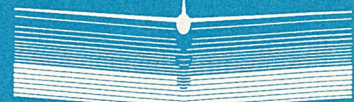


NEWS

Newsletter
of the
NATIONAL
SOARING
MUSEUM



National Soaring Museum



Spring/Summer 1995

SPECIAL DOUBLE ISSUE ON I.V.S.M. 95

Vol. 5 No. 2 & 3

NSM gives their international visitors the red carpet treatment!

For ten days this past July old sailplanes of all shapes and sizes covered the Harris Hill field - quite a different spectacle from the usual fare of white modern high performance sailplanes that fly here. It was the first time that an International Vintage Sailplane Meet convened in the U.S. Harris Hill, the center of historic soaring "firsts" in this country was appropriately chosen to host this colorful event.

The meet drew 47 gliders and 96 pilots from nine different countries - Canada, England, Germany, Holland, Norway, Sweden, Switzerland, Australia and the U.S., and over 5,000 people came to watch! The Museum has received nothing but accolades for the event since the pilots left. The foreign visitors thoroughly enjoyed their stay in America, and the ten days of soaring and socializing provided a close-knit camaraderie between pilots and enthusiasts.

Rolf Algotson from the Swedish team said coming to Harris Hill was, for him, like coming to Mecca. It was thrilling to watch George Applebay's LK-10A make its maiden flight here after 16 months and 2,000 hours going into its restoration. A beautifully restored Franklin PS-2, a sailplane dating back to the 1930's and one that is largely responsible for the soaring movement in the U.S., was also impressive.

This meet was a relaxed mix of showing off some beautiful oldtime sailplanes and "talking soaring" at the daily events. It didn't matter that the weather was either stifling hot or humid and rainy - this group of pilots had a great time. On the next 12 pages we will cover the highlights of this terrific "first" on Harris Hill...



Above, the international flags welcome IVSM participants. Below left, the Harris Hill field is dotted with activity on Saturday, July 22nd. Below right, Paul A. Schweizer relaxes on the field with Elsbeth Weissenbuehler and Mary Ann Frei.

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NSM acquires a new Baby Albatross....
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IVSM '95, hosted by Harris Hill Soaring Corp., the National Soaring Museum, and the Vintage Sailplane Association, opened on Sunday, July 16th with a stupendous fanfare.

First, airshow performer Oscar Boesch, wowed the crowds of over 250 with his demonstration of the beauty of pure flight. He flew his sleek white "Wings of Man" glider in loops and swirls to the background



Opening Ceremony Sunday, July 16, 1995

music of "Amazing Grace."

The Corning Area Community Concert Band provided music during the program and the E.J. Brewer Detachment Marine Corps. League Color Guard presented the colors for the playing of the national anthem. This was followed by the arrival on Harris Hill of the Schweizer TG-2 piloted by NSM Trustees Jeff Byard with passenger Paul A. Schweizer. Jeff restored this World War II training glider himself to U.S. Army Corp. colors and entered it in the IVSM '95. Paul is one of the founders of The Schweizer Aircraft Corp. that produced this glider.

NSM Executive Director James Swinnich began the opening ceremony by introducing the presidents of the sponsoring organizations: Jan Scott, NSM; Linn Buell, VSA; and

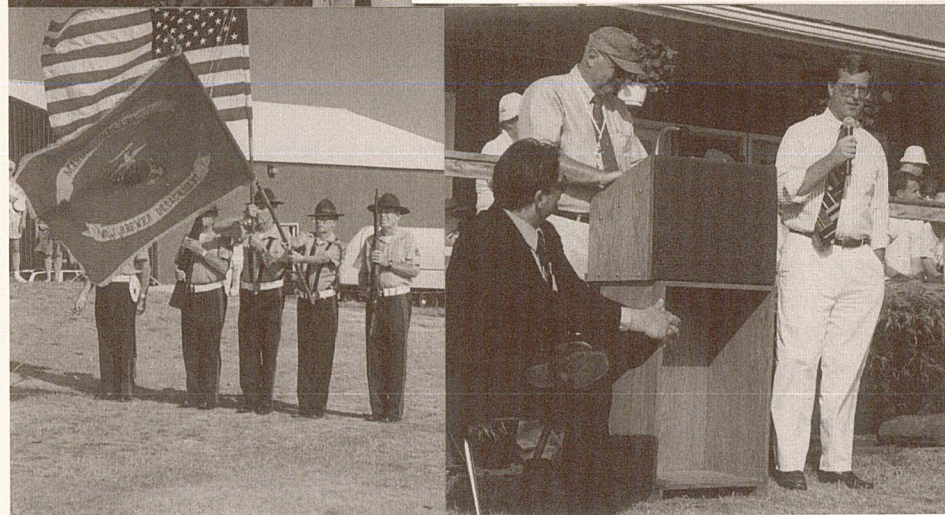


Nick McKinney, HHSC. Officials representing the town, county and state each addressed the foreign visitors - Hon. Amory Houghton, Jr., U.S. Congress; Hon. George H. Winner, Jr., New York State Assembly; G. Thomas Tranter, Jr., Chemung County Executive; Clifford Shafer, Big Flats Town Supervisor; Howard Townsend, Elmira Mayor; and Albert Friess, Corning Alderman.

