

NSM



A Quarterly Journal
of the National Soaring Museum
Spring, 1977 Vol. 1, Number 6

Filling Needs

This column will be reserved for want ads, trading requests and the like. Please address all requests to NSM, c/o The National Soaring Museum, Harris Hill, R.D. 1, Elmira, New York 14903.

To the Editor:

We have been asked to obtain plans for the construction of the Rheinhold Platz Canard glider, built in the early 1920's. If you have such plans, and if it would be possible to copy them, could you provide an estimate of how much it would cost? If not, can you suggest other organizations or persons I might contact? I have already called the Soaring Society of America in Santa Monica, but at the time I reached them two of their older staff members were out and could not be consulted.

Sincerely
Tom Zimoski
Fresno County Library

Soaring issues needed to complete set for National Soaring Museum:

1937: January through June, October, December
1938: All except January and February
1939: January, February, March, May, September, October, November, December
1940: All except January, February-March
1941: July-August
1942: All except Jan-Feb.
1943: All except November-December
1944: January-February
1945: All
1946: March-April, May-June
1947: Jan.-Feb., March-April, July-August
1948: January-February, May-June

1949: January-February, September-October, November-December
1950: January-February, July-August
1951: January-February
1952: November-December
1953: March-April
1954: May-June, September-October
1955: March-April, July-August, September-October
1956: January-February, March-April, July-August, November-December

NSM is a publication of the National Soaring Museum, Harris Hill, RD 1, Elmira, New York 14903. Anyone is invited to contribute material and pictures with identification about historical soaring activities, renovation of old sailplanes, soaring pioneers, unusual uses of sailplanes, etc. Manuscripts are subject to whatever revisions, additions or deletions are necessary to make the material conform to the space limitations and standards of NSM. Material that is to be returned must be accompanied by a stamped, self addressed envelope. No compensation other than credit will be made.

Publisher — National Soaring Museum
William D. English, Jr., director

Editor — Meta L. Levin

On the cover: The Harris Hill Administration Building burned to the ground early January 19, 1977. Photo courtesy of the Elmira Star-Gazette. See Page 6.

Papers Available

Four papers are available through the National Soaring Museum. The first three are reprints from the 1974 symposium and are \$1.25 each, plus \$.25 for postage and handling, or \$4 for all three including postage and handling. The fourth is \$.50, including postage and handling.

1. Some Light and Ultralight Sailplane Designs, Carmichael.
2. Second Generation Ultralight Sailplanes, S.O. Jenko.
3. Some Thoughts on Ultralight Sailplanes, E. Schweizer.
4. Experiments and Observations in Soaring Flight, Wilber Wright

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- ☐ Some Thoughts on Ultralight Sailplanes, E. Schweizer, \$1.25
- ☐ All three ultralight papers, \$4.00
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National Soaring Museum
R.D. 1, Harris Hill,
Elmira, New York 14903



Jack O'Meara awaits his flight during the 1938 National contest on Harris Hill.

Remembering

Stories From Early Soaring Contests

Editors Note: E. A. Mooers is a member of the museum's board of trustees.

by E. A. Mooers

The first contest was held at Elmira in November 1930. Among the nationally known pilots present, in addition to Jack O'Meara, were Casey Jones, Frank Hawks and Wolf Hirth, who was the Dean of German soaring pilots.

The champion was Albert E. Hastings. His performance was the best — a distance of 21 miles and an altitude gain of 2,128 feet. Col. Edward S. Evans had given a silver trophy for the champion, which now is in the National Soaring Museum. It is the nude figure of a young man. When it was presented to Al Hastings, who was a pleasant, shy person, he looked at the trophy and said, "Well, when I get this back to Iowa I am going to ask my wife to make a pair of pants for the boy."

The sequel to this is that a year later and just before the second contest, this trophy was on display in the show window of Elmira's principal department store, S. F. Iszard Company, and 'the boy' was wearing a brief bright green pair of silk shorts. Now, a silver quarter has replaced the shorts.

Wolf Hirth flew at the meet, although he was not eligible for a prize, because he was not a United States citizen. His longest flight made on the last day was 32 miles to Appalachin. A dinner was held that evening at the Hotel Lang-

well, but Wolf was late getting back from this flight. When he arrived and it was learned that he had done so well, everyone rose and sang, "Ach, du Lieber Augustin."

During one of the contests (I think it was 1937) word came to Dick duPont that his wife had just given birth to a son. This called for some sort of celebration. One contestant, Bob Stanley, had an all-metal V-tail glider he had built. So he took it up and put on a display of acrobatics. However, in the process one of the wings came completely off the glider. Fortunately, he had a parachute. That evening at a garden party at William McGrath's home, Bob talked about his experience: "I made the mistake of pulling the ripcord immediately and then found that the glider, minus the wing, was circling alongside of me like an oak seed. So help me, I had to pull up my legs at one point to let the remaining wing pass under me; but my only injury was a scratch on my finger from getting out of the ship in a hurry."

As soon as Dr. Klemperer and Jack O'Meara had determined that the Elmira valley was well suited for soaring, the Elmira Association of Commerce immediately gave all kinds

(Continued on Page 4)

Early Stories

of assistance to the soaring fraternity in staging contests and working throughout the year preparing for the next one. The leaders of the Soaring Society of America provided the technical know-how and flying supervision, but the physical arrangements for use of the field, for housing, general staff help and financing were taken care of by the Association of Commerce. Each year the latter made a successful solicitation for funds from local people and the largest budget in one year was \$20,000. However, as time passed certain differences of opinion became evident between the two groups.

