



From the Director:

"Here is the key to a place called Mt. Vernon, VA. See if you can find anything there of historic significance about this fellow named George, who some day" This is how the Museum's new Archivist Max C. Calderwood and I felt about our recent expedition to Philadelphia, PA where we attended Ralph S. Barnaby's Memorial Service and assisted Ralph's Executor in reviewing his memorabilia.

We always knew that this gentleman was incredible, however, — little did we know!

Future issues will tell more about this trip for one of SSA's Founding Fathers; the one who held GLIDER LICENSE #1, that is, if we can ever settle back into reality.

From the Editor

Aero history was being made while aero history was being celebrated here in our area this season. Not only was the National Soaring Museum commemorating the 75th anniversary of Orville Wright's 1911 soaring record flight in Glider #5, but some 40 miles away, The Glenn H. Curtiss Museum in Hammondsport, NY, was observing the 75th Anniversary of Naval Aviation with a restored 1911 Curtiss A-1 Triad hydro-plane.

Museum volunteers worked almost up to the deadline to have the Wright #5 finished and positioned in time for Hall of Fame Weekend opening.

Old friends and aviation acquaintances were saddened in mid-May by the passing of SSA and NSM Honorary VP Ralph S. Barnaby and, in mid-June by Gustav Scheurer, Museum res-

toration and replication advisor. Although both had been in failing health in recent months, Gus managed to attend this year's Hall of Fame Oral History Session.

Ernie Schweizer built specially contoured cradles to transport the #5's wings up to the Museum from their assembly loft.

All was ready, even to the placement of the Orville Wright manikin, when someone pointed out that 8 pounds of sand was needed for the #5's counterbalance. We scurried down to a nearby building materials supplier, who, from our anxious expressions thought that he was going to get an order for at least 20 or 30 yards of sand, only to find out that all we wanted was just 8 pounds.

By opening, the #5 was picture and pound perfect.

The fine May weather held for the entire weekend, attracting large crowds to Harris Hill, and to the Museum's 1986 exhibit opening. Judging from the comments in the NSM guestbook, both visitors and aero scholars alike were pleased with what they saw.

The Vintage Sailplane Regatta was a crowd pleaser. With three days of soarable weather, the VSA'ers wheeled and winged their venerable machines over the Chemung Valley. There were 3 Cherokees, the only two flying Minimoas in the United States, a side by side Pratt-Read LNE-1, a BG 12, a Schweizer 2-22 and several others. It looked almost like an early post WWII National.

(Continued page 3)

ON THE COVER:

Ernest Schweizer, fitting bracing and wing warping control wires on the 1911 Wright Glider #5 replica, before covering and final assembly.

CALENDAR

Date	Event	Location
May 23-24-25	1986 Exhibit Opening Hall of Fame Vintage Sailplane Regatta	NSM/Harris Hill
July 11	Girl Scout Summer Fun Day 4 County Aerospace Badge Program	NSM/Harris Hill
July thru August	Children's Summer Cohesion Program-Dynamics & Aerodynamics of Paper Airplanes	23 Area Schools Playgrounds & Parks
Aug. 14	Twin Tier Pilots "Hangarfest" Outing	Harris Hill Park
Aug. 29-30-31, Sept. 1	East Coast Sailplane Homebuilders Association Workshop Vintage Sailplane Regatta	NSM/Harris Hill
Sept. 6-7	Chemung County Sesquicentennial Air Show sponsored by Joint Aviation Council of the Greater Corning Chamber of Commerce and the Chemung County Chamber of Commerce	Elmira/Corning Regional Airport
Oct. 4-5 Oct. 11-12 Oct. 11	Harris Hill Fall Foliage Weekends Film Festival Ses-KITE-nnial - Kite Fly	NSM/Harris Hill NSM/Harris Hill
Oct. 24	75th Anniversary Celebration of Orville Wright's Record Soaring Flight	NSM/Harris Hill
Nov. 28-29	43rd Annual Snowbird Meet and Banquet	NSM/Harris Hill

(From page 2)

This year there was something new; one-fourth scale R/C flying sailplane replicas, aerotowed by a Fiesler-Storch model with a 4 cycle, 1.2 cu. in., 1.7 hp engine.

