



# *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.

Winter 2008



**The all-metal Schweizer 1-23**

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## Southwest Soaring Museum Foundation

Allene Lindstrom, President  
505 662-7510

Cover: The all-metal Schweizer 1-23 depicted on the cover was donated by Christopher Manley of Bermuda Dunes, California. The Winter 2007 issue of Southwest Soaring carried a review of the aluminum-covered 1-23 written by Paul MacCready in 1950. Paul won the 1953 nationals in a 1-23. Introduced in 1948, with seven later versions, it became the most numerous performance sailplane for years in America.

## Editorial by Bob Alkov

In keeping with one of the Museum's chief stated goals of promoting aviation education among the youth of the community, George Applebay presented a check for \$12,000 from the Museum to Wayne Marshall, Principle of Moriarty High School on the nineteenth of August. The money will be used to start a course in aviation technology at the school. Five thousand dollars of the money came from a grant by Sandia National Laboratory, which is managed by the Lockheed Martin Corporation.



George Applebay presents check to Wayne Marshall

We were saddened to learn of the death this summer of one of our lifetime members, Donald Santee, of Tucson, Arizona. Don had sent us an article for the newsletter which is on page 4 of this issue.

We were also saddened to learn of the death of former USSSM Board member Bob Knight. An excerpt of an article on Bob from the Albuquerque Soaring Club's November newsletter, "Towlines" appears on page 6.

On Saturday, the 23rd of August, the USSSM annual benefit dinner was held in the museum. Renny Rozzoni made an excellent powerpoint presentation on the life and career of Dick Johnson. Dick was originally scheduled to be our speaker before his untimely death this summer.

The Museum participated in the Santa Fe Air Show on the 20th of September. Bob Talarczyk of the Southwest Soaring Museum Foundation submitted an article on the event on page 5.

**VOLUNTEERISM VS MATCHING**  
by  
**Allene Lindstrom**  
**Southwest Soaring Museum Foundation**

We have been observing a corporate change when it comes to employees serving as volunteers to charitable organizations..

Many corporations, employers and businesses have adopted a more generous attitude toward volunteerism. They are encouraging staff members, employees and even board members to contribute time and funds to a favorite and worthy charity. Many of these charities are recognized as a Federal IRS 501(c)(3) organization. When employees volunteer time to work with such charitable groups, the employers have been offering to match that time with a contribution to the qualifying charity.

Of course, each employer has the right to set the rules for who and how the matching will occur, if any. For example, current employees and retirees could qualify for matching financial donations to specified charities. Others would match on the hours logged to educational charities by a financial ratio of dollars to

hours. It is in the best interest of your choice of charities to make these charitable donations produce the best possible benefit. Check with your employer to see if as an employee or retiree what could be available for matching funds.

Both the U.S. Southwest Soaring Museum, Inc. and the Southwest Soaring Museum Foundation, Inc. were able to benefit from The VolunteerMatch program offered by the Los Alamos National Laboratory for time volunteered during 2007. LANL offered to match at the rate of \$1.00 for each eligible logged volunteer hour to verifiable 501(c)(3) organizations. LANL employees and retirees who have donated volunteer time to the Museum and Foundation are eligible for matching funds. Hours of volunteer time for 2008 can be registered by signing on to [Volunteermatch@lanl.gov](mailto:Volunteermatch@lanl.gov) and listing your logged time.

Both the Museum and Foundation are 501(c)(3) tax deductible organizations. They are also educational organizations. With the economic conditions we have now this may be the only way we can achieve funds to operate and continue to meet our goals with welcome volunteers. Board members for the Foundation are needed.



Joe Scarpino, Los Alamos National Security and Jan Van Prooyen, LLC and LANL Deputy Director present Allene Lindstrom of the Soaring Museum Foundation with volunteer matching checks for USSSM and SSMF.

## Memories of a Record Breaking Flight in a TG-2 Contributed by Donald Santee

This story of an outstanding soaring achievement was related to my friend, Larry Nichollson during a visit with Bob Sparling. Larry and Bob have given me permission to write something about the events of the long ago day in 1956 (?) when the two place distance record was set that stood for twenty years.

At that time Dick Johnson was flying as a co-pilot for Pan American and had some vacation time accumulated. His brother Dave, was working with Sparling in Prescott, Arizona, where they had been doing some soaring using an L.K. and a Waco towplane. In those days surplus airplanes and training gliders could be bought at very low prices and they were to be found at nearly any airport, so it was no wonder that the outstanding soaring conditions at Prescott had attracted two of the early soaring enthusiasts and their equipment.

Dick knew about the flying that his brother was doing and decided to join in the fun and maybe take a crack at some long distance soaring. Accordingly he cranked up his little Culver Cadet and flew to Prescott to await suitable conditions for a long downwind flight to Albuquerque. He knew that the TG-2 he wanted to use would need a good tailwind to make such a flight and finally the day came with a clear blue sky and strong west wind. Bob was to be navigator and took the back seat as the Waco struggled to get high enough for release over the big valley. He had noticed that the landing wheel had suffered a flat tire as they were taking off, but Dick dismissed that as a minor problem.

