

NSM NEWS

WINTER
2021

Official Newsletter of the National Soaring Museum

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IVSM is Back! - *Bill Batesole, Chairman*

International Vintage Sailplane Meet 2021 at Harris Hill
July 10-17, 2021, Elmira, NY USA

This summer we are planning another IVSM at the historic Harris Hill Gliderport: the "Soaring Capital of America". This event was scheduled to be held last year, but like so many gatherings in 2020, we had to cancel. This year we are confident the Meet will be held in July.

The first International Vintage Sailplane Meet was in 1995 and since then has been held every 4-5 years. IVSM has the look and flavor of the European Vintage Glider Rallies and we are excited to host our national and international guests at the USA's most historic gliderport. Seeing the colorful vintage gliders in the air, meeting like-minded pilots, attending social gatherings and listening to daily presentations on historic topics are some of the experiences that await you.

IVSM 2021 is sponsored by the National Soaring Museum (NSM), Vintage Sailplane Association (VSA) and the Harris Hill Soaring Corporation (HHSC). The HHSC is an active soaring club, offering sailplane rides, instruction and a strong junior pilot program at Harris Hill. They

generously share their facilities with the IVSM participants by providing aerotows and line operations. The VSA is an international group of sailplane owners and enthusiasts that organizes vintage sailplane meets around the USA. The knowledge base and publications of the VSA are crucial to keeping our vintage sailplanes flying. The NSM is a world-class museum of soaring history. It features a vast exhibit area, an astounding collection, and presents the evolution of soaring from the Wright Brothers to the modern gliders. If you are interested in soaring and soaring history, this is a must-attend event.

There are many hotels in the area and camping is available to registered participants. We currently have blocks of rooms available at discount rates at the Holiday Inn in Horseheads and the Radisson in Corning. Registration is now open for IVSM 2021 via the NSM's website www.soaringmuseum.com. Please click on the IVSM logo for the schedule and additional information about the Meet. We can offer you some peace of mind in this COVID-restricted world: if the Meet should be cancelled due to an unexpected change in state or county rules, your registration fee will be refunded.

We look forward to seeing you and your sailplane in July, here in Elmira.

Bill Batesole, IVSM 2021 Chairman

IVSM2020@aol.com



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Restoration Shop Developments - Traff Doherty

A little over four years ago, we removed most of the accumulated clutter from the Restoration Shop area with the intention of making it a "living" part of our exhibit structure. We placed several things of interest in there, including an assembled 1-26E and a Briegleb BG-6 (to pose as a project sailplane). We removed the wing and stab/elevator fabric, so visitors could see how they were put together and the instrument panel was totally restored - placed up on a shelf next to the fuselage. The idea was to set this ship up to pose as a restoration in progress and it's served that purpose quite well.

But now, I am pleased to relate that we have an actual restoration taking place in our shop. Three years back, HHSC members Dave Corcoran and Rob Whitcomb went together and purchased a

1-26 – in this case, a 1965 B model s/n 320. After having fun with it for a season (they especially liked the additional open "sport" canopy that came with it), they decided to fix it up a bit. Beyond some tubing repairs and a couple of D-tube skin replacements (performed by the pros at K&L), Dave and Rob have been doing most of the work here at NSM. Ever since we put the shop together, I had hoped that someday we could have just such a project going on in there for our visitors to see. And now that's exactly what's happening. These fellows spend a fair amount of



time here and they are more than happy to explain their project to our visitors. I'm very appreciative of that because anything that enhances the visitor experience is good for the museum. As you can see from the photo, the fuselage is in the reassembly phase, prior to recovering. The tail assembly and ailerons are also essentially ready for fabric. Interestingly, they backdated their 1-26 by changing the swept fin and rudder to the earlier, rounded Schweizer design – typically seen on the 1-19, 2-22, and the earlier 1-26 (I've always liked that shape, too). A neat addendum to that is that they hooked up with someone who was in need of a swept fin and rudder! It's fun having them in the shop – and I can't wait to see what color scheme they come up with. Judging from their tastes in music (it's always playing), it's bound to be very interesting.



