

NSM

A Quarterly Journal
of the National Soaring Museum
Spring 1990
Volume 12 Number 4



THE NATIONAL SOARING MUSEUM'S 1990 EXHIBIT FOCUS:

- THE 60TH ANNIVERSARY OF THE FIRST NATIONAL SOARING CONTEST
- THE 100TH ANNIVERSARY OF OTTO LILIENTHAL'S FIRST GLIDER FLIGHT - 1891-1991
- GUS BRIEGLEB, AMERICAN SAILPLANE DESIGNER AND BUILDER



60th Anniversary panels, describing the ships, personalities, and launching sites of the First National Contest
— Photo by Larry Wales, Elmira, NY.

After the completion of a successful glider training camp on Cape Cod in 1929, Lieut. Ralph S. Barnaby was asked by the National Glider Association to develop criteria for the location of a site to hold a soaring contest that would involve gliders and pilots from all over the country.

The search was on.

Dr. Wolfgang Klemperer, a gliding pioneer of Germany's Wasserkuppe, pouring through topographical maps of the Northeast was impressed with the ridges that faced many wind directions and the wide valleys of New York's Finger Lakes region. He selected the Elmira area as a possible location.

Jack O'Meara, a 27-year-old demonstration pilot for the Akron, OH, Baker-McMillen Sailplane Company, followed Klemperer's suggestion that the ridges surrounding Elmira be given a try. O'Meara, who was on a demonstration tour of the East, visited Elmira and was bungee-launched off the Walsh sisters' South Mountain farm on July 2, 1930, in a Cadet II glider. He remained aloft wafting back and forth along the crest for 1 hour and 33 minutes, according to the National Glider Association Progress Report of August 23, 1930. That flight, along with the invitation and support of the Elmira Association of Commerce and the local community, convinced NGA officials to hold their national contest in Elmira.

The National Soaring Museum showcases the 60th anniversary of this soaring "first" with the actual, freshly painted, Cadet II that O'Meara flew on that historic flight. SSA founder Warren Eaton's Franklin PS-2, (the type glider which won the first contest) is suspended in a soaring attitude overhead. There are several panels of Fred Loomis photos showing the personalities, ships and flights of that first exciting venture.

The energy and optimism shown at the first meet snaps out at the Museum visitor, like a shock-cord-launch, countering the pervasive "Great Depression" gloom that blanketed the country in 1930.

The first National Soaring Contest ever held in the United States included 24 pilots. "Practically every national gliding figure ... participated in the meet," according to the Official Contest and Financial Report. From September 21st to October 5th, the participants, flying 14 ships, totalled 118 hours, 6 minutes & 57 seconds of contest soaring.

In his book, "Wings Like Eagles, The Story of Soaring in the

United States,"¹ Paul Schweizer summarizes the 1930 event: "Albert Hastings (Los Angeles, CA), in his Franklin PS-2 utility made the best duration flight at 7 hours and 45 minutes and was awarded the duration trophy. A.C. 'Gus' Haller (Pittsburgh, PA, in a German Schloss-Mainberg) flew 21.2 miles for the best distance, and Warren Eaton (Norwich, NY flying the Norwich Legion Glider Club Cadet II) made the best altitude gain of 2,400 feet. Wolf Hirth, the renowned German pilot, had actually flown the greatest distance, but his flight could not be counted as he was not a U.S. citizen."

Hirth's flight in his Musterle sailplane was from South Mountain to Apalachin, NY, a small town 33 miles to the east. Schweizer points out that this flight was of great significance in that it was a flight in a "cloudless sky, using for the first time, the spiralling technique for flying thermals. This was ... the first time 'blue thermals' had been used and was the start of the thermal soaring technique that freed soaring from the hills and made it possible for soaring to be done almost anywhere."

