



Southwest Soaring

Quarterly Newsletter of the U.S. Southwest Soaring Museum

A 501 (c)(3) tax-exempt organization

September 2006



The Applebay Zia (See page 3)

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www.swoaringmuseum.org

Editorial

By
Bob Alkov

I agreed to replace **Lynn Buckingham** as newsletter editor, so I will take a stab at it. Lynn is to be commended for doing such a fine job with the newsletter and serving as treasurer and membership chairman as well as myriad other tasks, such a building the big sign on the front of the museum. I don't know how she does it. Thanks Lynn!

With Eclipse Aviation manufacturing business jets in Albuquerque, LoPresti Aviation opening a 100,000 square foot plant at the Belen Alexander Airport and Sir Richard Branson's spaceship project in Las Cruces, New Mexico is becoming an internationally recognized area for aviation and space research, development and manufacture. It is rumored that a manufacturer of sailplanes might move his operation to Moriarty. He will need to hire trained aircraft mechanics locally. Moriarty is recognized as one of the premier soaring sites in the world. The airport here attracts soaring pilots from all over the world. The Albuquerque Soaring Club based at the Moriarty Airport holds many records for soaring flights and currently is one of the top contenders in the world in the International Glider Competition On Line Contest (IGC-OLC). *

Plans for the future of the museum include an international aviation education and training center for sailplane mechanics. A three-story addition to the front of the phase one building will house a library, classrooms and an online learning center. An elevator will be installed to enable handicapped students to reach the upper floors. Officials of the State of New Mexico desire to see Moriarty become the soaring capitol of the world. We have hopes that the state will help the museum with matching funds for this project.

* "The IGC-OLC World League is a multi-national decentralized soaring competition sanctioned by the Federation Aeronautique Internationale (FAI) that runs in conjunction with the Aerokurier Online Contest for 19 consecutive weeks during the Northern summer season. Club members flying from their Cub's home airfield on the competition weekend days are scored on an optimized two and a half hour sprint task, all in gliding flight, with the finish altitude no lower than the start.

The longest cross-country distance flown in two and a half hours is handicapped by the glider's performance index to generate a handicapped average speed. The top three-club member's speeds are added to get the club's speed score for the weekend round. Each club is ranked by their total speed in their home country, and then the top 5 clubs from each country are entered in the international scoring for that round. Scoring is similar to Formula-One, with each higher finishing position worth one additional point for the round. Scoring is totaled to the end of the season to declare the overall winner."

Doug Haluza, SSA-OLC Administrator

(As of the 16th of July 2006, the U.S. Southwest Soaring Museum was elected as an affiliate member of the Soaring Society of America.)

The museum authorized money to print 10,000 rack brochures to be placed in the welcoming centers at our State borders as well as in tourist centers and the larger hotels in Albuquerque and Santa Fe. The brochures measure 4X9 inches and are printed in color on heavy glossy stock. The museum logo is depicted at top on the front with the address, telephone number and website of the museum. There are descriptions of what the visitor will see in the museum at the bottom of the page. The reverse is a photo of the architect's model of the way the building will look with the new façade added. A background was added using computer graphics showing blue sky and a few white clouds. The caption underneath explains that the picture is the way the building will look in the future. Directions and a map explain how to find us. Museum hours and suggested contributions were not included as these might change in the future. The brochures cost less than nine cents each. It is hoped that by advertising we will get more visitors.

Currently we are only seeing 3 or 4 paying visitors a day. Local motel owners have stated that if we stayed open later in the day, guests from out of town would have something to see after dinner in Moriarty. We have four volunteer docents now, Sheila Mink, Dior Jensen, Earl Fain and yours truly to man the desk from Monday through Thursday, Tom McGuffin and Sheila are usually there on Fridays, but we need someone for weekends. If traffic picks up due to our advertising we will sorely need someone else to volunteer. Won't you help us out? We really need the public's interest in order to raise funds to stay open.

The Applebay Zia

Our cover this month depicts a motor glider that was designed by George Applebay in 1980 in response to a contest held by the Soaring Society of America. Several unsuccessful models were attempted before George hit on the final design, which was flight-tested and found to have good handling qualities. Unfortunately, due to changes in the original design the Zia was disqualified from the contest.