At the time of the 1937 contest, Don Hamilton, an SSA director, Franklin Iszard, one of the first Elmira glider pilots, and I were having lunch together. After a discussion of the occasional "pulling and hauling" which had been going on, Don said, "You know, it seems to me that it would be well to form a new organization to handle the whole show with representation from both groups." This seemed a good suggestion. That evening, again at a McGrath garden party, we talked with many of the other people present and actually had a short meeting on the subject. The result was the formation of the Elmira Area Soaring Corporation in 1937. This solved the problem beautifully. Years later the name was changed to the Harris Hill Soaring Corporation, to indicate that the whole local area was involved, not just Elmira. Directors of the EASC were appointed by SSA, the Association of Commerce, the City Council of Elmira, and the Chemung County Board of Supervisors, the last particularly because the County then owned, as it still does, the property at Harris Hill.

For a number of years, I was Secretary of EASC and my particular job at the time of a contest was to make arrangements for the final banquet. One year when Dick duPont was President of SSA, I was talking with him about his part in the program and making a few suggestions. Dick said, "I suppose I have to do this, but it is not what I care for. What I'm here for is soaring, not making speeches." But he did a fine job. He was a blithe spirit and did so much to advance the cause of soaring. He was admired and respected by everyone for his skill and judgement.

During the 1940 contest at Elmira, John Robinson established a new American distance record, flying from Elmira to the middle of Virginia—290 miles. Soon after that I asked him some questions about this eight hour flight. The only maps he had with him were road maps of New York State and Pennsylvania. He was going south and could follow his course on these maps until he seemed to be running out of Pennsylvania. He kept on going and at dusk finally landed in a farming area. A few local people appeared, none of whom had ever heard of a glider. They couldn't believe what he told them. John said, "I asked them in what part of Pennsylvania we were located and they replied 'this ain't Pennsylvania this here is Virginny.' But that didn't help me very much. So I asked them what was the nearest large city and their answer was 'Mineral'. Again it wasn't much help, but it wasn't too far from Richmond and I eventually managed to get home again."

Support The National
Soaring Museum



Early pilots: (left to right) Varl Lange, George Stead, Bob Eaton and Warren Eaton.

Hall Of Fame Weekend Set May 20-22

The United States Soaring Hall of Fame, administered by the National Soaring Museum, has completed plans for Hall of Fame Weekend, May 20 to the 22nd, 1977.

Festivities will begin with an open house reception at 7:30 p.m., May 20, at the National Soaring Museum on Harris Hill. Refreshments will be served.

The following day the museum will host an all day soaring film festival beginning at 10 a.m. There will be no admission fee at the museum on this day. On the Harris Hill glider field, the Harris Hill Soaring Corporation Junior members will sponsor an informal contest featuring short triangles and other tests of soaring skill. Trophies will be awarded.

On Saturday evening, May 21, the Hall of Fam will sponsor a banquet honoring this year's inductees, Harner Selvidge and Robert M. Stanley, at the nearby Corning Hilton Inn.

Harner Selvidge was SSA president in 1959 and 1960, treasurer in 1957 and 1958 and received the Eaton Award in 1961. He served on the SSA board of directors for thirteen years and for much of that time was chairman of the publications board. While in this capacity he upgraded the quality of **Soaring** magazine and was instrumental in the writing, editing, and publishing of the **American Soaring Handbook Series**, which has been used by thousands of glider pilots to good effect. For many years Selvidge was a highly competitive pilot in National and Regional competitions. Presently, he is one of three Trustees of the Soaring Society of America and makes his home in Arizona.

Robert M. Stanley entered the soaring scene at the 1938 Nationals with his ship Nomad, an original design which incorporated a metal fuselage, retractable gear, and had provisions for water ballast. In 1939 the ship was modified to carry a "V" tail, the first aircraft ever to fly with such an arrangement. In short order he established two national records and himself as an authority on sailplane design and competitive flying. From 1939 to 1941 he contributed several articles on aerodynamics to **Soaring** magazine. In 1940 he was elected SSA president, and following the war served on the SSA board.

Among his other achievements, Stanley was the first American to fly a jet plane, the P-59 Bell Air Cobra, and established his own business manufacturing escape systems for aircraft.

Forrest Blossom, the new SSA Executive Director, will speak on the SSA and its future plans at the banquet.

William C. Holbrook, Jr., competition pilot and co-founder of Soaring Symposia, will be the featured speaker. Holbrook will talk on cross country soaring and future developments to increase performance.

Continuing a tradition established in 1976, the Harris Hill Soaring Corporation will present an engraved piece of Steuben glass to this year's Lincoln Award winner. The honor goes to the best writing in English on a soaring subject during the previous year.



Delivery: Tony Barone (left) and Ada Friedman at Wurtzboro, N.Y., with Schweizer 1-26 No. 001.

First 1-26 Given To Museum

One of the most significant sailplanes ever built, the Schweizer 1-26 No. 001, was donated to the museum in December by Mr. and Mrs. Herbert Friedman of New Rochelle, New York. Liam English, the museum director, accepted it in Wurtzboro, N.Y.

The ship, which is flying condition, has been modified over the years, but will be restored to its original configuration.

The 1-26 has occupied a unique place in the development of American soaring. It was conceived as a low cost, medium performance, one design sailplane. Number 001 was first flown in January 1954, immediately winning good reviews from the pilots permitted to fly it during its development phase.

Once the development phase was completed, 001 was sold to E. E. Kohls, the first of several owners. For the next 21 years the ship trained students, competed in one design contest, and flew cross country.

The Museum is pleased to add this historic aircraft to its collection.