The contest was a spectator's delight. It had spot landings, distance and endurance tasks. There was a landing in the Susquehanna River, dog fights with curious and surprised

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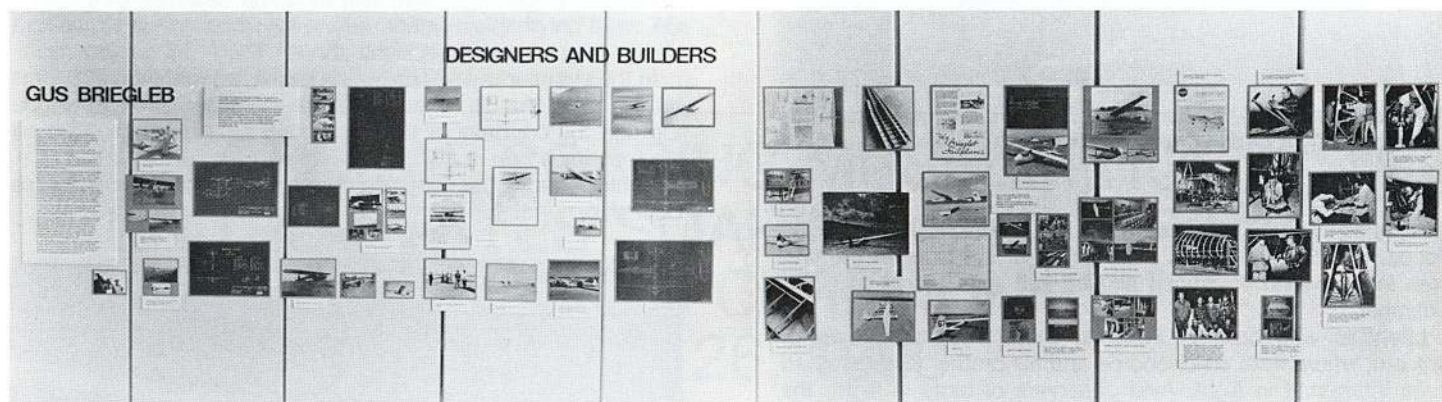
A view of the NSM's main exhibit area from the balcony; the Bowlus du Pont Albatross foreground and Warren Eaton's Franklin PS-2 center right — Photo by Larry Wales.

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hawks, formation flying for eager photographers and even a mid-air exercise in feeding endurance pilots.

That last maneuver merits further reflection... The following is excerpted from The Progress and Financial Report, 1930, page 3, para. 5: "Jack's flight (O'Meara) deserves special mention for several reasons. First, he got away on Tuesday, September 30th at a much later hour in the morning than he had hoped, due to delays beyond his control. He sat down, after dusk, at

Dr. W. Klemperer, Akron OH
Team of Baker-McMillen Co., flying
an Akron-Condor and Cadet II
A.C. Haller, Pittsburgh PA
Schloss-Mainberg
E.T. (Eddie) Allen, Boeing Airplane
Company, Seattle WA
Wolf R. Hirth (famous German glider pilot
U.S. address, Syracuse NY) Musterle



U.S. Designers and Builders — Gus Briegleb — panels highlighting his ships and his concepts. Photo by Larry Wales

(his) takeoff point, by light of auto headlights, 6 hours and 48 minutes later winning \$75 in prize money. But for the rule governing night flying, Jack could very possibly have stayed up all night and well into the next day as the wind continued for the entire period. This flight marked a very nearly successful attempt to feed endurance flyers in the air. Sandwiches were sent up by Hirth and lowered over the side of his ship as it swept over Jack's head. The fish line struck the wing some four feet away from Jack's eager fingers, severing the line and sending his lunch into the valley below... Later in the meet, this stunt was again tried, O'Meara taking up grub for Backus (Wallace T. Backus, N.Y.C., in a Franklin utility glider) and this time was successful, although one too many stones were attached for ballast and nearly struck the hungry pilot in the eye. Jack repeated the refueling stunt for the Paramount picture people, and again made contact, this time with Eaton..."

