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## Kids enjoy two weeks of aviation adventure

Kids hooked on aviation - thrilled about taking a glider ride - eager to launch their carefully created rockets - singing songs on the ride to the airport for their power plane experience - munching pizza and pop...

These were scenes from the Museum's Eileen Collins Aviation Camp which skyrocketed this past summer! The day camp, first initiated by a state grant to the Schuyler/Chemung/Tioga B.O.C.E.S., is now administered by the NSM. The NSM was assisted by original organizers Kris Reuland and Dave Smith, BOCES School-to-Work Specialists.

The 1998 camps, held in July, were filling up their 25 slots in

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Two campers put the final touches on their rockets just prior to launchtime.

## Kite flying provides family fun on Harris Hill



A KiteCitement contestant lets the wind take charge of his kite.

The Museum's annual KiteCitement contest is getting more widely known than we had realized! This year we were registering contestants from as far away as London, England! Adam Hirsh, 10, Harry Hirsh, 5, and Siobhan Hirsh, 6, all from England, joined in the American tradition. Siobhan even took the first place honors in her age category!

This year's event on September 19 also drew out the creative talents in the community. The Bartoo family from Painted Post, NY, said they had attended in 1997 and used the free plastic giveaway kites offered by the Museum. But this year they wanted to try and make their own kites. Sharon Bartoo said her husband, Jon, and their children, Aaron, 11; Adam, 9; and Ethan, 6 took kitemaking books out of the library.

They went to a print shop to purchase tyvek paper in which to make stronger kites. Then they used graph paper to enlarge the drawings from the books. The boys did the tracing and painting for a bee, a bat, and a bird design.

Jon helped cut the wooden dowels and make the frames with his sons. The whole process took about a week, Sharon said, and unfortunately didn't leave them enough time for a dry run. So the kites attempted their maiden voyages into the sky during the KiteCitement contest. The family was disappointed that their creations did not fly well.

Sharon says Jon will be looking at them and trying to figure out what went wrong and will correct the problem. "They enjoyed trying

(Continued on page 2)

# NSM

## Over 100 kites dot the skies over the Harris Hill glider field on Community Soaring Day

Continued from page 1

to fly it," Sharon said. They took a backup kite which they had bought from a yard sale for a quarter. The pink octopus with long streamers flew very well.

Another family involved with the Bartoos in a homeschool cooperative, Ken and Anita Vogel of Pine City, NY, also attended the event for the second year. "We look forward to it all year," Anita said. Even her husband got into it by bringing a delta kite to fly. "Not a plastic one - but a REAL kite!" she said.

Ken and Anita both tried to balance flying their own kites and helping their children, Kyle, 5, and Kelli, 7, fly theirs. Anita said once the kites got in the air, they stayed up pretty well. "We can't wait until next year," she said. But they plan to arrive a little earlier and will pick a new spot on the field. She also wants to follow in the Bartoo's fashion and build their own kites next time.

One NSM graduate from the Eileen Collins Aviation Camp, Alec Immerman, entered the kite contest in 1997 and took 2nd place in the teenager category. This year Alec took first place in his group and brought his brothers and sister to compete, also. Jacob Immerman, 12, Lois Immerman, 9 and Sol Immerman, 4, as well as their mother, joined in the fun.

"It's something different," Alec says. "I liked it this year a better." He added that there were fewer judges but more time for judging. His tips for winning were keeping his kite tail short and being aggressive with the string. He kept adding string on it until

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Above, the 1998 KiteCitement contest winners, clockwise from left, are: Ben Conley, 12, Vernon, NY - 2nd place 11-18 year category; Alec Immerman, 15, Elmira, NY - 1st place 11-18 year category; Bruce Judd, 48, Vernon, NY 1st place 19-adult category; Alan Brown, 12, Pine City, NY 3rd place 11-18 year category; Siobhan Hirsch, 6, London, England 1st place 5-10 year category and Dylan Hembwoke-Turner, 3, Elmira, NY 3rd place 5-10 year category. Not pictured were Jackson Firlik, 5, Big Flats, NY 2nd place 5-10 year category; Charles Burke, 30, Elmira, NY 2nd place 19-adult category and Amy Poppleton, 27, Elmira, NY 3rd place 19-adult category.

Left, a kite dances over the glider field as over 100 contestants compete for prizes in the 7th Annual Community Soaring Day's contest.



Continued from page 2

eventually it got so heavy that it broke. He said fortunately the judges had already reviewed his performance before it broke. He went on to help his siblings then.

Alec said his experiences at the Museum's day camp also helped his kite flying. What he learned at Schweizer Aircraft Corporation about getting a glider to fly helped him make his kite work. He also remembered on his glider ride that he felt the lift when the glider went over the edge of the hill at the Harris Hill overlook. So he tried to fly his kite over that direction to give it a little extra lift, too.

He spent his award certificate in the Museum gift shop on a flying Tim bird and a magnetic yo-yo. "I got science stuff," he said.

The Griffin family from Corning, NY, were also visiting KiteCitement for their second time. Seth Griffin, 10; Tess Griffin, 5, and Kyle Griffin 8, all flew kites on the glider field. Their father, Jim, had a "trick" kite that he struggled to get aloft. But Jim saw another guy there with five stunt kites, so he introduced himself and solicited some tips. He found he wasn't letting out enough string, wasn't launching it correctly nor holding it right. After he got the knack of those details, his kite flew!

