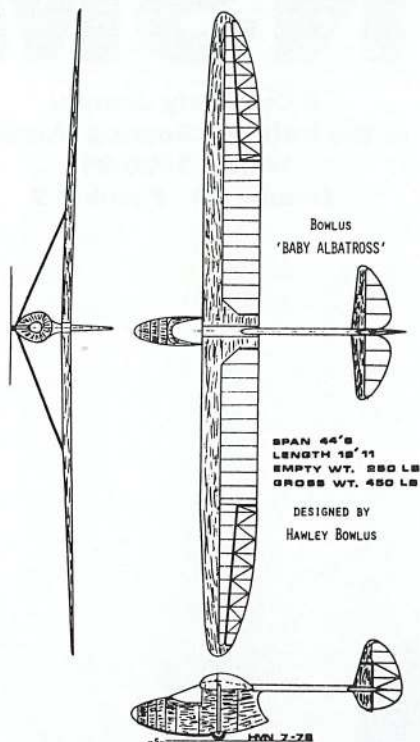


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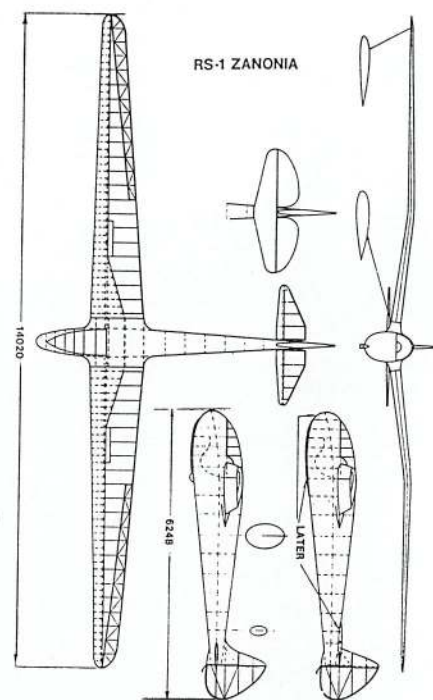




"EOGASE"

THE NATIONAL SOARING MUSEUM'S PLANNED "EVOLUTION OF GLIDERS & SAILPLANES EXHIBIT"

By Paul A. Schweizer



The story of the evolution of gliders and sailplanes from the early fragile crafts of Chanute, Montgomery and the Wrights, to the sophisticated high performance sailplanes of today, is a fascinating story. The ideal way to exhibit this would be to have a collection of originals or full-sized replicas in a mammoth museum building. But, as you will realize, such an exhibit is not feasible and so the logical answer is to do this with an exhibit of models.

This has been done for powered airplanes by NASA at the Langley Visitors Center in Hampton, Virginia, where their exhibit of 1:72 scale models of 96 of the most significant airplanes is called the Evolution of Aviation. A similar exhibit is in the Avidome in Amsterdam, the Netherlands, where the models show the evolution of the airplanes used by KLM Airline from the early biplanes of the 1920s to the latest Boeing 747.

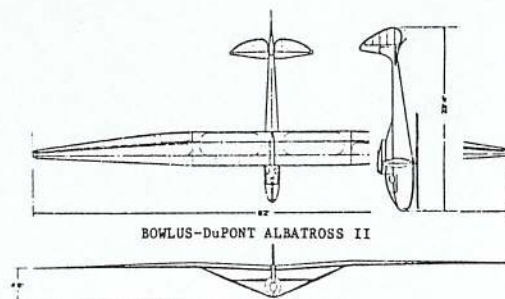
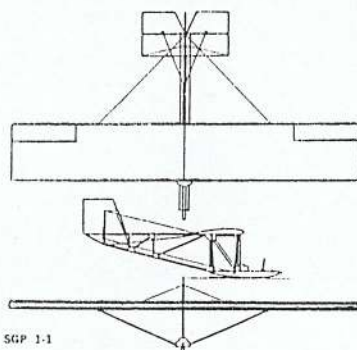
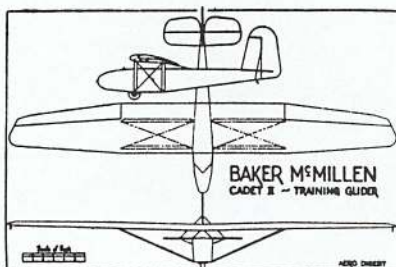
The NSM has decided to go ahead with EOGASE realizing that it would be a major project that would take a number of years to complete. It is planned to do this with 1:24 solid wood scale models with a minimum of detail so that the size-shape-aspect ratio and general configuration are emphasized, rather than the details. In this way the models will be less costly to make. It is planned to mount the models in front of a mural of a soaring sky with 10 year timelines indicated. The models will be located at the time that they first flew.

