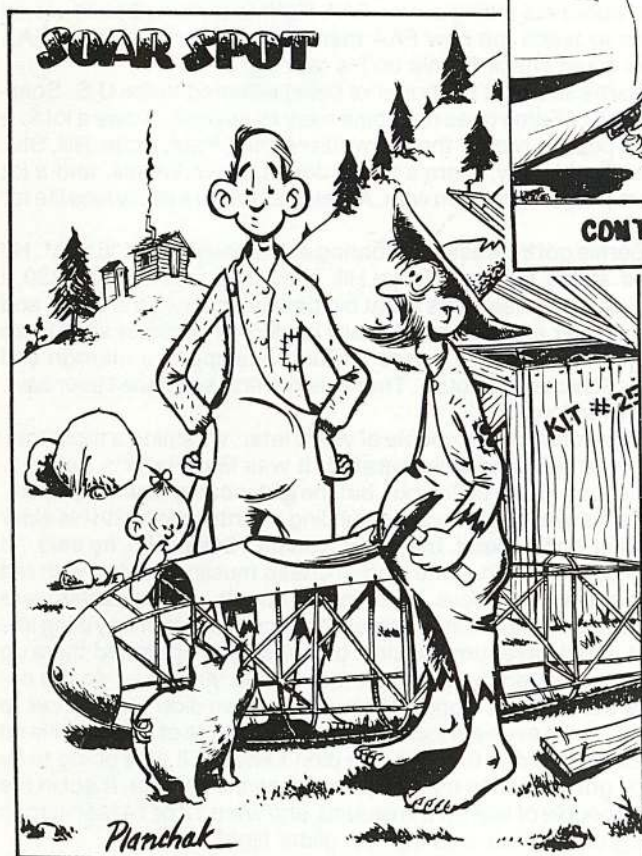
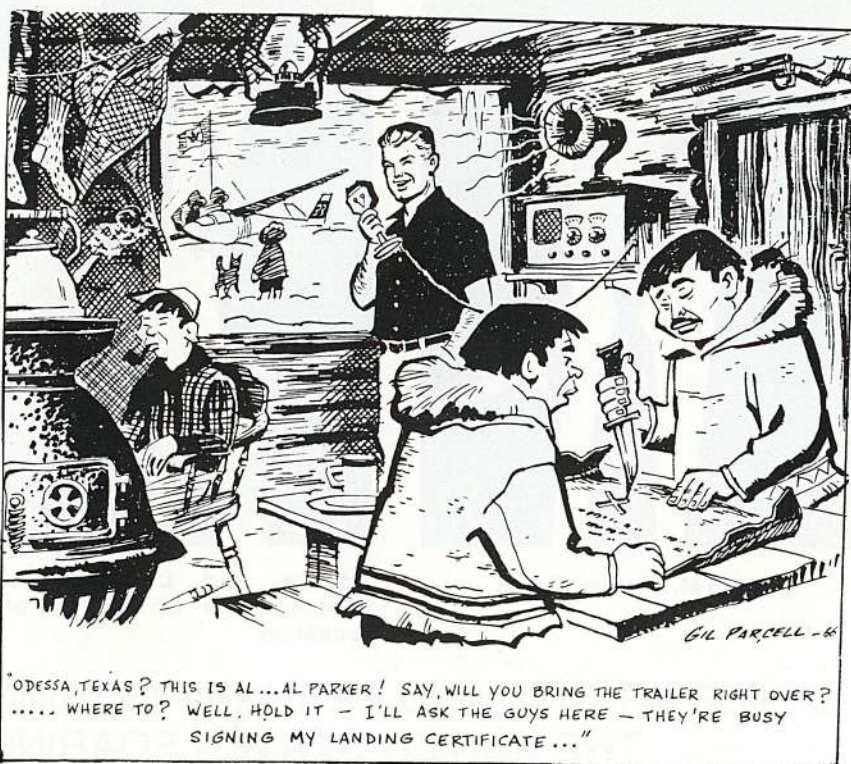
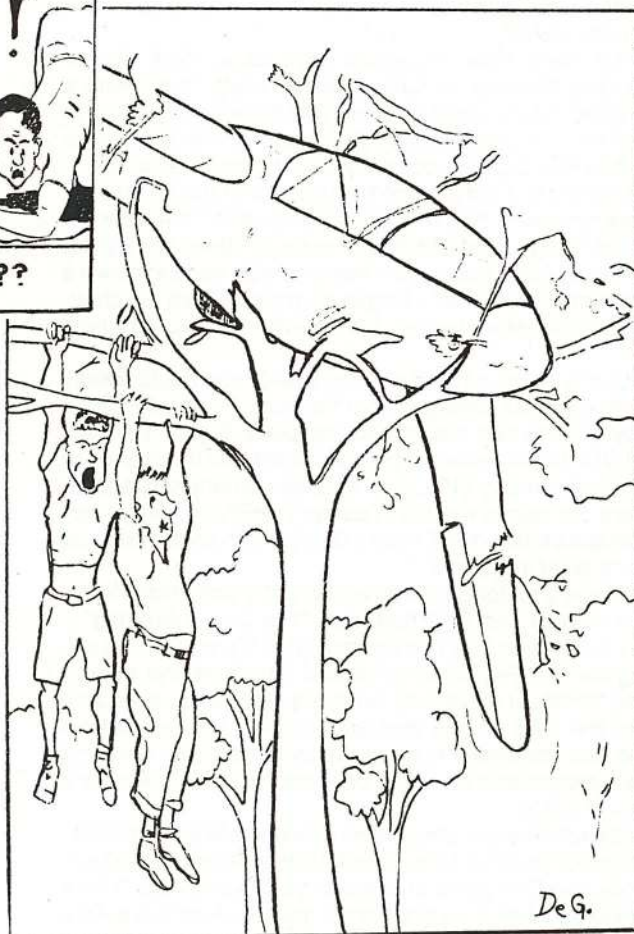