KiteCitement is part of the Annual Community Soaring Day. The Museum co-sponsors it with the Harris Hill Soaring Corporation and Harris Hill Soaring Corporation Junior Organization. HHSC offers discounted sailplane rides during the day and the Museum provides discounted admission to the NSM.

Below, Aaron Bartoo, 11, straightens the string on his homemade kite.



Top: NSM Curator of Education Bill Gallagher helps kids assemble their kites in the kitemaking workshop held prior to the KiteCitement contest. The Museum was able to give away free kites and string again this year thanks to the generous donation from the Community Foundation of the Elmira-Corning Area, Inc.. Bottom: NSM Volunteer Ed Lincoln scores a homemade kite by Ethan Bartoo, 6, of Painted Post, NY.

**Thank you to those who made the Eileen Collins Aviation Camp possible with their time and services:**

*(See story on next page)*

- |   |  |
|---|--|
| Richard Bauman/ D&B Hobby                       | Steve Low, National Warplane Museum                |
| Bill DeGraw/ Chemung County Aviation Dept.      | Nick McKinney/Elmira Air Service                   |
| John Derstine                                   | Paul & Elaine Merdess                              |
| Robert Harris/Chemung County Parks & Recreation | Leeley Myers/EAA Chapter 533                       |
| Kirk House/Glenn H. Curtiss Museum              | James Orsillo/Orthstar Enterprises Inc.            |
| Larry Josbeno/Corning Community College         | Kris Reuland & Dave Smith/BOCES                    |
| Sally Lese/ Schweizer Glider School             | W. Stuart Schweizer/Schweizer Aircraft Corporation |
|   | Monty Sullivan/ Harris Hill Soaring Corporation    |

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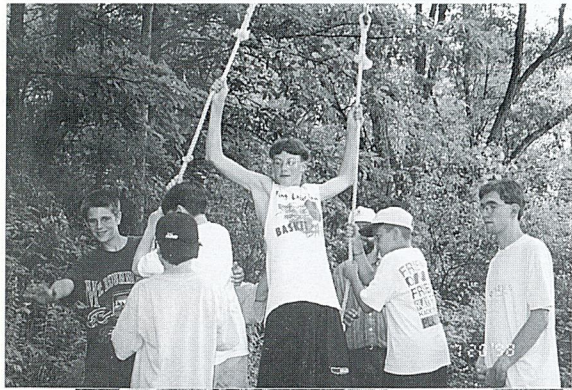
record speed. The word had spread as far as an hour's drive away from the Museum. Several calls for applications came in each day. By mid July, 16 girls and 24 boys signed up for the two, week-long adventures in aviation - a dramatic increase from the size of the 1997 camps. Local businesses and individuals were also calling and asking to help with this exciting endeavor. They made it possible for 17 young people to attend camp on scholarships this year.

The kids enjoyed some of the same activities as last year. At

BOCES Adventure Camp they worked cooperatively and got to know each other quickly on the first day. They received a helicopter demonstration at Schweizer Aircraft Corporation, power airplane compliments of Experimental Aircraft Association Local Chapter Number 533, sailplane rides by the Harris Hill Soaring Corporation, and ground school instruction by Elmira Air Services. D&B Hobby Shop again guided the youth in building rockets, and the NSM conducted their overnight encampment programming.

The museum's purpose for running the camp is to highlight the science and math fields for students, and in particular the aviation field. Hands-on exploration is the best way to deliver the message to youth. So this year we added: 1) a trip to the Corning Community College's planetarium, also named after Eileen Collins; 2) a session on ornithology by Paul & Elaine Merdess; and 3) an opportunity to help John Derstine operate radio control model sailplanes.

The campers visited our sister aviation museums, the Glenn H. Curtiss Museum, and (new this year!) the National Warplane Museum. They toured Orthstar Enterprises Inc., a local business that creates software for simulators and were invited to lunch with Orthstar founder James Orsillo.



Photos, clockwise from upper left: The boys "swing" at adventure camp, helicopters, power planes, sailplanes, the girls with James Orsillo, inviting the parents to a grande finale picnic, great food at the museum, and Dave Smith helps build a rocket.

**Thank you to Camp Scholarship Donors:**  
E. Harvey & Esther Barnett  
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Patricia C. Cusick  
*(in memory of Peter Cusick)*  
Elmira Kiwanis Club  
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Georgia Reynolds, Kathleen R. Naylor, Michael R. Naylor, & Jeffrey S. Naylor *(in memory of Ralph K. Gernert)*  
Horseheads Eagles Club  
WETM-TV/Channel 18

Dear Mr. Swinnich and all those who participated in the Eileen Collins Camp:

I wanted to be sure to let you know how much I appreciate all of the hard work you put into making camp a fun, exciting, and learning experience for my daughter, Kaila.