A topographic map, marking the 1930 contest launching sites surrounding the Chemung Valley, is included in the NSM's exhibit.

In a final gesture that characterized the spirit of the First National Soaring Contest, Wolf Hirth soared over the city of Elmira showering rose petals as a salute to the community's generosity and support.

The list of entries is significant to the history of soaring.

Warren E. Eaton, Norwich NY, Legion Glider Club
Cadet II

Wallace T. Backus, New York City NY
Franklin Utility

Albert E. Hastings, Los Angeles CA
Franklin Utility

Roy E. Nass, Ypsilanti MI
Franklin Glider Team

A.P. Artran, Ypsilanti MI
Franklin Glider Team

R.E. Franklin, Ypsilanti MI
Franklin Glider Team

Wallace Franklin, Ypsilanti MI
Franklin Glider Team

J.K. (Jack) O'Meara, Akron OH
Team of Baker-McMillen Co., flying
an Akron-Condor and Cadet II

Wm. Hawley Bowlus, San Diego CA
Official American Glider Champion, flying 2 Bowlus
sailplanes of his own construction.

C.S. (Casey) Jones, Curtiss-Wright Corp., NYC
Maj. W.C. Purcell, National Glider Magazine, NYC
Lt. Ralph S. Barnaby, U.S.N., Washington, D.C.
Kenneth Doe, Elizabeth NY
Cadet II

Goodrich Glider Club Team:

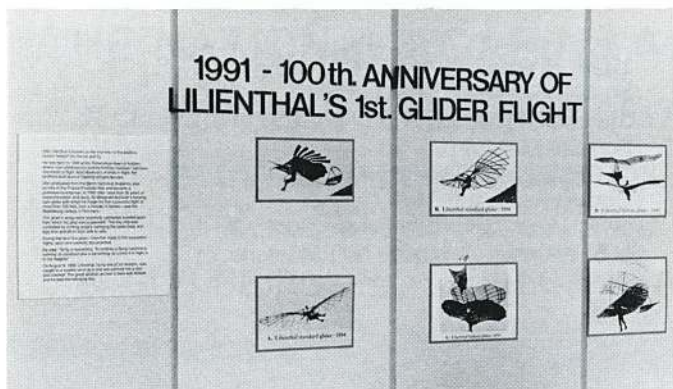
Cadet II
Frank S. Sternad, Lt. Ronald G. Mayer,
Robert Wayne, E.B. Sutherland, J.S. Kastyov,
L.A. Wiggins, G.B. Richards, and Frederic A.
Pippig.

Capt. Frank Hawks, Texas Co., NYC. First pilot to be towed
in a glider behind an airplane across the continent. (See
NSM, Winter 1985-'86 Vol. 8, No. 3). Flying "The Eaglet" of
Franklin manufacture belonging to Texas Company and
now placed in the Smithsonian. (The National Air & Space
Museum.)

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Another view of the 1990 exhibit focus with the refitted Baker-McMillen Cadet II, foreground, the Franklin PS-2, center, the Briegleb BG-12 BD (N12 RK) and the BG-12/16, rack mounted, center-right. Photo by Larry Wales.



Panels marking the coming centennial anniversary of Lilienthal's first glider flight. Photo by Larry Wales.

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Another milemark is observed in the NSM's 1990-91 Exhibit Focus, recalling the 100th anniversary of the flight of the first man in the world to launch himself into the air and fly, Otto Lilienthal.

Lilienthal was born in 1848 at the Pomeranian town of Anklam, where from childhood he and his brother, Gustave had been interested in flight. Avid observers of birds in flight, the brothers built several flapping winged devices.

Otto graduated from the Berlin Technical Academy, saw service in the Franco-Prussian War and became a professional engineer.

In 1891, after more than 30 years of experimentation and study, he designed and built a batwing-type glider with which he made his first successful flight of more than 100 feet, from a hillside in Derwitz, near the Magdeburg railway, in Germany.

