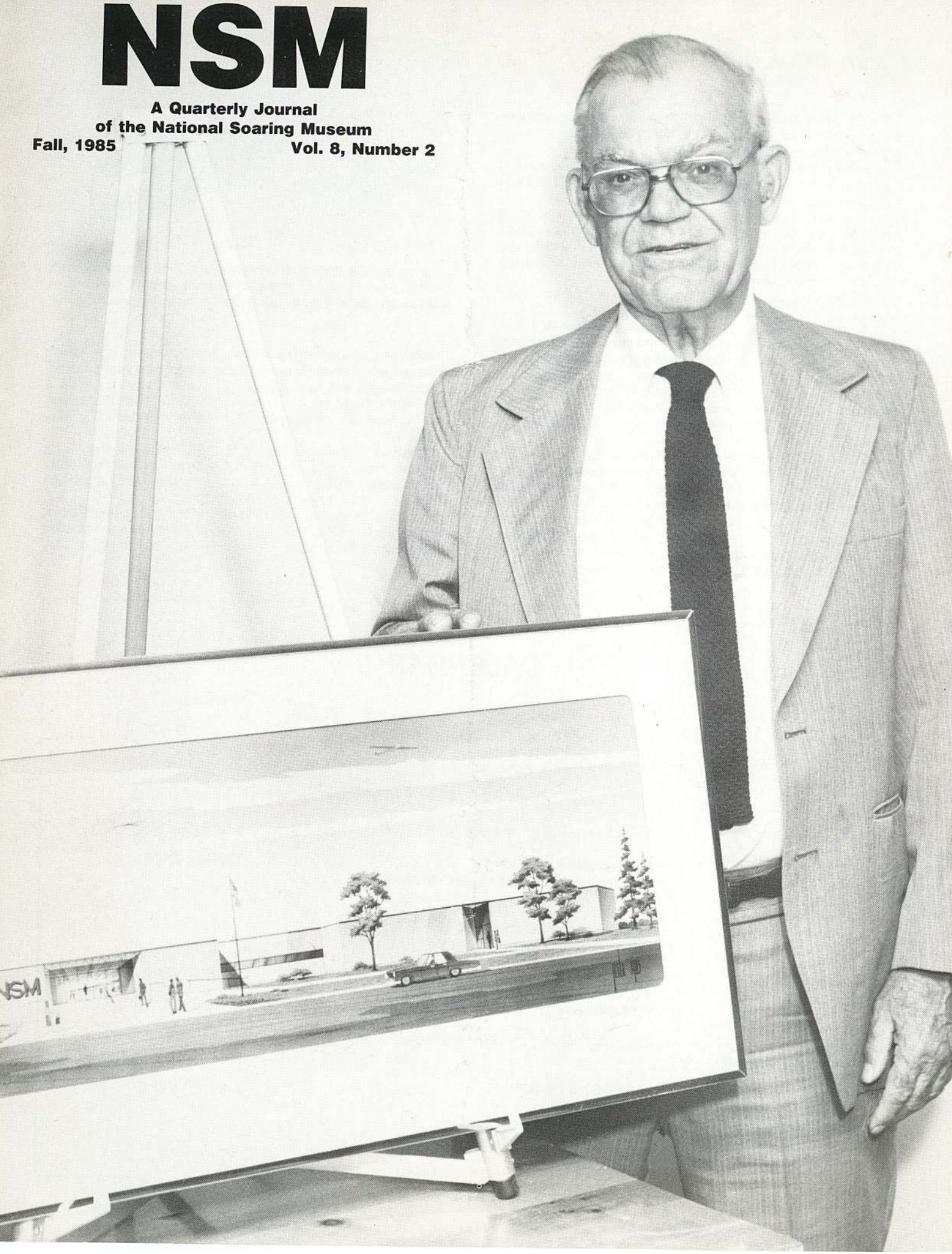


NSM

A Quarterly Journal
of the National Soaring Museum
Fall, 1985 Vol. 8, Number 2



From the Editor:

The NSM Staff excitement variometer is in high green with the announcement of the NSM's "Second Century of Soaring . . ." expansion plan in September.

It seems like mailings and correspondence are going out and coming in by the fathom, and the phone is a constant jingle of questions, good wishes and sales solicitations.

