



## Inside this issue:

International  
Sailplane Meet  
comes to the  
U.S....page 3

Gross Youth  
Scholarship  
winners  
.....page 2

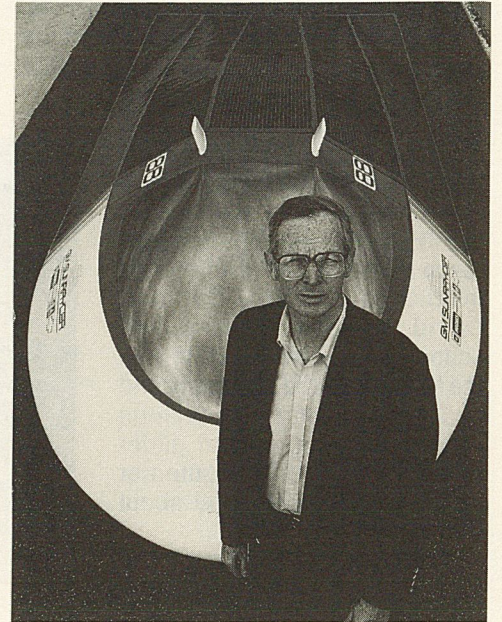
His name is Dr. Paul B. MacCready, his company is called AeroVironment, Inc., and he may be the most interesting inventor, engineer and astute mastermind now doing business. And he will be appearing at the Clemens Center in Elmira, NY to help the National Soaring Museum celebrate our 25th anniversary on September 24, 1994.

## NSM will host Dr. Paul MacCready for 25th celebration

This aerodynamics whiz took up flying sailplanes in 1945 calling it "a very scientific hobby." He went on to win the National Soaring Championships in 1948, 1949 and 1963, and pioneered high-altitude wave soaring in the United States. He became International Champion at a meet in France in 1956, the first American to achieve this goal.

MacCready is a day-dreamer - he has an intense curiosity which he uses to take on a fresh view of old problems. British industrialist Henry Kremer offered a \$100,000 prize in 1959 for the creation of the first human-powered flight. Dozens of individuals and groups unsuccessfully attempted to earn this purse for 18 years. Then along came MacCready, daydreaming about birds and sailplanes and resulting in a craft so unconventional, but so practical, that it won.

MacCready's charm, the **Gossamer Condor**, earned him an international recognition as "the father of human-powered flight." His kitelike affair propelled only by a furiously pedaling cyclist-pilot, became the prototype for the **Gossamer Albatross**, a lighter version that successfully



Paul MacCready with the Sunrayer

crossed the English Channel in 1979 for a second Kremer award of \$213,000, aviation's largest prize.

This success was just the beginning of MacCready's daydreams. His vehicles have become a symbol for creativity.

**Gossamer Penguin (1980)** - The first climbing flight powered solely by sunbeams.

**Solar Challenger (1981)** - This single-piloted craft flew from France to England, a total of 163 miles, at an altitude of 11,000 feet powered by an electric motor fed from over 16,000 solar cells.

**Bionic Bat (1984)** - This vehicle not only won two new Kremer speed prizes, but also explored the new technology leading toward long-duration unmanned vehicles and quiet, slow-speed, piloted aircraft.

**Pterodactyl replica (1986)** - This radio-controlled, wing-flapping, flying replica of a giant pterodactyl, a creature from 70 million years ago, has a wing span of 36 feet. It is the key actor in a wide screen IMAX film that connects biological flight to aircraft. The project was sponsored by the National Air and Space Museum and

(continued on page 2)

## Harris Hill plans a fun-filled family day

The National Soaring Museum will again be sharing their sport with the entire community at the **3rd Annual Community Soaring Day** on September 24, 1994. Harris Hill will be abuzz with activities from morning until night.

The day will begin with the NSM's famous Kite-Citement contest. All ages are welcome to enter their creations - whether they're store-bought or a labor of love from materials found around the house. It's always a colorful show in the sky over the gliderfield. Some tots are thrilled just to get their kites into the air while the masters, like NSM volunteer Bill Connors or Terry Wheet, can make theirs dance in the wind.

At 11:00 a.m. the HHSC juniors will begin their chicken/pork chop BBQ in the

hangar - tickets will be drawn for free sailplane rides! Harris Hill Soaring Corporation will offer a sailplane exhibition at 12:30 p.m. and discount rides throughout the afternoon. Freedom's Wings will again be on hand to give sailplane rides to the physically challenged.

It'll be a great day to see what's new in the Museum. It's only \$1.00 admission for everyone! There will be guided tours, historic soaring films, aerogami workshops (paper airplane construction), and Dr. Paul B. MacCready in the evening (see *related article above*).

