



Southwest Soaring

Quarterly Newsletter of the U.S. Southwest Soaring Museum

February 2012



Vern Oldershaw's O-3 Self-Launch Sailplane

U. S. Southwest Soaring Museum, Inc.
A 501 (c)(3) tax-exempt organization
An affiliate of the Soaring Society of America

News from the President **George Applebay**

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Cover: The Oldershaw O-3 motorglider.

Plan now to attend the museum's fall benefit dinner in Moriarty. Our speaker will be Gordon Boettger, holder of U. S. National and North American records for wave flights along the Sierra Nevada, some in excess of 1400 miles! If you haven't heard one of Gordon's presentations, you are in for a treat. He takes wonderful photographs and gives a thrilling account of these extreme flights. We haven't settled on a final date but it will be a Saturday in September.

Having completed the drawings and received a building permit, we are now making rapid progress on the education addition to our museum. See the progress picture below.



In this issue we introduce you to new Board of Directors member Bob Hudson, who is currently serving as Vice President of the Board.

Directions to the Museum

35 miles east of Albuquerque on Interstate 40, take Exit 197 onto Old Highway 66 in Moriarty, NM. We are the big building on your left.

Vern Oldershaw

In this issue we honor Vernon W. Oldershaw (1915-2004), an accomplished soaring pilot and talented designer and homebuilder, whose O-2 sailplane and O-3 "Renegade" motorglider have found a home in our museum.

Vern became a letter carrier in Bakersfield, California, after he ran out of money, two years into the engineering program at UC Berkeley. He served the soaring community in California by organizing informal meets, was active in the SSA homebuilder movement, and organized and was a featured speaker at a number of homebuilder workshops at Tehachapi, California. He was appointed the SSA State Governor for Southern California in 1968, succeeding Helen Dick. He helped the Central California Soaring Club get started at the Porterville airport. Being a helpful sort who liked to hang around airports, he joined Paul MacCready's man-powered aircraft project in 1977 and "was soon adding his incredibly capable and innovative talents to our efforts." Wife Maude Oldershaw frequently assisted in her own way and was rewarded with a flight in the Gossamer Condor, "the only woman, and a grandmother at that, who flew [the Condor]."

Vern built and flew model gliders as a teenager. His first full size project was the completion of the 'Jean-Linda' that was designed and begun by Ray Parker in the early 1940's. Vern made the Jean-Linda's first flight in 1957.

Soon, Vern was designing a new glider to compete with Dick Johnson's Ross-Johnson RJ-5. The O-2, "Jana-Linn," is of all-wood construction. It has dive brakes and features a vee tail and retractable wheel. The first flight was in June 1961 from Minter Field in Bakersfield. On July 4, 1962, Vern flew the O-2 202 miles from Tehachapi to Daggett, California, to Jean, Nevada, to claim Gold distance. He entered it in National Soaring Championships from 1962 to 1966, making a number of flights over 200 miles, including one of 294.6 mi. Allen Cameron set New Zealand goal and distance records in it in California.

In 1974 the O-2 was sold to Don Gaede of Torrance, California, and remodeled to fit its new owner. As a result, it now has a longer nose cone and a slightly deeper cockpit area. Don flew the O-2

for a decade and recorded its last flight on August 10, 1985. The glider flew 518 hours before being acquired by the museum in 2005. The cover of the December 1961 issue of *Soaring Magazine* shows the O-2 on tow at Tehachapi (later in this issue).

In 1963 Vern began concentrating on a new project for the Open Class. The 17-meter O-3 first flew just prior to the 1967 Nationals. It is a longer-span version of the O-2 but with a higher aspect ratio, a Wortmann airfoil, wing-trailing-edge dive brakes, and a retractable landing gear. The fuselage profile was lowered for improved high-speed performance, and the forward fuselage is a shell of laminated fiberglass.

Vern completed Gold Badge #429 with a Gold Altitude climb in 1968 in the O-3. In 1969 he flew 366 miles in the O-3 from Marfa, TX, to qualify for Diamond Distance/Diamond Goal.

Vern continued to fly the glider in regional and national contests until 1971 when he converted the O-3 to a motorglider. The 30-hp Yamaha two-cycle, air-cooled, snowmobile engine installation for the O-3 Renegade received the EAA "Outstanding Design Trophy" at Oshkosh, Wisconsin, in 1974. The propeller deploys using the electric motor from a Thunderbird window system.

Leon Fry of Pixley, CA, worked with Vern's friend Carlton Kibler of Porterville, on two other O-3's that were started in 1966. Carlton's ship (N25888) was completed in 1979 and this is the O-3 that is on display in the museum. The other was completed to only 85% and in 1989 the project was listed for sale in Oregon.

