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The author signing copies of his book.

"WINGS LIKE EAGLES — THE STORY OF SOARING IN THE UNITED STATES" BY PAUL A. SCHWEIZER — A REVIEW

"Wings Like Eagles" author, Paul A. Schweizer, past President of the National Soaring Museum and a Trustee of the National Soaring Museum, has been involved with gliders and sailplanes since 1929. With his brothers, Ernest and William, he founded the Schweizer Aircraft Corporation in 1939.

He is an active soaring pilot, holds the three diamond badge and has twice been a pilot on the United States International Soaring Team. He has been a Director of The Soaring Society of America since 1945 and has also been a past President and Secretary.

The book has been published recently by Smithsonian Institution Press. In his preface Schweizer says, "... A ... complete history needed to be written while those involved in motorless flight during the 1920's and 1930's were still around and could help both in gathering the facts and in confirming information that was on hand. No one, as far as I knew, was working on such a history. ... Since I had accumulated extensive files during the more than fifty years of my involvement with the soaring movement, I decided to go ahead and write one."

How fortunate for soaring posterity that he did. Although the book is centered on that 50-year period from the formation of The Soaring Society of America in 1932 to its golden anniversary in 1982, the author takes us as far back as the 15th century and the works of one of the first pioneers of flight, Leonardo Da Vinci. We are eased down through to the 19th century and the accomplishments of such greats as Sir George Cayley, Percy Pilcher, Prof. John Montgomery, Lilienthal, Chanute and the Wrights.

Schweizer explains the advantages of the Kitty Hawk site that Orville and Wilbur Wright had chosen for their experiments. The soft sandy dunes and gentle slopes were ideal for extended glider flights and for easy landings. Additionally, the combination of the slope of the dunes and the steady strong winds provided an upward thrust that enabled the Dayton brothers to prolong their glider flights.

The book is packed with little-known asides. For instance, why the Wright Flyer when it was taken back to Dayton failed to perform as it did at Kitty Hawk. The density altitude during the first powered flight at Kitty Hawk on December 17, 1903, differed greatly from that during the unsuccessful tests of the Flyer II at Simms Station near Dayton, OH the following May. The 34 degree temperature at Kitty Hawk on the December 17th flight gave the density altitude of minus 1,800 feet, whereas the 81 degree temperature at Simms Station, which is at 1,800 feet above sea level, gave a density altitude of plus 2,900 feet. This difference in density altitude of 4,700 feet between the two flights helps to explain the good results at Kitty Hawk and the poor results at Simms Station.

The author quotes the late Capt. Ralph S. Barnaby, USN, an authority on the Wrights, who pointed out that the brothers had made over 1,000 flights and that some of the other pioneers may have had "flyable" designs (even though not fully controllable) but they lacked the experience to fly their gliders successfully.

Schweizer states that Orville (Wright) probably was the first soaring enthusiast and that his Oct. 24, 1911, 9 minute, 45-second recording-setting flight marked the beginning of the soaring movement in the world.

The focus shifts to the development of motorless flight in Germany, with Oskar Ursinus, publisher of *Flugsport*, in 1920, inviting German experimenters with gliders to participate in a competition at the Wasserkuppe. Wolfgang Klemperer, a

graduate student of Aachen University, won it in the student-built "Schwartzte Teufel" with flights of 1,830 meters' distance and a duration of 2 minutes and 23 seconds.

The movement started to pick up in Europe with three national meets in 1922 in Germany, England and France. Eddie Allen, who later became a Boeing test pilot, attended all three and wrote a comprehensive report on all three for the Massachusetts Institute of Technology. In the late 20's a series of exciting record flights by Lindbergh, Byrd, Chamberlain and others led American youth to look to the sky.

Although no gliding schools existed here in the United States, the enthusiasm for motorless flight was so strong that many home builders constructed their own gliders with predictable results. The writer tells us that more than 50% of gliders built between 1929 and 1930 were smashed in the hands of incompetent pilots.

He reviews the turbulent days of Edward S. Evans' National Gliding Association and of 1929 - 1931 with names and places that form the linchpin of soaring in America.