After release they found lift to be spotty and climbing was slow. Unable to get high enough to pass over Mingus Mountain, Dick headed north to go around the obstacle and into the Verde Valley to the east.

Now the ground was lower and there was more altitude for thermal searching. After much scratching to stay up they cleared the Mogollon Rim by 500 feet and once on the plateau found good conditions that carried them ever higher as they made good progress eastward.

The day continued without clouds and a strong wind that was blowing the pair north east and away from their planned route to Albuquerque. The road map was no longer of help as they headed out over terrain that was rough and completely unlandable. Undeterred, Dick pressed on, using his experience and flying skills to make the most of the good conditions. Bob began to wonder just how anyone would be able to make a retrieve in the wilderness below. And that would depend on luck in finding a flat spot in the badlands that might provide a landing place. Having no radio they would have to find a telephone to inform Dave of their location. In the meantime Dick was pushing the old training glider for all it could give.

Now they passed over the Chuska Mountains and Chuska Aska. Farmington passed under them with the altimeter reading 16,000 feet. The sun was setting as the San Juan River came into view. The long final glide was made toward the river with hope of finding a sandy place for touchdown. Suddenly Bob spotted a white spot that turned out to be a ranch house and offered some pasture land for landing. Locating a field without any cattle, they scraped to a stop and climbed wearily out of the plane.

The story of the retrieve is of interest, but not within the space limits of this newsletter. Upon analysis of the barograph trace made on this flight, it was determined that the TG-2 had set a new distance record for two place sailplanes of 309.68 miles. It would be twenty years before that mark would be surpassed.

Left: Dave Johnson, Bob Sparling and Dick Johnson with TG-2



**Santa Fe Airshow 2008**  
by  
**Bob Talarczyk**

It was truly a flawless day at the Santa Fe Airshow 2008. The weather was perfect and the show began with a fly-by of F-16s dedicating the show to the men and women serving in our Armed Forces. The featured aerial act was Gene Soucy and his wing walker, Teresa Stokes. Bob Carlton did a stunning job with an aerial ballet (in his jet powered sailplane, ed.) awing the stunned crowd.



There were thirty static aircraft including an A-10 Thunderbolt. In the main hanger were over thirty exhibitors who put on their own show: Spaceport America, the International Balloon Museum, the International UFO Museum, 99s Grand Norte Chapter, the New Mexico Pilot's Association and our very own Southwest Soaring Museum and Foundation. (The USSSM and SSMF's booth, ed.) was manned by seven volunteers including George Applebay himself. Well done George! With record-breaking crowds, this was truly the Best Little Airshow in the Southwest!



George Taylor, Bob Alkov and Steve Schery man the USSSM and Southwest Soaring Foundation's booth.

(Many thanks to Steve and Pat Schery who provided the Russia Sailplane for our static exhibit, ed.)

**Spotlight on Board Members:**  
**J. D. Huss**

When I was four, I built my first model airplane with help from my baby sitter. I continued to build models (both shelf-scale and "U-Control" flying models until I started taking flying lessons at 15 in Aeronca Champs (7AC) at the grass field (Piper Airport) in my hometown of Princeton, IL. I was one of those "smart-ass kids" who soloed when they turned 16. I worked as an electrician for my father to earn money for flying lessons during the summer and worked at May's Flying Service on weekends and after school from May through September. I received my Commercial Pilot Certificate on November 8, 1965.

That same month, I enlisted in the Army and was Warranted as an Army Aviator on November 8, 1966. In the 7 years, 9 months, & 7 days (but who's counting) I spent on active duty, I completed two years in Viet Nam, where I eventually flew in all four Corps Areas with the 101<sup>st</sup> Airborne and the 7/1<sup>st</sup> Air Cavalry. Between tours, I instructed in helicopters at Hunter AAF, Savannah, GA. While I was stationed at Hunter AAF, I obtained my CFI in helicopters (March 1968) and airplanes (October 1968) then instructed at Savannah Air Service on the weekends.

After leaving the Army, I instructed at the Ft. Bragg Flying Club, flew checks in the dark around South Texas, was a "Street Captain" on a commuter airline, started and ran my own aircraft management company, and finally went to work for Chaparral Aviation – the Beechcraft distributor in San Antonio, TX. I worked for Chaparral and Beechcraft as a sales demonstration pilot and took part in forming an Air Taxi operation flying King Air and Beechjet airplanes (that would later become Beechcraft's "Travel Air" fractional ownership program) and flew a helicopter for a San Antonio TV Station. By 1989, the "awl biddness" had suffered a reversal and I was looking for a job again.