Bring the whole family for the day on Harris Hill - it's competition of kites, the beauty of soaring, and education all rolled up into FUN! For more information call the NSM at 607-734-3128.

## These young pilots soar into a scholarship

Dr. Frank Gross believes that the future of soaring lies in its youth, so he created the Gross Sky Ghost Youth Achievement Award in 1991 to recognize the accomplishments of youth up to age 19 who were working to become sailplane pilots.

The 1994 winners, announced at the United States Soaring Hall of Fame Banquet at the National Soaring Museum in May, are both planning a future in aviation. **Shanon Udd**, 19, is a freshman at Green River Community College in Washington State. She wants to teach handicapped children and instruct at a local glider port. **David Graham**, 16, is a high school junior and wants to join the U.S. Air Force Academy and become a military pilot. Shanon earned her commercial glider rating in Hawaii in the summer of 1993. David soloed at about the same time.

Shanon's hobby runs in the family. Her grandfather, Elmer Udd, owns Soar Hawaii on Oahu's North Shore. Her father, Tom Udd, started his soaring career at the same time as his daughter, so they are learning together from Elmer. Shanon enjoys this and says, "My dad and I started at the same time, which helps a great deal, because we were able to learn from each other."

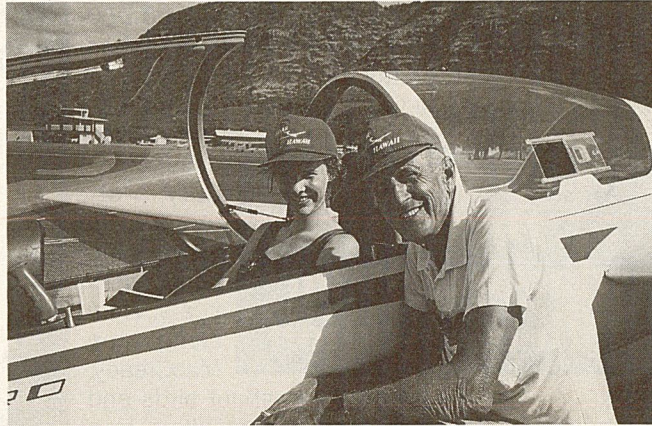
She soloed at age 15. She would've done it at 14, but the chicken pox held her up. Since then she has studied hard and scored high on the test for her commercial glider rating. She learned to fly a glider in all kinds of conditions and is currently working on her instructors' rating. The \$500 Gross Scholarship stipend will assist her in acquiring this new rating.

Shanon isn't just a pilot, but a terrific student, too. She studied Japanese in high school and has made numerous friends who speak English as a second language. She also received a scholarship from a local teachers group for outstanding service for special education teachers aid. She maintains a college gradepoint average of 3.2 while teaching part time at a daycare center.

Flight is definitely in Shanon's blood. She made a five and one-half hour flight last summer in Hawaii. "My first aerobatic ride with my grandfather was my most thrilling. Perhaps next year I will learn and get checked out in aerobatics," she says. Her funniest experiences in flying

are learning alongside her dad. "My dad says I'm always ahead of him when it come to flying experiences and different check outs."

David joined the Civil Air Patrol (CAP) in Fort Worth, TX when he was only 12 years old. That opened up the world of flying to him - a world that will probably



Shanon and her grandfather, Elmer Udd

become a career. He was one of only two cadets who passed the FAA written exam out of an original group of 15.

He diligently worked through the gliding program at the Texas Soaring Association and is now ready for his check ride

for his private pilot's license as soon as the weather cooperates. David says he was excited to hear he had won the Gross Scholarship award and plans to use the money toward more flight time.

David's academic record is indicative of his perseverance toward achieving his goals. He maintains a 4.1 grade average and is enrolled in two advanced placement courses for college credit. He is in the top ten percent of his academic class and won his high school's biology award and earned the Mitchell and Earhart awards from CAP.

David says his most thrilling flight was when he attempted his Silver Altitude. "I would have succeeded had anyone taught me to 'notch' the barograph after release." His funniest experience was when a friend took David's mother up in a 2-33 glider so she could take photos of her son's flying. She got airsick, but took the pictures anyway, only to find when she was back on the ground that she had been using a camera without film!

The National Soaring Museum wishes these two students all the best in their flying careers! Congratulations and happy soaring!

## MacCready

(continued from page 1)

Johnson Wax.

**GM Sunraycer (1987)** - This solar powered car holds the solar powered speed record of 48.7 mph. It was built to run in a 1,867-mile race in Australia and beat 23 other competitors at a 50 percent faster rate than the second place vehicle.

