

NSM NEWS

FALL 2022

Official Newsletter of the National Soaring Museum

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What's New in Exhibits? - Traff Doherty

American Women in Soaring – Wall of Fame:

All photos and narratives have been framed and attached to wall. We're up to eighteen subjects now and I expect this presentation to continue to expand.



Sailplane Transport Exhibit:

We get asked fairly often how sailplanes get transported. People don't realize that they can easily be disassembled and placed in a trailer. When we removed the Ka-6E from the Johnson Gallery to make room for the LP-49, we intentionally placed it along the west wall of the Blossom Gallery – in a disassembled state. This will form the nucleus of a new exhibit which, through the addition of photographs and text, will explain the process of disassembly and transport – and storage. We'll have this in place by this coming summer (having the Ka-6 there is a good start).



Ka-6 ready to soar !



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Les Schweizer receives the SSA Lifetime Achievement Award

This past June 11, friends and family gathered in the Schweizer Gallery of the National Soaring Museum to honor Leslie E. Schweizer with the Paul Schweizer Lifetime Achievement Award, given by the Soaring Society of America. Speakers were his wife, Bonnie; NSM director, Trafford Doherty and NSM board president, Bill Batesole. Kyle Schweizer then presented his father with the award.

In accepting the award, Les spoke of his uncle, Paul A. Schweizer's endless energy in promoting soaring. Les said that it was truly an honor to receive this award named after Paul.

Les Schweizer (the son of Ernest Schweizer, a founder of Schweizer Aircraft) was born into soaring and continues contributing to the sport today. Les, an aeronautical engineer, designed the SGS 1-35 high performance sailplane, the SGS 1-36 sport sailplane and the SGM 2-37 motor glider for the U. S. Air Force Academy. He also designed various reconnaissance aircraft for the U. S. military and U. S. Border protection. Les has been an FAA Designated Engineering Representative for 41 years, boosting his ability to design and approve repairs and engineer improvements. His contributions to sailplane design, manufacturing and engineering is keeping the worldwide Schweizer aircraft fleet flying today.

When Sikorsky Aircraft Corporation bought Schweizer Aircraft, Les has the forethought to obtain the Schweizer tools, fixtures, spare parts, Type Certificates and manufacturing rights for all Schweizer sailplanes. This assured that Schweizer sailplanes the world over would continue to be supported. In 2007, Les and his son, Kyle, formed K & L Soaring, LLC to better serve their customers. Their facility in Cayuta, NY, now employs more than 10 workers

The presentation did not end at the National Soaring Museum. After the ceremony, attendees travelled to Cayuta, a few miles north of Elmira, NY, and gathered at Les and Bonnie's home (a farm with two runways) for an evening meal, enjoyable socializing and the retelling of tall tales of soaring adventures and Schweizer Aircraft.

Memories of IVSM 2000

Going through our old pictures recently, we came upon this photo of Paul Schweizer and me with the Schweizer 1-7 which I restored. We came all the way across the U.S. with the 1-21 trailer. The 1-21 and the fuselage of the 1-7 were squeezed into the trailer and the 1-7 wings were bolted on top of the trailer. Somehow, my wife, Irene, and I got across the country without any difficulties. The 1-21 had first been displayed at the 1995 IVSM, but the 1-7 had not been seen in public for many decades.

Fortunately, it had been abandoned in a wooden trailer on the Mojave Desert. Because it had been in that dry environment, it was in structurally good condition and basically only needed to be recovered.

Paul was thrilled to see the 1-7 in such good condition. I had a number of nice flights during that IVSM 2000, with some excellent soaring conditions up to 6,000 ft. I would love to see it fly again when it is 100 years old. That would be quite a sensation and an honor for the Schweizers to have a glider fly again at such a senior age! - **Walter Cannon**



Walter Cannon and Paul Schweizer at IVSM 2000

The Schweizer 1-7, restored by Walter Cannon, is currently on display at the National Soaring Museum.

SSA Convention in Reno, NV- Feb. 23-25, 2023

This year's SSA Convention will be held at the Atlantis Resort and Casino Convention Center in Reno, NV.



Atlantis Resort and Casino, Reno, NV

The National Soaring Museum will have a booth at the convention, alongside the 1-26 Association, VSA and the Women Soaring Pilots Association.

Our booth will be manned by board members, Ann Lafford, Steve Leonard and Mike Koerner, who will also have Power Point presentations to show of the museum and Harris Hill.