NSM

A Quarterly Journal
of the National Soaring Museum
Spring 1987 Vol. 9, Number 4



"Are ya sure ya ordered the right thang from that travelin' salesman, Luke? It only has one hole and I can't find the pattern for the crescent."



Aw'right Genius — What's our Glide ratio from here?



Bernard M. (Bernie) Carris



Bernie and Lanier exchange reminiscences at the Hall of Fame reception



Lanier Frantz

LANIER FRANTZ AND BERNARD (BERNIE) CARRIS INDUCTED INTO THE UNITED STATES SOARING HALL OF FAME

Saturday, May 30th was a fine soaring day at Harris Hill and that evening's talk by the new Hall of Fame inductees seemed to extend the sensations of motorless flight long after all the ships were hangared.

Museum trustee Paul Schweizer introduced 1986 Hall of Fame inductee Bernard M. Carris, Horseheads, N.Y., with a tongue in cheek story about how in 1948 Bernie came back in from one of his first cross country flights with an old Schweizer 1-20 ("It was really a glider, but we thought it was a sailplane"). On Bernie's return, it was found that the top of the fin and the rudder were smashed. Bernie could not explain it. "We were envisioning him flying under a bridge or wires or doing something like that." "Must have been a low hanging sign coming down a lane, or something like that", Bernie murmured from his chair. Paul sideglanced Bernie saying "It's ok, we've accepted it now Bernie . . ."

Bernie Carris is the kind of pilot to whom you could validly apply the old cliché as having written the book — literally. Close friends say that he has made more sailplane flights than any other person in North America. He has introduced thousands to soaring, including many VIPs, past sailplane champions and record holders. He soloed the late Wernher Von Braun, rocket pioneer and space expert. 1987 marks Carris' 40th anniversary as Schweizer's chief instructor.

Bernie played a major part in developing the Schweizer Soaring School manual and SSA textbook "The Joy of Soaring".

Carris is a Certified Flight Instructor (CFI-G), an FAA Designated Engineering Representative and has done the experimental and certification testing on every Schweizer-built sailplane from the 1-26 on. He also served on a number of FAA panels. He has competed in many national sailplane contests and in 1963 just missed being US Champion by 8 points, over a total score of 5,816.

Paul told another story about when Bernie took part in a special investigation team at Mississippi State where they had two NASA pilots, two FAA pilots and two or three SSA pilots. There were six to eight sailplanes of different manufacture there. One that Bernie flew was a Nimbus. When put through its paces, Bernie could not understand the ineffectiveness of the rudder. The ship had been flown in this country for a couple of years. On landing, he reported the difficulty and when checked, it was

found that the rudder system was incorrectly hooked up. The pilot who owned the ship had been flying it that way for two years, and didn't know it.

Bernie always took a lot of kidding at the Schweizer organization about his aiding a new FAA flight test man. Bernie would have to teach the new FAA man how to soar before the FAA man could check Bernie on his test flight!

Carris said that the honor of being selected to the U.S. Soaring Hall of Fame does not come easy to anyone. "I owe a lot to a lot of people, mostly the Schweizer family, Paul, Ernie, Bill, Stu, Les, Paul Hardy, there's Erwin Jones, Dave Welles, and a lot more people I've flown with. All this has made a really nice life for me."