Lost: The Arnot glider hung in the Diamond Badge Hall. Nothing was left of either.

Piece of History Gone

Historical Glider Lost As Ad Building Burns

The Harris Hill Administration Building was destroyed by fire in the early morning hours of January 19, 1977.

For forty years it sheltered soaring enthusiasts from all over the world and served as headquarters for more national soaring contests than any other place. In its way the Administration Building served as an important symbol of the sport for soaring enthusiasts and laymen all over the nation.

Built in 1936 as a joint project by Chemung County and President Franklin D. Roosevelt's Works Progress Administration. The structure represented the fulfillment of SSA founder Warren Eaton and other early soaring leader's wish. Because they believed in flight training on a broad scale, they saw government support of soaring facilities as an important step in this direction. They worked hard with federal and local government officials to create the soaring complex at Harris Hill that, after Warren Eaton's death in a 1934 Florida glider accident, came to be known officially as the Warren E. Eaton Motorless Flight Facility.

The Administration Building was designed to be the nerve center for the complex that included aircraft hangars, a grass runway (eventually paved), parking and visitor areas, and small cabins for pilots, cress, and contest officials. The building itself contained kitchen facilities, dining and meeting rooms, lavatories and offices. In general, the Ad Building, as it was called, provided for all the needs of an active community of soaring competitors and supporters. It represented a unique partnership of government and private support for aviation.

Over the years the Ad Building served its constituency well. National contests during the 1930's, 40's and early 50's were almost always held at Harris Hill. The Ad Building provided a place where soaring people from all over the nation could meet. It was typical that one of the pivotal events that brought about the Southern California Soaring Association's Sierra Wave Project took place in the Administration Building, 3,000 miles from Southern California.

For people living in Chemung County, the Ad Building became an important element of community pride. It was visible proof that Elmira supported soaring in a way no other community ever had. It formed the basis for Elmira's proud boast that she was the Soaring Capitol of America. Equally as important, the Administration Building served the com-

munity as a recreation center. It was a place where many groups could hold outings; a pleasant spot, loved and used by many.

When various interested people began talking about establishing a museum devoted to gliding and soaring it was natural that they would turn to the Administration Building as a temporary home for the collection. With the blessing of the Chemung County Government and the building's owner various alterations were made and the exhibits installed. For two years it served as the National Soaring Museum.

Circumstances forced the Museum to move a majority of its collection to a nearby building in 1972, though it left behind many photographs of Diamond Badge holders hanging in Diamond Badge Hall, and the Arnot-Herring Glider about which Gene Husting wrote in the Winter 1976 of NSM (see accompanying story).

In the fall of 1976 the Museum's trustees began examining the possibility of moving the Museum back to the Administration Building to accommodate the Museum's extensive aircraft collection. Preliminary plans were drawn up to build a 6,000 square foot clear span exhibit area joined to the main building. It was at this point that the fire totally destroyed the building and everything in it.

Museum Trustee Edward Mooers, involved in soaring activities on Harris Hill since the earliest days, summed up the loss:

"Just think a little about it. This was just more than a structure. For twenty years and more it was the focal point of the glider movement in the United States. It was the symbol of 'The Glider Capitol of America.' Headquarters of more national contests than anywhere else.

"You can safely say that for many years, through its portals passed all those who shaped the course of sailplane progress: champions, pilots, crews, designers, builders, meteorologists, military service persons from General Arnold and General Spatts on down, Dr. Klemperer, Igor Sikorski, political leaders, experts in many fields and thousands of citizens coming here to learn what gliding is all about.

"The sad news is like hearing the Williamsburg's Bruton Parish Church where Washington and Jefferson and Nelson worshipped, is gone."

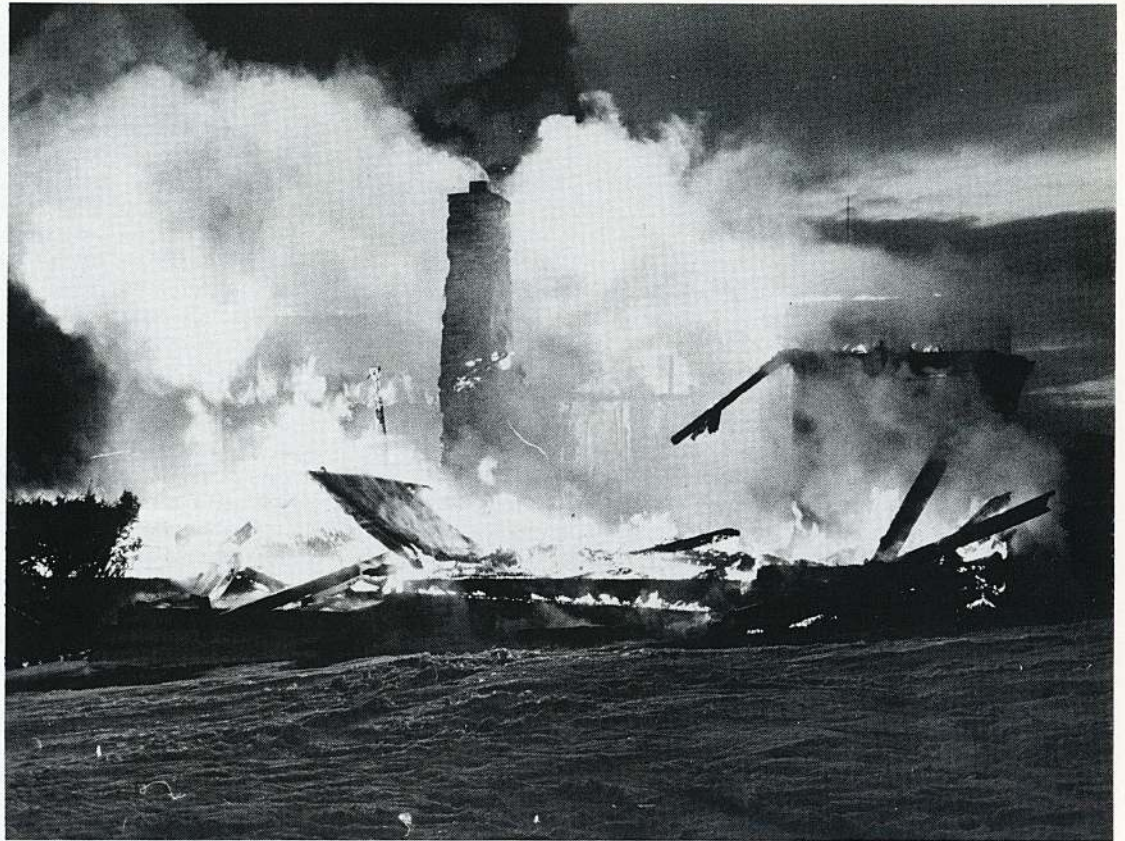
(Continued on Page 9)



