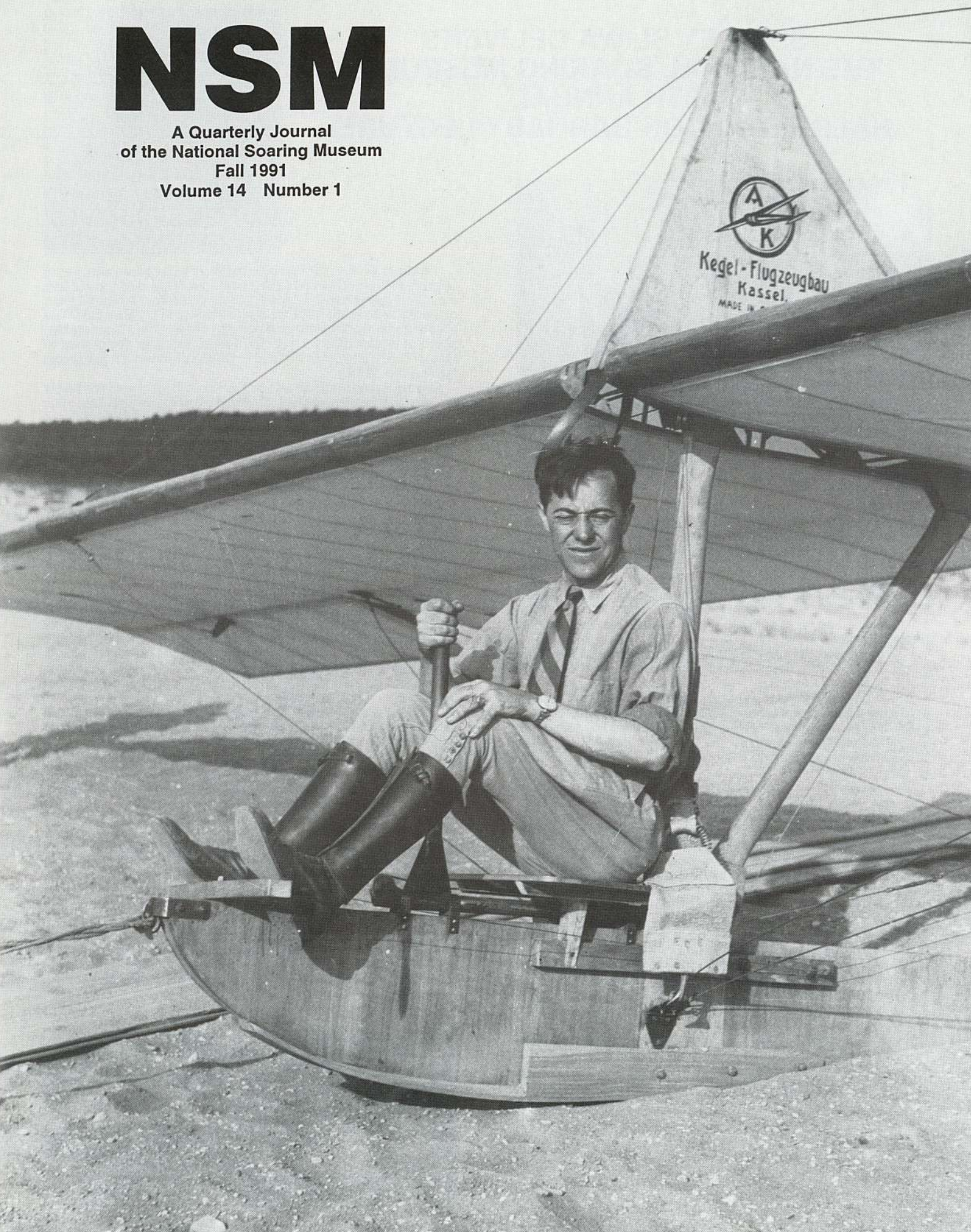


NSM

A Quarterly Journal
of the National Soaring Museum
Fall 1991
Volume 14 Number 1



SHIRLEY SLIWA DELIVERS THE NATIONAL SOARING MUSEUM'S 18TH ANNUAL RALPH STANTON BARNABY LECTURE



L. to R. NSM Director Dr. Charles D. Smith, Shirley Sliwa, retiring Trustees President John C. Lincoln, II and President-elect George Edwards in front of the NSM's Barnaby exhibit.

