

Inside this issue:

NSM
welcomes
new
trustees...pg 3

Landmark
dedication
takes a windy
turn...pg 4

Wolf
undergoes
restoration
...pg 5

Three aviation museums in one area multiplies the appeal of Museum visit

Elmira, New York has always been the "Soaring Capital of America." Now this area is becoming an aviation mecca.

Elmira is the site of the first 13 U.S. national soaring competitions, beginning in 1930. It's where the Soaring Society of America (SSA) began in 1932, where the first American captured the world distance record, and where the World War II glider program was initiated.

Elmira—actually the suburban town of Big Flats—is home of Schweizer Aircraft Corporation, builders of more U.S. sailplanes than any other company. The town boasts two active glider sites and is where SSA chose to locate the **National Soaring Museum** and the SSA archives. Today the NSM's rotating exhibits always feature a dozen or more of our 60+ sailplane collection.

People come to Elmira every year, from all over the country and around the world, to visit NSM and learn about the history and current developments in soaring. Even though it's the quietest time of year, the first two months of 1997 brought

us guests from Japan, Germany, Poland, Canada and 12 states from Maine to California.

Our guests are part of the more than 8 million annual visitors to the Finger Lakes region of New York. Tourists can enjoy the area's water or snow sports, winery tours, waterfalls, fall foliage, and literally hundreds of museums and cultural activities.

Now, NSM has joined with two other area museums to offer an inclusive tour of early flight in America. We will soon offer joint admission tickets, group tours, and self-guided itineraries. Meet our new museum partners:

Just one county away is another significant site of early aviation. Hammondsport—also known for its wineries and lake views—was home to Glenn Curtiss. His "Jenny" was the standard World War I American training aeroplane. The **Glenn H. Curtiss Museum** recently moved into an enlarged, new building. It displays Curtiss' motorcycles and antiques from the *last* turn of the century, in addition to many of the planes developed by Curtiss and his company.

By the end of summer, there will be another great reason to explore aviation here. The **National Warplane Museum**, dedicated to the restoration and maintenance of flying-condition World War II aircraft, will start its move to the Elmira-Corning Regional Airport in Big Flats with the opening of its first hangar in August. Currently located just south of Rochester, the Warplane Museum owns 30 ships and holds the "1941 Wings of Eagles" vintage aircraft show each August. Additional exhibits will open in 1998.

Together, the three museums plan to offer our visitors special insight into the science, history, and adventure of flight as it was developed in the United States. Joint programs are already being developed, some to be in place by this fall.

So if you're considering a visit to NSM, call us at (607)734-3128 or visit our website at <http://www.soaringmuseum.org> for what is available. Our theme . . .

**Three Great
Aviation Museums...
One Great Destination!**

The NSM highlights radio control sailplanes

If full-sized gliders and sailplanes are just a little bit scary, we have a treat in store for you on Harris Hill this spring. It's still soaring - but on a smaller scale. Celebrations of the 50th anniversary of radio-controlled (R/C) model sailplane flight will begin on the first weekend in May - in conjunction with the U.S. Soaring Hall of Fame.

First up is the official opening of a new R/C sailplane exhibit at the Museum on Friday, May 2 at 6 p.m. This display will include the original 1937-1938 *Skyrider*, the 1970's champion *Windfree* and a 1990's model named *Skyhawk*.

The *Skyrider* made its pioneer flights here at Harris Hill during the 1938 Nationals. Ross Hull and R. B. Bourne built and flew the classic following earlier experimentation by Carl W. Thompson

Continued on page 2



NSM Executive Director James Swinnich assembles the *Skyrider* model after transporting it here from Connecticut.

Radio control aerotow

Continued from page 1

and H. M. Plummer in 1937. It is on loan from the American Radio Relay League (ARRL) of Newington, CT.

Mark Smith designed and built the *Windfree* in 1970 and used it to capture first place at the U.S. National League of Silent Flight Tournament and other contests. It is on loan from Gary and Larry Fogel, NSM members from California.

The *Skyhawk* won first place in the 1995 Eastern Soaring League Championship with Michael Lachowski, R/C soaring pilot and columnist, at the controls. It is on loan from Ed Slegers of Slegers International.

The museum's exhibit will include a typical control system of a model sailplane on which visitors can practice. There will also be historic radio gear documenting the transition to ever smaller transmitters and receivers.

The next day, May 3, will be a highlight for the NSM with an R/C Sailplane Symposium scheduled to begin at 1:00 p.m. in the NSM's Edward A. Mooers Community Room. Featured speaker Martin Simons is active in both model and full scale soaring and will present an international viewpoint.

The symposium will cover the history of R/C model soaring and its similarity to full scale soaring. The purpose is to see if there are ways that R/C sailplane modelers and full-scale sailplane enthusiasts can work together more closely.

Other highlights will include representatives from the ARRL, the Academy of Model Aeronautics (AMA), the Soaring Society of America (SSA), and other model groups. Longtime modelers Larry and Gary Fogel will speak, as will Larry Sanderson, SSA President. Harner Selvidge will visit via video to tell his experiences while flying the *Skyrider* in 1938 and to talk about his friend, Ross Hull, who designed that pioneering model.

During the morning before the

symposium begins, the local Harris Hill *Lift over Drag R/C Model*

Club will conduct demonstrations of an R/C towplane taking up an R/C sailplane.