**GM Impact (1990)** - This battery powered electric sports car has a remarkable performance. GM announced that this car will be mass produced by the mid 90's.

MacCready's most recent innovation was featured in the 1994 issue of **Popular Science**. The **Pathfinder** is a flying wing in the purest sense of the word. This 100 ft. by 8 ft., 400-pound craft is optimized for low-speed, high-altitude flight. Its job is to prove the feasibility of long-duration flight using sunlight as its sole energy. The airplane has remarkable potential - for weather reconnaissance missions, military missions monitoring troop movements for weeks or as a mo-

bile relay in communications.

This spectacular inventor has become the force behind some of today's most ingenious solutions for efficient powered motion. He founded his company, AeroVironment, Inc. in California in 1971, and their emphasis on the environment reflects MacCready's most passionate concern.

During his Elmira visit MacCready will focus on the part sailplanes have played in his later technological designs. As a crusader for the environment, he views human-powered flight as a symbol of how careful use of resources could reconcile technology with the environment.

Tickets are available for \$4.00 (adults) and \$2.00 (students) at the NSM, at local Sugar Creek stores, or at the door. MacCready's transportation is being provided by USAir. Other supporters of this event are the Hillia Foundation, Johnson City Publishing Co., Inc., Boomers Catering, and the Econo Lodge.

## International Sailplane Meet comes to the U.S. for the first time!

The National Soaring Museum is already beginning to plan one of our biggest events ever next summer. We will be soaring back into time, back into the era of golden wood and bright colored gliders. We are co-hosting the **International Vintage Sailplane Meet (IVSM-95)** from July 16-25, 1995 here on Harris Hill.

These meets have been held annually in Europe for 21 years, and now for the first time it will be held in the United States. Much appreciation goes to NSM President Jan Scott for getting the Harris Hill site selected for this momentous event.

A variety of glider types have been invited to participate - all dating back to the 1930's and 40's when soaring became popular in this country. Ten of the 1995 entrants are from Europe, two from Canada and 36 from the U.S.

The scene on Harris Hill will re-

semble a giant campout. Participants will live on the hill for the entire ten days in their tents, trailers or motorhomes. The NSM will supply breakfast, lunch and dinner each day and provide entertainment for the evenings. The IVSM will open a temporary office inside the Museum.

At a party scheduled for one of the first evenings, snacks or drinks representing each participating country will be served. This "International Evening" will offer a time for everyone to mingle and get acquainted. On Saturday, July 22nd, the public will be invited to meet and talk to the pilots and their crew. This "Open House" will also provide some demonstrations, old-fashioned bungee launches, primary glider flights and other airshow type activities.

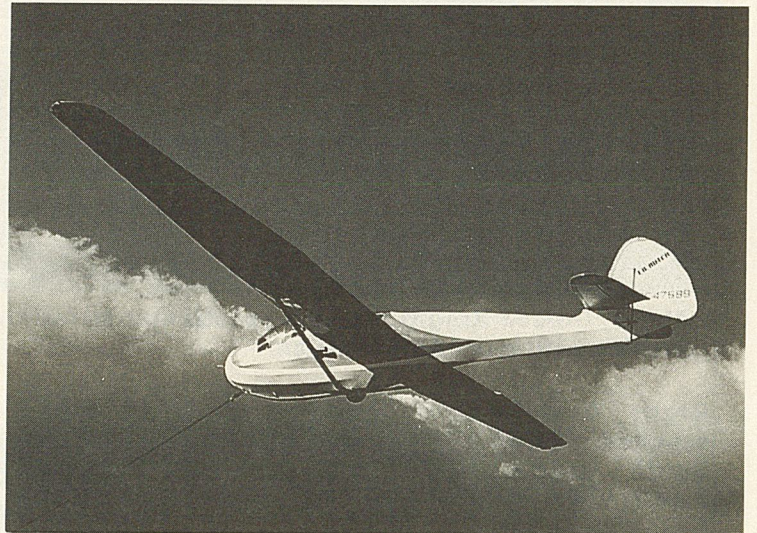
Awards for the event will be given out at the "Farewell" Party on the last evening.

The vintage sailplanes will be tied down for viewing all through the event. Airport access passes will be available in the IVSM office for the public's purchase.

IVSM is sponsored by the National

Soaring Museum, Harris Hill Soaring Corporation and the Vintage Sailplane Association. In Europe these events have always been called "rallies", but in the U.S. they are more commonly referred to as "meets" or "regattas" according to Mr. Scott.

