

# NSM NEWS

WINTER  
2018

Official Newsletter of the National Soaring Museum

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## Focus on Exhibits - Trafford Doherty

### Neil Armstrong Exhibit:

In the last newsletter I talked about an upcoming exhibit on Neil Armstrong. I'm pleased to say that all development work is complete and we should have it up on the Blossom Gallery wall by April 1<sup>st</sup>. It's going to be a sizable panel, measuring 53" tall by 59" wide and it will be mounted beside the existing Eileen Collins portrait. They should complement each other very well. Neil had part ownership in two sailplanes - a 1-26 and a Libelle; and we have examples of both of them on exhibit (the Libelle is hanging directly above where the exhibit will be located).

## Neil Armstrong

1930 - 2012

Neil Armstrong will always be remembered as being the first man to walk on the moon, which took place on June 20, 1969. We should also be aware that he, like his fellow astronauts, was a superb pilot, who excelled in flying high-performance aircraft.

A former Naval Aviator, who flew 78 combat missions over Korea, Neil went on to be listed among the great test pilots at Edwards Air Force Base. Between December 1960 and July 1962, his efforts at Edwards culminated with his seven flights in the famous rocket-powered X-15, ultimately reaching an altitude of 207,500 ft. and attaining a speed of Mach 5.74 (3989mph).



Sailplane orientation was something that test pilots were often urged to experience, to round out their overall knowledge. In 1963, Neil did just that and found that he really enjoyed soaring. The photo of him seated in the 1-26 with the little girl was taken at Tehachapi, California later that year.



*"That's one small step for (a) man -*



In 1964, he joined three other pilots in the purchase of a new Schweizer 1-26 (s/n300) and went on to get his Silver and Gold badges (#859 and #217 respectively) - with one of his two Diamonds in this sailplane - all in that same year.



His Gold distance and Diamond goal requirements were accomplished at the same time, with a single 190-mile "goal and return flight" from San Angelo to Roby, Texas, and back. His Diamond altitude flight was achieved at Colorado Springs in 1965, having reached 28,800 ft. for a gain of 17,900 ft. - again, in a 1-26. (a rented one, with oxygen).

Later on, in 1970, Neil became a part owner in a German Glasflügel Standard Libelle, which is a high-performance sailplane. And although he truly enjoyed it, the 1-26 would always be one of his favorites.



Neil Armstrong was one of our most famous astronauts - and an advocate for soaring.

*"Gliders, Sailplanes, they're wonderful flying machines. It's the closest you can come to being a bird"*  
- Neil Armstrong -



*- one giant leap for mankind."*

### Hawley Bowlus Exhibit:

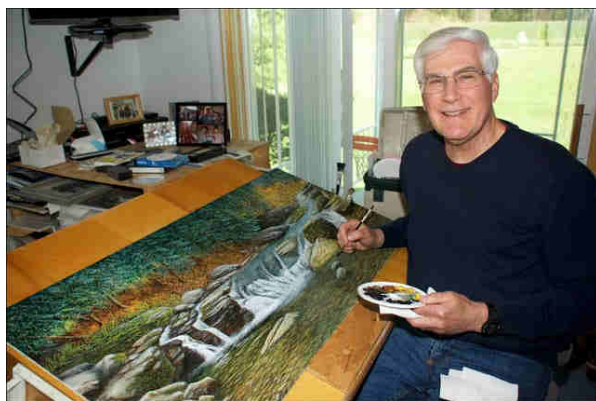
I'd like to shift this project into high gear as soon as we get back from Reno. This will require re-purposing a couple of the existing kiosks; Hawley will occupy the one currently featuring early national contest winners (they're not going away; they're just moving over to the kiosk next to the EOGASE display). Also, I would like to bring the two-seater *Baby Albatross* fuselage out of storage and place it along the east wall next to the Bowlus kiosk.



**Nature Art Exhibit:**

This excellent presentation of paintings featuring landscapes with wildlife is now in place and will remain so until late September. Carl Frederick “Fred” Lawrenson is a Pennsylvania resident who has achieved national recognition for his work. This is a very effective exhibit that our visitors will certainly enjoy.

Fred Lawrenson  
in his studio →



↓ Exhibit in place at the National Soaring Museum



Victorian House by Shirley & Ron Cornwell



4-storey dollhouse by Pat Orcutt of Penn Yan

**Dollhouse and Miniatures Exhibit:**

We added several new pieces to our presentation this year and visitor response has been very gratifying. This year, due to increased participation, we were able to position several dollhouses down in the gallery amongst the sailplanes. Quite often, miniature enthusiasts will also take the time to study the sailplanes – once they get up close.

**Future Exhibits:**

Future plans include a display focusing on **John Robinson** and **Paul MacCreedy** - out in the Blossom Gallery adjacent to the *Zanonia* and *Orlik*. I intend to use the *Smirnoff* kiosk for this. Another thing that we need to do is an exhibit featuring **Women in Soaring**; we're sorely lacking in this regard.