Moving from the start of the U.S. Soaring movement to the 1932 - 1936 era, Schweizer reels off events, places and dates with almost total recall. Names for a new organization that would take the place of the ailing National Gliding Association included The American Soaring Society, but the acronym was quickly recognized and the name discarded. Gus Haller came up with The Soaring Society of America, and the new SSA was incorporated as a non-profit organization.

Entrance fee for the third National held under The SSA in Elmira was \$5 for each glider and \$2 for each contestant. Schweizer wrote that the cost of staying at the Elmira YMCA at the time was \$3 per week, double; breakfast, 10 cents and up and dinner, 50 cents or less. Six sailplanes, 10 utility gliders and 45 pilots competed, and the worst accident was a bloody nose!

The duPont era saw the first issue of SOARING Magazine in 1937 and in June, 1938, the Schweizer SGS 2-8 two-place glider was first flown. The military version became the TG-2 and played an important part in getting the Army glider training program underway. In 1939 the Schweizers, Paul and Ernest, moved to Elmira and with the help of local attorney, Robert McDowell, started the Schweizer Aircraft Corporation.

In Chapter 5, the author covers World War II from a completely different vantage point. The nuts, bolts and glitches of America's wartime glider program are examined from the recruiting offices and the assembly lines to the combat landing zones. We are not only re-introduced to the great glider assaults of Normandy, the Lowlands, Burma and Wesel, but given an insiders' peek at intricacies of building, engineering, and administering a military glider program.

In the section on the postwar period, 1947 - 1951, Schweizer comments on the center of soaring activity moving West. The benchmark 14th Nationals at Wichita Falls, TX showed that thinner airfoils, higher wing loadings and cleaner designs were necessary to achieve greater speeds and distances.

This period saw an agreement with the National Aeronautics Association for exclusive Soaring Society of America jurisdiction over gliding and soaring in the United States. 1950 also saw the first World Soaring Championship at Orebro, Sweden with only one American entrant. Paul MacCready finished second in a Swedish-built Weihe sailplane he rented from the Swedish Aero Club.

Schweizer tells us that for the 1952 Internationals to be held in Spain, "It was suggested that each pilot carry two carrier pigeons and in the event that other communications would not be available at the landing site, the pigeons would be used to bring back information on the landing location."

(Continued on page 3)

(Continued from page 2)

In 1951 the Allied High Command permitted motorless flight to resume. This set in motion the post-war West German soaring movement which, the author states, would have an impact on world soaring for years to come.

In 1952, Millard Wells won the design contest for the official insignia of The SSA, with Frank Hurtt runner-up.

Displeased Tower controllers at Idlewild International will remember the 1953, 20th Nationals; three sailplanes from Elmira cross-countryed to that location and their arrival inadvertently added to the normal international air traffic confusion.

The Helms Athletic Foundation of Los Angeles in 1954 invited The SSA to nominate famous soaring personalities to the Helms Hall of Fame. Eaton, duPont, Klemperer, Bowlus, Robinson and MacCready were chosen. The SSA directors could nominate two persons each year after a catch-up period. Thus began the United States Soaring Hall of Fame where new members are elected by the directors of The SSA. (The honorees' names are engraved on a special U.S. Soaring Hall of Fame plaque at the NSM - Ed.)

The Jet Stream Project was started in 1955. This is the investigative series in which Larry Edgar on one flight was suddenly engulfed in a roll cloud whose vicious turbulence disintegrated his Pratt Read sailplane. Authorities speculated that his ship was subjected to 16g's acceleration (16 times the force of gravity) and medical experts estimate that Edgar had taken minus 20g's for at least 0.4 seconds. When Edgar finally did break out of the cloud in his chute, he saw parts of the Pratt Read fluttering past him. He fully recovered from this horrifying experience.

Paul MacCready became the first American World Sailplane Champion in 1956, flying a Brequet 901, at St. Yan, France.

The writer calls 1957 - 1967 the Golden Decade; with The SSA increasing its membership by 500 each year for the ten-year period.

