



Southwest Soaring

Quarterly Newsletter of the U.S. Southwest Soaring Museum

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

An affiliate of the Soaring Society of America, Inc.

Summer 2009

SOARING MUSEUM
EXIT 197

“FLY” WITH US

Our New Billboard on I-40

(Photo courtesy Darkhorse Design)

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Cover: Heading East from Albuquerque on Interstate 40 the bill board is mounted to the right just prior to the first Moriarty exit.

Editorial

by Bob Alkov

The Museum has finally put up a bill board on I-40 with the participation of the Albuquerque Soaring Club and Sundance Aviation. Thanks to the efforts of Bob Talarczyk, who designed it, had it printed and contracted to have it erected on an empty frame owned by Tillery Chevrolet of Moriarty. Our thanks go out to Glen Tillery, Proprietor of Tillery Chevrolet, for letting us rent it for a reduced price. Bob Talarczyk, who participates as a Board Member for the museum and for the Museum Foundation owns his own graphics company in Santa Fe, Darkhorse Design. He designed our attractive ad for *Soaring* magazine. We owe a great debt to Bob for getting our marketing effort started.

Docents

If the traffic picks up in the museum this summer because of our advertising we will need to expand our visiting hours. Currently we have a sign in the window stating that we are opened Monday, Wednesday and Friday from 9AM until 4PM. Now that Deor Jensen has returned from his winter spent towing and instructing in New Zealand and Earl Fain volunteering to drive down from Santa Fe we can expect to be open every day except Sunday. If you are retired or have some spare time will you volunteer helping us out once a week? All you have to do is answer the phone and show guests around the museum explaining soaring and the facts about our exhibits. Most have self-explanatory placards posted next to them. I would be willing to coach you through a tour. Call me or email me. Bob Alkov

Annual Benefit Dinner Speaker-Bob Carlton

Following the benefit dinner at 7PM on Saturday, June 27th at the big building on Route 66 we are privileged to have Bob Carlton as our after dinner speaker. Bob owns a *Super Salto* that he fitted with a small twin jet pack. He flies his jet-powered sailplane in air shows all over the U.S. He is a member of the Museum and of the Albuquerque Soaring Club. He works for Sandia Labs as a rocket scientist. His talk will be on the development of jet-powered self-launching sailplanes.

Bob hails from Albuquerque, but has flown sailplanes in Canada, Mexico and Australia in addition to the U.S. He began flying at age of 19 in 1979 and has since logged over 2000 hours in a wide variety of aircraft. He has flown hang gliders, airplanes and helicopters as well as a variety of sailplanes. He began flying airshows in his *Salto* in 1993 and over the years has added innovative performances such as barnstorming biplane aerobatics, helicopter sailplane tows and night aerobatics with strobes and pyrotechnics. We look forward to a very interesting and innovative presentation.

Foundation News

Allene Lindstrom resigned as President of the Southwest Soaring Museum Foundation after four years of dedicated effort. She has been the backbone of the organization and the Museum owes her many thanks for her loyal and dedicated service. Allene, we salute you! We also want to recognize the significant contributions of Art Tangen and Dexter Sutherland as well as those of Bob Talarczyk. Dexter served as treasurer of the Foundation since its inception. Thanks fellas!

Due to Allene's retirement from the Foundation, it has been reorganized with new directors. Mary and Steve Moskal from Illinois volunteered to step in to help us with the cooperation of Bob Talarczyk.

Steve and Mary were volunteers at the LaGrange Library in LaGrange, Illinois. Steve was the Library Director there for 32 years and Mary worked as a librarian until their retirement a year ago. While there they supervised the building of a new 33,500 square foot library. The project cost 10 million dollars. They were involved in the planning, selecting the furniture, shelving and technology for the project.

Steve is a model sailplane builder, designing and building a 1-26B and TG-2 from his own plans. He fell in love with New Mexico as a Scoutmaster when he backpacked on the Philmont Ranch near Cimarron 4 times. Only Mary has time in a full size glider, but Steve is planning to get more involved in soaring. In September of 2006 they visited the Museum and met George Applebay. George encouraged them to think about retiring in the local area and helping out with the Museum. They came back in August of last year to Moriarty and attended the Museum's Benefit Barbeque. In September they moved to Albuquerque where they continue with their very active lives.