The Zia has a glide ratio on 22 to 1. It is powered by a Rotax engine that develops 28 horsepower on one cylinder burning two gallons of gas per hour. There is a four-gallon fuel tank in the left wing stub. It can sustain airspeed of 80 mph. Since it only weighs 400 lbs empty, it can be easily handled on the ground when assembled. Assembly and disassembly required three of us. The tricycle landing gear obviates the need for a wing runner and allows for nice smooth controlled landings on runways. Landing on soft ground or in high grass may be problematical. George originally built three Zias. He sold one. One remains uncompleted in the attic of his shop. The last one is currently displayed in the museum.

Unfortunately, the Zia did not generate a lot of interest in the soaring community due to its low performance as a sailplane. However, with the creation of the new light sport aircraft category by the FAA, interest has been generated among sports enthusiasts. Especially since it does not require an FAA license to fly. We took it out to the air show at Kirtland Air Force Base on the first of July where it attracted a lot of interest for the museum's booth, in spite of the fact that we were stuck behind the concessions stands away from the flight line. People flocked to our booth in spite of the heat and the distance they had to walk. People sat in the cockpit to have their picture taken. With George's assistance many little ones enjoyed ground flying it. Pilots were impressed by the roomy cockpit and overall appearance.

A visitor to the museum from San Francisco, Dennis Steele, asked me to take his picture sitting in the Zia's cockpit in the museum. Using his laptop computer he created a montage of the shot with a cloud filled sky in the background creating the illusion that he was flying it. He posted it on his website chronicling his travels West along Old Route 66. He also posted pictures of the museum. If you are interested his web address is <http://www.photos.yahoo.com/densteele>.

Museum Musings

By George Applebay

A few days ago this writer picked up a vintage copy of our soaring museum business plan, written in 1990. Reading parts of it reminded me it was very obsolete. Practically all the predictions captured in that plan have been realized with the completion of the number three-museum display building on the main street of Moriarty. It is almost hard to believe, our museum directorship has accomplished so much, but then 16 years is a long time and maybe we should consider how little we have actually accomplished.

At any rate, one thing is certain; it is time to produce a completely new business plan for the future. Several of our directors have started a new plan and that is commendable, but until it is complete much needed progress on the museums education center will not happen.

Architect/Museum Director, Bill Barber completed three dimensional rough drawings of the 40 foot by 240 foot facade of a beautiful Territorial design for the north side of the present display building over two years ago. These drawings depict a three story building addition with an entry way, gift shop, library and theater on the first floor as well as additional educational features on the second and third floor.

The main thrust of the US Southwest Soaring Museum, Inc. is to impress on young visitors the important message of taking a strong interest in Math, Science, Reading and High Technologies while in elementary and high school. The museum directors feel the displaying of over 40 gliders and sailplanes show how technology has advanced over the last one hundred and fifty years through education and evolution.

The museum intends to offer on-line learning of the major subjects, pertaining to Aerospace Engineering on a World Wide Museum Web Site that is geared to different levels of learning capabilities.

We ask any members receiving this quarterly newsletter to think about how the museum can accomplish this most important task of completing the 30,000 square foot educational department.

George Applebay

George Applebay interviews Robert (Bob) Alkov.

Bob has served as a part time volunteer for the US Southwest Soaring Museum since the summer of 2005. I have known Bob since he retired from Civil Service and moved to the East side of the Sandia Mountains. Bob joined the Albuquerque Soaring Club in 1994, continuing his glider flying as well as tow pilot duties. Bob accepted an appointment as a director to the Soaring Museum in early 2006 and will be a most valuable director and staff member. He has volunteered to take over the museum newsletter that Lynn Buckingham has so ably produced for the past year.

Bob has had an interesting career. After finishing high school in 1951 he was selected for a scholarship in the Naval ROTC at Tulane University. After completing two years of college, Bob was accepted in the US Navy pilot training program at Pensacola. Gaining his Navy wings in 1955, Bob joined VS-36 in Norfolk, VA, flying Grumman S-2 aircraft from aircraft carriers along the Eastern US Coast.

Bob left the Navy in 1958 to enroll in the University of Florida at Gainesville where he gained a Bachelor of Science degree in Psychology. In 1962 he earned a Masters in Experimental Psychology and in 1964 a PhD from the Florida State University in Tallahassee. This led to a position at the US Army Aviation Training Command at Fort Rucker, Alabama as an Aviation Psychologist where he also learned to fly helicopters.

