

# NEWS

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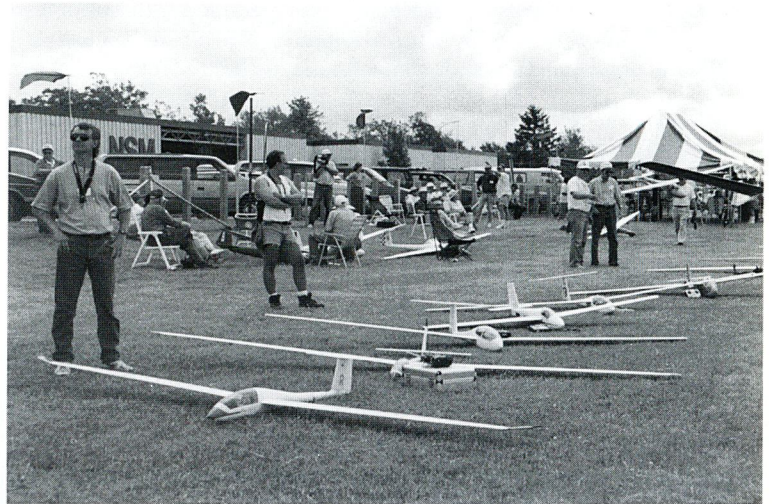
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Although the weather wasn't as spectacular as in 1997, Aerotow '98 still produced a better turnout of radio controlled sailplane activity this year, according to event organizer John Derstine. The 77 registered pilots were 20 more than were on the roster last year, and the event pulled people from a larger area including Germany, Canada, Switzerland, and both coasts of the United States.

"This has become the landmark scale Aerotow event in America," says Derstine. "People want to come to see Harris Hill." He said many people told him this is a great place to have the R/C event because the museum and the gliderport are here.

"They did fly every day of the four-



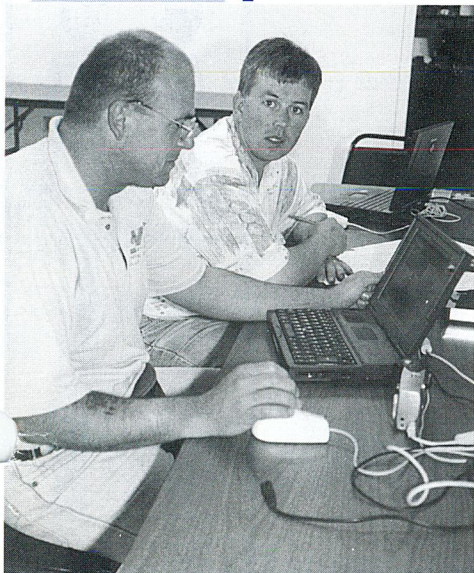
## Aerotow '98 flies high despite rainy conditions

day event," Derstine said. But this year the rain created opportunities for visiting among the contestants. "There was a lot of comparing of ideas...a lot of time to talk to fellow contestants."

The Germans have organized R/C events for 20 years whereas the U.S. has only been doing it for five or six years, Derstine said. Aerotow '98 "brought together two continents" in discussing ways to set up flight lines and deal with technical aspects of the production. The 1997 Elmira event drew factory team people from Germany, but this year several individual German enthusiasts also attended and were happy to share their ideas with the Americans.

A highlight of the Saturday activities was when Heinz Weissenbuehler Jr. put on a demonstration for the crowd in his full-size ASW-25. Following a rainy morning on Sunday, the skies cleared and conditions for slope soaring were great. "People who stayed really benefitted," Derstine said. A raffle held during the

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Upper right: The modelers gathered on the gliderfield whenever the rain stopped. Above, top: An unidentified pilot carries his R/C ship in front of the NSM. Above: the Harris Hill Soaring Corp. juniors drew a crowd with their picnic lunch. Left: Germans Michael Schellberg and Ralf Scheifele fed the website with "live action" reports and photos of the event.

## Aerotow flies high despite rain

Continued from page 1

three-day event was extremely successful and yielded some magnificent models and supplies for the winners.