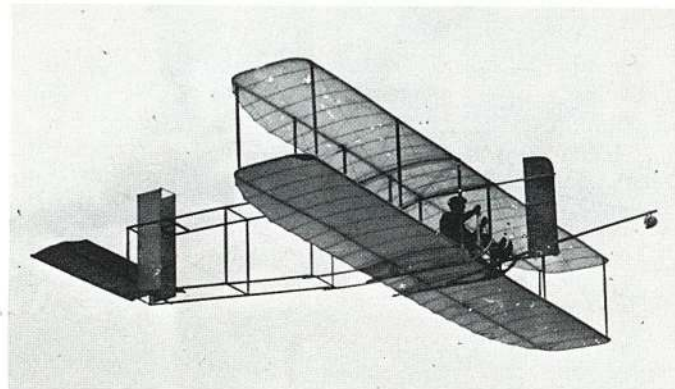
Area media handled the announcements with generous amounts of visibility, space and time. The artist's rendering of the new NSM facility looked impressive on the TV screen and on the newspaper page. Imagine what this new building will look like when it is completed.

From the response so far, we're convinced that people really do care.

The Museum just received the Seattle Museum of Flight News letter in which Exec. Director Howard Lovering reports on a recent trip to Japan where he was a guest of the Japan Air Lines, JAL Bowl national paper airplane contest, held in Kobe. NSM'ers will recall that the Seattle Museum of Flight was the sponsor for last spring's Second Great International Paper Airplane Contest in which the NSM, with local libraries, submitted an entry.

Lines, with the assistance of Ag Industries, this family event granted trophies and awards to entrants from all parts of Japan, young and old alike, who participated in the sport of paper airplanes. It was a grand event, and I don't think I know of another activity that is so readily available, inexpensive, educational, and so much for an entire family, as this sport of paper airplanes."

The NSM's school kids like it too, Mr. Lovering. It's a great way to teach them the basics of aerodynamics.



Coming up: the 75th anniversary of the first soaring record; Orville Wright's 1911 flight of 9 minutes and 45 seconds at Kitty Hawk. Note the counterweight boom and sandbag.

1986 is just around the corner, and the Museum's Exhibit Committee has been huddling over plans for next year's theme. They have given us just a peek, of a hint, of a tip . . . 1986 is the 75th Anniversary of Orville Wright's 1911 record breaking soaring flight of 9 minutes and 45 seconds in Glider #5 at Kitty Hawk, NC.

Whatever it will be, it's going to be tough to top this year's "William Hawley Bowlus, A Man Of Many Facets." The NSM Guest Book reflects kudos in three different languages and English . . . (four if you count street jargon.)

But back to the expansion. Even the Museum's most recent visiting group, the Northeast Aero Historians made a contribution to the Expansion Fund . . . They know a good thing when they see it . . . We hope you do too!

CALENDAR

Date	Event	Location
Nov. 9	12th Annual Barnaby Lecture Speaker: Jack W. Laister Museum Trustees Fall Meeting	St. Louis, MO
Nov. 23	Adult Learning Week	NSM/Harris Hill
Nov. 29, 30	42nd Annual Snowbird Meet and Banquet	Harris Hill/NSM
Dec. 13	NSM luncheon honoring the Community Soaring Committee Volunteers	NSM
1986		
Feb. 24	"Dynamics and Aerodynamics of Paper Gliders" Teacher Workshop	Addison, NY
Feb. 28	SSA Convention Museum Trustee Winter Meeting Announcement of Winning Gold Medal Design	Valley Forge, PA
Spring Date (to be announced)	Chemung County "Seskitennial" Kite Fly Off	Harris Hill/NSM
May 23-24-25	1986 Exhibit Opening Hall of Fame Vintage Sailplane Regatta	NSM/Harris Hill

THE WAY WE WERE

In 1968, a small group at Harris Hill began actively investigating the feasibility of establishing a soaring museum.

A year later the Soaring Society of America directors voted to make Harris Hill the official site of the National Soaring Museum, and the official repository for the Soaring Society of America. First home of the Museum was the old Harris Hill Administration Building which was destroyed by fire in 1977.

Built in 1936 as a joint project by Chemung County and President Franklin D. Roosevelt's Works Progress Administration (WPA), the structure represented the fulfillment of SSA founder Warren E. Eaton and other soaring leaders wishes. The Ad building provided a place where soaring people from all over the nation could meet.

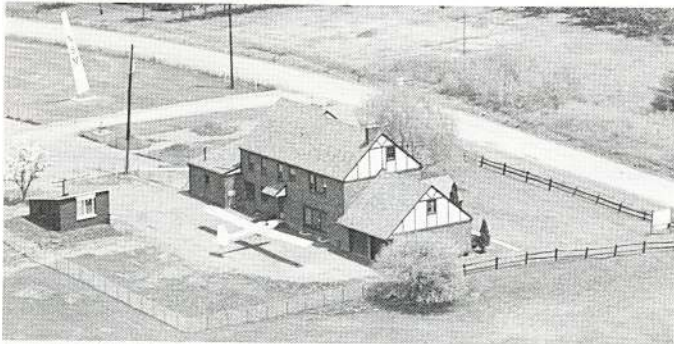


The 1936 WPA-built, (Works Progress Administration) Chemung County sponsored, Administration Building that burned down in 1977.