Mr. Scott has attended more than half of the 21 annual rallies. Only 10 or 20 gliders showed up for the rallies at first, but now there are over 100, so entries have to be restricted. He says the expense of transporting sailplanes has lim-



The TG-2 is one of the vintage sailplanes coming to IVSM.

ited holding a meet in the U.S. Since the numbers at the European rallies has grown, more of an interest in U.S. turf was expressed.

No two rallies have been alike, Mr. Scott says, because of the host country's location and conditions. "It's like going on vacation and seeing old friends," he says. "What's most gratifying is seeing the old gliders." Some are barely flyable, but others are in wonderfully restored condition.

Mr. Scott worked hard to attract the meet to Harris Hill because he was looking for ways to spread the idea of restoring gliders. He is past president of this country's Vintage Sailplane Association, where he still remains very active. He says the 1995 IVSM location is a better one than other rallies have used because it's all in one place - the gliderfield, the meeting rooms and the hangars. "It's a great facility."

Watch upcoming issues for more details on the sailplane entries for this colorful event. And save the dates! This is an international event in our own backyard that you won't want to miss!

## NSM makes a splash in the park again this year



Above, the NSM staff cheerfully participate in the Elmira Arnot Art Museum's annual "Arts in the Park" event in May. Business was great this year with sunny, warm weather prevailing both days. Visitors strolled by the booth watching the staff demonstrate the popular timmy bird and asking questions about upcoming Museum events like Community Soaring Day and the Soaring Encampment Program. Above, left to right, are James Moser, Gordon and Mary Flaspahler, and Paul Prunier.

By James W. Swinnich  
Executive Director

## From the Director

I appreciate the opportunity to communicate with member friends of the museum - this month on our new Soaring Encampment Program.

The soaring encampment program will have a reputation for excellent physical science programming and interactive learning. The quality of the program will serve as a public relations vehicle to precipitate participation. These statements are not pretentious because I know the NSM volunteers, community support, program participants, and staff who make the encampment work; I also know the scientific and historical resources this institution has to offer. The soaring encampment program will work for the young people involved, the educators, and this institution.

However, it takes time to develop such a program, have it gain in reputation, and to have the program promote itself.

Help is needed now!

Our audience, members, political representatives, friends, and Trustees should know what this institution has to offer. We all have to get the word out.

The soaring encampment consists of an overnight stay at the museum, from Friday into Saturday. We currently have open dates in September, October, and November. A Friday dinner and morning breakfast are prepared by volunteers in the kitchen and three or four young participants are given the responsibility of serving other members of the group. Visiting groups may bring their own movie for entertainment on Friday night, or request an educational film from the

NSM be shown.

Upon arrival the participants are given a packet of information related to the museum and each of the sessions involved.

The half hour or hour long workshops feature staff, museum volunteers, or individuals from outside the institution with a particular expertise.

There are four interactive programs. First, utilizing jigs based on the Wright #5 Glider design and pre-cut wood, the participants construct five-foot wing ribs. This exercise is to explain lift and the kids get to keep the ribs. Second, we have them construct paper gliders and run a contest for both distance and linear flight. Aerodynamic principles are addressed here and comparisons are drawn with actual aircraft variables. Third, and perhaps the best session from our limited experience, is the sailplane orientation. Last April, Linda Baker from the Harris Hill Soaring Corporation, took a difficult job and made it both educational and entertaining when she spoke about sailplane design, construction, and flight. The fourth program has not been attempted yet, but is promising. Dick Kurzenburger is interested in having campers build simple skid slip indicators using some basic tools, inexpensive hardware, and an EAA design.

Another session includes a tour of the museum facility to explain what we do

here and why we do it. The April presentation on meteorology was given by Joe Sabin from the Elmira Aeronautical Corporation; this was an integral part of the program because it emphasized how soaring is different from powered flight. Paul and Ginny Schweizer discuss local soaring history. Ginny was swarmed after her formal presentation by girls wanting to know more about her exploits in cross-country work, single place training, and in being the first American woman to earn the Silver C. The idea here is to keep participants engaged every minute of their visit from 6:00 PM Friday night to noon on Saturday.



James W. Swinnich

One of our primary functions at the NSM, a public trust we hold, a reason for our existence, is interpretation. It is only through such an intense program, over an extended period of time, that people walk away from the museum realizing the significance of both motorless flight and this institution.

If you are involved in a scout troop, church group, or community organization serving youth in an educational setting, please take the time to discuss the NSM encampment program with your entire group. If you would like more information on the encampment program, please call and speak with me.

By James Moser

## From the Archives

Great things are happening here in the NSM archives! In a little over a year, we have made good progress toward our goal: to rehouse and reorganize the research and collection material. From the three dimensional, to the club newsletters and magazines, to the photographs and the Loomis collection, we have come a considerable distance. The great majority of the work is still ahead of us, however.