On Friday, a picnic was held at the Harris Hill Youth Camp for over 100 of the modelers. Derstine said it was enjoyable, particularly for those who stayed late. Michael Schellberg, one German visitor who kept the Internet alive with photos and reports of the event, taught a custom dance which was somewhat like a line dance while maintaining a beer in one hand.

On Saturday evening the awards banquet was held in NSM's Edward A. Mooers Community Room. Another German, Jan Kankurt Hoffman, brought trophies for the winners, distributed model kits as gifts to the modelers' youth group and handed out plaques to Derstine, his wife, Judy, and NSM.

Schellberg and Ralf Scheifele spoke to the banquet attendees on

how the Internet is bringing people together all over the world. They showed some of the latest technology in the field. Schellberg reported later that there had been over 10,000 hits on their "Elmira Live Report" website



As soon as the clouds broke on Saturday, the modelers rushed to the glider field with their ships. Above is the lineup awaiting a tow during the sunny spell.

during the four days. The coverage generated nearly 1,500 emails within the first week.

The third speaker, Adrian Eggenberger, presented a slide program on his adventure in climbing one of the highest peaks in Switzerland with a pilot team to fly two scale sailplanes safely down a vertical drop of over 10,000 feet.

"We have well established ourselves as one of the largest scale events of this type in the world," Derstine said. "We look forward

to continuing to draw people and promoting Harris Hill and Elmira." He extended hearty thank you's to both NSM and Harris Hill Soaring Corporation for their cooperation in the event.

## Getting it Right !

The previous *NSM News* (Spring 1998), included lead-in coverage of the Schweizer SGS 1-26 Championships (held on Harris Hill 1-8 July 1998). A title over one of the stories also included a grievous error. As we all know, it was Ernie Schweizer who was responsible for the very popular 1-26 design. Paul was credited as being a co-designer in this title; with typical Schweizer responses - reserved and humble - Paul expressed his displeasure more than Ernie. How the mistake passed through edits here is incomprehensible. As director, I take full responsibility. I do hope the Schweizer family, especially Ernie will forgive the NSM disseminating such misinformation.

Not only is it the responsibility of the NSM to collect and preserve sailplanes, related artifacts and documentation, it is our mission to also interpret soaring history. As

curators of the first and last 1-26 it is also our task to "get it right" when writing for our members and public. With their writings and continued contributions the NSM, the Schweizer family is aiding us in this attempt as well.

Just as the Schweizer family have gone out of their way to not overemphasize Schweizer Aircraft glider production and its impact worldwide, we have also attempted to properly recognize the contributions of each Schweizer family member, regardless of generation, gender, or roles in soaring history and museum development. They apparently have done a better job. Outside the Schweizer 1-26 (displayed for the championships), the sole Schweizer sailplane on display in the museum was a replica of the SGP 1-1 (on loan from Schweizer Aircraft).

-James W. Swinnich

## In Memoriam:

### Howard Blossom

By Jack Laister

Soaring lost one of its early pioneers when Howard Blossom died December 5, 1997 at the age of 88. He was a long time and very good friend and a former employee of mine. I first met Howard when he invited me to a meeting at his home in Ladue, MO in the winter of 1940-41. Howard wanted to organize the St. Louis Soaring Association and this would be its first meeting. He went forward from that day putting on exciting demonstrations with his Wolfe sailplane to attract newcomers and purchasing a new Frankfort two-place trainer with which he was giving flight training to the members of this new association. This glider was a predecessor to Stan Corcoran's Military TG-1 of WWII.

In the late 20's Howard attended Cal. Tech. in Pasadena, CA. There he met John

### Franklin E. Hurtt

By Paul A. Schweizer

The first contact that I had with Frank Hurtt was in the early 1930's when Herbert Sargent, a fellow student at NYU Guggenheim School of Aeronautics, introduced me to Frank. Frank had been a high school classmate of Herb's as well as a fellow power flying enthusiast.

My brothers and I organized the Hudson Valley Soaring Club in the middle 1930's and Frank and Herb became members. At that time the club had the SGU 1-3 "Brick" utility glider and soon after they bought the prototype SGU 1-7 which was named the "Cruller". The club operated from the Wurtsboro Airport, NY.