Bernie got interested in soaring at the early age of "6 or 8". He lived at the base of Harris Hill and, "this was about 1930, I looked up and saw this great big bird flying down the ridge, and it got lower and lower and finally landed. My brother and I were the first ones there. It was Martin Schempp in a maroon and gray Schloss-Mainburg. That was the first sailplane I ever saw. I'll never forget it."

He remembers, a couple of years later, watching a triple tow, and one sailplane disintegrated. It was Gus Haller's Schloss-Mainburg. Haller bailed out, but the glider came down in pieces.

Carris laughingly recalled building a contraption with his older brother and a friend, but, "you wouldn't believe it", he said. "It was covered with some kind of cheap muslin, painted with red barn paint. For pulleys, it had thread spools and the cables were just commercial twisted cable, not aircraft cable or anything like that. It did have turn buckles, but when you tightened them up and you moved the controls, they would stretch — so the cables were always sloppy. Well, anyway, we didn't have a car to pull it — not even a shock cord. It had a couple of little wheels on it, so we decided to pull it. We didn't know if it was going to fly and I got elected to try it because I was the lightest. It got in the air, a couple of feet off the ground, and went 12 or 14 feet across the ground. That was my first glider flight."

When Carris started at Schweizer Soaring School in 1947, his instructor was George Taber. "I sat in the back of a (Schweizer) 2-22 for three flights and George never said one word to me — so help me". Bernie exclaimed "I was all over the

(Continued on page 3)

sky! After about three flights, I guess he figured I was safe so he let me go . . ." Bernie added.

According to Carris, all that Winter he bugged Paul (Schweizer) for a job in the Soaring School. "He finally caved in, probably more in self-defense, he was tired of seeing me."

Bernie remembered some of the VIPs that he checked out through the years . . . Bob Brown, Hugh Downs, Cliff Robertson, Bill Cullen (What's My Line), Bill Shatner (Star Trek). He recalled with a chuckle Shatner's dog, a beautiful Doberman. "As long as Shatner was with the dog, you could play with it or do anything. One day Shatner was up flying and he left the dog tied to a porch at the Glider School and I went over to pet it. I thought he was going to take my leg off. When Bill Shatner wasn't around, you couldn't get near that dog."

Carris remembered when his co-inductee Lanier Frantz had his first glider ride out at the Schweizer School.

By way of introducing Lanier Frantz, the second Hall of Fame inductee, Bill Houck of Roanoke, Va. said, "Lanier Frantz, in my opinion, is one of the finest instructors in the world and I would like to tell you about a couple of experiences."

Don Pollard, Roanoke, Va., in his letter suggesting that Lanier be considered for the Hall of Fame related this story.

In 1962 a soaring group was starting at Roanoke . . . Lanier agreed to be a charter member and also an instructor. That year he soloed 6 or 7 pilots who had not been into soaring for a long time. He went on to establish what many think of as one of the finest clubs in the country. He has an exceptional aptitude for instruction."

Houck mentioned the litmus test for any instructor; being able to teach one's spouse to soar without destroying the marriage. Lanier soloed Thecla in a Schweizer 2-33 in 1984, then transitioned her to a 1-26. By 1986 she had her private license and immediately after that Lanier checked her out in the ASK-21.

Next, Houck told the story of Lanier in the early '60s going out to Odessa, Texas to soar with the big boys with his KA-6. He met Ben Greene, Red Wright, and Wally Scott — to name a few. He was really impressed. He took off with the others for the test. However, it seems that Lanier got so far behind the others that they started to call him to inquire as to what his problem was. Lanier responded that he was out there in the middle of a huge blue hole and he couldn't get out of it. He finally sorted things out and got back to the field. Houck continued, "when photos of the turn points were developed, wouldn't you know, right in the middle of that huge blue hole the pictures showed all these beautiful cloud shadows, all over the place, and Lanier was right in the middle of them . . ."

In his opening remarks, Lanier Frantz said he was "flattered to death with this tremendous honor, particularly when I hear the qualifications of my friend Bernie Carris whom I have known since I have been around this game".

Then followed Lanier's story of how he got into the sport. He grew up in a family that did not talk about airplanes. It was not table talk, and the Frantzes just didn't talk about it. "All this time, I really had it bad," he said, "but did not get to do much about it. Then one day, a lot of years ago, Don Pollard, (Roanoke, VA.) showed up at my office and my father was sitting there. At that point, I did not know that Pollard was a glider pilot. In the course of the conversation, he told us about sailplaning . . . how you could get in one and glide for hundreds of miles, climb up thousands and thousands of feet, land in a football field, and all these great and wonderful things. I was pretty enthused. When Don left, my father said 'what do you think about that?' I said to tell you the truth, I do not believe a word of it. He said well he didn't either. We agreed on it."

