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## Dr. Paul B. MacCready talks of skills needed for the future

The highlight of the Museum's 25th anniversary year was a visit on September 24, 1994 by Dr. Paul B. MacCready, the "father of human-powered flight."

One of America's most spectacular inventors graced the Clemens Center in Elmira and spoke of his creations. This sail-plane champion designed the first human powered craft to cross the English Channel and numerous solar-powered vehicles. (See *NSM News, Summer 1994 and NSM Journal, Vol 16 No. 2, 1994*)

The young genius was always the smallest kid while growing up, but he certainly compensated with big ideas. MacCready and his company, AeroVironment, now push at anything that connects

technology and nature.

MacCready says the only chance for long term survival of civilization on earth is to create a balance with nature. And the only hope of doing that is to teach kids the "ability to think, to be interested, to solve problems, ask questions, deal with tough subjects and have what I call, 'thinking skills'."

The "thinking master" says some school education is inhibiting because it promotes learning, not thinking. "You don't tell them what to think, you make it so that they can think. The most creative



L to R: Paul B. MacCready, Paul A. Schweizer and James W. Swinnich

force is the human mind, and you need to stimulate it."

MacCready has done well in competition with his inventions (winning the Kremer prize twice for his 1977 Gossamer Condor and 1979 Gossamer Albatross and in 1987 overpowering 23 competitors with his GM Sunrayer in Australia). He en-

(continued on page 2)

## Kites take to the air despite the rain, gnats and fog

The flag hung limp from the pole outside the NSM and light rain began to fall. The weather wasn't the greatest for the 3rd Annual Community Soaring Day on Harris Hill, but no matter. Some 50 kite contestants showed up to do their best against the whim of the elements.

Lisa and George Castor, winning 1st and 2nd place respectively in the adult category, had traveled all the way from Syracuse to enjoy their hobby. George taught himself how to fly kites by reading books. His father showed him the fine art of stunt kites.

The Castors brought 14 kites with them for KiteCitement from their 15-kite collection. George says most of his kites are home-made because it's much less expensive. It consumes about 20 hours to produce one kite, however. George gets ideas from magazine articles and then alters

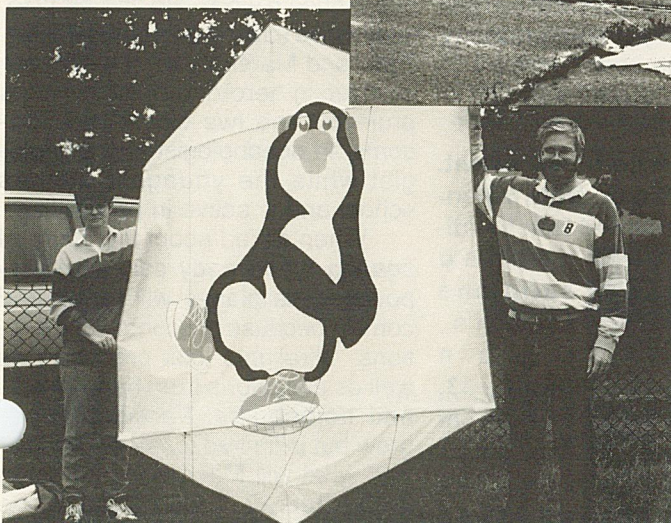
them to make them more personal. Lisa says it's the ratios that count when constructing a kite - the lengths of the cross-bars of the kite.

Most of George's kites are of the stunt variety. Stunt kites are Lisa's flying specialty. But the granddaddy of the collection is their new 6-sided Japanese kite called a rokaku (See photo at left). George got the cloth for this winner from a sail-cloth company in New England. He built the kite after attending the International Kite Competition in Montreal. The rokaku takes two people just to manage its flight.

The Castors say it is fun to watch kites and a good hobby to do together. Besides, it's a great stress reducer. "All your worries go out to the end of the string," George says.