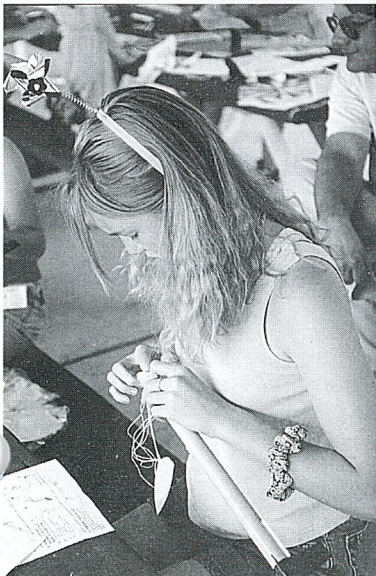
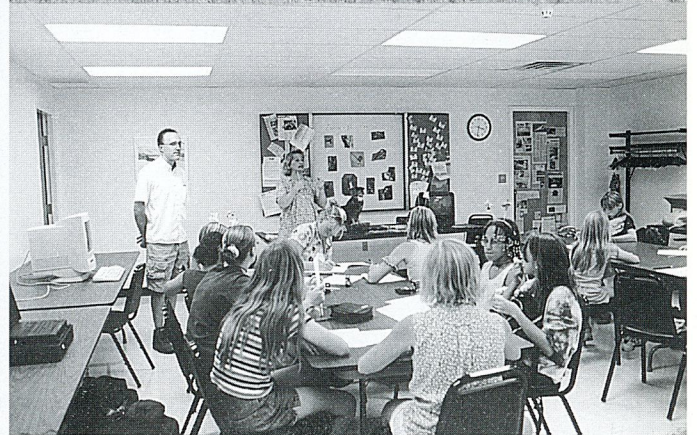
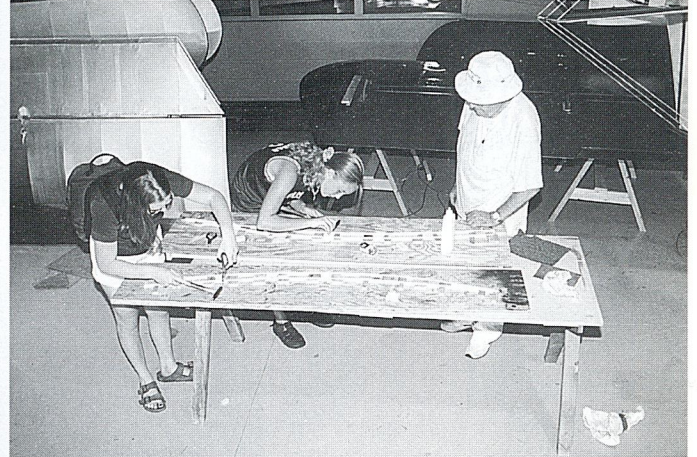
She had such a wonderful time! The camp was all that she has talked about the entire summer.

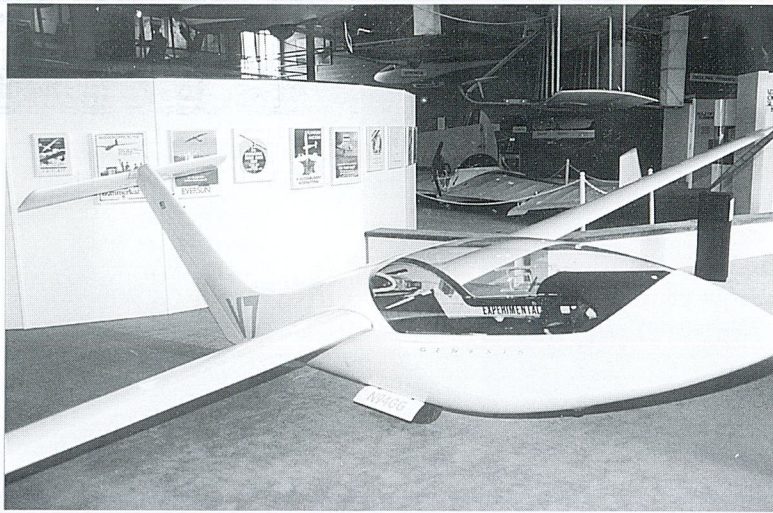
I hope you will continue to offer this camp for others to have the same experiences that she had this year. I'm sure she will have great lasting memories of this for the rest of her life.

Thank you so much.

Sincerely,  
Linda Houser

Photos, clockwise from upper right: girls build a sail-plane on computer by selecting different tail, body and wing parts; NSM Volunteer Milt Adams shows campers how to build a real wing rib; John Derstine demonstrates the R/C models; the Merdesses talk about flight in birds; campers check out equipment at the airport; preparing a rocket for launch; and group shots of the youth at each week's camp.





**From old wings to a modern sailplane - new exhibits intrigue museum visitors**

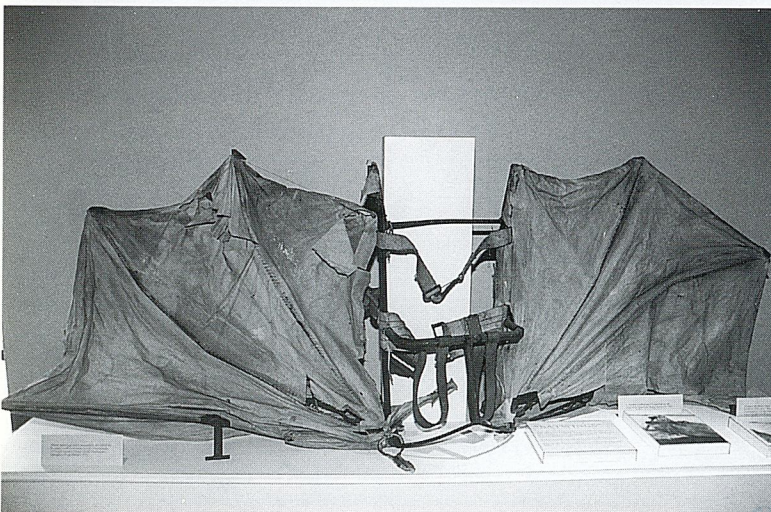


The National Soaring Museum is thrilled to be the new owners of the Genesis Prototype, donated recently by Jim Marske and J. G. Mercer, and now on display in the museum's main exhibit hall. Acquisition of this ship adds a new dimension to the NSM collection in that it is a modern sailplane and represents the future of the soaring world.

