

NSM NEWS

SPRING
2017

Official Newsletter of the National Soaring Museum

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From the Director - Trafford Doherty

Continuing our improvements to the museum exhibit areas, we have been focusing on making the restoration shop into a much more relevant area for exhibit and instruction purposes. This area is shaping up well; we now have six large-scale models hanging – ranging from a *Senior Albatross* to a *Foka*. The effect is striking! The BG-6 is also starting to look very convincing as a project sailplane. The wings are stripped of fabric and the instrument panel fully restored. The instruments were all missing, but I was able to find everything I needed, including a *Pfeiffer* pellet variometer (I actually knew Teddy Pfeiffer, so that's cool). All such components are in plain view for our visitors.

We brought the 1-26E from the Schweizer Gallery and placed it in the shop, assembled, to use it for a teaching demonstrator. It looks really nice all set up. Won't that leave the Gallery looking a little on the empty side? That brings us to my next subject.

A while back, I was watching a Vietnam-era fighter pilot being interviewed and he was asked if having a SAM fired at him was scary. He said: "I don't remember being scared, but it sure does re-arrange your priorities!" Our plans for the *Kirby Gull* and the *Ka-6* have been put on hold. I got a call from the Elmira-Corning Regional Airport manager a few days back and he informed me that the terminal is undergoing a major renovation and *our* TG-3 that has been hanging there for 20+ years has to come down – and go back to us! The time frame is late May. This is going to be quite a job and it will involve NSM staff and volunteers, plus equipment and expertise from K&L Soaring. Fortunately, the County is taking this seriously and has hired professional movers to get it down to the floor before we can take it apart. I went down and looked – it's hanging right over the security screening area (which didn't exist when it was first there) and we will have to do all of this after the final departure of the day. It's going to be a long night!

On the lighter side, it appears to be a beautiful TG-3 and the fuselage will look very impressive in the Schweizer Gallery alongside the 2-22A fuselage that we also would like to bring up from storage.

126-E in the shop →

#700 was the last 1-26 built by Schweizer Aircraft.



Our Baker McMillan Cadet II fuselage has been brought up from storage and placed in the hallway to the restoration shop. This is the type of sailplane flown by Jack O'Meara off South Mountain in the summer of 1930 for 1 hour and 38 minutes, which marked the beginning of soaring at Elmira.



↑ Traff Doherty and helpers, Don Rumsey, Dylan & Dakota Rumsey and Joe Wagner, move the Cadet into the restoration shop hallway.

We have been working with the County on a series of upgrades. **Plumbing fixtures** are being replaced in the restrooms and John Herrick, one of our regular County maintenance persons, has done a beautiful job **cleaning and waxing** all of our linoleum tile floors – including the classroom.

We have purchased a new **POS (Point of Sales) system** for the gift shop, including new computer, cash drawer, pricing gun and receipt printer. The new system is now on line and is performing as advertised. Kyle Schweizer was a great help (and general Guru) on this project.

Our current **website** has numerous shortcomings and we made the decision to hire Scott Demmin to redesign the entire site. Scott's business is in Fairport, NY, and we have worked with him in the past on the Curtiss Museum website. He is very knowledgeable, easy to work with and always accessible, The new website is now in process. All of our previous work (including Hall of Fame) will be captured in a new database that will have much better architecture and will offer a more logical and friendly administrative user interface. Online Gift Shop purchases, membership renewals and donations will be easy to make and easy to retrieve on our end.



↑ The diorama of Harris Hill has been moved to the lobby and temporary furniture has also been moved in for seating. On our wish list for this year is a more appropriate furniture ensemble from which folks can take a rest and watch the activity on Harris Hill.

QUILTS, QUILTS, QUILTS!

Our bi-ennial quilt exhibit, presented by Piecemaker Quilters of Elmira, was a huge success with over 1000 visitors during the 3-day event on April 21, 22 & 23. With more than 200 quilts and quilt projects on exhibit, the museum was a labyrinth of textures, colors and patterns!



Car Quilt !



CALENDAR OF EVENTS

May 1 - November 1

**Nature Photography
works of
Matthew Burroughs**

June 1

**Opening of Museum
Restoration Shop and
Elmira's First Sailplane Ex-
hibit**

November 15 - April 1

**Dollhouse & Miniatures Ex-
hibit**

Sunday, November 26

**Dollhouse & Miniatures
Vendor Show & Sale**

December 1 - October 1

**Art Exhibit
works of C.F. Lawrenson**



*Baker-McMillen
Cadet II*

MEMBERSHIP UPGRADES

Diamond

William & Mary Ellen
Feldbaumer

Bronze

Jerry Wenger
John McGonigle
Ron McLaughlin
Logan Pomella
Elizabeth Pataki

Family

John F. Good
Jeff & Linda Hostetler

The NSM Aircraft Fleet and its Many Storage Locations

by John "Corky" Gill



A few days ago I received a nice coffee mug from Denise Layton of the Soaring Society of America. It was for my 50 years of continuous membership in the SSA. This inspired me to write about some of the highlights of my many years in soaring. In addition to my membership in SSA, I was also a member of the National Soaring Museum beginning in the early 1970s. For this issue of the newsletter, I would like to document the many storage location moves of some of the NSM's collection of sailplanes, and my part in helping with these location changes.