In the beginning: Dedicated in 1937, the Administration Building was closely tied with soaring from the first. It served

as headquarters from many national and regional contests.

Inferno: Although the heat was intense, the bushes in front of the building (foreground, left) survived.



Containment: Firemen from several communities fought to keep the fire from spreading to nearby buildings.



The next morning: Devastation after the Administration Building fire. The chimneys have since been knocked down

and the rubble cleared.

The Lost Glider

Which One Was It?

Editors Note: E. E. Husting, author of "Augustus Herring, Aviation Pioneer" (Winter-1975 NSM) had been researching the Arnot Glider's history before the January 19, 1977 fire in which it was destroyed. He had satisfied himself that it was not the 1897 "Herring-Arnot" glider (an improved version of the 1896 Chanute-Herring biplane glider), as both probably were destroyed with most of the Herring-Arnot planes, models, and aero and cycle engines in a September 10, 1899 fire at the Truscott boatyard in St. Joseph, Michigan.

Merrill Stickler, Curator of the Curtiss Museum, Hammondsport, N.Y. discovered a 1955 clipping from the Elmira newspaper stating the glider had been built by Charles S. Teasdale, an Elmira chauffeur and glider enthusiast, from plans by Matthias Charles Arnot, who was Herring's backer and associate from late 1896 until Arnot's death, July 31, 1901. However, Stickler told Husting that the late Dan Hungerford, who supplied the clipping, and he had discussed the possibility that Herring and not Arnot may have drawn the plans, in which case the glider could have been constructed later.

Arnot's family has told Husting that Arnot took a glider with him to Italy in 1901. Husting believes it was this one. Herring had exhibits at the 1904 Sportsmen's Show in New York City, and a highly praised one at the first exhibition of the Aero Club of the United States in January 1906, in New

York City. In both he exhibited a glider, and a powered "aeroplane" which would have been his gasoline-powered large model airplane. Husting believes the glider was the museum's one.

The glider lost in the fire was similar to the 1897 Herring-Arnot one but the measurements weren't identical, Husting found. Furthermore, he noted the wings' end panels had an extra brace cross-wise between the two end ribs and wing-tip skids, neither of which were features of the gliders flown at the Indiana Dunes (with Herring and Chanute).

These same features were incorporated in the biplane glider used by the Aerial Experiment Association at Hammondsport around 1908 (a model of which, built by Tony Doherty, Big Flats, N.Y. from old photographs, is on display in the National Soaring Museum). Husting believes there is a connection. Herring was not a member of the A.E.A. group but was an unofficial advisor. In addition, he continued his close relationship with the Arnot family after Matthias' death.

Paul Schweizer says that when found in the Arnot family property, the old glider was in good condition, considering its age, and that it was not altered in restoration.

Husting has since received information from Thomas Byrne, Elmira Historical Society, indicating the glider lost in the fire may have been built from Herring's plans by Teasdale in 1910. However, no confirmation either way has been made.

New Information On Bowlus's Albatrosses

Editors Note: Harland Ross sent this for our information, but we believe it is of general interest. It is followed by a related exchange (Page 12), which shows the service the museum and NSM can perform.

To the Editor:

While thumbing through the spring 1976 issue of NSM, it brought back memories to read the article "Lindbergh Flies the Albatross" by Bob Meakin.

Since I was living in San Diego, California at the time and was active with Hawley Bowlus, Jack Barstow, Bill Van Dusen and the others, I feel qualified to correct several errors in the article.

In the editors note was the statement: "This plane may also have been known as the "paperwing" Bowlus.

You were close, since you missed it by only a couple of models. William Hawley Bowlus built his first glider in 1911 and each new design was numbered consecutively thereafter. In January 1929 in San Diego, Hawley and his wife built Number 16 glider in his back yard. This was the ship that Hawley later made his first soaring flights.

The main design criteria, in those days, was to keep the weight to a minimum, in order to reduce the sinking velocity. With this in mind, Hawley made the rib caps of quarter inch strips of boat spruce and the rib webs of brown butcher paper. Since it was difficult to get thin plywood in this country, he covered the leading edge back to the front spar with a stiff cardboard paper, made by Zellerbach. The wing spar caps were made of spruce while the spar webs were one eighth inch cottonwood plywood. Since the two wing spars were braced diagonally on top and bottom, the leading edge of the wing was not required to carry any torsional loads. The flight speeds were very low and stiff paper was sufficient to maintain the leading edge contour.