I have just started to work with the highly sought after technical drawings and three views.

The technical drawings and three

views are really blue prints and dimensional sketches that are used to build aircraft. The organization of these resources will allow for internal and external researchers to study the more technical and subtle characteristics of aircraft design. Further, it is my hope that these materials will be used by home builders, modelers, and other interested visitors.

I have only had the opportunity to scratch the surface of these collections, but in so doing, I see that there exists a wide variety of material that will become available in the near future.

The drawings themselves have never been arranged or catalogued, and as

such, may or may not represent a major collection of this type. My attention is focused here, however, due to an ever increasing number of requests for this type of material from builders, modelers, etc..

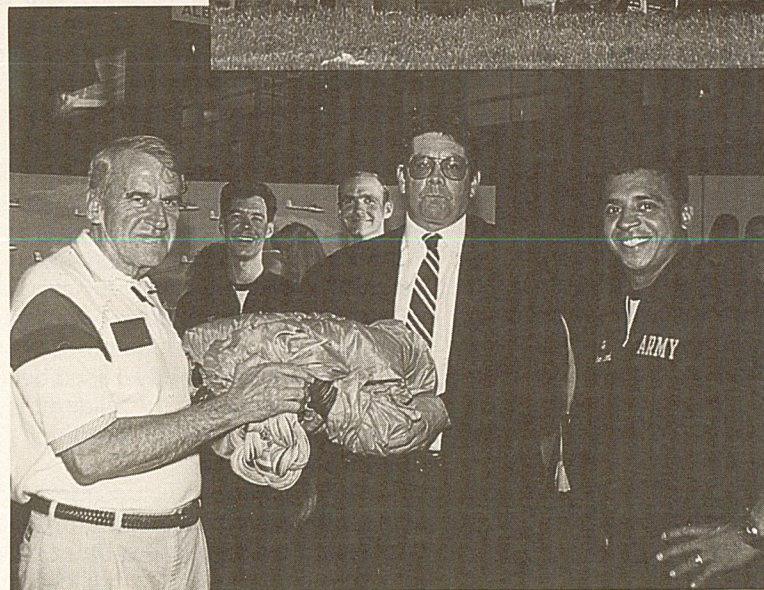
This material will first be arranged according to the aircraft and then cataloged; each piece by its drawing or part number. Some drawings, of course, have no numerical sequence, ie: Lillienthal, Chanute, and other early designs. In these instances, there is also rarely an obvious or logical sequence. At best, we can attempt to organize them by approximate date of design.

## The 1994 Airfest created a colorful show in the sky...and the National Soaring Museum created a show of their own on the ground!



Above, Golden Knights make a spectacular arrival over the Museum the evening before the Airfest began.

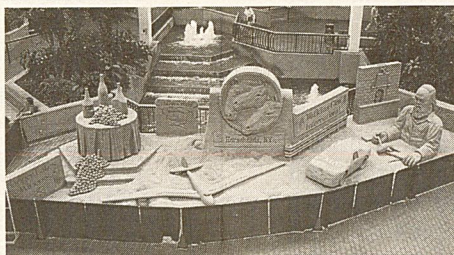
Right, a well-stocked NSM booth staffed here by volunteer Elsie Cambio attracts customers. Each time the staff flew the timmy bird, a plastic flying bird replica, the audience swarmed to the booth to purchase their own.



Left, The U.S. Army Golden Knights presented one of their parachutes to Airshow representative Ed Olmstead, who gave NSM Executive Director James W. Swinnich the artifact for display in the Museum.

## Playing in the dirt isn't all just sand castles!

*What can YOU do with a sand pail and a shovel at the beach? I'll bet you've never done a Minimoa sailplane replica!*



A bird's eye view of the sculpture

It's a dirty job, but someone has to do it! Play in the sand, that is, and get paid for it!

Walter Schwartz of Rochester, NY, has been playing with his sand and shovel for about ten years. But don't laugh - he's making about three times the pay he used to make as a warehouse manager.

This summer Walter turned 42 tons of sand at the Arnot Mall near the National Soaring Museum into a masterpiece depicting the major attractions of this area. There amidst a Corning glassblower, NASCAR racecar, wine bottles and horses sits a replica of a Minimoa sailplane. This sailplane is carefully carved out of a mound of sand, but is intricate in every detail. A marker behind the sailplane spells out in flourishing letters: Harris Hill.

Walter's new career started with a McDonald's Happy Meal contained in a sand bucket. He made a dinky castle, then a little bit bigger one, and soon he was making sand castles at the playground that measured 30 feet in diameter and eight to ten feet high. His Salt Lake City sculptures caught the media's attention and he was asked to join a team from California.