The goal of the Southwest Soaring Museum Foundation is to provide future financial stability for the Museum so that the history of this piece of aviation can be preserved in order to provide knowledge and inspiration to future generations. The mission of the Foundation is to acquire and manage an endowment that will provide supplementary income to the Museum that will assist it in meeting operational expenses, provide for maintenance of the property and support for promoting events to provide greater visibility to the local community and the entire country. The Foundation intends to realize this vision of an adjunct reserve by promoting its mission through high exposure media, partnering with related museums and seeking out and recognizing donors.

The Anderson-Abruzo Balloon Museum

We were privileged to host the Curator of the Anderson-Abruzo Balloon Museum, Marilee Schmit Nason and Jeffry Cooper-Smith, board member to our Museum on Saturday, May the 2nd. The meeting was set up by Bob Talarczyk and J.D. Huss. J.D. serves on the Board of Directors of both museums. We reached an agreement with them to exhibit a display from the Balloon Museum in exchange for our placing a sailplane in their museum. The resulting advertising should engender a lot of interest for our Soaring Museum. We have invited Tom Levine, Director of the Balloon Museum Foundation to attend our next Board of Directors meeting in June.

Although the Balloon Museum was originally endowed by Maxie Anderson and Ben Abruzo, it is supported by tax money from the City of Albuquerque whereas the U.S. Southwest Soaring Museum is currently supported solely through the generous contributions of soaring enthusiasts all over the world. Nevertheless we hope to glean some important information pertaining to fund raising for our foundation from Ted.

Spotlight on Board Members: Bob Talarczyk

My personal aviation career started when I was very young. My father and brother built excellent free flight gas models and A & B Class U-control aircraft, either designed from scratch or from balsa wood kits. I imitated what they did and built my first model from scratch from a solid piece of balsa which I designed when I was about 5 years old. It had a small sweep wing in the front with bent wing tips and a large sweep wing in the back, small intake in the nose and large exhaust in the back. What I later realized was that I had built a canard wing with winglets all on my own without even knowing about it at that early age. We flew on weekends. My parents took my brother, sister and me to an air show for the first time at Teterboro Airport, NJ. During the show, the announcer called out for a child volunteer in the audience to take a ride in a yellow taildragger. My father raised his hand and volunteered me. I was so small sitting in the back seat that I couldn't see anything the whole flight (I believe it was a PA-11). Since that day, I never tired of going to airports. Teterboro was a favorite as we were closer to the aircraft parked everywhere including Arthur Godfrey's Navion and DC-3 and Bill Odom's V-tailed Bonanza that flew non-stop from Hawaii. But most important was a derelict silver BT-13 parked all alone on the fringes of that airport. We didn't have to worry about fences in those days. I convinced my father to pick me up and put me in the pilot seat. This continued with many

other visits playing pilot and my first experience with stick & rudder. That was it... I was HOOKED. Just about every Sunday afternoon I dragged my father, mother, brother and sister to every airport in the area, including Newark Airport, Little Ferry Seaplane Base, Stewart and later a small grass field airport called Christie, in NY State. This is where my older brother started his flying lessons in a J-3 Cub. Later he joined Naval Aviation.

Actually I come from a whole family of aviators. My father built a biplane in a barn on the family farm in Pennsylvania. My father-in-law was the Chief Air Traffic Controller during the Berlin Airlift. My brother served aboard the U.S. Naval Aircraft Carrier, USS Lake Champlain in the Sixth Fleet. He was involved with the recovery of Astronaut Alan Sheppard and Freedom 7 and later Gemini 5 astronauts Gordon Cooper and Charles Conrad in the Atlantic. My cousins both flew U.S. Air Force F-100 jet fighters in the Aleutians and Pacific. I served in the USAF/Air National Guard (C-121) Medevac Squadron during the Vietnam Era part of the 8th Air Force. I learned to fly vintage & sport aircraft such as the J-3 Cub, Aeronca Champ, Tiger Moth, Great Lakes, Citabria, Super Decathlon and finally the Stearman, the best of all open cockpits. This all happened at Vansant Airport, in Bucks County, PA. Later I got to fly a T-6 in Kissimee, Florida. The T-6 is similar looking to the BT-13 that I played in as a boy at the age of 5. Every summer I would go up to Maine to fish and fly a float plane at Folsoms Seaplane Base on Moose Head Lake or down south in Naples. When we decided to move from Fair Haven, N.J. to Santa Fe, N.M., I already knew about Moriarty as an excellent place to fly sail planes. Van Sant was also a gliderport, so shortly before moving I added on a glider rating in a 2-33 and flew Blanik L-13's and L-23's. I had been familiar with soaring earlier in my life with visits and sailplane flights at Wurtsburo, NY, Blairstown, N.J. and Ridge Soaring in PA. So getting a glider rating seemed to be the right step. My wife had time in the Grob 103. Within weeks of moving to New Mexico I got involved with the revival of the Santa Fe Airshow as Marketing/Design Director in 2007 and 2008. Nancy, my wife, and I had been asked to be members of the SWSM Foundation Board by Allene Lindstrom about two years ago at an EAA meeting. I am also one of the newest members of the Albuquerque Soaring Club and have met some very talented and educated members at their events.

