

# NSM NEWS

SUMMER  
2019

Official Newsletter of the National Soaring Museum

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## From the Director - Traff Doherty

### New County-Appointed Board Members:

We would like to welcome Bob Briggs, Mark Margeson, and Tom Sweet to our Board. Our ongoing good relationship with Chemung County is of great importance, and for that reason we are delighted to have them here. We formalized the introductory process by inviting these gentlemen in for a familiarization tour and we also provided them with a packet of general NSM information, including a copy of our By-Laws.

### Perlan II:

I had intended to work on a Perlan display a little farther down the line, but early this summer, Rocky Peters, who helps out in our gift shop (also, a retired aircraft engineer and former Schweizer Aircraft employee), went ahead and completed a beautiful model of the Perlan II for this display. Rocky built several of the Schweizer sailplane models included in the museum's EOGASE collection and his new model is in the same scale (1/24<sup>th</sup>). As you approach the Sierra Wave kiosk, you will see it mounted above in a suitable flight-attitude pose. Directly below are two panels of text, the left one describes the Perlan project - and the right panel, the Perlan II sailplane. As time permits, I will be adding more Perlan material to the kiosk, which will require a slight compressing of the Sierra Wave Project display.



### New Roof:

With lots of thumping and crashing, the museum roof was insulated and water-proofed during the second week of September. Insulation panels and a waterproof membrane were added. A really top notch job!

So in addition to staying dry during rain storms, we might also be a little warmer in the winter months.

Our thanks to Chemung County for a job well done.



# The Aviation Art of Ted Williams - Exhibit Now On Display





## NSM 50<sup>th</sup> Anniversary Gala

The National Soaring Museum held a very successful Gala on Oct. 5th. Simine Short gave an afternoon talk on the Arnot-Chanute-Herring glider (similar to the reproduction we have hanging in the museum). In the evening, a catered banquet was held, and after dinner, retired NASM Curator of Aeronautics, Tom Crouch, gave a talk on the Wright Brothers' glider experiments. Music was provided by a local big band – the Hep Cats. To greet our guests, two vintage Schweizer 2-33s were placed by HHSC along the fence out in front of the museum during the day. We also included a raffle and silent auction in the evening's activities. The evening was enjoyed by all.



*Hors D'Oeuvres and drinks before dinner*



*Great Big Band music by the Hep Cats*

## 50th ANNIVERSARY SPONSORS

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**TRIPADVISOR REVIEW of NSM** by Paul L. of Columbus, OH - June 2019: "Hidden in the hills over Elmira, NY, is to me one of the best surprise museums I've ever encountered in the US. The National Soaring Museum tells the story of a different side of the history of flight from the glider standpoint. The opening video is captivating & the collection of gliders in this museum will have your head & camera looking all over as there are things just about everywhere you look in this museum. As someone who has visited multiple sites tied into the various forms of flight, this museum is a must visit for anyone with a love of flight & its history."

## MUSEUM OFFICERS

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*In Memory of*  
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 by  
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 Sarah van den Blink  
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*In Memory of*  
**Bill Schweizer**  
 by **Frederick M. Genung**

## In Memoriam

Norman Brush  
 Mary Esther Hintz  
 Holly Buck  
 Rolf R. Beyer  
 Garey Hudson

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## HARRIS HILL UNIQUE FLYING EXPERIENCES IN THE 60s

by Duane Sprague

While attending Penn State University, I had the privilege to work one summer on Harris Hill as the Resident Glider Instructor and ride-taker; however, this employment really wasn't work for me, it was the only job I've held where I was disappointed when my 2 weekend off-days arrived! This summer sojourn offered a variety of experiences, including taking "Miss NY State" for a glider ride.... to teaching an editor of a large N.Y. City publishing house how to fly gliders, to ridge soaring with the German soaring dignitary, Martin Schempp. Also, my summer work experience included the opportunity to learn some first hand World War II history from my tow pilot, Ralph Knight, who was a school teacher on summer leave, but also was one of the first allied pilots to test fly a captured Japanese Zero! (He humorously related a testing surprise discovery that the Zero could sustain an extended vertical climb...when he just kept pulling the stick back!) The intriguing ridge flying of early glider-flying pioneers was the reason Harris Hill became a prominent soaring location.