KiteCitement was only one aspect of a fun-filled day on the (continued on page 2)

Right, this kite contestant doesn't even care about the wind. Below, the Castors hold their rokaku.





Above left, KiteCitement winners: (first row - 5-10 years old, l to r): Garry Kollhoff, 9, 1st; Ben Conley, 8, 2nd; Betsy van den Blink, 9, 2nd; and Amanda Keith, 3rd. (Second row - 11-18 years old, l to r): Maggie van den Blink, 11, 1st; Anna Swinnich, 9, 2nd; Brian Harrison, 11, 3rd. (Top row - 19-adult, l to r): Lisa Castor, 1st, Bruce Judd, 3rd. Above right, kite judges were (front): Paul Prunier, Clara Schaeffler, Ralph Miller; (back): Fred Lawrence, Milt Adams, Terry Wheet, Bob Harris & Dean Dersham.

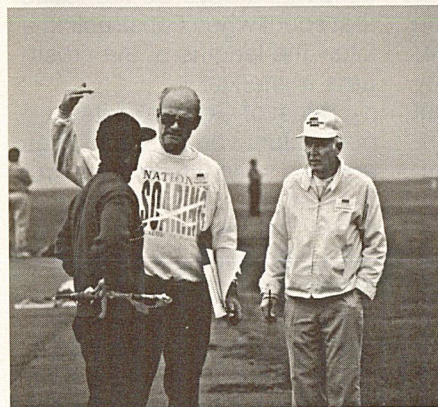


**Kites take to the air - con't from page 1**

hill. Over 200 people took advantage of the Museum's \$1.00 admission that day. NSM volunteer Nancy Bedell and volunteer coordinator Jim Reinsmith offered guided tours of the facility while Paul Prunier, Curator of Education, and Mary Flasphaler, Financial Controller, led aerogami workshops in the afternoon. The children took their paper

creations outside and learned more about aerodynamics as they watched which gliders flew and which ones didn't!

Visitors also admired the full scale replica of the historic Wright 1902 Glider currently under construction by Restorationist Dick Kurzenberger and his crew of local students and NSM volunteers.



Above, George Keith and his 7-year-old daughter Amanda, of Elmira, head out for another try with their homemade spray-painted kite. Center,

**MacCready - con't from page 1**

courages competitions among engineers at colleges, such as the Sun Race, where solar cars compete with other universities providing the students with actual hands-on work.

"Employers want to hire those students rather than students that get good point averages doing lessons in the back of the book." Instead of doing a physics experiment that a million others have already done,

competitions require that you do a little more than has been done before.

The master gets most of his ideas while flying between speaking engagements. He makes these trips about once a week. He and his wife, Judy, have three grown boys, Parker, Tyler and Marshall, all of whom are involved in AeroVironment's various projects. The two oldest have become an oceanologist and a geologist while the youngest attends school and is active in paragliding.

When asked about the future of soaring MacCready said auxiliary-powered sailplanes will be up and coming because of economic restrictions. Ultralights look promising as well as evolutions from hang gliders and homebuilts. Paragliding will grow but is limited to fair conditions. And what will MacCready be doing in the future? "I guarantee it'll be more efficient," he says.

NSM's Paul Prunier and volunteer Fred Lawrence give directions to a contestant. Below left, a kite prepares for liftoff as Milt Adams and Terry Wheet, NSM volunteers, wait to judge the kite's performance. Below right, HHSC provided free handicapped sailplane flights.



Dean Smith, 33, from Montour Falls, NY enjoyed his ride.



**Creation of the U.S. World Class Soaring Association**

(Seated, l to r): Dave Middleton, Charles Bourget, Howie Burr, Bruce Carmichael, William Foshag; (Standing, l to r): Paul A. Schweizer, Lloyd F. Thivierge, Oran Nicks, David Habercom, Al McCarty, David Hudnut, Victor Roberts, Otto Zauner, Robert Krofft, Jim Marske, L. John Newman, Irv Prue, Ernest Schweizer, Arthur Bortz.