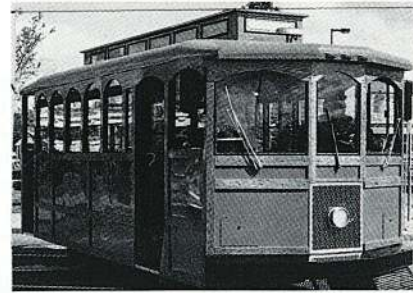
One of the Museum's volunteers who hadn't seen the models, and was coming up to the Hill in late afternoon, saw a tug with Luftwaffe markings towing what looked like the distinctive blue and white Minimoa of Jan Scott. He remarked that the sailplane seemed to be oscillating a little on take-off and that it didn't look like Jan flying it.

It took a trip to the flight line before friends could convince him that what he had seen was two radio controlled models and not the real thing.

Unfortunately, the nice weather didn't hold for the Museum's planned "ses-KITE-nnial" kite fly, tying in with Chemung County's Sesquicentennial Anniversary celebration. Rain forced us to reschedule the event for October 11th.

Shades of San Francisco! The National Soaring Museum, along with other points of local interest, is now being served by The Elmira Trolley, an old time trolley replica that chugs up here four times a day. If you're planning a trip to the NSM, get a free ticket and tour the rest of Mark Twain Country.

We're looking forward to an active Summer, with school tours, Scout Aerospace Badge Programs, and a heavy Summer Cohesion outreach schedule.



Take the trolley to the NSM. A full scale replica of the last trolley to operate in Elmira, gives visitors a new perspective on the area's 150 year history.

The Annual Aviator's Family Picnic, "Hangarfest" is planned for Thursday, August 14th, at the Harris Hill Youth Camp, behind the Museum. Anyone flying anything from 747's to U-control buzzers is welcome.

The National Soaring Museum and Harris Hill Soaring Corporation will host over Labor Day weekend, the Vintage Sailplane Association, and the Eastern Sailplane Homebuilders Association Workshop. Let's hear from some of you hangar historians on things you would like to see in the NSM.

Bill Gallagher

THE 1986 U.S. SOARING HALL OF FAME AT THE NSM

It was one of those late May evenings in Finger Lakes, NY, with a rich orange sun about three fingers above the horizon, unlimited visibility, and about 8 knots blowing over the Harris Hill ridge. A perfect backdrop to welcome a couple of westerners, John Brittingham of Anton Chico, NM, and Ted Nelson, of Reno, NV, to induction into the United States Soaring Hall of Fame.



1985 Hall of Fame inductees, Ted Nelson, Reno, NV left and John M. Brittingham, Anton Chico, NM.

The May 23rd banquet was EMC'd by Museum Vice-President and SSA Director, Floyd J. Sweet, McLean, VA, who brought Richard Hall, NSM Trustee of Boulder, CO, to the podium to introduce his friend and 1985 inductee, John M. Brittingham.

For what seemed too short a time John, or Big John as everyone calls him, regaled the 80 or so attendees with soaring stories and anecdotes going back to 1961 when he soloed, "the first of three times in as many years in gliders." He's a New Mexico rancher and stands maybe a full hand over 6 feet.

Obviously moved by his selection to the Soaring Hall of

Fame, he opened his remarks by saying that he couldn't think of one good reason why he should be so honored but could think of an awful lot of reasons why he shouldn't.

"Won't take one second to tell you about my first cross-country flight, but it'll take about three minutes to tell you about the return. Retrieval after the respectable 100-mile flight was by a Comanche flown by an inexperienced tow pilot in advance of a fast-moving front. But, I told the pilot that if he could fly that slow, I could fly that fast, and off we went. Can you imagine what the forward stick pressure is at 90 mph in a 1-26? If your sweaty palms slip from the stick it's an immediate loop and release, or release and loop, I don't know which. I can't hear anything and it starts getting dark, and I don't know where we are. Just then the tow pilot calls back and asks, 'Where are we?'. I tell him I haven't the remotest idea of where we are and to do a number of 360's and dial fiddling and find out."