Frank had graduated from Pratt Institute and had a graphic arts position with J. Walter Thompson Advertising Agency. Frank and Herb often went with us on our yearly pilgrimage to Elmira from Peekskill, to attend the national soaring contests in the 1930's.

When the U.S. Air Force started their military glider program in 1941 Frank was hired by the Elmira Area Soaring Corporation to be a glider pilot instructor at their military glider school in Mobile, AL. There they trained pilots for the troop and cargo gliders used in WWII.

After that program tapered off when sufficient glider pilots had been trained, Frank became a powered plane instructor in an Air Force flight training facility in Tennessee and then in South Carolina.

When that program ended in 1945 Frank moved to Elmira and joined Schweizer

## Howard Blossom & Franklin E. Hurtt

ierce, another student who had constructed a two-place PRIMARY training glider. It is my understanding that Howard's first flight was in that primary on the ten open slopes around the Palos Verdes hills south of Los Angeles.

Throughout the '30's he vacationed on Cape Cod and soon became a graduate student of Parker Leonard's, flying the various gliders of that era on the sand dunes of the Cape, including a primary glider on floats.

When WWII came along and I formed the Laister-Kauffman Aircraft Corporation in St. Louis, I asked Howard to become our chief glider pilot and chief of quality control. I have always felt that his integrity and tenacity saved L-K from many very potentially dangerous situations. A clear example was with the CG-4A wing strut fitting that failed during an air show at Lambert Field in 1943. All 15 VIP's aboard were killed including the

Aircraft as a glider test pilot and chief instructor of the newly formed Schweizer Soaring School. He also did the company's graphic art work and assisted with its advertisement program and with the subcontract work with Fairchild Aircraft.

Frank continued his soaring activity and soon earned his Silver "C" award #47. He flew in a number of regional and national soaring contests. In November of 1945, Frank and Paul A. Schweizer set a new national two-place glider duration record of 9 hours and 17 minutes. He broke this record in March of 1946, with Richard Powell in the prototype 2-22 when they stayed up 10 hours and 9 minutes.

When we had to reduce the glider program in 1948 Frank took a position with the Ithaca Engraving Company as graphic arts director and there he developed many contacts with Cornell University.

He went with Cornell in 1961 as a graphic arts designer and added his artistic touch to various projects of the Athletics Department. He assisted with the football program and made many of the covers. He also did layout work and design for NCAA wrestling, swimming and lacrosse championships, lacrosse all star games and the Cornell Heptagonal indoor track meets. Although he retired from Cornell in 1978, he continued his contributions to the Cornell Athletics Department.

Frank continued his soaring activities by commuting to Elmira and he was involved with SAC's advertising and promotional program to popularize soaring in the USA. He was runner-up in the Soaring Society of

mayor of St. Louis. The inferior fitting that failed was made by the same machine shop that produced that fitting for L-K. Our records reflected that we had rejected about 25 percent of the fittings furnished. Robertson had relied on the government source inspection procedure and had not rejected any of the fittings. Howard had recognized at the outset that it would be difficult to inspect the critical wall thickness of this fitting and had designed a special tool to check it. He didn't bring you problems. He brought you solutions.

He loved to tell funny stories that were based on some fact. One of his favorites concerned the event of installing a new lathe in the L-K Plant. Howard had impressed those concerned of the importance of setting the ways or bed level. Production Manager, John Novak, was impatient and the installation didn't pass the first one or two inspections. Finally with some help from Howard, the installation was okay. Now the maintenance

chief, a retired blacksmith in charge of the installation, said to Howard, "You know the Navy has very good machine shops aboard their big ships. Tell me how do they keep those lathes level."

Howard was a member of the U. S. Soaring Hall of Fame. His name is prominently displayed on the Memorial, located in the St. Louis International Air Terminal, dedicated to those who developed the big Trojan Horse glider. A few years ago the St. Louis Soaring Association was about to lose the use of the airport that had been their base of operations for many years. It was to be sold to a housing development. Howard bought the airport and it is now the property of the St. Louis Soaring Association. A large bronze plaque dedicated to Howard is on one of the buildings there.