It was typical that one of the pivotal points that brought about the Southern California Soaring Association's Sierra Wave Project took place in the Administration Building, 3000 miles away from Southern California.

When various people and groups began talking about establishing a museum devoted to soaring and gliding, it was natural that they turn to this site as a temporary home for the collection.

With the blessings of the building's owner the Chemung County government, various alterations were made and the exhibits were installed. The county made crucial contributions in the form of loaned buildings and continuing maintenance support.



In 1971, the National Soaring Museum moved to its second home, the Chemung County owned Merrill House, atop Harris Hill.

Under the leadership of Paul Schweizer, the first president of the Museum, and with enthusiastic help from Harris Hill Soaring Corporation members, exhibits and displays were designed and built.

In 1970, the Museum began to charge admission, and the first design study for a new museum complex was made.

Circumstances forced the Museum to move a majority of its collection to the Merrill House, about a half mile away, in 1971. Left behind were many photographs of Diamond Badge holders hanging in the Diamond Badge Hall and the Arnot Herring Glider about which Gene Husting wrote in the Spring 1977 NSM. The Museum also took over the operation of the Soaring Society of America's Film Library.



The NSM's main exhibit area at the Chemung County Merrill House.

In 1972 Shirley Sliwa was hired as business manager.

In 1973, William D. English was appointed Museum Director, and the first grant from the New York State Council of The Arts was obtained.

In 1974 Museum membership was inaugurated and school programs began. The Museum sponsored the first Vintage Sailplane Regatta.

The following year Architect, Eliot Noyes, presented a plan and model for a new Museum building. That same year Theodore Sprague of Corning, N.Y. was elected president and also "NSM," the Museum's Quarterly membership magazine, was first published.

In 1976 Bernald S. Smith of Fremont, CA was elected president. 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 fire totally destroyed the building and everything in it.



The totally destroyed Harris Hill Administration Building after the January 1977 fire.

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

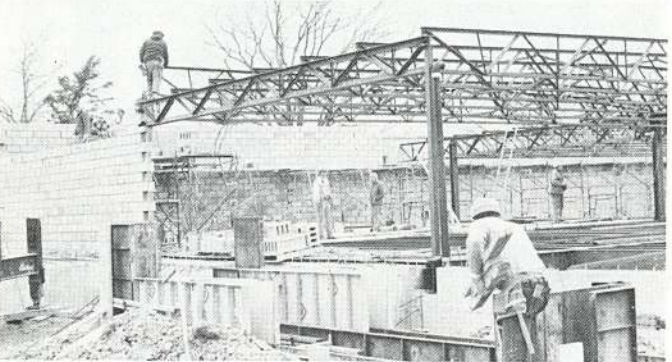
Immediately after the fire a considerable amount of telephoning showed that there was support for the construction of a building that would not only serve the needs of the NSM, but would also allow for all those functions formerly performed by the Administration building. Officials of Chemung County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

Thus encouraged, the Trustees were determined to build a new structure on Harris Hill. Studies showed that a new 16,000-square-foot structure would fit on the same site as the old Ad building and that, most significantly, it could be erected at a reasonable cost.

After reviewing the Museum's capital fund raising needs, the Trustees authorized a goal of \$500,000 and pledged more than \$100,000 of that amount themselves. Goal ETA was the end of 1977, with the new building ready for showing tentatively by the Spring of 1978.

The new 7,500-square-foot main exhibit hall was conceived specifically to exhibit sailplanes and gliders. With a 19-foot ceiling, the hall had a volume of 142,500 cubic feet. Innovative use of this space by exhibit designers made it possible to dramatically display many sailplanes, and give the illusion of expansiveness that characterizes the art of soaring.

Gliderborne, NSM president Bernald S. Smith swooped in for the Sept. 29, 1977 ground breaking ceremonies, which were highlighted by a spectacular aerobatic display by soaring pioneer Bernie Carris in a Schweizer 1-35.



The Museum under construction, in the early Spring of 1978.

The race was on Against ole man winter, and the 1978 deadline. By Thanksgiving nearly all the cement and blockwork had been completed and the building was taking shape.

Chemung County, because of its long standing interest in soaring and its understanding of the Museum's capacity to attract visitors to the area, contributed \$87,000 from Ad Building fire insurance money.

It also provided important and valuable services in preparing the building site. Additionally, the county agreed to provide maintenance and utilities for the new building in perpetuity, a commitment that is significant when spiraling energy and labor costs were considered. Moreover, several foundations generously contributed to the Museum's fund raising efforts.