The first step was to determine what gliders would be included in the exhibit. It was felt that the exhibit should include the most significant gliders that have been built and flown in the U.S., as well as those foreign designed and built gliders that have flown in the U.S. and that have played a significant part in the evolution of soaring in the U.S.

The next step was to make a list of all the gliders that have been built and flown in the U.S.. The NSM developed such a list and then sent it to a group of 20 evaluators that was composed of the members of the Exhibit and Collection Committee that included: George Edwards, Bill Gallagher, Frank Hurtt, Jan Scott, Vic Saudek and Floyd Sweet. In addition it was also sent to the following experienced soaring people: George Applebay, Howard Burr, Gus Briegleb, Dick Benbough, Stan Hall, Volmer Jensen, Jack Laister, Irv Prue, John Robinson, Dick Schreder, Ernest Schweizer, Shirley Sliwa, Bob Storck and included the writer.

The list was reviewed by this group of twenty and they sent back their corrections and additions. The list was revised accordingly and the revised list totaled 260 gliders. The NSM has established this as the Official NSM List and it will be added to as new gliders are built and flown. Also, any omissions will be added and any corrections made so that it will be kept up to date.

(continued on page 3)



(continued from page 2)

From the preliminary plans for the exhibit, it was estimated that the maximum number of gliders that could be included in the exhibit would be 120. The ratio of U.S. Gliders to foreign gliders that have flown in the U.S. is approximately 2 to 1, which means that we might have as many as 80 U.S. gliders and 40 foreign gliders in the exhibit. Although we would like to have as many as possible, it looks very likely that we may have to reduce the total number that we can fit into the exhibit.

The revised list was sent to the group of 20 for evaluation. This was done by asking the group to put each glider in one of three columns. The first column was for those gliders that the evaluator felt should be included in the exhibit. The third column was for those gliders that the evaluator felt should definitely not be included. The second column was for those gliders that fell between these two classifications.

The evaluations were then returned to the NSM for their review. This was done by giving three points for each vote in the first column, 1 point for each vote in the second column, and from the total of points of the first two columns the number of the votes in the third column was subtracted. This resulted in a total of 145 gliders that received at least one point.

The 145 gliders that had scored points were reduced to 141 since there were some duplications. They were then listed in order of points scored. The first 60 were assumed to be final. The evaluators were then requested to help choose an additional 20 from the list, taking into account that gliders that met the following requirement should be considered in this list of 20, gliders that were: Used for a world record, Winner of a U.S. National, Used in World Championships, Production gliders, Gliders of Historical Significance and those that had made important technical improvements.

This resulted in the following list of 80.

Gliders and Sailplanes For The Evolution of Gliders and Sailplanes Exhibit at The National Soaring Museum

- | | |
|------------------------------|----------------------------|
| * 1. Bowlus Baby Albatross | 22. Laister Yankee-Doodle |
| * 2. Niemi SISU 1A | 23. Laister Nugget |
| * 3. Pratt Read | 24. Nugent-Culver |
| * 4. Ross RS-1 Zanon | Screaming Weiner |
| * 5. Schweizer SGS 2-32 | 25. Schweizer SGS 1-35 |
| * 6. Laister Kauffman LK-10A | 26. Zimmerman Concept 70 |
| * 7. Schweizer SGS 1-26 | 27. Briegleb BG-6 |
| * 8. Schweizer SGS 2-8 | 28. Briegleb BG-12 |
| * 9. Schweizer SGS 2-32 | 29. Corcoran Cinema II |
| * 10. Stanley Nomad | 30. Montgomery Glider #1 |
| 11. Schweizer SGU 2-22 | 31. Schreder HP-11 |
| 12. Baker-McMillen Cadet | 32. Schweizer SGS 1-34 |
| 13. Schweizer SGS 2-12 | 33. Buxton Transporter |
| * 14. Ross RJ-5 | 34. Schreder HP-8 |
| * 15. Schweizer SGS 1-23 | 35. Bowlus Super Albatross |
| 16. Franklin PS-2 | 36. Detroit Gull |
| 17. Wright Glider #5 | 37. Franklin Eaglet |
| 18. Bowlus "Paperwing" | 38. Prue Super Standard |
| 19. Schweizer SGS 1-21 | 39. Schweizer SGS 1-36 |
| 20. Bowlus Albatross 1 | 40. Parker Tiny Mite |
| 21. Hall Cherokee II | 41. Prue Two |