The 18th Annual Barnaby Lecture entitled, "Ralph S. Barnaby: An Introduction to the Man," was given by Shirley Sliwa, retired National Soaring Museum Executive Director, in the NSM's Edward A. Mooers Community Room Saturday, October 12, following a reception and banquet. The address/archive slide presentation capped Saturday's events including the Museum's Board of Trustees Fall meeting, receipt and inspection of several sailplane models for the 1992 EOGASE exhibit and a mini-oral history session.

Preceding the Barnaby lecture, retiring Trustees president John C. Lincoln, II, announced a \$700,000 NSM bequest from the Ralph S. Barnaby estate.

The National Soaring Museum inaugurated the annual lecture in 1973 as an address attuned to historic and noteworthy achievements in motorless flight. It is delivered by outstanding personalities in the field and is named for the late Capt. Ralph S. Barnaby, USN. Many of his accomplishments were highlighted in Ms. Sliwa's 1991 Lecture.

Shirley Sliwa has been associated with the NSM for 18 years, and was Museum Director from 1980-1990. She has been recognized nationally and internationally for her outstanding efforts on behalf of soaring and the NSM. She played a crucial role in the Museum's recent expansion. In 1990, Mrs. Sliwa was awarded the Warren E. Eaton Memorial Trophy, considered The Soaring Society of America's highest award. The SSA is the governing body of motorless flight in the United States. She received the SSA Certificate of Appreciation twice. Shirley, with husband, Kenneth, a Corning International sales representative and former Navy pilot, reside in Big Flats, NY. The Sliwas have four children and three grandchildren.

Shirley Sliwa introduced Ralph Stanton Barnaby to the 50 lecture attendees as a multi-talented, multi-faceted personality. He was a naval pilot, a pioneer glider pilot, an author and lecturer, an historian, an artist and sculptor, a musician, and one of the founding fathers of the SSA.

Capt. Barnaby's meticulous collector files and cross-referenced indexes were a flight mosaic of Americana from his birth in 1893 to his passing in 1986.

Sliwa explained the NSM's designation by the estate's executor to go through the Barnaby home and office at Philadelphia's Franklin Institute and allot his material for appropriate distribution to the Smithsonian's National Air and Space Museum, the Franklin Institute, the Pensacola, FL, Naval Air Museum, as well as to other designees in his will.

All concerned were invited to join the June 12-19, 1986, inventory and disbursement sessions at the Barnaby home and office.



"I interpreted the NSM as truly coming of age, when after years of professional cooperation between the NSM and the NASM, their legal department decided that we could do the organization of the Barnaby memorabilia and the inventories," Sliwa said. The Smithsonian would send someone to the National Soaring Museum at a later date for the "Early Bird" artifacts designated to them. (The "Early Birds" is an association of American pilots who flew before 1916.)

Sliwa quipped that it was as if she were told there was this fellow named George who was a GI and politician who used to live in this big home at Mt. Vernon, VA. He may be historically significant someday, so here's the key to his Mt. Vernon house. Go see if there's anything of importance among his effects.

Max Calderwood (NSM Registrar at the time), and Sliwa, Paul A. and Ginny Schweizer listed Barnaby's personal effects and files in his Philadelphia home. "There were constant exclamations of, 'Come here and take a look at this,'" Sliwa said.

Each room was carefully photographed and material therein inventoried to the proper designee. The Eyerman family, closest friends of Barnaby's at the time of his death, and neighbors in Boothbay, ME, received papers, family photos, and sculpture relating to their long associations.