The glider's wings were gracefully cambered wooden spars from which the pilot was suspended. The tiny ship was controlled by shifting weight, swinging the lower body and legs fore and aft or from side to side.

During the next five years, Lilienthal made 2,000 successful flights, each one carefully documented.

He said, "To fly is everything. To contrive a flying machine is nothing; to construct one is something; to control it in flight is to rise to the heights!"

On August 9, 1896, Lilienthal, flying one of his designs, was caught in a sudden wind gust and was pitched into a stall and crashed. The great aviation pioneer's back was broken and he died the following day.

The Museum's Lilienthal display illustrates several of the great German aeronaut's glider designs along with descriptive panels on his life and his aerodynamic theories.

Annually, the National Soaring Museum recognizes an outstanding American sailplane designer and builder,



Wm. Gus Briegleb explains design and building techniques used on the BG-12/16 sailplane to visitors during Hall of Fame Weekend. Photo by Larry Wales.

highlighting works and ideas. The 1990-91 Exhibit Focus honors Californian William "Gus" Briegleb for his contribution to the nation's soaring heritage.

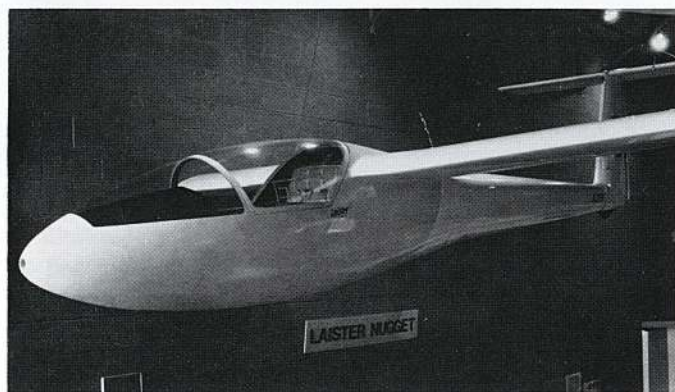
Since 1928, Gus Briegleb has been building gliders and sailplanes, designing home builder sailplane kits, running soaring schools and, in 1961, developing a special "lifting body" glider concept for NASA. He also has written extensively on soaring and sailplane construction.

Briegleb pioneered in the field of do-it-yourself sailplane construction. He offered moderately priced sailplane kits that the enthusiasts could build and fly safely.

Gus remembered a 1918 visit to Camp Kearney, San Diego, CA, with his chaplain father, where he saw his first airplane, a Curtiss Jenny, JN-4D, in flight.

In the summer of 1927, while on a visit to Washington, DC his father took him to see the movie, "Wings," and arranged through the courtesy of then Secretary of Commerce, Herbert Hoover, for a ride in a DH-4, at Bolling Field.

Back home in Los Angeles young Gus decided to build his own ship.



The wall-mounted Laister Nugget over the stairs to the main exhibit area. Photo by Larry Wales.

He started his first glider, a primary, in 1928, with materials bartered from an airplane junkman. It was assembled in a church basement with the help of attendees to the church's Daily Vacation Bible School.

A high school buddy ended the primary's life when he stalled it during a shock cord launch. Briegleb wrote, "The pilot also lost a couple of his front teeth and the last time I heard (about 20 years ago) he was still bragging about how he crashed Gus Briegleb's first glider."

In 1932, he designed and built a ship with a 42-foot cantilevered wing. After many successful flights, it was sold for the Depression-era price of \$75.00.

His BG-6 was started in 1938 and a federal Approved Type Certificate (ATC) was granted in 1940.

Complete sailplane homebuilder's plans were offered for the BG-6, BG-7 and the two-place BG-8.

At that time the Briegleb Sailplane Organization was located in Van Nuys, CA. Later it was moved to Rosamond Dry Lake, CA and in 1946 all activities, except building glider kits, were moved to El Mirage, CA.

