Focus on Exhibits - Trafford Doherty

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

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

Neil Armstrong
1930 - 2012

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

A former Naval Aviator, who flew 78 combat missions over Korea, Neil went on to be listed among the great test pilots at Edwards Air Force Base. Between December 1960 and July 1962, his efforts at Edwards culminated with his seven flights in the hony rocket-powered X-15, ultimately reaching an altitude of 207,500 ft and attaining a speed of Mach 6.74 (3,600mph).

In 1964, he joined three other pilots in the purchase of a new Schweizer 1-26 (N15300) and went on to put his Silver and Gold badges (1968 and 1977 respectively) — with one of his two Diamonds in this sailplane — all in that same year.

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FROM THE DIRECTOR —— continued ——

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

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

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

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

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

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

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

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

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

In addition to being named to the US Soaring Hall of Fame, Hannes received the SSA Exceptional Service Award 1985 and the SSA Exceptional Achievement Award 1991.
From the Editor - A Short History of Taylorcraft Aircraft

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

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

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

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

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

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

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

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

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

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

For some fifteen years after the end of World War II, 43-12398 vanished from any documented records. Somehow, however, it was purchased by Dick Brandt and stored in the open at his crop-dusting airstrip in Colusa, California.
Dick’s son, Terry Brandt, who had slowly developed a collection of his own, remembered that his father once owned a Taylorcraft glider. He went to Colusa, found the carcass of 43-12498 in the same field where it had been left years before and removed it to a storage facility in Yuba City California. Everyone at that time knew what it was but also realized, that unlike most of its contemporaries in that big pool of 253, it was never converted back to a powered configuration. Likely by 1962, 43-12498 was moved from Yuba City to Hood River Oregon and, along with the rest of Terry Brandt’s collection, became a part of what would eventually be known as the Western Antique Aeroplane and Automotive Museum (WAAAM). Early in 2009, a team of several volunteers at WAAAM started restoring 43-12498. It was flown for the first time in late August 2010. I had the opportunity to visit it up “close-and-personal” on Tuesday November 9, 2010.

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

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

NEW MEMBERS
Bronze
Jessica Pineo Lohnes
Individual
Zachary Rowe

MEMORIALS
In Memory of
Tom Berry
Philip & Missy Rittenhouse
In Memory of
Floyd J. Sweet & Jerry Sweet
Ray & Kittie Alexander
In Memory of
Nelson van den Blink
Curran & Barbara Sekella

YEAR-END DONATIONS
Ray & Kittie Alexander
Dale A. Busque
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Logan Pomella
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Arthur Muka
Tom Olson
Calvin Weiss
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Les & Bonnie Schweizer
Dean Gradwell
Glen Kelly
Mike & Fran Koerner
William Thar
Barbara McDowell
Tim King
Dody & Jack Wyman
Moe & Sophie Acee
Stephen & Connie Bowen
Joseph P. Miller
Walter & Irene Cannon
Tim Welles
Alice C. Johnson
Esther McGonigle
John & Ellen Slack
Bud & Ina Cramer
Jeff Streeter & Barb Yunis
Bruce Bottoms

TG-6 at Pima Air & Space Museum
From the Director - Trafford Doherty

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

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

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

Sponsor-A-Glider 2018

Dianne Black-Nixon - Zanonia
Hank Nixon - Baby Albatross
Jan van den Blink - Schweizer 1-26
Peter & Joyce Daniel - Orlik
Walter Cannon - Schweizer 1-7
Dr. Norbert Wethington - Pratt-Read LNE-1
Mark Gross / Gross Family - Gross Sky Ghost
Stu & Lucy Schweizer - Schweizer SGP 1-1

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MEMBERSHIP UPGRADES

Gold
Phyllis Buchwalder

Silver
Dr. Raymond Thweatt

Family
Ron & Linda Bors
United States Soaring Hall of Fame

Call for Nominations

Nominations for election to the United States Soaring Hall of Fame are currently being accepted. The deadline for the current year consideration is June 30, 2018.

Any member of the Soaring Society of America may submit an individual’s name for consideration as a Hall of Fame candidate. Each nomination must be accompanied by a detailed statement setting out the achievements or contributions of the nominee, justifying consideration for election to the Hall of Fame.

Please send nominating letters and support material to:

Trafford L. Doherty, Director
National Soaring Museum
51 Soaring Hill Dr.
Elmira, NY 14903-9204

Questions? Please call (607) 734-3128 or e-mail: director@soaringmuseum.org

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

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

Currently there are thousands of 501(c)3 organizations registered with Amazon Smile. The National Soaring Museum is already registered. Just select us as your charity of choice when you sign up online.

Consumers feel good about giving back while purchasing things on Amazon they intended to buy anyway. The retail giant reported that it has given millions of dollars to thousands of different charities. Currently, Amazon Smile has given over 62 million dollars to thousands of charities and non-profits since 2013. Some experts in the industry predict innovative new fundraising strategies like this will change the culture of charitable giving.

Remember, only purchases made at smile.amazon.com, (not www.amazon.com or the mobile app,) generate AmazonSmile donations.
Museum closed on the following holidays:

- New Year's Day
- Easter Sunday
- Thanksgiving Day
- Christmas Eve
- Christmas Day

Closed on Monday and Tuesday in January & February

Museum closed on the following holidays:

- New Year’s Day
- Easter Sunday
- Thanksgiving Day
- Christmas Eve
- Christmas Day

MUSEUM HOURS

May 1 - Dec. 31
Open daily 10-5

Jan. 2 - Apr. 30
Open daily 10-4

NSM Membership Form

Please check the membership category of your choice and return to:
The National Soaring Museum, 51 Soaring Hill Dr., Elmira, NY 14903

___ Basic $35     ___ Family $50        ___ Bronze $100          ___ Silver $250
___ Gold $500      ___ Diamond $1000    ___ Cayley Society $2500

My name(s)
as it is to appear in printed matter: ____________________________________________

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State_______Zip ________Home phone ____________________

e-mail address _____________________________________________________________

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___ Please bill my Credit Card# ____________________________________ exp. date ________
   (MasterCard-Visa-Discover-American Express)     V-code ____________

Signature______________________________________

Additional tax-deductible donations will be used for museum improvements, including upgrading facilities, restoration shop and new exhibits.