The group did a restoration (in sand) of a resort that had burned down. It was a several hundred ton project. Walter worked on the bathhouse and constructed a pier for the facsimile. One of the artists, who happened to be a millionaire, said Walter had what it took to quit his regular job. Walter was given an all expenses paid trip to do the world's largest sand sculpture on Treasure Island at the San Diego Beach.

His boss called him a "foolish, foolish young man," but still Walter dove into his new work fulltime. His brother believed in what he was doing and let Walter's family live with them rent free for a year. Walter teamed up with a Canadian sculptor and for the next year and a half was "very poor."

"I made all kinds of mistakes," Walter said. He overachieved, underbid, and overestimated his talents. But still he pressed on. He split up with his partner and doubled his income immediately. But now he had to work harder. The shows called him, and he was able to do 6-8 shows each year which was enough to support his family and build his reputation. Today he can only find time

for up to 14 shows per year.

Walter has created historical tributes, fantasy shows, dinosaurs - anything but items that have long extensions. He's done 100 different pictures altogether. His largest show came out of 1,000 tons of sand, his smallest out of 5 tons. His most satisfying endeavor was a Troll Village he created for a mall in Syracuse, NY. 400 elementary children drew pictures of what they thought a Troll village would look like. Then Walter created it in sand - complete with a big gnarling tree with windows and mushrooms in the village.

His other favorite was a likeness of his neighbor's two-year-old son who had died. The sand child was smiling at Jesus Christ. The little boy's sisters blindfolded their parents and led them over to view the scene when it was finished. It was so beautiful and realistic that the family fell to the ground sobbing. "That was my sympathy card," Walter said.

Walter recently did a portrayal of eight movies at a mall in Rochester including *Jurassic Park*, *Annie*, *The Wizard of Oz*, *Star Wars* and an eight-foot King Kong. He had to create King Kong sitting, or else the creature would have been 18 feet tall.

Walter says making these sand scenes is just a series of very simple decisions. He starts from the outside and gets the overall shape. Then he works down to if the sand is wide enough, deep enough, bent enough,

etc. He looks through picture books, brochures, library resources and captures images off the VCR with his computer. He needs a front view and a side view of each item he will recreate in sand. "The main talent is patience and persistence," he says.

Masonry trowels and pointed knives are the tools of his trade. Walter's hardest tasks are deep relief carvings because they are so deep and long straight flat surfaces. He also gets frustrated with bad materials and the time pressure.

The sand sculpture business involves 8 or 10-hour days six days per week. Since many of his creations are in the center court of a mall, he is also in the business of entertaining. "We gain energy from the audience," Walter says. "We work a little quicker. It's a good feeling of self esteem." And Walter will always stop and visit with the crowd. He gets a chuckle out of the macho guys who feel like they can explain what makes the sand stick together - there's cement in it, they say. Actually, that is the most popular question he gets. How does it hold together? The trick, Walter



This sand Minimoa reminds Mall shoppers of soaring's importance in the Elmira area.

says, is using fine sand and then pounding it down. If using 40 tons of sand, then it requires 200-250 tons of pounding. After it is compressed he can work on cutting the piece into shape.

Walter gets a lot of volunteers when he does his shows. Although this compromises his quality, he's willing to relent on perfection. "I'm a people lifter," he says. "Keep that attitude and you'll always be in business." Two helpers per

show is optimum. Many times he will continue and train the volunteers. "If they volunteer, they must love it, and they can be trained." One of his trainees eventually broke off on his own.

"He's totally endeared the general public," says Penny Cole, chairman of the Finger Lakes Tourism Council and Marketing Director at the Arnot Mall. This is the second theme sculpture Walter has done for her mall and she finds him talented, easy going with the public and open to suggestions.

The 42-year-old sculptor is married to RossAnn and has two daughters, Leah, 14, and Rebecca, 9. All of them have assisted Walter with his creations. "I'm a hero to my kids," he says. They are very impressed to relate their dad's occupation to their friends, who eagerly respond, "Your dad's the sand castle guy?"

The National Soaring Museum's sand sailplane will be on display until Labor Day. Asked why the Minimoa was chosen for this honor, Executive Director James Swinnich says, "We specialize in the classics." The Minimoa flew

on Harris Hill and hangs today in the Museum. It is historically significant in that it was built in Germany and brought across the Atlantic by the duPont family. Its distinctive wing shape makes it an interesting sailplane to recreate.