**Symposium spawns a new World Class Association**

A group of 21 glider pilots met at the National Soaring Museum October 21-22, 1994, to discuss the PW-5 (Smyk) World Class Sailplane and the details of creating a kit version. The result was the formation of the United States World Class Association.

NSM Trustee Paul A. Schweizer made a recommendation back in the late '80's to develop a single Olympic soaring com-

petition. This would require world-wide recognition of the need for one sailplane design for competition.

Oran Nicks, member of the FAI/IGC (Federation Aeronautique Internationale/International Gliding Commission), was on the Sailplane Development Panel of OSTIV at that time. He says there was an undercurrent of interest in the sailplane design although some said it would be too expensive and others said no one would buy it. Several third world countries did believe in the idea.

There was enough enthusiasm to call another meeting at which 27 countries were represented. They developed the "World Class" title and discussed production of a low cost sailplane for clubs, for earning badges, and for soloing purposes. They weren't aiming to improve performance, Nicks said, but to apply high technology to

low cost and producibility.

Some 45 proposals came in from 20 countries. Twelve of these were selected to develop a prototype. The winner was a team of Polish students and their professor from Warsaw University with the help of PZL-Swidnick. A year later the design was certified in Poland and an agreement signed to use this glider for the World Class. Now that the design is available, Nicks said we need to get our homebuilders busy building these one-design gliders.

The glider was originally called the PW-5, but is now referred to as the "Smyk", which means "a precocious child." The Sailplane Homebuilders Association decided at the October meeting to encourage its members to get involved in the re-design of the PW-5 into a simple kit.

Plans for the new World Class Association are continuing with efforts to



Above, Oran Nicks speaks with NSM News editor Carla Page about the symposium. Right, Ralph S. Barnaby lecturer Stan Hall stands with NSM trustees. (Front row, l to r): Paul A. Schweizer., Theodore Sharp, Floyd Sweet, Hall, Hal Lattimore, Nelson Mooers van den Blink, E. Gene Hammond. (Back row, l to r): James W. Swinnich, John Hintz, Fred Molter, Jeff Byard, Jan Scott, John C. Lincoln II, Bernald Smith.



hold the first membership meeting at the SSA Convention in Reno, NV in March. Any persons interested in membership in the the World Class Association or in building the PW-5 may call or write the NSM at 51 Soaring Hill Drive, Harris Hill, Elmira, NY 14903; 607-734-3128.

By Carla Page

The National Soaring Museum spent several weekends last fall educating youth on the finer points of soaring. The new Youth Encampment Program can certainly be called a tremendous success!

This program came to us through our Director, James W. Swinnich, who had conducted youth encampments at other museums. He adapted the idea for soaring and created a curriculum for an 18-hour stay at the NSM and sampled it on a local Girl Scout troop in April 1994. The girls and leaders were enthralled with the myriad of activities prepared for them. They were having so much fun learning about soaring history, meteorology, aerodynamics, aerogami and parts of the sailplane that they didn't realize there wasn't a moment during their stay without something fun to do!

The word spread like wildfire through the area. Calls came in all summer and we booked up five more weekends for the fall. Staff members put in hours of their time helping with the workshops, and volunteers eagerly signed up to do their chores.

Kitchen crews would arrive Fridays before the Museum closed for the day to begin the evening meal. As the kids arrived, they carried their gear down to the Edward A. Mooers Community Room and listened to Swinnich's introduction to soaring. The chicken, mashed potatoes and corn were always well received. Kudos to the cooks!

As soon as the dining room was cleaned up, the group was off and running - some to begin their glider wing rib making sessions and the rest to their aerogami construction. Helicopter competitions took place over the railing onto the Exhibit Floor. Laughter and the hum of children's voices filled the Museum.

