



WINTER
2013

NSM NEWS

The National Soaring Museum preserves and presents the heritage of motorless flight, and promotes through education, a greater knowledge of soaring, aeronautics, and related physical sciences for everyone.

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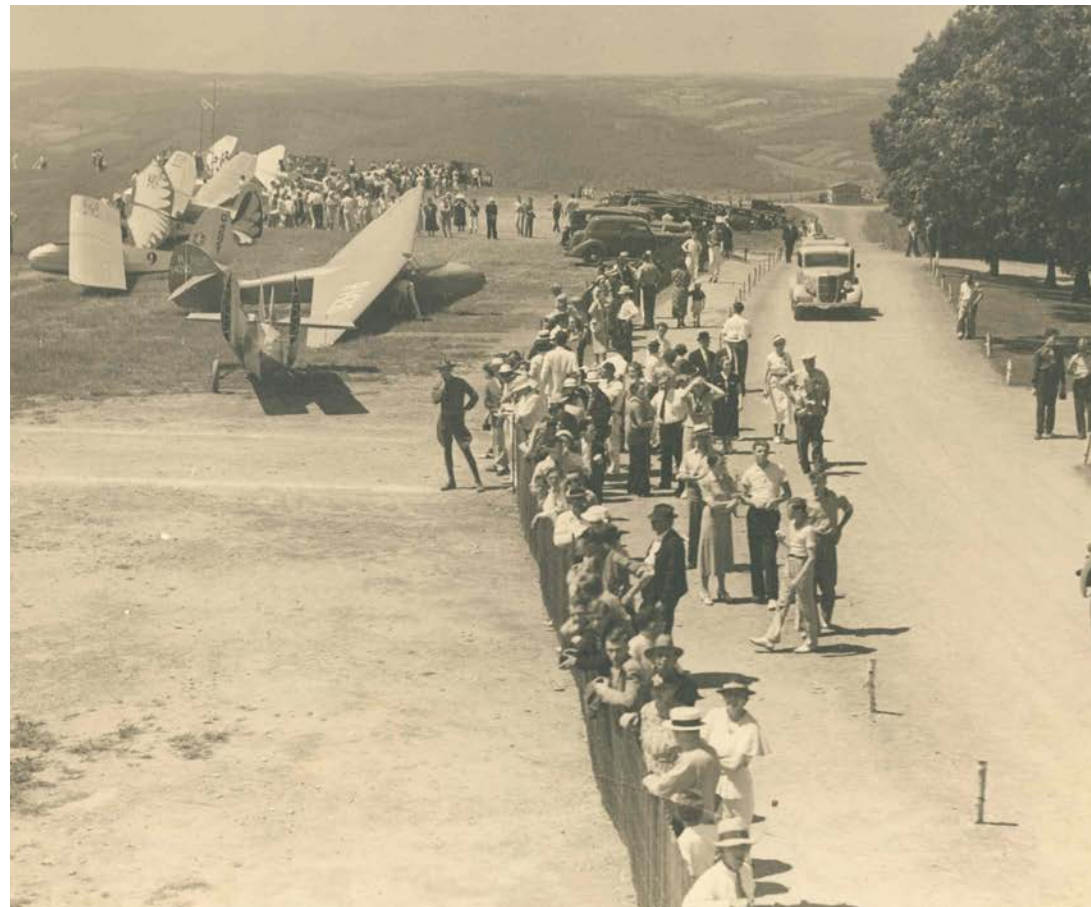
- The Freeman-Ryan Design Firm and the Future of the NSM
- The Women in Aviation International Conference in Nashville, TN
- What's coming up at the NSM
- And MORE!

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Closed Thanksgiving, Christmas Eve and Day, and New Years Eve and Day

NSM News is a quarterly publication by the National Soaring Museum for all Members and Friends of the Museum.

Editor & Designer:
Caitlin Stevens



A soaring contest at Harris Hill in 1937.