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ON THE COVER

Wallace T. Backus, New York City, in a Franklin Utility, about to shock cord launch, September 30, 1930, during the first National Soaring Contest. Backus was almost hit in the eye when sandwiches, ballasted by stones were lowered to him, in-flight, from a sailplane flown by Jack O'Meara. Photo by Samuel Saidman from the NSM Multi-media collection.

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1958 saw the completion of the BG-12, a sailplane concept that incorporated wing flaps in place of the European style dive brakes. Later that year a paper on that design was delivered to the Organization Scientifique et Technique Internationale du Vol a' Voile (OSTIV) Congress in Lezno, Poland.

Later models of this basic design were made available to homebuilders. The BG-12BD is displayed overhead as part of the Briegleb exhibit along with a floor mounted Briegleb 12/16 sailplane, which first flew in December 1968.

This ship uses the BG-12 wing with longer flaps, a lower drag fuselage and a visually striking swept forward rudder. The horizontal tail surfaces are of the stabulator, all-flying type. The sleek looking BG 12-16 rounds out the NSM's Briegleb show.

In 1961-62 Briegleb's group built the one-place M2-F1 Lifting

Body Glider at the request of the NASA Flight Test Center, Edwards A.F.B., CA.

It was a light-weight gliding vehicle, capable of maneuvering on re-entry, under study for possible use as a future spacecraft.

Several NSM panels describe the M2-F1 project, which, from engineering design to project completion took only 120 days.

Briegleb said that three or four of the early astronauts flew this machine as well as the test pilot, and that later the Northrup Corporation built the HL-10 from engineering supplied by the M2-F1.

This year's National Soaring Museum showing will be in place until May of 1991.

¹ Smithsonian Institution Press, Washington and London, 1988.

THE NATIONAL SOARING MUSEUM HOSTS THE UNITED STATES SOARING HALL OF FAME INDUCTION CEREMONIES MAY 26, 1990



Members of U.S. Soaring Hall of Fame attending the Saturday banquet and induction ceremonies at the Museum. Seated from left: Virginia M. Schweizer, Elmira, NY, 1971; Michael H. Lattimore, Ft. Worth, TX for his father Hal M. Lattimore, 1989 inductee; Howard C. Blossom, St. Louis, MO, 1989 inductee; Helen R. Dick, San Diego, CA, 1968; Bertha M. Ryan, Ridgecrest, CA, 1972; Top row left to right: Bernald S. Smith, Fremont, CA, 1984; William Schweizer, Elmira, NY, 1984; Wm. Gus Briegleb, 1958; Theodore E. Sharp, N. Hollywood, CA, 1983; Jack W. Laister, Apple Valley, CA, 1969; Bernard M. Carris, Horseheads, NY, 1986; Floyd J. Sweet, McLean, VA, 1963. Photo by Larry Wales.

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1989 Hall of Fame inductee Howard C. Blossom illustrates a technical point during his acceptance talk. Photo by Larry Wales.

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The Saturday evening Hall of Fame banquet was the culmination of a day that most soaring pilots and aero-historians dream of... A swarm of vintage sailplanes wheeling and whistling overhead, a day-long oral history session where lively memories retro-reach to the 1920's, long-time soaring friends reunited, and savory dining fare topped by reminiscences from the newest inductees into U.S. Soaring's Hall of Fame at the National Soaring Museum.

The 1989 selection of The Soaring Society of America's Board of Directors were Howard C. Blossom, St. Louis, MO and Hal M. Lattimore, Ft. Worth, TX.

Since its founding in 1954, when William Hawley Bowlus, Warren Eaton, Wolfgang Klemperer, Paul MacCready, and John Robinson, were designated, 76 others have been added to this outstanding group. The United States Soaring Hall of Fame is the outgrowth of an athletic foundation originated in 1936 by Paul Helms, Sr., of Helms Bakery, Los Angeles, CA. The Helms Foundation in 1954 recognized that the art, science and sport of motorless flight had expanded internationally to such a degree that a Hall of Fame for soaring was justified. Accordingly, the directors of The Soaring Society of America were asked to select and recommend candidates to the Helms Foundation.