Leon described the engine operation as follows. "The pedestal with prop can be retracted down inside on top of the stationary engine, closing both doors and you are in sailplane configuration. If you want to go back to power, it only takes 8 seconds and you are ready to push the starter button. We have full electric system with the exception of nav lights. It takes about 1500 ft [of runway] to get airborne. ... It does have a retractable tow hook for towing. ... You climb at 60 mph, 300 fpm, to desired altitude, up to 4,000 ft. Stop engine and it only takes 8 seconds to put the power head away closing all doors. It's almost magic, as the motion of one lever does six function at the same time."

Paul Oldershaw purchased the O-3 from his father in 1987. He removed the engine and flew the glider in the Open Class in regional and national competitions. In 1992 the wing span was increased to 20 m, with Paul (a degreed engineer) performing some of the stress analysis for the longer wing. The last flight in the O-3 was in 1996 with 1994 hours logged. Paul donated it to the museum in 2003.

OLDERSHAW O-3, Renegade



OLDERSHAW O-2, JANA-LINN



SPECIFICATIONS

Span 49.2 ft
 Area 106 sq ft
 Aspect ratio 22.8
 Airfoil 63 (3)-618, 63 (2)-615
 Empty weight 450 lb
 Payload 260 lb
 Gross weight 710 lb
 Wing loading 6 lb/sq ft
 Structure: all wood.
 L/D max39 @ 67 mph
 Min sink2.1 fps @ 55 mph

SPECIFICATIONS

Span 55 ft
 Area 125 sq ft
 Aspect ratio 24.2
 Airfoil Wortmann 61-184 root, 60-126 tip
 Empty weight 520 lb
 Payload 230 lb
 Gross weight 750 lb
 Wing loading 6.0 lb/sq ft
 Structure: wood with fiberglass nose
 L/D max 41 @ 67mph
 Min sink 2.1 fps @ 56 mph, 6-fps sink @ 100 mph

Visit our museum to see these unique gliders “up close and personal.”

Soaring

ELSINORE FALL SOARING CONTEST

PAUL MacCREADY'S SYMPOSIUM PAPER

"SKY SAILING," A NEW FILM ON SOARING



THE JOURNAL OF THE SOARING SOCIETY OF AMERICA

1961

DECEMBER
35 CENTS

Meet the Board - Bob Hudson

Bob Hudson was born and raised in Shawnee Mission, Kansas. He entered the Air Force in 1970 after graduating from Kansas State University with a degree in History. His first Air Force assignment was to Webb Air Force Base, Texas, and Undergraduate Pilot Training (UPT). Upon graduation from UPT he was sent to Kincheloe AFB, Michigan as a B-52 co-pilot. In November of 1972, he was sent to Guam to fly combat missions against North Viet Nam. On the 26th of December, 1972, Lt Hudson's B-52 was shot down over Hanoi, NVN. He was immediately captured and held as a POW until repatriation on the 31st of March, 1973. Next, Bob was assigned as an instructor and flight evaluator aboard the T-39 Sabreliner. In 1976, he was reassigned to fly the FB-111, which he flew for 9 ½ years, at Plattsburgh AFB, New York. While at Plattsburgh he earned a Master's Degree in Business from the State University of New York, Plattsburgh. Bob's next assignment was to Offutt AFB, Nebraska, as the Chief of the Airborne Battle Staff aboard "Looking Glass". He then moved over to Strategic Air Command Headquarters as the Director of Future Strategic Communications. Following this assignment, now Lieutenant Colonel

Hudson assumed the position of Base Commander at a classified flight test facility. After four years he moved on to Command Brooks Air Force Base in San Antonio, Texas. His last assignment, before retirement, was the Inspector General at Ramstein Air Base, Germany. After 28 years in the Air Force, he retired in the rank of Colonel and then moved to Edgewood, New Mexico, where he took the position of Hospital Administrator with Presbyterian Healthcare. Bob is currently partially retired, a second time, but he splits his time as the Airport Manager to the Moriarty Municipal Airport and as the President of the Albuquerque Soaring Club. Additionally, he is the President of the local Chapter of the Air Force Association and as Flight Captain of the local chapter of the Daedalians, the Fraternity of Commissioned Military Pilots. His Military Awards include two Legions of Merit, two Meritorious Service Medals, the Bronze Star with "V" devise for Valor, the Distinguished Flying Cross with "V" devise for Valor, two Purple Hearts and the POW Medal. He has been married for 44 years to his wife Linda and they have two children (Sean, an Officer in the Navy, and Jennifer, married to an Air Force Officer) and four grand children. Bob is currently half-owner of an H-301 Libelle.

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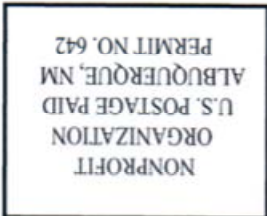
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