So long Howard. You will be missed dearly by all who knew you.

**Right, Frank and Betty Hurtt at the 1996 Von Stocki exhibit opening, an exhibit for which Frank coordinated the design. Below, Frank, in a typical stance on a ladder as he worked on an exhibit layout. With him, left to right, are Paul A. Schweizer, former Director Shirley Sliwa, and Betty.**



America's logo design contests and designed many of the certificates, posters and other printed material used by the SSA, NSM and the 1-26 Association. Frank also designed various SAC advertising pieces including the annual Christmas card. He usually did the art work for the back cover Schweizer ad in Soaring Magazine which started in the July/Aug 1952 issue and continued uninterrupted through May of 1985 for a total of 33 years.

Frank assisted with the creation of the original Harris Hill Soaring Museum in the Harris Hill Administration building which led to the National Soaring Museum in 1969. He



assisted the NSM in many ways as it grew and acquired the present NSM building. In 1980 he took an active part in the exhibit committee along with his wife, Betty. They played an important part in the new exhibits that were added each year, for 16 years, until he had to taper off in 1997 due to health reasons.

Frank contributed much to the soaring movement, and to the NSM, the SSA, Schweizer Aircraft and the 1-26 Association soaring programs, and much of his art work will continue to be a part of the soaring movement. On a personal basis, I have a copper sculpture of soaring birds over my fireplace that Frank made for me, which will continue to remind me of Frank and his many contributions to soaring.

# Two Harris Hill Soaring Corporation Juniors honored for commitment to aviation

Two exceptional teenagers of the Harris Hill Soaring Corporation Junior Organization in Elmira, NY, were recently honored by the National Soaring Museum for their outstanding commitment to aviation.

Justin Poet, 18, of Lowman, NY, was awarded the annual Gross Sky Ghost Youth Achievement Award to be used to further his soaring and aviation career or avocation.

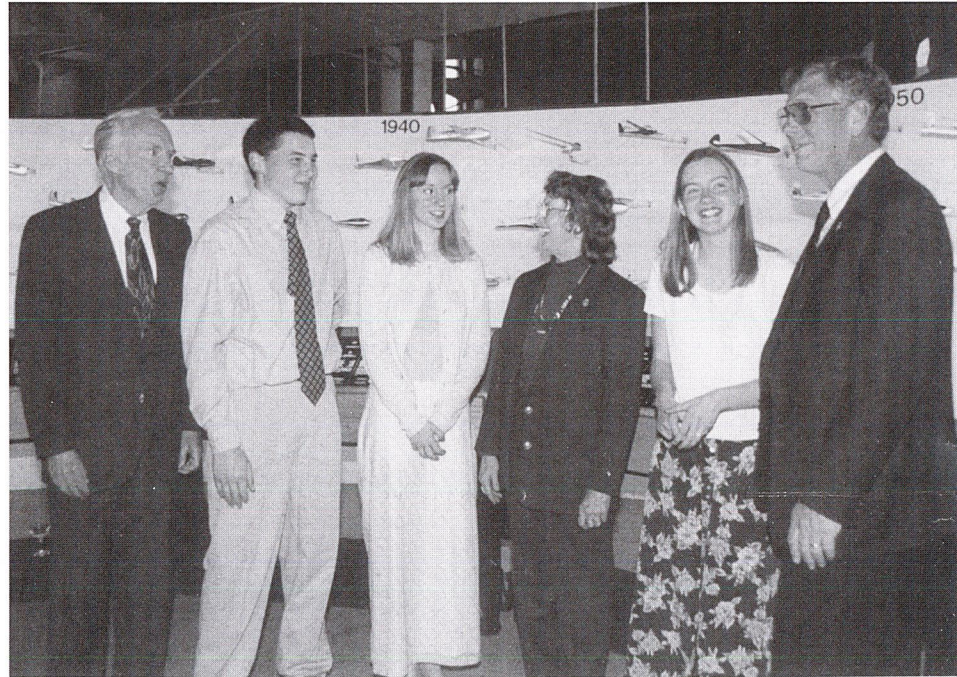
Endowed by the family of Dr Frank R. Gross, this award is named for the Gross ship, "Sky Ghost," the first glider designed to teach people to soar by letting either the instructor or the student control the ship. Dr. Gross continued to be an advocate for teaching young people about soaring until his death in 1997. The award is made to a junior member of HHSC who, prior to his or her 19th birthday, soloed or earned an advanced FAA glider rating; served a leadership role in a youth aviation, school or community organization; pursued a rigorous school curriculum; and showed a strong commitment to aviation as a career or avocation.