This sailplane was one of the lowest wing-loading ships ever constructed and had the following characteristics: span - 44 feet; wing area - 176 square feet; empty weight - 160 pounds, and gross wing loading of 1.89 pounds/square foot.

On July 4, 1929, Bowlus won the first Pacific Coast Glider Contest on Pacific Beach, California and on October 16, 1929 he exceeded Orville Wright's 18 year old duration record of 9 minutes 45 seconds, by soaring over Point Loma, California for 14 minutes. With these and other soaring records, old Number 16 became famous as the "paper wing sailplane."

"Albatross" Number 17 was the same as Number 16 except it had plywood ribs, longer center section and conventional trailing edge ailerons. In fact, it was the sailplane in which I made my first soaring flight, on March 19, 1930.

The sailplane that was used at Lebec by Lindbergh was Number 18, the first production model built by the Bowlus Sailplane Company, Limited at San Diego, California. "Albatross" Number 18 was an improved and larger version of earlier models, with a span of 60 feet, wing area of 212 square feet and empty weight of 230 pounds. From the pictures you can see the difference in the aileron design between Numbers 16 and 18. Number 18 had wing tip skids for beginning pilots, as shown in the picture with Lindbergh. They were removable before advanced soaring flights. Since

the ailerons had a symmetrical airfoil, the torque tube, about which they rotated, was placed just ahead of the quarter chord. This tends to make the ailerons float slightly above the tip of the wing panel, which added to the wing washout.

With the extra span of "Albatross" Number 18, Hawley used one inch aluminum tubing for the aileron torque tube, in order to reduce the wing weight. To improve the glide ratio, Hawley was known to remove the wing tip skids on some flights. This caused a problem however, with the ship sitting on the ground, the weight of the wing would tend to bend the soft aluminum tube at the inboard end of the aileron, where it rotates in the wing panel bearing. Several times I noticed Hawley bend the aileron tube down to line up the aileron with the wing panel. Since Number 18 was several months old, I am sure this bending of the torque tube fatigued the metal and caused the aileron to have structural failure under air loads during one of Lindbergh's flights.

A difference from Meakin's account — Hawley told me personally that Lindbergh was not aware that he had lost one aileron until after he had landed. After the aileron torque tube was repaired, the wing tip skids were replaced and all subsequent flights were made with them installed. This can be verified by the picture on the Frontispiece of "The Book of Gliders" by Edwin W. Teale.

The other error I would like to point out was the descrip-



Charles Lindbergh at Lebec with Bowlus Albatross No. 18. Span - 60 ft., area - 212 sq. ft., and empty weight - 230 lbs. Photo courtesy of Harland Ross.

tion of Lindbergh soaring up in a blue thermal. Do not forget, at that state of the game there was no American pilots capable of clear air thermal flights, because of lack of instrumentation and knowhow. In fact, none of the Bowlus sailplanes had any instruments; not even an airspeed or altimeter, let alone a variometer or rate-of-climb indicator.

I can say, without reservations, that all of the Lindbergh distance flights were made with the aid of ridge winds and consisted mainly of extended glides to lower altitudes.

For the record, in October 1930 the first thermal flight without clouds was made by the German expert, Wolf Hirth in his sailplane "Musterle" at Elmira, New York. He was able to make these flights by using his variometer or as he called it "sustentometer."

The final error was the statement that Lindbergh was so enthusiastic over his flights at Lebec that he ordered a new "Albatross" from Bowlus. This was not true.

When Hawley returned to San Diego, after the Lebec expedition, he told several people, including myself, it would be great if he could get Lindbergh to own one of his sailplanes since the added publicity on the Eastcoast would improve sales capabilities. In fact that day Hawley gave orders to his glider company to take production model Number 20 and give it special care in construction, including the complete covering of the ship with Chinese silk cloth. This caused quite a problem to get the fabric tight enough with nitrate dope. However, the ship was finally finished. It had a white paint job with gold trim.

The following month Hawley went to the Eastcoast on a sales trip and presented Lindbergh this special built Number 20 "Albatross" sailplane as a gift. Much to Hawley's surprise, Lindbergh refused the gift, since he realized the commercial aspects of the proposal.

This may have been one of the things that caused Lindbergh to discontinue gliding. Regardless of the fact that Lindbergh and his wife held Number 9 and 10 soaring license, as far as I know neither one ever soared in a

sailplane from that time on.

Number 20 "Albatross" was later sold to one of the Mechanic Magazines and I have a clipping of the ship being flown by Assen Jordanoff, a writer and author of aviation books.

These comments are not to be critical but only to get the record straight.

Please return the two pictures as I will include them in a later article about Bowlus and his life of soaring and gliding.

Sincerely yours,
Harland C. Ross
Box 40
Sandia Park, New Mexico
87047

Use Your Film Library

For information contact:

National Soaring Museum
RD 1, Harris Hill
Elmira, New York 14903
(607) 734-3128



H. Bowlus's Albatross No. 16 at the first glider meet, July 4, 1929, Pacific Beach, California — Span - 44 feet, AR-11, and

empty weight - 160 lbs. Photo courtesy of Harland Ross.

More Letters

Great Albatross Hunt

To the Editor:

I have been referred to you by both Mr. Martin Simons of the Australian Gliding Journal, and Mr. Blumquist of the Southern California Glider Club Association.

With the thought in mind of its value to our San Diego Aerospace Museum, can you assist me in determining the location, or fate, of the Bowlus "Albatross" sailplane named after, and flown by Mrs. Anne Morrow Lindbergh.

