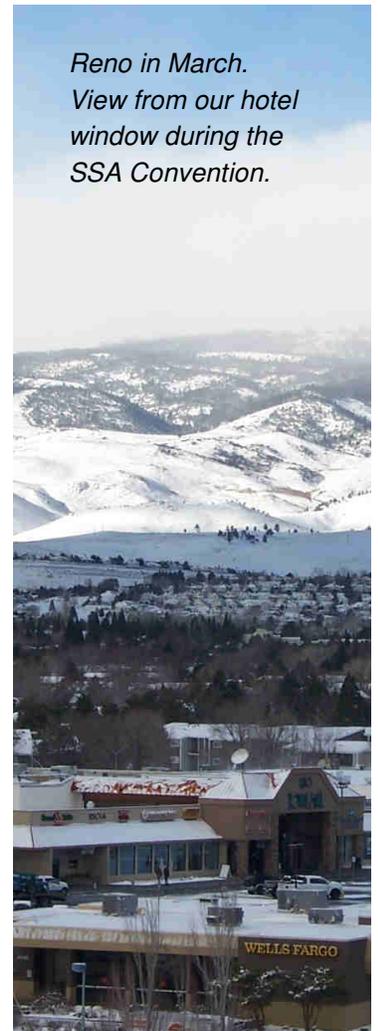
MEMORIALS

In Memory of
Tom Berry
Richard & Marcia Kimball

In Memory of
Donald E. Abrey
Bonnie & Les Schweizer

In Memory of
Heinz Weissenbuehler
Heidi & Volker Schlicker
Leopold & Helga Schoenauer
Karlheinz & Lore Schoenfeld
Peter & Lynn Smith
Marianne Frei
Richard & Elizabeth Oldroyd
Dorothy A. Hoos
Ellen M. Dougherty
Richard Butler
Frederick & Anna Lawrence
Michael & Charlene Prior
Richard & Margarette Kuhn
Mary Flaspahler

*Reno in March.
View from our hotel
window during the
SSA Convention.*



NEW IN THE WINDRIDER GIFT SHOP!

Just as spring has finally arrived at Harris Hill, the Windrider gift shop is coming back to life. The *Life is Simple* line of t-shirts has expanded. The line now offers Gray or Indigo Blue sweatshirts, a natural color embroidered knit cap, a great coffee mug, hot cocoa or soup, Gray or Indigo Blue, microwave and dishwasher safe. Get a jump start on your *Life is Simple* items.

A newcomer to the t-shirt line is the sailplane map shirt. Taken from the Google map, the Harris Hill section of NYS is placed inside the sailplane, showing where the NSM is located. Three great colors: Heather Red, Heather Green and Heather Blue, S-XL.



A very exciting line from local artist, Mary Nelson. Mary recycles empty wine bottles into Wind Chimes, bottle lights, ornaments and wine-scented candles. The chimes, lights and ornaments are hand painted with scenic Finger Lakes and assorted warm welcoming designs. Any one of these would be a great addition to the summer deck, and a rousing Beer & Wine trivia game.

Just like a Kentucky Derby underdog, this brand new, long sleeve shirt is leading the race. Two Ombre colors, Blue and Green, flew out the door during Hall of Fame weekend! A tip of our derby hat to our friends in Canada for the idea.

Even more new items, just in time for those outdoor patio parties, a set of two NSM coasters. One for a table and the small round one for the car. One of several magnets "Born to Fly, Forced to Work" for those day dreamers, bouncy airplane and helicopter magnets make a delightful addition to any magnet collection. Just in time for D-Day, a beautiful frosted glass mug. Stuffed toys for the young ones. The simple *Elmira* shirt says it all. Lots more unique gifts to choose from. Whether you live locally or are just visiting - no visit would be complete without a trip to NSM and the Windrider gift shop.

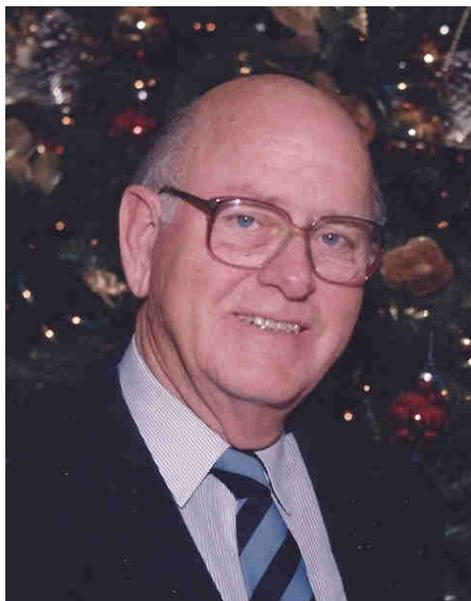


Plan to stop in soon. See the new exhibits at the museum, watch the sailplanes take off and land - and do a little shopping!