The grand finale will be a month later at a three-day R/C festival on June 13-15, 1997 here on Harris Hill. The Elmira Aerotow '97 will be hosted by the *Lift over Drag* model club in cooperation with the National Soaring Museum and Harris Hill

Soaring Corporation. The Harris Hill runway will be sharing space that weekend with both full sized sailplanes and their smaller, radio controlled counterparts.

The event is also scheduled to become an international affair with

at least ten German pilots signed up to bring some 20 scale gliders. A package tour was advertised by Gerd Holzner, editor of *Flying Circus Magazine* and organizer of the annual Fiss slope soaring event in Austria. Some of these pilots will perform a flight demonstration that should be unlike anything the Americans have seen before.

"This year's event has gotten out of hand," joked John Derstine, president of the *Lift over Drag* club. "It's new and it's exciting."

Derstine said the club has about 50 members that have met monthly since the late 1960's. They fly model airplanes at the Holding Point in Horseheads, just outside of Elmira, and provide a training program with a certified instructor. The club owns R/C models to take lessons with, and if a student really enjoys it, they can get started on their own for as little as \$300-400 in equipment. Many club members own three or four models, while others have 10 to 20 different types. Derstine himself is one of the latter.

Two years ago the club provided a towplane and sailplane R/C demonstration during the International Vintage Sailplane Meet held on Harris Hill. That was just the beginning of a new activity in the realm of radio-controlled model aviation. In 1996 they put on their first annual Aerotow event and drew 50 contestants from as far away as Canada, Missouri, Wisconsin, and North Carolina.

R/C tow planes and several scale sailplanes will be available at Aerotow '97 for those who do not have their own. Modelers are urged to bring their 3-meter or larger sailplanes with ailerons to fly

with the provided tow planes. Both model aircraft will be controlled from the ground by separate pilots. It's the ultimate challenge for two pilots to fly in synchronization until the model glider is released at over 1000 feet altitude. Current AMA membership is required for participants.

Awards will be given for the "Pilots' Choice" and to the best Schweizer scale sailplane.

A reception in the Museum's Edward A.

Mooers Community Room will kick off the event on June 13. On Saturday, June 14, an evening banquet at the NSM will feature speakers Paul A. Schweizer and Robin Lehman. Schweizer first

connected the *Lift over Drag* club and the museum by asking for a modern plane to exhibit. Lehman helped with the aerotow at IVSM '95 and is responsible for getting this new activity going in the United States. He is a leading advocate of aerotowing scale model gliders.

Derstine says the Germans are much further ahead in glider modeling. "They have spent more money, and have gotten more respect." The German pilots are anxious to come fly in the United States, and have had all the publicity related to Aerotow '97 translated into German over the Internet. "They're really promoting it," Derstine said.

Soaring enthusiasts are encouraged to come and witness one of the fastest growing activities in model aviation. There should be plenty of surprises and fun at this international event. For more information contact John Derstine at 717-596-2392 or E-mail: johnders@postoffice.ptd.net.

The event is also scheduled to become an international event with at least ten German pilots signed up to bring 20 scale gliders.

U. S. Soaring Hall of Fame

Saturday, May 3, 1997

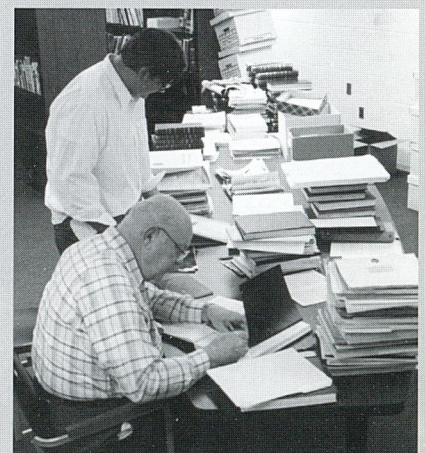
6:00 p.m. Reception

7:00 p.m. Banquet

1995 Inductees

**E. Gene Hammond
Carl Herold**

Call 607-734-3128 for reservations
Tickets: \$30.00



Director James Swinnich and Ted Burris sort through a donation of archival material given by NSM Trustee Floyd J. Sweet.

New trustees join the NSM Board



Robert Gaines

Robert Gaines, a longtime supporter of the National Soaring Museum, has now joined the ranks of the Museum trustees. Bob hails from Marietta, GA.

Bob grew up in Southern California and first got involved with sailplanes with the Douglas Gliding Club at El Mirage. He advanced to model gliders and then joined the Air Force so he could afford his new hobby.

Today Bob owns what he calls "a squadron - a fleet" of mostly vintage ships.

Robert Ball

Also joining the NSM Board is Robert Ball of Virginia. Bob got his start in soaring when he crewed for his uncle, Dick Johnson, at the 1950 Nationals in Grand Prairie, TX. "I was mightily impressed," he said. "I've been involved continuously since then."

In 1953 he soloed in Arlington, WA, received his commercial glider license in 1955 and completed his Silver "C" at the Texas Soaring Association in 1956-57. He moved to Washington DC in 1959 and has remained active with the Mid-Atlantic Soaring Association ever since.

While in Seattle Bob was taught by some of the best - including Peter Bowers, the internationally known aviation historian, and Joe Robertson, a director of the Soaring Society of America. He's particularly proud to have received his five-hour duration flight, his "C" and his Silver Duration all in the Goppingen Wolf, then owned by Peter Bowers.