"Anyway, by this time, it's dark and somehow or other he found a lighted field. I can't see the instruments in the 1-26 and somehow or other I got the 1-26 down even though I couldn't see the instruments."

And so it went, one hair-raiser or rollicker after another. It was almost like the oldtime movie adventure serials that we saw as kids; you wondered what was coming next.

Brittingham, a natural story teller in the old Western campfire tradition, seasoned his talk with the names of greats and near-greats in American soaring competition.

John recalled the 1965 Internationals in England when he was in charge of the team party. He said that he taught the Russians how to drink Jack Daniels straight and chew tobacco, and, "they left the party early."

He was easily identified at Nationals and Internationals of the 60's, 70's and 80's by his grubby hat. It is a battered, vented, discolored and thoroughly disreputable-looking Stetson that now reposes in honored silence among the NSM's artifacts. John donated it that night to Museum president, John Lincoln, II.

Brittingham talked about some of his competition flights where he, "spent a lot of time below 300 feet in the Nevada desert, with no place to land. It's scary . . . and I don't recommend it to anyone. There's a lot of adrenalin pumping a lot of the time."

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John closed with an incident that happened about five years ago. He had to put his new Cessna 180, "into the bottom of a canyon, a deep, rough, rugged canyon." He had his nephew and the nephew's fiancée, neither of whom like to fly, with him. "I caught a wing tip on a mesquite bush, destroyed the left wing, the right wing and the gear collapsed. We all got out unscratched, and my nephew said, probably the nicest thing I've ever heard in my life, 'Well, Uncle John, we'll fly with you anytime.' I think that my soaring and gliding experience probably saved some injury and perhaps more, and I feel real good about that," he said.

The man who saw that motor gliders were the way to go 30 years ago was introduced by Bernald S. Smith, SSA Director and NSM Trustee. Smith said, "I couldn't believe that Ted Nelson wasn't a member of the Hall of Fame, but we finally realized the error of our ways." The scholarly looking, fiesty, straight talking 79-year-old Ted Nelson moved easily into his talk, saying that he wanted to give some facts and figures on the "crowning joy and pleasure of self-launching gliders."

Ted approached Hawley Bowlus to build a self-launching sailplane of some kind and, "he wasn't very interested until I told him that I would pay the costs." It was a kind of modified Baby Bowlus, with the wings from a two-place sailplane that Ted had put together. He said the performance was not as good as it should have been, because it was a side by side design. Ted financed both the "Bumblebee" and the "Dragonfly," the latter of which was type certificated.

Harry Pearl, a friend of Ted's, came up with some interesting sketches and suggested that they build a real motor glider. So they made the first tandem "Hummingbird" and flew it to 7th place at the Grand Prairie Nationals.

Ted's project was ridiculed for having a powerplant and, "The 'purists' were saying that we were taking all the sport out of it."

The "Hummingbird" was selected to go to the Internationals in England and then Nelson started to get correspondence from people in England, objecting to the idea of a powerplant on a sailplane. "It ended up by their telling me that I had to put a towhook on it; I could not launch under my own power, and I got mad and told them to go where it would hurt," he said. Ted described how he tried to get his powerplant into production. Hiller Aircraft was trying to produce a small one-man helicopter for rescue work.

"I never did agree with the concept, but if they were going to give me an order for three hundred engines, I thought it was a good idea. We got a contract for three hundred engines."

"Unfortunately, all these types of experimental projects that were going at that time were cancelled and the money put into the space program."

According to Nelson, it was the only 2-cycle engine that the FAA or CAA ever certificated.

Six Hummingbirds were completed and four of them are still flying. "I sold the whole project worth \$300,000 for just \$75,000. The engine was later produced by Franklin Aircooled Engines. But I still have the glider to show for it, and I've put 3,000 hours of soaring time on it."

Nelson started flying Primary gliders in 1926. He built his first powered glider with a 50 hp, 9 cylinder radial engine. "Boy, did that thing jump off the ground. . . It didn't look very nice, a glider with this big monster sitting out there. You put the power on and wham! You're off the ground."

