

# NSM NEWS

Newsletter  
of the  
NATIONAL  
SOARING  
MUSEUM

National Soaring Museum



Fall 1993

Vol. 3 No. 4

## The Museum's Second Annual Community Day soars!

The brisk fall temperatures kept the crowds lower this year, but the entire staff and over 30 volunteers really put on an excellent show at the Second Annual Community Soaring Day on September 11, sponsored by the NSM, Harris Hill Soaring Corporation (HHSC) and the HHSC Junior Organization.

The 28 KiteCitement contestants braved the wind to make their deltas, stunt kites and homemade creations dance in the sky. A local radio personality broadcast the morning's events to the community.

A student-built replica of the 1902 Wright Flyer was launched as a kite, and HHSC demonstrated ridge soaring in breathtaking swoops over the Museum sky.

Visitors poured into the NSM for tours and paper glider-making sessions. Discount sailplane rides and concessions lured people back out into the cold. The day concluded on a warm note with a spaghetti dinner in the Edward A. Mooers Community Room for nearly 100 people.

*See inside for more coverage  
on the day's events*



Nelson van den Blink, NSM Trustee gives her granddaughter's kite a boost.

## Harris Hill gets its own taste of the Wright Brothers

A sixth grade teacher from Orono, ME, Chris Chillelli, brought two of his former students, 13-year-old Anne Mason and 13-year-old Chris Brazee to the 1993 Community Soaring Day activities on Harris Hill. They wanted to see if their class project, a full-size replica of the 1902 Wright Flyer, would fly - one more time.

A lot of love, determination and learning went into that replica two years ago. The Orono elementary school only tallies 315 students, but the three 6th grade teachers

have been hailed nationally for their efforts. Chris, Richard Glueck and Patty Kenny don't just teach - they involve their students in their assignments - and in life management.

Three years ago the 6th graders were given one measurement on the Mercury space capsule and told to reconstruct the rest. The students built a full size mockup in cardboard. That was so successful that they built a Gemini two-seat capsule out of wood.

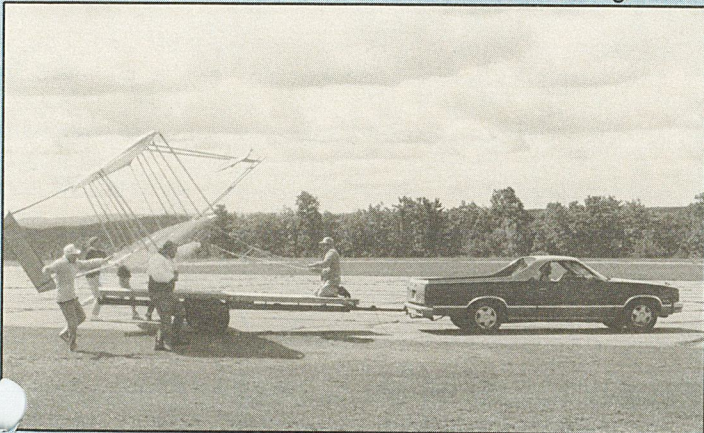
The kids were given a

cockpit panel out of an old Convair plane to disassemble and use in their capsule. Chris says the students write for all their resources. They've written NASA and the Smithsonian, learned how to make phone calls, write business letters, operate a camcorder and do public speaking through their efforts.

The Wright Flyer was selected the following year because it is so well documented. Chris and Richard visited the Goddard Space Center in Washington to get line drawings, photos and do videotaping. Then the students started writing for donated materials.

The project took from September to May. "It shows team effort and cooperative learning," Chris says. "The purpose is the process, not the big end result." But the end result was pretty dramatic. The class flew their project at Acadia National Park. The Wright Flyer flew 60 feet - a total of 12 seconds. The intensive learning project then made it all the way to ABC's

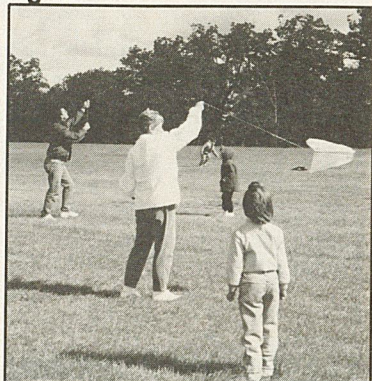
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The 1902 Wright Flyer attempts to fly one more time, but a gust of wind crumples the kite, sending the would-be-Wright-Brothers back to the drawing board.



Volunteers Bill Connors and Larry Creighton, and NSM Trustee John Hintz, prepare Connors' 6-sided kite for flight.



Joe and Sandy DiCinti fly kites with their daughter, Grace, 5, and friend, Molly Cleary, 6

Director's Collections

By James W. Swinnich

Are we having fun yet? Staff has posed this question on a number of occasions and it is emblazoned on a humorous congratulatory survival plaque recently presented to me by a trustee. In answer, the first eight months in Elmira have been a series of very difficult challenges both professionally and personally.