Bob currently is part owner of a Schweizer 1-36 and a DG 202, and flies occasionally toward his Diamond.

Bob was active in the local glider clubs as he earned his electrical engineering degree from Purdue University and his master's at Stanford. He retired in 1964 after a career in electrical engineering and air traffic control system development. His wife, Nell, is an animal behavior specialist and longtime volunteer at the National Zoological Park in

Washington DC. Following a trailer accident, he rescued a 301 Libelle which he has totally restored. He picked up a pre-war glider from Argentina, the Rhonbass; and owns the Weihe which won the 1959 Internationals piloted by Dick Johnson. "It's a hobby that's completely out of control," he laughs.

Bob's son is in the fiberglass repair business. "He thinks sailplanes have to be made out of fiberglass, not wood, glue and dope!" Bob says. His wife, Alice, also joins in the sport. When they dated, Bob would "haul her out to Odessa, TX in 100 degree weather." But she loved it, too. She has soared with him in Southern France - an 8-hour flight up to Switzerland all the way around the Matterhorn. "The French-Swiss-Italian Alps are some of the most thrilling soaring. No words are adequate," he says. The couple also have a daughter who lives in Texas.

After the Air Force Bob joined Delta Airlines, piloting international flights. On his rounds he has been to the Wasserkuppe Museum several times, to the old Frankfurt airport which has gliders, and to a technical

museum in Vienna. When he visited the NSM he decided, "It's on a par with the best."

Bob attended the International Vintage Sailplane Meet on Harris Hill in 1995 with two of his gliders. He only flew each of them once, but that didn't matter. "I just wanted to hang around and shoot the bull." Pilots and enthusiasts from 12 different countries all enjoyed doing just that!

As president of the Vintage Sailplane Association, Bob sees the NSM and VSA working closely together. Now as a new museum trustee he says, "I want to be able to monitor the historic sailplanes of American design for the future."

Bob says he knows that the museum has storage limitations, but he enjoys the display of so many soaring craft. He wants to be involved with acquisitions. "People have put in so many hours, and we need to appreciate it."

Bob brings plenty of experience, enthusiasm and humor to the Board. Welcome, Bob, to the NSM!

Washington DC.

Bob's ties with the NSM go back to volunteer work when he delivered a ship to British Columbia for the museum several years ago. As a new trustee he will again be traveling with a ship in tow. He is scheduled to deliver the Backstrom Flying Plank from the EAA Museum in Oshkosh, WI to the NSM for the Flying Wing exhibit opening this summer. "When I was a member of the Texas Soaring Association, I was one of many who had the opportunity to fly that Flying Plank," Bob says. "On tow it was quite a handful, but in the air it was delightful!"

Bob says the EAA Museum is well known around the country, and he'd like the NSM to be known to the same extent. "The general theme of publicizing the museum and making it known to a deeper level of the aviation community is of prime importance." He says that the NSM needs to tell the public about its activities and content so they will want to come and find us in person.

Content of exhibits is another area where Bob would like to help. With a particular interest in instrumentation, he would like to direct some attention on that aspect of flight in exhibits. He's also interested in promoting outreach. "As the NSM develops loan exchange programs - that works well to further publicity and knowledge of the soaring museum." He is in favor of extending the collection in new locations.

Both Bob Gaines and Bob Ball attended



their first NSM board meeting held at the Soaring Society of America Convention in Arlington, TX in January. "I find it a stimulating group," Bob Ball said. "The aspect of having people from all around the country is good."

We welcome Bob Ball to the NSM and look forward to working with him.

Thank you

Leaving the NSM Board of Trustees this year after more than a decade of service are Jan Scott and E. Gene Hammond, both having served as vice president. Jan also served as president and was the prime organizer of the successful IVSM '95. Thank you both for your many years of dedication.

NSM's outreach tradition marks another significant historical gliding site

By James W. Swinnich - NSM Executive Director

The National Soaring Museum again expanded the bounds of our educational programs with the program in Hawaii during December 1996. Physically we are situated on Harris Hill, the Soaring Capital of America, but the ninth National Landmark of Soaring (NLS) and the 24th annual Barnaby Lecture continues our tradition of outreach to the soaring community and significant historical gliding sites throughout the country.

Simine Short, chair of the NLS committee, and Dave Luehring, who handled implementation in Hawaii, did a tremendous job in carrying off the two events and an NSM board meeting. The museum operates with four full-time people, four part-time staffers, and a group of equally dedicated volunteers. If the NSM is to continue conducting these outreach programs with a national scope, it will take dedicated commitment from soaring enthusiasts, like Dave and Simine, from around the country.

