

Southwest Soaring

Quarterly Newsletter of the U.S. Southwest Soaring Museum

A 501 (c)(3) tax exempt organization

March 2005



Torrey Pines, CA. Bill Liscomb of San Marcos, CA presents a large-scale Zuni model to designer George Applebay. This beautiful model was crafted by Bill. April 2003. See related photos and articles on pages 4 and 5.

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Editorial

By Lynn Buckingham

The Southwest Soaring Museum has needed a regular, periodic newsletter. Perhaps foolishly, I have volunteered to do a quarterly newsletter for a year and see how it goes.

I have a tough act to follow. Kathy Taylor has put out some beautiful, professional newsletters. Although not really her job to do so, she put a lot of work into them and we're very grateful. The last newsletter was super terrific!

As for the museum's new display building (Phase I of our ultimate goal), I wish you could all see the phenomenal progress that is being made. George Applebay, Bob Leonard, Dan Palmer and George Taylor have spent many volunteer hours on this project. Steve Hill has given engineering advice. I don't know how we could do without their labor and expertise. It is saving us an enormous amount of money.

George A., with Bob's help, has installed 15 of the 16 windows from the top of a scissors jack. An entry, including gift shop space, is well on its way to completion. The electrician is nearly done and the plumber is working on the restrooms. So we are well on our way to finishing the inside.

Many of you were very generous with new memberships, renewals and other donations after our last plea for help. Thanks so very much! We still need more to do a top-notch job on this building but believe most of you want the Southwest Soaring Museum to be a big success and will help it to become one.

We are aiming for a grand opening in June. Actually, we're planning a gala party for June 10 and an open house a couple weeks later. See the article on the Vintage & Classic Rally on page 6.

The latest addition to our glider collection is an Oldershaw 0-2 from Mary Lou Gaede of Torrance, CA. It was owned and flown by her late husband, Don.

We recently received some interesting information on our Hummingbird motor glider from Toodie Marshall, daughter of designer Harry Perl. She also sent a 1954 *Life* magazine with an article featuring the Hummingbird. Look for a story on this glider in a future issue.

In this issue, I would like to focus on our model builders and donors. Models constitute a very important part of our exhibits and we have some really terrific ones. See pages 4-6.

Please feel free to contact any of us on the Board of Director's list.

Museum Musings

By George Applebay

Congratulations to Lynn Buckingham on editing this, her first Southwest Soaring Museum newsletter. Lynn agreed to publishing four editions during 2005 and knowing her tenacity, I'm sure it will happen.

Much is happening with your Southwest Soaring Museum. The new big display building at 918 East Old Hwy 66 in Moriarty is nearing completion thanks to many volunteer helpers as well as the professional plumbers, electricians, sheetrock finishers and painters. Most important are those of you whom have contributed funds as members or friends of the museum.

The museum is teaming with the Albuquerque Soaring Club to sponsor an Antique and Classic Sailplane Rally June 5 thru 11, 2005 at the Moriarty Municipal Airport. This event is open to all gliders built prior to 1980. Classics are generally regarded as gliders that are more than 25 years of age. Antiques are those built prior to 1946.

A gala event, catered dinner and dance to the music of the 15-member Dukes of Albuquerque, will be held Friday evening, June 10 at 7 pm in the new building. See page 6 for more information.

All aviation enthusiasts are welcome to join in the fun of these events during June 5-11.

Registration for the Sailplane Rally and/or the Gala dinner & dance.

Cost will be \$50 per glider entered and \$50 each for the Gala (also a fund-raiser). \$25 of the Gala expense is tax-deductible. Please send payment with your registration.

- Glider (make & model) _____
- Gala (how many) _____

Name _____

Address _____

Phone # and/or e-mail address _____

Sightseeing Trips

By Lynn Buckingham

In conjunction with the Sailplane Rally, I have volunteered to dedicate 2 or 3 days to arranging some fun trips for those who don't want to just hang around the airport or in your motel room. We've done this in the past and have had a good time. No plans have been made yet and I'm open to suggestions. Trips might include Santa Fe museums and shopping, Old Town Albuquerque museums and shopping (several new museums there), Acoma Pueblo, Los Alamos museums, Bandelier National Monument or Salt Missions Trail (3 very old Christian missions). Please let me know if you are interested in going on trips prior to the Rally so that plans can be made. Any expenses would include your meals, admissions and perhaps sharing the cost of fuel.

Getting to Know Your Board Members

By Lynn Buckingham

We would like to feature a member of the Board of Directors in each issue. It is only fitting to start with President George Applebay.

As a young boy growing up in Marietta, Ohio, George was fascinated by the airplanes he saw around the local airport. He spent many pleasurable hours there and became an avid model designer and builder. To finance this interest and to help support his family, he sold newspapers, both on street corners and with a paper route.

Graduating from high school in 1943, George enlisted in the Army Air Corp to do his part in WWII. Beginning military life as an aviation cadet, he then became an airplane mechanic when his cadet class became surplus in the waning days of WWII.