So what's next for the sand castle man? His dream is to put up a permanent sand castle - one sprayed with diluted Elmer's

Glue. It would have a garden, a giant dome, a yellow brick road, goldfish ponds and include such historical exhibits as a "President's Canyon" and castles designed in German, French or fantasy configurations. His Disneyland of sand would be placed in a high-tourist area and could have changing exhibits in the center. He envisions it as being a clearing house for artists - drawing talent from all over America.

She's been the face of the Museum on weekends for the past four years. And, even better than a postal employee, she's made it up the hill through rain, snow, sleet, and dead of night. She's done a terrific job, and we're going to miss her as she heads off for college.

Megan Cramer was only 14 years old when she started manning the NSM lobby every Saturday and Sunday. And she was a very quick study. She came after school for a week to watch Gift Shop Manager Dianne Storch do her duties then followed her around on a busy Memorial Day Weekend. The very next weekend Megan was on the job - on her own!

The Museum couldn't have asked for anyone more reliable or trustworthy. This teenager arrived promptly at the Museum all through the winter - even when the tourists didn't brave the weather! And she really enjoyed the people. Her neatest experience was waiting on a couple who walked in from Barcelona, Spain. They didn't speak English, and Megan tested out her high school Spanish on them. The couple was so pleased that she could speak to them and kept saying "Gracious! Gracious!" as they went out the door.

Megan comes from a soaring family, but it's not exactly her cup of tea. "I'm afraid of heights," she says. Her grandfather was a power pilot. Her father, Bud, became interested in sailplanes when he was in his 20's and ran the flight opera-

tions at the Harris Hill Soaring Corporation last summer. Her brother, Jason, 16, is also a Harris Hill junior member and has been "doing sailplanes since he could walk." Megan has gone up several times, but she has other preferences in life.

Besides working at the Museum, she has put in 75 hours of volunteer time at the St. Joseph's Hospital physical therapy unit in Elmira. She worked with geriatric physical therapy at the Corning Hospital where her mother works. And the thing that really clinched her interest in this line of work was when she broke her ankle a couple years ago. She watched as the therapists put



weights on her ankle and taught her to move it around, and she was hooked.

Megan will begin her studies at Broome Community College in Binghamton, NY, for a physical therapist assistant degree. She is considering going for the six-year masters program instead. But with either route, "the job rate is 100 percent after graduation," Megan says. Looks like she's headed into a pretty lucrative career!

Megan has seen a lot of changes at the Museum during her tenure here. One of the best things she's seen is the hiring of the Executive Director James W. Swinnich. "Jim's a very powerful leader."

she says. "He's going to do great things with the Museum." Jim initiated other staff members and volunteers working in the Museum on weekends, so Megan would no longer be all alone.

Megan's friends also had jobs as teenagers, but Megan says hers was the best. She had steady hours, so she could make plans months ahead, and better pay. Summertime could be overwhelming, she says. A surprise group of 50 people would show up and just shop around the lobby. It was a juggling act to tend the cash register, merchandise and people's questions all at once.

"Moving on is exciting, but scary," Megan says. Here in Elmira Megan has friends she has known since she was little. Starting over and making new friends will be more difficult, but we assume from the talents she has displayed here at the Museum that she won't have any problem adjusting.

Megan wants to tell everyone how much she has appreciated working with them. Other staff members have willingly worked for her so she could continue her high school activities. Her parting comment to her replacement is, "Good luck to Ted Burris!"

Good luck to you, Megan!

STAFF HIGHLIGHT

**BENEFACTOR**

Paul A. Schweizer

**PATRON**

Harold D & Sally Buck  
Jeffery G Byard  
The Hilliard Corporation  
John B & Loretta Hintz

**SPONSOR**

Edward F & Betsy Byars  
Jack C Nees

**SUSTAINING**

John Brittingham  
George F & Lorrell Byard  
Leonard A & Ruth Niemi  
Nancy E Spaulding  
Jacob D & Marguerite Van Dyke  
Maurice P & Isabelle Whitney

**Recognition of Friends of the Museum**

Annual Giving 5/1/94 - 7/15/94

**FAMILY**

George F & Nancy B Barringer  
Raul Blacksten  
William H & Florence Bruning  
Robert O & Holly Buck  
Bruce H & Margee Carmichael  
Henry G & Edna Combs  
Helen R Dick  
Daniel J & Angela Donahoe  
Kenneth S & Susan Eden  
Wolf & Frauke Elber  
Arnold E & Betty Fountain  
Bert A & Mary Ellen Handwork  
Amory Houghton Jr  
Richard A & Pat Howell  
David & Virginia Hudnut  
Kirt William & Nancy F Kistler  
C Kenneth & Mid Kolstad