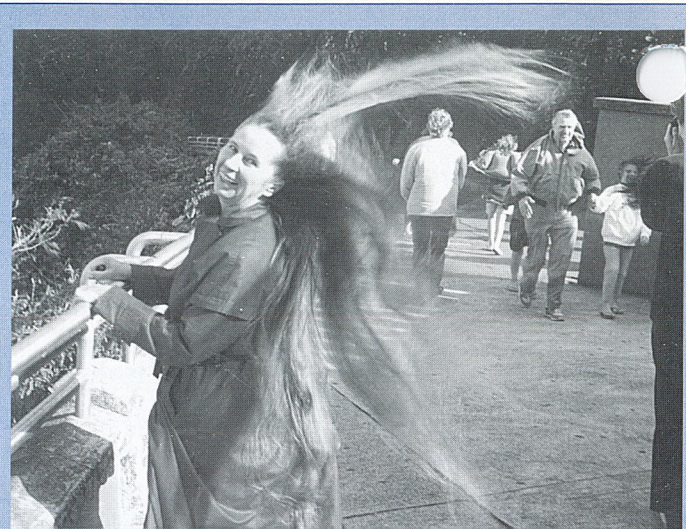
The plaque at the Pali, outside Honolulu (Oahu), will survive the constant, high winds to note Cocke's flight in the *Nighthawk* for future generations. Those privileged enough to hear Ted Bellak and Herman Stiglemeier speak about their experiences, learned of a time long past in soaring. Ralph Barnaby would have been proud of their presentations and the turnout to see these two pioneers of the soaring movement. Some of us were honored enough at the lecture to meet Alfred Smith, official observer for the 1931 contest in which Cocke set the endurance record. According to Dave Luehring, it was a thrill for Mr. Smith as well.

As with all educational programs, the December events were part of NSM's mission to collect, preserve, and interpret soaring history. If you could not make the trip, keep your eyes open for the next issue of the *NSM Historical Journal* where both of these historical events will be detailed. Regardless of whether you experienced these Hawaiian soaring events first hand, or will read about them, we were happy to have the chance to preserve Hawaii's role in soaring history.

Below, with the NSM's landmark in Hawaii are (left to right): David Luehring, an unidentified visitor, Simine Short and Jeffery Byard.



The NSM mailed out special recognition certificates to David Luehring, Ted Bellak and Herman Stiglemeier for their parts in the Hawaii National Landmark of Soaring and Ralph S. Barnaby Lecture last December.



Above, Mai Scott hangs on as the winds tug at her hair.

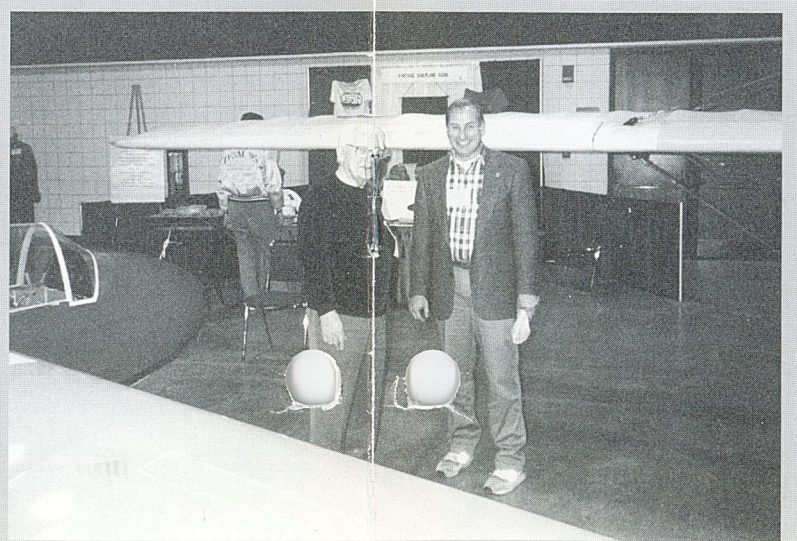
Visitors play in the wind at landmark site

Below, NSM travelers stand at an angle to keep their balance against the strong winds at Pali's cliff edge.



Museum hopping

NSM Trustee Floyd J. Sweet (left) and NSM President Jeffery G. Byard take a break from the Soaring Society of America Convention in Arlington, TX in January to visit the Silent Wings Museum in Terroll, TX.



The NSM's Goppingen Wolf: a classic comes to life!

One of the NSM's restoration projects that began last summer is beginning to take shape. The Goppingen Wolf that was donated to the museum in 1982 by William Clarke is being restored to the D-Chicago configuration and coloration that was first brought to the United States in 1935 by Joseph Steinhauser. This type of ship was the first design of Germany's Wolf Hirth.

"We're actually bringing this ship back to life," says Executive Director James Swinnich. "We've got 60-some sailplanes in the collection and limited exhibit space, and it's good to see something like the Wolf receive this restoration and attention."

This Wolf is one of only three left in the world - and the only one in the United States. Volunteers Dale Gustin and Erwin Jones have been repairing the ailerons and building a stabilizer from scratch throughout the winter. Restorationist Dick Kurzenberger prepared the work before he went south in December by building a jig and doing the math calculations and preparing a supply list. "It will take hundreds of hours to restore it," Dale said. But he really enjoys the nostalgia of it. "It goes back to the time Erwin and I started.

"It has beautiful craftsmanship. We're not sure in some ways how they did what they did," Dale said. "That's what makes it fun and challenging."

Erwin says. "The wood we're using here is heavier than what they worked with, and that makes it harder to work with."

"You just do it as you go along," Dale said. He says he hopes they have it ready to work with the fuselage and the fabric when Dick returns in April.

Jim said the museum was looking for a ship that the NSM could demonstrate during the International Vintage Sailplane Meet planned for the year 2000. "As part of the museum's mission, we're here to preserve and interpret. We usually do that with exhibits. Here, we get to actually put something out on the runway that is a museum piece. It's an effort to utilize one of our historical resources.