The CIVV (Federal Aeronautique International Soaring Division) adopted the International Scientific and Technical Organization proposal for a new standard class sailplane.

Harland Ross set three 2-place world records in three successive days in his R-6 sailplane at Odessa, TX in August 1958. Mikey Jensen and Paul A. Wilson of the Wichita Soaring Association alternated as passengers.

And in 1959 SOARING Magazine went monthly.

At this time, the United States had 9 out of a possible 16 men's world records; and 11 out of a possible 31 total. Poland was second with 10, 9 of which were women's.

Paul Bikle set two new world records in February 1961. He reached an absolute altitude of 46,267 feet and made an altitude gain of 42,300 feet. In the Open Class at the 1963 World Soaring Championships, Dick Schreder finished third at Junin, Argentina.

Karl Striedieck's report on his record flight, "Confessions of a Pennsylvania Ridge Runner," in the May '68 SOARING Magazine, shifted sailplane record-setting to the East Coast after his 476.6 mile dash in a KA-8.

In Laszlo, Poland in 1968, A. J. Smith won the World Standard Class Championship flying a Swiss Elfe S-3.

The first World Soaring Championships to be held in the United States were held at Marfa, TX in 1970, and George Moffat flying a Nimbus became the world Open Class Soaring Champion.

Three new world records went to the Americans in 1970. The first was Joe Lincoln's two-place flight of 404.59 miles from Santa Fe, NM to Salida, CO in a Schweizer 2-32 sailplane. Another was a spectacular double flight of 716.95 miles from Odessa, TX to Columbia, NB by Ben Greene and Wally Scott, each in a Schleicher ASW-12. Eight days later Wally Scott set an out-and-return record of 534.36 miles from Odessa to Pampa, TX, again in the ASW-12.

The National Soaring Museum was officially dedicated May 13, 1972 and the first Board of Trustees meeting was held. Capt. Ralph Barnaby was the dedication speaker.

This year saw the world out-and-return record seesaw four times in 37 days. Dick Gregory of New Zealand soared 623 miles on South Island; then Karl Striedieck did 636.9 miles on the

Appalachian Ridges, followed by Jim Smiley, two days later. He had a 656.6 mile flight on the reverse course, from Bluefield to Lock Haven and return. Six days later, Striedieck won it back, flying 682.6 miles.

George Moffat won the World Open Class Championship in a Nimbus II at Waikerie, Australia in 1974.

In 1975, The SSA directors decided that the U.S. Soaring Hall of Fame induction ceremonies be held in May of each year at the National Soaring Museum. The first to be inducted to The SSA U.S. Soaring Hall of Fame in 1976 were Gus Scheurer and Tom Page. This brought the total to 55. (There are 78 members of the U.S. Soaring Hall of Fame as of May, 1988 - Ed.)

Building the HP-18 was the title of a six-part series in Soaring, by Dick Schreder. Schreder explained in detail how to build the 15 meter ship, but he cautioned that the articles were not an all-inclusive manual but a sample of what such a project entails. (A Schreder-designed, John Mahony-built HP-18 is part of the NSM's 1988 exhibit focus - Ed.)

Karl Striedieck, in an ASW-17, and Roy McMaster, in a Standard Class Cirrus, set an exciting new out-and-return world record in March, 1976 of 807 miles from Lock Haven, PA to Mendoat, VA. Schweizer recalls that the flight was made in weather, "that froze their drinking water, and the Cirrus' untreated ballast water. On the way down they had to contend with snow, low clouds and quartering head winds. On the way back they reached a speed of 100 miles per hour and registered plus 5 and minus 6 on their g-meters (g-gravity). They were subjected to a physical pounding as they skimmed the inhospitable ridges." Striedieck came back the following year with a thousand-mile out-and-return world record.

A January, 1977 fire destroyed the historic Harris Hill administration building. The NSM Board of Trustees, who had been working for a number of years toward getting a permanent building, started a fund drive. By summer, \$500,000 had been raised and a 16,000 sq. ft. building was started in August.

That same year, two generations of Schweizers observed the production of their 2,000th sailplane, a 1-35.

