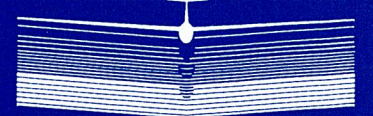


NSM NEWS

Newsletter
of the
NATIONAL
SOARING
MUSEUM

National Soaring Museum



Spring 1998

Vol. 8 No. 1

Celebrating National Women's History Month

Historical women aviators come to life!

Aviation history found the past meeting the present at the National Soaring Museum on March 20, 1998. **Visions & Voices 1998 - Women in History: Women in Aviation** scored a rousing success before an audience of nearly 200 people in the Edward A. Mooers Community Room.

Sponsored by the Women's Center of the Southern Tier, Inc., and the Chemung County Council of Women, the program featured the personal stories of three Elmira aviators: **Faith Hallock**, one of the first two women in New England to receive her private pilot license from the CAA in 1940; **Virginia Schweizer**, who earned her glider license in 1945 and later became the first woman to earn the Silver Soaring Badge; and **Elizabeth Schwenkler**, a 19-year-old Harris Hill Soaring Corporation (HHSC) junior member who represented the U.S. last summer in glider competition in Germany - one of only two women out of 75 pilots there.

"It's a privilege for the NSM to continue working with the Women's Center and the Chemung County Council of Women to recognize the achievements of women in aviation - especially Eileen Collins," said James Swinnich, NSM Executive Director. "It's an honor to have three distinguished guests speak as



Front row, seated: Faith Hallock, Elizabeth Schwenkler and Virginia Schweizer. Standing: Ruth Law (Ginger Schirmer), Jacqueline Cochran (Sue Skrocki), Elizabeth Cady Stanton (Pam Schmitt), Bessie Coleman (Wynton Norvell), Amelia Earhart (Carol Olszewski) and Blanche Stuart Scott (Myrna Marshall).

women aviators at the NSM. This is the type of historical program that we should be doing more often. When was the last time that you had three women aviators speak at a function and tell their stories?"

Adding to the flavor of the evening were costumed impersonators of famous women from aviation history who roamed the exhibit floor and shared their stories during the cocktail hour.

Each of the women acted their part in a unique and entertaining manner.

"Bessie Coleman," played by Wynton Norvell, impressed visitors with her determination to fly in the early 1900's. Since she was both black and female, she was refused entrance to U.S. flight schools. After attending flight school in France she returned home

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Virginia Schweizer, left, with Ginger Schirmer, center, and Sue Skrocki, right, who posed as historical aviators for the reception audience on the Museum's exhibit floor.

Historical women aviators - continued from page 1

to lobby for a flight school for African Americans. "I worked as a pilot in air circuses to earn money, and became quite a commodity," she said. Coleman died in an air accident in 1926, and in 1932 her dream was realized when a flight school was named in her honor in Chicago.

Also wandering through the crowd were Amelia Earhart (played by Carol Olszewski), Jacqueline Cochran (played by Sue Skrocki, Executive Director of the Women's Center), and Ruth Law (played by Ginger Schirmer, Chair of Visions & Voices). Law described her record long-distance flight in 1916 of 590 miles in under six hours between Chicago and New York City. President Wilson was among those greeting her at her destination.

An added attraction was Elizabeth Cady Stanton (played by Pam Schmitt), who said, "I came to see how the women were doing once they got the equality and the vote." She described a different lifestyle in the early 1800's for women - where they were not then allowed to go to college and were common property of their husbands.

The impersonators had spent the week of the event visiting classes in the Elmira and Corning schools. "We want the middle school kids - especially girls - to know that women can achieve," Skrocki said. "Girls that age lose their identity - talking about their appearance instead of what they're good at." NSM Curator of Education William Gallagher performed much of the research to create the biographical sketches from which the actors performed.

Included in the audience were Jim and Rose Collins, parents of Eileen Collins, the Elmira-native astronaut who was the first woman to pilot Space Shuttles in 1995 and 1997. She has been selected as the first woman Shuttle commander for a flight scheduled for December, 1998. Collins's blue cloth flight suit and a shirt worn during a Shuttle mission, as well as mementos from Schweizer and Schwenkler were on display and will one day become part of a Women in Flight exhibit at NSM.

"We're here to honor local heroes," Schirmer said as she introduced the guest speakers. The first two speakers were National Soaring Museum members Virginia Schweizer and Elizabeth Schwenkler.