One of my mentors growing up was a guy named Arty Spears. He was a four letter guy in high-school years before me. He later became Colonel Spears and flew F-105 Thunderchiefs during Vietnam. He lost his life one day during a practice strafing run. I could see the smoke filled skies that day. I didn't know it was him until later!

I have met some very fine people during my years in aviation, such as Pete Sleeman, Bill Zaleski, Dick Cochran, Azhar Husain, Bob Hall, George Taylor, Alan Lopez, Paul Warren, Jack Jones, George Sutherland, Jerry Soren, Barbara, Larry and Mike Posey, Bob Hoover, Dick Folsom, Dick Rutan, Steve Pitcairn, Charles Cashin, Norm Merlis and Colonel Young to name a few.

Robert D. Leonard (Bob)

I was born February 3, 1935 in San Angelo, Texas and lived in the oil field near Forsan, Texas. The school was small - we had a 6 man football team. I attended Texas Tech in Lubbock and received a BS degree in Mechanical Engineering.

I learned to fly in a Taylorcraft as a member of the Air Force ROTC flying club and soloed February 21, 1955. My first job out of college was as a systems test engineer for General Dynamics on the B-58. That lasted almost 2 months, and then I went on active duty as a 2nd Lieutenant in the Air Force. The next 14 months were spent learning to fly in Class 58-E flying the T-34, T-28, and T-33. Barbara and I were married while I was in flight training.

Next came training in what was called day fighters – F86F and F-100A. In the Air Force's infinite wisdom I was sent to B-47 ground school in Kansas and then to a B-47 base to become a copilot. At this point they had too many copilots; so, I sat for 6 months before being trained as a copilot on what we claimed (and were never challenged) as the youngest B-47 combat ready crew. Our duty consisted of 1 week on alert (24 hours a day for 7 days) then 2 weeks of normal duty including 3 flights per month.

Having had a taste of flying fighters I was not too happy with this life; so, when my military commitment was complete, I left the Air Force.

We moved to Wichita, Kansas. Three things attracted me to Wichita: 1. Kansas Air National Guard (F-100's), 2. Aircraft companies, and 3. Wichita Soaring Assn.

I worked for Cessna at the single engine plant as a design engineer. I did not like working on a drawing

board, but I was around airplanes and was able to do a little flying. The ANG was great. I checked out in the F-100C (extra pay was helpful as we had a son and a daughter by then). After a year at Cessna I got a job with Boeing as flight test engineer. NO flying – just report writing. Eleven months later Boeing lost the TFX contract and had big layoffs. I left Boeing and went to Cessna – this time to the multi-engine plant – and started in flight test as a flight test engineer. It was a small group, but the company was growing fast. Being at the right place at the right time paid off. I moved into a test pilot position in a couple of months.

I was still flying with the ANG getting about 20 hours a month fighter time, flying light twins at Cessna, and flying a TG-3 or an LK-10 with the glider club. In my spare time I started building a Cherokee II sailplane. I designed a completely new wing for the Cherokee – a 15 meter with a laminar airfoil (this was in the mid 60's). The name was changed to Annebula – Latin for “to the clouds”. (Dick Johnson had the Adastra which was Latin for “to the stars”. I still have the Annebula. I got my Diamond distance and Diamond altitude in the wooden bird. All three of my sons flew the Annebula and got several badge legs in the bird.

At Cessna things got too busy for me to keep up with the ANG and soaring; so, the National Guard had to go. I moved from the light twins to the A-37 program. The A-37 was a T-37 on steroids. It was used quite successfully in Vietnam. It was a beefed up T-37 airframe with larger engines (thrustX2.8) and increased gross weight 6500 to 14,000 pounds max T.O. weight. It was a fun program – I got to work on handling qualities, air refueling, weapons release, performance testing, gun qualification, and system evaluation. It was the only airplane I ever flew that had enough power.