In front of the VSA booth will be Doug Fronius' beautiful *Robin*, originally built in 1938 and flown in competition by John Robinson of San Diego, then restored and modified by Doug's father, Bob. Doug ultimately did a total restoration, bringing it back to its original form and completing it in time for IVSM 2021. Doug will be on site to describe The *Robin's* restoration. Doug has recently been welcomed as a new board member at NSM.



photo by Guerry Howard

The convention promises to be an action-packed event, with over 50 excellent speakers & presentations on soaring. With more than 40 exhibitors, attendees can also visit the convention floor to see up close the latest in sailplanes, equipment, restorations and so much more.

Dedication of the John “Corky” Gill Flight Center



Harris Hill Soaring Corporation was actually able to “pull one over” on Corky Gill this fall when a large group of HHSC members and friends assembled at the new flight center for a reception and dedication ceremony.

Corky, affectionately known as Harris Hill’s “oldest Junior” member, appeared to be totally taken by surprise, unaware of the honor until he was asked to help unveil the plaque.

Several members, including HHSC board president, Joe May, offered comments. David Graham was particularly eloquent as master of ceremonies, recounting nearly the entirety of Corky’s life story, and helping Corky to unveil the plaque on the flight center’s outside wall.

Not to be outdone, Corky was ready with some words of acceptance with a soaring story or two thrown in.

Congratulations, Corky!

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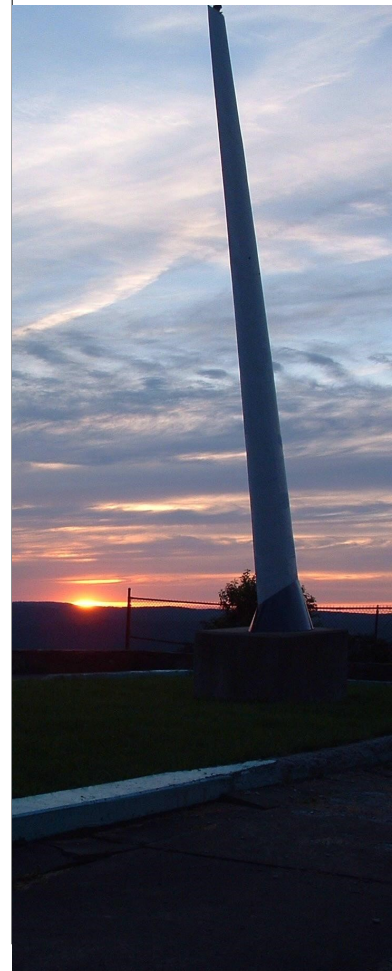
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Steve Leonard
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Jerry A. Wenger	Roger & Libby Jones	Stu & Lucy Schweizer
Jeff Streeter & Barb Yunis	Paul & Lauren Schweizer	Bob Randall
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Guy B. Bennett, Jr.	Juan Mandelbaun & Clara Sandler	Ira & Sue Blieden
Mary Lou Hammond	Michael & Nancy Opitz	Clare & Jan van den Blink
Tim & Paddy Welles	Doug & Mae Fronius	Janet Hallahan
Duke & Wendy Carroll	Curran & Barbara Sekella	Don Moser & Linda York
Joe & Nancy May	Michael Lachowski	Warrenetta & Lawrence Baker
Dick & Susan Rogers		Ruth Bruning



In Memoriam

Philip Jackson “Jack” Baugh, Jr.

1932 - 2022

Jack Baugh, age 90, died peacefully on September 10th, 2022. Born in 1932 to Philip Jackson and Frances (Jones) Baugh in Charlotte, North Carolina, the older brother to his sister Jill, Jack was an engineer, athlete and pilot in his youth, graduating from Duke University in 1954. More important to him than his graduation was meeting and marrying his beloved first wife of 31 years, Patricia Jeanne Meyers. After his graduation from Duke, Jack was commissioned as a 2nd Lieutenant in the United States Air Force Reserve. He excelled in the Air Force, finishing first in his class, receiving an Award of Merit, and becoming a Captain before his Honorable Discharge in 1962.

In these early years at Duke, in Texas, and then back in Charlotte, they were blessed with their four children Kim, Lisa, Philip and Patricia. Jack began his business career as an executive in the textile industry in North Carolina, eventually merging three textile companies together to create P.J. Baugh Industries. He added other enterprises over time, including Almahurst Farm in Nicholasville, Kentucky, and Arlington Aircraft Research Company. The aircraft firm built the famous all metal SISU 1A Sailplane that set multiple records and now hangs proudly in the Smithsonian Institution in Washington D.C. Jack was also active in politics in North Carolina, serving two terms in the North Carolina House of Representatives before moving into the North Carolina Senate in 1969. Jack’s love for the world of horse breeding and racing took him and his family to Lexington, where he built a global leader in Standardbred harness racing. He was active in the industry, serving as President of the United States Trotting Association, and earning multiple awards for his contributions to the industry including Horseman of the Year from Horseman and Fair World. Jack also continued to be active in aviation, acquiring Sprite Flite Jets and creating a leading Fixed Base Operator (FBO), which he later turned into the Aviation Museum of Kentucky. Jack’s passion for giving back and making a difference in his communities led him to serve on and chair the boards of Transylvania University and Duke University and serve as a Sunday school teacher, Deacon, and Elder with the Presbyterian Church.