Diana Winebold, 16, of Pine City, NY, was given the annual Hugh H. Whitney Award designed to support further flight instruction in sailplanes to individuals from the Chemung Valley who have clearly demonstrated their commitment to aviation.

The Whitney Award remembers Hugh H. Whitney, who was an active member of HHSC. He was Paul A. Schweizer's crew chief at the 1952 World Soaring Championships in Spain, assistant team manager at the 1954 World Championships in England, and the U.S. Team Manager for the 1963 World Championships in Argentina.

Justin graduated in June and will attend Embry-Riddle Aeronautical University in the fall. He joined HHSC when he was 13. "It's a wonderful program," he said. "I knew I wanted to fly after that first summer." His mother, Sue, says the program was a good way to learn and work simultaneously. "We drove twice a day every day for the summer (to Harris Hill)," she said.

He earned his silver "C" badge last summer as well as participated in the Region 3 Contest. He received both the HHSC Cross Country Flight Trophy and the Jensen Award for Longest



**Above: Youth award winners mingle with the new inductees to the U.S. Soaring Hall of Fame at the National Soaring Museum. From left to right: 1997 Inductee William C. Sproull, Justin Poet, Diana Winebold, Doris Grove Knauff, Mary Beth Klinger and 1997 Inductee Thomas L. Knauff.**

## Enthusiastic teen joins the Museum staff

When 16-year-old Diana Winebold attended the Eileen Collins Aviation Camp two years ago, she discovered that the highlight for her was the soaring - especially when she met Elizabeth Schwenkler. Liz is the Harris Hill Soaring Corporation junior member who was selected in 1997 to represent the U.S. on the junior soaring team at a German international meet.

Diana was so impressed that she joined the HHSC junior organization and in just about a year flew her own solo flight in a glider. "The solo gives you kind of the feeling of your first flight - only so much more magnified," Diana says. She adds that the solo flight is not planned ahead - your instructor just says you are ready and sends you up.

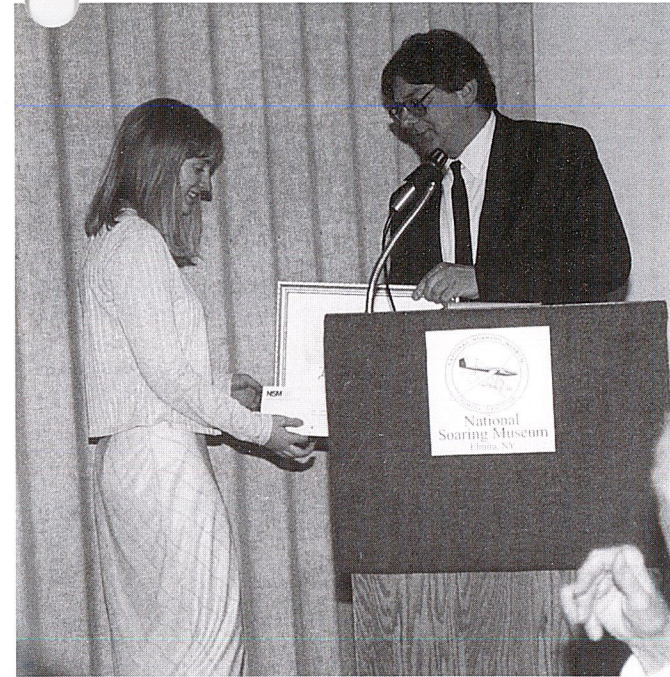
Diana says her parents are very supportive of her flying activities. They brought her and her two older brothers up to Harris Hill when they were young to watch the gliders. On their 13th birthdays, they each received a glider ride. One of her brothers is in the Air Force and the other is a pianist, but she says they were not her

inspiration.