Schweizer was the first woman to earn the Silver "C" Soaring Badge and first U.S. National Women's

Champion in 1947. She was elected to the U.S. Soaring Hall of Fame in 1971. "The aviation field really started with gliders," she said. She described what it was like to be a part of the first G.I. glider training operation in Sanford, FL and told how easy it was to buy surplus training gliders then. "It was a very cheap way to get started."

Schwenkler is continuing the tradition into the 21st century that Schweizer began. She joined HHSC when she was 14 and soloed only a month later. After she earned her Silver Badge in 1995, she began entering contests and won the Region 3 in 1996. That feat earned her a #2 rank of all pilots under age 25 in the U.S. and placed her on the U.S. Junior Team for the international contest in Germany in 1997.

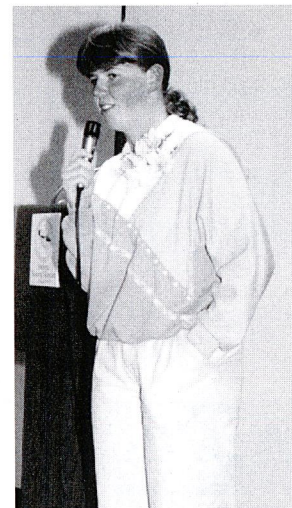
"I owe my success to the members of Harris Hill and the junior club," she said. "Twenty-five percent of the junior club is female and many are getting glider licenses. Harris Hill is an asset to our community. It builds character and responsibility for the future leaders of this area."

Hallock rounded out the program with entertaining anecdotes of her flying life. She joked about being a female pilot in the 1930s and about dealing with the cold weather of Vermont in a much more primitive airplane than we use today.

"I was so thrilled with the event," Skrocki said. "The turnout was more than I expected. The presenters each had such a unique style. The audience was a nice cross-section - we had everyone from Girl Scouts to a mature audience." She said the Girl Scout leader spoke with her later and said the girls had been thrilled to meet the aviators and were inspired by them. Another woman said her mother had dragged her to the event, but now she was eager to volunteer and become one of the impersonators.

"What a wonderful turnout," said Teresa Morrow, Past-President and board member of the Chemung County Council of Women. "I wish continued success to the Soaring Museum in its efforts to preserve these fascinating histories."

"We want the middle school kids - especially girls - to know that women can achieve."



Clockwise, starting at the top are speakers Elizabeth Schwenkler, Faith Hallock and Bessie Coleman (played by Wynton Norvell) and an overview of the audience as they enjoy Hallock's comical comments on her experiences in flight.

The Schweizer brothers - Ernie, Paul and Bill - were honored in March by their high school in Peekskill, NY, with induction into its Alumni Hall of Honor. The three, from the Classes of '30, '31 and '37, respectively, were honored for "realizing the dream of their youth and for pioneering one of the most elegant and challenging areas of aviation - that of the glider." They join an illustrious group that includes New York State Governor George Pataki.

"The Schweizer Brothers nurtured a youthful passion of flight and aviation into the Schweizer Aircraft Corporation, a family enterprise renowned internationally for the design and construction of aircraft," the induction program stated.

Paul A. Schweizer noted to the NSM staff

Peekskill High School honors the Schweizer brothers

that about 200 were in attendance, and that the Schweizers were introduced by Pataki's mother, Peggy. He said he was particularly amused when a gentleman in his 60's came up to him and asked if Paul knew who he was. He turned out to be a "little kid who had helped us build gliders," he said. "It was a little nostalgia."

Ernie Schweizer was unable to attend.

Paper glider flight wins real flight

William Layton, 12, of Elmira, was the winner of a sailplane ride in the Aerogami Contest at the National Soaring Museum's booth at Arts & Science Day at the Arnot Mall March 7, 1998.

William's paper glider flew 68.45 feet, five feet past its closest contender. He made four planes altogether with this four-wing design being the one to take the prize. "My brother did that design. He's 14." William said.

Over 30,000 people crowded the mall's hallway for this event. Exhibits included everything from biology demonstrations to theatre performances to hands-on experiments. Pat Dann, Executive Director of the Science & Discovery Center, said, "The paper airplanes were a hit all day!"

NSM volunteer Rose Terkoski said, "I



The NSM booth had a steady stream of paper glider enthusiasts all day.

thought it was a great day. Even some adults were in their glory. One man with his son spent 45 minutes to an hour at our booth, and an older gentleman tried to make a plane like he did years ago."

