

NSM NEWS

FALL-WINTER
2019 - 2020

Official Newsletter of the National Soaring Museum

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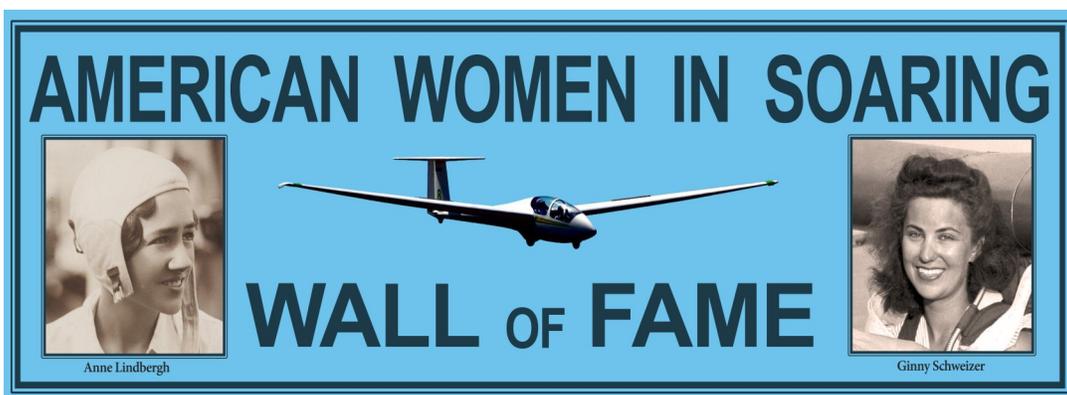
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From the Director - Traff Doherty

Women in Soaring:

This project is progressing well; we have an attractive (wall) header, complete with images of Anne Lindbergh and Ginny Schweizer, created by our very artistic friend, Brett Steves. I have an initial list of 16 individuals and I'm currently in the process of writing the texts for their 8.5"x11" plaques. This number will certainly grow as time goes by. This exhibit will occupy the wall space to the left of our Sierra Wave Kiosk.



Ted Williams Aviation Art:

This exhibit is in place and now will remain so through summer and fall of 2021. We hope to have a reception for Ted and his wife, Gail, at a time to be announced in 2021.

Speaking of Ted, we plan to commission him to do another painting also this year. As far as I am concerned, our *Zanonia* painting paved the way for more of Ted's renditions of other famous sailplanes displayed at NSM.



Hall of Fame:

Roy McMaster has been selected for induction into the United States Soaring Hall of Fame. We had planned to have a banquet and induction ceremony in May 2020, but due to the COVID-19 shut-down, we rescheduled to October 10.

Unfortunately, due to a local COVID-19 outbreak which demonstrated how dangerous public gatherings can be during this pandemic, it was decided to cancel this event. Roy will still be inducted into the Hall of Fame, but it won't include the ceremony we had all hoped for.



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RECOMMENDING ROY MCMASTER - Chip Bearden

I'm now considered one of the "old guys" in soaring. But at age 67, I was only 4 years old when Roy McMaster started flying gliders! I've been fortunate to have known Roy for over 40 of those years, during which time he has made frequent appearances exemplifying why he is a deserving candidate for the U. S. Soaring Hall of Fame.

During most of our acquaintance, Roy has lived in or near Elmira, NY. Ironically, our first contact was in Ohio where I grew up. The Soaring Society of Dayton (now Caesar Creek Soaring Club) - held our Wright Memorial Glider Meet in late May. My father first flew it in the early 60s and I followed a few years later. Roy, however, preceded us both, appearing there in 1956, not long after he began his gliding career at the Ohio State University in an early Schweizer 2-22.

Conversely, my first contest in 1968 was at Roy's then home club, the Central Ohio Soaring Association, where he flew for 13 years before moving on to Elmira. That same year, when I was a senior in high school, my father and I went to see "The Thomas Crown Affair", which we knew included a sequence involving a 1-23. Many years later I learned that it was Roy who did the aerobatic flying for the film.