"A couple of weeks later," Frantz said, "Pollard wandered through again and there were just the two of us this time. He started in on soaring and before he left, I had written a check for a hundred dollars and joined a soaring club in Montvale (VA)."

The following Sunday the new member arrived in time to see

others rigging a TG-2. "I'll never forget it, as long as I live", the speaker chuckled, " . . . Those little pins at the ends of the bolts . . . I thought that if that was all that was going to hold my life together, I am in deep, deep trouble."

Lanier and his brother came to Elmira's Schweizer Soaring School where Bernie met them at the door and after the prescribed number of instructional flights, signed them off. "We left with licenses", Lanier said. "In the meantime, I had flown a little bit so mine was a Commercial, which I thought was a big deal. On the way home, my brother and I got to talking, and it turns out that anyone with three hours, or whatever it was at that time, was an instructor. Now I'm an instructor! That was sort of a travesty in itself . . ."

Frantz had a Waco UPF-7 and acquired a TG-3, a combination with which he interested an untold number of people in soaring. "It lasted until the fabric gave out", he smiled.

Then he mentioned an experience that he had with the Tarheel Club at Burlington (NC). They had a TG-3 that was never flown, because they didn't have access to a towplane. Frantz had the other half of the combination, so he spent weekends flying there and with other clubs and groups in both Carolinas.

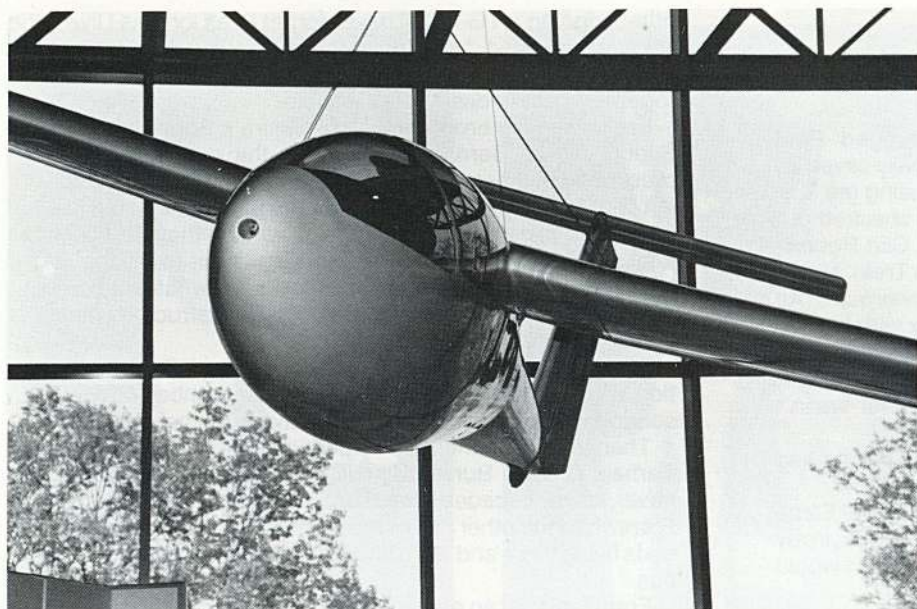
Frantz related an embarrassing incident that almost ended in the demise of the Waco and its pilot. "I was towing in Greenwood (SC) all morning long, and the old fuel gauges in the Waco were not easy to see after the dye, the stain and the gasoline had marked them up . . . and to make a long story short, I ran out of gas on tow. I got back to the field all right, but I was widely chastised about the whole thing. I was told that there hadn't been any glider flying in South Carolina in years and years ever since the accident with Elliott Springs, (who was among the top ranked U.S. aces of WWI). They said that if I had torn the airplane or hurt anyone, it would have been the end of soaring in that state for ever and ever . . . anyway we got through that one."

Frantz described the beginnings of the club at New Castle in the early '60s. The first months were spent designing and building a winch and buying a trainer. At that time no one had ever seen a glider field or a winch, according to the speaker but pertinent information was gathered and the following spring they were in the air with the 2-22.

Frantz allowed that it was his good fortune to have flown at many different sites, particularly out West and especially at Black Forest, "where I acquired a crew chief (wife Thecla) who has kind of kept me on the straight and narrow all these years".