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Bronze

Matthew Dunaif &
Patz Nilsson
John Schweizer

Silver

Mark & Sandra
Margeson

HHSC Senior

Doug Dabroski
Shannon Fegley
Robert DiStefano

New in the Gift Shop

We now have 2 great Minimoa model kits with 54" wingspan from FlyBoyz.com.
On sale in our gift shop now for \$129.99.



Sponsor A Glider 2021

By sponsoring a glider for the annual donation of \$500, the National Soaring Museum will designate the glider of your choice as being sponsored by you for 2021 and will display near the glider a photo (if desired) of the sponsor and a brief biography. At the sponsor's option, the biography may include a reference to the particular glider and its importance to the sponsor.

A list of gliders currently in our collection can be found on our website.
Please call the museum 607-734-3128 with any questions

SPONSOR A GLIDER 2021

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

GLIDER being sponsored: _____

Address _____ City _____

State _____ Zip _____ Home phone _____

e-mail address _____

My check for \$500 is enclosed

Please bill my Credit Card# _____ exp.date _____
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Signature _____

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- Greg Lincoln
- Walter & Irene Cannon
- Rocky Peters
- Ellie Gross Pendleton
- Dody & Jack Wyman

New Homes for Some of Our Sailplanes

We are storing a large number of older sailplanes that have been in that situation for, in some cases, more than 40 years. It's become increasingly apparent that most of these ships will never be placed on exhibit at NSM, and the Board has been discussing ways to creatively "downsize" the sailplane inventory in storage. We have been talking about the idea of having a "silent auction" as a part of the upcoming IVSM in July to sell some of these surplus sailplanes. The idea is that each sailplane will have a bid sheet attached to it with its minimum bid, and through the course of IVSM week, interested parties will list their bids on the sheets. Bids can be submitted in person or by phone or email during the week of July 10-17. And as the week progresses, they can track the progress of the bidding and up their bids accordingly – if they want to. After the Friday Awards Ceremony, the highest bidders will be announced. We've done this kind of thing numerous times in the past and it works well. The actual sailplanes to be auctioned - with their respective minimum bid amounts - are listed at the end of this page.

A couple of months back I heard from Todd Schultz, out in Bakersfield, CA. Todd is a corporate pilot who flies sailplanes for fun. Some of you will remember his very-nice Prue 215 at a recent IVSM. Somehow he got wind of our plans to reduce our number of sailplanes in storage and voiced an interest in seeing what we had (he is in the process of starting his own Air Museum at Bakersfield). He stopped by here more recently and I gave him a tour of our Heritage Hanger. The result was an offer to purchase six aircraft from us; the Sisu, Nelson Hummingbird, Nelson Dragonfly, the Prue 2A, the Mitchell U-2, and the Rigid Midget. After due discussion with Board members and the Collections Committee (also Board members), the decision was made to keep the Sisu and the Prue 2A. The rest were sold to Todd and they are now safely residing in Bakersfield. It was quite a process to get all of these safely loaded in his dad's trailer and in a rented *U-Haul* box truck. It was an all-day affair, stretching into the night. In the group photo, that's Todd and his parents, Barbara and Phil, standing in front of the U-2. He had to rent an additional car trailer, because it was too wide (by 4") to fit into the other carriers. It was a very long day for us – and ultimately, a very long week for them. Interestingly, Todd picked items that were not going on the auction list below. We intended to keep them because of their historic significance. But the problem that we have been wrestling with is that, as I said above, there was little chance of any of them getting on exhibit. Here was an opportunity to place them at a location that will enable them to be seen - and enjoyed by the public.



List for Silent Auction, showing minimum bids:

Elfe S3: \$5000	Prue 215: \$1000
PS-2 Fuselage: \$1000	Slingsby T43 Skylark III: \$3500
Kestrel H-401: \$3000	Slingsby T50 Skylark IV: \$3000
Perl Penetrator: \$500	Scheibe L-Spatz III: \$2000
Phoebus A: \$1500	Sparrowhawk: \$35,000 (excellent condition)

The Sparrowhawk is in like-new condition!