- | | |
|----------------------------|-----------------------------|
| 42. Corcoran Cinema I | 62. Johnson Adastra |
| 43. Schweizer SGS 2-25 | 63. Gross Sky Ghost |
| 44. Schultz ABC Sailplane | 64. Schreder HP-14 |
| 45. Waco Primary | 65. Chanute Herring BP. |
| 46. Briegleb BG-7 | 66. Schreder HP-18 |
| 47. MKP Jenney Mae | 67. Laister LP-49 |
| 48. Prue 160 | 68. Schweizer 1-19 |
| 49. Wright Glider #3 | 69. Allen-Koppen MIT Kiwi |
| 50. Applebay ZUNI | 70. Schreder-Johnson HP-13M |
| 51. Briegleb BG-8 | 71. Briegleb BG-12/16 |
| 52. Culver-Maupin Windrose | 72. Trager Bierens T-3 |
| 53. Ross R-6 | 73. Marski Pioneer |
| 54. Schweizer SGP 1-1 | 74. Cocke Nighthawk |
| 55. Akron Condor | 75. Woodstock I |
| 56. Backstrom Flying Plank | 76. Monnett Monerai |
| 57. Mead Rhone Ranger | 77. Schreder HP-16 |
| 58. Prue 215 | 78. Schreder HP-10 |
| 59. Wright Glider #1 | 79. Schreder HP-15 |
| 60. Parker "T" Bird | 80. Schreder HP-12 |
| 61. Schweizer SGU 1-6 | |

* Indicates that these 12 sailplanes had all their votes in the first column and so they are all No. 1!

It is quite clear that this list is not going to satisfy everybody; for, even the evaluators have many differences. But the list is the result of an honest effort by a qualified group and so will be used for the EOGASE exhibit. Perhaps at some later date, say 10 years from now, another evaluation should be made to see what changes there would be in a list of 80.

The original intention was to list the gliders in order of their significance in the soaring movement. When viewing the final list it is clear that the list is a mixture of the most significant and the most popular gliders. As a result, it was agreed that the gliders in EOGASE should be described as the most significant and popular gliders and sailplanes in the U.S.

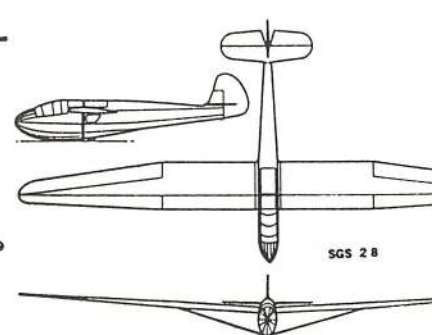
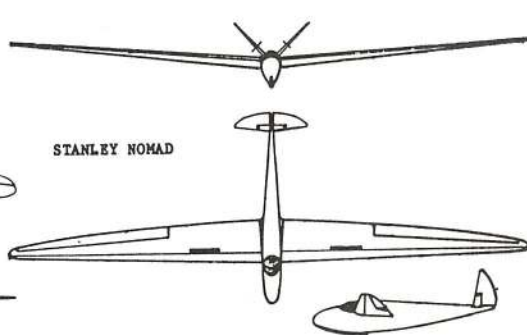
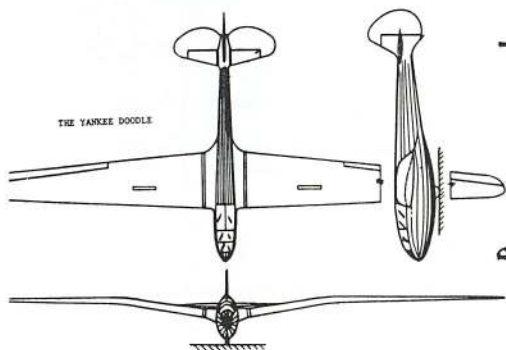
As we mentioned previously, the complete list of 260 is not final but is a "living" list that will be corrected and added to as reliable information is received. So if you see any errors or notice any omissions please let the NSM know.

Our major task now is to get the models built. We have asked the designers-builders, who are still around, to see if they can get models built of their gliders. We already have received some models from Gus Briegleb, Stan Hall and Funk brothers. Schweizer Aircraft is conducting a contest to get models of the Schweizer gliders that will be included in EOGASE. For those designers-builders who are no longer with us, we hope that family or friends will volunteer to build their models. We encourage you to volunteer! Let the NSM know of your interest and which model you are interested in building. Remember, the builders of the models that are used in EOGASE will be identified in the exhibit.

We now have arrived at a preliminary list of the foreign gliders that have flown in the U.S. and we will distribute it to another group of evaluators so we can determine what foreign gliders will be in EOGASE.

The National Soaring Museum wants to thank those who helped or will help in this endeavor. We are looking forward to assembling a very interesting, attractive, and significant exhibit.