Next, the group began to get ready for bed, lay out their sleeping bags and settle in to watch a movie. At 11:00 it was lights out! I discovered

the Museum is a very different place in the middle of the night! I claimed a piece of exhibit floor out of the way of the exit light directly under the Laister Nugget. It was pretty awesome sleeping under such a soaring artifact.

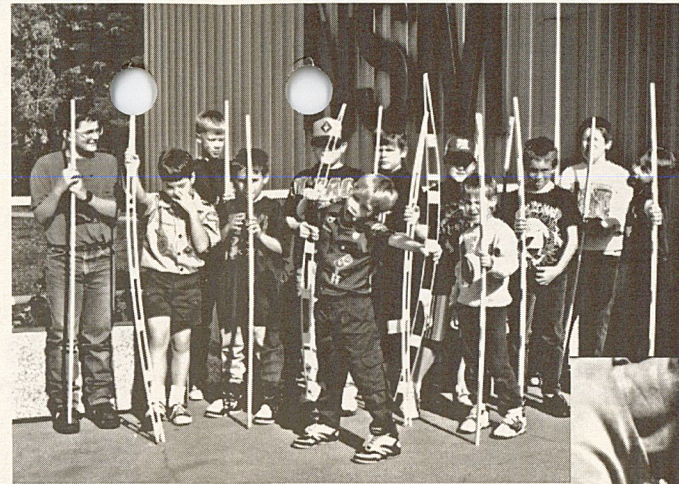
Morning came quickly with the kitchen crew beating on the lobby door to wake us up! French toast and sausage got the group off to a good start. Then rib construction resumed and Joe Sabin came to describe weather influences on soaring. (See article below)

Following outdoor paper airplane contests, the kids assembled again in restoration to view a full size sailplane. Harris Hill Soaring Corp.'s Linda Baker, Terry Wheet, Jennifer Trimber, Corky Gill, and Erwin Jones each led a group through the functions of the sailplane instrument panel and gave details about the Harris Hill soaring club.

Anne Hughes said her Girl Scout troop earned an aerospace badge for their visit. She said with all the publicity on Elmira-native Eileen Collins being the first woman to lead a Shuttle into space in 1995, that she wanted her girls to know more about flight and opportunities for women. "Women just don't do things like this," she said. "We're getting away from the traditional girl things. We encourage new challenges."

Another Girl Scout leader, Nancy Rundle, said she learned a lot about soaring during the encampment. "I think I want to take a glider ride."

The leaders all had good comments about their overnight adventures. The children listened attentively during the workshops and posed interesting questions to the staff members. But most of all they enjoyed getting right in there and doing the hands-on projects - making their own ribs, making skid slip indicators and competing in the aerogami contests. Swinnich said, "For some it was the first time they had ever held and



Below, Director James W. Swinnich passes out certificates to the Girl Scouts on the Saturday morning of their encampment.



swung a hammer. It's a rare opportunity for them to make something with their hands and build something, rather than just push a pencil or work on a computer screen.

"The subject matter is completely new to the vast majority of kids who come through

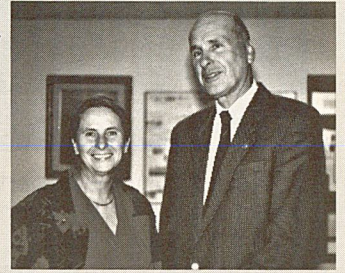
Left, Cub Scouts proudly show off their work following their encampment last fall. Each boy took a turn preparing a glider rib like one of those in the Wright 1902 Flyer replica currently under construction in restoration. Below, Volunteer Dale Gustin assists a Girl Scout in hammering the nails into her rib. The children take their ribs home as a souvenir following their stay.



the program. Science classes have not addressed the workings of an airfoil, for instance. Both kids and adults are taking away an awareness of the Museum and the resources we have and the capability for us to teach. They have a better idea of what we do here and what takes place in a museum in general.