Another milestone was reached in 1977, with the addition of the Harris Hill Soaring Corporation as the Museum's first Chapter member.

Membership reached 1,200 people, a large group for so young an organization.

After a maelstrom of building and administrative activity, the formal dedication was scheduled for Sept. 9, 1978.

Three days prior to the dedication the entire collection, less the seven sailplanes on display, all the office records and equipment were still in the old Merrill House museum building one-half mile away.

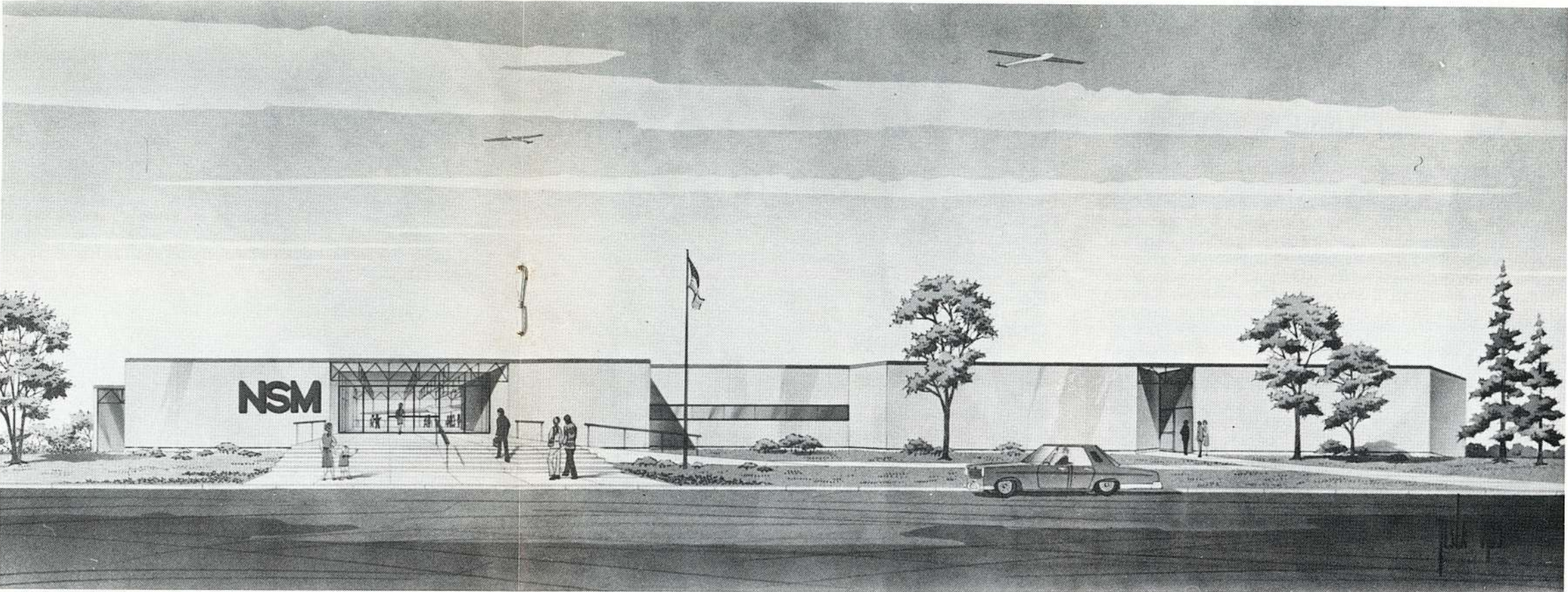


The National Soaring Museum, completed in 1978, and as it looks today.

Several 20 and 22 hour workdays for the staff, and superb support from the volunteers made it possible to open as promised, even though not all the exhibits were complete or ready.

Still, when the doors of the brand new National Soaring Museum opened for Friday evening's reception the most commonly heard comment was, "WOW" — and that said it all!!!