"Fortunately, I cracked it up on a take-off one day and that saved me from getting killed in the darn thing."

Nelson retired about 20 years ago, when he became, "angry at the Internal Revenue people, the unions and all the rest of it." About 9 years ago he got into another hobby project, oxygen flow meters for gliders and powered aircraft.

"It pays for my power, and my car, and my gasoline, and it keeps me going — That's why I'm 79 years of age," Nelson said.

The United States Soaring 1986 Hall of Fame Weekend May 23-25



United States Soaring Hall of Famers welcome the two 1985 inductees. Seated from the left, Virginia M. Schweizer, Elmira, NY, 1971; John M. Brittingham, Anton Chico, NM, 1985; Gustav Scheurer, Toms River, NJ, 1975 (since deceased); Ted Nelson, Reno, NV, 1985; and Victor M. Saudek, Los Angeles, CA, 1980. Standing from the left, William Schweizer, Elmira, NY, 1984; Theodore E. Sharp, N. Hollywood, CA, 1983; Bernald S. Smith, Fremont, CA, 1984; Paul A. Schweizer, Elmira, NY, 1955; Floyd J. Sweet, McLean, VA, 1963.



The 1986 Hall of Fame Oral History Session. Left to right - Betty Chardon, Harold and Gladys Hudson, Felix Chardon, Gustav Scheurer, Ted Nelson, son Gerald Nelson and Jim Brittingham.

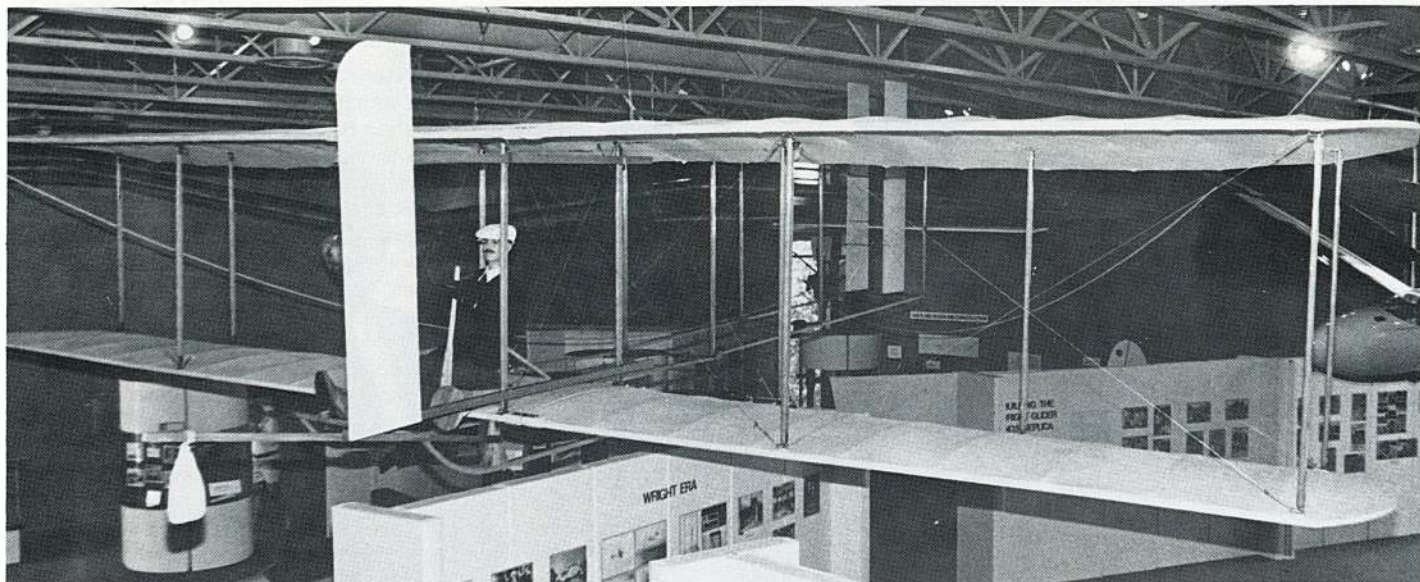


The Goughner 1/4 scale, radio controlled air force; all operational. Left, the Navy yellow Pratt-Read, next the camouflaged Fieseler Storch, equipped with a sailplane towhook, and right the Jan Scott look-alike Minimoa. Builders, Don, and Don, Jr., Goughner are from Red Lion, PA.