Warren E. Eaton
Motorless Flight Facility
placed on the New York State Register
of Historic Places

Story on page 2

"Great Museum, I've got to come back this summer!"
- Tomas visiting from Albuquerque, NM

The Warren E. Eaton Motorless Flight Facility

The Warren E. Eaton Motorless Flight Facility on Harris Hill has been placed on the New York State Register of Historic Places, a decision that when finalized will do much to preserve the original buildings on Harris Hill and encourage grant support for improvements they need.

In an unusual acknowledgement of the historic importance of the facility, the New York State Board for Historic Preservation awarded the site a designation of “national significance.”

Instigated early in 2012 by Peter Smith, the work to achieve the designation was generously supported with a gift from William Schweizer and accomplished by the firm of Johnson-Schmidt & Associates, preservation architects of Corning.

The historical buildings cited include the main hangar, the five remaining visitors’ cabins and the caretaker’s house. The bow-roofed main hangar is large enough to hold nearly a dozen sailplanes, is built of massive steel work and is floored in heavy timbers hewn from trees that once covered the glider field. The visitors’ cabins each originally held six to ten bunk beds where pilots who came to “the Hill” for contests could stay. The caretaker’s house is a two-story design.

Because it is fairly new, the National Soaring Museum building itself as well as a flight center and two hangars operated by the Harris Hill Soaring Corporation are not included. The Museum building stands on the footprint of the old administration building, an Adirondack lodge-style building that was part of the original facility and can be seen in old photographs and films of Harris Hill. It burned down in 1977.

The lost administration building, the cabins, the house and the hangar were built as part of an effort by Chemung County and the Elmira Association of Commerce to attract glider pilots and gliding contests here in the 1930s. Warren E. Eaton, a pilot and businessman from Norwich, NY, had brought German glider pilots here in the late 1920s because the hills and valleys in the area resembled the regions around the Wasserkuppe in western Germany. Although gliding took place at several sites around Elmira, by the mid-1930s the pilots had decided on Harris Hill for the main site. After Eaton died in a gliding accident, the

buildings and runway were named for him. The hill itself is named for Lt. Henry Harris, an early glider pilot who likewise was killed in a gliding-related accident. The National Soaring Museum was established in 1970 in the administration building and later moved to temporary locations after the building burned down and the site of the present museum was prepared and the building built. It has been expanded twice.

The Freeman-Ryan Design Firm & The Future of the NSM

Big events often have quiet beginnings and the pending redesign of the National Soaring Museum is a case in point. With little fanfare but with powerful intent we have been at work for some time on a project to change the way we display our primary exhibits. This work actually started with some informal discussions that began five years ago and has progressed through stages to the point where some of the most highly-regarded designers of museum displays in the world are now formally working on a new design—and indeed a new theme—for the future of NSM. When completed later this year, their plan will set the stage for what rightfully could be considered the biggest change in the history of the Museum.

The designers are the firm of Freeman-Ryan Design (FRD) of Sydney, Australia. The story of how NSM started its relationship with Stephen Ryan, one of its principals, is a story too long to be told here. The firm has clients among aviation museums the world over, and it works in a range of other types of institutions. It has, for example, been working with movie producer Peter Jackson on a theme park in New Zealand related to the “Hobbit” movie. Among aviation museums, FRD designed the “Miracle on the Hudson” exhibit at the North Carolina museum where the US Airways plane that ditched in the river now resides.

Over the past five years or so, Ryan has been working in a low-key way to advise NSM on changes—some simple, some complicated and large—it could make to achieve several goals: attractiveness, education, visitor satisfaction and efficiency among them. Five years ago he produced a series of recommendations that NSM has attempted to realize. Some have been as simple (if that

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The National Soaring Museum's Wish List 2013

Each year we update our list of projects we are planning and achieving to improve the National Soaring Museum and appeal to members to express their support for these efforts either by donating specifically to those projects or to the overall cost of operating the museum.

1/A Trophy Display including two modern cabinets located in the Hilton Honors Gallery, including updated lighting in the Gallery. This display will house major soaring trophies that the Soaring Society of America decides to keep in one place rather than circulate among winners. Last year we mentioned that we were planning a special display of the Warren E. Eaton Trophy, the most important of them all. That remains in planning as we review the display design in the entire Museum and Elise Eaton, Mr. Eaton's granddaughter, has generously donated to that effort. The estimated cost of a display of major soaring trophies and updated lighting would be \$5,000.