The official opening of the new National Soaring Museum facility took place on September 9, 1978 with Bernald S. Smith presiding. The exhibits in the museum included Dick duPont's Bowlus-duPont Albatross, the Niemi Sisu and the restoration of a primary glider that Floyd Sweet and some Elmira friends built in 1930. The late Eliot Noyes, a soaring pilot himself and the building's architect, was a world-renowned designer, having worked with IBM, Westinghouse and Mobil. Noyes arranged for the famous sculptor, Isamu Magouchito to design and make the Barringer Trophy.

1979 saw Sabrina Jackintell set a world net woman's absolute altitude record of 41,460 feet at Colorado Springs. That same year, Doris Grove flew out-and-return from Ridge Soaring, PA to Mountain Grove in an ASW-19 - 454.4 miles for a new woman's world record. In March, 1980 she became the first woman in the world to fly an out-and-return distance of 1,000 km (622 miles).

A sailplane home builders workshop was held over the Labor Day, 1979 weekend at the NSM. At the same time, the Vintage Sailplane Association held their annual regatta at the Harris Hill gliderfield.

1980 marked the 50th Anniversary of the first National Soaring Contest. From its small beginning in 1930, competition soaring grew to four national, twelve regional and many other contests in the U.S.

The National Soaring Museum's National Landmark Program got underway with the dedication at Corn Hill, MA June 12, 1981 of a bronze plaque commemorating the first U.S. "C" award earned by Ralph Barnaby on August 18, 1929. Barnaby's 15-minute 6-second flight beat Orville Wright's 1911 record.

The Golden Anniversary of The SSA was celebrated in 1982. Among the events marking the anniversary were the U.S. Postal Service's issuance of a special 28-cent International Air Mail Post Card, an NSM exhibit focus which included two of the most popular sailplanes at the 1932 Meet, the Franklin and the

(Continued on page 4)



Above: Theodore E. Sharp, NSM President, arrives after a fly-by in a Harris Hill Soaring Corp. ASK-21, piloted by Wayne McMaster.



Below: NSM President-elect, John C. Lincoln II, spot lands in another Harris Hill Soaring Corp. ASK-21, piloted by Elwin (Bud) Cramer.

NATIONAL SOARING MUSEUM GROUND BREAKING CEREMONIES, JULY 28th FOR THE NEW 12,000 SQ. FT. MUSEUM EXPANSION . . .



Some of the 125 people attending the NSM ground-breaking.



Paul A. Schweizer
Expansion Campaign
Honorary Chairman

Bernald S. Smith
Expansion Steering
Committee Chairman



Theodore E. Sharp
National Soaring Museum
President



John C. Lincoln II
National Soaring Museum
President-elect



Frederick J. Molter
Chemung County
appointed Trustee



George H. Edwards
Harris Hill Soaring
Corp. appointed Trustee



George H. Winner
New York State
Assemblyman



Robert G. Densberger
Chemung County
Executive



Paul R. Prunier
County appointed
Trustee Legislator

Walter J. Korchynsky
County Superintendent
of Building & Grounds

(Continued from page 3)

Baker-McMillen Cadet. A three-gull stainless steel sculpture by Ernest Schweizer was dedicated by the Community Soaring Committee to The SSA. There was also a dedication of a plaque with the names of the founders of The SSA. The Second National Landmark was dedicated at the brow of Harris Hill to mark the Rhodes Farm where The SSA conducted its first National Contest in 1932.

The last Chapter of Schweizer's monumental soaring anthology leaves the reader with the question, "Where is Soaring Today And Which Way Should It Go?"

The need for growth, the safety image, U.S. sailplanes, one-design sailplanes, affiliates and divisions, a place to fly, promotion and advertising, The SSA and youth club chapters and regional organizations are continuing challenges.

He concluded with the comment, "In August of 1983, The SSA directors announced a long-range plan of expansion with five areas of concentration: membership growth; safety and training; self-regulation and certification; airspace preservation; and airport retention. Soaring does have a number of unique features that can attract those who fly or who would like to fly. If these features are aggressively pushed and some of the other growth factors that I have mentioned are considered, soaring and The SSA could experience good growth in the next 50 years."