Staff people Carla Page, Jim Moser, Dianne Storch, Mary Flaspaler, Paul Prunier, Mike Ziomko, Dick Kurzenberger, Megan Cramer, Bill Gallagher, Jim Reinsmith, each trustee (especially those on the Executive Committee when I came aboard - Paul A. Schweizer, John Hintz, Nelson Moers van den Blink, Bernald Smith, and President George Edwards), and a host of volunteers have made a crucial difference for me,

These are people of quality who not only work hard, but take the time to truly care about each other, the NSM, and each person with whom they have contact in representing the institution.

Some of these individuals (Schweizer-soaring, van den Blink-local history, and Moser-science, in particular) have helped in my most imperative of tasks - learning. The background in museum work and history has served its purpose, but I knew virtually nothing of motorless flight when pitching camp here on 8 February. There remains a vast wealth of unlearned science, technology, and history here for me. Meanwhile, I participate in developing and envisioning educational programs for visitors. It is rather an interesting dichotomy. I just appreciate the opportunity.

Freedom's Wings is trying to change the fact that flying isn't exactly user-friendly.

Freedom'sWings President, Ray Temchus, gave away free sailplane rides all afternoon on Community Soaring Day to the

handicapped in his specially modified sailplane. Harris Hill Soaring Corporation provided the free tows.

Freedom's Wings got its



KiteCitement winners. Front row, l. to r.: Garry Kollhoff, Lindley, 3rd; Betsy vandenBlink, Elmira, 2nd; Jessica Ruland, Horseheads, 1st; Second row: John Abbott, Elmira, 3rd; Gavin Welch, Big Flats, 2nd; Adam Denegan, Corning, 1st; Back Row: James W. Swinnich, NSM Director; LuAnne Judd, Vernon, 3rd; Doug Welch, Big Flats, 2nd; Bruce Judd, Vernon, 1st.

"We try to eliminate the barriers." -Ray Temchus

Freedom's Wings inspires the local handicapped

start in the early '80's when a United Airlines pilot and his wife realized there were no sailplanes equipped for the disabled. They bought a Grobe which easily lent itself to the modifications with its low side and slanted seating

Garry Kollhoff, 8, flies a crepe paper kite

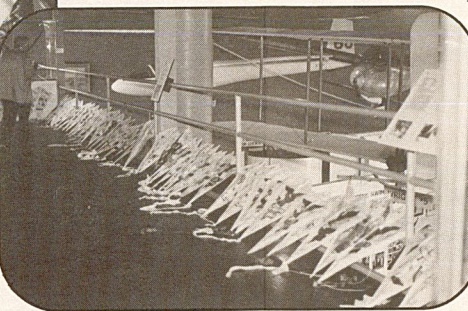
position. They simply added a rudder stick and a lock to the controls.

Ray, himself wheelchair-bound, got involved in 1983. There are 12 who come from as far as Northern Ireland, Alaska and British

Columbia to learn to fly. Based in Princeton, NJ, Freedom's Wings operates eight months out of the year with nine volunteer instructors including two who are disabled. They provide a ground school and flight instruction during a nine-day Summer Camp.

"There are certain peculiarities about teaching the disabled how to fly," Ray says.

Freedom's Wings has licensed six people, two of



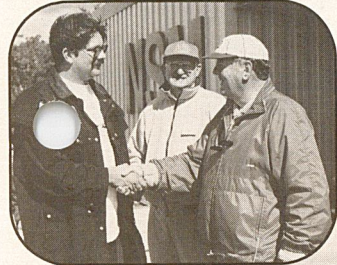
Kites made during the summer cohesion classes line the railing at the NSM on Community Soaring Day

whom went on to get their commercial licenses. They have soloed three or four more.

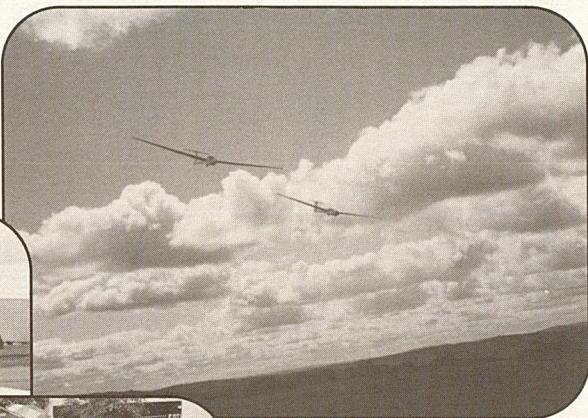
Ray wants to educate the public by offering inspirational rides. Last year Freedom's Wings participated in the National Wheelchair Games in Dayton, OH. They attend airshows, and provide a scholarship program - all supported by fundraisers and auctions.

Ray says there are 10,000 spinal cord disabled

Left, Director Jim Swinnich and NSM Trustee John Hintz greet local NSM member Boyd McDowell



Right, Monty Sullivan and Heinz Weissenbuehler thrill Community Soaring Day visitors with their precision soaring moves



1.) Bob Kessler, Freedom's Wings instructor, boards his sailplane on Harris Hill to prepare for the free rides offered on Community Soaring Day; 2.) Replica highlights the walkway at the Arnot Mall.

every year. "If we can just 1 give 100 rides a year..." Ray says. "We try to eliminate the barriers. We want people to try it, to leave the house and do something."