I have been advised by one source that the aircraft was purchased and taken to the New York area by a Mr. Corcoran Hainey sometime around 1940. A rather vague lead!

I saw it flying many times, and then later, when it was housed on display in San Diego Balboa Park during early 1932. I have questioned numerous City and Federal Officials, and also local aviation personnel, but to no avail.

It is my hope that your rosters or archives may have a record of the glider or the name of Mr. Corcoran Hainey.

As a member of the San Diego Aerospace Museum, I thank you for your effort in this search.

Sincerely,
Richard H. Benbough
4354 Avenida Gregory
Spring Valley, Calif. 92077

To the Editor:

In regards to the status of No. 18, after Bowlus returned to San Diego from his sales trip to New York, the ship along with the Bowlus Sailplane Company, Limited was sold to a company by the name of Van (something). I have forgotten the full name but the man from San Diego can find out by checking with the Aero-space Museum in Balboa Park. On the south wall there is a picture frame of some newspaper articles about "Bud" Perl and some of his glider exploits. Included in the article is the name of the company that purchased the Bowlus Manufacturing Company. Since I left San Diego soon after this I am not aware of the final resting place of old "Albatross" No. 18.

Sincerely yours,
Harland C. Ross
Box 40
Sandia Park, New Mexico 87047

Museum Receives Berg Collection

Mrs. Kari Berg, widow of Quentin "Ice" Berg, has given the Museum an extensive collection of soaring instruments and equipment. This important addition will be known as The Berg Collection, and makes the museum's collection of soaring instruments the most comprehensive one known.

Berg, a well-known soaring pilot, died of a heart attack during the 1973 Open Class Nationals.

The instruments, all of which are in new or almost new condition, will be used in the museum's exhibition, education, and research programs.

Memberships Important

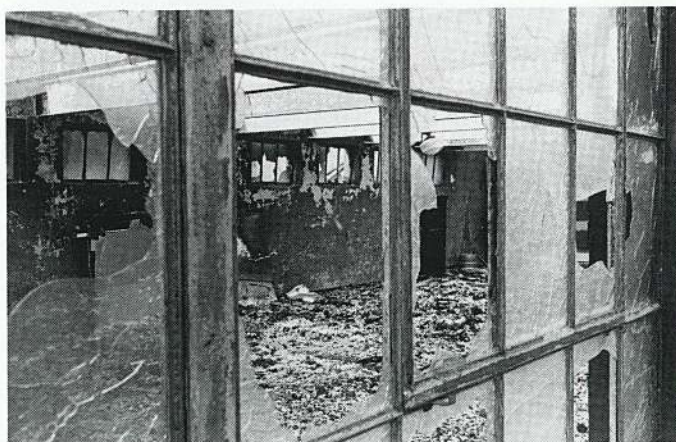
Remember memberships keep the museum going. The National Soaring Museum is a tax exempt institution chartered by the University of the State of New York to further the development of motorless flight and to collect data and artifacts of significance. In addition to earned income and grants from foundations, private industry, and governments, the museum depends upon its membership to carry out its day to day activities. Membership categories are as follows:

Museum Membership	\$10.00
Family museum membership	25.00
Museum Associate	50.00
Contributing Memberships	
Sponsor	100.00

Patron	500.00
Benefactor	1000.00

All members receive an annual subscription to NSM. Help the museum to continue to help soaring; send your membership support to:

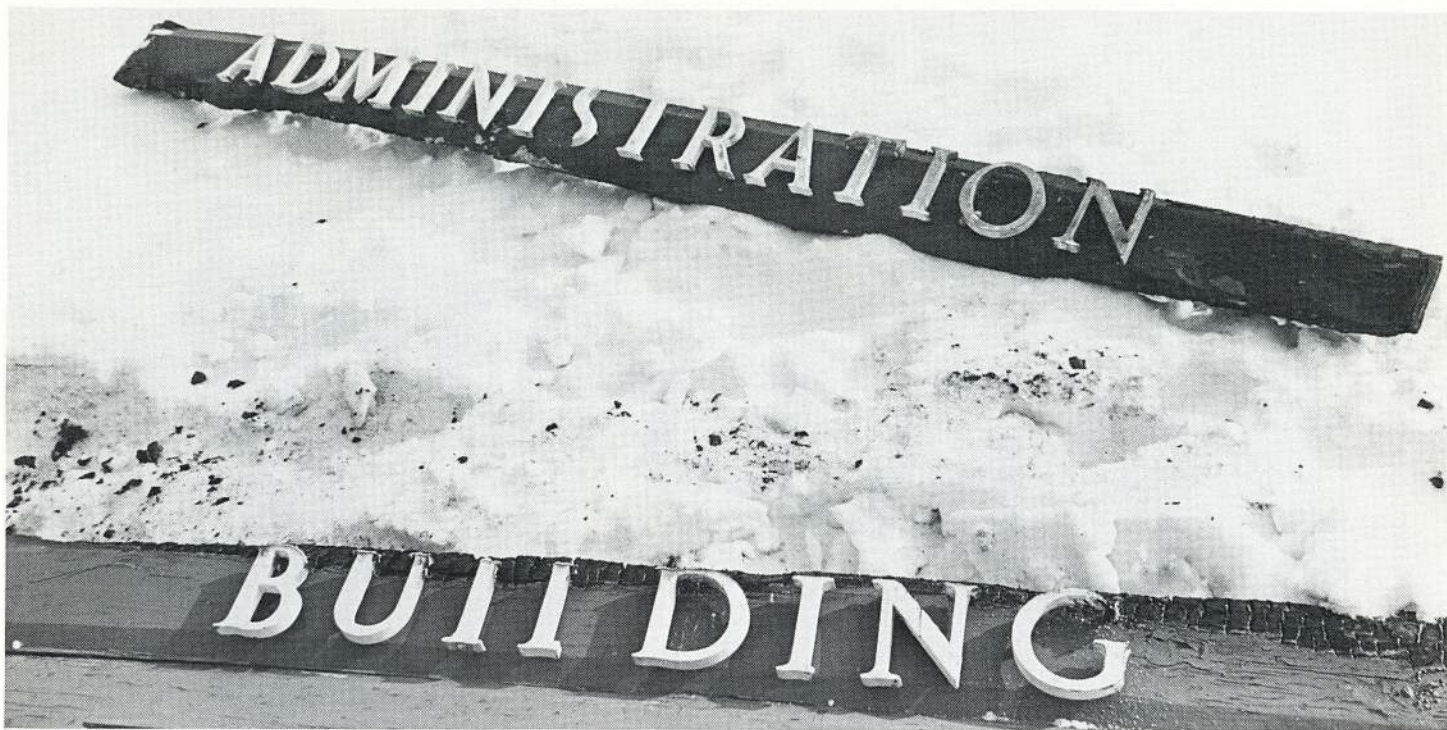
Membership secretary
National Soaring Museum
Harris Hill RD 1
Elmira, New York 14903