As the A-37 program slowed down, again I was at the right place at the right time. I picked up the 2nd Citation prototype. I was on the Citation program from late 1969 until I retired in 1992. I did have the privilege of making the first flight on the Citation II, Citation III, and the Citation Jet. I did some flying on a Navy trainer (modification II), a US Customs aircraft etc.

During this time I built an HP-18 and did some competition flying. After I retired, I built an RV-6

(a two place power plane), bought an ASW-20, moved to New Mexico, and now fly a Ventus B. Over the years I have accumulated 4200 hours in gliders and about 10,000 hours in powered aircraft.

Barbara and I have been married for almost 52 years. We have three sons: Dave (flies an ASW-27), Steve (flies a Zuni, Nimbus III, KA6, 604, etc – a total of 17 gliders at last count), and Ron (flies an HP-18 plus instructs in a glider club in Kansas City). Our daughter survived many soaring outings. Yes, she took flying lessons at one time but was able to shake the flying bug and is happily married living in Wichita, Kansas.

Many Thanks to Allene Lindstrom **by** **George Applebay**

Alcide Santilli introduced me to Allene Lindstrom in 1985. At that time Allene was serving as a part time tow pilot for the Albuquerque Soaring Club. Allene was a commercially rated pilot who flew her own single engine Mooney aircraft. After some time Allene recognized my interest in older gliders and admitted she had a Laister/Kauffman LK-10 that her father had owned for many years, eventually passing it on to her. We talked of my interest in starting a soaring museum at Moriarty.

My interest in the LK-10 was more than just a passing fancy as I knew it could be the kingpin glider of the start of a collection of interesting museum aircraft. Allene suggested that if I were to help her restore the LK, she would give it to the proposed new museum. Several years passed until one day Allene appeared at my company workshop hanger with a very sad looking steel tubing framework of an LK fuselage with wings that mainly only existed from the main spar forward. She asked where do we start? It required several workdays to remove the evergreen branches from the inside of both the wings and fuselage that had been deposited by some type of animal that built homes in the structure.

Allene flew her Mooney from Las Alamos to Moriarty nearly every day she had off from her regular duties at the Los Alamos National Lab, often bringing friends to help with the restoration.

She organized a meeting with the SSA Directors at Hobbs, NM and flew a group of interested museum volunteers to Hobbs in a 210 Cessna piloted by herself and owner Phil Ecklund, a United Airlines pilot. After the SSA Board of

Directors approved development of the museum, Allene wrote the Articles of Incorporation for the new museum and got it approved by the Corporation Commission in Santa Fe, NM. Following this major effort, Allene took the initiative to apply to the IRS for a 501(C)(3) status for the museum and got that approved.

The LK-10 project was finished on a Friday evening in Mid-July of 1995 and installed in its trailer. Early Saturday morning it was off to Elmira, NY for the first IVSM (International Vintage Soaring Meet). Chief pilot Al Santilli made sixteen soaring flights with all restoration members getting a flight with Al. The aircraft performed as if it had just come out of the factory in Saint Louis, MO.

Allene went on to setting up the US Southwest Soaring Museum Foundation, Inc. She also applied with the IRS for the 501(C)(3) status for the foundation and got that approved.

Allene wrote an article some years ago that expressed her feelings for all the effort she put into making the museum projects such a successful operation. To quote Allene, "Do we need to require our children to reinvent the concepts of powerless flight or can we retain in the museum what we have learned so that they may learn and advance upon it?" I must admit, the dozens of young children that I have shown through the museum have really enjoyed the experience and have sent me, through their teachers many messages of thanks for having been there.

Allene, Thanks Sincerely, George Applebay

We Need Your Help!

The Museum needs to install a heating system for those frigid Moriarty winters. We would prefer to utilize renewable energy sources such as solar heating. The south wall of the Route 66 building is ideal for collecting heat from the sun. Installation of a solar collecting system might cost as much as \$20,000. Additional funds would be needed for fans and duct work to distribute the heat throughout the building. We also need funds to weatherize the building.

Can you donate a hundred or more for this worthy project? Or do you know of any alternative systems that we could use? Any engineers out there with suggestions?

Membership numbers and expiration dates are on your mailing labels.

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Editors Note:

The deadline for the summer issue is August 15th. Please don't forget to renew your membership. Because of rising costs we can no longer afford to send the newsletter to delinquent members. If we haven't heard from you in a couple of years we will no longer be able to send you the newsletter.

USSSM Membership Application

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.

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