The NSM wishes to thank the Harris Hill Soaring Corporation for donating the sailplane ride.



GIFT SHOP NEWS

The NSM Gift Shop has added a variety of new space toys to its merchandise line for the 1998 spring season. Don't forget, current members receive 10% off their purchases.

NEWS BRIEFS

U.S. Soaring Hall of Fame is May 2

Thomas L. Knauff, of Julian, PA, and William C. Sproull, of Bloomington, MN, will be inducted into the United States Soaring Hall of Fame at the National Soaring Museum May 2, 1998.

The event begins with a 6:00 p.m. reception followed by a banquet at 7:00 p.m. and the presentations at 8:00. NSM's Gross Sky Ghost Youth Achievement Award and the Hugh Whitney Scholarship will also be awarded.

Reservations are available for \$30 each by calling NSM at 607-734-3128.

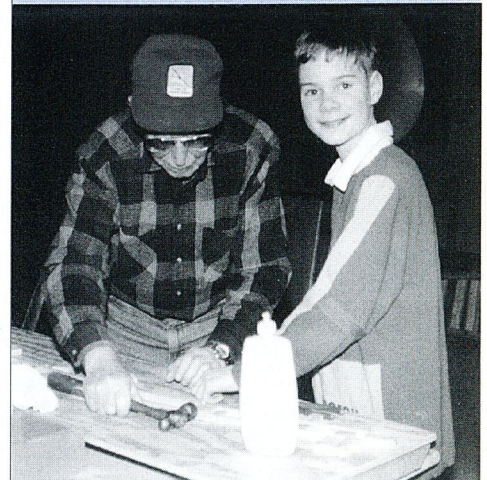
NSM trustee named

Wade Hooker, Endicott, NY, has been appointed a trustee on the NSM board. He is an engineer with IBM Corporation, currently with Endicott Development Lab.

He has been soaring for nine years and is a Harris Hill Soaring Corporation member. He flies a restored Schleicher Ka6-CR/PE sailplane.

Wade has revised the HHSC web site this year, which can be accessed at www.spectra.net/~hpsc. He is sharing this hands-on expertise with NSM and our web site.

Encampments rule!



Above, Dale Gustin builds a wing rib with Boy Scout Kevin Kremer of Big Flats, NY, at a March encampment at the Museum. The NSM has already held several encampment programs in 1998 with more being booked this spring. The sessions are so successful that they have spawned a Saturday Soaring Camp version on the second Saturday of each month, which began in April.

NEWS BRIEFS

Five countries plan to participate in Aerotow '98 on Harris Hill

Harris Hill will once again be the site for the international scale sailplane contest on June 11-14, 1998. This event with its unprecedented perfect three days of weather was such a success in 1997 that it's sure to draw a crowd this year. A German contingent will once again provide demonstrations and on the spot web coverage from the NSM office. Organizer John Derstine is predicting the event will draw 100 pilots and over 200 visitors.

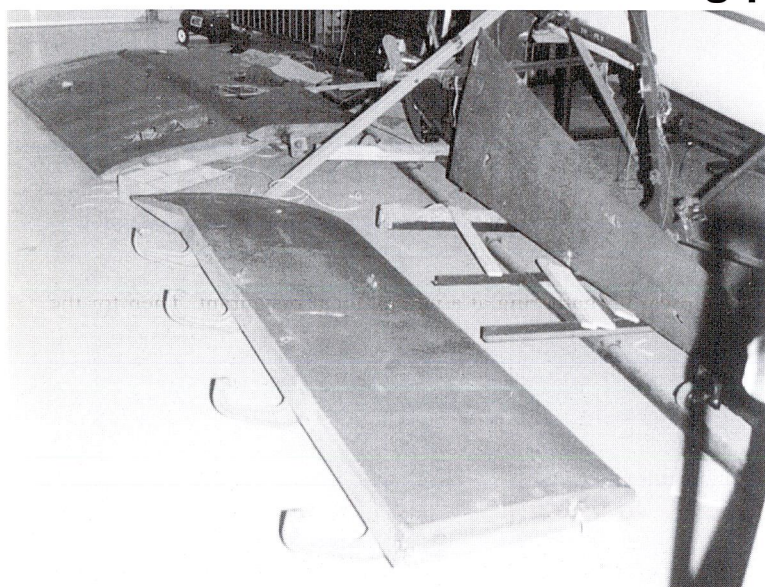
"I think this has got to be the most widely attended model airplane event in the country,"

Derstine said. "It has the potential of becoming one of the premier events - to grow into one of the major international R/C events. And Harris Hill is the draw."