Frantz continued, "The club that is at home now flew in Dublin (VA) for a couple of years. About the time the group was formed, I had the good fortune to acquire the farm we live on now. While I had hoped to have some sort of air strip on it, I never in my wildest imagination thought that, in time, it might be a glider field and an active glider port. About the second year that the club was in business, I suggested that they might like to come down for a weekend and fly off a strip that we had sort of worked on. The strip was a little primitive, but it looked like it would be fun . . . The club came down for Memorial Day, planning to take the planes back to where they lived in Dublin the following Monday. They wound up going home, just before Thanksgiving. Since then it has developed into the home of the Blue Ridge Soaring Society. It has certainly been my pleasure and fun to have it in my back yard, literally and otherwise."

"If there is any one thing that has made this sport a lot of fun for me and perhaps made it possible for me to be here tonight and receive this award, it has been the super people that I have been able to fly with from beginning to end, and particularly the club situations where people have been dedicated and have done a lot of work to bring the sport together. I think therein lies a lot of the backbone of the sport as we know it today and undoubtedly as it will continue in the years to come."



Top left —
The Laister LP-15 "Nugget" winner of the 1975 National Standard Class Soaring Championship on display at the NSM.

Middle left —
The Museum Exhibit Committee selecting graphics for display. From left: Shirley Sliwa, Museum Director; Paul A. Schweizer, Exhibit Committee Chairman; and Franklin Hurtt, NSM Artistic Advisor.

Bottom left —
May 30th reception at the National Soaring Museum for the 1986 Hall of Fame inductees, showing part of the "Soaring Magazine — First 50 Years" and the Laister "Nugget" exhibits.

Right —
1986 Hall of Fame inductees Lanier Frantz, New Castle, VA front left, and Bernard M. Carris, Horseheads, NY flank Theodore E. Sharp, N. Hollywood, CA, NSM President, (Hall of Fame 1983) in the NSM theater during Hall of Fame Weekend. Background picture is of Richard du Pont, pioneer pilot, and third SSA President. Other Hall of Fame members are, top row from left, Floyd J. Sweet, McLean, VA (1963); William Schweizer, Elmira, NY (1984); Victor M. Saudek, Los Angeles, CA (1980); Bernald S. Smith, Fremont, CA (1984); Virginia M. Schweizer, Elmira, NY (1971); Paul A. Schweizer, Elmira, NY (1955).



SOARING HALL OF FAME

Persons who achieve in a noteworthy manner in soaring or who have made noteworthy contributions to the sport of soaring, as determined by the SSA Directors, are eligible for inclusion in this Hall of Fame. The Soaring Hall of Fame received its start through an athletic foundation originally founded in 1936 by Paul Helms, Sr., of Helms Bakery in Los Angeles. The Foundation, in 1954, decided that soaring was a sport of such national and international stature as to rate a Soaring Hall of Fame. Accordingly, the Directors of the Soaring Society of America were asked to select and recommend to the Foundation candidates for recognition in the Helms Soaring Hall of Fame. In 1975, the SSA Board of Directors decided to transfer the Hall of Fame to the National Soaring Museum.

Inasmuch as the sport of soaring had been going on for a considerable number of years before its recognition by the Helms Athletic Foundation, the Foundation decided that SSA should be permitted to "pick up" past outstanding exponents of soaring. Accordingly, the SSA was allowed to select six persons for inclusion in the Soaring Hall of Fame for 1954, and one less in each succeeding year until 1958 and thereafter when two persons could be added annually. In general, it is intended that one position each year go for a soaring achievement and the other for outstanding contribution. Each person named to the Soaring Hall of Fame receives a certificate from the National Soaring Museum attesting to the honor. The Chairman of the SSA Awards Committee requests all Directors to submit to him names for consideration for this honor. Based upon the names submitted, the Chairman of the Awards Committee prepares preferential ballot for submission at or before the midwinter SSA Directors' meeting. Those chosen by the Directors will be honored in ceremonies held at the annual opening of the National Soaring Museum each spring.



Persons named to the Soaring Hall of Fame are as follows:

1954	William Bowlus Richard C. du Pont Warren E. Eaton Wolfgang Klemperer Paul MacCready, Jr. John Robinson	1963	Floyd J. Sweet George C. Moffatt	1975	Thomas Page Gustav Scheurer
1955	Ralph S. Barnaby Lewin Barringer E. & P. Schweizer Paul Tuntland W. & O. Wright	1964	Raymon H. Parker Irving O. Prue	1976	Harner Selvidge Robert M. Stanley
1956	Jay Buxton Richard H. Johnson John K. O'Meara August Raspet	1965	Alvin H. Parker Wallace A. Scott	1977	Stephen J. Bennis Bernard L. Wiggin
1957	Arthur B. Schultz Stanley W. Smith R. E. Franklin	1966	John D. Ryan Harvey Stephens	1978	William H. Coverdale, Jr. Chester J. Decker
1958	William G. Briegleb Robert F. Symons	1967	Alex Dawydoff Elizabeth Woodward	1979	Alcide Santilli Sterling V. Starr
1959	Harland C. Ross	1968	A. J. Smith Helen R. Dick	1980	Victor M. Saudek Karl H. Striedieck
1960	Paul F. Bikle J. Shelley Charles	1969	H. M. Claybourn Jack Laister	1981	William Frank Kelsey Joachim P. Kuettner
1961	Jon D. Carsey Joseph C. Lincoln	1970	Ben Greene E. J. Reeves	1982	Emil A. Lehecka Lloyd M. Licher Earl R. Southee
1962	William S. Ivans Richard E. Schreder	1971	Laurence E. Edgar Virginia M. Schweizer	1983	Leslie R. Arnold Theodore E. Sharp
		1972	Francis Compton Bertha M. Ryan	1984	William Schweizer Bernald S. Smith
		1973	Albert E. Hastings Parker Leonard	1985	John M. Brittingham Ted Nelson
		1974	Stanley A. Hall William C. Holbrook	1986	Bernard M. Carris Lanier Frantz



In the NSM Theater, school children attend a slide/lecture by NASA Aerovan Director, Dale Christensen.

FROM THE EDITOR:

This feature was omitted from the Fall/Winter 1986-1987 NSM owing to the length of the Shangri-La story, so here are some of the interim NSM highlights.

Museum volunteers and supportive representatives from the community were honored by the National Soaring Museum's Community Soaring Committee at an informal buffet luncheon on December 20, 1986. The attendees were thanked for their continuing efforts on behalf of the Museum, given a summary of 1986 activities and also briefed on what was planned for 1987.

The dark Winter months seem to be the time that the Museum gets requests from institutional organizations for special displays on the Museum, soaring, or soaring related themes. This year we had several, including a whimsical arrangement of paper models and gliders that were constructed for our Dynamics and Aerodynamics of Paper Gliders mini-course.

On Saturday, February 21, 1987, the soaring pilots of Georgia held a banquet at the Atlanta Powers Landing Ferry Holiday Inn to help raise money for the Museum expansion.

Saturday afternoon seminars at that meeting included: "Early Gliding in Georgia — 1928-1945" by Bill Plage "Ideas On Buying Your First Sailplane" by Peter King "History of Advances in Soaring Technology" by Steve Lindenbaum "Soaring The South Appalachian Ridges" by Dave Stevenson "Wave Soaring Sites In and Nearby Georgia" by Derek Johnson

Master of Ceremonies and SSA Georgia State Governor, Jim Culp, assembled an impressive program of soaring history and technical expertise.

Thanks to the generosity of these pilots, there will be several Georgia/Atlanta bricks added to the Museum's Expansion Donor Recognition Wall.

The NSM held its Winter meeting during the Colorado High SSA Convention at Colorado Springs' Broadmoor Hotel. The NSM floor display and WWII "Twenty-Nine Palms (CA) Army Glider Training" tape drew quizzical attention from the youngsters and nostalgic sighs from the old timers, some of whom flew from that base.

Meantime, the NSM Exhibit Committee was busy structuring the 1987 exhibit focus . . . "Soaring Magazine — the first 50 years," "The 50th Anniversary of the Harris Hill Soaring Corporation," and the display of the "Laister Nugget," the first U.S. designed and built sailplane to win a national STANDARD CLASS CHAMPIONSHIP. Researching "Soaring" took us back a half century to its 1937 debut where that issue committed the new magazine to "A real honest-to-God publication which will be highly illustrated with photographs."



One of the NSM displays at an area financial institution.

We probed, wormed and peeled our way through the archive collections, passing and scanning the great names and events — eventually reaching January 1937, the first issue. The biblical temptations of the prophets and saints were as nothing compared to the compulsion to read and digest every word as the exhibit researchers passed through a half-century of stories about Lewin Barringer, missing in action — January 1943; or Lesh's, "Soaring Flight In Nature," (May 1938), or Boyer's "Cargo Gliders In The Army," Jul-Aug 1945. "Vive LaBelle France," by "Monsieur" B. Wiggins, (Sept-Oct 1956); and the Planchak & Parcell cartoons were just part of a roomfull of lore and legend that had to be distilled into the final show boards.

On the first day of Spring, the Museum was the scene of a Region III meeting and a Safety Seminar conducted by SSA Safety Foundation President, Gene Hammond. At a banquet held that evening, Doug Jacobs, former 15 meter World Champion spoke on his experiences at the World Soaring Championships at Benalla, Australia and the Aussie "out back" characters he met on retrievals.