Sliwa said that just when she and Calderwood were close to completion, she noticed a panel in Barnaby's garage where there could have been a little crawl space. With a little knocking they located a door behind which they found the original art and photostats of Glomb (glider/bomb) attacking a battleship, 15 glass slides on gliding, Barnaby's parachute, flight gear bag, helmet and goggles

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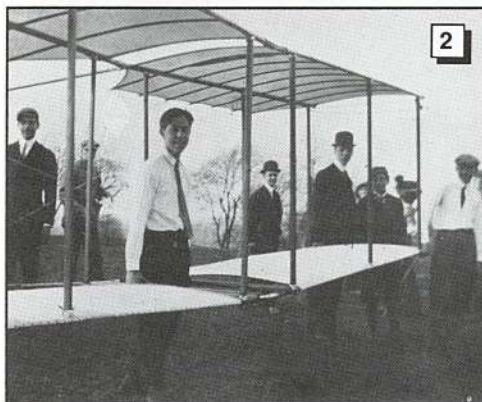
2. Barnaby in the New York Model Aero Club's Witteman glider - 1913 Staten Island.

Barnaby resigned as Asst. Chief Engineer of the Standard Aero Corp., Plainfield, NJ, in 1917 to enlist in the U.S. Naval Reserve Flying Corps. Underweight, below the height limit and unable to meet the 20/20 eyesight requirements, Barnaby was shown the door. He promptly applied to the Army's budding Flying Service, figuring that they wouldn't be so particular. Two weeks later he received a letter telling him that a waiver for his physical limitations had been approved and that he was to report to the Navy Medical Officer. When asked what his medical defects were, Barnaby claimed, "I'm sure I don't know." The Navy examiner responded that there was no need to re-examine him since they had been waived, whatever they were. He was sworn into the Navy and was sent to MIT for ground school. However, he spent the WWI years as a naval aircraft inspector, rather than a naval aviator.

He was Project Engineer at the Philadelphia Naval Aircraft Factory in 1920. There, he became associated with Lt. j.g. Leroy Grumman, later founder of the Grumman Aircraft Corp. and Barnaby's first Navy power flying instructor. That same year Lt. Barnaby transferred to the regular Navy. His Philadelphia projects included

- Construction of 36 Loening M-80, 2-seat fighters
- D-1 closed cabin twin engined dirigible car
- TG-1 thru 4 Bureau-designed convertible land plane and twin float plane trainer
- BS-1 single place pusher-type fighter flying boat designed around the Lawrence J-1 engine

RSB married Charline (Johnnie) Johnson in 1922. She died of a cerebral embolism in 1925.



Photos: THE FLYING YEARS

3. RSB coming in for a landing - April, 1929, Washington Glider Club Primary - "About 400 ft. glide - 50 ft. drop."

4. Lt. Barnaby made his qualifying flight for United States Soaring Certificate #1 on August 18, 1929, at South Wellfleet, Cape Cod, MA. The flight, in a Pruffling glider, lasted 15 minutes and 6 seconds and broke Orville Wright's record of 9 min. & 11 seconds. The certificate is signed by Orville Wright.

Sliwa recalled the first Barnaby Lecture given at Philadelphia in 1973. Barnaby related the hilarious "2-horsepower glider launch" (NSM Journal, Winter '76, pg. 3. Picture 5. shows one of the horses involved.) After a day of gliding the two horses hitched to the ends of the glider launching shock cord were coming closer and closer together. In Barnaby's words, "It became evident to some of us... that the horses weren't far enough apart to let the glider go between them.

"Once you get the cords stretched there's no stopping. So, everyone started screaming when the glider started to move. The glider hold-back was let go. The boys riding the horses looked back and there was this glider bearing down on them. They both dove off the horses into the sand and the glider went sailing through, between and just high enough to clip each horse on the back of the head.

"I will say this for the young lady pilot, she was unperturbed and landed the glider with no great difficulty. But the two horses ran

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7. RSB dropping from the Navy airship Los Angeles, over Lakehurst, NJ, Jan, 31, 1930, flying the same Pruffling in which he won his #1 certificate.

8. Barnaby at the 1931 second national gliding contest in Elmira with his second wife, Hattie Meyers Junkin. She was originally married to WACO co-owner Elwood (Sam) Junkin. The Barnabys were divorced in 1934.

In 1934, RSB was reassigned to Pensacola, FL, as Assembly and Repair Officer with additional duty as advisor for an experimental glider training course. He was denied Navy wings for 20 years because of his eyesight even though he flew regularly as copilot. With the experimental glider course activity he figured he might be able to wrangle a set of wings. At first he trained the instructors, then he started to do a lot of the glider flying himself.