"The program represents the direction I would like to see the Museum heading," Swinnich said, "where there is interaction between the staff and volunteers, the collection and our audience - in this case the most important audience we have - young people."

## Jan Scott donates new exhibit



Jan and Mai Scott

The Museum has come alive with new sights and sounds of gliding! Thanks to the contribution of NSM President Jan Scott, the NSM has been able to install a new exhibit that continuously plays videotapes on soaring history throughout the day.

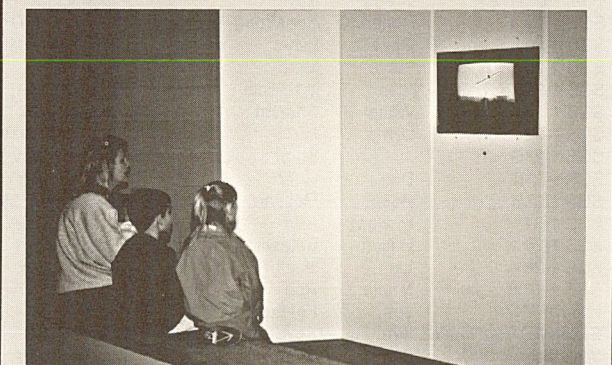
Scott produced three two-hour tapes depicting soaring scenes from American, British and German gliding. Museum Director James W. Swinnich produced another tape featuring a variety of films from the NSM Archives.

These tapes include plenty of historical material including Ralph S. Barnaby's flight at Cape Cod, the first soaring contest here in Elmira shot by Warren E. Eaton and a piece on AeroVironment by Paul B. MacCready. Some of the footage is silent, while other is dubbed with commentary.

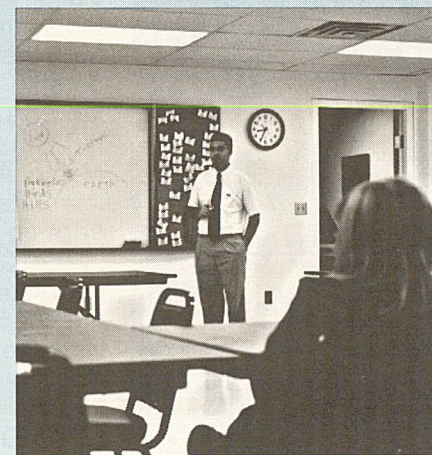
Swinnich says the films are an important addition to the exhibit floor because previously there was very little displayed about European soaring. He still wants to complete the exhibit by putting together a schedule of when each particular tape will play, so visitors may select the time they would prefer to watch. The exhibit previously held a slide program.

Scott and his wife, Mai, brought the video cassette recorder and monitor to the Museum and installed them during the Ralph S. Barnaby weekend in October.

Since that time, the exhibit has drawn a few visitors to the bench in front of the screen, but it is expected to be a particularly well visited exhibit when the new spring season begins.



Museum visitors enjoy the videotape of historical gliding events.



Joe Sabin

## Here's Joe Sabin with today's weather

"The sun gets the weather started. It's a tremendous force," says Joe Sabin to a group of scouts on Saturday morning of their encampment weekend. Sabin flies charters and conducts flight instruction for Elmira Aeronautical Company, but today he is teaching some little girls about meteorology.

He describes how glider pilots look for the puffy white clouds. Hot rising air leaves the warm earth and spirals up toward those clouds. That column of rising air is called a thermal on which the gliders stay aloft.

Sabin describes what is called a "thermal street" - pilots who want to go a great distance follow one puffy white cloud to the next.

The children listen closely as he talks about

tailwinds and using the spoilers on the top of the wings to destroy lift and calculate a landing.

Sabin is a graduate of Embry Riddle University. From his home in Elmira Heights as a young boy he watched the gliders circling above. At age 15 he took flying lessons and got his private pilot's license.