2/Exhibit redesign effort. Please see an article elsewhere in this newsletter about the work being done by Freeman-Ryan Design. When they provide NSM with a final plan, it will be time to consider how to fund the improvements it will include. The cost will be substantial—but the result, when complete, will be something that all of us in soaring can be proud of. We have no estimate as of yet.

3/Archiving our films and other moving-image media. Please see a story elsewhere in the newsletter about the progress made in this effort. Estimated final cost: \$20,000.

4/Upgrading our simulators. Our simulators are popular, especially with younger visitors. Unfortunately, they are now outdated and they do not have soaring software such as Condor loaded. The historic 1-34 cockpit simulator still works, but it is noisy and in need of relocation and repair. Our project to upgrade our simulators includes replacing most of the existing hardware and software as well as

relocating and upgrading the 1-34. Estimated cost: \$3,800. NSM has received \$1,000 from Stanford Medical School for this work in honor of Dr. Walter Cannon, our president, upon his retirement from Stanford.

5/Changing and improving the lower storeroom. Trustee Dianne Black-Nixon donated the funds to change the sliding door in the lower storeroom to an elegant and easy to use roll-up in order to speed improvements to the storeroom. Part of the planning for this area includes the possibility of using it as a display area highlighting changes in fuselage design over the decades. K&L Soaring has pledged several hundred dollars to help facilitate that part of the project. Estimated overall cost including improved lighting and decor: \$5,000.

6/Cataloguing our archives. This is a major and long-term project that is fundamental to the Museum's mission. It will necessitate employing a full-time archivist—whose salary would be the largest part of the expense. Although much of it would be covered by grants and public support, private gifts are essential to demonstrate that the soaring community “buys-in” to the program. Estimated initial need: \$5,000.

7/Expanding our educational program. Equally important to the NSM's mission is its educational program, which focuses on young people in the area immediately around the Museum. Although it has been successful for many years, it remains too small to meet the needs of the community. Furthermore, the curriculum could be upgraded in comport with the ideas of educators in our area. With its location near an active glider field, our educational program could offer students the uniquely attractive possibility of actually flying. Eventually, we want to employ a full time educator and work with public and private schools in our area to enhance our curriculum. The annual cost of this work likely will exceed \$50,000.00 and we will support much of it through grants. The least cost we estimate to begin this project this year is \$10,000.

Education Department News

-By Caitlin Stevens

This winter has been a busy one for the education staff at the NSM. With a steady stream of overnights keeping us busy in between preparing for this summer's programming, I was glad to have an opportunity to step away from the desk and travel south for the Women in Aviation International Conference, held this year in Nashville, TN.

The NSM, in cooperation with the Community Foundation of Elmira, Corning, and the Finger Lakes, offered a scholarship to a young woman, who was a junior or senior in an area high school, to attend the conference.

The conference was a gathering of women aviation professionals from around the world. Large corporations such as Boeing, Airbus, Pratt-Whitney, FedEx, Delta, and United Technologies were recruiting employees, while dozens of aviation colleges, including Embry-Riddle, recruited students.

The purpose of the scholarship was to give a local student with aspirations of an aviation career an immersive experience; speaking with industry professionals and educators, making valuable networking connections, and learning about the multitude of aviation industry career options.

The selected student was Amena Farley, a high school senior with the goal of becoming a commercial airline pilot.



Education Coordinator Caitlin Stevens, fellow conference attendee and Aeronautical engineer Adriana Garcia, visiting from Columbia, and Amena Farley. The conference was a great opportunity to socialize and make acquaintances with women in the aviation industry from throughout the world.



Amena Farley, with a cut away model of a Pratt-Whitney jet engine at the Women in Aviation International Convention.

Photo by Caitlin Stevens.

Amena traveled with me to the three day conference, and I was thrilled to watch her quickly find her confidence and begin her road to reaching her goal.