The Annual Vintage Sailplane Regatta and Membership Meeting was held at Harris Hill and the NSM. Locals were treated to an old timers line-up, including Bruce Barrett's newly restored L-Spatz; Russ Gehling's KA-6; the Hilton/Furlong Cherokee II; Hank Nixon's I-26 serial #2; and President Gregg Reynolds' TG4A. No VSA meet would be complete without Jan Scott's Minimoa, which looked spectacular in tight thermals with modern ASW 20s and Grobs.

May 29th marked the opening of the NSM's exhibit.

The NSM's main exhibit hall was ringed with panels from Soaring Magazine as part of the 1987 Exhibit opening on May 29th. Casual visitors and SSA old-timers alike poured through the displays remembering, and nudging their companions with recalled incidents. The "Nugget" drew admiring smiles. Even after 12 years, it still looks like it's ready to joust with the fast glass.

The United States Soaring Hall of Fame Banquet was held at the Museum the following evening.

This year's inductees, Bernard M. Carris, Horseheads, N.Y. and Lanier Frantz, New Castle, Va., entertained the 60 or so attendees with choice stories of their soaring lives, their triumphs, as well as their misadventures.

That afternoon, NSM trustees held their Annual meeting.

To celebrate National Soaring Week, June 1-7, the National Air and Space Administration Aerovan visited the Museum on Tuesday, Wednesday, and Thursday. The Aerovan, sponsored by the NASA Langley Research Center, Hampton, VA, is a walk-through exhibit on current studies in air safety, energy efficiency, environmental compatibility and improvements in passenger comfort. It featured nine exhibits, including videos,

(Continued on page 7)



Left — Gene Hammond, Minooka, IL, SSA Safety Foundation President and NSM Vice President (left) and Tom Smith, Russell, MA, Competition Director of the 1987 National Sports Class Contest, during a break at the Region III Safety Seminar.

Right — NSM Board of Trustees in session during the U.S. Soaring Hall of Fame week-end.

(Continued from page 6)

models and a wind tunnel. Aerovan lecturer, Dale C. Christensen, a retired Air Force pilot, was on hand to explain the displays and to answer questions. He conducted special slide showings for school children in the Museum.

We're busy putting together a new paper glider curriculum for use this summer when NSM staff and volunteers visit area parks and recreational facilities, to show children how things fly. According to the number of reservations received from recreational directors, this summer looks to be more active than '86 when 26 paper glider programs were given.

The National Soaring Museum's Community Soaring Committee in conjunction with Southern Tier Economic Growth, Inc. is looking forward to the completion of a soaring

sculpture near the Elmira-Corning Regional Airport, adjacent to busy New York I-Route 17. "The Soaring Capital of America," structure will be a stainless steel sailplane with a 25 foot wingspan, mounted atop a 45 foot mast; the mast embedded in a concrete base. The work was designed and engineered by Ernest Schweizer, retired co-founder of Schweizer Aircraft. Some of that company's employees have volunteered to help. The Elmira-based Southern Tier Economic Growth, Inc. provided the necessary \$30,000 seed money. Community Soaring Committee chairman, Paul A. Schweizer said the project is scheduled for September completion, with the dedication to take place later this Fall.

With all this and the SSA Sports Class National Soaring Championship to be held here this Summer, the NSM is anticipating an exciting season.

CALENDAR

Date	Event	Location
1987		
June 30 - July 9	U.S. National Sports Class Sailplane Championship (Soaring Society of America sanctioned)	NSM/Harris Hill
July-August	Summer Cohesion Program — Dynamics and Aerodynamics of Paper Gliders	NSM/Area Schools and Parks
Aug. 13	Twin Tier Pilots Hangarfest Outing	Harris Hill Outing Center
Sept. 5-6-7	Labor Day Weekend Informal Sailplane Regatta	NSM/Harris Hill
Oct. 3-4, 10-11	Harris Hill Soaring Corporation Fall Foliage Weekends	NSM/Harris Hill
Oct. 10	National Soaring Museum Kite Fly	NSM
Nov. 7	Barnaby Lecture National Soaring Museum Trustees Meeting	Seattle, WA
Nov. 27-28	44th Annual Snowbird Sailplane Regatta and Banquet	NSM/Harris Hill
Dec. 18	NSM Luncheon honoring the Community Soaring Committee Volunteers	NSM

THE NATIONAL SOARING MUSEUM'S NATIONAL LANDMARK PROGRAM

The purpose of the NSM's National Landmark program, which was developed and approved by the trustees in 1981, is to identify and memorialize sites, individuals, or historic events related to the national history of motorless flights and in the process to collect, preserve and interpret documents and materials related to each approved Landmark.