I began encountering him at contests around the U.S., in the midwest at Ionia, MI in 1977 (where he was third), as far west as Minden, NV in 1981 for the 15 Meter Nationals (where he won a day), and as far east as Elmira a year later (where he nearly won the contest). And, of course, at the same time I began hearing about his accomplishments on the ridges setting state, national, and world records.

Coincident with my first appearance in an Elmira contest in 1982, I began to get a better sense of his influence in Harris Hill Soaring, which was impressive. By chance, I was #1 in the launch order on a day when we were challenged by a stiff quartering tailwind. At Elmira, one always launches out over the valley. We had a capacity field, all of whom wanted to fly. The success of my launch would determine whether to proceed with the rest of the fleet. No pressure! I immediately consulted the pilot I thought knew Elmira best and would be most likely to give me frank, detailed, usable advice: Roy McMaster. For the record - we flew that day.

Others will have recounted the sheer breadth and depth of his accomplishments in contests, in record flights, and in hours and cross-country miles. They will have listed his accomplishments as an instructor at various locations - including Schweizer Soaring School - and as an officer of Harris Hill Soaring.

I have written here almost exclusively about his contest and record flying. But he was not just out to put himself into the record books. He wanted to make soaring, and in particular, competitive soaring, more accessible for all. I recall Roy eagerly awaiting delivery of one of the first Cambridge GPS-NAV flight recorders and how he was an enthusiastic and vocal ambassador for GPS in scoring and flight documentation, which not only eliminated the need for a film development and photo evaluation expert but opened up task setting to the far more flexible options still used today.

I recall sitting at the table after a task repeatedly at contests while Roy demonstrated early versions of *See You's* amazing software using his PC and multi-media projector. In part thanks to Roy's ambassadorship, *See You* made post-flight analysis common at a time when the whole concept of dissecting one's own flight in detail, much less one's competitors' flights, was revolutionary.

One of my most vivid memories of Roy is associated with the first "big day" at New Castle, in 1983, when we flew what at the time was the longest assigned task ever: 469 miles! Roy didn't win that day but he wasn't far behind.

But New Castle has always been a study in contrasts, weatherwise, and Roy proved a master at either extreme. I recall that same year sitting on the ground one afternoon waiting for the last few pilots to call in. We had all gone up to the first turn and then glided back in and around the thundershowers that had blown up and shut down the day. Suddenly, we huddled around someone's cockpit to listen to a scratchy voice on the radio. It was electrifying! We were stunned to hear that Roy was hanging on, barely, on a little bit of ridge overlooking the Eagle Rock turn, 20 miles away. In disbelief (there was almost no wind on the ground), we pondered what to do as he began to edge back closer to New Castle, discussing the fact that only a very few pilots could do what he was doing, and most of those were sitting on the ground listening to Roy's struggle.



Roy with student

Other contests provided similar moments, when, because of the necessity for exacting ridge flying or the ability to wring the last few minutes from a day, Roy ended up on top of the list for the day. His presence at a contest, almost any contest, added a sense of possibility that only a few pilots bring to the game. Often these moments translated to high placings. Occasionally they provided grist for high drama, as Roy recounted (and, post *See You*, replayed) days when he was trapped on a ridge hours after everyone else had finished or been forced to land, defying belief. Roy didn't always finish on top but he was unexcelled in staying airborne until there was zero chance of completing the task.

Sometimes this "never say die" attitude made for humor, as when he landed out very late in the mountains of Virginia out of New Castle. He had landed at least three fields away from the closest road, which necessitated rolling the glider to the fence, disassembling it and passing the components over the fence, reassembling it before rolling it to the next fence and repeated at least twice more before arriving at the trailer. They arrived long after the dinner had concluded in surprisingly good humor.