Once again Harris Hill Soaring Corporation will fly full size sailplanes and towplanes adjacent to the model aircraft.

An excellent one-hour video of the 1997 Aerotow event is currently available. For more information on the video or the upcoming aeromodeler gathering, check out the following web site: www.geocities.com/CapeCanaveral/Lab/5739.

NSM receives CG-4A wing parts



The NSM's popular World War II cargo glider, the Waco CG-4A inhabits an entire corner of the exhibit hall. Still, there isn't enough room to attach a CG-4A tail section. Once these pieces, donated by the Glenn H. Curtiss Museum, are recovered, we will display them on the wall of the exhibit hall to show the enormous size of the glider.

Harris Hill caretaker shows off NSM mascot



The new Harris Hill Park caretaker, James Stuart, who lives next door to the Museum, recently brought his month-old daughter, Halie, over to meet the NSM staff. Left to right, Mary Flaspahler, holding Halie; Dianne Storch, James Stuart and his wife, Sue.

July 1-8, 1998

The 1-26 Championship returns to Harris Hill after 33 years

Welcome 1-26ers...

By Paul A. Schweizer

Co-designer of the 1-26

In 1954 there was a growing need for a low-cost club-type sailplane in which pilots could earn their Silver "C" and Gold "C" awards. The 1-23 sailplane that we had in production at that time was considered too expensive at a price of around \$4,000. So Schweizer Aircraft Corporation moved ahead on a new sailplane which became the 1-26.

We felt that if we could sell this sailplane in sufficient quantities, a "one-design class" could be started in the USA. This idea was inspired by the decision to add soaring to the 1940 Olympics by creating an "Olympic" one-design sailplane in which all competitors would fly. This is the fairest type of competition and one that eliminated the need to get a new sailplane every few years to remain competitive.

Unfortunately, World War II caused the 1940 Olympics to be canceled, and no effort was made to get soaring in the Olympics after the war. So we promoted the idea of the 1-26 being the basis for a one-design class.

To encourage this idea SAC sponsored the first 1-26 Regatta in 1955 and seven 1-26's were entered. During the contest the idea of creating a 1-26 Association was proposed to encourage fun-type one-design class competition and the 1-26 Association was formed.

We held a 1-26 Regatta each year at Harris Hill and as the number of entrants kept growing as production of 1-26 increased we decided to hold the first 1-26 Championship in 1965. This started a tradition of having a yearly 1-26 Championship that would move around the USA each year. As the number of 1-26's flying increased, these Championships grew in size and became a tradition that led to the creation of the new World Class sailplane that also makes available one-design class competition, but on a worldwide basis.

By John Trimber

Contest Manager

Harris Hill Soaring Corporation is pleased and honored to host the 1998 1-26 Championships. Harris Hill historically has been a championship site, hosting many early National Soaring Contests prior to the current Class system. Many early 1-26 Regattas took place at Harris Hill, prior to the current Championship format. The last national competition was the 1987 Sports Class Nationals, with only biannual regional contests since that time.

The Chemung Valley has continued to be a strong soaring area, with combined sailplane launches from Harris Hill and Schweizer Aircraft frequently passing 100 on a good soaring day. Harris Hill maintains a fleet of nine sailplanes (including five Schweizer ships) and three towplanes. Our air strip is part of a county park, which includes the National Soaring Museum, an amusement park / driving range, picnic areas and many other recreational opportunities.

In 1995, HHSC and the National Soaring Museum hosted our first truly international event, the International Vintage Soaring Meet. The upcoming 1-26 Championships, also an international event, will again be a cooperative effort with the NSM and HHSC, this time being joined by Schweizer Aircraft. The Schweizer company still is soaring at their roots, as will become apparent from the entry list. We hope to make this Championship a memorable event for everyone in attendance

Special 1-26 sailplanes will fly

Schweizer Aircraft Corporation produced 700 of the 1-26 sailplanes. The National Soaring Museum owns the first and last of those ever produced. Number 700 will be outside on static display during the contest. Les Schweizer, one of the second generation Schweizers, will come out of retirement from competition to pilot one of his 1-26's, Number 699. And hopefully Hank Nixon will be on hand with his Number 2.