(continued on page 4)

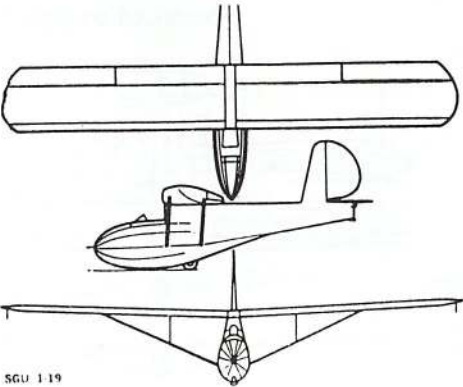


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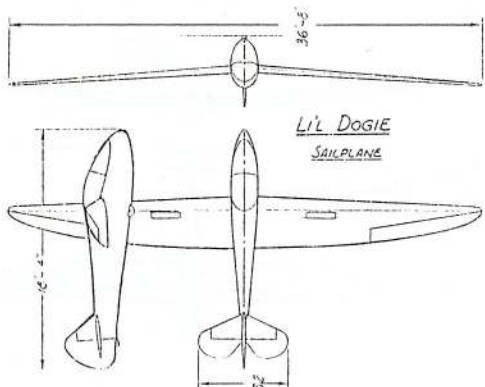
NSM Quarterly readers may wish to compile their own listing of important gliders built and flown in the U.S. to see how their choices compare with those of the EOGASE evaluation. (Use the same selection method as mentioned in Mr. Schweizer's article.

Here is the original listing:

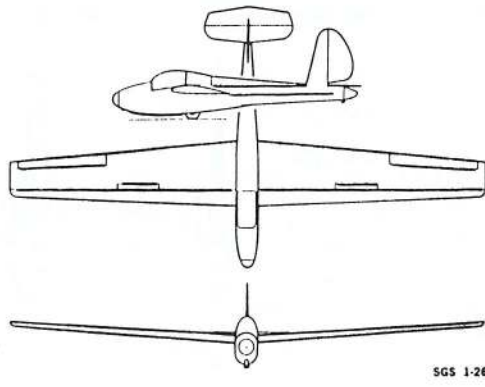
Date	Type	(1)	(2)	(3)
18xx	Herring-Lilienthal			
18xx	Montgomery Glider #1			
18xx	Chanute-Herring Biplane			
1896	Chanute Katydid			
1900	Teasdale-Amot-Herring			
1900	Wright Glider #1			
1901	Wright Glider #2			
1902	Wright Glider #3 & #4			
1903	Montgomery Santa Clara (?)			
1907	AEEA Curtiss Glider			
1909	Morgan Glider			
1910	Witteham Glider			
1910	Bowlus Monoplane Hang Glider			
1911	Wright Glider #5			
1911	Montgomery Evergreen (?)			
1912	Bowlus Biplane Hang Glider			
1922	Allen-Koppen MIT "Kiwi" AES #1 & #2			
1922	Curtiss Flying Boat Glider			
1928	Alfaro Primary-Akron Glider Club			
1928	Volmer J-4 Sailplane			
1928	Volmer J-5 Secondary			
1928	Wyandotte Aviation Club Primary			
1928	Alfaro Primary			
1929	Baker-McMillen Cadet (Gross)			
1929	Akron-Condor (Gross)			
1929	Bowlus Model SP-1 "Paper Wing" Serial #16			
1929	Bowlus SP-D Serial #17			
1929	Bowlus Model A Serial #18-#23			
1929	Bowlus Primary (Model G-100)			
1929	Pierce Silver Wing			
1929	Detroit Gull			
1929	Franklin 9491			
1929	Franklin Primary			
1929	Franklin Eaglet			
1930	Haller-Hirth-Schempp, "Jr Hawk" (TG-28)			
1930	Haller-Hirth-Schempp, "Hawk"			
1930	Hall Primary "Plugalong"			
1930	Teale Glider Boat			
1930	Franklin PS-2 (TG-15)			
1930	Bowlus Model S-1000 Serial #24-#37			
1930	Schweizer SGP 1-1			
1930	Herrick Fledgling Primary/Secondary			
1930	MIT Alfaro			
1930	Alexander-Eaglerock Primary			
1930	Volmer J-6			
1930	Cessna Primary			
1930	Evans All-Steel Primary			
1930	Leonard Primary			
1930	Mead Rhone Ranger Primary			
1930	Northrop Primary (Zogling?)			
1930	WACO Primary			
1931	Cocke Nighthawk			



