



Southwest Soaring

Quarterly Newsletter of the U.S. Southwest Soaring Museum
A 501 (c)(3) tax-exempt organization

March 2007



Schleicher K-4 (see page 3)

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Cover photo by Kathy Taylor

Editorial

by
Bob Alkov

This month's newsletter features an article on page five written by Kathy Taylor, one of our directors, on the subject of an exhibit she is preparing in the museum. The subject is the history of women in soaring. She has researched the matter from the early days to the present. The exhibit is going to be very interesting and educational.

We are sorry to report that Carol Roeske has resigned as our treasurer. She has done such a good job keeping the books. It is a difficult job keeping track of donations and expenditures, computing gross receipts tax on items sold in the gift shop, etc. She will be missed. Lynn Buckingham has graciously agreed to take over as treasurer until we have someone else volunteer. If you have any bookkeeping skills please step forward and help us out.

In a letter to the editor concerning last month's article on gliders in WWII, a reader pointed out that contrary to what I had written the German Army did fly the world's largest glider without the use of engines. It was towed by a tandem Heinkel He 111 bomber. (see pictures below). Jan pointed out that the glider, an Me 321, was towed during "test flights behind a variety of tow plane combinations. The most successful tow plane was the He 111Z, Heinkel "twin" which consisted of two bombers joined together with a fifth engine in the center". He went on to say that "Almost all of the 200 or so 321's were later modified with six French radial engines to become the Me323, but a few remained as pure gliders." He included a picture of the mammoth glider and its tug. His source was the Deutsche Lastensegler 1938-1945.



He 111Z



Me 321

Soaring Flight Simulator

During these winter months we have had a lot of snow in Moriarty and not many visitors. For those of us who act as docents, it is a little boring sitting in an empty lobby. But to while away the time we have acquired a soaring flight simulator (SFS) for the PC. The CD ROM was designed by two German engineers, Detlev Schwetzler and Uwe Milde. It could be ordered through their homepage www.sfspc.de.

The program allows you to either start at altitude or be launched by winch or tow plane. A flight plane can be selected using a map of German countryside. Options include easy flight or competition flights around a preset course vying with other sailplanes. Realism can be varied including weather conditions. Although the graphics are not state-of-the art, it has the feel of cockpit realism. One can select among five different cockpits including the 2-33, K-6 or ASW-17 Either English or metric measurements may be selected. A map of the flight path can be attained through the keyboard as well as options that point out thermals, the nearest airport, vario sound and GPS position. Spoilers can be deployed using a paddle on the Microsoft thrustmaster joystick. At the end the flight is evaluated and you receive a score. A very enjoyable program!

Schleicher K-4

The latest addition to the Museum is the aircraft depicted in the cover photo. It was donated by Keith Broadhagen of Phoenix. The Ka-4 is a small strut-braced, 2 –seat trainer built in Germany. It first flew in 1955. It features a steel-tube, fabric-covered fuselage, a wooden fabric-covered wing with top-surface spoilers, a fixed wheel and nose skid, and tandem seating. It was designed by Rudolf Kaiser. At 49 mph it attained an L/D of 19 to 1.

Museum Musings

During our Saturday, January 20 museum board meeting, the board authorized me to find a replacement for our departing hard working bookkeeper, Carol Roeske. On Monday morning I dropped into our Moriarty branch office of the Vocational Resource Center and advised the office attendant, the museum needed a part time office manager with bookkeeping skills. Within 2 hours I had a call from recently retired, Donald Dubois wanting to come out to the museum and talk about the position. He agreed 8 hours per week would be just what he would like as part time work. Don knew Quick Books, and how to set up and operate computers. Reviewing his work history, he had some great auditing experience with a number of previous employers. I set up a meeting with Don and our long time Treasurer, Lynn Buckingham to interview each other on the next Friday following her return from a recent cruise. They hit it off very well and the museum has its first official paid office manager and bookkeeper/auditor.

Ken Arterburn of Refugio, TX, whom I have known for many years, called and offered a Schleicher ASW-15. Their club had owned this ship since new, except for a few years when it was purchased by one of the club members, Bill Burge. Bill flew it for 1200 fun hours before giving it back to the Refugio Soaring Club. Ken and his attractive life's partner, Vi Arterburn trailered the ASW-15 to the Southwest Soaring Museum in late November. Now I want you to know, this ship has earned its home in the museum and in the next issue of the quarterly newsletter; you will read what a fascinating history this ship has enjoyed.

Thanks to Lynn's personal letters to all you members, we enjoy banking the many contribution checks (some quite large) you fellow members continue to send in. The directors and I thank you for all this support. It is allowing our volunteers to continue with improvements to the interior of the big display building.