The Genesis is pictured above left in its new home. Above right, Marske helps unload another Genesis that was displayed in front of the Museum during his visit to Harris Hill in September.

Left, the NSM lobby now displays the accomplishments of one Elmira woman who has made aviation history. Lt. Col. Eileen Collins is scheduled to be the first woman commander of the Space Shuttle in December, 1998. She was the first pilot of the Space Shuttle in February 1995 and May 1996. Collins got her start as a child on Harris Hill watching the gliders with her parents.

The Museum named their summer youth day camp after this goal-oriented woman - the Eileen Collins Aviation Camp. This year the camp experienced phenomenal success - and Col. Collins herself signed the campers' certificates!



Lower left, now on display in the Hilton Honors Gallery are the actual batwings of L. Burton Croff, formerly of Buffalo, NY. He was one of a colorful group of skydiving barnstormers who thrilled airshow patrons of the 1930's when he bailed out of a plane and hurtled toward earth until he opened these bat-like wings and a parachute. He swooped and dove through the air to a graceful landing. His son, Ronald, and daughter, Sandra, donated the batwings to the National Soaring Museum. (For more information on the Croff story, see the NSM Historical Journal, Volume 19, No. 2, 1997).

# Rain doesn't dampen the spirits of the 1-26 Championships



The trailers started pulling up Harris Hill - all sporting a number on their tails. Following the program listing the 29 contestants from around the country with their 1-26 number, it was easy to tell who was arriving.

John and Jennifer Trimber sprung into action at the Harris Hill Soaring Corporation (HHSC) flight office with a registration table, cell phone and any information or sign up sheets that were necessary. The National Soaring Museum staff stood on guard waiting for the final numbers for the opening reception and daily breakfasts to be held downstairs in the Edward A. Mooers Community Room.

The week started out bright with a beautiful first practice day. The second day, a nasty thunderstorm blew through, wreaking havoc on the 1-26's tied down along the fence across from the Museum. Gordon Ewart from Madison, AL lost #109 in that windstorm when the ship was ripped from its stakes and tossed over the fence. But the 1-26 spirit and camaraderie came through as Bob Rippstein from Hopewell Jct., NY, offered to take Ewart on as a team member in his #569 ship.

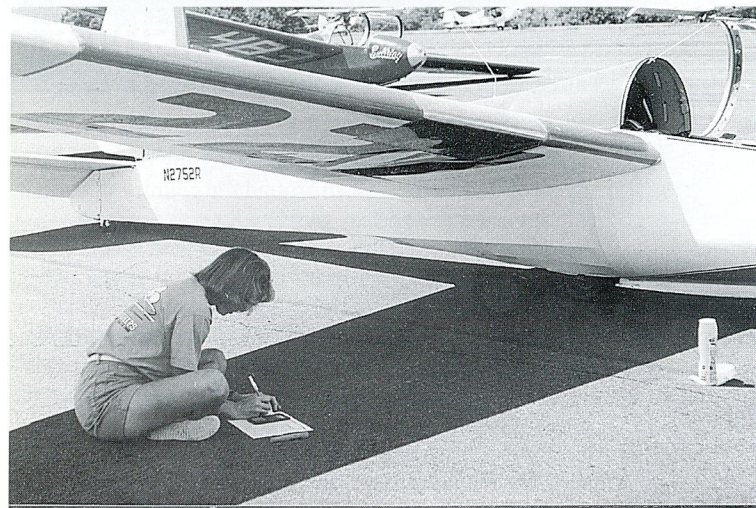
The contest got underway on Wednesday, July 1, with breakfast and a pilot's meeting at the Museum. Unfortunately overcast conditions prevented anything other than flying for fun.

On Thursday and Friday the eager pilots finally were launched into their first tasks. The HHSC put on a fabulous cookout July 2nd at the Youth Camp behind the museum for over 100 pilots, crew and families. The Fourth of July picnic at the Schweizer Aircraft Corporation, however, didn't fare as well with the weather. The day was a complete rain day which even delayed the fireworks program at the Elmira-Corning Regional Airport. But there were rave reviews of the tour of the Schweizer plant and their terrific hospitality.

Sunday and Monday, July 5-6, were again flying days, but turned out to be the last ones of the contest. The task on that last day was to end in Hammondsport, where contestants were treated to a reception and open house at the Glenn H. Curtiss Museum.

Kevin Cullis, Columbia, SC, entertained the other pilots with his funny account of attending the contest without a crew. A former glider student of his, Bill Gordon, arrived from New Jersey to crew for him on July 4th. The next day, when Kevin landed out, Bill was found up in a glider with Kevin's truck and trailer keys in his pocket. Bill Walker, Gordon Ewart, and Bob Rippstein all came to Kevin's assistance (but not without a few problems in towing the trailer). As Kevin

**Top, William Schweizer, left, Otto Zauner, center, and Paul A. Schweizer, right, are on hand to watch the launching of 1-26 sailplanes on the first day of the 1-26 Championships. Center, a colorful lineup of 1-26 sailplanes don the field outside the Museum. Bottom, The pilots and crew gather in the Museum's Mooers Community Room to gather weather and task information and share a little fun about their performances.**



Pre-flight time for the 1-26 Championships required a lot of planning. Top: the sailplane wing provides protection from the hot July sun. Center: NSM Trustee and Harris Hill Soaring Corporation member John (Corky) Gill gets out his sectional for a group of pilots following the morning pilots' meeting in the Museum's Edward A. Mooers Community Room. Bottom: Les Schweizer, center, plans his course with family members.