Harris Hill Soaring Corporation will have a number of contenders in the Championship besides Les. Stuart Schweizer and Paul H. Schweizer, the other second generation family members, will team up as well as HHSC seniors John "Corky" Gill with Sid Zigas and Shane Lese with junior member Kyle Schweizer (see story below).

Celebrating the 1-26 Championship - regatta style!

The tradition of the 1-26 Championships started here at Harris Hill in 1965 when Walter "Bud" Briggs became the first Champion. Actually, it all began here 10 years earlier than that - on Labor Day in 1955 with the first 1-26 Regatta and the 1-26 organizational meeting. Now, for the first time since that premier event in 1965, the contest is returning to its birthplace on Harris Hill.

To celebrate this return, the Harris Hill Soaring Corporation (HHSC), National Soaring Museum (NSM) and Schweizer Aircraft Corporation (SAC) have a variety of activities planned for the week.

Monday and Tuesday, June 29-30 will be practice days. NSM will kick off the contest Tuesday, June 30th with an evening reception and the mandatory safety meeting to be held in the Edward A. Mooers Community Room.

On Wednesday, July 1, old-time 1-26 pilots will hook up the tow lines for the official start. HHSC will sponsor a cookout at the Harris Hill youth camp on July 2.

The Fourth of July will take the celebration to

Schweizer cousins team up to compete in 1-26 Meet

Two members from the third generation of the Schweizer clan are teaming up to fly in the 1-26 Championships in July on Harris Hill. Cousins Kyle Schweizer, 19, and Shane Lese, 26, share both a grandfather, Ernest Schweizer - one of the three co-founders of Schweizer Aircraft Corporation, and a love of soaring.

"We've never flown together," Shane says. "It'll be neat to fly with a relative in the 26 Nationals."

He added that Kyle still needs to meet some requirements before the contest. He has never flown in a contest before, whereas Shane has participated in the Region 3 contests the past couple years.

Both cousins began in the family tradition of soaring at age 13. The sailplanes that they and Kyle's father, Les, will be flying in the 1-26 Championships are still in the process of being restored. Shane says he hopes they will be ready in time.

Shane also owns two other sailplanes. "I'm just starting to get involved in the season now. I'm going

SAC for a picnic and tour followed by the Elmira Corning Regional Airport's annual fireworks display. These will be first-rate seats for a great show!

Proposed for Monday, July 6, is a task set to end at the Hammondsport, NY airport followed by visits to the Glenn H. Curtiss Museum and local wineries.

The next morning when the trailers return to Harris Hill, a proposed assembly contest would provide some of the fun of the first 1-26 regattas. Which crew can rig a 1-26 the fastest? The old record was four minutes! That means from trailer to flyable condition, every bolt, nut and pin in place to fly. Sounds like fun!

On the last evening, HHSC wants to organize a gathering at a nearby local restaurant. Then for the official closing on Thursday, July 9, NSM will hold the awards brunch in the Community Room.

Current updates on the contest and activities can be found on the 1-26 website: www.serve.com/126ASSN/

to have to do some practicing."

"There's some very good pilots in the nation and within the 1-26 category. Soaring is unique in that it's not a cut-throat type of activity. Your competition is to up your own ability." Shane, a high school physical education teacher, says. "A contest is the camaraderie and the unity. The social events - that's what makes it fun."

Flying as a team, Shane and Kyle will develop a rotation system of who flies on particular days of the contest. Shane says his greatest soaring accomplishment to date is flying over

200 miles. "The performance of the 1-26 isn't up to those kind of distances, with the weather conditions here at that time," he says. "The 1-26 is a very easy sailplane to fly."

"The biggest thing is just to compete in the 1-26 Nationals - and then with a family member," Shane said. "It's just about the tops!"

"The biggest thing is just to compete in the 1-26 Nationals... and then with a family member. It's just about the tops!"

Recognition of Friends of the Museum

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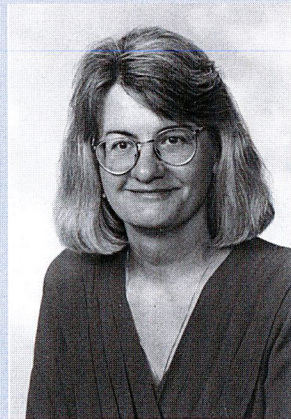
DEVELOPMENT NEWS

"If You're Too Young to Have a Will..."