Any time there was an air show, he would get towed to 3000 feet, do a few loops and spins, land and taxi right up to the flight line, stopping precisely next to the performing aircraft. Then he'd

race over to the Medical Officer exclaiming that it was obvious that he could fly both power and motorless. So why couldn't he get his wings — only to be rebutted with "...the rules...20/20 eyesight..."

9. Who ever heard of being awarded a set of Navy wings as a result of tonsillitis? The story goes that the Navy doctor wanted to remove Barnaby's badly infected tonsils. The frustrated pilot agreed, only on the condition that the doctor sign a waiver on his eyes. Tonsils gone, waiver signed, Barnaby finally started flight training and received his wings June 11, 1937. He was 44 years old! A gag shot of Barnaby with outsized wings, presented to him by friends marking the occasion.

10. In 1936 RSB married Margaret Evans. Their marriage lasted 45 years, until her death in 1981. Evans' first husband W.B. Elston was killed in WWI.

11. 1937 - Detached to Coco Solo, Canal Zone, as Assembly and Repair Officer and promoted to Commander. Shown flying a Boeing F4B-3 fighter. (1938)

1939 - Naval Aircraft Factory, Philadelphia
1943- promoted Captain
1944- Commanding Officer. Naval Aircraft Modification Unit, Johnsville, PA.

Here are some of the flight projects and evaluation activities of those years:

- Pratt-Read Navy training glider
- 12. Taylorcraft Glider (XLNT-1) TG-6 rigged as a Glomb
- Piper Cub conversion (SLNP-1)
- Float wing amphibian
- 15. Bristol LRQ-1 amphibian glider
- 13. Allied XLRN-1
- "Tugboat Annie" PBY-5A flying boat used for aero tow
- Twin hull, 24 place glider, Snead & Co. of Orange, VA
- Twin hull and Center Nacelle glider, AGA Corp., Willow Grove, PA
- Model of AGA glider. RSB flew a 1/3 scale of this glider.
- Army WACO CG-4A, 14 place. Barnaby records the develop-

ment of the snatch pick-up using a Curtiss C-46 Commando and gear developed by the All-American Aircraft Corp., Wilmington, DE. (NSM Advisor, Wally Setz engineer there at the time.)

-"Project George," a PBY-5A towing a CG-4A under automatic tow.

- British Hotspur glider.
- SBC-3 in tow behind PBY-5A, "Tugboat Annie."
- 14. Grumman F4F-3 fighter as glider towplane.
- Grumman F6F Hellcat fighter drone. RSB's files show that previous experiments of this nature were called Glombs (glider bombs.)

Barnaby retired from the Navy after 30 years and joined the Franklin Institute in 1947 as Director of Engineering. He was "Curator Emeritus" or "Keeper Emeritus" at the time of his death.

16. RSB in his "Early Birds" cap at the controls of the Wright Flyer replica at the Franklin Institute in the beginning 70's.

AWARDS AND HONORS

- 1923 - Navy Victory Medal
- 1942 - Distinguished Flying Cross (recommended in 1934)
- 1945 - Columbia University Medal of Merit
- 1946 - Navy Legion of Merit for administration of the Johnsville Base.
- Navy Air Medal for personal experimental flight test work.
- 1954 - First American to receive the Paul Tissandier Diploma of the Federation Aeronautique Internationale
- 1955 - Elected to the Helms Athletic Hall of Fame, now known as SSA's Hall of Fame, celebrated and located at the National Soaring Museum.
- 1955 - President of the "Early Birds"
- 17. 1960 - National Aeronautical Association Elder Statesman Award. Pictured: (L.to R.) V. Adm. R.B. Pirie, USN (Ret.), RSB, Dr. Edward Teller (partially hidden), Jacqueline Cochrane, Gen. James Doolittle, USAF, (Ret.)
- 19. 1960 - SSA's highest award, The Warren E. Eaton Trophy, for his outstanding contribution to gliding and soaring in the United States.
- Fellow of the Institute of Aerospace Sciences
- Founding Father, Past President, Director and Honorary Vice President of The Soaring Society of America.
- In 1950 he was Team Captain of the First International Soaring Competition in Sweden. Sliwa said from her conversations with Barnaby and her research, there was no question that his most rewarding activities involved gliding and the SSA.
- Honorary Vice President of the NSM from 1973 until his passing in 1986.
- Past President and Director of the Aero Club of Pennsylvania.