"The Museum gets a lot out of it, but the workers get a lot out of it, too," Jim continued, "unlike today where we're on the cutting edge of technology, they're learning restoration methods that get little use now. We're preserving not only the ship but the construction techniques that were originally used by Hirth. I think it's a thrill for them."



Above, NSM Volunteers Erwin Jones (left) and Dale Gustin put some loving repair into the Wolf's stabilizer.

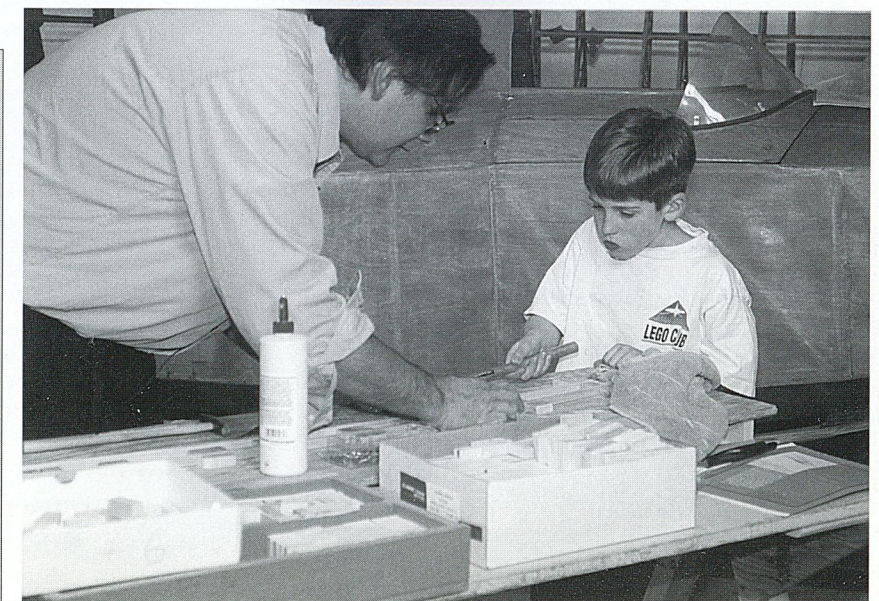
The closest thing to the Wolf that Dale flew during his career was the Minimoa. Erwin remembers the 2-place Baby Bowlus as one of the most beautiful wooden ships. Dale said the Orlik was another wooden classic.

The other remaining Goppingen Wolf sailplanes can be found in Brazil and South Africa. Working on this little piece of history here in Elmira is as exciting as seeing the finished product in action. "Seeing it made ready to fly is the most fun," Dale said.

NSM website gets a new look!

The NSM's website is getting a new look thanks to the combined efforts of NSM Volunteer Ralph Miller and Time Warner Cable. Ralph has been working with the local cable company and landed the NSM a spot as one of the sites chosen to demonstrate the capabilities of Time Warner's new Road Runner project. Time Warner and NSM have been working together to create the museum's web site which will showcase the experience available at the museum. The new look will include lots of pizzazz - including bright colors, a sailplane background, mini historical films from the museum and moving logos. It will be state

of the art! The new design should be up and running soon after you receive this issue of the *News*.



Left, James Swinnich instructs Jim Levins, Wellsburg, NY, in a personal rib-making session which was videotaped to include on the film page of the new Web site. Levins won the experience as part of the Fun @Museums program in 1996.

Recognition of Friends of the Museum

Annual Giving 12/1/96 - 2/28/97

Silver Benefactor

Edward F Knight

Museum Benefactor

Howard C Blossom
Floyd J & Isabel Bonet Sweet
Nelson Mooers van den Blink

Patron

Paul A Schweizer
Hubert & Ward Smith Jr
Vintage Sailplane Association
for Wolf Restoration

Sponsor

Robert H & Nell Ball
Howard E & Helen Burr
Robert E, Alice & Paul Gaines
in memory of Harold D Buck
Robert C & Vera Jane Heideman
James R & Maisie Houghton
Ernest & Eileen Schweizer
Theodore M Sprague
for computer exhibits

Sustaining

Virginia Auburn
James M & Janice Blum
Taylor M & Helen Boyer
Loris J & Martha Charchian
Peter R & Joyce Daniel
Thomas H Davis
Grant H & Jaye Fish
Angelo Fusco
James O & Dianne Howell
Davidson & Lois Luehring
Paul B & Judith MacCready Jr
Harry & Marilyn Meline
Ivren H & Zetta Moore
Paul G Nagle
Christopher Olszewski
Rudolf & Hanna Opitz
Irving O & Ruth Prue
Jane F Robens
Calvin W & Marilyn Weiss
Harrison F Wood

Family

Moses & Sophia Acee
Steve & Julie Albertalli
William R Bigge
Ludwig Binkert
Jill A Alcorn & Timothy Brinduse
Richard A & Dianne Amberg
Alan Angell
Richard K & Kathy Asbeck
Thomas G & Carole Beltz
Donald L & Norma Brooks Jr
Linn M & Leroy D Buell
in memory of Harold D Buck
John F & Jane Cadwallader
Wilfred J Dade
Per & Inga Danewid
Stephen & Jana Drane
Caroline duPont Prickett
Charles E & Lucile Easterbrook
John A & Jo Margaret Farris
Paul & Paula Finestone
Alexander Floroff
William M & Cecilia Foley
Bruce L & Alice Gaarder
Leslie K & Penny Gammons