### 1-26 Championships leave their mark on Harris Hill

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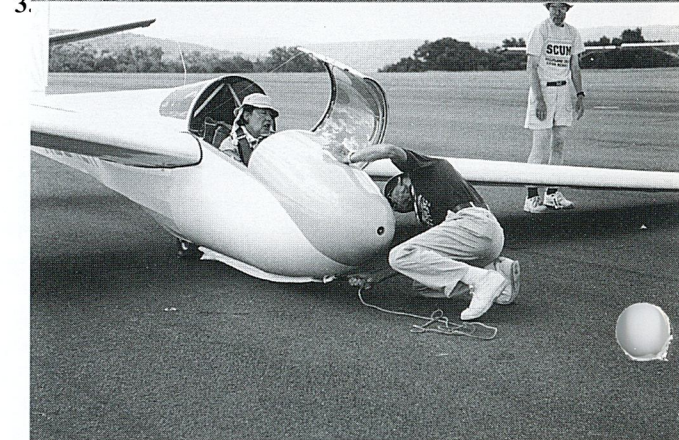
waited several hours to be picked up, he wished the worst on Bill. Come to find out, the worst had happened to Bill! He got stuck without enough ridge lift to return to Harris Hill and landed inside the grounds of a nearby maximum security prison!

The Awards Brunch was moved up a day since rainy weather had moved in to stay. The Museum staff turned out an abundance of scrambled eggs, pancakes, french toast and fruit to fill the desires of the 60 some attendees. Then NSM Trustee Corky Gill emceed the awards presentations.

Mark Keene, Heath, TX, took overall honors with the most points for all the contest days, winning the Marion Cruce Trophy. The Bob McNiell Memorial Team Trophy was awarded to Pat DeNaples, Waynesville, OH, and Bob Templin, Stanhope, NJ for the team with the highest overall score.

Bob Quas, Elmwood Park, IL, won Day 4, which was his first time winning a contest. His speed was also the fastest, earning him the President's Trophy. The Virginia M. Schweizer Award was given to Jayne Reid, Lancaster, SC, as the female pilot who had the highest average daily score.

Below: 1) HHSC members Monty Sullivan and Heinz Weissenbuehler Jr. assembled their planes at the end of the Harris Hill runway as a point check. 2) Paul A. Schweizer shows Otto Zauner the Evolution of Gliders and Sailplanes Exhibit. Zauner was also in attendance at the first 1-26 Championships held at Harris Hill in 1955. To honor his return 33 years later, he hooked up the first tow of the day. 3) Otto Zauner hooks up the tow rope to the first launch of the contest, #182, belonging to Gayle Lathrop of Freeburg, PA. 4) Three Schweizer family members gathered at the landout in Hammondsport, NY. Paul H. Schweizer, left, and Les Schweizer, center, were contestants in the meet. Paul A. Schweizer, right, attended the functions of the 10-day event.



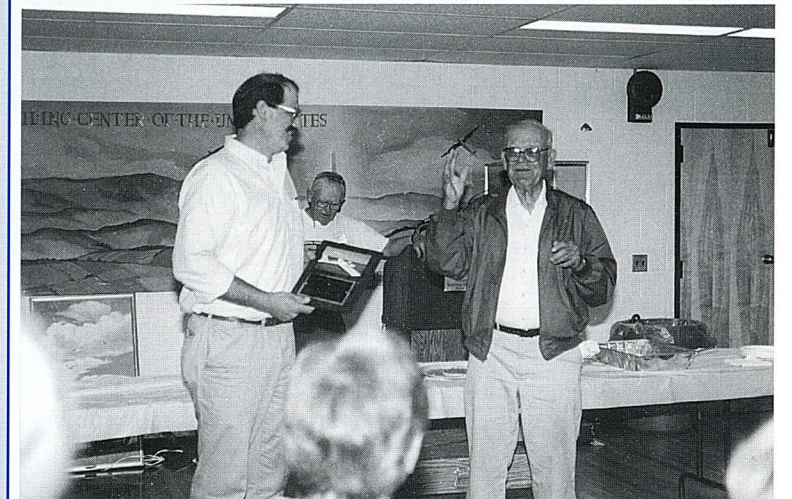
Les Schweizer received the David C. Johnson Memorial Trophy which is given to the pilot with the highest average daily score who is flying in the 1-26 Championships for the first time. The John P. Greene Memorial Trophy was awarded to another Schweizer family member, Shane Lese, Horseheads, NY and his team member, Justin Poet, Lowman, NY. This award is given to the pilot(s) under age 30 with the highest average daily score.

The Old Goat Trophy is given to the pilot with the highest score who has celebrated his 60th birthday and the Old Toad Trophy is given to the pilot who has celebrated his 70th birthday. These were both given to Pat DeNaples, Waynesville, OH.

The Spiffy Award went to Les Schweizer of Cayuta, NY for his #522 ship.