With professional help from Don Neeper, retired solar energy physicist from Los Alamos National Laboratory we expect to heat the display building with a solar collector he is designing and we are planning to construct on the south facing wall. Have a safe and pleasant new year.

Sincerely,

George Applebay
President

FUND RAISERS

The glider trailers that are in excess to the needs of the Museum are still available for sale. Now that the Spring/Summer soaring season is approaching, a trailer might be just the ticket for transporting gliders and glider paraphernalia to various events. The trailers are not limited to glider transport. Consider use as storage, moving large narrow items, airplane parts such as wings or whatever other purpose you think the trailer might serve. Contact George Applebay at (505)832-0755 for negotiation of price. See all the trailers on the web site at:

www.swsoaringmuseum.org



14 meter trailer for sale \$5,000.00

Need a gift for anniversary, birthday, graduation or special occasions?

Gift certificates are still available for glider rides. In partnership with Sundance Aviation the Southwest Soaring Museum Foundation has glider ride gift certificates for sale. All certificates are redeemable at the Moriarty, NM airport at Sundance Aviation. Prices range from \$75.00 for a basic ride to \$125.00 for about 45 minutes in a high performance glider. Certificates are available in the lobby of the Museum during open hours. You may also send your requests by email to lindstromallene@mac.com

Allow a minimum of one week for delivery. Sundance Aviation contributes 10% of the price of the certificates to support the functions of the Southwest Soaring Museum Foundation.

Spotlight on Contributors - Dennis Piszkiwicz

By
Bob Alkov

The Museum's Board of Directors has asked Dennis Piszkiwicz to speak at our June 2007 anniversary open house dinner and he has accepted. He will speak about Hanna Reitsch, the famous German woman glider pilot, helicopter pilot, jet test pilot and friend of Adolf Hitler. Dennis is the author of the book "*From Nazi Test Pilot to Hitler's Bunker – The Fantastic Flights of Hanna Reitsch*".

Dennis became interested in the development of rocketry in Germany before and during World War II. As a teenager he had seen Werner Von Braun's series on rocketry on Walt Disney's television program "Wonderful World of Disney" in 1955. Von Braun spoke about the exploration of space using rockets. He was a key German scientist during the development of rockets in the 1930s and 40s. After his surrender to the United States Army in 1945, he was brought to the United States to work with the Army in developing military rockets. He later joined NASA as a leader in the development of the US space program. Von Braun had gone to soaring school with Hanna Reitsch, and he mentioned her in his writings on German rocketry. Specifically her exploit of flying a rocket powered aircraft.

Inspired by his memories of von Braun in the Disney TV series, Dennis later wrote a book titled "*The Nazi Rocketeers—Dreams of Space and Crimes of War*". In his draft he wrote a large section on Hanna Reitsch, the first woman glider pilot. The publisher, concerned about the length of the book, suggested he remove the material on Hanna Reitsch, which Dennis later expanded into for a second book.

Dennis was educated as a chemist, obtaining a BS degree from Loyola University in Chicago in 1963. He received his MS in Chemistry from San Diego State in 1965 and a PhD from the University of California in 1968. He taught biochemistry at UC Irvine and Duquesne University in Pittsburg. In 1985 he joined the biotech industry doing research on the HIV virus responsible for AIDS. Later he and his partners started a company they named Bluebird Biosciences, Inc. to do research on genetically engineered blood clotting products.

Dennis Piszkiwicz is the author of the following books:

“The Nazi Rocketeers—Dreams of Space and Crimes of War” (1995).

“From Nazi Test Pilot to Hitler’s Bunker—The Fantastic Flights of Hanna Reitsch” (1997).

“Wernher von Braun—The Man Who Sold the Moon” (1998).

“Terrorism’s War With America—A History” (2003).

Women Soar in New Museum Exhibit

By Kathy Taylor

How many women soaring pilots do you know? How many have you ever heard of? The answer is probably, “not many.” Yet women have been a part of soaring since John Montgomery’s sister Jane helped build his first glider in 1883. A new exhibit at the Museum tells their story.

The exhibit features women from the US and from around the world – women such as Olga Klepikova who set the World Distance Record of 749 km in 1939. This record was finally broken by Dick Johnson during 1951 flying the RJ-5.

Consider the many-talented Allaire du Pont. At the 1935 National Contest at Harris Hill, Allaire set an endurance record of five hours and 31 minutes in a DuPont utility glider designed by her husband, Richard C. duPont. After Richard was killed in the crash of an experimental cargo glider in 1943, Allaire lived six additional fruitful decades. She was a force in the racing world, breeding champion thoroughbred Kelso, 5-time Horse of the Year (1960-1964) and many others. She was also an Olympic champion trap shooter, a senior champion tennis player, and noted philanthropist.