Paul A. Schweizer's compendium of motorless flight is likely to become the volume by which succeeding works on soaring personalities, legends and memorabilia will be measured — 374 pages, over 200 photographs (many never before published), a yearly fact sheet and a two-page listing of abbreviations, make "Wings Like Eagles" required reading for anyone interested in the genesis of gliding and soaring. The open layout and chronological style make for easy reading and reference. The graphics are detailed, explained and interspersed in such a manner as to be a helpful adjunct to the overall reading. The ruled upper-page corner remarks provide stimulating commentaries on some aspects of the material covered in that chapter.

"Wings Like Eagles" is an aviation literature buy at \$39.95. . . . You've never read anything like it! —Reviewed by Bill Gallagher

(Autographed copies of "Wings Like Eagles" are available from the NSM Gift Loft - Ed.)

Above: Ground-breaking speakers representing: The Soaring Society of America; The National Soaring Museum; The Harris Hill Soaring Corp.; New York State and Chemung County.



Principals, armed with gold-painted shovels await official ground-breaking start.



NSM President Theodore E. Sharp turns the first shovelful.



... Then the husky backhoe takes over ...



Afterward, a luncheon buffet in the Edward A. Mooers Community Room.



Excavation, during the first week in August.



Foundation work during the second & third weeks of August.

RECOLLECTIONS OF WRITING, "WINGS LIKE EAGLES" BY PAUL A. SCHWEIZER

As I looked back on my many years' activity in soaring, it was clear that there was a need for a history of soaring. There was no such history, except for the brief version that the late Ralph S. Barnaby had written for the American Soaring Handbook Series. This was expanded some in 1974 by Victor Saudek, but it was still limited to relatively few pages that were allotted to each subject in this Handbook Series.

As I approached retirement, I began to think that this would be a good project to tackle upon retirement. A more complete history was needed and I felt that it should be written before too many of the "old timers" who had been active in the early days were no longer with us. I had the advantage of being near to the National Soaring Museum Library and Archives and having my own collection of files, magazines, books and other data that I had accumulated over more than 50 years.

I started to write in 1981, before word processors became popular. I wrote by hand or dictated to Ginny my wife, who then typed it up. Ginny is also an oldtime soaring pilot with a lot of exposure to soaring and so was of great help in many ways.

In planning the book I decided to cover the early history of the pioneers very briefly, since their story has been told many times. I started with the first soaring flight that was made by Orville Wright in 1911 at Kitty Hawk. Not much further was done in the U.S. until the late nineteen twenties and early thirties. The soaring movement in the U.S. really got going in 1932 when The Soaring Society of America (SSA) was formed, and the main portion of the book would cover the fifty years from that point until 1982.

As I started to accumulate chapters I had to start thinking about getting a publisher. Dave Thurston, who had been with us at SAC while we were producing the Teal Amphibian that he had designed, was now acting as an advisor to the McGraw Hill Publishing Co. aviation book department. He arranged a meeting with the head of the department. He was not enthused about a history and suggested that I write a technical book on sailplanes. I said that I might write one someday but I felt that there was a need for a history of soaring. He said he would be glad to look over some chapters. While doing this he found that one of the aviation book clubs was interested in taking a part of a printing of the history. Unfortunately the depressed economic conditions in 1982 caused the book club to disband and McGraw Hill decided to push computer books instead of aviation books.

I looked into the possibility of other publishers, but was not having much success until a visit to the National Air and Space Museum in Washington. We were visiting Don Lopez, an NASM Director who had been active in the first Air Force Academy glider program. I asked him for advice on getting a publisher for my book and he suggested that I see Felix Lowe, Director of Smithsonian Institution Press. He was not in but we got to see Maureen Jacoby the Asst. Director and Editor. She said that they might be interested in my book since there was no history of soaring, and suggested that I submit some chapters.