Sliwa summarized his authorship of many scientific papers, articles and books. He wrote knowledgeably about such aviation trailblazers as Orville Wright, Lindbergh, Grumman, Douglas, and Roche. He knew them and had significant discussions with them.

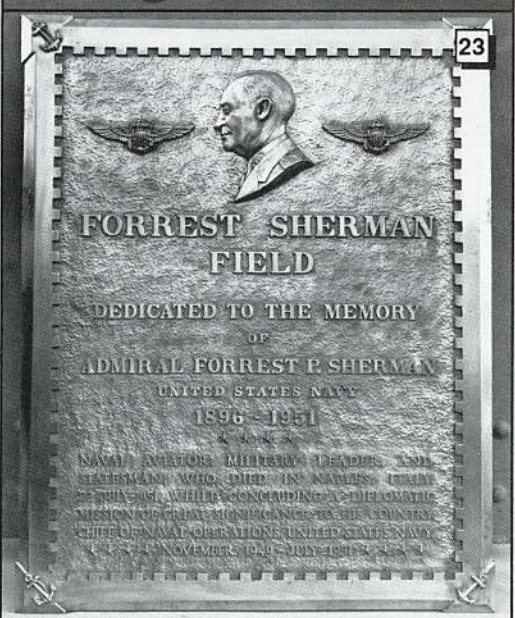
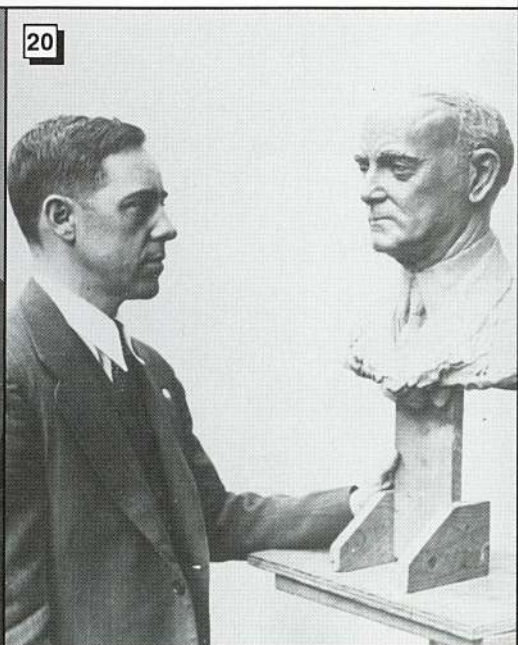
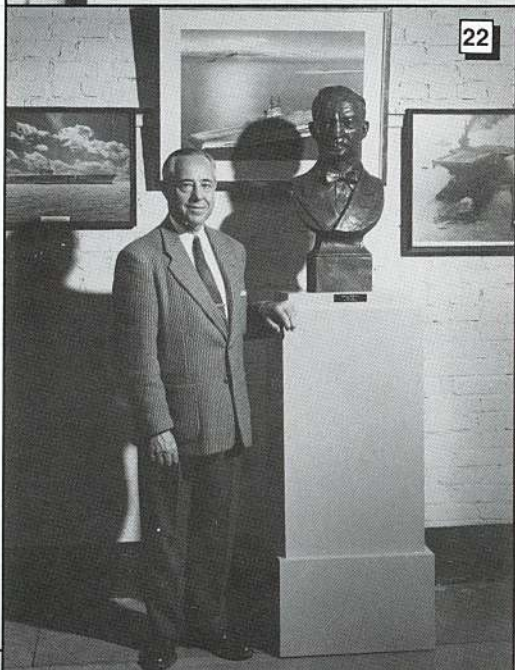
18. Barnaby loved to make paper gliders and zing them spontaneously during an event. He wrote "How To Make and Fly Paper Airplanes." He willed the copyright along with the files and artwork to the NSM.