... then the state where you live has written a will for you. It has decided who will get your sailplane and car, the balance in your checking account, your mutual fund shares, that portrait of Great Aunt Louise—everything.

Even if you think you're too young to have a will, or not wealthy enough, a will can reduce your estate settlement time, costs, and possible taxes. It can also allow you, not your state, to appoint someone you trust to manage your estate, and lets you provide as you wish for your family and friends.

Many reputable attorneys offer a modestly priced will for simple estates. It's well worth the few hours' time it takes to make sure your family is protected and special friends remembered.



**By Jaye Fish,
Director of
Development**

Once you've planned for your family, charitable bequests can also be included in your will.

Gifts to recognized nonprofits such as the National Soaring Museum can reduce the taxable portion of your estate as well, leaving more to be distributed to your heirs.

If you already have a will, recent tax law changes make this a good time to see if it's time to revise. Simple inflation, stock market performance, or changes in real estate values could easily boost your estate into the new taxable range. Or a drop in values can leave you with less than when you originally wrote your will.

Have there been any births, marriages,

divorces, or deaths since your will was written? Is your executor or personal representative still capable and willing to serve? Are there minors or elderly adults in the family that need special consideration?

And if you have remembered the National Soaring Museum in your will, please let us know. Your estate is a private matter, of course, but if you're willing to share this information with us, we'd like to acknowledge your generosity with membership in the Cayley Society. Let us thank you now for helping us preserve soaring history into the future.

Too young to have a will? None of us are, and it's the ultimate expression of caring for those we will eventually leave behind. And, only you know who should get that portrait of Great Aunt Louise.

Call NSM's Development Office at 607-734-3128 if you'd like to discuss a bequest or other planned gift. The Museum can work with your legal and financial advisors, but they should advise you on your specific requirements.

From our readers...

**By W.R. "Tommy" Tucker
Deposit, NY**

During the summer of 1930, there was a lot of publicity that a National Glider Meet was to be held in Elmira. This was the climax of a great deal of news this sport was receiving. Probably a result of Lindbergh's famous New York to Paris flight in 1927. It sure did stimulate a lot of young minds towards gliding.

In Deposit, I was one who attempted to build a simple glider, but without any real plans. Not knowing about dope to apply on muslin-covered wings, I brushed lead paint on them which made the craft too heavy to lift, much less able to fly. Still there had to be a way, so a few of us formed a club and elected Gordon Perry, the only adult, to be president.

In the summer of that year we followed the announcements emanating from Elmira concerning this first so-called National Glider Meet. Frank Hawks had just flown across the United States in a Franklin secondary glider, towed by Duke Jernigan in a taper-winged Waco. Wolf Hirth had landed in New England, having crossed the Atlantic Ocean from east to west in a small low-winged plane.

Coming in Germany, he landed in Iceland and Greenland on this historic flight. Seemed remarkable for a man handicapped with a wooden leg. These famous men and others would be competing in contests to determine who would be the first American champion glider pilot.

Guest Column

We couldn't miss this event so my dad was persuaded to drive us to Elmira in his Peerless.

South Mountain was the Elmira target for the action, just about 75 miles from home. Here on the top of this hill there was a cleared spot, facing west with a forest in the back of it.

Glider launchers were launched with shock cord lined up in a V shape, out in front of the craft. Five or six boys would grab the cord and at a signal from the pilot they would start running down the slope.

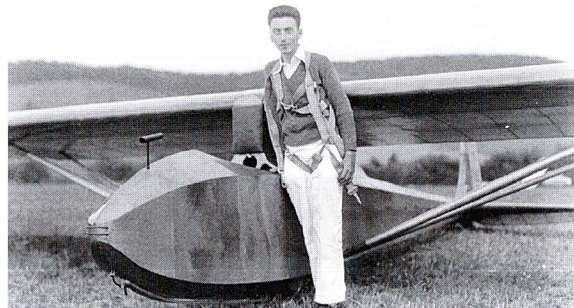
Meanwhile, others held the glider back, letting go on the pilot's command and he would be sling-shot into the air.

I was lucky enough to help launch several of these flights, including Professor Franklin from Michigan, in a Franklin secondary, a Baker-McMillen Cadet with Warren Eaton, Hawley Bowlus in one of his own make, Wolf Hirth, Jack O'Meara and others I am not able to recall.