Today he deals with students from 15 all the way up to those in their 60's. He teaches executives from foreign countries ("That's challenging!") and people from all walks of life. "Aviation is a language all of its own," he says.

The worst part of the job is dealing with all kinds of thunderstorms and snowstorms. He prefers winter flying because there are no thunderstorms, but it's freezing in the little planes.

## IVSM - 95

# The Kranich II returns to the Hill

The list of foreign participants in the July 1995 event is growing. Soaring pilots and national dignitaries from seven countries are now registered.

Among these is Christopher Wills, the founder and President of the Vintage Glider Club, which is the European sister organization to the Vintage Sailplane Association in this coun-

try. In 1973, Chris Wills in England and Jan Scott, (NSM President), here in the US, each unaware of the other, decided to attempt to organize the owners of older flyable gliders in their countries. The goal was to form associations which would gather drawings, data and other information useful to owners of vintage gliders.

## IVSM ENTRY LIST

(As of December 1994)

| Type                        | First            | Last Name       | City/State       | Country     |
|-----------------------------|------------------|-----------------|------------------|-------------|
| Goevier II                  | Paul             | Serries         | Muenster         | Germany     |
| Goevier III                 | Hans             | Dijkstra        | VX Woensdrecht   | Holland     |
| Foenix                      | Hans             | Disma           | EN Santpoort     | Holland     |
| T-31 B                      | Jan              | Forster         | Maastricht       | Holland     |
| Breguet 905                 | Leopold          | Schober         | Westport, ON     | Canada      |
| TG-4 (LK-10A)               | Herrie           | ten Cate        | Toronto ON       | Canada      |
| Castel C-2                  | Hansueli         | Renz            | Buergeln         | Switzerland |
| DFS Meise                   | Albert           | Uster Jr.       | Kusnacht         | Switzerland |
| King Kite                   | David G.         | Jones           | Coventry         | England     |
| Kranich 2                   | Chris            | Wills           | Welme, Oxon      | England     |
| Eon Eaton                   | Geoff            | Moore           | Herts            | England     |
| DFS Weihe                   | Peter            | Molloy          | Essex            | England     |
| Fauvel AV-22                | Ian              | Dunkley         | Tideswell        | England     |
| Cadet MK II                 | David            | Shrimpton, Esq. | Somerset         | England     |
| Bergfalke II                | Rolf             | Algotson        | Enskede          | Sweden      |
| BG-12                       | Malcolm          | Morrison        | Howard, PA       | USA         |
| T-21b                       | Dean             | Carswell        | Ft Worth TX      | USA         |
| Cherokee II                 | Robert           | Lock            | Waynesboro VA    | USA         |
| Cherokee II                 | Thomas           | Mellies         | Patuxent River   | USA         |
| Pratt-Read                  | Robert           | Dart            | Mayville NY      | USA         |
| Pratt-Read                  | Jack             | Hilton          | Alexandria VA    | USA         |
| Bowlus Baby Albatross       | Jeff             | Byard           | Atascadero CA    | USA         |
| Bowlus Baby Albatross       | Wayne & Dominick | Spani           | Mission Viejo CA | USA         |
| KA-3 (Germ. Markings)       | Robert E.        | Gaines          | Marietta GA      | USA         |
| KA-6 BR                     | David            | Ochsner         | Clinton Twp. MI  | USA         |
| Ka 6E                       | Daniel           | Olson           | Jamestown NY     | USA         |
| Ka-8 (Swiss Markings)       | Wayne            | Spani           | Mission Viejo CA | USA         |
| TG-1 (Cinema II)            | J. Raul          | Blacksten       | Downey CA        | USA         |
| TG-2 (SGS 2-8)              | Jeff             | Byard           | Atascadero CA    | USA         |
| TG-4 (LK-10A)               | George           | Applebay        | Moriarty NM      | USA         |
| TG-4 (LK-10A)               | Douglas L.       | Fronius         | La Mesa CA       | USA         |
| TG-4 (LK-10A)               | Gregg            | Reynolds        | Woodbridge VA    | USA         |
| SGU 1-19                    | Robert K.        | Armstrong       | Rawlings MD      | USA         |
| SGU 1-20                    | Guy F.           | Byars           | Cincinnati OH    | USA         |
| SGU 1-20                    | Steve            | Metz            | St Paul MN       | USA         |
| SGS 1-21                    | Alan             | MacNicol        | Sherburn MA      | USA         |
| SGS 1-21                    | Walter B.        | Cannon          | Palo Alto CA     | USA         |
| SGS 2-22                    | Lewis            | Hull            | Southampton PA   | USA         |
| SGS 1-23G                   | Jim              | Short           | Downers Grov IL  | USA         |
| SGS 1-23E                   | Don              | Hobel           | Tonawanda NY     | USA         |
| SGS 1-23H                   | Peter            | McLean          | Worthington MA   | USA         |
| SGS 1-24                    | Howard           | Burr            | Tehachapi CA     | USA         |
| SGS 1-26 A                  | William          | Batesole        | Ludlow VT        | USA         |
| SGS 1-26 A                  | Linn             | Buell           | Herndon VA       | USA         |
| SGS 1-26 B                  | Marita J.        | Rea             | Richmond VA      | USA         |
| Franklin PS-2               | Joe              | Feather         | Jackson MI       | USA         |
| Baker McMillen Cadet        | Jim              | Stoia           | Manning SC       | USA         |
| Minimoa                     | Jan              | Scott           | Lovettsville VA  | USA         |
| Moswey III (Swiss Markings) | Albert           | Uster           | Potomac MD       | USA         |
| Std. Austria                | Jim              | Furlong         | Springfield VA   | USA         |
| BS-1                        | Klaus W.         | Nielson         | Dunwoody GA      | USA         |