Diana's enthusiasm made her a natural choice to fill a part time position in the Museum's gift shop this spring. "I love it," she says. "It's the atmosphere. I'm around what I love. The people are so interesting."

Diana is currently studying for her private glider license which will allow her to take passengers up with her. She's already got a list of people waiting to ride with her including her friend Mary Beth Klinger, her parents, grandparents, and teachers.

Aviation isn't just a hobby for Diana, either. She's looking into the Air Force Academy for her future. Since science and math are her two strongest subjects, she thinks she would like aerospace engineering. She also has a talent for art, and although she's been encouraged to attend art school, "art is something I can do on the side," she says. Aviation seems to be in her blood. Visitors to the museum pick up on Diana's excitement, so we are thrilled to have her representing the Museum each weekend.



**Upper left: NSM Executive Director James W. Swinnich presents the Hugh H. Whitney Award to Diana Winebold. Upper right: Swinnich presents the Gross Scholarship Youth Award to Justin Poet.**



Cross Country Flight. At the HHSC Snowbird Contest last November, he earned Overall Champion. Justin earned his private glider license in August, 1997. He is now working toward his commercial license. He works part-time at M & H Soaring's repair shop training on sailplane refinishing and minor repairs.

Justin was a National Honor Society student and was active in the Horseheads Youth Court and Youth Council programs. He was president of the HHSC junior organization in 1997.

Diana also joined HHSC when she was 13. It was a family tradition to take a glider ride on her 13th birthday just as her two older brothers had done. Following that ride, she says "I knew that was what I wanted to do." Since then she has made 32 flights including her solo flight last summer.

Diana and a friend, Mary Beth Klinger, both applied for the first Eileen Collins Aviation Camp in 1996 sponsored by the Schuyler-Chemung-Tioga Board of Cooperative Education Services (BOCES) and now run annually by the National Soaring Museum. The girls were so impressed they both joined HHSC.

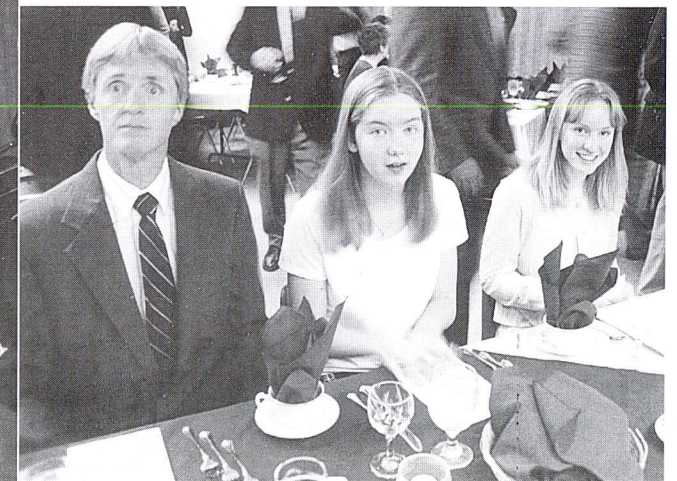
Diana and her partner earned the First Overall Team award at the Snowbird competition last fall. She has begun the application process for the Air Force Academy, and says she might like to go into aerospace engineering because science and math are her two strongest subjects. She is currently studying for her private glider license.

Her achievements include two Scholar Athlete awards, ranking 16 out of 256 in her sophomore class and receiving the Arnot Art Museum's Silver Key Award at the Scholastic Art and Writing Competition. She volunteers at the National Warplane Museum and is a part-time employee of the National Soaring Museum's gift shop.