In 1975 the SSA Board decided to transfer the United States Soaring Hall of Fame to the National Soaring Museum where a wall section adjacent to the Lobby contains a large illuminated walnut display with engraved name plates of those elected.

1989 inductee Howard C. Blossom, an octogenarian, first flew in a two-place primary with John Pierce in 1930. Like most air-minded youth, he had built and flown model airplanes for many years. In 1930, he joined with Parker Leonard, at Cape Cod, in building a primary glider with floats and received his power rating in a Curtiss Wright Junior. In 1937 he and Parker became partners in a D-Wolf sailplane and later Blossom obtained his commercial glider rating. Thereafter, he flew both at Elmira and Cape Cod, and he started the St. Louis Soaring Association.

During WWII, Blossom joined the Laister-Kauffman Company where he made test flights in the LK TG-4A, the Waco CG-4A and the giant Trojan Horse, CG-10, the largest glider ever built in the Western Hemisphere. As head of quality control, he insured that all production gliders were well constructed and free of defects.

Blossom has continued his support of soaring since WWII through the active and growing St. Louis Soaring Association, through his contributions to the SSA World Team Fund and to the National Soaring Museum original and expansion construction.

In his acceptance talk Blossom stressed that there is no such thing as an "unimportant" item when it comes to gliding. "Overlooking LITTLE THINGS can result in anything from embarrassment to tragedy," he cautioned.

Blossom was introduced by his one-time boss, pioneer sailplane designer and builder, Jack W. Laister, Apple Valley, CA. Laister said, "He's a real gentleman... Laister-Kauffman never, to my knowledge, had an unsatisfactory report of latent defect in any of our products that had been delivered during the war. So much credit for that, I think goes to Howard Blossom. He was the type of individual who didn't bring you problems... He brought you solutions. Since then, Howard has been doing that for other people and other people's work..."

Howard Blossom reached back almost 50 years and illustrated a chilling episode about how important LITTLE THINGS can be. It involved an uneventful Waco CG-4A cargo glider demonstration aero tow around St. Louis.

The trouble started when the pilot released over that city's Lambert Field.

In Blossom's words, "On release the pilot pulled back on the stick... What that does is raise the elevators, tilts the wings up a little which results in more of a G-load (gravity). Shhhhh!, there's the failure! The moment they released, the glider's right wing was seen to fold upwards, the lower strut fitting had broken at the glider's floorline... The wing immediately tore off and the ship went into a 2,000 foot spiral dive straight down."

A 3½ inch diameter part on the wing strut failed because it was off by a fraction of an inch, on its called-for specifications. The pilot, co-pilot, head of the company that built the CG-4A, the mayor of St. Louis, and several others, were killed.

"It was absolutely inexcusable carelessness that allowed such a thing to happen," Blossom commented, "A LITTLE THING..."

Blossom moved on to the testing phase of the giant Laister-Kauffman CG-10 "Trojan Horse". With a 105-foot wing span it would hold 42 personnel, or a 155mm field piece without disassembly.



1989 Hall of Fame inductee Hal M. Lattimore, whose son Michael H. Lattimore accepted the award for his father, was unable to attend due to recent surgery. Photo by W.D. Smith, Inc., Ft. Worth, TX.

The ship was supposed to have a retractable nose-wheel but it wasn't ready in time, so a fixed nose gear was substituted. It had a leather boot nailed over the hole into which the original nose wheel was supposed to retract.

After several successful ground-towed test hops, all seemed to be in readiness for the CG-10's maiden flight.

Randy Chapman was the pilot, Blossom the co-pilot, with communications to Laister, and observers on the runway... "As we raised the giant glider off the ground," Blossom gestured to the banquet audience saying, "There was this tremendous 'bam', 'bam', 'bam' noise shaking the entire ship. Something was radically wrong! It was trying to destroy itself!"