Bob Gravance, Palmdale, CA, took third place on the third contest day and finished fifth overall. He and his crew, Elsie, his wife, and Brian, his son, were involved in a major traffic accident in Nebraska on their way home from the Championships. His ship, #100, was demolished, and he and Elsie are still recovering at this writing. We all wish them well.

Overall, the Championships were fun to host here on Harris Hill!



The planning paid off! Top: Les Schweizer receives his award from his uncle, Paul A. Schweizer, at the 1-26 Championships Awards Brunch on July 8, 1998. Center, 1-26 Association President Del Blomquist thanks their hosts for the contest with T-shirts. From left to right, accepting for the NSM is NSM Newsletter editor Carla Page, HHSC members John Trimber, Jennifer Trimber and Corky Gill, and Contest Director Kai Gertsen. Bottom: A Schweizer affair! Paul H. Schweizer, left and Stu Schweizer, 2nd from left, accept their awards from their uncle, Paul A. Schweizer, 3rd from left and their dad, William Schweizer, right.







Left, Paul A. Schweizer receives a balloon rabbit from Bonnie Schweizer that becomes the hit of the reception! The Museum fondly named him "Thermal."

Right, Paul and Ginny Schweizer stand near the birthday cake at the reception for Paul's 85th birthday. The NSM staff hosted the party at the Museum for over 50 guests.



## Museum throws a party for Paul A. Schweizer's 85th birthday

Paul A. Schweizer is a pretty special guy to the National Soaring Museum. So we couldn't let a milestone like his 85th birthday slip by unnoticed! The staff drew

up a guest list, ordered a cake and plotted with his wife, Virginia M. Schweizer, to get Paul here at the appointed hour. He was surprised and delighted at the reception.

Below, the Schweizer family gathers for a group photo. Seated, left to right, are: Kristina Cadwallador, Sally Lese, Peter Schweizer and Gareth Schweizer. Standing, left to right, are: W. Stuart Schweizer, Ernest Schweizer, William Schweizer, Lucy Schweizer, Paul A. Schweizer with his birthday rabbit, "Thermal", Virginia M. Schweizer, Paul H. Schweizer, Bonnie Schweizer, Les Schweizer, Lauren Schweizer and J. Cadwallador.



Guest Column

# On the road in Germany

By John Derstine,  
Organizer of the International Aerotow  
event on Harris Hill each June

This is a short report from two soaring enthusiasts who spent two weeks and traveled over 2000 kilometers visiting soaring related (both scale R/C model and full scale) sites and events in Germany. John Derstine and Robin Lehman, both of whom are involved in the scale model aerotow events held at Harris Hill, shared this trip.

John, whose two sons are active members of the HHSC juniors organization, and volunteers at the museum when time permits, gives this report.

This was my first trip to Germany, and what we experienced was super hospitality, incredible sights, and a truly unforgettable experience. The purpose of our sojourn was principally to attend two giant scale R/C soaring competitions in Germany. We had a week between events to travel and see many of the landmark soaring venues.

Our first stop was the R/C model Semile Akro Cup in Harsewinkel north of Dusseldorf. The competition was organized by Frank Oeste, an air traffic controller, who flies full scale or "real" sailplanes as well as models. These pilots fly a known aerobatic routine after being aerotowed to altitude by powered model aircraft. The sailplane models competing were large, some of these were 1/2 scale with 7-8 meter wing spans. After watching these expert pilots fly their planes from tows to 2000 feet, we were awed.

Next on our trip was a stop at the Wasserkuppe. Model and full scale soaring co-exist quite nicely at this large and expansive soaring venue in the heart of the scenic Rhön district. The famous Museum at the "Koop" was a treatise on vintage sailplanes, and they had many of the classic German historical aircraft on display. We took a ride in a Jodel Robin tow plane to get a birds eye view of the area, including a flight over Poppenhausen and the Alexander Schleicher factory.

We stopped next at this facility and were treated to a guided tour by one of their supervisors. Although he spoke no English, and we spoke very little German, communication was not a problem when talking gliders. This is a stop not to be missed if you travel to the Wasserkuppe. The Autobahn then took us south to Kirchheim/teck, where we found soaring Nirvana. Many of the German friends we met at the Elmira model events reside in this area. The Schempp-Hirth factory is there (which we toured as well). Two glider ports, including the Handweide, where Schempp-Hirth does