The idea of these flights was to gain altitude by using slope currents. The best plan seemed to be making figure-of-eights, always turning away from the hill and into the wind. This resulted in a loss of several feet going

Although submissions are welcomed, the NSM is not responsible for the historical accuracy of submitted material.

with the wind but usually a bigger gain into the wind. If the pilot was successful he could land back up on the hill. The unfortunate one who lost more than he gained would end up at the airport below. A good deal of time was



Martin Schempp and Kassel 25 "Professor" Haller Hawk in 1933. Photo courtesy NSM Archives.

lost then as the ship had to be taken apart, put on a trailer and towed up the hill and reassembled. The exciting part of the successful flights was watching them diving to pick up speed, then zooming up the

slope and touching down near the top, stopping at the launch site. Tricky as it was, most succeeded, however I do remember that Frank Hawks misjudged his speed and rolled into the edge of the woods. No damage was done in this instance, luckily.

While mingling with the pilots we met a young German named Martin Schempp. We told him about our club and described the hills around Deposit. He expressed an interest in all of this and a desire to look us over. We invited him to come and help us get started.

A few days after that historic meet we were surprised by the arrival of that young

Continued on page 8

Guest Column (Continued from Page 7)

German pilot. True to his promise, he gladly spent a day surveying many hills that could be launching sites for fledgling primary glider students. I'm not sure if we made any decisions that day except to voice our strong hopes of obtaining a Waco kit to assemble and fly. We were advised to take this route as it was more affordable and certainly educational.

County fair time starts early in the summer and runs through the fall season in our part of the country. Norwich was the site of Chenango's and one of the attractions was a glider exhibition. Jack O'Meara had won the first national contest at Elmira and he was to show his sailplane and give a demonstration flight.

Irving Tinklepaugh, a fellow club member, and I decided to ride our bikes to Norwich for the big event.

It was 3:00 one foggy morning in July. Our route took us through Afton, North Afton, Coventryville, Oxford and up the Chenango River to Norwich. It was 45 miles of hills which forced us to walk up one side but ride down the other. We sure built up speed then and in good time, arrived at the Fairgrounds around 9:00 a.m.

According to the spectator's program the glider exhibition was timed for mid afternoon. That gave us a chance to ride up to the airport, about three miles north, and see Warren Eaton's Cabin Waco and Baker-McMillen Cadet glider.

Back at the fairgrounds, we met our

friend, Martin Schempp. He seemed a bit upset as he had hoped to be part of the show. However, Jack O'Meara, new national Champ, chose to do it himself. The actual flying part of the demonstration would be a launch from an east side hill and a landing



First National Soaring Champion Al Hastings standing next to pilot Jack O'Meara. Photo courtesy NSM Archives.

inside the racetrack in front of the grandstands. Obviously a pretty tricky maneuver, as it could be done only once, no practice, and no engine if needed. He must judge distance and speed plus altitude and wind. He had a rather small target and could not afford any mistakes.

Sure enough, when the time came he made a good launch, gliding down in a couple of "S" turns. We were fascinated by his control and good judgement as he came in over parked cars, a fence and just cleared the track, landing in the center of the field in front of a grandstand filled with cheering customers. His single wheel, just behind the center of gravity allowed him to touch down then raise the tail which pushed the nose skid into the grassy field coming to a stop.

One more trip to the airport added another six miles before leaving for home. A long day and 102 miles of biking, but how rewarding to a couple of 16-year-old would-be aviators.

As an early glider enthusiast, Soaring Society member and one-time owner of a Bowlus Sailplane S28, I still maintain my interest in the great sport of soaring - Tommy Tucker

CALENDAR

May 2, 1998

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

June 13-15, 1998

Aerotow '98 Festival
**Modelsailplanes & towplanes from five
countries-banquet, speakers, awards**
NSM/Harris Hill

July 1-8, 1998

1-26 Championship Meet
NSM/Harris Hill

July 13-17, 1998 (GIRLS)
July 20-24, 1998 (BOYS)

Eileen Collins Aviation Youth Day Camp
NSM

July 16-19, 1998

Thurs: Motorglider Symposium
**Fri-Sun: Eastern Sailplane Homebuilders
Association Workshop - NSM**

September 10-12, 1998

**OSTIV Sailplane Development Panel/
NSM Board Meeting/26th Annual Ralph S.
Barnaby Lecture** NSM/Harris Hill

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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

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