In 1966 Bob accepted a civil service position at the Naval Aviation Safety Center at Norfolk where he served until retiring in 1993. Bob continued flying in the Naval Air Reserve until his retirement in 1973. In 1970 he joined the Tidewater Soaring Club where he flew a 1-26 that he owned in partnership with another member. He also flew the Citabria as tow pilot. After retiring to NM in 1994, Bob contracted with the USAF as an instructor in flight safety and produced many articles on the subject as well as the textbook "Aviation Safety – The Human Factor". A couple of years ago Bob had to give up flying due to a diagnosis of heart disease.

Bob lives with Christine, his wife of 32 years in the LaMadera area. He has a married son living in Raleigh, N.C., a daughter and two granddaughters living near Savannah, GA., where her husband is stationed as a LT Colonel in the US Army, and a son who is a student at New Mexico State U. in Las Cruces.

Spotlight on Members -Alcide Santilli

By Constance Buenafe

Al was born May 28th, 1914 the son of Italian immigrants. He was an only child. In his early teens he was avidly interested in aviation and won many medals for his model airplanes. His first glider flight in December 1930 was in a primary trainer produced by the Waco Company. Launched with a rubber bungee cord he skimmed the ground at an altitude of twenty to thirty feet. He was not allowed to control the bank until after more than a dozen flights. From there he graduated to a Franklin Glider (one is on display in the museum) that was launched by auto tow. He earned his Class B glider license on June 8th, 1932. His original license was endorsed by Orville Wright.



Al Santilli (photo by Sheila Mink)

Al received a BSEE from Brown University in 1936. He joined the US Army Signal Corps in 1942 and served in the South Pacific theatre in technical intelligence. He was in Tokyo in 1945 after the Japanese surrendered. Al served for twenty-three years, 1942-1965, and retired in Albuquerque, NM as a Lt. Col. He is a State certified Electrical and Aeronautical Engineer.

Al has flown more than 6000 hours, most of them in

gliders and has signed off more than 300 students during his years as a Designated Flight Examiner. Al earned his Silver Badge in 1947, his Gold Badge in 1970, and his Diamond Badge in 1971. He received the Paul E Tuntland Memorial Award in 1972, was inaugurated into the SSA Hall of Fame in 1980, received the Paul Schweizer Lifetime Achievement Award in 2001, and the Wright Brothers Master Pilot Award in 2005.

Al volunteered for many, many SSA National and Regional Contests. His specialty was turn point film developing and identification.

Al will be remembered as a perpetual instructor. In addition to serving as an ASC instructor for forty years, he was a Lt. Col. in the CAP. In 1993 he organized and instructed in summer camps to train CAP cadets in flying gliders at Hobbs, NM and continued in this activity for nearly ten years. Al authored many monthly articles on Glider activity in the Albuquerque area for a statewide aviation monthly. He is also the author of several articles and letters that have been published in the Magazine Soaring of the SSA.

Al was married to Lois Lee Santilli for 52 years until her death in 2005. She was 91 years old.

Al traveled to Helsinki, Finland in 1967 to test fly the UTU. He wrote an article about it in Soaring's August 1967 issue. He purchased one and flew it for almost 1000 hours. Al donated it to the museum.



Al's UTU in the Museum

HISTORY ???

By
Allene Lindstrom

To paraphrase a quote from an unknown author: "Those who do not know history are doomed to repeat it." The question then becomes: Do we want to require our children to reinvent the concepts of powerless flight or can we retain what we have learned so that they may learn and advance upon it?

We can provide a means to retain this history, provide them with insight to become enthused and to be able to enjoy the same activities that have given us so much pleasure. The Southwest Soaring Museum and the museum Foundation are a start toward this end. The final "END" depends very much on you. The Museum needs volunteers as well as financial support. The Southwest Soaring Museum Foundation is chartered to build an endowment fund to provide invested income to benefit and support the Museum.

For those of you in the process of deciding the final use of your assets, please consider the Southwest Soaring Museum Foundation, Inc. Both the Museum and the Foundation are 501(C)(3), tax-deductible organizations. The Foundation, in order to carry out its mission, is in need of board members who support the financial objectives. If you have an interest in working and supporting the Museum and/or the Foundation please feel free to contact the Foundation Board.

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Richard Mah

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Classified Ad:

Watch for classified advertisements in this newsletter for items donated but surplus to the needs of the Museum and/or the Foundation.

The deadline for the December newsletter is November 1st, 2006.

The museum is filling up:

That was then; July 2005



This is now:



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. Please renew. Lynn B., Membership

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EAA Chapter 179

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Benefits of memberships include:

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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