Wright Brothers - continued from pg. 1

Good Morning America show where newscaster Jim Slade questioned what other schools nationwide might be doing such interesting projects. Only a couple responded.

"Our goal is to keep interest in science and engineering," Chris says. Those are two areas that are dying in high school and college today. He says an additional goal is to get girls interested in these subjects. Last year's class built a 25-foot blimp - the 1878 Dirigible. Chris laughed that the boys did much better on sewing the material for the blimp, while the girls excelled on the power tools. The 6th grade is currently mak-

2) Right, NSM's Maine visitors explain their year-long project.



ing three full size replications of 20- to 40-foot tetra kites by Alexander Graham Bell.

"(These projects) give the kids applications of the skills they're learning," Chris says. And on Community Soaring Day Chris Brazee and Leann learned to handle disappointment just like the Wright Brothers did back in 1902. Their replica took to the air, and one strong wind gust crumpled it in seconds. But that's the history of flight.

Museum Advancement

by Mike Ziomko, Director of Institutional Advancement

A warm thank you to all who have responded to our recent campaigns for new members this summer. In both the last Newsletter and this one we have highlighted your names in the recognition column. We thank you for your support and invite you to become an active participant in the life of the Museum.

it has never been brought home to me more powerfully than it was last month at the 6th Soaring Landmark celebration in Waynesboro. An energetic group of us led by Jan Scott actually bungee-launched a primary, and it was an inspiring, fun, and even awesome experience. That's what you can be a part of!

The life that I'm inviting you to become a part of can take many forms, in fact as many forms as there are people to make it happen, but

A special thanks to those corporate sponsors who once again generously contributed to make our Second Annual Community Soaring Day a success.

Friends of the Museum

Annual Giving 8/20/93 - 10/1/93

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Hilliard Foundation
\* Mrs Virginia M Schweizer
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Names in Bold designate New Members

Sustaining

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Schweizer 1-35, Serial #1

Volunteers

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Muriel Appel Elsie Cambio George Edwards Carol Gill Ralph E Miller Alfred S & Marguerite
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Bob Benjamin Curtis Cooke Bill Gallagher Patricia Hart Mary Lou Rose Terkoski
Shawn Bower Larry Creighton Peg Gallagher Erwin Jones Peterson Howard Trampenau
Michele Kelly Jim Reinsmith Gladis Wieland



Above, Paul A. Schweizer, NSM Trustee; Richard Kurzenberger, NSM staff; Charles Dewey, OX-5 National President; James W. Swinnich, NSM Director; and Linsley Dunn, Glenn A. Curtiss Museum Director gather in front of the EOGASE Exhibit. Right,



Oliver Smithies of Chapel Hill, NC stands one last time with his Schweizer 1-35 before it travels to the NSM to become part of the Museum's collection.

## Museum acquires an original

One of the last gliders produced in the United States has returned home to Elmira. NSM Director James Swinnich and James Moser, NSM Archivist, recently accepted the donation of the Schweizer 1-35, Serial #1, from Oliver Smithies, a genetic engineer at the University of North Carolina in Chapel Hill, NC.

The sailplane now awaits a new coat of paint in the NSM restoration area. There were 101 1-35's produced from

1973-1982 - one of the last two Schweizer designs produced by Schweizer Aircraft Co.(SAC) in Big Flats, NY. Today sailplanes are produced primarily in Europe.

Mr. Swinnich said, "The NSM will always have two audiences -local and national. This sailplane aids in the documentation of local history," he said.

"It's nice to get this one home," adds Paul A. Schweizer, SAC co-founder and NSM Trustee.

## OX-5 operators enjoy day at NSM

Nearly 200 OX-5 Club members from all over the country crowded into the Edward A. Mooers Community Room in September for lunch followed by a tour of the NSM and a Schweizer helicopter demonstration in front of the Museum. The Glenn A. Curtiss Museum in Hammondsport, NY hosted the OX-5 annual reunion with 269 in attendance out of 4,000 OX-5 members nationwide. Each member has flown aircraft powered by the Curtiss OX-5 radial engine produced post-WWI through the late 1920's.

Charles Dewey, the National OX-5 Club President from Mukwonago, WI, said the OX-5 was "the mainstay of general aviation - the best they had before the round engine with which Lindbergh flew." A sub group, the "Early Birds" are those who flew before 1916 - like the late Paul Garber. There are only three left still alive in this category. Today the group promotes old-time aviation, rebuilds planes, teaches the history of their aircraft, and enjoys the comradery of a day gone by.

## CALENDAR

December 3

Annual Community Soaring Luncheon  
*NSM*

SSA 1994 Convention  
& Board of Trustees Meeting  
*Chicago, IL*

**Executive Director**  
James W. Swinnich

**Editor**  
Carla Page

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