Two unique experiences (related below) unfolded via a Harris Hill ridge-flying day. Ridge days were not an everyday happening, but when they did happen, they were cherished fun flying days, both initially and during recent years (even after cross-country flights were frequent). My flying experience was off the original Harris Hill air strip before it was leveled for improvement. My ridge flying days were similar in basic nature to any other day: I took both students and passengers for rides that allowed me to fly using ridge lift to become familiar with ridge characteristics. When the ridge wind was moderately strong and steady, it allowed sailplanes to enter and depart the ridge lift zone at will, and sometimes the ridge lift extended above 1,000 ft. over the landing strip for high performance sailplanes. A ridge day would allow one to fly his sailplane in an approach to land that could be easily aborted via merely retracting the spoilers and flying straight ahead to where the ridge lift existed to again climb in the ridge lift.

**One unique ridge flying experience** was the observation of the minimum sink performance of the sailplanes flying together on the ridge. The sailplanes would be flying at different altitude levels and speeds above the ridge, which visually demonstrated a stacked arrangement, indicating, without ambiguity, the relative respective minimum sink rate capability and speed of the sailplanes. These observations allowed for both confirmations and reassessments of presumed sink speed performances. Coincidentally, while flying the ridge one day, I observed the maiden flight of a home-built BG-12, flying fast and much lower over the ridge than most of the other sailplanes. Later conversation on the ground revealed that the sailplane was constructed very well and very strongly; in fact, perhaps too well and strongly, which caused it to also be too heavy!



My **second unique experience** occurred on a ridge-lift day, after I was familiar with the specific predictable lift location/zone over the slow rise of the old landing strip at its valley end, whereby I slowly moved my landing final approach along at approximately 10 ft. above the field to where I was flying the Schweizer 2-22 just above the stall speed between 6 to 12 ft. above the ground, just before entering the ridge lift zone, when I stopped moving ahead or up or down....and began to "hover" ...err, like a helicopter! **This was indeed a novel first experience for me** and I lingered in this hover zone... because I could! After a few minutes, a familiar fellow walked over from a standing air strip side-observation location, to a location just below my right wing, and I recognized him to be a fellow Soaring Society of Dayton Club member, Jim Ferguson. Since the Schweizer 2-22 had an open canopy area for the rear seat, it was easy to carry on a normal voice-level conversation, whereby I asked Jim, "What brings you to Harris Hill today?" He said that he was on vacation and was surprised to see me. We continued to talk for approximately 5 to 8 mins. when I told him I was going to continue my flight in the ridge lift and I slowly moved ahead to again enter the faster rising ridge lift to climb to the higher altitudes over the hill. I didn't discuss my "hover" experience with many others, but I can imagine that what I experienced was routine for the earlier pioneers who initially mostly (or only) flew in the ridge lift! (I'm not sure if the new leveled air strip configuration will support "hover" flights?)



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My **third unique experience** transpired a few times on regular flying days that offered no ridge lift, but a spontaneous opportunity for some fun via mock-strafting. Typically, there were on average, approximately 3 weekly tour bus visits that originated in New York City. Usually, one or two tourists would go for a ride while the bus paused on Harris Hill. These same buses also typically paused on the crest of the hill, just below the level of the landing strip, in a sight-seeing location next to the guard-railed road that overlooked the scenic valley. The tourists (with cameras) would disembark the bus and line up along the guard rail (like an on-stage chorus line), typically with one foot resting on the edge of the guard rail's horizontal structural section, to steady their cameras. When there was no ridge lift or tail wind, the Harris Hill landing strip could be landed on from either direction, but tows were always towards the valley. It was efficient to have the landing glider end up at the take-off location, so that ergonomically all that was necessary before the next take-off, was a 180° turn-around of the glider. Therefore, it was convenient to make a pattern over the valley and accomplish a landing roll-out that easily located the glider for its passenger disembarkation and the loading of the next passenger to be launched.