Amena was not the only one doing some learning in Nashville. I was hard at work myself with the many seminars on how to reach out to young people and interest them in aviation and in STEM (Science, Technology, Engineering, Math) education. I also enjoyed attending educational sessions designed to give educators new and improved tools for teaching STEM topics. Presenters at these workshops included Embry-Riddle educators, representatives from the Academy of Model Aeronautics, the FAA, and Dan Kiser, creator of the Youth Aviation Adventure program.

The conference was also an opportunity for networking with other museums in our own region and throughout the country. This was a great way to learn about what other institutions are doing to help preserve the important history of aviation and to teach that history to a new generation of aviation enthusiasts.

While we were surrounded by people who for the most part made their living working in and around commuter or cargo jets, corporate airplanes, and helicopters, most people I spoke with were very intrigued by the word "soaring" on my badge. "You're into gliders then?" was a common refrain and conversation starter. Many people with whom I spoke expressed concerns



Amena posing with a rescue helicopter, during one of our visits to the conference's exhibit hall. In the helicopter section Amena learned about job opportunities for chopper pilots and flew a helicopter training simulation. Photo by Caitlin Stevens.

about the safety of soaring, stating that they would never have the guts to fly a plane that had no engine. Many shared stories of their experiences with gliders, of soaring in thermals with red-tailed hawks. One of the most interesting stories came from Millicent Young, one of the surviving members of the WASPs (Women Airforce Service Pilots).

Amena and I had the privilege of talking at length with Mrs. Young, who used to make a habit of doing barrel rolls in a Stearman back in 1944, and pulling targets behind her aircraft for male members of the Air Force to shoot (with live rounds) for practice. She told us the first time she thought "I am about to die" in an aircraft was in a primary glider in the mid 40's. She described the glider as a plank with a seat, which she was sitting on while spending time with a friend at their local airport. As she was sitting on it, her friend signaled the driver of the car to which the glider was hooked to begin to tow her. Having never flown without an engine she was quite terrified when she found herself aloft and the tow rope dropped. She managed to get turned around and land safely, but it was an experience that made an impression on her.

The trip was very successful all the way around. Great connections were made, and I learned a lot of good ideas to improve our educational

programming. As we returned to Elmira, I asked Amena if the experience had changed her decision to enter the field of aviation at all. She told me it had, she is now more determined than ever to reach her goal, and she feels better equipped to do so. With a suitcase filled with college information packets, scholarship applications, and business cards of many teachers and professionals willing to guide, assist, and mentor Amena in her quest to an airline career she returned to Elmira. She says she looks forward to returning to the conference in future years, first representing her school, and later, wearing the wings and epaulets of a commercial pilot.

Now that the conference is behind me, I am working hard to gear up for this summer. We are expanding our summer offerings this year. In addition to the Eileen Collins Aerospace Camp, and our annual participation in Chemung County's youth program "Summer Cohesion" we are partnering with Wings of Eagles Discovery Center and Greater Southern Tier Board of Cooperative Educational Services to participate in the 2013 Summer of Innovation. The NSM will be hosting a week long camp in June focusing on the evolution of soaring from the days of watching birds and flying kites to the modern sport we enjoy today. The camp will be a half-day camp open to children entering the fourth or fifth grade.

The ECAC is also seeing a bit of a shake up in programming this year. New this year will be an overnight in Binghamton at the Kopernik Observatory. We will be returning to Rochester for the first time in several years to visit the Challenger Learning Center and Rochester Museum and Science Center as well.

All this is going to add up to an exciting and busy summer. If you are interested in learning more about our educational programming here at the NSM, call the museum or check our website or Facebook page.



Caitlin, Amena, with Millicent Young, one of the original WASPs, outside the conference center on the last evening of the conference.

History in the Digital Age

NSM's Joseph C. Lincoln Library stores thousands of items: photos, slides, notebooks, newsletters, magazines, books, works of art, model gliders and many boxes of paper records. None of them, arguably, are more historically important than the 500-plus moving image records. Within that number are nearly 200 films—almost all of which are 16 millimeter – that go back to the very beginning of soaring.