George used GI Bill benefits to acquire his A&P license, also to become a commercial pilot. This led to a job running a small airport in Oklahoma, then, in 1950, to a job with Boeing in Wichita, KS. In 1955 he began a job with Cessna in the experimental department, of which he speaks fondly to this day. It had to be very interesting.

Getting to Know Your Board Members, cont.

By 1959 George's aviation experience qualified him for a laboratory position with EG&G and he and family moved to Santa Barbara, CA. This also included some "cloak & dagger" type work for the CIA. Work for EG&G lasted 15 years, including a move to Albuquerque, NM in 1969.

After many years of designing models, then full-size gliders, George struck out on his own to form a company to manufacture the very successful, high-performance Zuni and Zuni II sailplanes. (See cover photo) He also became well-known as an expert in composite technology. Other successful Applebay designs include the Mescalero and Zia motor glider.

George has held leadership roles in several organizations, was a founding member of the Wichita Soaring Club and is a member of the Soaring Hall of Fame.

For many years George has owned Applebay Aviation, a very successful glider repair and restoration business in Moriarty, NM.

It is George Applebay who had the vision of building a major soaring museum in the Western U.S. His enthusiasm and hard work has brought us to where we are today

Model Sailplanes, Builders and Donors

Fernando Rueda

Fernando, of Houston, TX, has donated a huge collection of historical models (Evolution of Mans' Desire to Fly), a collection of flying wing models, a collection of WWII military models and an exhibit honoring George Applebay's most famous gliders. Fernando grew up in Argentina. Here is his story.

By Fernando Rueda

As far as I can remember, it all started in 1937. I was 12 years old and coming home from school one

day, I saw some people in an abandoned hotel building a flying machine. I fell in love with it and started helping in any way I could, most of the time "not helping..."

Too young to fly, (and the glider not finished yet...), I started making models, some rubber-powered, but for some unknown reason, mostly gliders. When the Zoegling 35, which was what they were building, was finally finished, I was 15 years old and started taking flying lessons. Unfortunately, in May 1941 the Zoegling had an accident and it was never rebuilt. I decided to take motor flying but, due to my myopia, I did not pass the physical but from then on I was part of the flying circle.

Later on, thanks to my friendship with an American colonel, I was able to get copies of the American Air Force books about basic meteorology and navigation, nonexistent in Argentina in those years. This opened the sky to me...

In those years, in my native Argentina, once you had your license you could do almost anything, so I started teaching aerial navigation to the new pilots, relieving their instructors of that problem. The payment? "Take me with you and I'll show you how." Some of them today still remember those days and my courage to fly with them...

In 1986 I got a copy of the book, *Vintage Gliders*, by Martin Simons and started making miniatures of almost all the gliders in the book, starting, of course, with the Zoegling 35.

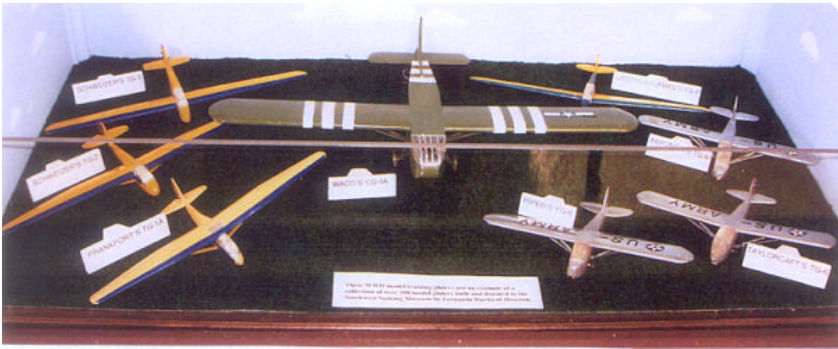
Paul Schweizer invited me to the Evolution of Gliders and Sailplanes Exhibit (EOGASE), for which I built the SGS 1-19.

Being retired and with time on my hands, I started remaking all those models but in a scale of 1:50, which today, I'm proud to say, they are at the USSSM, with more to come in the near future.

See photo on page 5.



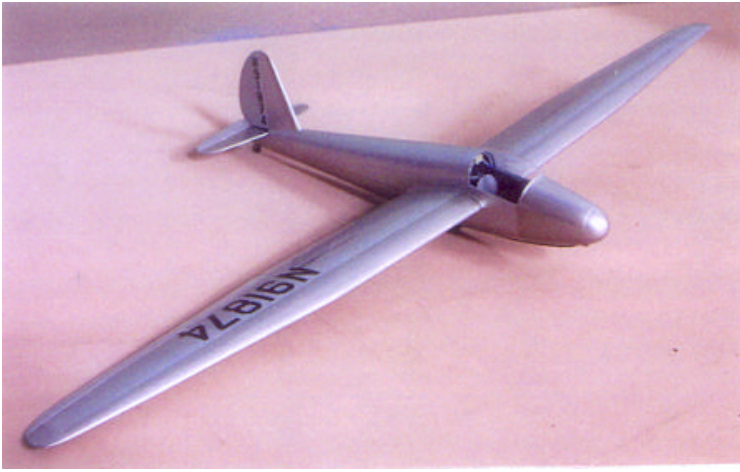
Fernando Rueda is seated in the Zoegling 35 glider. On the left is his instructor. The other two men are also students.