**Right: Gross Scholarship Award winner Justin Poet attended the U.S. Soaring Hall of Fame banquet with his mother, Sue, to accept his award.**



**Far right: Diana Winebold, right, 1997 Hugh H. Whitney Award winner, was accompanied to the banquet with her soaring friend, Mary Beth Klinger, center, and her father, left.**



## Recognition of Friends of the Museum

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Ida Webber  
*in memory of Franklin E Hurtt*

#### Eileen Collins Aviation Camp Scholarships

FULL SCHOLARSHIPS  
E Harvey & Esther Barnett  
Patricia C Cusick  
*in memory of Peter Cusick*  
Elmira Kiwanis Club  
Georgia Reynolds, Kathleen R  
Naylor, Michael R Naylor &  
Jeffrey S Naylor  
*in memory of Ralph K. Gernert*  
PARTIAL SCHOLARSHIPS  
Horseheads Eagles Club  
WETM-TV/Channel 18

#### Corporate Gifts

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Mall Merchants Ass'n Inc  
Scanner Diagnostic Services PC

#### In Kind Gifts

Williamette Valley Soaring Club

## DEVELOPMENT NEWS

"It Takes a Museum...and a Community"

### By Jaye Fish, Director of Development

This July marks the third year of the Eileen Collins Aviation Camp, or ECAC for short. The week-long day camp for youth ages ten to sixteen immerses the campers in the history, science, and adventure of flight. The program covers everything from kites to rockets, gliders to helicopters, along with astronomy, meteorology, aerodynamics, and science-based career choices.

As this column is being written, registration for the two camps—one for girls, July 13-17, and for boys, July 20-24—are coming in fast. The camp grows in popularity each year.

NSM is proud to be the home of ECAC. By involving young people in aviation, we hope to keep them interested in studying science and math, and considering careers in science, engineering, and emerging technologies. That's part of our mission as a Museum. To see the difference ECAC can make, read the articles on pages 4-5. Diana Winebold, this year's Whitney Award recipient, was an ECAC camper two years ago.

Of course NSM can't produce such a rich, intensive program alone. ECAC is a prime example of how the soaring community and the people and businesses around Elmira work cooperatively. The camp itself began as a one-time experimental program designed by staff of our Schuyler/Chemung/Tioga BOCES and funded by New York State. (For those of you outside New York, BOCES are cooperatives of many school districts to provide special

# The 1998 NSM Board of Trustees



The NSM Trustees gathered in the EOGASE exhibit during the May 2, 1998 board meeting for this photo. Kneeling (left to right) are: J. Byard, B. Smith, R. Horstmann, and J. Gill. Standing (left to right) are: R. Ball, J. Hintz, L. Buell, R. Gaines, N. Mooers vandenBlink, W. Hooker, G. Nuse, P.H. Schweizer, P.A. Schweizer, H. Lattimore and F. Sweet. Not pictured: M. Belosky, H. Burr and W. Cummiskey.

## Summer bustles with activity

(Continued from page 8)

College's planetarium and a meteorology course. The boys' week (July 20-24) is nearly full. The girls' week (July 13-17) still has a few openings at this writing. Scholarships were awarded in June, but fully paid camperships may still be available. To register, call 607-734-3128.

Also coming this summer is the opening of the acclaimed National Warplane Museum just a few miles from NSM. This sister aviation museum, in conjunction with NSM and the Glenn H. Curtiss Museum in Hammondsport, plans to attract visitors to an extended stay in our area while visiting this "3-point landing." An exhibit that advertises the other two museums has been set up at each location and includes a 10-minute video showing the back-

ground of each museum. Combination admission tickets are also available.

Later this summer, the museum will participate in the Warplane's Museum's magnificent **Wings of Eagles** airshow. Then September 10-12 NSM will be hosting a variety of international visitors. The OSTIV (Organization Scientifique et Technique du vol a voile) Sailplane Development Panel will hold its annual panel at NSM in conjunction with the Soaring Society of America's annual board of directors meeting and the NSM's 26th Annual Ralph S. Barnaby Lecture both on September 12. The Barnaby co-lecturers this year will be Frank Irving and Cedric Vernon, both OSTIV SDP committee members from Great Britain.



education, vocational training, and enrichment programs.)