Basement: This room was below the Diamond Badge Hall in the destroyed Harris Hill Administration Building.

Support Museum Events

(See Calendar on Page 14)



From the Director

Museum Changes Plans After Ad Building Fire

by William D. English

The Administration Building fire has caused a considerable shifting of gears for the National Soaring Museum, its Board of Trustees, and staff. Plans were well advanced for the construction of an addition to the Administration building that would have allowed us to exhibit much of the museum's collection of aircraft and other artifacts. We expected that this addition and the necessary renovation of the Administration Building would be completed by May of this year.

In one sense, the timing of the fire was fortunate; had it occurred after the scheduled February Board meeting it would have been difficult and time consuming to change our plans. As it was, the fire happened two weeks prior to the meeting and the necessary ground work for a new direction could be laid.

The obvious question facing the Board was how to continue the museum's expansion plan in light of the Administration building loss.

Immediately after the fire a considerable amount of telephoning showed that there was support for the construction of a building that would not only serve the needs of the NSM, but also allow for all those functions formerly performed by the Administration Building. Officials of Chemung County, which owned the Administration Building and its site, pledged their full support.

With this encouragement, the Trustees determined to build a new structure on Harris Hill. Our studies showed that an approximately 15,000 sq. ft. structure would fit the site of the old Administration Building and could be built for a reasonable cost.

After considering the museum's capital fund raising needs, in light of its building program, the Trustees authorized a fund raising goal of \$400,000 and pledged more than \$100,000 of that amount themselves. The museum's capital fund raising campaign is about to start. I believe that

the \$400,000 goal will be reached by the end of 1977 and that our new building will be ready for business by the spring of 1978.

* * * *

On another front, the NSM has been asked by SSA and the National Air and Space Museum in Washington, D.C. to help develop a more effective soaring exhibit for the latter organization.

Since it opened last July, the new Air and Space Museum has been visited by more than 6,000,000 people, making it the most heavily visited aviation museum in the world. Its attendance has outstripped that of any other museum in Washington.

Within the soaring community there has been strong feeling that the Air and Space Museum's soaring exhibit was not up to that institution's high standards. This belief was shared by that museum's staff who took initial steps several months ago to improve its treatment of motorless flight and upgrade the entire general aviation exhibit. The National Soaring Museum is proud and pleased to be of help.

* * * *

The NSM would like to thank Mark Wild and the crew at Black Forest Gliderport in Colorado Springs for hosting the National Soaring Museum Wave Camp during the week following the SSA convention last February.

Pilots from as far away as Japan attended the camp, which produced at least one diamond altitude gain (museum member Erica Scurr) and one gold altitude gain (museum member Al Uster). Trustee A. J. Smith and I hosted one evening's get together and had a pleasant visit with many of the soaring enthusiasts of Colorado, a group that has been especially supportive of the museum over the past several years.

(Continued on Page 16)

CALENDAR

May 7

Soaring Evening in San Francisco. Bob Fisher will talk about his cross-USA flight. For more information write Duane Russell, 798 Londonderry Drive, Sunnyvale, California 94086.

"Fly for the Museum" at Kutztown Airport, Pennsylvania. A portion of flying revenue will be contributed to the Museum. Write the Museum for more information.

May 14

SSA/NSM conference on FAA NPRM (Notice of Proposed Rule Modification) glider and powered sailplane airworthiness regulations at the Museum.

May 20

National Soaring Museum Trustees meeting at the Museum.

May 21

Hall of Fame Banquet. More information contact the Museum.

May 21

Vintage Sailplane Association Meet, Dart Field, Mayville, New York. Contact Bob Dart, P.O. Box 107, Mayville, New York 14757.