—Bill Gallagher



A CENTURY OF SOARING HISTORY ... EXPANDING INTO A SECOND CENTURY

THE EXPANSION PLAN

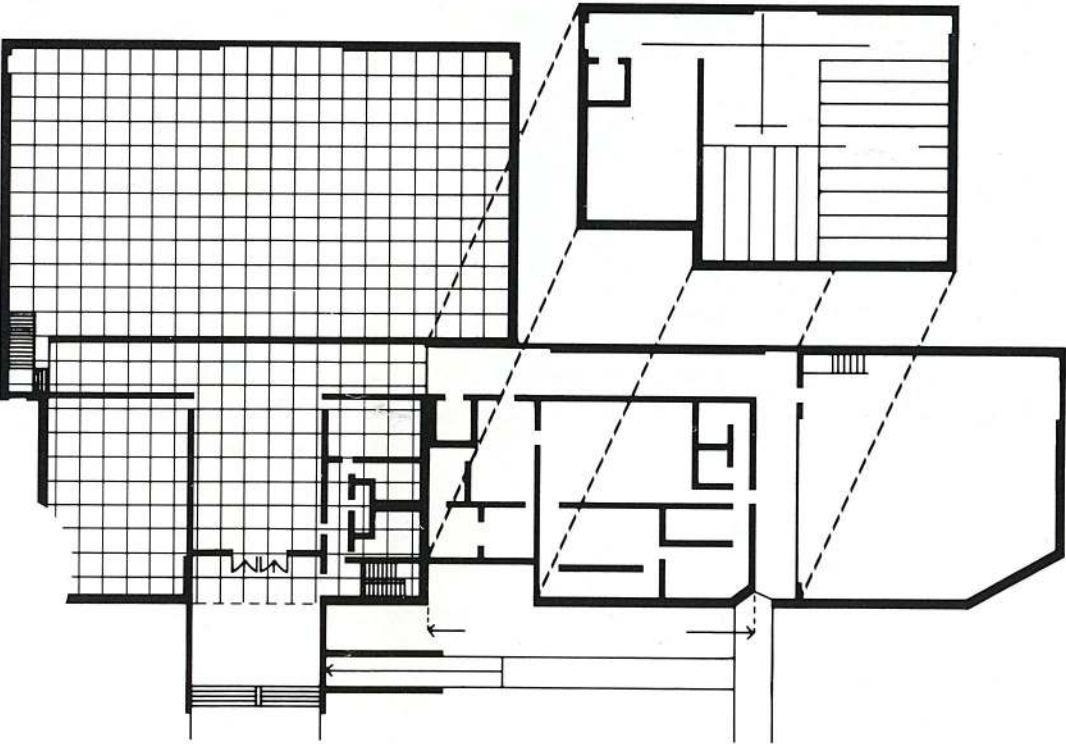
With the expansion, the current Museum office will move into the new section and the present area will become a secure Archive and Library Wing.

The new, two level section will also include an Education and Research Center with a classroom, photo lab and darkroom, graphic arts room, storage and restroom facilities.

This center, along with the office and Restoration Shop, will be housed on the upper level. The Restoration Shop will feature a glass wall at one end for observation of the work in progress. The Gallery overlooking the Main Exhibit Hall will be extended to the Restoration Shop.

The lower level will include storage space for sailplanes and an Exhibit Maintenance and Workshop Room.

This expansion will help to increase the operating efficiency of the facility and its personnel.



The proposed expansion plan bringing the Museum area to 28,000 square feet.

THE NATIONAL SOARING MUSEUM EXPANSION

"A CENTURY OF SOARING HISTORY

EXPANDING INTO A SECOND CENTURY

THANKS TO PEOPLE WHO CARE"

After intense evaluation and planning, the Museum's Trustees okayed a million dollar expansion plan which was announced by Long Range Planning Committee Chairman, Paul Schweizer, on Sept. 19th at a Harris Hill Press Conference.

The National Soaring Museum offers the largest exhibit of classic and contemporary sailplanes in the world!

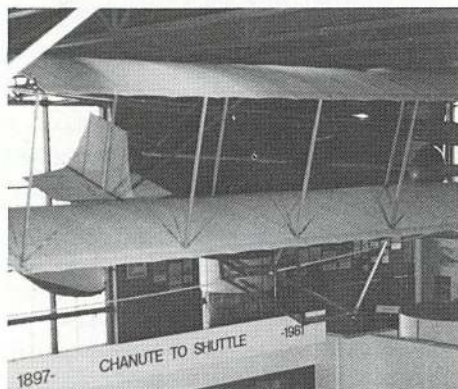
The present Museum, which is located next to the glider field, was opened in 1978 on the site of the first location of the NSM, the old WPA-built Harris Hill Administration Building. This building was destroyed by fire in January, 1977. From 1972 to 1978 the NSM was located in the Merrill House on Harris Hill about one-half mile from the field.

Thanks to people who believed in the preservation of the soaring heritage, the present facility was proposed, funded, and built within two years with the \$600,000 that they raised.

This new 1978 Museum's 16,000 square feet facilitated the development of temporary thematic exhibits. No longer would film presentations and classes be held in a drafty converted garage. What a welcome change it was to see the Museum's historic sailplanes in full flight configuration, rather than being exhibited without wings and tail in the restriction of a 16 by 13 foot room.

See how the Museum grew

In 1979 the sailplane exhibit featured the Irv Culver designed "Rigid Midget," the prototype Schweizer SGS 1-26, the Sisu 1A, the Bowlus-duPont "Albatross," the Dagling Primary, the trailer-rigged Schweizer SGS 1-19, a BG-12BD, and the Beta. One of the most popular displays was the Schweizer 1-34 sailplane simulator.