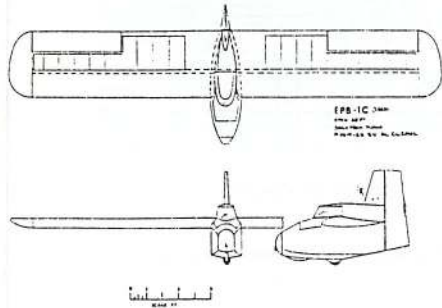
SGU 1-19



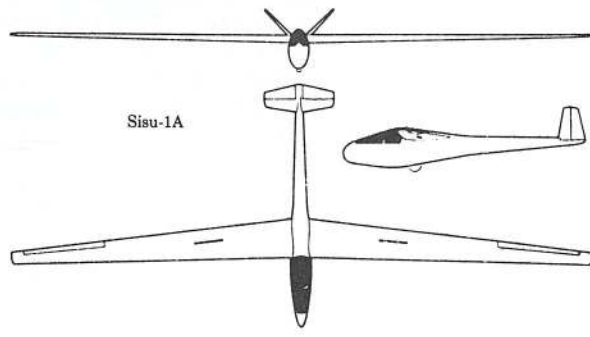
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SGS 1-26

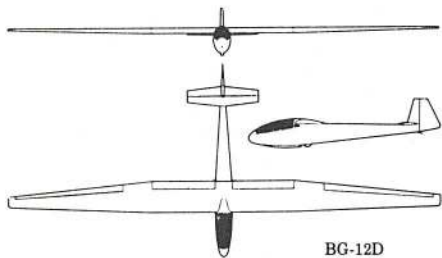


EPS-1C



Sisu-1A

5



BG-12D



The NSM's planned Evolution of Sailplanes and Gliders exhibit will be similar to this model display at the NASA Visitors' Center, in Hampton, VA.

1930	Essery Primary			
1931	D.Roberts/H.Severin Primary (2-place)			
1931	Gross Sky Ghost (2-place)			
1931	Gross 4-place			
1931	Hutchinson Lady Marie			
1932	Bowlus Senior Albatross Model 100 (prototype)			
1932	Schweizer SGU 1-2			
1932	Funk Bros. 2-place (CG-2)			
1932	Laister LA-1 Utility			
1932	Alfaro Songbird			
1932	Hall Primary "Cloudbuster"			
1932	Volmer J-8			
1932	O'Meara Chanute (Darmstadt)			
1932	B. Gobel Primary			
1932	Briegleb BG-1			
1932	Buxton "Slow & Low" 2-place			
1932	Bowlus Albatross I (Model 1-S-2000)			
1932	Bowlus 2-place Albatross (Dragonfly)			
1932	H. Barr Primary Model 2-PS-2000			
1932	Schweizer SGU 1-3			
1932	Buxton "Sloan Lo"			
1932	Hall Primary "Cloudbuster II"			
1932	Stevens Tech Gullwing Fmakin (TG-17)			
1932	Bowlus Albatross Falcon Model 1-S-2100			
1932	Bowlus Utility 1 U-3000			
1932	Laister Gullwing Utility (LA-2 Lawrence Jr.)			

1935	UG2P-1 (Laister-Putnam) 2-place			
1935	Robertson-Severin Swift			
1935	Robinson-Barr "Robin #1"			
1935	duPont Utility (TG-24)			
1935	Hall Secondary "Kingfish"			
1935	Buxton Transporter 2-place			
1936	Robinson "Robin #2"			
1936	Schultz ABC(TG-16)			
1936	Bowlus Utility X-1			
1937	Hall Secondary Cherokee 2-place			
1937	F. Wolcott Utility			
1937	Langley			
1937	Schweizer SGU 1-6			
1937	University of Detroit Utility			
1937	Sesquiplane			
1937	Schweizer SGU 1-7			
1937	F. Wolcott Plover Secondary			
1937	New Kestral (Barton)			
1937	Ross RS-1 Zanolina			
1937	Bowlus Baby Albatross Model BA-100			
1937	Robinson "Robin #3"			
1938	Hutchinson Vireo			
1938	Hutchinson Senior Secondary			
1938	Flying Anvil (Carnegie Tech)			
1938	Robinson "Robin #4"			
1938	Smith "City of Utica"			
1938	Purdue Utility 2-place			
1938	Gross 4-place			