Roy's comfort and abilities on the ridge are especially noteworthy. One measure of this is the sheer number of miles he has flown, both in individual flights and in aggregate. But watching him in action is just as impressive. We were flying out of New Castle when I found myself on the upper of a double ridge system with no landing spots between the two ridges. I was low enough that I would probably not be able to glide out to the valley over the intervening ridge if I continued, but there were gaps every few miles through which I could glide into land-able terrain. As I debated with myself what to do, I saw a big ASW 20 with "1" on the tail slide by me at ridgetop height. With Roy's tacit sanction, I followed, noting the distance at each gap and mentally calculating how far I could go on the ridge before I had to turn back to retain an escape route. It was an intense, heart-pounding, stressful, but educational experience for me but apparently no big deal for Roy.

I enjoyed listening to the story of the *Four on the Floor Gang* from my best friend Robert Robertson of how he, Roy, Karl Striedieck, and John Seymour completed an 846-mile triangle to earn a world record in 1986. We tend to look at those milestones - and this flight was truly a milestone - as just another flight down the ridge. But this was a triangle flight, requiring multiple transitions and extensive use of thermals, where Roy was required to use all of his considerable skills.

That's the sense that I am left with in considering Roy McMaster: a complete, larger-than-life, outstanding soaring pioneer, who for nearly as long as I have been alive has been challenging himself while simultaneously inspiring others to achieve the most they can from our marvelous sport, whether they are neophytes or seasoned competitors.



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CALENDAR OF EVENTS

Now – Oct. 31, 2021
**The Aviation Art of
Ted Williams Exhibit**

April 23-25, 2021
Quilt Exhibit

July 10-17, 2021
**International Vintage
Sailplane Meet**





Traff with a beautiful restoration of a 1-26D



NSM Director, Traff Doherty and his wife, Jean, attended the SSA Convention in Little Rock, Arkansas in February. This marvelous 4-day event was skillfully managed by the SSA staff and many volunteers. The convention features a large exhibition hall where soaring organizations and businesses show off their latest products, restorations, technologies, etc.

It is a great opportunity to connect and re-connect with soaring friends from all over the United States and abroad. The National Soaring Museum had an exhibit table which attracted many visitors, partly due to an open container of delicious fudge to share - home-made by Steve Leonard!

During the days, seminars and presentations were given all day in the various ballrooms, with three or four choices in each time slot. The event culminated with the Awards Banquet on Saturday night, during which Sarah Arnold and her teammates presented an animated description with slides of the World Championships, held in December and January in Australia.



NSM exhibit table at the Convention (with fudge) ↑

In Memoriam

Dale Busque 1931-2019

Dale A. Busque, 87, of Andover, passed away at home on Nov. 2, 2019, with his loving family by his side after a long battle with Parkinson's disease.

Born in Augusta, Maine, he moved to East Hartford, where he met his best friend, love of his life and wife of 70 years, Lorraine (Ouellette) Busque. Dale was a loving father, grandfather, and great-grandfather. He will be forever missed by his family.

Dale was predeceased by his eldest son D. Keith Busque. Surviving are two sons and a daughter, Kyle K. Busque and his wife, Patricia of Vernon, and Keven J. Busque and his wife, Diane, of Manchester, Kathryn Busque Neville and her husband, John Sarnik, of Andover. Dale also leaves behind nine grandchildren;



Betsy Woodward 1928-2019 U. S. Soaring Hall of Fame 1967

Elizabeth "Betsy" Woods Woodward, 90, died in Chester Dec. 2, 2019. Born in Baltimore, Md., she became a champion glider pilot. From 1979 to 2014, she resided in a passive solar house of her own design on Salem Road in Lyme. Longtime activist in environmental causes and Democratic party affairs, she is survived by a brother, Hiram; a sister, Carol; and eleven nieces and nephews.



Jim Lally 1929-2020

NSM member and benefactor, James F. "Jim" Lally, died on Jan. 18, 2020 after a year of declining health.

Jim and his brother founded PCB Piezotronics, a company focused on high-tech sensing devices. They applied integrated circuit technology to piezoelectric sensors that monitor pressure, sound and vibration in cars, planes, ships, power plants and industrial processes. PCB grew to more than 1,000 employees with facilities in Michigan, North Carolina, Ohio and Utah.