During the 1970s, the NSM collection of sailplanes was stored in the hangar belonging to the Harris Hill Soaring Corp., and the NSM had its first offices in the Harris Hill Soaring Corp. Administration Building. In 1977, the Administration Building burned to the ground and the NSM moved their offices to a building on Harris Hill owned by Chemung County. Chemung County owns and maintains the entire Harris Hill complex and has been very supportive of soaring attractions here since the early 1930s. About this time, Harris Hill Soaring needed to reclaim their hangar space and the NSM collection had to go. Bud Cramer, a HHSC member, and I volunteered to move the fleet to a building at the Harris Hill Youth Camp. This was OK till summer came and the County needed the building for Parties, weddings and reunions. So it was "move again". Bud and I moved the fleet into the house where NSM had its new offices. It had a double car garage, which was helpful, but some gliders actually had to be stored in the house itself. That was not an easy job, and took a few days.



A new National Soaring Museum building was being constructed during 1977-78 and on Sept 9, 1978, the offices were moved out of the house and into the new museum building, leaving some gliders in storage. Shortly thereafter, the County wanted its house back and so it was "move again". Bud and I were getting pretty good at this by now.

A couple of T hangars at the Chemung County Airport were to be the new storage place for the Fleet and equipment. These hangars had dirt floors and were muddy. The ships on trailers were not too bad to move, except that there were no license plates, and no insurance. The rest of the equipment posed a bigger problem, but we managed to get it done.

The Fleet stayed in the T hangars for quite some time. By the 1980s, the NSM museum building had proven to be too small and an expansion was completed in 1989. Some funds were left over at that time, and talks began about constructing a storage building to house the Fleet that was still down at the airport. Much discussion went on and, ultimately, a campaign was started to raise additional funds to have a storage building. The Morton storage building was completed in the 1990s.

A pretty good-sized crew moved all the aircraft, trailers and equipment into the new storage building. I was very happy when this last move was completed successfully. Altogether, we have about 30 sailplanes and trailers in the storage building, with 8 sailplanes stored in a ground-level storage area in the museum and 6 more trailers with gliders still in storage in a warehouse at the old Schweizer Aircraft plant. I remember when we moved those to the Schweizer Plant #1, with help from HHSC member, Dave Welles, former Schweizer employee, George Novotny, and Peter Smith, NSM director at that time. It was interesting to go through the old plant where Dave, George and I had worked for so many years.

We do have a great collection of beautiful and historical sailplanes in storage. It would be wonderful to someday have the added space in the museum to display a few more of them.

And More Quilts -

Since we have been celebrating quilts this spring, we need to mention that Museum trustee, Dianne Black-Nixon, has come up with a great way to recycle soaring contest t-shirts by incorporating them into her unique and original quilts. She has made 10 of these so far for family and fans!



Sponsor-A-Glider 2017

Dianne Black-Nixon - Zanoia
Hank Nixon - Baby Albatross
Jan Van den Blink - Schweizer 1-26
Peter & Joyce Daniel - Orlik
Walter Cannon - Schweizer 1-7



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NEW MEMBERS

Family

Jim Marks
Becky & John Stranges
Chip & Kit Chamberlain
Bill & Pat Orcutt
Stewart Orcutt
Joe & Nancy Tuttle

Individual

Eleanor McClelland
Carl Kohl
Erica Parks
Deb Reitter
Jack James
Shirley Griffin
Martha Treichler
Colson Cadwallader
Chris Theophanis
Stephen Roberts
Glenn Maxwell
Sam & Leigh Zimmerman
Clyde Taylor
Eric John Lambert

Write a review for the
National Soaring
Museum
on

tripadvisor

Al Hastings (standing), and Jack O'Meara in a new Baker-McMillen Cadet II



A similar Cadet is now on display in the restoration shop hallway.

On July 2, 1930, Jack O'Meara, flying his *Baker McMillen Cadet*, stayed aloft for one hour and 38 minutes over a ridge south of town, to make the first sailplane flight in the Elmira area. The success of this flight led to the decision to make Elmira the official American soaring contest site. The first National Soaring contest was held here in September of that year and continued to be the official site for such contests up until 1947, when other sites around the country started to be selected. Harris Hill continues to host local and national contests to this day.

Designed by Frank Gross in 1929, the *Cadet* was a step up from *primary* gliders, offering improved soaring capability. It was constructed in the typical fashion of the period, consisting of a welded steel tube fuselage, plus wooden wings and tail assembly, all fabric covered. More than 30 *Cadets* were produced by the Baker McMillen Company.

Span: 37.5 ft.
 Length: 19.0 ft.
 Empty Weight: 230 lbs.
 L/D Max: 15/1
 Min. Sink: 3.5 fps.



Ready to launch 1930

NATIONAL SOARING MUSEUM OFFICERS

W. Stuart Schweizer
 President

William Batesole
 Vice-President

Steven Leonard
 Secretary

Dr. William G. Howard
 Treasurer

Trafford L-M. Doherty
 Director

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 Donna L. Draxler
 Robert Jackson
 Michael Koerner
 David Manchester
 James McDaniel
 David Pixton
 David Welles
 Phil Wescott
 Dody Wyman



Securing the *Cadet II* for display in the hallway to the restoration shop.

Dollhouse Raffle Winner - Sylvia Smith, Lindley, NY



↑ Sylvia and her granddaughter, Allison, at NSM. Sylvia had been spending the day taking her granddaughter around to local attractions when she bought her winning ticket.



Raffle dollhouse after an afternoon of redecorating by Allison.



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, 2017

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