I confess that it was irresistible for me to not accomplish a mock bus-strafting on my high speed (approx. 80 to 90 kts.) final dive for my airstrip-landing that was initially aimed at a point well below the bus and guard rail. I wish I had videoed the ensuing sequential scenes which always happened when the tourists performed in unison, as if there were a conductor with a baton directing them on a stage. During my approach to the bus and landing strip: The **first 5-second scene** had all of the tourists smiling with their one foot on the guard rail; the **second 2-second scene** had all of the tourists changing their smiling to a frown; the **third 2-second scene** had the tourist removing their feet from resting on the guard rail; the **fourth 2-second scene** had the tourists **crouching/ducking down!** At this moment, I would pull up to clear the bus with a rush of air on the tourist, to gently land the glider on the air strip and roll up to the take-off location.



My **fourth unique experience** involved the weather suitable for soaring fun. Climatology books only credit the Harris Hill area with approximately 1,600 hours of sunshine per year, while they credit Los Angeles and San Diego with approximately 4,400 hours of sunshine per year. Since thermal cross-country soaring depends directly upon the sun, one might wonder how Harris Hill became so popular for our soaring sport? Per earlier mention, it was because of the ridge lift! When I arrived on Harris Hill for my summer soaring sojourn in the spring, I was blessed with a first day of...err, work, with fantastic sailplane flying weather that typically follows a classical cold front resulting in spectacular thermal climbs to 5 and 6,000 ft. over the terrain, under gorgeous cumulous clouds! It also turned out that my first ride customer, on an initially visitor-scarce morning, was a traveling salesman wanting to try out soaring as a possible sport that he might become active in. Of course I felt quite lucky to be able to introduce him to soaring on such a spectacular day! Since there were no waiting customers on this first day for me, my friend, Ralph, and I agreed to a signal plan where he would place a car in the take-off area to indicate that there was a waiting customer for the next flight, if one showed up (we had no radio). Well, the next customer didn't show up and I was able to stretch my first flight into a couple of hrs. that involved some nearby sight-seeing of the Finger Lakes, etc. After landing, he assured me that he had enjoyed his ride and I invited him to return some other day for another ride.

My summer unfolded with a mix of weather, with much of our weather experience being of the typical inferior type....that is, rain and cloud overcasts, etc. However, during my last week before returning to school, a cold front came through pretty much like the cold front that happened during my first day on Harris Hill in the spring! This was great and I looked forward to great flying for the day....when, much to my flabbergastion, my first customer for the summer also walked up and said that he wanted to go for another ride! Well, I couldn't imagine how fortunate I was to be able to again show off the virtues of soaring to this candidate to join our sport! Of course, we had a wonderful flight that repeated some of the details of our first flight, but also included some new visit areas and some passenger hands-on flying. If we had been flying a performance 2-place (or single place) sailplane, instead of a basic trainer, we might have gone for a 300 to 400-mile cross-country lasting over an 8 to 10 hr. flying day! After landing, I quickly gathered up some information on soaring that I could give the new soaring enthusiast and asked him how he liked soaring now, expecting to have to push him away from a bear hug! He said that he liked it, but he was most probably going to take up golf for his new sport! Now I didn't cry, (maybe I almost did), but I asked him, "Why not soaring?" He said, "Well, I was really looking for a sport with some more involved challenge; it was just too easy to run around the sky"....as he started to walk to his car! Whereby I said, "But you should have been here yesterday.... when I was so challenged that I could barely stay up for a half hour!"

## In Memoriam

### Garey Hudson

1947 - 2019

Born on January 15, 1947 in Elmira, NY, he was the son of the late William and Gladys Hudson. Garey graduated from Southside High School, class of 1964 and later received his Bachelors Degree in Aerospace Engineering from Syracuse University. In college he served in the ROTC and later served in the United States Air Force from 1968 to 1972. He married Deborah Miller on December 4, 1971. Garey worked as a pilot for over 50 years, most recently being employed by Delta Private Jets.