Photos by Peg Gallagher

John Karolovich, Rome, GA, left, with his exact duplicate NSFK Minimoa, and the Jan Scott, Lovettville, VA, Minni, the only two flying in the United States, at the Vintage Sailplane Regatta, during the Hall of Fame weekend.





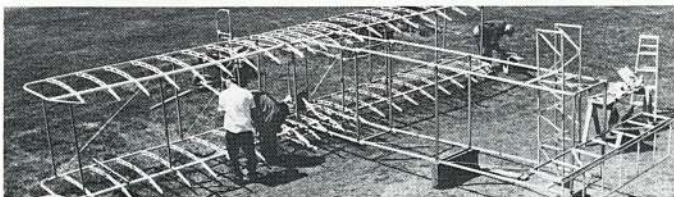
1986 National Soaring Museum exhibit focus, the only known full scale replica of the world's first soaring plane, the Wright 1911 Glider #5. Photo by Jeff Richards, Star Gazette.

THE HUNT FOR THE WRIGHT GLIDER #5

Work on the actual construction of the 1911 Wright Glider #5 began in January 1986.

A group of about 30 dedicated aero enthusiasts was formed around Museum Trustee Paul and his brother Ernest Schweizer, two of the founders of the Schweizer Aircraft Corporation, and Richard Kurzenberger. Kurzenberger, at the time, was working on his own 3/4 scale JU 87 Stuka. Volunteers from The Harris Hill Soaring Corporation, the Malcolm Winnick EAA Chapter #533, The Southern Tier Pilots Association, and Schweizer Aircraft Corporation, all combined talents to build the Museum its 1911 Wright Glider #5.

The hunt for authoritative information on the #5 started in October 1985, and took NSM researchers to some of the country's great museums and libraries, including the Smithsonian's National Air and Space Museum and the U.S. Library of Congress. Periodicals from as far back as 1909 were scanned for significant material.



The #5 before covering. Ernest Schweizer, left; Richard Kurzenberger, and Paul Schweizer fitting wing warping wires.

Although the Wrights constructed this glider without plans, Orville conscientiously documented his modifications. The ship was extensively photographed in many configurations during the October 1911 expedition to Kitty Hawk, NC. A puzzling aspect of the inquiry was that pictures taken of the #5 during October, 1911, showed the front vertical Vane in several positions, along with some other minor changes.

The reproduction committee had to determine which modification was the one that Orville used for his record breaking 9-minute and 45-second flight of October 24th, since that was one to be used for the Museum's replica.

Confirmation came with a check of Orville's log for that date and with pictures taken of the record hop. Information gathered from these sources yielded an historically accurate and workable definition of the #5.

Now, with all the available data evaluated and organized, work on an exact replica could begin. Ernie Schweizer, a pioneer aerodynamist and sailplane designer, drew up a set of working plans that even the Wright Brothers would envy.

The Wrights' assembly methods were thoroughly reviewed. Their selection of woods and their formed and machined fittings were meticulously matched wherever possible. Area lumber yards were canvassed to find just the right grained woods; ash for skids, spruce for wing spars and ribs and Douglas fir for fuselage longerons.

The intricate wing warping, vertical and horizontal rudder control systems were documented and duplicated.

Work was parceled out with one group working on the wing ribs, another on struts, another on fittings, and another turning wooden pulleys and drums. Gradually, and with great care, the major components were fabricated. The #5 was to be the exhibit focus for the Museum's United States Soaring Hall of Fame weekend May 23, 24, 25, and the deadline for completion was approaching rapidly.

In mid-April the project was far enough along so that the glider's uncovered skeleton could be fitted together to check for alignment and detail. Piano wire was used for the control systems, and galvanized steel wire was used for the fuselage and wing bracing.