Edward J & Irene Grandt MD
Richard J & Mary Rose Hausman
Donald C Hawkes Jr
John A Hobelman
Harold & Anna Hutchison
for Library/Archives
Kenneth L Jacobs
Robert N & Jean Johnson
Dana S & Dotty Johnston
Albert & Virginia Jones Jr
Roger & Libby Jones
Reuben E & Catherine W Joynson
Ernest A Kampe
Wm Marshall & Lois Lee
Ellwyn & Rosemary May
Richard J & Mary J Miller
Robert L Moore
Donald B & Elaine Moser
Robert M & Margaret Nady
Gerald C & Margaret Pomeroy
Ronald R & Betty Schwartz
Leslie E Schweizer
W Stuart & Lucia E Schweizer
Myron A & Margaret Smith
Neal G & Maureen Snebold MD
Gerald E & Mae F Starner
G Thomas Sr & Mary Ellen Tranter
Robert N Whittemore
Frank A & Marlene Woodward

Individual

Otto Bellinger
Richard H Benbough
Gunars Bumburs
Louis J Cacciotti
John H Campbell
Clifton J Chandler
Timothy J Cislo
Fred C Clarke
Francis H Cooper
Gino Dinucci
Harold Fredine
Ray Goodall
Frank R Gudas
Walter J Gurney
Frederick A Hefty
Thomas L Hine
Edward K Hoffman Jr
Frederick P Hughes
Robert L Hurni
William H Jenkins
David S Kaufman
Juri Kauk
Greg T Kendall
David E Kern
William J Kerns Jr
Irvin C Kinney Jr
Donald M Knabb
Robert M Krofft
Claude E Leibensberger
Glenn Lovell
William E McFadden
Henry Meyerrose
Hugh G Moser Jr
James E O'Reilly
William P Patterson

Matthew C Perry
Lawrence J Pusey
Margaret M Rappaport
Kevin Renshaw
James A Reynolds
Donald A Roberts
Fernando J Rueda
Micahel J Samek
Alcide Santilli
Clara S Schaeffler
Philip F Schmalz
Christina R Schnier
Jan Scott
Peter F Selinger
Richard Shenton
Frank L Sneed
Bruce C Spinney
William C Sproull
David T Sprouse
Janice Swinnich
Irving Taylor
Jeffrey B True
Theodore H N Wales
John M Weir
Charles T Williams
Frank E Woolley

Donations

Donald R Beebe
Richard H Benbough
Bruce G Bottoms
W.H. Cramblet
Judith Forrest
Charles R Lohre
William R Munroe
Manuel Panosian
Paul W Sasse
Edgar D Seymour
Karl Sommer

Harris Hill Soaring Corporation

Senior Members

Moses Acee
Zaven Arzoumanian
Robert A August
Joseph Bacon
Jack Badura
Lee Baker
Linda Baker
Keith Beardslee
Rolf Beyer
Donald G Bluh
Daniel Brojakowski
Howard E Burr
Wesley Buth
Tom Cassetta
Anne Catlin
Randy Cavazza
Elwin Cramer
O.Lawrence Creighton
Anne Dagan
David Dwyer
George H Edwards
Jon Edwards

David F Elliott
Dieter Ennulat
Harold Ennulat
Paul Everson
Tom Feehan
John Fessenden
Robert G Finn
William Gallagher
David Gardner
Stephen Garner
Kai Gertsen
John E Gill
Martin Green
Dale Gustin
Cole Hedden
Wade Hooker
William Guerry Howard

Jack Howey
Gary Hudson
Lewis W Hull
Franklin E Hurtt
Ben Hurwitz
B W Jeffrey
Edward Jensen
David L. Johnson
Jared Jones
Jason Kirk
Sean Kittrick
Raj Krishnan
Shane Lese
Gregg T Leslie
John M Lischak
Dieter Loenholdt
Juergen Loenholdt
Charles D Mampe III
William Marie
Archer Martin
Douglas S Martin
Joaquin Mason
Clark N McKinney
Matt McKrell
Justin McMaster
Roy McMaster
Wayne McMaster
John Miller
Jeff Moersch
Tom Moritz
Kathleen Morse
Sean Murphy
Hank Nixon
G. Scott Poley
Ian Pollard
Michael S Randolph
Matt Redsell
Donald Reeve
Gabor Revesz
Peter Revesz
Rene Reynolds
Frank Rhodes
Robert Richard
Dorianne Riggs

Alvin D Ryan
Keith Said
Joseph Schwager
Paul A Schweizer
William Schweizer
Ed Schwenkler
Jed Scovill
Clarence See
Stephen Shore
Robert Siegfried II
Eric Silberg
Shirley Sliwa
Dana J Smith
Edward Smith
Leigh Smith
Michael Snyder
Donald Solometo
Maura Sommer
Mark A Spetseris
Theodore M Sprague
Tony Spycher
Ken Stayer
Barry Stepp
Claude M Sullivan III
Janell Sullivan
Floyd J Sweet
Howard Trampenau
Jennifer Trimmer
John H Trimmer
A J van den Blink
Jan van den Blink
Mike Vossler
Timothy J Walker
Russell Webb
Heinz Weissenbuehler
Heinz Weissenbuehler Jr
Dave Welles
Paddy Welles
Tim Welles
Terry Wheat
Leon Wiggin
Kent Wolcott
Don Yearick
Cornelia M Yoder
Daniel Zigas
Sidney Zigas

