



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 2011



The Weihe is waiting patiently for your help.

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Cover: The museum's Weihe is waiting for your help. Story page 3.

President's Message

The museum is the proud owner of a Prue Standard, a 60-ft span, all metal, sailplane, donated by Brian Jacobs of Salt Lake City. When Brian was a high school teacher in southern California teaching aviation education, he worked with Irving Prue to make a design that kids could build. He eventually bought the Prue Standard from Irv and flew it at Tehachapi. It has a modified wing from the last glider that Irv built. The glider was donated along with its original trailer. Our floor space is a little crowded right now and we will put the Prue on display in the next two months after we have done a major re-organization of the display floor.

Our museum volunteers are our life blood and we lost one of our most active volunteers, Bob Alkov, in April of last year. An article below describes Bob's many contributions. He was our museum newsletter editor and, as a result, we have not issued a newsletter since his last. We are still actively looking for an editor and we would appreciate volunteers who could turn out a newsletter four times per year. We will provide help as needed parts of the job, such as writing articles, organizing copy, editing photos, and preparing mailing labels.

If it has been a while since you've seen our museum, you might be pleasantly surprised to see some additions to our fleet. So stop by the next time you are in the area or make a special trip to visit our museum and do some world-class soaring at the nearby Moriarty Municipal Airport.

Directions to the Museum

Traveling East on Interstate 40, 35 miles from Albuquerque, bear right at exit 197 onto Old Highway 66 East Moriarty. We are the big building on your left. Traveling West go right at exit 197, entering Old Highway 66. See us on your left.

NOTE:

Don't forget to renew your membership. Due to rising costs delinquent members will no longer receive this newsletter. If we haven't heard from you in two years, you will be dropped from our mailing list. We will be sending the newsletter online to those who opt for that method of delivery.

Help Us Bring the Weihe to Life

You may know that our museum has a Weihe, one of the most successful aircraft of the post-World War II era. We'd like to restore this aircraft to museum quality but we will need your help for this significant project. We need a volunteer to direct this significant project and we need funds for materials and parts.

We know little of this aircraft's history. It was donated to the museum by Jeff Byard of California. The story begins with a Chicago aircraft enthusiast who imported several containers full of L-39 Vodochody turboprops from Czechoslovakia. He found an unknown glider in the middle of one container. The wing tips had been cut off so they would fit. Well-known vintage restorer Bob Gaines of Atlanta, Georgia, learned of this unknown glider and went to investigate. Bob identified the derelict as a Jacobs Schweyer Weihe and purchased it; then re-sold to Jeff Byard because Bob already had a Weihe. Shortly thereafter, Jeff acquired a flyable Weihe, so he donated the orphan to our Museum. It has no paperwork and the glue joints are not in good condition, so it will probably never fly again.

Four students from the Central New Mexico College Aviation Department came out for about two weeks on their vacation in the summer of 2009 and worked on the Weihe. They spliced one wing spar under George Applebay's watchful eye.

One of the classic pre-World War II designs, the Weihe first appeared in 1938 and became the standard high performance sailplane used throughout Europe. Produced first by the Deutches Forschungsinstitut fur Segelflug (German Research Institute for Soaring Flight) (D.F.S.) and then in large numbers by the Jacobs Schweyer factory and elsewhere in Germany before and during the war, it continued in production from the original German plans after the war in Spain, Sweden and Yugoslavia. The J.S. version differed slightly from the D.F.S. model by having a slightly longer nose and larger canopy. Originally produced with D.F.S. airbrakes of limited effectiveness, some late production examples have Schempp-Hirth type airbrakes. Focke-Wulf produced a post-war development known as the Weihe 50 with a blown canopy, some of which had a fixed main wheel instead of a jettisonable dolly. The Weihe set a large number of world records in the post war years and won the World Championships in 1948 at Samedan.

Weihe Statistics:

Designer: Hans Jacobs

Airfoil, Go 549-M2

Span, 59.1 ft

Area, 198 sq ft

Empty weight, 508 lb

Number built, over 400

Gross weight, 738 lb

Structure: wood & fabric wing and tail, wood fuselage

Performance: L/D max, 29 @ 41 kt



Weihe wing in museum restoration shop.

Robert A. Alkov

(August 4, 1933 – April 29, 2010)

Bob was a museum docent; he also edited the museum newsletter, and maintained contact with our membership. He served on the museum Board of Directors; he picked up the mail, deposited receipts in our bank account, and performed numerous other necessary tasks to keep the museum running. He is sorely missed by all, especially our President George Applebay. The two of them met each Tuesday which was Bob's day to docent. Bob and George discussed ideas on how to improve the museum.

Bob was a long-time member of the Albuquerque Soaring Club and was an active tow pilot. During contests at Hobbs, NM, Bob was always the first tow pilot to volunteer his services, flying one of ASC's Piper Pawnees both too and from the contest sites.

Bob received his Naval Aviator wings and commission in the U.S. Naval Reserve in June of

1955. After serving a tour in an active duty carrier-based air anti-submarine squadron, Bob earned a PhD in Experimental Psychology from Florida State University in 1965. He worked as an aviation psychologist for George Washington University under contract to the U.S. Army for aviation training research at Ft. Rucker, Alabama, in the mid 1960s. He was employed at the Naval Safety Center as an aviation research psychologist for 27 years before his retirement in September 1993. While there, Bob was responsible for creating the first CRM type program in the U.S. Navy and Marine Corps, called Aircrew Coordination Training. The program became the first joint services CRM program with the adoption by the USAF Air Training Command and the U.S. Army Apache Training Brigade. For this effort Bob was awarded the CNO Meritorious Civilian Service Award.