The next challenging step was the covering, always difficult in a Wright machine because of their unique application methods. The Wrights used a very special kind of closely woven, long-fibered Egyptian cotton called balloon cloth. Paul Schweizer contacted Robert Mikesh, Senior Curator at the National Air and Space Museum who was in charge of covering the "Wright Flyer" last year. Bob told him how they had recovered this airplane but said that they had little or no information about Glider #5. Bob also felt that the "rib sleeves" were necessary if the wing was to be twisted.

At the NASM they sewed the sleeves to the bottom fabric and then slipped them over the ribs and then slid in the rear spar. There is no support of the bottom fabric from where the sleeves end just ahead of the rear spar, to the wire trailing edge. Similarly, there is no support from the forward edge of the sleeves to the leading and trailing edges. After putting on the fabric, they wetted it down with water and sprayed on a coat of Scotch Guard which became the final finish.

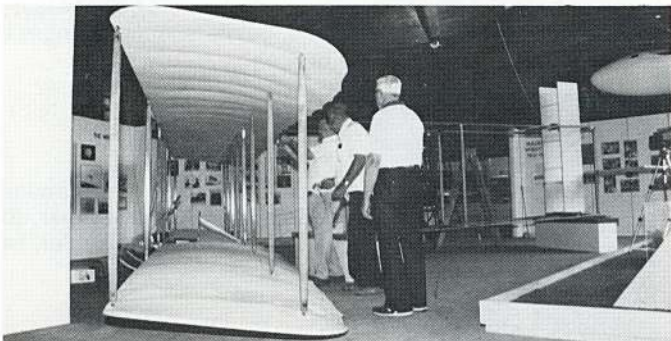
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At Mikes's suggestion, Paul contacted the J. P. Stevens Co., suppliers of the Air and Space Museum's covering, to see if any was available. It was estimated that at least 75 yards of 40 inch, 118 count material was needed.

Ronald Copsey of the Stevens organization arranged to have the required amount of covering material donated and sent to the Museum for use on the #5.

By this time it was the beginning of May, and concern was building as to whether the covering material would arrive on time. It did, however, and the skilled volunteer applicators began the slow and tedious task of covering the flight surfaces of the #5.



Final assembly at the Museum. Left to right, Richard Kurzenberger, Ernest Schweizer and Ralph Gernert checking wing wiring.

After the covering, came the day everyone had worked toward for so long, final assembly at the Museum. The horizontal, (elevator) and vertical rudders were attached to the fuselage aft, and the vertical vane and boom joined forward. Next, the four wing panels and interplane struts were brought in to be fitted the following day.

To the casual onlooker, the almost fluid movements of the volunteers as they shifted, eased and coaxed the ungainly wing panels into position must have looked like an avant garde ballet.

By evening that day, the wings, interplane struts, along with the wire bracing, were in place. Using pulleys, light chain and wire, the complex wing warping control was affixed to the right hand "cockpit lever." This same lever has a transverse moving top section that controls the double vertical rudder, aft. The left lever actuates the horizontal rudder (elevator).

It was Wednesday, May 21st, and all that remained was to position the #5 in flight configuration from the Museum's overhead beams. This procedure took a little more time than had been planned for because of the distance that the ship had to be moved from its assembly point, over existing exhibits, to its appointed location. The Wright 1911 Glider #5 had arrived.

Wing Span	32 feet
Length	31 feet
Height-top to rudder	9 feet
Chord	5 feet
Air Foil	3 to 5 inches
Weight	170 Pounds, plus 8 pounds counterweight

..... The only known full scale replica in the world. Thank you, Orville.

You can help in preserving our soaring heritage.

If you have historic memorabilia and excess or duplicate publications, send them to the National Soaring Museum for cataloging and archiving.

Share your collection of soaring artifacts and reminiscences with interested succeeding generations.

Address: Shirley Sliwa, Director
National Soaring Museum
RD#3 Harris Hill, Elmira, NY 14903

From Orville Wright's October 1911 Log

(The United States Library of Congress)
(The Papers of Wilbur and Orville Wright - Volume Two,
1906-1911 by Marvin W. McFarland)

Saturday, October 7, 1911

Lorin (another Wright brother) and Orville, with Horace (10 year old son of Lorin) and Mr. Ogilvie, started at 6:00, eve., for Kitty Hawk, N.C.