Junior Members

C. Walter Arnold
Susanne K Beyer
Anthony Bonsignore
Peter Burdulis
Bill Cooch
Tim Coon
Jason Cramer
Jonathan Day
Mark Glauner
David R Graham
William Green
Erin Haag
Chad Harris
Andy Henderson
Alison Howard
Jason Howard
Mary Beth Klinger

Continued on page 7

National Landmark of Soaring

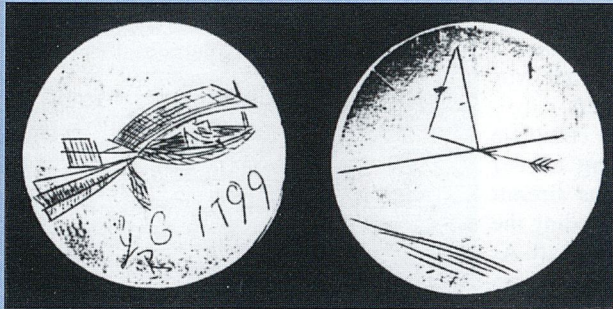
Simine Short \$413.87 (1996 cachets)

DEVELOPMENT NEWS

“Who Was Cayley, Anyway?”

By Jaye Fish, NSM Director of Development

Sir George Cayley (1773-1857) is recognized by many as the first designer of a craft capable of flight. He experimented for decades with kites, rotors, and airfoils. Cayley's 1799 design, incised on a silver disc, included wings, fuselage, tail unit, and propulsion independent of the lifting system—the first “modern configuration” aircraft. That disc was a vision of the future of soaring.



While Cayley's experiments fell just short of sustainable flight, he laid the foundation for Chanute and Herring, Lilienthal and the Wrights—for all who have taken to the air since. Cayley could not have foreseen how his legacy would shape the future. He could not have known how we, who love the splendor and thrill of motorless flight, are his heirs.

Since its founding in the 1960s, the National Soaring Museum has had many friends who cared about its future. Through their foresight, NSM now has a growing endowment fund that helps meet current and long-term needs for collections, archives, exhibits, and educational programs. We are also their heirs.

Your gift intentions, especially bequests, are a personal matter that you may wish to keep confidential. However, if you are willing to share your plans with us, the Museum would like to acknowledge your generosity through the *Sir George Cayley Society*.

Membership is open to all who share their bequest plans with the Museum, or who make an outright gift of \$50,000 or more to the Joseph C. Lincoln Endowment or other fund that supports the Museum's general operations.

Discussing your planned gift with us not only allows the Museum to thank you, it also helps ensure that your gift is worded so that it will continue to provide benefits long into the future. We are happy to assist you or your advisors at any time.

To be considered for membership in the Sir George Cayley Society, please call me at the Museum (607-734-3128). I will be glad to assist you.

Continued from page 6

Brian Lalor	Ken Niemczyk	Kyle Schweizer
Jeff Lapp	Dave Pangia	Elizabeth Schwenkler
Zachary Larnard	Kate Paone	Mike Soroka
Marcus Lewis	Kurt Peters	Chris Stalica
Steven Lewis	Justin Poet	Shane Stone
Jason Mallow	Josh Powers	Matthew Taft
Joseph Manlegro	Megan Read	Jesse Vondracek
Levon Marcellus	Courtney Robinson	Christopher Vabel
Timothy Marcellus	Alexander Ryan	Hugh Wheeler
Randy McMaster	Sam Schultz	Cindy Williams
		Diana Winebold

Meet our Volunteers!

Tom Welles - Volunteer Coordinator

Most of us are paid to be here at the NSM, but one person who comes up to Harris Hill almost every week comes *just for the fun of it!* That's Tom Welles, the museum's Volunteer Coordinator - and one of our most dedicated volunteers himself!

Tom started out by recording archival donations to the museum. We quickly learned what a versatile volunteer he could be - from doing mailings to teaching aerogami at a booth in the mall to judging kite contests. From there he stepped right in as Assistant Volunteer Coordinator when Jim Reinsmith went south for the winter.

Last spring when Jim Reinsmith married and moved south permanently, Tom fit very neatly into Jim's shoes. Today, the NSM staff informs Tom of their volunteer needs and he gets right on the phone to line up workers. It's a fairly easy task with NSM volunteers. "They're nice people - helpful and cooperative," Tom says.

But then, Tom's entire career has involved people. He has held numerous jobs in personnel and employee relations. He has acted in over 40 negotiation impasses and operated his own personal consulting business. You could say he's an expert at "people."

Tom was Director of Personnel at A&P where he oversaw the functioning of seven plants, was vice-president of employee relations at a small manufacturing company from which he retired, and then filled in for a year as Director of Personnel at Widener University in Chester, PA, and retired a second time.