Chris Wills with Prince Charles in November, 1981

Chris' organization was founded in 1973, while VSA was born a year later. Chris ran VGC more or less single handedly for the first few years, kept track of the membership, which grew beyond all expectations, wrote and edited the newsletter "VGC News" and organized national meets and the international rally which has become a major annual soaring event.

After functioning surprisingly well for 18 years without an elected board and without by-laws, the VGC finally was re-organized in 1991 and now functions under a Board of Directors with a full slate of officers. Chris Wills is still president of the club.

Chris is the son of the late Philip Wills, a well known author and soaring pilot. Chris' brother, Justin, is known as one of the world's best competition pilots. Chris is an equally talented pilot who decided to apply his efforts towards the preservation of soaring history rather than competition flying.

Chris will be bringing a

rare DFS Kranich II to the IVSM. A Kranich II was last seen on Harris Hill in 1938 when Peter Riedel had one brought here from Germany.

The Kranich was the first widely accepted two-seat training glider in Europe, and was used for a variety of research programs in the German Luftwaffe. Designed by Hans Jacobs, it is derived from the successful gull winged "Rhönsperber" series. Chris' Kranich was built on license in Sweden in the early forties, one of a handful that survived WW II, and the only active one in Europe.

Chris Wills with NSM Trustee Jeff Byard, in England, 1994, in the Kranich II. Linn Buell Photos



## NSM Trustee Bernald S. Smith is awarded the FAI Lilienthal Medal

Bernald S. Smith, NSM Trustee since 1976, was awarded the Federation Aeronautique Internationale's (FAI) 1993 Lilienthal Medal for a remarkable performance in gliding or services to gliding over a long period of time.

He helped organize the 1970 Soar-

ing Championships as President of the Soaring Society of America and as Steward. He served on the FAI Gliding Commission as Alternate, Delegate and Vice President.

He was Deputy Director at the 1983 World Soaring Championship and Di-

rector at the 1991 World Soaring Championship.

Smith, from Fremont, CA, is a retired United Airlines pilot. He was inducted into the U.S. Soaring Hall of Fame in 1984 and headed up the Steering Committee of the NSM Expansion.