Tuesday, October 10, 1911

Arrived Kill Devil. Worked on building and fittings. (Rained night.)

Thursday, October 12, 1911

Measured West Hill = 80 ft. high. (slope) 500 ft. Kill Devil Hill = (slope) 665 (ft. at) 8° 40' = 103 ft. high. 30 mile wind at top of hill. 18 on ground.

Friday, October 13, 1911

Wind north 20-25 miles. Motored to Kitty Hawk through outside channel. Machine arrived on VanDusen. (Shipped Sat. 7th.)

4 newspapermen - J. Mitchell, Asso. Press, Mitchell, N.Y. Herald, Salley of Norfolk, Van Ness, New York World arrived.

Saturday, October 14, 1911

Wind 10 miles from north. Set machine together in morn. Went to K. H. in afternoon. Chickens and fish.

Monday, October 16, 1911

12-14 miles from N.E.

West Hill: 3 glides. Shot up at landing and dropped about 6 feet, bending rear center uprights. Horizontal rudder too small. Vert. rudder too small (7½ ft. area, 7 ft. in rear of back edge of surface). Put on a vane on front upright. Vane was one of rear rudder planes of 1905 machine, 18" x 6'.

Kill Devil Hill: After one glide, in which I pitched forward out of machine, put on large rudder, 38" x 8'10", using center of 1905 rudder. Afterward made glide of 637 ft. in curved line, (plus) 586 ft. in straight line. Angle 7° 45'. Wind very light (4 mi.). Time 23 seconds.

Tuesday, October 17, 1911

Wind 10 mi. southeast. Glides on West Hill. Ogilvie glided 7° 35', 473 ft. Ogilvie 3 glides. O. W. 2.

Wednesday, October 18, 1911

Wind 20-25 (M.P.H.). Rain. Ogilvie wind vane corresponds with our Richard (anemometer) when miles per hour is taken at double meters per second.

Took machine out about four o'clock. Front vane 2 ft. from front edge on sliding sticks. Made several glides. In last one, machine turned around in spite of all I could do and ran into hill, turning over. Broke both left wings and rear horizontal surface. John Mitchell present.

Thursday, October 19, 1911

Wind 20 miles. Busy repairing on wings.

Friday, October 20, 1911

Extended tail frame 4-1/2 feet. Used small racer horizontal rudder and large vertical rudder of 15-1/2 ft. area projecting above frame. Arnold Kruckman & Berges arrive - N.Y. Amer'n.

Saturday, October 21, 1911

Repairs

(Continued page 8)

(From page 7)

Sunday, October 22, 1911

Wind 10-15 miles. Tate & family called in morn. Geo. Baum called. Went to K.H. to get provision. Looked over situation of 1900 camp.

Monday, October 23, 1911

Light drizzle. First flight, wires of vert. rudder crossed. In second flight, turned over backward when Ogilvie & Lorin let go. Cause of accident due to difference in velocity of wind on surface and 6 feet above. Broke vertical & horizontal rudders.

Tuesday, October 24, 1911

Sunshine. Wind 20-25 (M.P.H.) on ground. Wind at top (of hill as high as 40 miles at 6 ft. (above ground), 50 miles (at) 12 ft. Just below top, 35 miles at height of 6 ft. 22 miles (at height of) 6 ft. at bottom and 30 miles at height of 12 ft. Made about 20 glides ranging from one (minute) to 9 min. 45 sec. (Two of 7'15" (and) 5'29" more than 50 ft. above top hill. Measured a space of about 40 yards over which machine seemed to glide without any loss of speed at angle 6°. Hung 8 lbs. sand 7 ft. out.

Wednesday, October 25, 1911

Wind about 15-18 miles. Glides on West & Kill Devil (Hills). 12 lbs. sand 8 ft. out.