Instantly, he recalled from his boyhood days, blowing across the mouth of a five-gallon glass bottle and getting a sound that is close to the bottom of the audible range. The speaker motioned, "I looked at this boot cover and it was banging up and down so violently that I realized that our entire fuselage was a huge organ pipe and that the cutouts on the ship's skin were acting like the open lip part of a gaping organ pipe. If we

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didn't do something about it quickly, something was going to let go... We had to stop the organ pipe from oscillating."

Meantime, the ground people were informed of the CG-10's difficulty, "Not that they had to be," Blossom chuckled, "They could probably hear the racket from where they were standing."

Co-pilot Blossom yelled to Chapman to open the cockpit's side windows, and did the same himself; instantly the oscillation stopped. After a dramatic pause he said, "That simple action changed the character of the organ pipe, probably saving the behemoth glider and its crew from destruction.... a LITTLE THING."

The white-maned Blossom, a knowledgeable and entertaining speaker, closed with a comradely wave of gratitude to the assembly, saying, "Thank you all so very, very much..!"

The next Soaring Hall of Fame inductee, Judge Hal Lattimore, was introduced by his longtime friend and fellow representative on the international soaring circuit, Bernald S. Smith, Fremont, CA. Lattimore became interested in soaring after WWII. He became a successful competition pilot and earned Diamond badge #93 in 1968. He was elected to the SSA Board in 1970 where he served for 17 years and was President from 1980 to 1983. In 1981 he received the SSA Exceptional Service Award.

His legal and judicial experience greatly enhanced board deliberations and his preeminence as a competition director is acknowledged world-wide. Judge Lattimore continues his soaring commitment as an active sailplane and towplane pilot. He is also a Trustee of the National Soaring Museum.

Smith told several humorous stories about the 1989 award winner, who was unable to attend the festivities due to recent surgery. Smith introduced Hal's son, Mike, who was there to accept the award for his father. But first, Smith read a letter from the elder Lattimore to the banquet guests:

"The price I'm paying for almost 70 years of excessive good living is your good fortune. It brings you Mike Lattimore, who is most things that I'm not: better looking, an agreeable personality, non critical, social, courteous and, in general an all-round good guy.

"Please do not visit on him the vengeful things that you might have in mind for me."

"This award is, for me, the highlight of 20 years of participation in the soaring world and over 50 years as a licensed pilot."

"Many thanks to you all; I hope to see you at Reno or Hobbs this summer."

After this introduction, the younger Lattimore related a story countering his father's well-known reputation for lacking patience.

According to the son, Hal was in the process of landing his Fauvel AV-36 sailplane at the far end of an airport runway on the grass, not wanting to interfere with normal traffic.

Straight-faced, Mike went on, "In so doing he encountered an irrigation system. The Fauvel and my father ended up on their backs, with dad trapped inside. Escape was not forthcoming; he could push the Fauvel up, but he could not push it up and crawl out.

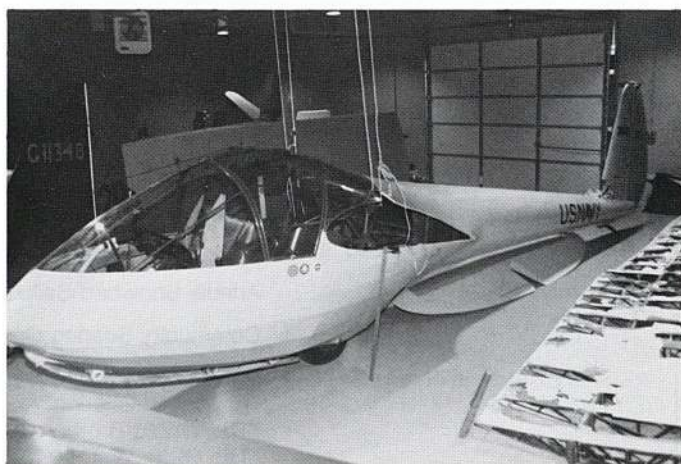
"An hour or so later a landing pilot saw and reported the crash. When help finally arrived, there was dad, on his back, smoking a cigar and reading, 'A Farewell To Arms.'"