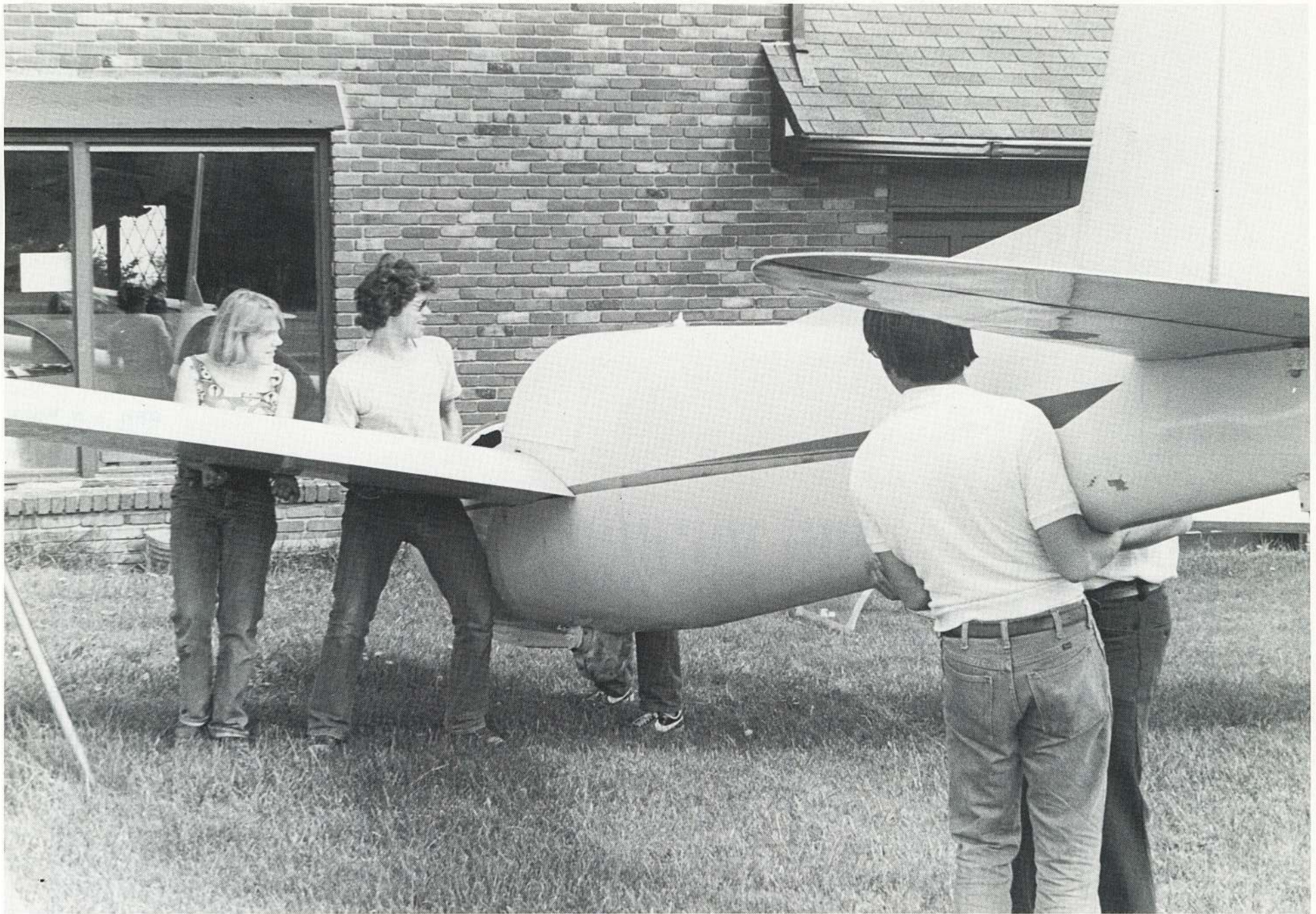
June 4 & 5

National Soaring Museum Trustees Meeting.

October 29

Ralph Stanton Barnaby lecture.

October 29



Sign of the season: Volunteers from Harris Hill Soaring Corporation's junior membership help assemble the museum's

Schweizer 1-29 sailplane. It is exhibited in the backyard from late May through November.

New Museum Plans

(Continued from Page 13)

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Next September, the National Soaring Museum will continue its efforts at encouraging flight instructors meetings by co-sponsoring with Tom Knauff's Ridge Soaring, a symposium at which a number of experienced and well known flight instructors will discuss their techniques and ways of maximizing safety. This will be the second such gathering co-hosted by Ridge Soaring and the Museum. Those interested in attending this symposium can contact the museum or Ridge Soaring in Julian, Pennsylvania, for further information.

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Errors In Herring Article Corrected

"Augustus Herring, Aviation Pioneer" (Winter, 1975, NSM) by E. E. Husting has been praised by a Smithsonian Air & Space Museum department head and by a former chairman of the N.A.A., himself an authority on aero history. It also has been reprinted in **Soaring** and **Icarus** (a hang-gliding publication).

Since then more research has uncovered some errors in the original. The statement that Herring designed steam engines for Langley flying models while at the Smithsonian, is false. Instead he designed a high-temperature boiler which posed a possible fire hazard and was not used. However, he did modify wings and structures of No. 4 and 5 models usefully. With certain further modifications after he left they became the successful steam-powered models of 1896. Number 4 was re-labeled Number 6. Thereafter the Langley effort involved gasoline-powered craft: The famous 1902 flying quarter-size model and then the ill-fated "Aerodrome" full-size flying machine of 1903.

Soaring Museum Needs Darkroom Equipment

The National Soaring Museum wants to establish a photographic darkroom for use by NSM and museum staff. To do this economically the museum needs some donations: Enlarger (35 mm and 2 1/4 x 2 1/4 capacity at minimum), black and white and color; Timer; Developing tanks and reels; Tray;s Enlarging easels; Safe Lights; Paper safes; Negative files; Contact printer; Enlarging meter; 2 1/4 x 2 1/4, 35 mm, and 4x5 cameras; Flash units; Copy equipment; Tripods.

If you can help with any of these items please contact museum director, William D. English.

National Soaring Museum
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Elmira, N. Y. 14903