The first was erected June 13, 1981 at Corn Hill Beach, Cape Cod, MA, to mark Ralph S. Barnaby's 15 minute, 6 second flight of August 18, 1929. Flying a Prueffling glider, Barnaby not only became the first American to win an international soaring certificate, but he also became the first American to break the American record for motorless flight of 9 minutes and 45 seconds, set by Orville Wright at Kitty Hawk, NC on October 24, 1911.

At the unveiling ceremony, Barnaby related details of his historic flight and told his famous, "horse and bungee launch story". He said, "I had planned to fly only 5 minutes, but kept thinking about Orville's record".

Several people who remembered the glider activities of 1928 and 1929 on Cape Cod were interviewed for the NSM's archives. (NSM 1981, vol.4, no. 3)

On July 10, 1982, the second National Landmark was dedicated at the brow of the Harris Hill, Elmira, NY to honor 50 years of support from the local community to soaring.

This Landmark also recognizes the Rhodes family and farm. The late J. Thomas Rhodes and his family helped early gliding and soaring enthusiasts in the days before "Harris Hill". Some of the first glider flights were made from the Rhodes farm. It was on this site that, as inscribed on the memorial plaque, "... the first Soaring Society of America sponsored National Contest was held in July of 1932."

Mr. & Mrs. Rhodes deeded the right-of-way for a road and sold 42 acres of their farm so that the soaring site could be established. Soaring veterans of those days warmly recollect the hospitality of the Rhodes family and how they slept in the Rhodes home and barn. Mrs. Rhodes' food and hot coffee were always ready to sustain eager pilots. (NSM Fall 1982, vol.5, no.2)

The third NSM Landmark was dedicated on June 29, 1985, to the citizens of Akron, OH, for their pioneering spirit and enthusiasm in supporting significant advances in motorless flight, from 1929 to 1936. The marker also notes a commemorative flight re-enacting the first towed glider combination 50 years ago from Akron to Columbus, carrying U.S. mail in a Gross 4-place glider.

The previous day, a round table oral history session was held at Akron's Quaker Hilton. About a dozen old-time pilots and aircraft designers recounted their experiences for the NSM archives. (NSM Summer 1985, vol.8, no.1)

The National Soaring Museum has a limited number of both the Series #2-Chemung Valley and the Series #3-Akron Commemorative cachets for sale to interested philatelists.

NSM trustees establish National Landmark policy, approve proposed sites and memorials, and they authorize an Implementation Committee for each approved site to proceed.

The NSM's present National Landmark Committee consists of Walter H. Setz, Chairman; Victor M. Saudek, Bernald S. Smith, and Shirley Sliwa.

Their responsibility is to validate proposed sites, individuals, or events, to investigate and recommend candidates, and to recommend each Implementation Committee for the proposed Landmark site.

Each Implementation Committee works directly with the National Landmark Committee and consists of the NSM's NL Committee and two appointed authorities of the motorless flight history from the pertinent geographic area, and a SSA

Regional Director or Directors, Ex-Officio.

It is the responsibility of the Implementation Committee to work as liaison with each local community to set up committees. These committees collect substantiating materials, arrange for an appropriate site, propose funding, and plan for dedication ceremonies.

The intent of the NSM's trustees is that the National Landmark Program be self-sustaining financially, and instrumental in developing local historical intern programs. Additionally, it should be a source of pride for each respective community, the National Soaring Museum, and the Soaring Society of America.

If you or your soaring group have any National Landmark recommendations, please contact the National Soaring Museum, Harris Hill, RD #3, Elmira, NY 14903.

ON THE COVER:

A sampling of SOARING magazine cartoons from part of the current National Soaring Museum's SOARING MAGAZINE — FIRST FIFTY YEARS exhibit. Top left, Nov./Dec. 1958 - Zitelman; top right, Feb. 1967 - Gil Parcell; Center, May 1963, Howard Burgess; lower left, Mar./Apr. 1958 - Planchak; lower right, Mar./Apr. 1959 - K. DeG.

The National Soaring Museum is expanding with Bricks of Recognition. Become a part of one aspect of soaring history for succeeding generations by having your own brick, laser engraved with your name in our permanent wall display; or be recognized on the special Diamond Plaque.

You can help in preserving our soaring heritage.

If you have historic memorabilia and excess or duplicate publications, send them to the National Soaring Museum for cataloging and archiving.

Share your collection of soaring artifacts and reminiscences with interested succeeding generations.

Address: Shirley Sliwa, Director
National Soaring Museum
RD#3 Harris Hill, Elmira, NY 14903

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