1938	Laister "Yankee Doodle" LS-3			
1938	Don Lawrence "Yellow Peril"			
1938	Bailey/Hughill/Sanderson "Li Beauty"			
1938	Stanley "Nomad"			
1938	G.Palmer "Yellow Peril"			
1938	Ross RS-2 "Ibis"			
1938	Ross Secondary			
1938	Corcoran Cinema (1) (TG-1B) & (XTG-1/TG-1A)			
1938	Schweizer SGS 2-8 (TG-2) (XTG-2?)			
1938	Briegleb BG-6 (TG-13A?) (TG-9)			
1939	Dale Hawk II			
1939	V. Jensen (side by side)			
1939	Nugent-Culver "Screamin' Wiener"			
1939	Bowlus Super Albatross BS-100			
1939	Bowlus Baby Albatross BA-102 (2-place)			
1939	Martin M-1			
1939	Rowley 100 (Baby Bowlus configuration)			
1939	Pratt-Read PR-G1(LNE-1TG-32)			
1939	Hall "Tobogganair"			
1940	Briegleb BG-7			
1940	Culver "Screamin' Wiener (Li) Dogie"			
1940	Corcoran Cinema II (TG-1B/C/D)			
1940	Schultz Midwest MU-1 (TG-18)			
1941	Volmer J-10 (TG-29)			
1941	Rowley 100 (Baby Bowlus configuration)			
1941	Pratt-Read PR-G1(LNE-1TG-32)			
1941	Hall "Tobogganair"			
1942	Briegleb BG-8 2-place (TG-13A)			
1942	Schweizer SGS 2-12 (TG-3)			

1942	Laister-Kauffmann LK-10 (TG-4A/B) (XTG-4)			
1942	Bowlus Military Trainer (XBM-5)			
1943	Denver Pioneer Utility			
1943	Schweizer SGU 1-19			
1943	Jensen J-14 (side by side)			
1943	Dawydoff Cadet UT-1			
1944	SteveSmith "Cumulus"			
1945	Schweizer SGU 2-22 A/B/C/E/EK			
1946	Schweizer SGS 1-21			
1946	Prue 160			
1947	Culver Rigid Midget (R.Parker)			
1948	Schweizer SGS 1-23 B/C/D/F/H & H15			
1948	Parker Tiny Mite			
1950	Prue 215			
1950	Ross RJK-5			
1952	Schweizer SGS 1-26 A/B/C/D/E			
1953	Schweizer 1-24 (Burr)			
1953	Peri PG-130 "Penetrator"			
1954	Schweizer SGS 2-25			
1954	M.K.P. Jenny Mae			
1954	EPB 1-A "Flying Plank"			
1954	Trager-Bierens T-3 "Alibi"			
1955	Schultz Nucleon			
1956	Briegleb GB-12A			
1956	Cherokee II "Intermediate"			
1956	Mitchell Nimbus III			
1956	Hutchinson HS-127			
1956	Ross R-6			
1957	Schreder Airmate HP-7			
1957	Dottie S			
1957	Kennedy K-W			
1957	Marske XM-D			
1958	Schweizer SGS 1-29			
1958	Sisu-1A			
1958	Schreder HP-8			
1959	Explorer PG-1 Aqua Glider			
1959	Matteson M-1			
1959	Prue Two			
1959	Steinruck SCS-1			
1959	Whigham GW-1			
1960	Schreder Airmate HP-9			
1960	Johnson "Ad Astra"			
1960	Tweed GT-1			
1961	Thor BJ-1B Duster			
1961	Schreder HP-10			
1961	Oldershaw O-2			
1961	Kelsey K-16			
1961	Prue Standard			
1962	Exline Primary			
1962	Schreder Airmate HP-11			
1962	Prue Super Standard			
1962	R. Parker T-Bird			
1963	Briegleb BG-12B/C/BD			
1963	Leffler/MacFarlane FM-1			
1963	Ross RH-3			
1963	Green/Tweed GT-2			
1964	Schweizer SGS-2-32			
1964	Pacific D-8			
1964	Prue II A (Super Std)			
1964	Whigham GW-2			
1965	Schweizer SGS 2-33 A/AK			
1965	Miller Tern			