Patricia died in 1984 and in 1986, Jack married his beloved second wife, Lura Jane Kelly, also adding her four sons to his family. Jack was an inspiring, engaging father, grandfather, and great-grandfather. He is survived by his daughters Kimberly Baugh Browning, Lisa Baugh Carson, and Patricia L. Baugh (Brent Caldwell); his son Philip Jackson Baugh, III (Mary, and her children, Chris Bengert (April) and Bryan Bengert (Elise); his given sons, William Watkins Kelly, Jr. (Cathie), Robert Jackson Kelly, Blair Massey Kelly (Laurie), and Gregory Clark Kelly (Anne); 15 grandsons, Philip Jackson Baugh, IV (Amy), Patton John Baugh, Christian Meyers Browning (Stephanie), Stephen Poindexter Carson, (Maggie), Christopher Baugh Carson (Abby), Philip Gaines Carson (Jacqueline), Thomas Evans Kelly, Stuart Grier Kelly, Grant Taylor Kelly, Tyler Clark Kelly, Austin Mcleod Kelly, Carter Phillips Kelly, and Jackson Pierce Kelly; 2 granddaughters, Hannah Jane Kelly, and Morgan Elizabeth Kelly; his great-grand daughter River Ainsley Grimes Baugh, and great-grandsons Philip Jackson Baugh, V, Stephen Poindexter Carson, III and Lawrence Hardwick Carson.

SGS 1-26B Restoration at NSM

Rob Whitcomb’s 1-26 restoration is moving along at a fast pace in the Museum’s Restoration Shop.

We are delighted to see the restoration shop being used for its intended purpose, and hope to see some future projects take place here. An active project going on in the shop is a magnet for visitors to the museum, and it is especially exciting if Rob is here to explain the restoration project. Visitors can spend up to a half hour just talking to Rob and asking questions.

Rob also helps out at NSM as a tour guide in the summer months, and his contributions of time and talent are very much appreciated.



In Memoriam

Dr. Peter Buck

1930 - 2021

Longtime member and generous supporter of the National Soaring Museum, Dr. Peter Buck died just short of his 91st birthday, on Nov. 18, 2021.

Dr. Buck was a nuclear physicist by training. He graduated from Bowdoin College in Brunswick, Maine, in 1952 and then earned masters and doctoral degrees in physics at Columbia University. In 1957 Buck went to work for General Electric at the Knolls Atomic Power Laboratory in Schenectady, New York. There, he performed tests and calculations on atomic power plants being developed for U.S. Navy submarines and surface ships. In 1965 he joined United Nuclear, in White Plains, NY, calculating the power distribution and refueling requirements of nuclear power plants. He finished his engineering career at Nuclear Energy Services in Danbury, CT.



Dr. Peter Buck

He was helping to design nuclear power plants in 1965 when Fred DeLuca, the 17-year-old son of a friend, asked him for advice on how to pay for his college education. Dr. Buck, who had fond memories of an Italian sandwich shop that his family had patronized when he was growing up in Maine, suggested he open something similar.

But first Dr. Buck drove Mr. DeLuca to Maine and took him to Amato's, the sandwich purveyor of his youth, which now has franchises throughout Northern New England. Dr. Buck gave him a \$1,000 loan, and within two weeks Mr. DeLuca had opened *Pete's Super Submarines* - named after Dr. Buck, who became his partner - in Bridgeport, CT.

Though neither the first nor the second restaurants were financial successes, they continued to expand their operations. By 1973, they had 16 locations throughout Connecticut and, in 1974, they began franchising out the restaurants. They also introduced a new logo and changed the name of their operation from what was then "*Pete's Subway*" to "*Subway Sandwiches*".

Subway continued to grow over the ensuing years and by 2010 had become the largest fast food chain worldwide, with 33,749 restaurants. In 2015, Buck was ranked No. 261 on the Forbes 400 list of wealthiest people, with an estimated net worth of \$1.6 billion.

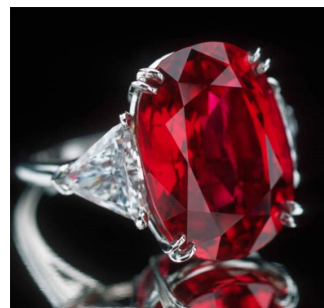
Dr. Buck was a major philanthropist, especially in the field of education and health care. He donated a 23.1-carat ruby, named the *Carmen Lucia Ruby* after his wife, to the gem collection at the Smithsonian Institution's National Museum of Natural History, where he also served as a trustee.