Jim became president and chief executive officer, stepping back to an advisory role about 10 years ago and serving as chairman of the board. All five of his sons held executive positions with the company before it was sold in 2016 to MTS Systems. He continued as an adviser for two more years. In 2015, he was presented with a lifetime achievement award at the 86th Annual Shock and Vibration Symposium in Orlando, Fla.

Surviving are his wife of 56 years, the former Doris S. Stephenson; five sons, Kenneth, John, Richard, Michael and David; two sisters, MaryAnn Willson and Patricia Lally; 15 grandchildren; and three great-grandchildren



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CONGRATULATIONS SARAH ARNOLD



2020 Women's World Gliding Champion ~ Standard Class

2020 WWGC US Team L-R: Sylvia Grandstaff (Club Class), Sarah Arnold (Standard Class Champion), Kathy Fosha (Club Class)

Sarah Arnold, co-owner and operator of Chilhowee Gliderport in Benton, was recently named the Women's World Gliding Champion during the 10th Fédération Aéronautique Internationale Women's World Championships, Lake Keepit, New South Wales, Australia in December/January. And she's flanked by two outstanding fellow competitors – aerospace engineer Kathy Fosha who flew for the Juniors in Rieti, and newcomer Sylvia Grandstaff who flew 900 combat hours in Afghanistan at the helm of a Chinook. Both of them teamed up with Sarah at the pre-Worlds last year and rounded out a Team that gained incredibly valuable experience with the site.

Sarah, Sylvia and Kathy spoke about their adventures at the SSA Convention Banquet in Little Rock, AR on February 22, 2020 and Sarah held a meet-and-greet reception on the convention exhibit floor.

Sarah Kelly Arnold was raised on a farm in British Columbia, where, as a 13-year-old, she learned to fly a single-seat Quicksilver ultralight. In 2004 she became owner-operator of the Chilhowee Gliderport in Benton, Tennessee, which she and her husband now run. She was the first woman to represent the U.S. at the WGC event in Argentina in 2013. Later that year, she also flew the Women's World Glider Championships in France, taking home a bronze medal. She then took a silver in the Czech Republic. In 2018, she and Karl Striedieck were the 20-Meter Multiplace National Champions.

Kathryn Fosha started flying gliders at age 18 and began racing in 2001. She owns a Libelle 201B(4P) and flies out of Tehachapi, California on the southern end of the Sierra Nevada Mountains. She represented the United States in the 2007 Junior World Gliding Championships in Rieti, Italy, and served as the team captain for the Junior World Championships in Musbach, Germany, in 2011. Kathy works as an aerospace engineer and lives in Lancaster, California.

Sylvia Grandstaff learned to fly at the Soaring Club of Houston at age 13. She earned her commercial and flight instructor ratings in gliders while in college at Rice University, and began competing in regional and national competitions. In 2007, she flew in the Australian Junior Nationals. She joined the U.S. Army as a warrant officer and CH47-F Chinook Helicopter pilot. Sylvia deployed twice with the U.S. Army 101st Airborne Division (Air Assault) and has logged over 900 combat hours in Afghanistan. She is a member of the Society of Experimental Test Pilots, and her current work is focused on flight testing multiple variants of the Chinook helicopter. She lives in northern Alabama with her husband, Hugh, a third-generation pilot, on an idyllic grass airstrip at Moontown Airport and flies a Discus 2a, *Xray Papa*.

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By sponsoring a glider for the annual donation of \$500, the National Soaring Museum will designate the glider of your choice as being sponsored by you for 2020 and will display near the glider a photo (if desired) of the sponsor and a brief biography. At the sponsor's option, the biography may include a reference to the particular glider and its importance to the sponsor.

A list of gliders currently in our collection can be found on our website. The Zanon, Baby Albatross, Schweizer 1-26, Schweizer 1-35, Orlik, Schweizer 1-7, Pratt Read LNE-1 and the Gross Sky Ghost were all under sponsorship for 2019. Please call the museum 607-734-3128 with any questions

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