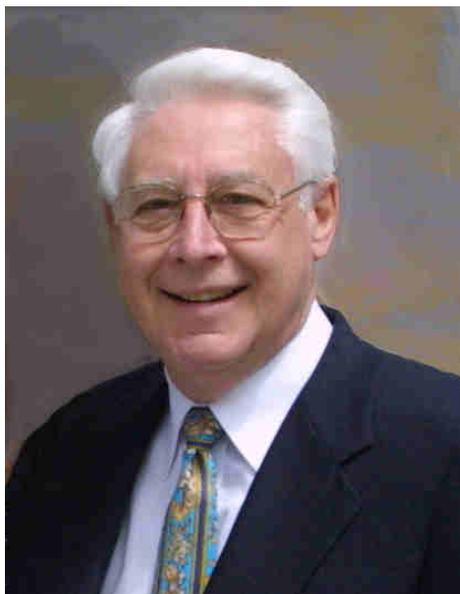


United States Soaring Hall of Fame Banquet and Induction Ceremony

Inducted into the 2018 Soaring Hall of Fame on May 5, were Rudy Mozer and Brian Utley. Rudy's award was accepted by his son, Eric, who also gave the introduction. Additional commentary was given by 2016 Hall of Fame inductee, Hank Nixon, and by Peter Smith, former NSM director. Along with Eric and his family, Rudy's sons, Peter, Norman and Richard and families attended the ceremony. Brian Utley accepted his award and nominator, Stephen Nesser, gave the introduction. Additional commentary was given by Arthur Greenfield, President of NAA. Our congratulations to both new members of the Hall of Fame. It was an honor for NSM to host this memorable event.



Rudolph Mozer



Brian Utley



Sponsor-A-Glider 2018

Dianne Black-Nixon - Zanoia

Hank Nixon - Baby Albatross

Jan van den Blink - Schweizer 1-26

Peter & Joyce Daniel - Orlik

Walter Cannon - Schweizer 1-7

Dr. Norbert Wethington - Pratt-Read LNE-1

Mark Gross / Gross Family - Gross Sky Ghost

Stu & Lucy Schweizer - Schweizer 1-35

NATIONAL SOARING MUSEUM OFFICERS

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William Batesole
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Steven Leonard
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Dr. William G. Howard
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Dr. Walter Cannon
Kevin Christner
Warren Cramer
Donna L. Draxler
Michael Koerner
David Manchester
James McDaniel
David Pixton
Ann B. Richart
David Welles
Phil Westcott
Dody Wyman

MEMBERSHIP UPGRADES

Bronze
Martha Treichler

ARTIFACT DONATIONS

Collection of photos and
memorabilia in memory of

David W. Lester
by Jan Lester

NEW MEMBERS

Bronze
Robin & Marici Reid

Family
Norbert & Helen Binkowski

Individual
Etoral Guernsey

United States Soaring Hall of Fame

Call for Nominations

Nominations for election to the United States Soaring Hall of Fame are currently being accepted. The deadline for the current year consideration is June 30, 2018.

Any member of the Soaring Society of America may submit an individual's name for consideration as a Hall of Fame candidate. Each nomination must be accompanied by a detailed statement setting out the achievements or contributions of the nominee, justifying consideration for election to the Hall of Fame.

Please send nominating letters and support material to:

Trafford L. Doherty, Director
National Soaring Museum
51 Soaring Hill Dr.
Elmira, NY 14903-9204

Questions? Please call (607) 734-3128 or e-mail: director@soaringmuseum.org



Miniature & Dollhouse Vendor Yard Sale

Sunday, June 17, 2018

10 AM - 4 PM

at the National Soaring Museum

Mooers Community Room



CALENDAR OF EVENTS

thru October 1, 2018 - **Art Exhibit - works of Fred Lawrenson**

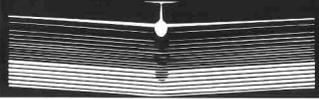
June 17, 2018 - **Dollhouse & Miniatures Yard Sale** - Mooers Community Room

September 8, 2018 - **Community Soaring Day**

October 15, 2018 - January 1, 2019 - **Icon Art of Joyce Merletti**

November 17, 2018 - March 30, 2019 - **Dollhouse & Miniatures Exhibit**

National Soaring Museum



51 Soaring Hill Drive
Elmira, NY 14903

info@soaringmuseum.org

www.soaringmuseum.org

607-734-3128

SPRING 2018



MUSEUM HOURS

May.1 - Dec. 31
Open daily 10-5

Jan. 2 - Apr. 30
Open daily 10-4

**Closed on Monday and
Tuesday in January &
February**

**Museum closed on the
following holidays:**

- New Year's Day
- Easter Sunday
- Thanksgiving Day
- Christmas Eve
- Christmas Day



NSM Membership Form

Please check the membership category of your choice and return to:

The National Soaring Museum, 51 Soaring Hill Dr., Elmira, NY 14903

Basic \$35
 Family \$50
 Bronze \$100
 Silver \$250
 Gold \$500
 Diamond \$1000
 Cayley Society \$2500

My name(s) _____
as it is to appear in printed matter :

Address _____ City _____

State _____ Zip _____ Home phone _____

e-mail address _____

My check is enclosed

Please bill my Credit Card# _____ exp. date _____

(MasterCard-Visa-Discover-American Express) V-code _____

Signature _____

Additional tax-deductible donations will be used for museum improvements, including upgrading facilities, restoration shop and new exhibits.