Women have not always had it easy in the man’s world of soaring. In the U.S. after World War II succeeding could sometimes require impressive efforts. This was a time when soaring competitions still included naming a beauty queen as part of the publicity campaign. Many of these women persevered in this man’s world by following a parent’s mantra, “you can do anything you want as long as you are willing to work for it.”

Consider Betsy Woodward, for whom “money was always a problem.” She ferried an airplane from Maryland to California in 1949 and stayed to work at El Mirage, trading towing and instructing for soaring time in the school gliders and bunkhouse living. Betsy was a meteorology student at UCLA when she was enlisted as the primary photographer for the Sierra Wave Project and became aircrew in the Pratt-Read sailplane. During these high-altitude wave explorations, she set a World Absolute Altitude Record of 39,993 ft and Altitude Gain Record of 27,994 ft in 1955. Later, she toured Europe in a light plane; performed laboratory and flight experiments in thermal convection; started her own company to perform pollution measurements using helicopters and light planes; and built her own passive solar house.

The United Kingdom has spawned a string of remarkable soaring pilots, starting with Ann Welch, who got her power license in 1934 and her glider rating in 1937. During World War II she was a member of the Air Transport Auxiliary in England. During that time she flew Spitfires, Hurricanes, Blenheims, and Wellingtons. In 1965 she was Director of the World Soaring Championships and is well known for her work with the FAI Rules Committee. She was co-author of such classics as “New Soaring Pilot,” and “Pilot’s Weather.”

Anne Burns won the British Gliding Championships in 1966 and set numerous World and British records. She spent her professional life at the Royal Aeronautical Laboratories in Farnborough where she investigated structural, in-flight loads on airplanes. Her research was essential in pinpointing the mysterious in-flight disintegration of the first jet transport, the De Havilland Comet.

Gillian Spreckley and Sarah Steinberg were winners of the 1975 Women’s International Gliding competition in Standard and 15-m class, respectively. More recently, Pam Hawkins has set many world records in the feminine category for speed and distance.

Sue Martin began flying competition at the age of 18, just two years after learning to fly. She was Australian National Champion in 1970, “which upset a few of the men no end!” She and husband Bob instructed at the fledgling Waikerie soaring

operation. Sue gained second place overall in the first Women's Internationals.

The exhibit chronicles the flying careers of many others, including Doris Grove, Liz Schwenkler, Hanna Reitsch, Yvonne Loader, Adele Orsi, Helen Dick, Britt Floden, Bertha Ryan, and Sabrina Jackintell. The exhibit is about 30% complete at this writing but is growing every week. Come see the exhibit and meet these remarkable women.

Foundation News

Allene Lindstrom, President
Southwest Soaring Museum Foundation, Inc.

HAVE a purpose!

The Southwest Soaring Museum Foundation was established with the purpose of building an endowment to support the Southwest Soaring Museum. Since we are still a fledgling organization we are seeking recognition and acceptance.

Acceptance of the Foundation's basic purpose and premise can be endorsed by providing a volunteer support group. This support group can provide resources that can be used to appoint new members to the Foundation's Board of Directors. Also they might provide a source of funding for small, short-term financial support and for major income for the endowment.

Ideas for fund raising activities are welcome. Volunteers for small jobs such as maintaining a mailing list and designing promotional materials are appreciated.

The establishment of a Foundation is justified when one considers that the SSA museum foundation provided the funds to rescue the National Soaring Museum recently.

The Foundation Board will be considering ideas for forming a Foundation support group. If you have questions, ideas or want to help, please contact me.

Allene Lindstrom, President

Phone: (505)662-7510

Email: lindstromallene@mac.com

NEED TAX SAVINGS OPPORTUNITIES?

A new law called the Pension Protection Act of 2006 was signed into law on August, 17th, 2006 by President Bush. It encourages financial support of qualified charitable organizations. The Southwest Soaring Museum Foundation, Inc. is a 505(c) (3) tax exempt and qualified charitable organization.

The rules are:

- You have to be age 70 ½ or older.
- The gift is \$100,000 or less per year
- The gift is made on or before December 31st for tax year 2007
- The donation is a direct rollover from your IRA or Roth IRA to the Southwest Soaring museum Foundation, Inc.
- You can avoid paying income tax on the amount of the gift
- You cannot cannot claim the gift amount as a charitable deduction

A wise donor may wish to consult tax professionals first. Please communicate with the Foundation at (505)662-7510

Membership numbers and expiration dates are on your mailing labels. The "Current Member" list includes those who are 6 months or less overdue for renewal. We thank all of you for your much-appreciated contributions! Please renew. Lynn B.

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1. Free admission to museum facilities.
2. 10% discount on gift shop purchases.
3. Receive all USSSM mailings.
4. The satisfaction of knowing that you are helping to build a first-class museum.

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
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