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## IN MEMORIAM

**Thomas Preston Berry, Jr.**, age 54 of Corning, NY passed away on December 25, 2017 after a courageous battle with cancer. Tom was born in Bad Constant, Germany on September 16, 1963. He received his Bachelor of Science in Aviation Management from Jacksonville University and his Master's Degree in Technical Management from the University of Maryland. Tom's passion for flying led him to a fulfilling career in the airline industry, working for Piedmont Airlines, U.S. Airways, and most recently as a systems engineer for the Mitre Corporation in McLean, Virginia.



Tom's love of flying touched all aspects of his life. Tom earned both private and glider pilot licenses. He was an avid glider pilot with the Harris Hill Soaring Club, a member of the National Soaring Museum Board of Trustees, and served as an advisor to Harris Hill's Junior Flying Club.

He is survived by his wife, Susan Schroeder Berry; two sons, Christopher Hilt Berry, age 22 and Kevin Thomas Berry, age 19, of Corning, NY; his parents Donna and Thomas Berry, Sr., of Lynn Haven, FL and his sister, Elizabeth.

Tom will be remembered for his quick wit, his genuine kindness, and his perpetual love of learning.

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**Hannes M. Linke**, 1998 United States Soaring Hall of Fame inductee died late in 2017 in California at age 78. A true soaring enthusiast, Hannes holds a Silver German #3194 1958; Gold German #234 1962; and Diamond German #62 (Intl #419) 1965.

Sailplane competitions were his main interest and he flew in over 25 regional and national contests, including the Smirnoff Derby, and participated in 14 World Gliding Championships, including the Hitachi Masters of Soaring. He has served as SSA Vice President, and was a speaker at the 2007 SSA Convention in Memphis. Hannes holds several world and national records and had a long-time involvement with the management of world and national competitions. For approximately the last 30 years, Hannes was involved with organizing the Barron Hilton Cup competitions.



In addition to being named to the US Soaring Hall of Fame, Hannes received the SSA Exceptional Service Award 1985 and the SSA Exceptional Achievement Award 1991.



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## From the Editor - **A Short History of Taylorcraft Aircraft**

Clarence Gilbert Taylor, a self-taught aeronautical engineer from Nottingham, England, can be called the father of private aviation in America, as he designed and produced the original *Taylor Cub* beginning in 1931 at Bradford, PA. Clarence, along with his brother Gordon, formed Taylor Brothers Aircraft Corporation - slogan; "*Buy Your Airplane Taylor Made*" - in Rochester, NY in 1926, offering a two-seat high-winged monoplane called the "*Chummy*", priced at \$4,000. The Chummy failed to sell, and after Gordon died flying another Taylor design in 1928, Clarence moved to Bradford, PA, where the townsfolk had offered him a new factory at the local airfield plus \$50,000 to invest in the company. One of the investors was William Thomas Piper, who had made his money from oil wells.

When a disastrous factory fire brought production of the *Taylor J-2 Cub* to a halt, Bill Piper bought the company out and placed the Cub back in production as the *Piper J-3 Cub*, which became the iconic aircraft of general aviation in the 1930s and 1940s. Piper operated out of a new facility in nearby Lock Haven, PA.

Clarence Taylor vowed to build a personal aircraft superior to the Piper Cub. He formed his own company in 1935 as Taylor Aircraft Company, renamed Taylorcraft Aviation Corporation in 1939.

In 1936 Taylor rented facilities at Pittsburgh-Butler Airport and first manufactured the "Taylorcraft". That summer, the firm moved to Alliance, Ohio, when the city offered the use of the former Hess-Argo biplane factory rent free for a period of six months

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## **One Airworthy Out of 253: The story of USAAF 43-12698** - Dr. Norbert Wethington

On June 1, 1942, The Taylor Aviation Corporation of Alliance, Ohio, manufacturers of a famous line of civilian light aircraft, received an emergency telegram from the War Department asking if they could produce a line of military training gliders. Both Piper and Aeronca got similar messages at the same time.

The official telegram stated that the request came because the "old line glider manufacturers did not have adequate facilities to turn out the great numbers needed." That, however, was only partially true. Reports from flight instructors at operating glider pilot training bases used by the USAAF noted that the performance of the traditional sailplane style trainers was so different than the operating parameters of the troop carrying cargo gliders (like the Waco CG4-A) that unnecessary time was wasted re-learning skills needed to safely transition to the heavier warbird.

Taylor Aviation went right to work. Using the design of their existing Model D commercial tandem powered-trainer, the factory removed the engine, added a second student seat up in the very front for balance, making it a 3-seat trainer, assembled it and had it ready to fly in nine days. Eighteen days after the telegram, the USAAF, out of Wright Field, Ohio, approved the contract and identified this new model as the TG-6.

A total of 253 were built. The three prototype test models, however, were not part of the original USAAF acquisition. Two hundred fifty of the production models became tail-numbers 42-58561 through to 42-58810. All 253, however, were shipped to the USAAF at one time and the three prototypes were given USAAF tail-numbers 43-12496 through to 43-12498.