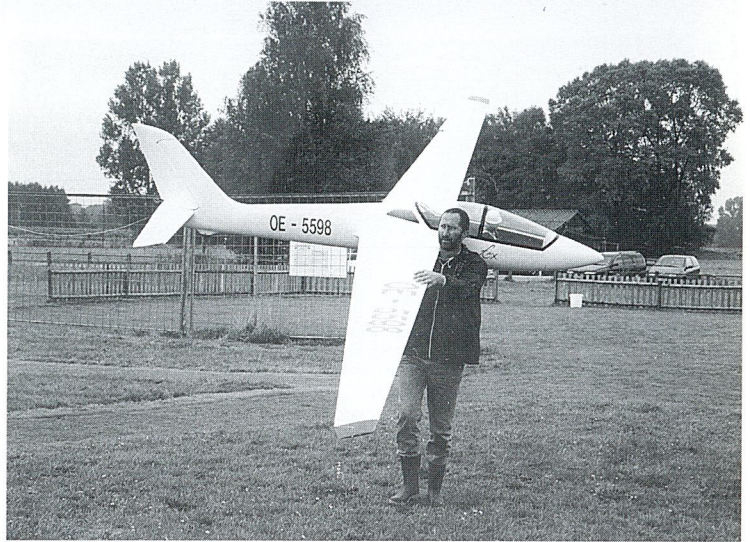
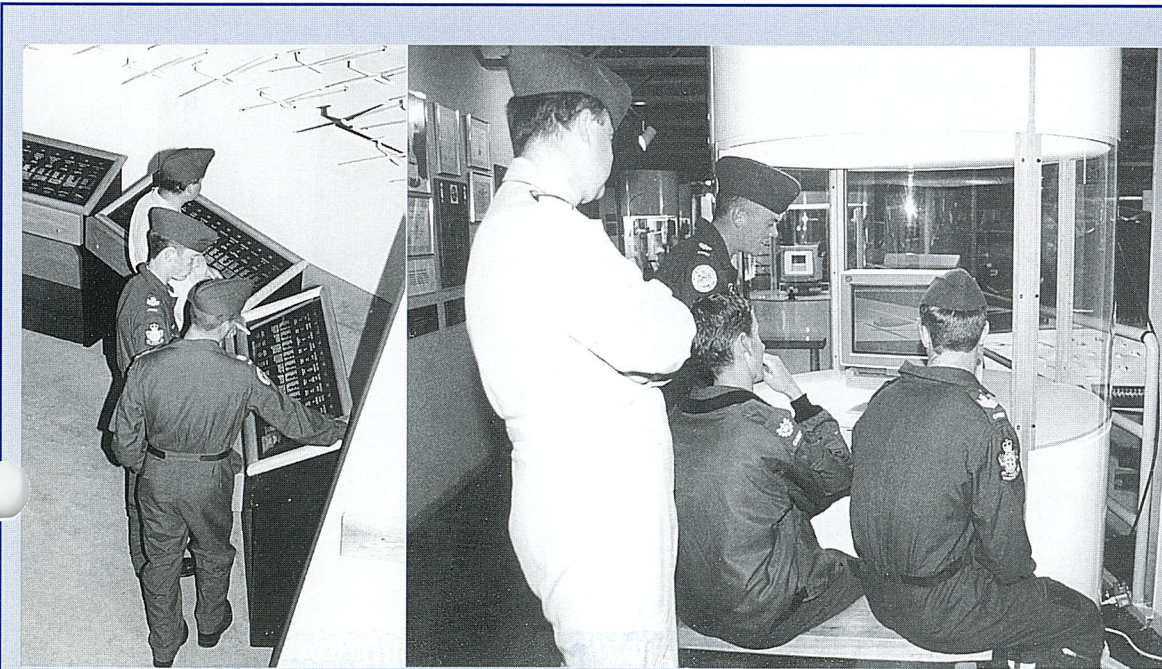


Photo from the vacation scrapbook.

their test flying are within a few miles. Combine this with The Teck mountain with its scenic castle and slope soaring venue for models, and Graupner and EMS model manufacturing facilities, and you see why we liked this area so well!

Our last leg was to Oberhausen near Frankfurt, for another Scale model aerotow event. This one was a team event for tug pilots and sailplane pilots performing a timed flight with a spot landing. Again the models were huge, including an exact 1/2 scale ASW 27. Two weeks, two guys and a Volvo Station wagon, we made many new friends and had a wonderful visit. Our view of soaring will never be quite the same after visiting the places were most all of it began.



## Canadian Cadets visit NSM

The five top graduates from the Royal Canadian Air Cadet program of scholarships returned to Elmira in August. They received several days of advanced instruction and practice at the Schweizer Soaring School. Here, they spend a morning at the NSM. The program is given to over 500 young Canadians each year to obtain licenses as glider and private pilots

# The NSM Photo Album



Left, top: At the Wings Like Eagles Airshow in August put on by the National Warplane Museum, the NSM displayed their Primary Glider. Volunteers who operated it were, left to right: Richard Kurzenberger, Dale Gustin, Erwin Jones, Corky Gill and Rocky Caruso.

Center: Jan Scott prepares his Tiger Moth for flight off Harris Hill in July. He flew it from Virginia to Elmira, NY to attend the Motorglider Symposium.

Bottom: The NSM loaned Sterling Starr's SGS 1-23 to the Niagara Aerospace Museum in Wheatfield, NY. Here, loading the ship, left to right, are: Alan Rebman, Tonawanda, NY; Don Hobel, N. Tonawanda, NY, NSM Executive Director James W. Swinnich and Philip Ramden, Youngstown, NY.



Lower left: NSM Curator of Education Bill Gallagher, right, leads a tour group in an aerogami contest outside the museum.

Below: NSM Volunteer Rose Terkoski guards the merchandise at the museum's booth at the Wings Like Eagles Airshow in August.



# Recognition of Friends of the Museum

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*in memory of John Bierens*  
Regina G McGee  
*in memory of John Bierens*  
Ronald L & Jenny M Easton  
*in memory of John Bierens*  
John B & Loretta Hintz  
*in honor of Paul A. Schweizer*  
Gordon G & Denise F Pearsall  
*in memory of John Bierens*  
Frank A & Marlene Woodward  
Ronald C & Barbara E Wright  
*in memory of Franklin E Hurtt*

### Eileen Collins Aviation Camp

#### MULTIPLE FULL SCHOLARSHIPS

Mr & Mrs Stu Komer  
Chemung AM Rotary Club

## DEVELOPMENT NEWS

"Keeping Up With Soaring History"

By Jaye Fish  
Director of Development

It's like a sculpture, a sleek, abstract bird of the future. The Marske Genesis I is the first ship of the 1990s to become part of the National Soaring Museum's permanent collection of gliders and sailplanes. (*See related article on page 8.*)

Our collection is by the largest collection in the world, now numbering over 70 ships. But it's not just a hangar full of obsolete designs made of outmoded materials. The Museum strives to tell the continuing story of soaring. That includes how new technologies and advanced aeronautical concepts are born and developed. Soaring craft of the '70s, '80s, and '90s are part of that story.