Any type of record has a native set of problems: paper yellows and flakes, magnetic recordings can be erased. Very early nitrate films (we have three) have been known to burst into flames. More modern films suffer a range of physical problems of which discoloration is perhaps only the least worrisome. They can break, sprocket holes can tear, and the layers of emulsion can separate. They have to be kept in climate-controlled storage if they are to survive at all, and it is best if copies are made and kept.

Our film archive has two purposes. The first obviously is to keep these valuable items from becoming lost either through mishandling or through the natural process of time. The second purpose is allowing them to be enjoyed by viewers both within the soaring community and beyond. Both purposes are becoming harder to achieve, the first because even the best environment cannot prevent all deterioration and the second because of the rapid loss of the technical ability to view them. When is the last time you saw someone using a home film projector?

We felt the best way to preserve the films indefinitely while allowing them to be seen in this digital world is to have them copied digitally. Furthermore, we decided that if we were going to copy them we would make the effort to have them improved in technical quality by professionals. Last year we undertook a program to determine which of these films are most amenable to digitization and most valuable historically. We hired a graduate student from well-known George Eastman House in Rochester, NY (named for the founder of Kodak) to analyze the films for technical quality and to grade them in historical importance in the technical sense. With her report in hand we began last spring to send the films, a few at a time because of the expense, to “digitizers.” So far, we have done six films at an aggregate cost of about \$5,000.

We believe the results are superb and well worth the cost. We will show some of the films during the annual Historical Symposium here in early May and we believe viewers will be highly impressed by the rejuvenated films, which appear fresh, bright and in greater detail. Eventually we will make them available to the general public through our website. It is our intent to have the first six available this fall and to continue the slow and costly process of digitizing the films through the next two years.



Harris Hill Glider Field, Elmira, N. Y.

THE ANNUAL SOARING HISTORY SYMPOSIUM

AND

UNITED STATES SOARING HALL OF FAME REUNION / REMEMBRANCE BANQUET

May 3rd-4th, 2013

At the National Soaring Museum, Historic Harris Hill, Elmira, New York.

Register Now

by phone: (607) 734-3128 or e-mail: nsm@soaringmuseum.org

Speakers TBA

*...Inquire about
Special Hotel
Rates!*

...continued from page 2

word applies) as reversing the direction that our CG-4 faces in order to allow visitors to appreciate it better.

Others have been larger in scope and more costly. Last year the Museum and FRD formally agreed that the firm would study our displays, evaluate them, compare them to other museums (particularly those within the region), and create a new “thematic experience” that would be the matrix in which our gliders, signage, multimedia displays,

and artifacts would be presented to the public and particularly how graphic images and lighting would create a compelling story of the human quest for flight. That is the work that is now under way. Ryan and designer Georgie Hawke have visited NSM twice this winter, and they will visit again to present an interim report to the Trustees at the annual meeting in May.

What's New at the NSM

As the Museum heads into the spring soaring season we can look back at a busy winter, highlighted by our work with Freeman-Ryan Design, but importantly including three events that illustrate the increasingly important role the Museum is playing in the soaring community and in its home community in the Southern Tier of New York.

In late February under the direction of Lisa Bartlett, the Museum hosted a highly successful Wine and Chocolate tasting party in its Edward A. Mooers Community Room. Nearly 60 people from around the region attended the event and their admission fees brought in well over \$1,000. A DJ from Pembroke Pines Media Group, which is becoming ever more active as our local media partner, was on hand for a live broadcast. Lisa persuaded many local businesses to donate items for gift baskets that were raffled to our visitors and the wine and chocolate treats likewise were donated. Our local donors included GCP Liquor, TLC Limousine, the Clemens Center, Panera Bread, local high school culinary students, and PDR Catering. It took a lot of work to organize the party but the benefit was great in that it, like other community events, makes the case that the National Soaring Museum continues to be an asset that the Elmira-Corning region can be proud of.