A short while later I sent a group of chapters to her, and after they were reviewed she said that they liked them but that the book would be much too long. I proposed that the book be done in two volumes and told her about Peter Riedel's three volume history of soaring in Germany. It covered about 60 years, ten more years than I planned to cover. The U.S. history logically divides into two 25 year periods: the first, from 1932 when The SSA was formed - until 1957, the formative years, and the second period from 1957, when The SSA was put on a business basis - until 1982, the end of this accelerated growth period. She was reluctant to accept the idea of two volumes, I suspect, since I was an unproven author and the financial risk would be greater with two volumes.

Smithsonian Press was willing to go ahead with the book if I could hold the text to 500 double spaced typewritten pages. I agreed to this when they agreed to allow me at least 200 illustrations. This meant that I had to do a lot of condensing and editing of chapters that I had already written, and to condense the balance of the book, which only allowed about 10 typewritten pages per year. This proved to be a difficult and frustrating experience, for I had to leave out many things. This process of condensing reminded me of the story of the author who wrote his friend and told him that he would have to write him a long letter since he didn't have the time to write a short one.

It took about three years from that time to complete the manuscript and provide the photographs and captions. They then assigned a copy editor to go over the book. This proved to be an interesting and educational experience for me. After the manuscript was reviewed and changes made, we had to do the final proof reading and then make the index. Although originally scheduled for release in the fall of 1987, it came out in April of 1988.

On looking back on this 7-year effort, there was great satisfaction on seeing the book in print. The only regrets I have are that I had to leave out a lot of history and could not go into as much detail as I would have liked. There is still a lot of history that should be told and I hope that others will do this. Sometimes I feel like I want to tell about some of my personal experiences and observations over the years - and I might just do that!

1988 CALENDAR OF EVENTS

Date	Event	Location
Fall 1988	Fall Educational Outreach Programs "History Of Soaring" "The Wright Brothers and the Beginnings of Soaring" "The Glider War, 1940-1945"	As requested
Oct. 1, 2, 8, 9	Fall Foliage Weekends	Harris Hill/NSM
Oct. 8	The National Soaring Museum's 3rd Annual "Kitecitement" Kite Fly	Harris Hill/NSM
Oct. 29	15th Annual Ralph S. Barnaby Lecture Rudolf Opitz, Speaker	Tidewater Virginia Area
Nov. 25, 26	45th Annual Snowbird Regatta	Harris Hill/NSM
Dec. 9	Community Soaring Committee Luncheon	NSM



Stephen duPont with his "Jungster," a replica of the Bucker, "Jungmeister."

Stephen duPont was unable to attend ceremonies in which he and Howard Burr were inducted into the United States Soaring Hall Of Fame last May. He sent the following explanatory letter which we would like to share with NSM readers.

To: The Trustees of the National Soaring Museum
The Directors of the SSA

Floyd Sweet

From:

Stephen duPont

June 6, 1988

Gentlemen:

This letter reiterates what I have written to Floyd, my excitement and emotion about being selected as a member of the American Soaring Hall of Fame.

My dictionary defines fame as: "Great reputation and recognition abroad, usually favorable; public esteem, renown; glory..." etc. I find myself further shook and wondering how I could possibly qualify! It is obviously intended by my peers as an honor, and definitely received as such, for which I thank all responsible for their choice. The fact that I came down with an intestinal block, went to the hospital and was out for the count the day of my intended induction has been an embarrassment and a disappointment. The worst of it is that I had reserved a room for one of my sons Bayard, who has crewed for me over the years, and could have had him accept the citation for me. But being not of absolutely clear mind at the time this did not occur to me and was suggested later by others. I am afraid my pre-occupation with cancellations for airline tickets, car reservations and motel room overshadowed what I should have done, and I apologize. I had contemplated telling some of the funny things that happened on the way during my allotted 15 minutes of talk, while protected from any throwing of hard or soft objects. So I tell them here in case they might be of interest to anyone. The good news may be that you do not even have to read it, but can toss it out without a qualm. In the mid sixties I think it was I flew at Reno in the nationals. My crew consisted of my son Chick (Steve Jr.) then too young to drive, a son of a friend, North West, then 19, and part of the time my friend and his lovely wife at that time, Lori Charchian. I had landed at Bridgeport, CA, some third of a mile higher than Reno, and was being retrieved by my crew. Anne Welch used to tell me later about the dumb glider pilot who landed on top of a hill and his dumb crew ran out of gas on the way up. Well at least I did not run out of gas. We stopped beside a mountain stream for a swim, and the married