ART & SCULPTURE

Sliwa said that Barnaby's love of art in all forms could be a separate lecture in itself. Sculpture, drawing, oils, photos - he enjoyed them all and worked at professional levels. Here are just some of the highlights.

1928 - book ends (plaster casts at the NSM) shown at an exhibition of Washington artists at the National Gallery.

20. 1933- bust of Admiral W.A. Moffett, first Chief of the Navy Bureau of Aeronautics, in the Memorial Hall at the US Naval Academy (see NSM Journal, Spring, 1985)



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21. 1940 - Bust of Admiral W.H. Sims, WWI Chief of Naval Operations (plaster cast at NSM) opposite bust of Moffett at main door of Naval Academy Memorial Hall.

22. 1949 - Bust of first Secretary of Defense, James Forrestal, in Mariners Museum, Newport News, VA.

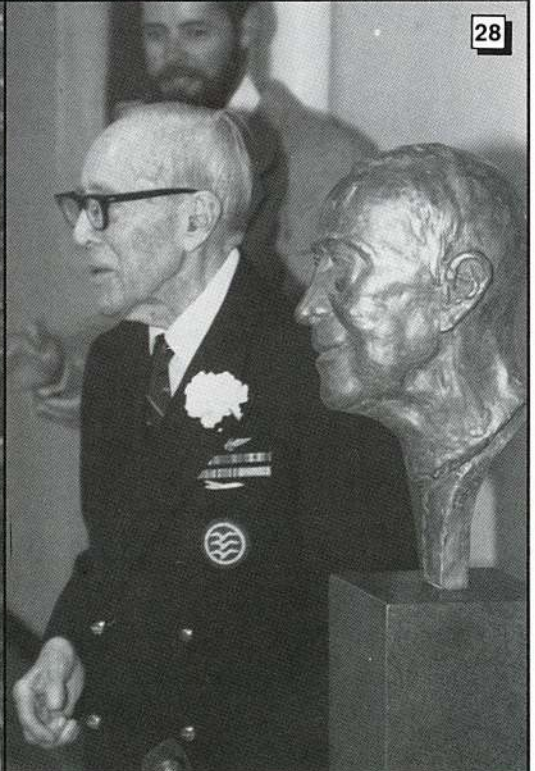
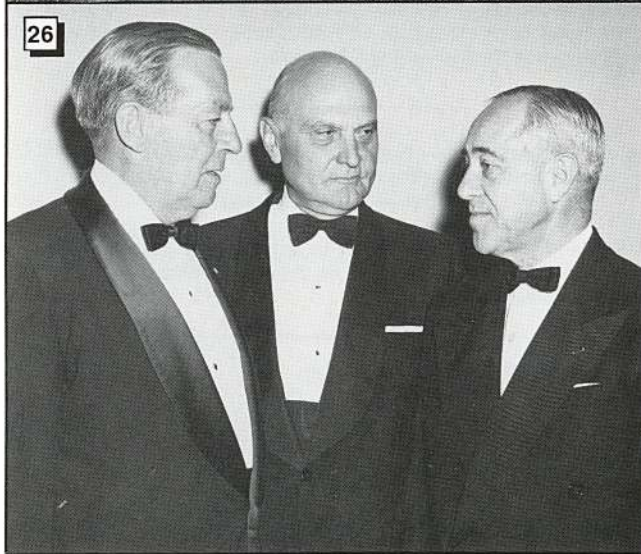
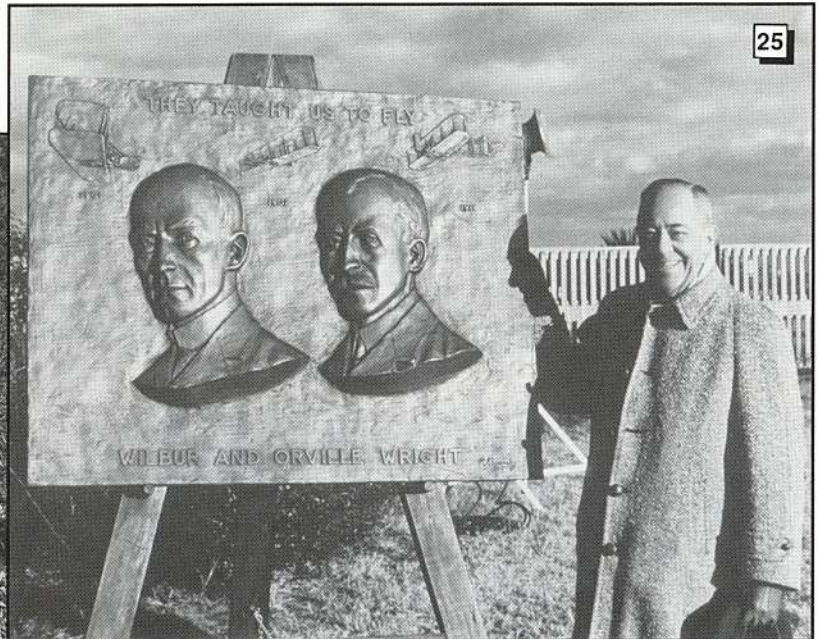
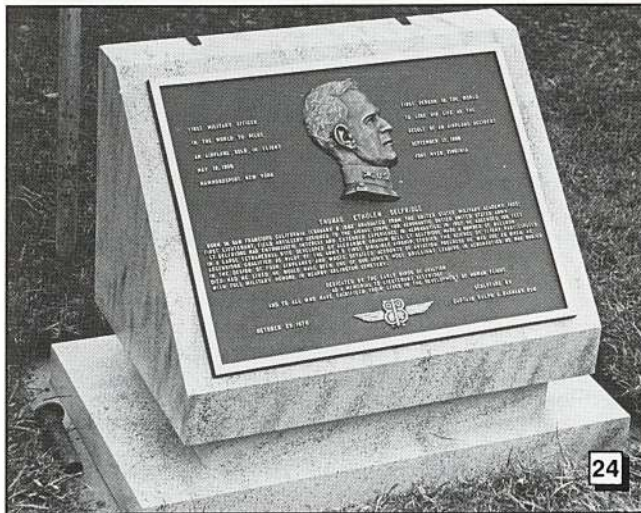
23. 1951 - Admiral Forrest Sherman Memorial Plaque, Pensacola, FL. Regarding this project, Sliwa said that Barnaby was told that Admiral Price did not have enough money to pay for the Sherman piece and that it was needed for dedication within one month. Ever resourceful, RSB worked out an arrangement whereby the Admiral had him recalled to active duty to complete the work. He received additional orders to include a dedication trip to Pensacola for him and Marg.