(RECORD OF GLIDES)

No.	Sec.	No.	Sec.
West Hill		K(ill) D(evil Hill)	
1	23	17	33
2	10	18	43
3	32	19	28
4	8	20	44
5	9	21	44
6	9	22	59
7	22	23	24
8	9	24	33
9	25	25	26
10	10	26	26
11	27	27	29
Little Hill		28	31
12	2	29	22
13	5	30	25
14	..	31	23
15	..		
16	8		

Thursday, October 26, 1911

Wind at top of hill 20-25 miles. Gliding on Big Hill from 12 to 3. Vane put out 5 ft. in front of machine. Control much improved.

Small V. Rudder	3'3" x 14"
Ex. Rudder	3'9" x 15"
B Rudder	5'2" x 18"

(RECORD OF GLIDES)

No.	Min.	Sec.	No.	Min.	Sec.
1	1	13	13		36
2	1	26	14		37
3		46	15		41
4	1	8	16	1	1
5	1	24	17		18
6	1	31	18		49
7	2-	25*	19		58
8	2	52	20		25
9		41	21		41
10		29	22		29
11		49	23	1	5
12		..**	24		42

* Landed higher than start.

** A minute or more (not timed)-

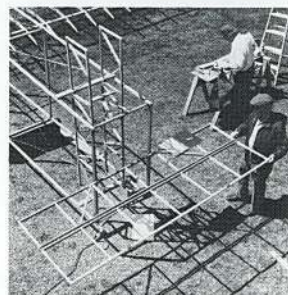
Friday, October 27, 1911

Went fishing and to Manteo. Machine weighs 170 lbs. in later glides, includ. 12 lbs. sand.

Orville Wright to Captain Thomas S. Baldwin

Dayton, November 18, 1911

Many thanks for your congratulations on our work with the glider at Kitty Hawk. Flying in a 25-meter-per-second wind is no snap, and I can tell you that it keeps one pretty busy with the levers. I got caught in one whirl of wind that turned my machine completely around and drove me into the hill. I didn't receive a scratch, but the machine needed the doctor pretty badly. I found that in order to fly in such winds a greater control than has ever been put on any power machine would be necessary. It was not the velocity of the wind, but its sudden changes in direction that made the flying difficult



Paul Schweizer, foreground, and Richard Kurzenberger, fitting the "Horizontal rudder," to the #5.

One of the stated purposes of the Kitty Hawk (NC) expedition was to test an automatic stability device that Orville had been working on for some time; yet no mention of it appears in his log (Orville Wright Diary 5). Experts suggest that no such tests were conducted at that time. This expedition also included British journalist, Alexander Ogilvie, who worked on, and flew the #5 several times. On the 24th, Orville flew it 9 minutes and 45 seconds, making the world's first soaring flight and setting a soaring record that stood for ten years.

Victor M. Saudek, Los Angeles, CA, Museum Trustee and aero historian recalled an interview that he had with Orville after graduating from Carnegie Tech in 1939. "Mr. Wright was 63 at the time and from his pictures I had always thought of him as a very stern and almost overpowering man. I was struck by his natural warmth and friendliness. After some conversational exchange about gliders and soaring, Saudek asked him about the 1911 expedition, and why did he (Orville) go back to Kitty Hawk? Mr. Wright replied: "I have always described this situation to different people in different ways. To some I would say that we were testing new controls; and to others like yourself, I would make a comment that flying a glider is more fun than flying with power, and we knew that then." . . . "That really was the comment I wanted from him, though it was completely unexpected," Saudek said.

1911 was the last time that either of the Wrights visited Kitty Hawk. Wilbur died of typhoid fever on May 30th, 1912, and Orville in 1948 of a heart ailment.

NSM is a publication of the National Soaring Museum, Harris Hill, RD3, Elmira, New York 14903. Phone (607) 734-3128. Anyone is invited to contribute material and pictures with identification about historical soaring activities, renovation of old sailplanes, soaring pioneers, unusual uses of sailplanes, etc. Manuscripts are subject to whatever revisions, additions or deletions are necessary to make the material conform to the space limitations and standards of NSM. Material that is to be returned must be accompanied by a stamped, self addressed envelope. No compensation other than credit will be made.

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