STEPHEN duPONT'S LETTER TO THE DIRECTORS OF THE SSA, THE TRUSTEES OF THE NSM AND TO HALL OF FAME MASTER OF CEREMONIES, FLOYD SWEET.

couple went down the stream some distance not having our bathing suits. I hung my shirt on a limb with my hearing aid in the pocket. We came out of the water, dried off, dressed and were on our way back to Reno. It was getting late when I realized that I did not have my hearing aid. I became rather disagreeable about this, it being too late and too far to go back. My crew member, North, offered to go back the next day and find the hearing aid, an obviously impossible task. He proposed to rent a motorcycle so we could use the car at the next days contest flying. I approved this because North had been so loyal, and had helped repair damage to the plywood wing, a thing I knew little about and he was an expert at it. North rented a two stroke, I believe a Motoguzzi, and proceeded up the mountain road in search of the road, the stream, the place and ultimately and most improbably, the hearing aid. Believe it or not, he did find the stream, the place, and following our trail through wet underbrush, the trees and there in the dewy grass, the slightly soaked hearing aid. Going back down the mountain, as some of you may know, two stroke motorcycles do not have oil in the crankcase, but the oil is mixed with the gasoline, and is fed through the carburetor into the crankcase, to the piston and bearings of the engine by its passage through there to the combustion chamber. Thus on going down long hills the throttle is shut to brake the motorcycle, and the chances are great that there will be insufficient lubrication to the engine. The inevitable occurred and the little jewel packed up. North left it in the gooseberries or whatever grows along those mountain roads and started thumbing for a ride.

Along came a jeep and stopped and North got in. Now North was a rather square young man, and did not like drinking. Further he hoped for a long life, but the driver of the jeep was a very drunken cowboy, who announced immediately that as soon as they came to a bar, he was going to buy North a drink. Fortunately, the cowboy let North drive, and himself slid his knees against the dashboard and dozed off. As soon as North came to the outskirts of Reno, he stopped at the first red light, set the parking brake and made himself very scarce. We can imagine the cowboy being awakened by horns behind him when the light turned green.

North arrived with the hearing aid, which overjoyed and surprised me. Though due to the dampness, the hearing aid acted somewhat intermittently. Now many of you will know that The SSA is somehow an arm of the Aero Club of the United States and this is officially the NAA, of which Jacqueline Cochran had been president for some years. Upon her resignation General Allen had recently become the president of the NAA. The next day we went to the airport and the gliders were arranged on the take-off grid, and we began the usual wait for the first takeoff of the contest day.

As we waited beside our mounts, Bill Ivans, formerly president of The SSA, came along the row of gliders with a group of people. He stopped beside my ship and beckoned me to come over, as he had someone for me to meet. I was a director of The SSA at the time for the New England region. Bill had his lovely wife Becky with him and also an Austrian girl, also very lovely, who any one would like to meet. As I walked to the group the hearing aid took itself into one of its intermittent silences, but I could see Bill's lips moving as he beckoned me to meet the person. I stepped up to the Austrian

(Continued on page 8)

(Continued from page 7)

girl and held out my hand for greeting, just as the hearing aid came on stream again and I heard Bill say clearly, "Steve, that's not General Allen!"

My crew used to tell me about their experiences on the road, and one day they stopped for gas. A nice car drove up to the opposite pumps and a refined gentleman had his tank filled and offered a large bill to the attendant, who went into the office for change. While this was going on the door opened in the car, and the lady tapped the ashtray against the doorsill, expelling cigarette butts, gum wrappers, ashes, and burnt matches onto the tarmac. The Station door opened and a tidy lady came out with a dustpan and brush, got down on her knees, and carefully swept up all the debris from the ashtray until the tarmac was spotless. At that she stood up, opened the back door to the car and threw it in.