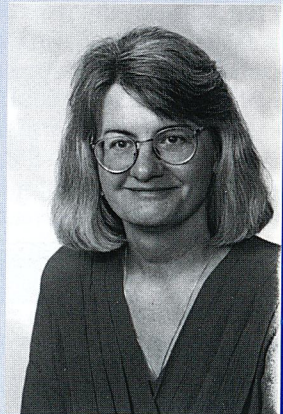
Some of the Museum's long-term exhibits date from the opening of our main building in 1979. So much has happened within soaring since then. And in the last twenty years, the museum profession has developed a better understanding of how museum exhibits can allow visitors to become involved in both historical and scientific concepts.

It's time to assess the National Soaring Museum with these new understandings and see how we can do a better job of sharing the science, history, and fun of motorless flight with our visitors.

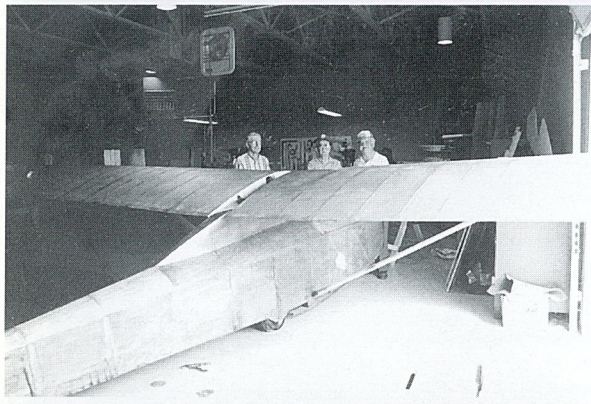
We've made some changes already. Besides the recent changes described on

page 8, we have added computer-driven exhibits and are converting the Hilton Honors Gallery into flexible exhibit space. And a task force of experts in soaring, education, and museum design has begun planning for other significant changes to the exhibit floor.

Our goal is not just to have the world's largest sailplane collection, but to have the best ships that help us tell the story of soaring. Ships like the Genesis I will allow the Museum to do just that.

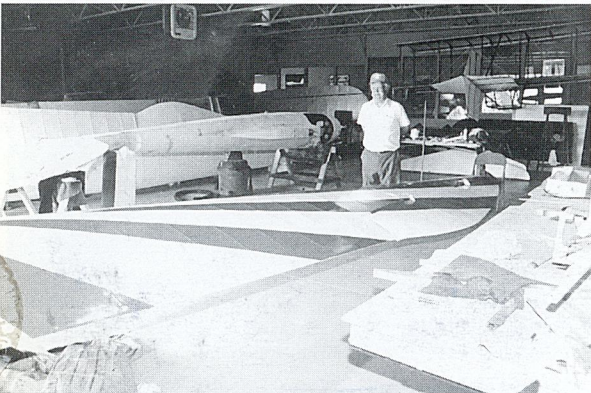


## Wolf changes colors



The Wolf restoration project at the National Soaring Museum under the direction of Restorationist Richard Kurzenberger is nearing completion.

Left, top: Volunteers Erwin Jones, left, Dale Gustin, center, and Kurzenberger, right, attach the wings to the fuselage. The wingspan is so wide that it partially stuck out the open overhead doorway!



Left, bottom: Kurzenberger stands by the careful blue and cream striping job applied to the wing. In the late Indian Summer days of October the fuselage was also spray-painted and detailed to match its original design.

The final stages of the restoration project will include the lettering on the fuselage. The project has been a labor of love for this crew and will be a fine vintage specimen at the IVSM 2000.

## IVSM-2000 logo unveiled

Vincenzo Pedrielli of Italy has designed the logo for the upcoming International Vintage Sailplane Meet scheduled for the summer of 2000. This will be the second international meet to be held at Harris Hill and is hoped to be even bigger and better than the successful 1995 event.

Pedrielli, a National Soaring Museum member, has worked with NSM Trustee Robert Gaines to get this logo ready for the public relations efforts needed for this event. It already makes a very handsome T-shirt design.



## CALENDAR

December 4, 1998

Annual Community Soaring Luncheon  
NSM

February 24-27, 1999

SSA Convention - *Knoxville, TN*  
featuring  
The U.S. Soaring Hall of Fame  
Induction Ceremony & Reception  
and  
NSM Board Meeting

July 1999

Sports Class Nationals  
50-60 high performance sailplanes and pilots from across the U.S. and Canada compete in the most popular racing class for the national championship. Tradition dating back to 1930!  
NSM/Harris Hill

July 1-11 2000

International Vintage Sailplane Meet  
50-60 sailplanes, each at least 25 years old (and most over 40!) from around the world in friendly competition. In 1995 the first IVSM drew ships from a dozen countries and visitors from every continent. Two weeks of old time aviation fun!  
NSM/Harris Hill

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

# NSM

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