1965	Gehrlein Precursor			
1965	Kohler Alpha			
1965	Starr 1-23HM			
1966	Cherokee RM			
1966	Laister LP-46			
1966	BJ-1 "Dyna-Mite"			
1966	Moore SS-1			
1966	RHJ-7			
1966	Peterson Medena			
1967	Haufe HA-52 "Hobby"			
1967	Haufe HA-G1 "Buggie"			
1967	Schreder HP-14			
1967	Leonard Annebula			
1967	Jongblood Primary			
1967	Oldershaw O-3			
1967	Prue UHP-1			
1967	Ross RHJ-8			
1967	Laister JP-49			
1968	Schweizer SGS 1-34			
1968	Bartos/Nobel BN-1 "Phantom"			
1968	Bekas N			
1968	Marske Pioneer 1A			
1968	Chase-Sisley C 100-S			
1968	Gehrlein GP-1			
1968	GHW-1 Cu-Climber			
1968	Hall Ibeex			
1968	Melshimer FM-1			
1968	Ross RHJ-9			
1969	Briegleb BG-12/16			
1969	Peterson J-4 "Javelin"			
1969	Schreder HP-15			
1970	Zimmerman Concept 70			
1970	Scanlan SG-1A			
1970	LEC-1			
1971	Laister Nugget JP-15			
1971	Schreder HP-16			
1972	Marske Pioneer II			
1972	Luenger Beta I			
1972	Whigham GW-3			
1972	Schumann Libelle			
1973	Schreder HP-17			
1973	Schreder RS-15			
1973	Lamson Alcor			
1973	Monaghan Osprey			
1974	Schweizer GSG 1-35 & A			
1974	Zauner One Yankee			
1974	Hall Vector			
1975	Schreder HP-18			
1975	Applebay Mescalero			
1975	Pierson Diamant 19			
1975	Whigham GW-4			
1976	Applebay Zuni			
1978	Schreder HP-12A			
1978	Woodstock One			
1978	Schweizer SGS 1-36			
1978	Monnett Monerai			
1979	Haig Minibat			
1980	Schreder HP-19			
1980	Schreder HP-20			
1982	Whigham GW-6			
1983	Bowlus BZ-1 "Zeus"			
1983	Schmutzhart SCH-1			
1983	Culver/Maupin Windrose			

RETIRED DIRECTOR SHIRLEY SLIWA AND SIX OTHERS HONORED AT THE NATIONAL SOARING MUSEUM'S ANNUAL COMMUNITY SOARING COMMITTEE LUNCHEON



Seated from left: Robert G. Densberger, Shirley Sliwa, Bruce H. Hardy; back row, John B. Hintz, Paul A. Schweizer, Howard Trampenau, John Miller, Dale Gustin, Frederick Lawrence and Dr. Charles D. Smith. - Photo by Larry Wales

Shirley Sliwa, retired director of the National Soaring Museum, was presented a Steuben Glass Soaring Eagle by Paul A. Schweizer, NSM trustee and Community Soaring Committee Chairman, at the NSM 1990 Community Soaring Committee Luncheon Dec. 7.

"She has done a tremendous job, particularly in our recent expansion," Schweizer said. He read a resolution from the Board of Directors of the Soaring Society of America citing her years of outstanding service to soaring in the United States.

Recalling her 18 years of service, Schweizer said Mrs. Sliwa became Museum director in 1980 when Liam English, Jr. resigned. He added that since then, she had become recognized nationally and internationally for her outstanding efforts on behalf of soaring and the National Soaring Museum.

Bruce H. Hardy, Museum Secretary and legal advisor, was presented an engraved silver bowl for 11 years of service, particularly for his work during the Museum's 12,000-foot expansion.

Outgoing Chemung County Executive, Robert G. Densberger was presented an engraved silver bowl for the extensive help the County has given the Museum on several projects.

Museum volunteers Dale Gustin, Frederick Lawrence, John Miller and Howard Trampenau received NSM certificates of appreciation for their ongoing efforts and advice with Museum artifacts and exhibits. These and other volunteers donated a total of 3,700 hours to the NSM in 1990.

It was announced that Mrs. Sliwa was appointed chairperson of the Community Soaring Committee.

The Community Soaring Committee is composed of area business, industry, professional and arts leaders, and representatives of the NSM. The Committee holds a luncheon annually honoring those who have rendered noteworthy services to the Museum in its various projects.

Over 100 people attended the 1990 Luncheon held in the Museum's Edward E. Mooers Community Room.

You can help in preserving America's soaring heritage.

If you have historic memorabilia and excess or duplicate publications, please contact the the National Soaring Museum to discuss contribution to the Museum's collections and archives.

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

Address: Charles D. Smith, Ph.D., Executive Director
National Soaring Museum
Harris Hill, RD #3, Elmira, NY 14903

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Executive Director — Charles D. Smith, Ph.D.
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.

KITE-CITEMENT '90

— A SOARING SUCCESS

More than 300 spectators watched as gusts of up to 20 knots whisked 30 contestants' kites in a colorful aerial ballet over Harris Hill.

The occasion was the NSM's Fifth Annual Kite-Citement, Saturday, Oct. 8, 1990, in the Harris Hill Park area, adjacent to the Museum. Strings of parked cars marked the kite flight-line boundaries. Kiteers, pre-schoolers to octogenarians, were busily spreading out and assembling their flyables. Ritual tensioning and tuning were interrupted by skyward glances to evaluate wind direction, velocity and thermal activity.

Dave Watson, a student counselor at Rochester Institute of Technology put it best: "It's an interest turned into a passion. It's fun to create something and make it fly the first time out... It's like setting something free, in a controlled manner." Watson, who got into kiting about nine years ago, brought 18 of his 180 kites to the meet.