Collection of WWII models by Fernando Rueda



Earl Nelson holds his model Zanoia, which is reflected on the cover of the May 1982 *Soaring* magazine. It is one of a collection of 20 historically accurate models crafted by Earl and formerly displayed in the California Museum of Science and Industry in Los Angeles. See story on page 6.



Schweizer 1-23

This finely-detailed model was donated by Frauke Elber of the Women Soaring Pilot Association. The detail is amazing, right down to the instruments and seat belts in the cockpit. The wingspan is 20 inches.

Two of these models were built. The other has Paul Schweizer's 1-23 N# and is in the National Soaring Museum, Elmira, NY.

By Frauke Elber

A brief history of this 1-23: Serial #9, built in 1949, Registration # N91874. Originally sold to Mr. Gonzales, San Diego. Owned since 1995 by Christopher Manley, Mojave, CA. According to Mr. Manley, the full-sized 1-23 looks exactly like the model. It has a polished aluminum surface and has never been painted. The plane has less than 500TT.

The Earl Nelson Collection: A Few Words about the Donor

By Lynn Buckingham

A man of many talents, Earl Nelson of Newhall, CA has been into soaring in one way or another since he flew rubber band-launched paper gliders at age 5. He won his first contest at 10 or 11 when he used a whirlwind to launch his balsawood glider. At about age 13-14 he devised a working "high starts" launch method using fishing line and many rubber bands, never dreaming that a more sophisticated version of this method would become popular in later years. Surviving the umbrella-off-the-garage phase, he

took flying lessons on the GI Bill after WWII and purchased a Pratt-Read for \$500 in 1951.

Earl also flew powered aircraft, owning an Ercoupe for many years. His many other activities included baseball, sailing (he built his own sailboat), singing with a band (now barbershop) and golf, achieving six holes in one! Giving up full-sized gliders in 1986 and retiring from Cal Tran (California Transportation Dept.) in 1991, Earl still enjoys soaring with the Soaring Model Club.

HpH 304-CZ

By Lynn Buckingham

This beautiful large-scale model is patterned after the donor's full-size sailplane. It was given to us by Ted Grussing of Sedona, AZ. It is radio-controlled and has Ted's racing number on the tail. The case is also beautifully done and looks just like a glider trailer minus the wheels.

More on the June Rally

By George Applebay

The Southwest Soaring Museum, along with the Albuquerque Soaring Club, is sponsoring a Vintage and Classic Soaring Rally June 5-11 at the Moriarty Municipal Airport. This week-long event is open to any sailplane that was built prior to 1980.

Moriarty has 12 motels and all are reasonable and with rooms available on your arrival. Some hangar space can be had, if desired, in several privately owned hangars. Tiedown space will be provided for up to 30 ships. Awards will be provided for outstanding aircraft and soaring performance; longest flight miles, most hours flown on any day, badges achieved, distance traveled to the rally, etc. Glider registration will be \$50 for the rally.

Our new downtown building is expected to be finished inside in time to host the Gala Dinner & Dance on Friday, June 10 at 7 pm, as part of the Rally. Black tie (??), blue jeans & tee shirts or anything in between is welcome. Tickets are \$50 each and may be purchased by writing to: Southwest Soaring Museum, PO Box 3626, Moriarty, NM 87035. See application on page 3.

Raffle

By Lynn Buckingham

Many of you have purchased raffle tickets with an indefinite date for the drawing, on the good faith that there will actually be one! I'm still not completely sure when because the person in charge of it will be unable to attend the Gala. We're hoping to have it that night, June 10. The only other option is if we have it at the proposed open house a couple weeks later.

Logo Contest

By Lynn Buckingham

Only two entries were submitted and others "talked about" so we thought we'd postpone a decision for two or three months. We'd love to have more entries.

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2. 10% discount on gift shop purchases.
3. Receive all USSSM mailings.
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Life members and major contributors and their minor children receive these benefits for life. Other members receive them for one year. Family, Supporting and Sustaining include minor children. Supporting and Sustaining accrue toward a Life membership.

Send check to: U.S. Southwest Soaring Museum
P.O. Box 3626
Moriarty, NM 87035

New_____ Renewal_____

Individual_____ \$35 Family_____ \$45 Student_____ \$20 Supporting_____ \$100 Sustaining_____ \$500
Life Member_____ \$1,000 Major Contributor_____ \$\$\$\$\$

Name_____

Address_____

Telephone_____ E-mail Address_____

U.S. Southwest Soaring Museum
P.O. Box 3626
Moriarty, NM 87035

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