Mike said that he was pleased and honored that his father had asked him to accept the Hall of Fame Award and what a great honor it was for his father to be placed in association with those who had preceded him in the U.S. Soaring Hall of Fame.

Master of Ceremonies John B. Hintz closed the evening by reminding the audience that there were 13 Hall of Famers at the banquet, including three of the five women members.



1989 inductee Howard C. Blossom, left, Gus Briegleb and Mrs. Lola Briegleb recall the early days of soaring at the NSM's Oral History Session during the Hall of Fame Weekend. Photo by Larry Wales.



After having been flown in the Hall of Fame Weekend, Vintage Sailplane Regatta, this Pratt Read LNE-1 was accessioned, de-rigged and now awaits future display at the NSM.



Matilda Cuomo, wife of NY Governor Mario Cuomo, signs the guest book for the NSM's Mary Dwyer Flaspahler. Mrs. Cuomo recently spoke to social workers and administrators in the Museum's Edward A. Mooers Community Room.



Robert F. Buckley, center, describes NASA's SARSAT (Search And Rescue SATellite) van to school children in conjunction with their tour of the NSM. School instructor in photo at left "signs" to some hearing-impaired children in that group. At right, school kids line up for a Museum tour. The SARSAT van is a traveling exhibit that describes satellite-aided search and rescue missions involving, the U.S., Canada, France and the Soviet Union (COSPAS).

1990 CALENDAR OF EVENTS

Date	Event	Location
July-August	Summer Cohesion Program - AEROGAMI	NSM/Area Schools and Parks
Sept. (date to be announced)	Commemorative Celebration of the 60th Anniversary of the First National Soaring contest	NSM
Oct. 6	Fifth Annual Kiteciment Kite-fly	NSM/Harris Hill
Oct. 6, 7-13, 14	Fall Foliage Weekends	NSM/Harris Hill
Date to be announced	17th Annual Ralph S. Barnaby Lecture	To be announced
Nov. 23, 24	Annual Snowbird Sailplane Regatta	NSM/Harris Hill
Dec. 7	Community Soaring Committee Luncheon	NSM
By Reservation	NSM Educational Outreach Programs: "History Of Soaring" "The Wright Brothers and the Beginnings of Soaring" "The Glider War, 1940-45" "Aerogami"	As Requested



A diminished scale reproduction of the 1896 Lamson kite, the first to have a man fly virtually within, on display adjacent to the NSM's Hilton Honors Gallery. The kite is on loan from William D. Connors, who spent 300 hours researching and 600 hours building it. Photo by Larry Wales.

A Reminder.....

While the new National Soaring Museum Expansion was dedicated in September, you still have an opportunity to become part of one aspect of soaring history by having your own brick. It will be laser engraved with your name and cemented in our permanent wall display or, you may wish to be recognized on the special Diamond Plaque.

WALNUT BRICK	\$ 500	DIAMOND PLAQUE
W/SILVER EMBLEM	\$ 750	\$10,000
W/GOLD EMBLEM	\$1,000	\$5,000 \$2,500

The bricks are walnut, laser engraved, 2 1/4" x 5 3/4", with the donor's Name, City, and State. All levels of support are welcome and will be acknowledged. We will send engraved certificates for \$100 or more.

ISSN # 0892-0516

NSM is a publication of the National Soaring Museum, Harris Hill, RD3, Elmira, New York 14903. Phone (607) 734-3128. 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 given.

Publisher — National Soaring Museum
Director — Shirley Sliwa
Editor — Bill Gallagher

The National Soaring Museum is an affiliate of The Soaring Society of America and, as such, is the official repository for all its artifacts and memorabilia.