Knots of interested spectators and entrants gathered around NSM kite advisor and internationally-recognized expert Bill Connors, Horseheads, NY, who answered questions and dispensed advice on the fine points of flying tethered aerodynes. Connors noted that the Wright Brothers early experiments on the nature of flight were carried out on a four-line kite. Later these investigations led directly to the brothers' successful glider designs and on Dec. 17, 1903, to the world's first powered controlled flight.

Connors demonstrated several of his giant, multi-yoked constructions with the skilled assistance of wife, Marian and a crew of launchers, holders and runners.

The grass-skittering, upward bolting "stunters" were great crowd-pleasers, with their pilots knifing intricate pirouettes in the sky. The freshening wind posed such a problem to some of the smaller and lighter kites that they had to fly from a prone position to prevent being dragged across the field by their wildly aerobatic charges. One visitor remarked that the raspy, staccato sounding "stunters" reminded him of a game of dodge-em in three dimensions.

The competition was broken down to three age groups with kites judged on flying ability, construction detail and artistic design. Many people came with store-boughters and just flew them for fun.

At day's end, tired, enthusiastic and windburned participants agreed that it was great fun and that they were looking forward to next year's KITE-CITEMENT event.

NSM Curator of Education Paul Prunier announced that Museum Director Dr. Charles D. Smith, encouraged by the successes of recent NSM kite-flys, has authorized two kite-flys to be held in 1991. The Sixth Kite-Citement will be held on Saturday, April 27, 1991, and the Seventh Kite-Citement on Saturday, Sept. 28. (See Calendar of Events in this issue.)



Top: A stunt-kite stack at the NSM's Annual KiteCitement.

Inset: Above, A parafoil kite retrieval; below: KiteCitement winners - Left to right, Glenn Pulleyn, Kim Pulleyn, Derek Fess, Patrick LaPointe, Dave Watson and Monica Nybeck. - Photos by Larry Wales



AT FIRST GLANCE

As I write these words, it has been about three months since I assumed the responsibilities of NSM Director from Shirley Sliwa, who retired after 18 years of outstanding service to the Museum. I have found a Museum nurtured by dedicated, hard-working staff and Board members and supported by loyal members and friends locally and nationally. The Museum occupies a newly expanded 28,000 sq. ft. facility; it includes over 60 sailplanes in its varied collections; and it houses archives of major significance in aviation history. But I see these important accomplishments not as an excuse to rest on our laurels but as an invitation to move on with confidence to even greater achievements.

The NSM has a broad mandate to preserve the heritage of motorless flight and to promote a greater knowledge and interest in soaring and related areas of aviation and physical

sciences. The Museum is a national facility serving the local community, school groups, tourists and a nationwide audience. The mission of the NSM includes collection, preservation, exhibition and education, with services appropriate for all age groups and backgrounds. These factors create a great opportunity and an even greater challenge to respond to a long list of needs, hopes and dreams with finite resources.

It is clear to me that the NSM must continue to grow and expand, not just in its facilities but in its range of topics, exhibits, educational programs, classes and events. We must reach out to various parts of the country with a variety of services. We must continue to evaluate and improve our exhibitry and activities for Museum visitors of all ages. What is not yet clear is how to do all these things and in what priority order. There is no shortage of ideas from the Board and staff, but the concerns and suggestions of the NSM membership are invited and welcome. Please feel free to contact me with your valued opinions on the future development of the NSM.

Charles D. Smith

ON THE COVER:

Glider pickup demonstration at the Army Air Force's Materiel Center, Wright Field, Ohio. The Stinson Reliant, gull-wing tow plane approaches the Schweizer TG-3A training glider seconds before it snatches the glider's towline. (From a USAAF official photo dated Feb. 16, 1943)

1991 CALENDAR OF EVENTS

Date	Event	Location
Feb. 21-23	NSM Exhibit at the Soaring Society of America Convention	Albuquerque, NM
April 27	Springtime Kite-Citement Kite Contest	NSM/Harris Hill Park
May 10	NSM Exhibit opening, Reception	NSM
May 11	NSM Annual Trustee Meeting	NSM
May 11	U.S. Soaring Hall of Fame Induction and Banquet	NSM
May 17-18	World War II Glider Pilots Reunion	NSM
May 25-27	Vintage Sailplane Association Regatta and Annual Meeting	NSM/Harris Hill
June 2-8	National Soaring Week	NSM
June (date to be announced)	NASA SarSat Van	NSM
Sept. 28	Fall Kite-Citement Contest	NSM/Harris Hill Park
Oct 12	18th Annual Ralph S. Barnaby Lecture and Banquet	NSM
Dec. 6	Annual Community Soaring Luncheon	NSM

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