NSM was a key participant that first year. And the program was such a success that BOCES staff members Kris Reuland and Dave Smith asked the Museum to become partners in continuing the camp after the grant.

But the real excitement for ECAC campers comes from the many businesses and institutions that open their doors and provide important support. Just look at this line-up:

- Chemung County Parks and Recreation (swimming, facilities)
- Chemung County Transit System
- Corning Community College Planetarium
- Glenn H. Curtiss Museum
- D&B Hobby (rocket construction)
- Elmira Air Service (ground school)
- Elmira-Corning Regional Airport (civil aviation, air traffic control)
- Experimental Aircraft Association Chapter 533 (prop plane rides)
- Harris Hill L/D R/C Club (radio-controlled models)
- Harris Hill Soaring Corporation (sailplane rides, cockpit orientation)
- Paul & Elaine Merdess (ornithology & meteorology)

- National Warplane Museum
- Orthstar, Inc. (simulator technology, engineering careers, picnic)
- Schweizer Aircraft Corporation (helicopter technology)
- SCT-BOCES Adventure Camp

Sounds like fun, doesn't it? The participation of these community partners makes the difference. They make it possible for NSM to offer ECAC at a reasonable cost.

And for families who can't afford full tuition, other community members have stepped forward to fund full and partial scholarships.

The Museum is especially grateful this year to:

*Multiple Full Scholarships*

- Mr. and Mrs. Stuart Komer
- Chemung A.M. Rotary

*Full Scholarships*

- E. Harvey and Esther Barnett
- Patricia S. Cusick, in memory of Peter Cusick
- Reynolds/Naylor Family, in memory of Ralph K. Gernert
- Kiwanis Club of Elmira
- Wes McKinney

*Partial Scholarships*

- Horseheads Eagles Club
- WETM-TV Channel 18

It takes more than a Museum to produce a stimulating program such as the Eileen Collins Aviation Camp. If you or your company would like to help young people prepare for the science-based future, please contact the Museum at 607-734-3128.



Above: Rose Terkoski and Mary Flaspahler operate the NSM booth at the Arnot Art Museum's Arts in the Park May 16 in Elmira. Flying toys were a hit with the kids.

## Summer bustles with activity

The NSM staff is feeling the crunch of activity at this time of year. With new educational programs, workshops, events and the seasonal tourist traffic, life is never dull on Harris Hill!

The Museum initiated an additional youth program in April entitled **Saturday Soaring**. It lets families experience some of the fun of our overnight Soaring Encampment. The second session, held on May 9, was attended by over a dozen youngsters and their parents.

The Museum has also updated its web page recently to include more details on the multitude of activities taking place here. A newly designed menu leads visitors through information in a more reader-friendly format. Be sure to check it out at: [www.soaringmuseum.org](http://www.soaringmuseum.org).

This summer we are gearing up for sev-

eral events including our annual July happenings - The Sailplane Homebuilders Workshop (preceded by a symposium) and the Eileen Collins Aviation Camp.

This year the symposium will be held on Thursday, July 16 beginning at 9:00 a.m. and will focus on motorgliders. Paul A. Schweizer has lined up a host of nationally renowned speakers. The Eastern Workshop of the SHA will follow the symposium July 17-19. Check our web site for details on both events.

The third year of our day camp is showing great signs of growth. There are more inquiries which are yielding more camper applications and more corporate and private scholarships. We are adding new features this year to the camp experience including a trip to Corning Community

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## CALENDAR

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 Workshop of the Sailplane  
Homebuilders Association - NSM

September 10-12, 1998

OSTIV Sailplane Development Panel  
NSM/Harris Hill

September 11, 1998

NSM Board Meeting  
NSM

September 12, 1998

SSA Directors Meeting  
26th Annual Ralph S. Barnaby Lecture &  
Banquet - Speakers Frank Irving & Cedric  
Vernon - NSM

September 19, 1998

7th Annual Community Soaring Day  
Kite Citement Contest  
NSM/Harris Hill

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**Editor**

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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](mailto:nsm@soaringmuseum.org). Check out our web site at <http://www.soaringmuseum.org>.

# NSM

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