In mid-March a truly unusual event took place in the Johnson Gallery—a “Spring Concert” of chamber music performed by the Festival Strings, a group of professional musicians associated with the Orchestra of the Southern Finger Lakes. Besides the required “Spring” portion of Vivaldi’s “Four Seasons,” they performed compositions by Bach, Brahms, Mozart and Joplin. After a break while many of the 40 guests viewed

the exhibits in the galleries, the quartet continued to play familiar classical selections. The turnout was enough to inspire thoughts of a follow-up concert, perhaps of vocal music, in the fall. While it may seem odd to hold concerts in a soaring museum, the rationale is simple: further outreach to people here who may not be very familiar with the Museum. Several young people attended the event: if the thought of soaring has been put in the mind of just one, the future benefit is incalculable.

As this newsletter is being written we are a few days away from our “Workshop in Sailplane Building and Restoration.” It is only appropriate that we are benefitting from the assistance of the Experimental Soaring Association, for this, like the preceding events, is an experiment in outreach, but this time it is to a part of our primary and major audience, the community of soaring interests. We are looking forward to presentations from Jerry Gross, Mike Hostage, Russ Lee, Kyle Schweizer and others in what will be a free event intended not only to show the value of the Museum as a venue for soaring activities but also to kick off the soaring season in fine style.

And then there are future events: please see elsewhere in the newsletter notice of the Racing and Cross Country Camp that we are hosting in cooperation with our partner, the Harris Hill Soaring Corporation, late in July just before the Region Three contest; and please see the story about our soon-to-come annual Historical Symposium weekend. The more we can do for our audience, the better we like it!

This Year's Annual Soaring Symposium Schedule

Friday, May 3, 2013

9:00 - 11:30 a.m. - NSM Trustees Meeting

10:00 - 12:00 p.m. - Registration

Noon - Community Soaring Luncheon

Afternoon Presentations

5:00 pm - Reception
and Book Signing with Mr. Gary Fogel

Saturday, May 4, 2013

9:00- 10:30 a.m. - Special Trustees Meeting
& Presentation by Freeman-Ryan Design

Morning Presentations

Noon - Trustees and Symposium Luncheon

Afternoon Presentations

6:00 p.m. - Reception and
Hall of Fame Reunion Banquet

For reservations call (607)-734-3128

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❖ *Three Days July 24-26*

❖ *Just Before the Region 3 Contest*

❖ *Harris Hill, Elmira NY*

Harris Hill Cross Country and Racing Camp

Cross-country and racing instruction, ground school and lead-follow flying

Mentoring available during Region 3 Contest July 27-August 3

Instruction directed by Tim Welles

\$200 plus tow fees—*entry fee waived for pilots younger than 24*

For more information: call 607-742-4213 or soarhhsc@yahoo.com



Benefit National Soaring Museum

Make Your Plans for Giving Now.

- By Ron Ogden

The NSM enjoys strong, loyal support from its members and donors. It is certainly true that sailplane pilots, designers, builders and all the others associated with our sport as a class consist of people of unusual accomplishment and foresight. It naturally follows that they commonly enjoy the financial rewards that accrue to those who make good decisions and follow through to success in business and life. We recognize and are very grateful for having a base of such support.

Given that soaring necessarily carries with it a certain element of risk, starting a discussion about planned giving is a task that is best gently approached. It goes without saying that we all will someday take a final glide and once the sun sets that day all the little details of life that have gone un-planned will come back to haunt some descendent or another. In order to avoid that burden as much as possible and in order to ensure that the wealth that has been accumulated in life continues to benefit the cause of our sport, it is a good thing now to think about things like wills and securities and real estate. Hence, planned giving is the topic at hand.

While it is always easier to support the Museum by donating today, planned deferred giving need not be inordinately difficult. Given a desire to make a deferred gift to the Museum, the first question to answer is which vehicle to use among the many that the law provides. America, being a nation steeped in a history of private generosity, and the states individually, offer a wide range of options.

There are so many and the law regarding them is so detailed that it is wise to take heed of investment counsel. The Museum has access to such counsel and we would be very happy to work with you in your planning.