**INDIVIDUAL**

Rudolf & Hanna Opitz  
Maxwell H & Carol Parker  
Peter T & Eileen Remec  
Forrest W & Jeanne C Reynolds  
Samuel J Semel  
Richard Shenton  
Finley M & Fannie Steele  
Monty & Janell Sullivan  
Robert F Sykes  
Eberhard & Audrey Thieme  
David P Whiting  
Edward J & Martha Wronkoski  
Frank H & Nguyen Allen III  
George F Clarke  
Donald W & Jane Davis  
Howard R Ebersole  
Joseph & Arnella Elgin

H L Goodridge  
Donald A & Marie Gurnett  
William H Hanewinkel  
James E Hard  
Willis M Hawkins  
Lee D & Diane Hazen  
Ira M Inkelas  
James F & Sally Jenista Jr  
Edward & Lida Jensen  
Reuben G & Doris Klammer  
Z & S Korius  
John & Grace Krajcovic  
Rudy Kunda  
Leonard & Janet Malsler  
Stephen V Metz  
R G H Robertson  
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**SOARING ENCAMPMENT PROGRAM**

Chemung County  
The Community Foundation  
The Daniel family  
Dr. Frank Gross

John P & Margaret Smoots  
William G & Linda Sweet  
W Paul & Anne Thompson

## Sleepless on Harris Hill

Here's your chance to see the Museum as the sun sets down over Harris Hill. This fall the Museum comes *alive* on Friday nights! Children and sleeping bags, staff and volunteers bustling around the halls, hammering in the Restoration shop and chicken sizzling in the oven- these are some of the sounds in the facility after 5 P.M.

The NSM is making a call for youth groups to spend the night on September 30, October 7, 14 and 28, and November 4 in the Museum. What could they possibly do for 18 hours in a soaring museum?

The kids will be making their own wing ribs to take home with them, they will learn the aerodynamics of paper airplane construction and compete in flying contests. They will listen to the experts

describe meteorology to them and take them back in time through soaring's history in Chemung County. They'll sit in the cockpit of a sailplane and learn how the pilot makes instrumental decisions. They'll snuggle in their sleeping bags and watch soaring films on the NSM's large screen TV.

It's a compact education in motorless flight! It's a busy few hours with oodles of activities for both the youth and leaders. And most of all, it's fun! Want to sign up your Boy Scout or Girl Scout group, church or community youth group? Call the NSM at 607-734-3128 for all the details.

This program has been made possible by the Community Foundation, Chemung County, the Daniel family and Dr. Frank Gross.

## Homebuilders invited to symposium

The Ralph S. Barnaby Lecture this year will be given by Stan Hall on October 22 at the National Soaring Museum. And now that weekend is getting even more exciting! A symposium on homebuilding and kits for entry level sailplanes is slated to begin on Friday, Oct. 21, and will be moderated that day by Paul A. Schweizer.

Workshops currently being developed for this symposium include an update on the status of the PW-5 (the Smyk) World Class sailplane and the possibility of creating its kit version by Oran Nicks. Otto Zauner will present the building of the PW-5 as a homebuilding project, and ask for the audience's assistance in design proposals. Finally a team will be organized to carry out the

final kit design.

An informal reception will be held that evening in the Edward A. Mooers Community Room for Cherokee owners and builders as well as the homebuilders and symposium attendees. Stan Hall will provide a guided tour through the feature glider designer exhibit, this year highlighting Hall and his Cherokee.

Saturday SHA President Lewis Johnson will moderate events with Jim Marske, Howie Burr, and Bruce Carmichael reporting on SHA's search for an entry level sailplane kit design and Western and Eastern SHA workshops. Once again the audience will become involved in the design process.

The SHA will hold a business session at 3:00 p.m.

## CALENDAR

### 1994

#### September 24

NSM's 25th Anniversary Celebration:  
3rd Annual Community Soaring Day  
KiteCitement  
featuring Paul B. MacCready  
*Harris Hill/NSM*

#### October 21 - 22

Symposium on homebuilding and kits for entry level sailplanes including the PW-5 world class sailplane  
21st Annual Ralph S. Barnaby Lecture  
featuring Stan Hall  
*NSM*

#### September 30 - November 4

Every Friday night - Saturday morning  
Youth encampment at NSM  
*NSM*

#### December 2

Community Soaring Luncheon  
*NSM*

#### July 16-25 1995

International Vintage Sailplane Meet  
first time held in the U.S.  
*Harris Hill*

**Executive Director**  
James W. Swinnich

**Editor**  
Carla Page

NSM News is published four times a year by the National Soaring Museum for all Museum friends. Address inquiries to:  
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# NSM

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