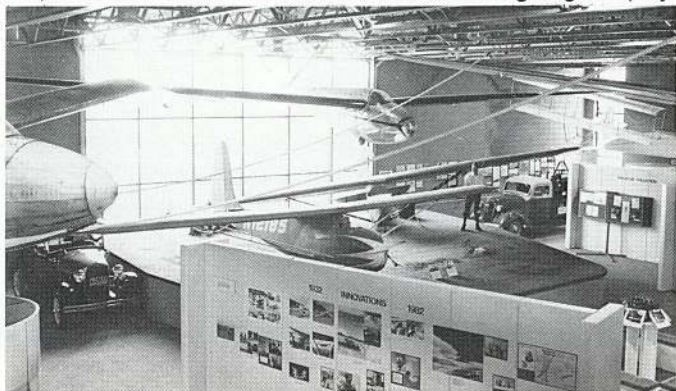
The Museum's Herring-Arnot Glider, by Gustav Scheurer, was the centerpiece of the 1981 exhibit, "Chanute to Shuttle."

'79 also saw the first SSA Sailplane Homebuilders meeting and the kickoff of a Phase II Program to raise funds to be used for the expansion of exhibits, special displays to commemorate the 50th Anniversary of the 1st National Contest held in 1930, a plan for breakaway walls to be used for future rotating exhibits and completion of the Museum entrance, lobby and shop storage areas.

That year Dr. Paul B. MacCready gave the 1979 Barnaby Lecture on the success of that year's Man-Powered MacCready/Allan Gossamer Albatross English Channel Expedition. The lecture was sponsored by the Southern California Soaring Association under the auspices of the NSM.

This was the year that the Trustees devised an exhibit standard for future presentations that would be very important to the Museum's professional appearance. It was a sort of quality and display matrix to which exhibition concepts and material could be fitted in succeeding years.

In 1980 the Museum edged closer to stage center with the showing of the Franklin Glider originally owned by SSA's first president Warren E. Eaton, the Minimoa, the SSA Hall of Fame Gallery, the Soaring Personalities Gallery illustrations by Gerald Pomeroy, and a brand new Museum gift shop and lobby entry. There was a lot more that year too, a sailplane launching equipment exhibit, a variometer display, and a refurbishing of the electric map showing outstanding soaring flights. There was a kiosk diorama of a 1930 shock cord launching scene by Tony Doherty, a large Kodak mural showing a soaring scene at Harris Hill, a Glenn Curtiss exhibit and a TG-3A leading edge display.



The 1982, "50th Anniversary of the Soaring Society of America" exhibit, recalled a half century panorama of the sailplanes, the personalities and the innovations that is SSA's legacy.

With each exhibition year came a new focus and a fuller utilization of the Museum's capabilities. The "Chanute to Shuttle" exhibit highlighted the 1981 Museum year with Gustav Scheurer's Herring-Arnot Glider as the centerpiece. The original was destroyed in the 1977 fire. Thanks to help from Rockwell International Space Systems and National Geographic, descriptive panels and graphics on the Space Shuttle as a glider, the story of motorless flight was updated to the space age.

The Museum's National Landmark Program and creation of an Archivist Chair were announced during Hall of Fame Week-end that year.

In 1982 the Museum celebrated "The 50th Anniversary of The Soaring Society of America," with a central exhibit of a half century of the SSA's history, covering sailplanes, personalities, innovations and SSA past presidents. A life-sized diorama depicted Warren E. Eaton's Franklin Glider preparing for a bungee launch, with a 1931 Ford Touring Car and a 1915 Harley Davidson Motorcycle as period props.

There were several additions to the SSA Awards Wall that year; the Richard duPont trophy, The Kolstad Junior Soaring Award Plaque and The Joe Giltner Memorial Trophy.

The 15-meter National Soaring Championships were held here at Harris Hill and the Founders Gallery was dedicated at the Museum.

Several old restored warbirds were displayed in the main exhibit hall to highlight the 1983 Museum theme, "World War II Military Gliders." Visitors to the Museum that year saw Stan Corcoran's TG-1A, The Navy's LNS-1, (Schweizer TG-2) a Laister-Kauffman TG-10A and, suspended overhead, the "side by side" Navy Pratt-Read. Tens of panels gave detailed pictorial accounts of military gliders, their tactical use, glider training, innovations and personalities of the World War II Glider Program. There were also end panel hangings of six watercolor prints of wartime glider actions.

A World War II Military Gliders Symposium completed the theme.