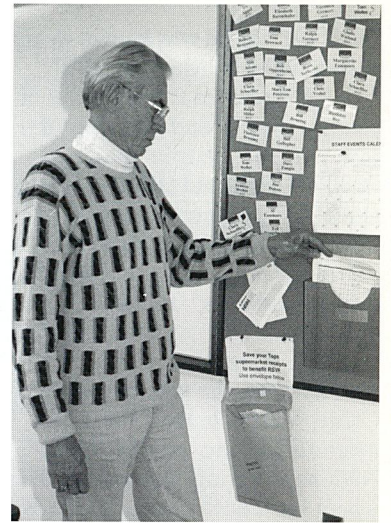
Born in Rochester, NY, Tom moved to Washington, where he worked at Boeing Aircraft, and then to New England. In the 1940's he served as an Army Engineer in Europe and the Pacific. He came to Elmira when he joined the Bendix Corporation. Here, he served two terms on the Elmira City Council. After his second retirement, he decided Elmira was where he wanted to be.

He met his wife, Marilyn, 24 years ago. She worked as a library clerk at the Steele Memorial Library in Elmira and later was in charge of circulation at Delaware Community College in Media, PA. The couple have seven children and 17 grandchildren between them.

Tom's hobbies include golf, skiing, sailing and building model boats. "I like boats," he says. "They're fun. You're out in the water, fresh air and sunshine." Tom and Marilyn both took a sailplane ride and spent the day at the Harris Hill field when they returned to Elmira. "There was a lot of activity," he said. Soon after that he was spending time in the NSM archives.

Marilyn also hooked Tom as a volunteer at the library where she is Volunteer Coordinator of the Adopt-A-Shelf Program. Tom has a shelf section that he straightens nearly each week. It's a job that helps feed another hobby of his - reading. His favorites are mysteries, WWII books and especially W.E.B. Griffin.

The Museum is very fortunate to have Tom Welles as a volunteer. Without his efforts and those of several dozen other volunteers, the NSM's small staff couldn't accomplish so much. Thank you, Tom, for keeping this important program operating!



In Memoriam Victor Mead Saudek

By Paul A. Schweizer

"Vic", as he was known to his friends, passed away on March 4, 1997.

Vic had lived through most of the U.S. soaring history and was one of few soaring people that met Orville Wright and talked to him about his pioneering flight in 1911. Vic was part of American soaring history and contributed many articles to soaring publications.

Vic started his soaring activity when he was attending Carnegie Tech in the 1930's. He attended some of the early National Soaring Contests at Harris Hill where he was in charge of the Barograph calibrations. We first met Vic there in 1934 and were soaring friends ever since.

Vic came close to having an Elmira connection when he fell in love with Barbara Rhodes, the sister of Frank Rhodes who owns the farm that was used for the national meets before Harris Hill. Barbara unfortunately died, and the romance came to an end.

During his stay at Carnegie Tech he and the Glider Club built the famous Flying



Anvil, a thunderstorm research sailplane. Vic graduated from Carnegie Tech in 1939 and on his trip to take a job with the Frankfort Sailplane Corp., he stopped to visit Orville Wright in Dayton. After working at Frankfort, he went to California to work at North American Aviation until he went with Pratt Read to help design and build the LNE-1 sailplane for the Navy. From there he went to All American Aviation to work on duPont's pick up equipment that was used on military gliders.

Vic had a very complete aircraft engineering career working for a number of famous aircraft companies on many projects including the Surveyor Spacecraft at Hughes Aircraft. As a moonlighting job, Vic played an important part with the Sierra Wave project from 1950 through 1955.

Vic was a real soaring pioneer and was very active with the National Soaring Museum. He and John Ludowitz added to the NSM's military exhibits by making a diorama of a C-47 plane picking up a Waco CG-4A glider. It is hoped that Vic's complete story will be told.



Aerogami at the Mall

The NSM participated in a Science of Arts program at the Arnot Mall in March. NSM volunteers and Mall student volunteers helped kids construct paper helicopters and airplanes to vie for a free sailplane ride from HHSC. The winning paper glider, made by Tony Burlew of Hammondsport, NY, flew an amazing 66 feet!

CALENDAR

May 2-3, 1997

Radio Control Sailplane Model Symposium and Demonstration in conjunction with the opening of the museum's model exhibit
NSM/Harris Hill

May 3, 1997

U.S. Soaring Hall of Fame Ceremony/
Banquet and NSM Annual Board Meeting
NSM

June 13-15, 1997

Aerotow '97 Festival
Model sailplanes & towplanes from three countries - banquet, speakers, awards
NSM/Harris Hill

July 18-20, 1997

Flying Wing Symposium
Eastern Sailplane Homebuilders
Association Workshop
NSM

September 20, 1997

6th Annual
Community Soaring Day/Kite Citement
NSM/Harris Hill

October 10-11, 1997

Northeast Aero Historian Meeting
NSM

Executive Director

James W. Swinnich

Editor

Carla Page

NSM News is published four times a year by the National Soaring Museum for all Museum friends. Address inquiries to: **National Soaring Museum**, Harris Hill, 51 Soaring Hill Drive, Elmira, NY 14903 607/734-3128 FAX: 607/732-6745 EMAIL: nsm@soaringmuseum.org. Check out our web site at <http://www.soaringmuseum.org>.

NSM

NATIONAL SOARING MUSEUM

Harris Hill

51 Soaring Hill Drive

Elmira, NY 14903

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
BIG FLATS, NY
Permit No. 10