25. 1963 - Wright brothers plaque installed at Kitty Hawk, NC. The NSM has a copy of the historic bas-relief in the lobby.

27. 1965 - Amelia Earhart bust in clay on exhibit at the NSM.

24. 1970 - Thomas Etholen Selfridge Memorial Plaque, at Ft. Meyer, VA. Selfridge was the first to be killed in military aviation.

28. 1985 - RSB's last sculpture, at age 93, is a self-executed bust #1, on display in the NSM's Barnaby Exhibit. He showed the NSM Trustees pictures of the work in progress that reflected a very somber expression. "It just didn't look like Ralph," Sliwa said, adding, "You will note that the completed bust shows Ralph with a smile. That's really how we best remember him."



BARNABY REMEMBERED

Next, the former NSM Director showed slides of Barnaby and Marg, through the years with their friends and soaring associates: Earl Southee, Gus Haller, Lewin Barringer, Dr. Klemperer, Warren Eaton, the Funk Brothers, Maj. Fred Dent, Gen. Hap Arnold, the Schweizer Brothers, Jimmy Stewart, Igor Sikorsky, Don Hamilton, Richard duPont, E.J. Reeves, Ray Parker, Wolf Hirth, Kitty and Philip Wills, Paul MacCready, Dick Johnson, Gus Raspet, 26. Donald Douglas, (left), Gen. Ira Eaker, (center), Barnaby, (right) (1958) to name a few.

Ms. Sliwa spoke of the many recorded situations where "Ralph stepped in and settled estates, took on the financial burden of schooling, offered a job opportunity or assumed the responsibility of funeral arrangements... all in the name of friendship."