## Recognition of Friends of the Museum

Annual Giving 7/16/94 - 11/30/94

25th  
ANNIVERSARY  
GIFTS

### BENEFACTOR

Jeffery G Byard  
Thomas F Dixon  
E Gene & Mary Lou Hammond  
William & Peg Schweizer  
Bernald S & Marilyn M Smith  
Floyd J & Isabel Bonet Sweet

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Winifred M & Donald Kovach  
Karl W & Dora Kretschner  
Bary L & Rachel Leslie  
Stephen P & Janie Lindenbaum  
Merrill & Lydia T Lynn  
Leonard & Janet Malser  
Charles & Elinor J Mange  
David & Julia Masti  
Manley G & Gail Mayes  
Northwest Soaring Club of Frankfort  
*in memory of John Nowak*  
Michael D & Kathy A Oakley  
Frank R Pascale  
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Richard M & Olive B Phelan  
Ira & Harriet Phillips Jr  
Thomas D & Nancy Prutsman  
Kenneth L & Vivian Reichert  
Neal & Gerry Ridenour  
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Walter S & Carol Snell  
Gerald E & Mae F Starner  
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James W & Mary L Stoia  
Eric & Jeanne Sturley  
Stefan F & Lenka Strassmayr  
Allen H & Ruth Van Name  
Darrel E & Maureen Watson  
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Stephen E & Blythe Wright

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Joseph L & Louise Claire Agostini  
Richard K & Kathy Asbeck  
Keith M Ashfield  
Rolf W & Tita Bahrenburg  
Karl Biermacher

Charles R Bowen  
Elaine M Carlson  
L B & Helen Clapham Jr  
William P Clarke  
George N Davies  
Duff Davis  
Frank W DeFriece Jr  
Gino & Joan Dinucci  
Joe F & Shirley Emons  
David J Fanning  
Joe Feather  
Gary B Fogel  
Thomas C George  
Ray Goodall  
Siegfried K & Patricia Groh  
William T Harvey  
Erwin Hauer  
William C & Audrey Hearst  
Fred Hermanspann  
Thomas L & Helen Hine  
M. Edgar Hollowell Jr  
Weston H & Norma Jenkins  
Mike & Fran Koerner  
Stephen H Lakatosh  
Charles V & Jean S Lindsay  
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Clockwise from top left: 1) Dick Kurzenberger sews wing cloth for the 1902 Wright glider replica. 2) former Director William English visits in October with his family. 3) The NSM staff celebrates Halloween. 4) Joyce and Peter Daniel visit with Paul B. MacCready (left) in September. 5) Director James Swinnich tours a Summer Cohesion group. 6) A handicapped group checks out the 25th anniversary exhibit.

**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: National Soaring Museum, 51 Soaring Hill Drive, Harris Hill, Elmira, NY 14903 607/734-3128 FAX: 607/732-6745.

**CALENDAR**

**1995**

**February - June**

Youth encampments scheduled for selected weekends  
Call for details  
*NSM*

**March 3**

NSM Trustee Board Meeting  
*Reno, Nevada*

**March 4**

SSA Convention  
*Reno, Nevada*

**May 13**

Annual U.S. Soaring Hall of Fame Induction/Banquet  
*NSM*

**July 15-16**

NSM booth at Chemung/Steuben County Airshow  
*Elmira Corning Regional Airport*

**July 16-25, 1995**

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

**September 16, 1995**

4th Annual Community Soaring Day  
*NSM/Harris Hill*

**November (to be announced)**

22nd Annual Ralph S. Barnaby Lecture/Banquet  
*To be announced*

**December 1, 1995**

Community Soaring Luncheon  
*NSM*

**NSM**  
NATIONAL SOARING MUSEUM  
51 Soaring Hill Drive  
Harris Hill  
Elmira, NY 14903

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