Planned giving is not the same as, for example, sending a donation to the Museum today to either establish an endowment or enhance an existing endowment. Rather, planned giving is more in the nature of agreeing with the Museum to make a gift in the future or, in some cases, make a gift today that actually does not redound to the benefit of the Museum immediately. An example is a Charitable Gift Annuity. A gift of cash or property to the Museum is held in a special account that can provide the donor a tax advantage, a stream of income or both. After you touch down on your final glide, the Museum assumes title to the gift in its entirety. The law governing such annuities protects the donor, the donee and the community—as it does in all cases of planned giving.

The Charitable Gift Annuity is just one of many options. We would look forward to discussing them with you. Plans made with the Museum today for gifts to be made in the future might well benefit both you and the Museum more than if they were made at some future point where the advantages to both the giver and receiver of the gift could be markedly less.

As always, all of us at National Soaring Museum are deeply grateful for your support, today, tomorrow and always.

Eileen Collins Aerospace Camp

July 8-12 for boys, July 14-19 for girls

Open to students age 9 - 14

Fly in a sailplane over Harris Hill, Sleep over at the Kopernik Observatory, Visit Cornell's Lab of Ornithology and Space Craft Imaging Facility, Tour the Elmira-Corning Regional Airport, Fly in a powered aircraft over Big Flats, Build and fly your very own rocket, and much more!

To Register, Call the NSM

What's New at the

Although winter is a quieter time here at the NSM there is still plenty happening. We have just had two special and successful events. With the arrival of spring the gift shop is preparing for the season with new merchandise.

While our shelves always hold favorites such as NSM t-shirts, sweatshirts, hats, mugs, and more, this year we have some exciting additions. Old, but new again is *The World's Vintage Sailplanes 1908-45* by Martin Simons, available again at the Windrider Gift Shop. The book is priced at \$125. Due to the limited supply of this rare book, there are no member discounts available.

From Arcadia Publishing we have three new titles in their ever growing and popular line of local history books. In the "Images of America" series we have added "Elmira" and "The 1972 Flood in New York's Southern Tier". From the "Images in Sports" series we have "Watkins Glen Racing".

Time is running out to pick up one very popular gift shop item. Darron's "Action City" line of toys has discontinued the model pick-up truck and sailplane. It can be hard to find soaring related children's toys and this has always been a favorite.

Windrider Gift Shop



There are just a few of these great toys left, so get yours before they are gone for good.

This is just a sample of what the Windrider Gift Shop has to offer, and more new arrivals come in all the time. We are looking forward to a busy season and hope to see you soon!



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Catch up with the National Soaring Museum on Facebook or Twitter! We'll keep you up on all the latest news and events that are happening right here at the Museum. You'll love all the great photos, posts, and comments from soaring enthusiasts around the world! Don't have a Twitter or Facebook account yet? What are you waiting for? Stay connected and join the conversation! Sign up is quick, easy, and best of all, FREE!

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Get involved at the National Soaring Museum

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- Free Museum Admission
- 10% Discount in our Gift Shop
- NSM Publications

Donations

- Add priceless artifacts to our collection
- Donations over \$50 are tax-deductible contributions

Volunteer Opportunities

- Administrative tasks
- Docent opportunities
- Special Events

Contact NSM for more information

E-mail: nsm@soaringmuseum.org

Phone: (607) 734-3128

Our Mission is to preserve and present the heritage of motorless flight and promote, through education, a greater knowledge of soaring, aeronautics and related physical sciences for everyone.

Mark Your Calenders! What's Coming Up at The NSM

April

Registration Begins for the Eileen Collins Aerospace Camp

April 5-7

Workshop in Sailplane Building and Restoration

May 3-4

The Annual Soaring History Symposium

June 24-28

The Summer of Innovation:
Introduction to Summer Soaring

Camp

July 8 - 19

The Eileen Collins Aerospace Camp

July 24 -26

Harris Hill Cross Country and Racing

Camp

July 27 - August 3rd

Region 3 Soaring Contest held at Harris Hill



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