He is survived by his wife Christine and children Benjamin, Shara, and Daniel and two grandchildren Victoria and Miranda.



Bob Alkov Pilots the Albuquerque Soaring Club Grob 103

Stamer-Lippish Primary Glider

Our museum is now has on loan a 40% scale Stamer-Lippisch *Sitzgleiter* primary glider, thanks to James K. Hoffer of Los Alamos, NM. This model is the product of many hours of painstaking work. Jim first translated from German a pamphlet, *Gleitflug und Gleitfluzeuge (Gliding and Gliders)*, originally published in 1928 by Friedrich (Fritz) Stamer and Alexander Lippisch. Now he could understand the directions for building the glider. This pamphlet contains complete drawings and instructions for building and flying. The electronic copies of the drawings were not very clear so Jim photographed his model when complete and substituted these photographs for the original drawings in his translation.

At the time of publication, Stamer was the head of the Flying School of the Research Institute of the Rhon-Rossitten-Society and Lippisch was the head of the Technical Flight Division of the Research Institute of the Rhon-Rossitten Society. Stamer was the first glider instructor at the Wasserkuppe, flew the German rocket airplane, taught German transport glider pilots during World War II, and was a founder of the German Aero Club after the war. Lippisch was a German pioneer of aerodynamics. He made important contributions to the understanding of flying wings, delta wings, and the ground effect. His most famous design is the Messerschmitt Me 163 rocket-powered interceptor.

Photographs of the *Sitzgleiter* next to the Museum's full size Northrup Primary show the family resemblance.

Photos by George Taylor.

Stamer-Lippish *Gliders and Gliding for Sale at Southwest Soaring Museum*

Jim Hoffer has graciously allowed the SW Soaring Museum to copy his translated manuscript. We now offer this printed material along with a compact disk with electronic copies of the full-size drawings for \$20 US (plus postage for those outside the US).



40% Stamer-Lippisch Primary
with 40 % Scaled Pilot



Stamer-Lippish 40% Model Next to the
Museum's Full-Size Northrup Primary



40% Stamer-Lippisch Primary
with 40 % Scaled Pilot

Re-Registration & Renewal of Aircraft Registration

JD Huss
FAA/STeam Program Manager
Albuquerque FSDO

All good things seem to come to an end and, as of **October 1, 2010**, our permanent aircraft registration was one of those good things that ended.

Amendment 29 to FAR Part 47, *Aircraft Registration*, has limited the registration of an aircraft to 36 calendar months. The new section FAR Section 47.40 explains all this in detail (Google FAR Part 47 and select the www.faa-aircraft-certification.com/FAR-Part-47.html link for a complete listing of the FAR and its new requirements – or go to www.faa.gov and select the [FAA Registry - Aircraft - Aircraft Inquiry](#) link). Either one will get you to the information.

Of the >357,000 aircraft in our Registry’s records, we believe approximately 100,000 of them are improperly registered (I can tell you of one that definitely is – it was exported to Mexico several

years ago, but still flies in the U.S. with its FAA N-number painted on its engine nacelles). Obviously, incorrect aircraft registration presents the same problems for government agencies and all levels of law enforcement as incorrect automobile registrations and my employer has decided on this method of corrective action.

The FAA has done its homework on this project. As the timetable below shows, the re-registration is spread out over a three-year period. The **REGISTERED OWNER(S)** will be notified of the requirements and on-line re-registration is provided.

There is good news and it outweighs the bad news.

- ➔ The FAA will send the **REGISTERED OWNER** a notification letter to re-register (;
- ➔ The fee is only \$5.00 for the three years;
- ➔ You can re-register (with a provided online code) and pay your fee on-line; and
- ➔ The initial re-registration process is spread out over three years.

If the Certificate was issued in:	The certificate expires on:	The owner must apply for re-registration between these dates, - <i>to allow delivery of a new certificate before expiration.</i>
March of any year	March 31, 2011	November 1, 2010 and January 31, 2011
April of any year	June 30, 2011	February 1, 2011 and April 30, 2011
May of any year	September 30, 2011	May 1, 2011 and July 31, 2011
June of any year	December 31, 2011	August 1, 2011 and October 31, 2011
July of any year	March 31, 2012	November 1, 2011 and January 31, 2012
August of any year	June 30, 2012	February 1, 2012 and April 30, 2012
September of any year	September 30, 2012	May 1, 2012 and July 31, 2012
October of any year	December 31, 2012	August 1, 2012 and October 31, 2012
November of any year	March 31, 2013	November 1, 2012 and January 31, 2013
December of any year	June 30, 2013	February 1, 2013 and April 30, 2013
January of any year	September 30, 2013	May 1, 2013 and July 31, 2013
February of any year	December 31, 2013	August 1, 2013 and October 31, 2013

Aircraft Re-Registration Schedule

**Your membership number
and expiration date are on
the newsletter mailing label.**

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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

P.O. Box 3626

Moriarty, NM 87035

New _____ Renewal _____

Individual _____ \$35 Family _____ \$45 Student _____ \$20 Supporting _____ \$100 Sustaining _____ \$500
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