Garey will be remembered for his devotion to Debbie and his love of flying. Garey had a lifelong love for flying that began in his early teens and was enthusiastically supported by his "Pop". Growing up at Hudson Acres, a small grass airfield in Pine City, he built his first aircraft at the age of 16. Since then, he accumulated over 30,000 flight hours in military aircraft, commercial airlines, private jets and gliders.

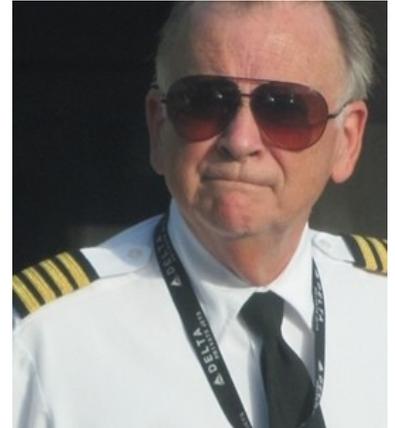
He started USAF Pilot training in 1968 and flew the C141 on active duty around the world in transport missions. Later, during his 20 years in the Air Force Reserves, he flew the C-5 based out of Dover, DE. Throughout his military career, he was always top-of-his-class.

In 1975 he started his Civil Aviation career with Eastern Airlines where he flew the Boeing 727 and later as Captain on the Boeing 757. In 1991 he joined Tower Air where he was a captain and the Chief of Aircrew training for the Boeing 747 until 2000 when he moved to CitationAir. During his 13 years at CitationAir, he was a Captain and the Chief of Training during the expansion phase of this charter service from 3 to 80 airplanes. In 2014, he started as Lead Captain with Delta Private Jets, and they moved to Florida where he and Debbie spent the last 4½ happy years.

Throughout his years of flying jumbo aircrafts, he never lost his love for gliders. He joined Harris Hill Soaring Corp. as a young man, where he flew as a tow pilot and active glider pilot. He built his first glider, a Schweizer 1-26, while he was still in the USAF then later flew the Schreder HP -11. In over 40 years of soaring, he successfully flew his ASW-19, ASW-20 and ASW-27 in many soaring competitions.

Harris Hill is also where he met Debbie and where they, years later, built their home.

<https://memorial.phillipsfuneralhome.com/garey-hudson/3978708/obituary.php>



## In Memoriam

### Rolf R. Beyer

1934 - 2019



ROLF R. BEYER Age 85 of Horseheads, NY passed away peacefully on Tuesday, October 1, 2019. Rolf was born August 18, 1934 in Suhl, Germany, the son of the late Horst and Ida Morgenroth Beyer. He received his Master's Degree from Cornell University in Electrical Engineering. Rolf married his wife, Mary Lou Gilbert Beyer, on March 27, 1971 and they celebrated their 48th Wedding Anniversary on March 27, 2019. Rolf was a retired Electrical Engineer having worked at Westinghouse Corporation and retiring from Imaging, Sensing, and Technology in Horseheads, NY in 2000 . Rolf loved soaring and was the Treasurer for Harris Hill Soaring Corporation for over 20 years. He loved his family and friends and treasured the time he spent with them. Rolf is survived by his wife, Mary Lou Gilbert Beyer; daughters and son-in-law: Susanne and John Neidrich of Erin, NY and Christine Beyer of Elmira Heights, NY; grandsons: Cameron Neidrich and Owen Neidrich of Erin, NY; sister: Waltraud Kunte of Fulda, Germany; brother: Wolfhard Beyer of Aachen, Germany; two nephews Peter Kunte and Dirk Kunte of Germany; sister-in-law: Susan Gilbert of Elmira, NY.

HARRIS HILL SOARING  
57 Soaring Hill Dr.  
Elmira, NY 14903  
607-734-0641

*Soar Harris Hill*



## Sponsor A Glider

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 2019 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. The Zanonja, Baby Albatross, Schweizer 1-26, Schweizer 1-35, Orlik, Schweizer 1-7, Pratt Read LNE-1 and the Gross Sky Ghost were all under sponsorship for 2018. Please call the museum 607-734-3128 with any questions

### SPONSOR A GLIDER 2019

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

GLIDER being sponsored: \_\_\_\_\_

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Christopher Woods

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Stu & Lucy Schweizer

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