My work on the Air Taxi operation had put me in constant contact with the FAA and I was told I could probably find a job with them as an Aviation Safety Inspector. I applied and arrived in Albuquerque in September 1989. Since I've been here, I've been assigned as a Principal Inspector, Aircrew Program Manager (the best job in the FAA), Safety Program Manager, and FAA Safety Team (FAASTeam) Program Manager (the most rewarding job in the FAA). In 1993, I got a rating in Hot Air Balloons and Al Santilli got me started in gliders in 1996. I traveled to Germany in 2001 where I was the 4<sup>th</sup> or 5<sup>th</sup> American to be trained in hydrogen-filled free balloons by the Stuttgart Balloon Club. I managed to accumulate an Airline Transport Pilot Certificate with ratings in Airplanes, Helicopters, Gliders, and Balloons and over 19,000 hours of flying.

In my spare time I was appointed as one of the original Trustees for the Anderson-Abruzzo Albuquerque International Balloon Museum and, additionally, currently serve as a Trustee for the US Southwest Soaring Museum and the GoodFellow Historical Foundation (a national organization).

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**Bob Knight:  
In Memoriam  
by  
Renny Rozzoni**

We mourn the passing of former member of our Board of Directors, Bob Knight, on October 27<sup>th</sup> at the age of 81. Bob was a dedicated supporter of the Museum and a Life member since 1999. His generous contributions helped us purchase the Hummingbird motor glider.

Bob served in the Army in the Philippines during World War II as a radioman and vehicle mechanic. After the war he started his flying career with Capital Airlines, which became part of United Airlines in 1961. He retired from United and moved his family to Albuquerque in 1973.

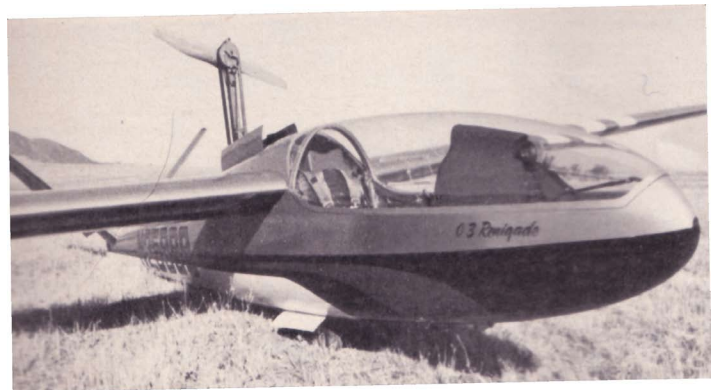
In the late 80's Bob got interested in soaring, joined the Albuquerque Soaring Club and soon earned his soaring license. He became a partner in a DG-600 in the early 90's and flew many cross-countries out of Moriarty. He also took the DG-600 to many outstanding soaring location in the Southwest including Taos, Durango, Alamogordo and Springerville, AZ. In 1999 Bob earned an FAI Gold Badge and later added a Gold Diamond. He retired from soaring in 2006.

In 1994, during one of his trips to Alamogordo, Bob was involved in a crash of his DG-600 when he went down on one of the western ridges of the Sacramento Mountains. He crashed into trees at the 8,600 foot level and managed to successfully egress from the wreckage. Although injured, he was able to hike down the mountain for four and a half hours to a road where he was picked up by a hunter and transported to a hospital. Undaunted, Bob and his partner soon bought another DG-600 and Bob was soon back flying again.

Bob is survived by his daughter, Kathy Hart and his son Randy Knight and their families. He will be sorely missed.

### **The Oldershaw O-3 Renegade**

The Museum has acquired an O-3 Renegade motor glider homebuilt by Carlton Kibler from a Vern Oldershaw design. The O-3 was featured on the cover of Soaring magazine in November of 1981. The accompanying article stated that it drew appreciative crowds at the Western Sailplane Homebuilders Workshop with its iridescent finish and immaculate craftsmanship. A museum helper, Gene Tieman, drove to Rosemond Airport in California to trailer it back to Moriarty. Our thanks to the donor, Charles L. Scrivner. Hank Marlow facilitated the transfer from Mr. Scrivner to us. The motor glider is at the moment unassembled, on a trailer in the museum.



**George Uveges's photo of Carlton Kibler's O-3**

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### **Our New Air Compressor**

Our thanks go to Glen Leonard of Texas who donated \$1000.00 for the purchase of an 80 gallon seven and a half horsepower air compressor. It was sorely needed for painting gliders that needed "spiffing up" in our renovation shop.

### **Directions to the Museum**

The U.S. Southwest Soaring Museum is located at 918 East Old Route 66 in Moriarty, New Mexico. Traveling East from Albuquerque on Interstate 40, we are located at exit 197, 35 miles from the city. Exit to your right onto Highway 66 turning back to the West. We are the big building on your left after you exit. Traveling West on Interstate 40 go right at Exit 197 and continue heading West on Route 66. We are the big building immediately on your left as you exit.

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your mailing labels.**

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**NOTE:**

Please renew your membership dues. Because of rising costs we can no longer afford to send newsletters to delinquent members. Those whom we haven't heard from in a couple of years will no longer receive this 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.

Send check to: U.S. Southwest Soaring Museum  
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