The colorful Vintage Sailplane Regatta was held in May, and the year was completed with the Capt. Ralph Barnaby giving the Lecture named for him at Princeton, New Jersey.



"World War II Military Gliders," the 1983 Museum theme, featured an exhibit hall filled with restored warbirds such as this Corcoran TG-1A, on loan from the Smithsonian's National Air and Space Museum.

Thematically, the National Soaring Museum Exhibit Committee, in 1984 looked to the source of soaring lore and theory for exhibition, with a Museum-wide display entitled, **"Birds of a Feather—Soaring Birds and Sailplanes."**

With the cooperation of Cornell University's School of Ornithology and sculptor Erwin Hauer, the Museum displayed a stunning series of panels and sculptures on soaring birds, their life cycles, their habitat, and their mastery of soaring flight. The kiosk of soaring birds done in bronze by R.E. Barber drew a great deal of visitor attention.

The exhibit was capped by a mechanically activated Red Tail Hawk model swooping high over the exhibit hall. This kinetic display was designed and executed by Frank Hurtt, artistic advisor to the Exhibit Committee.



The elegant bronze soaring birds sculpted by R.E. Barber, Arvada, CA, were part of the 1984 exhibit, **"Soaring Birds and Sailplanes."** The display also included a topical art show. The Museum acted as gallery for the sale of many of these pieces.

To give that year's theme an added dimension, the Museum held an Art Show in which entries were displayed as part of the overall arrangement. The subject, of course, was soaring birds. The show was so well received by both artists and the public that the Museum received a number of inquiries as to whether another would be held.

In 1984 the National Soaring Museum was honored with receipt of the Ralph Stanton Barnaby and Margaret Evans Barnaby Archive Chair. This \$200,000 endowment provided for the hiring of an archivist and support services to preserve and protect the Museum's valuable holdings.

Highlighting the Museum's 1985 year are exhibits on **"William Hawley Bowlus, a Man of Many Facets, and U.S. Soaring Sites & Clubs."** The showing features three Bowlus designed sailplanes, the 1933 Bowlus-duPont "Albatross," the 1937 "Baby," and the 1939 Bowlus "Super," all suspended overhead in a simulated thermalling configuration. These are accompanied by models and photos of Bowlus designed military gliders, model trains, Flo-Torque clutches, travel trailers, and the "Bumble Bee," a motorpowered plane.

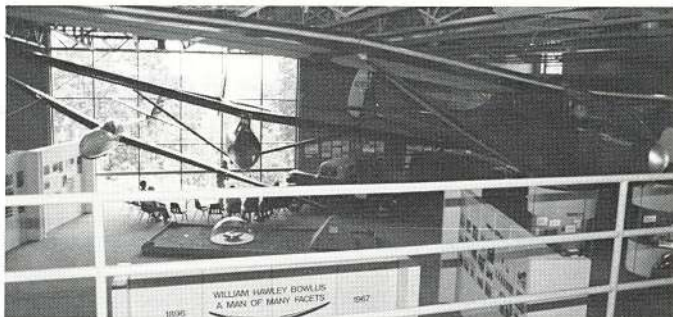
The exhibit opening was followed by The Vintage Sailplane Regatta, The N.A.S.A. Langley Aerovan Exhibit, dedication of the

Third National Landmark in Akron, Ohio, the East Coast Homebuilder's Association Workshop, the Northeast Aero Historian's Annual Meeting, and the Gold Medal Design Contest (see Summer '85 NSM).

In November, the Annual Ralph S. Barnaby Lecture was held in St. Louis, MO. The Lecturer was Jack Laister, pioneer sailplane designer and wartime glider builder.

Elements of all of these yearly thematic exhibits are so historically significant and explain so much of the art of soaring, that the Exhibit Committee directed that they be integrated into the Museum's standing exhibit form.

This year's visitor attendance topped last year's by a healthy 42% to date. Comments in the Guest Book read, "Very interesting," "Splendid exhibit," "Perfect," "Super job," "Fantastic," "Appropriately elegant," "Sehr gut," and "Glad I came." Such remarks continue page after page. People from all over like the Museum, and they come back.



The **"Super,"** the **"Baby,"** and the Bowlus-duPont **"Albatross,"** in a simulated soaring configuration, highlight the 1985 exhibit, **"William Hawley Bowlus, A Man of Many Facets."** The secondary exhibit is, **"U. S. Soaring Sites and Clubs."**

Through the years, the Museum has grown substantially in national and international recognition. With this recognition has come increased donations and acquisitions of historic sailplanes, artifacts and archives material.

The Trustees recognized the need for expansion, but were faced with a fiscal dilemma. What was required was not just a temporary fix, like the addition of a warehouse-like adjunct to the present building. The situation called for an efficient modification of the present structure designed to center all gatherable soaring lore in one historic spot. Without adequate space, this SSA designated official repository of America's soaring heritage might not be able to accommodate these irreplaceable artifacts.