After they were shipped to the USAAF, the three identified as prototype/test models were removed from the USAAF inventory and shipped to the Naval Aviation Modification Unit then located at the former Brewster Aircraft factory at Johnsville, Pennsylvania. USAAF glider 43-12398 became US Navy BuNo #36430. There they were put under a testing protocol designed and managed by Navy Captain Ralph Barnaby – a long time glider-pilot – who commanded NAMU.

For some fifteen years after the end of World War II, 43-12398 vanished from any documented records. Somehow, however, it was purchased by Dick Brandt and stored in the open at his crop-dusting airstrip in Colusa, California.



Dick's son, Terry Brandt, who had slowly developed a collection of his own, remembered that his father once owned a Taylorcraft glider. He went to Colusa, found the carcass of 43-12498 in the same field where it had been left years before and removed it to a storage facility in Yuba City California. Everyone at that time knew what it was but also realized, that unlike most of its contemporaries in that big pool of 253, it was never converted back to a powered configuration.

Likely by 1962, 43-12498 was moved from Yuba City to Hood River Oregon and, along with the rest of Terry Brandt's collection, became a part of what would eventually be known as the Western Antique Aeroplane and Automotive Museum (WAAAM). Early in 2009, a team of several volunteers at WAAAM started restoring 43-12498. It was flown for the first time in late August 2010. I had the opportunity to visit it up "close-and-personal" on Tuesday November 9, 2010.



The author sits in the front student cockpit seat and Tom Murphy, WAAAM's Director of Aircraft Maintenance, the mechanic responsible for the restoration of 43-12498, stands nearby. It is still airworthy and WAAAM plans on sending it out to EAA Airventure in the summer of 2018.

*The author, Dr. Norb Wethington, is a long-time researcher in the era of World War II training gliders – and has "stick time" in two separate Schweizer TG-2s (2-8) that are still airworthy.*

**TG-6 at Pima Air & Space Museum**



## **NEW MEMBERS**

### **Bronze**

Jessica Pineo Lohnes

### **Individual**

Zachary Rowe

## **MEMORIALS**

*In Memory of*

**Tom Berry**

Philip & Missy Rittenhouse

*In Memory of*

**Floyd J. Sweet & Jerry Sweet**

Ray & Kittie Alexander

*In Memory of*

**Nelson van den Blink**  
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Jeff Streeter & Barb Yunis

Bruce Bottoms



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## From the Director - Trafford Doherty

It's hard to believe that we're in February, already; there's a lot happening in the first half of this year and we'll be into the thick of things before we know it. At the end of the month, our Board President, Stu Schweizer, plus Jean and I, will be heading out to Reno for the SSA Convention. Stu and I will be doing a lecture on NSM – past, present, and future (I plan to talk about the Wright Brothers a bit, also).

The next events that will be coming up fast are NSM's Community Soaring Luncheon on Friday, May 4, this year giving special recognition to retiring county executive, Tom Santulli, and the United States Soaring Hall of Fame Induction and Banquet, which will be held here on Saturday, May 5<sup>th</sup>. Our inductees for 2017 are Rudy Mozer and Brian Utley. You're all invited and will be getting formal invitations in the mail.

Those of you who are familiar with Ken Burns' *Civil War*, will remember diarist, Mary Chesnut (correct spelling). Shelby Foote referred to her as someone who knew everyone who was worth knowing in the hierarchy of the Confederacy. I believe that the same could be said of Bertha Ryan and NASA. Bertha, thank you so very much for your help with the Neil Armstrong exhibit.



## NATIONAL SOARING MUSEUM OFFICERS

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David Pixton  
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David Welles  
Phil Westcott  
Dody Wyman

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## Sponsor-A-Glider 2018

Dianne Black-Nixon - Zanonina

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 SGP 1-1

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Tim King  
William Doerr  
George Gera  
Tom Jones  
Dr. Guerry & Alberta Howard  
Tom Heitzman

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## MEMBERSHIP UPGRADES

Gold  
Phyllis Buchwalder

Silver  
Dr. Raymond Thweatt

Family  
Ron & Linda Bors

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# 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](mailto:director@soaringmuseum.org)

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**REMINDER!** The National Soaring Museum is hosting the United States Soaring Hall of Fame Induction and Banquet on Saturday, May 5. This year's inductees are Rudy Mozer and Brian Utey. Reservations are required. Tickets are \$50. Call the museum at 607-734-3128 for reservations.

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SOMETHING NEW UNDER THE SUN! Well, at least something that's news to me! Instead of just using the regular old Amazon.com, use **Smile.Amazon.com** instead to do your regular online shopping and the AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible smile.amazon.com purchases. Tens of millions of products are eligible for donations. You will see eligible products marked "Eligible for AmazonSmile donation" on their smile.amazon.com product detail pages. Donations are issued to registered charities and non-profits quarterly via electronic bank account deposit.

Currently there are thousands of 501(c)3 organizations registered with Amazon Smile. The National Soaring Museum is already registered. 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.

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