In the early 1960s we were getting ready to produce HP-10 sailplanes, having obtained a license to do so from Dick Schreder. We had the prototype HP-10, from which we were making the drawings for certification, tooling and manufacture. Gil DeVore Engineering Co. had been retained to do the certification by analysis, and the Doman Helicopter Co. retained to make the drawings, tools and manufacture the parts. Doman's excellent

chief draftsman, Kurt Goodelt, who was working on the drawings, was a former turret gunner in Heinkel fighter bombers, fighting against the allies for the Luftwaffe during WWII. I was trying to get Kurt to letter a placard for a model of the HP-10 that was going to be in an exhibit at the Paris Air Show, and wanted the sign to be white letters on a black background. To do this I wanted the letters done in black ink, and by turning the lettering template over end for end, this would make the letters mirror image. Then the printer would do it in negative and we'd come out with white letters on a black background. Well, Kurt thought the template should be turned over end for end as well as upside down, but I thought it should be done only end for end. We discussed it and were getting nowhere, when I said: "Listen Kurt, I have work to do down in the shop, so how about you just do it my way and if it turns out wrong, you can do it over your way later," and I turned to leave the drafting room. I heard Kurt say to one of the engineers as I left the room: "I had one other boss like that once, and the son of a bitch lost the war for us!"

Thanks for listening!

So that about sums it up and thanks again for the great honor!

Sincerely,
Stephen duPont

ON THE COVER:

Richard C. duPont is pictured at the controls of a two-place Cub training plane with the propeller removed and a burden release attached to the prop hub.

The following is excerpted from a story by Arthur B. Schultz that appeared in the January-February 1943 SOARING magazine. It describes the first airplane pick-up by another airplane in flight.

The All American Aviation organization had built an apparatus whereby a 50 pound mail bag could be picked up by an airplane in flight.

"All American Aviation was given experimental contracts to develop larger units to be designed especially for glider pick-up. A new engineering department was organized, with your writer as its chief, (Arthur B. Schultz, Ed) and in several months, quoting from the company's monthly, PICK-UP, June 1942 issue, '... Saturday, May 30, marked the first time in the history of aviation that a "full fledged" airplane has been picked up from the ground by another airplane in flight.

'Unable to obtain a glider for tests being made by our Engineering Department, in connection with glider pick-ups, a two-place Cub Training plane was substituted. With no structural changes the propeller was removed from the Cub and a burden release attached to the prop hub.

'Saturday evening, after preliminary tests, such as tow-offs, etc., the ground station was set up and, with Mr. Richard C. duPont, Triple A President, at the Cub controls, the history-making pick-up was made. The Cub left the ground smoothly and with no shock or strain apparent to watchers on the ground. This was verified by Mr. duPont and substantiated by accelerometers in the Cub and the Stinson pick-up plane. These meters recorded a maximum of $\frac{3}{4}$ g for the entire operation." (In the opinion of the writer this is really mild as a good snappy winch launching or shock cord take-off can easily develop 2 g's.)

'These tests were continued the following day and on Monday, June 1, another page was added to aeronautical history. More than satisfied with the operation of the gear with one person in the Cub, Mr. duPont decided to add a passenger.

'Company officials, who had witnessed the pick-ups, were so thoroughly convinced of the safety of the operation that they were perfectly willing, in fact anxious, to be taken along as 'ballast'. Several flights were made, carrying in the order named: Arthur B. Schultz, chief engineer, Henry A. Wise, secretary; Charles W. Wendt, treasurer; Harry R. Stringer, vice-president; Don SeEVERS, and Walter Setz of the Engineering Department.' (Mr. Setz is an Advisor to the National Soaring Museum and Chairman of the Museum's National Landmark Committee.)

'A short time later, on June 4-5, this new equipment was demonstrated at Wright Field and, quoting from a release by the War Department, Bureau of Public Relations: '... Picking up gliders from the ground by an airplane flying at more than 100 m.p.h. has been successfully demonstrated at the Army Air Forces Materiel Center, Wright Field, Dayton, Ohio, it was announced today by the War Department.'

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