Worse, this material could be fragmented by being placed in museums not devoted to motorless flight and not professionally administered. Through neglect and vandalism some of our most valuable artifacts might just disappear.

Total cost factors were broken down and researched. After a thorough discussion of the million dollar price tag and the feasibility of raising that amount, the Board voted for an expansion. The Trustees were acutely aware of their responsibility to soaring posterity.

To insure continuity and excellence, the Trustees again worked with Eliot Noyes Associates, New Canaan, CT, the original architects, to develop the expansion format. Thus, plans have been made for a 12,000-square-foot expansion to the present 16,000 square feet. (The new 28,000-square-foot National Soaring Museum is described in detail on the center fold of this NSM.)

Of the \$1 million goal, a quarter-million has already been raised and more than \$155,000 of that amount was pledged by the Trustees.

Ground breaking ceremonies will be held when the Museum has received fifty percent of the goal.

The National Soaring Museum has always relied on the support of soaring enthusiasts. Now we need your assistance with this ambitious program to expand the Museum into the second century of gliding history.

Will you help us continue our flight?

The National Soaring Museum moves into its first major expansion since the building was constructed seven years ago. Museum Director Shirley Sliwa answers some questions about the expansion, how the new space will be used, and what the expansion will mean to the soaring community.

"How was the million dollar amount arrived at?"

The Trustees researched our needs, our records of the Museum's history of contributions, and set a realistic goal.

"Who pays for the additional upkeep of the expanded Museum when it is completed?"

The Trustees have taken the advice of experts and have allocated one third of the goal income to an Endowment for operations of the expanded facility.

"The Museum charges admission; doesn't this pay for operating expenses?"

Admission fees are an important source of income, however, they amount to only 11% of the operating budget. We try to keep our fees low so that more people can have the opportunity to enjoy the Museum; and, there is no charge for the local service and youth groups. This is one of the important community educational services we provide.

"Will there be any government help? County? State? National?"

We are applying for grants through the appropriate departments for "brick & mortar", as well as, for program and activity support. The local community has a 55 year history of supporting soaring back to when they organized and held the first two national gliding contests for the National Glider Assoc. before The Soaring Society of America was formed and held its first contest here in 1932.

"Will The Soaring Society of America contribute to this expansion?"

Although the National Soaring Museum is the official repository for The SSA, we have not approached them as The SSA is also a tax-exempt, non-profit organization. However, we will be requesting help from SSA members, as well as Museum members, national foundations, organizations, and corporations.

Please Help

If you have not received your Expansion Pledge Card, or would like to make a Memorial donation to the fund in the name of a friend, please fill in this coupon and mail it to the NSM. We will send by return mail, "The People Who Care" Expansion Packet for your consideration.

Name

Address

City State Zip

"What will the expansion mean to the soaring community? . . . to me, as a soaring enthusiast?"

The project will increase the space to do the necessary functions to preserve the history of soaring; in restoration work, cataloging, archiving, audio/visual production, and exhibitry. It will increase the accessibility to the Museum's Library and Archives and will allow for expanded programs, activities, research, and services which we plan to broaden to a national level.

As a soaring enthusiast? . . . Well, we hope that you will **want** to help to preserve soaring's rich heritage. But, one known area that each enthusiast experiences is the difficulty in trying to explain the fascination of flight. If you could see the faces of "wonder" turn to "enthusiasm and understanding" as the techniques and history of soaring are explained to the youth groups visiting the Museum — it is a powerful force that encourages support.

"When this project is completed, will there be another NSM solicitation for a building project in the near future?"

No, I believe that the Trustees have thoroughly researched the facility needs and have planned for a 10 year development. Naturally, there could be solicitations for special projects, equipment, or programs; but not for building needs.

"Will this mean that the Membership dues will increase?"

No, it is our intent to keep the membership dues at the present levels and increase the support of membership services through the endowment. The NSM membership is one of our strongest assets and we are committed and grateful to our dedicated members.

"When will the expansion begin?"

The Trustees have decided to break-ground when 50% of the goal is attained.

"What is the deadline for reaching the solicitation goal?"

The Trustees have set a 3 year pledge program which, with hard work on everyone's part, should result in a successful campaign.

ON THE COVER:

National Soaring Museum Long Range Planning Committee Chairman Paul Schweizer showing the architect's rendering of the proposed one million dollar Museum expansion at the announcement press conference on Sept. 19, at Harris Hill, New York.

Photo: Chemung Valley Reporter, Dan Driscoll

NSM is a publication of the National Soaring Museum, Harris Hill, RD3, 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.

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