Todd Shultz with parents, Barb & Phil



American Women in Soaring – Wall of Fame:

This exhibit is now up on the wall with 15 plaques completed so far. Like the *Hall of Fame*, our *Wall of Fame* is an ongoing project that will continuously be added to as time goes by. I have several subjects in queue and will continue to enlist help from various sources to enable further expansion of this exhibit. In keeping with that, I would appreciate suggestions from all of you. If you know of a woman in soaring who should be in this display, please let us know.

Featured here on the right is Audrey Artman, younger sister of Cloyd Artman and one of the many women in soaring featured in our new exhibit. In 1934, at age 19, Audrey established a women's duration record of 2 hours and 5 minutes with an altitude gain of 1200 feet in a primary glider designed by her brother. And in 1935, she bested her record with 3 hours and 18 minutes with a 2400' altitude gain. Today's soaring pilots routinely exceed these records, **but not in a primary glider!** Audrey and her brother, Cloyd, accomplished great things in a type of glider that was never meant to soar.



Audrey Artman



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Currently there are thousands of 501(c)3 organizations registered with **Amazon Smile**. The National Soaring Museum is already registered. This past year, **more than \$500 was donated to the NSM** through member purchases! Just select us as your charity of choice when you sign up online. Consumers feel good about giving back while purchasing things on Amazon they intended to buy anyway. The retail giant reported that it has given millions of dollars to thousands of different charities. Currently, Amazon Smile has given over 62 million dollars to thousands of charities and non-profits since 2013. Some experts in the industry predict innovative new fundraising strategies like this will change the culture of charitable giving.

Sarah Kelly Arnold - United States Soaring Hall of Fame

Sarah Arnold has been selected for the U. S. Soaring Hall of Fame for 2020. Her induction and banquet will be held here at the National Soaring Museum on Wednesday evening, November 3, 2021. She has selected this date so as to not conflict with her business and competition responsibilities. She has requested that Roy McMaster, 2019 HoF inductee, also be recognized on this occasion.

Sarah has firmly established herself as an excellent competition sailplane pilot. In 2011, she was the first woman selected to represent the U.S. in a world soaring competition and brought home a bronze medal. In that same year, Sarah also won the U.S. Open Class Nationals and in 2020, she became the first American to win a Women's World Championship. When she is not flying in contests, Sarah and her husband, Jason, operate their soaring operation in Benton, Tennessee. She has spent thousands of hours instructing *and* towing. Sarah has worked tirelessly through her adult life to promote the sport of soaring.

Sarah grew up in Lumby, British Columbia, Canada, a small town surrounded by the Monashee Mountains. This "pretty area" turned out to be a good place to develop her skills as a pilot. She first began flying at the age of 13, beginning with an ultralight aircraft. Throughout her teen years, she continued to perfect her skills, learning to fly additional kinds of aircraft. On her 17th birthday - the earliest possible date - she tested for and received her pilot's license.

Sarah, who is a dual citizen of the U.S. and Canada, later moved to Oregon, where she enrolled in aircraft mechanic school. Her original dream was to become a missionary pilot and help with humanitarian efforts in other parts of the world. However, after she graduated, she found there was little demand for missionary pilots.

She moved to Tennessee after accepting a job at Advent Home Youth Services in Calhoun, which was a group home for youth. While working at the home, she also began working part-time at Benton's Chilhowee Gliderport as a tow pilot. She then began "trading hours" to gain time learning how to fly a glider. "It wasn't that hard for me to learn because I was already a power pilot," Arnold said. "The sport of the whole thing is different though. There's an intuition that you have to have to find your angles, hit the thermals and gain energy to fly."

After going through the process of getting her glider pilot license, she continued to perfect her skills and began thinking of competing. In 2006, she took part in her first major competition.

She has since participated in more than 30 competitions in the U.S., not including pre-world and world championship races.



Coming to the International Vintage Sailplane Meet:



Gerry Wild's Rhönlerche II



Chad Wille's Midwest Utility Glider

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, 2021

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



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

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