Sliwa closed the lecture amid laughs and applause after she called on some of Barnaby's friends in the audience to relate their favorite Barnaby anecdotes.

ON THE COVER:

Barnaby in a Zoegling primary trainer, Summer 1929, at the American Motorless Aviation Corp. glider school, S. Wellfleet, Cape Cod, MA.

SAILPLANE HOMEBUILDERS ASSOCIATION SUMMER WORKSHOP AT NSM

The SHA (Eastern), a Division of The Soaring Society of America, held their Summer workshop July 17-20 at the National Soaring Museum.

Angel Matos discussed the development of his Sierra, a 220 lb. ultralight designed to international standards. Matos opposes the current 155 lb. US limit as being too light for a practical and affordable sailplane.

Rich Horrigan, Chief of Restoration at the National Air and Space Museum's Garber Facility, Silver Hill, MD, spoke on the intricacies of aircraft reclamation.

Jim Marske read Paul A. Schweizer's paper, "The Potential of Homebuilt Sailplanes From Kits in Soaring," at the Friday evening banquet. (The Schweizers were away for the International Vintage Sailplane Meet.) Schweizer said that sailplane homebuilding will lower owner cost, expand design selection, encourage active designers, lower the costs of a World Class Sailplane if it is available in kit form. This may eventually lead to the re-introduction of Olympic sailplane competition.

The following day Dan Somers and Mark Maughmer reviewed the history of airfoils and their development of the SM 701 Airfoil for use in the World Class Sailplane.

Next, Dave Hudnut explored the intricacies of Reynolds Numbers.

Dan Somers and Jim Marske then moved to the great unresolved flying wing controversy; the merits and demerits of tailless gliders.

The General Meeting closed with a suggestion for a 1992 motorized glider design contest.



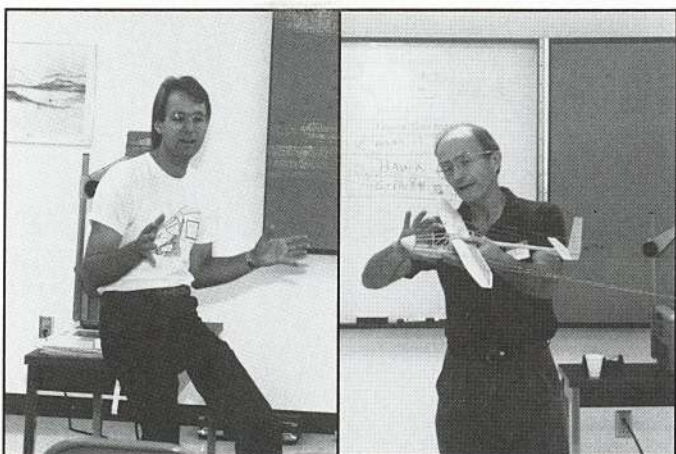
SHA Summer Workshop attendees at the NSM.

You can help in preserving America's soaring heritage.

If you have historic memorabilia and excess or duplicate publications, please contact the National Soaring Museum to discuss contribution to the Museum's collections and archives.

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

Address: Charles D. Smith, Ph. D., Executive Director
National Soaring Museum
Harris Hill, RD#3, Elmira, NY 14903



left, Dan Somers discusses airfoil designs and, right, Dave Hudnut demonstrates a point with a model at the SHA Summer Workshop.

ISSN # 0892-0516

NSM is a publication of the National Soaring Museum, Harris Hill, R.D. 3, 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 given.

Publisher — National Soaring Museum
Executive Director — Charles D. Smith Ph.D.
Editor — Bill Gallagher

The National Soaring Museum is an affiliate of The Soaring Society of America and, as such, is the official repository for all its artifacts and memorabilia.

1991-92 CALENDAR OF EVENTS

Date	Event	Location
Dec. 6	Annual Community Soaring Committee Luncheon	NSM
March 6	Spring Trustee Meeting SSA Convention	Charlotte, NC
April 25	Spring KITE-CITEMENT	Harris Hill
May 16	Annual Trustee Meeting United States Soaring Hall of Fame Induction & Banquet	NSM

For further information contact Paul Prunier, Curator of Education 607-734-3128