He gave a grant to Bowdoin College in 2009 that completed its capital campaign. Consequently, the college's new fitness center bears his name. In 2014 Dr. Buck gave \$30 million to Danbury Hospital toward a new addition.

As of 2020, Dr. Buck was the seventh-largest landowner in the United States by acreage, according to landreport.com, acquiring land for the purpose of open space conservation.

Peter Buck had a lifelong interest in aviation. For many years he owned and piloted a glider and remained an active member and supporter of the National Soaring Museum, the Soaring Society of America and the Valley Soaring Club.

But mostly, he kept a low profile. He drove an old car, the *Wall Street Journal* reported, and ate at least five *Subway* sandwiches a week.



IN MEMORIAM

Lydia T. Lynn
Tom Olson
Paul Morss
Dr. Leon Wiggin
Ellen Martin
Lauren Schweizer
Hans Hass

MEMORIAL DONATIONS

In Memory of

Michael Jaworski
by
Barbara Jaworski

In Memory of

Ellen Martin
by
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In Memory of

John "Jack" Lesser
by
Mary Lesser

In Memory of

Frederick R. Lawrence
by
David & Judith Clovsky
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HHSC Junior

Natalie Fatula
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Indiana Sallade
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In Memoriam

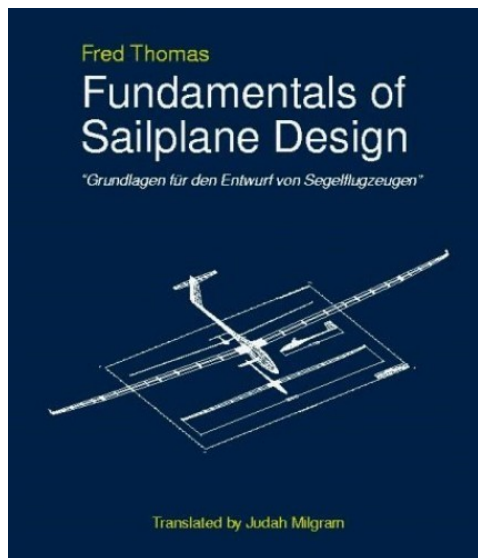
Edward S. "Ted" Mansfield

1937 - 2021

NSM member, Edward S. "Ted" Mansfield, of Salem, MA, husband of Lynn (Crissman) Mansfield, passed away peacefully on Sunday, October 24, 2021. Born in Boston and raised in Arlington and Winchester, Ted was a graduate of Winchester High School and received his Bachelor's and Master's degrees in Aerospace Engineering from Boston University. He proudly served for over 35 years in the U.S. Air Force and Air National Guard before retiring as a Brigadier General and Deputy Commander of the Massachusetts Air National Guard. In civilian life he spent his career with the Air Force Cambridge Research Laboratory where he worked with sounding balloons and rockets. Ted was an avid runner who remained active well into his 80s, regularly playing golf, skiing and flying his sailplane. He will be sorely missed by his family and the countless friends he made and kept throughout his life well lived. Surviving Ted are his wife of 54 years, Lynn; his children, Amy L. Mansfield of Bradenton, FL and Edward "Cris" Mansfield and his wife Meredith of Nashua, NH.



Now Available in the Museum Gift Shop



We have recently received a shipment of *Fundamentals of Sailplane Design* from Judah Milgram, who translated the original German edition of the book into English. It so happens the Dr. Milgram has some very fond memories of Schweizer Aircraft and the Schweizer Soaring School, where he soloed in a sailplane in 1974 at age 14 —

"I think Trafford Doherty was the one who came in a Super Cub one time to pull me back from a field south of Towanda, PA, after I flew right by the airport in a 1-26 on my Silver distance flight... I remember him opening the window of the Super Cub on the way back and dramatically pointing out the airport that I had failed to see!"

This unique book by Prof. Fred Thomas of the Technical University of Braunschweig grew out of the author's work with the Braunschweig Akaflieg (University-affiliated Academic Flying Group). In its

original German, it served as a textbook and valuable reference for students in the Akaflieds. This English edition has been expanded and updated to include many sailplanes and technical developments appearing since the latest German edition.

The book emphasizes physical relationships rather than mathematical detail, making it suitable for beginning pilots and engineers alike. It discusses the design of high-performance sailplanes: Aerodynamics, Flight Mechanics, Certification Regulations, Cross-Country Theory, and Design Optimization. It also includes a reference section with basic design data for over 150 sailplanes.

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The Hilliard Foundation

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Virgil Paggen

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