Following Paul A. Schweizer, IVSM Chairman's, remarks, HHSC's Mo Sullivan, Heinz Weissenbeuhler, Jr., Guerry Howard and Roy McMaster put on a dramatic sailplane display for the audience. They left streams of mist as they swooped their sailplanes across the field in acrobatic form.

The ceremony ended with the ringing of the traditional Swiss cowbell to officially declare the IVSM '95 open. This honor went to Chris Wills from Oxom, England, President and founder of the European Vintage Glider Club. Chris vigorously rang the bell as onlookers applauded.

The IVSM crowd was eager to escape the near 100-degree heat following the ceremony to enjoy a reception in the NSM's Edward A. Mooers Community Room. Here foreign visitors got their first chance to mingle.



Above, left, NSM President Jan Scott, Chemung County Executive G. Thomas Tranter and U.S. Congressman Amo Houghton Jr. help officially open IVSM '95. Center left, the color guard presents the national flag and right, New York Assemblyman George H. Winner Jr. welcomes the foreign participants. Bottom, the Corning band performs for the opening ceremony crowd. Upper right, England's Chris Wills rings the Swiss cowbell to officially open the meet.

A tradition at the European rallies is reserving one evening for participating countries to bring a food or drink representative of their culture. This "International Evening" was held at the Youth Camp on Harris Hill behind the Museum on the second evening. It drew a colorful array of costumes and edible creations.

The Swedish team of Berit and Walter Hansson and Rolf Algotson came attired in their blue Viking hats with pointed "ears." They could easily be picked out of a crowd all through the event. The Swedes offered a crisp bread covered with caviar - krispigt knackebred - served with vodka. Berit commented on her visit to America, "The nature is lovely - the smooth hills."

Renate Heyn manned the German table by serving up pea soup with sausages. Pretzels, bread and German beer rounded out their traditional fare.

At the Swiss table, Geraldine Schwarzenbach described her national treats - cold salad with little sausages, a special meat of dry beef, a cereal-type mixture with fruit and milk, wine and of course, cheese.

The Dutch contingent set up their booth outdoors decorated with plenty of red, white and blue balloons. Camille Van Beujen served "sate" - a pork or chicken meat covered in spiced peanut sauce on

a stick. This recipe came from Indonesia where many Dutch people live. Dick deJonge prepared a drink "specially for the ladies" - Advocaat, a mustard-type color and consistency served with cream on top and a spoon. And "for the gentlemen," some Jonge Bols Graan Fenever. The folks from Holland often wore their blue derby hats throughout the week.

Alice Anson displayed some typically English delicacies at her table - truffles, whiskey, Guinness beer, shortbread and jelly custard with biscuits and fruit. Alice



Above, Camille Van Beujen serves up Dutch "sate". Left, the Dutch and English trade national treats - Dick deJonge pours a drink in return for Alice Anson's truffles.



International Night Tuesday, July 18, 1995

said the European vintage rallies usually draw up to 14 different nations. She enjoys seeing some of the same people year after year. She has noticed that more and more Americans have been attending.

Duncan Marshall served smoked salmon at the Canadian table from the Queen Charlotte Islands on the west coast. He said smoked salmon is an Indian feast and regarded as the highest level of friendship.

The United States selections were different from each corner of the country, thus the name, "The Melting Pot." The Southern contingent served RC Cola and Moon Pies in front of a Confed-

erate flag while the western set prepared bean dip and salsa. The Northern participants treated the foreigners to an old U.S. staple - apple pie.

Nearly 200 pilots, crew members and family filed through the various national booths sampling the foods and mingling with one another. Following dinner, the Sgro Brothers performed for the group on their harmonicas. They had prepared songs from many of the represented countries.

This event was just the beginning of an entire week of enjoying each others' ships and developing new friendships here at the Soaring Capital of America.

Left top, United States offers a variety of cultural treats. Bottom, Mai Scott attends to the Norwegian goodies next to the Vikings with their Swedish morsels.

Thursday was "Schweizer Day" during IVSM. All the restored Schweizer gliders were lined up along the fence in front of the Museum. The Schweizer Aircraft Corporation (SAC) raffled off two free rides in their helicopter which went to NSM Trustee Linn Buell and pilot Harold Armstrong.

But the cap of the day was the Federal Aviation Administration (FAA) presentation of Lifetime Achievement Awards in Aviation to Ernie, Paul and Bill Schweizer in the evening. The event began as Schweizer Aircraft Corporation (SAC) employees prepared "The Great American Picnic" for over 300 people who

The Great American Picnic Thursday, July 20, 1995 Hosted by Schweizer Aircraft Corp.

had come to celebrate with the Schweizers. The Youth Camp was jam-packed with people enjoying corn-on-the-cob, hamburgers, chicken and magnificent salads.

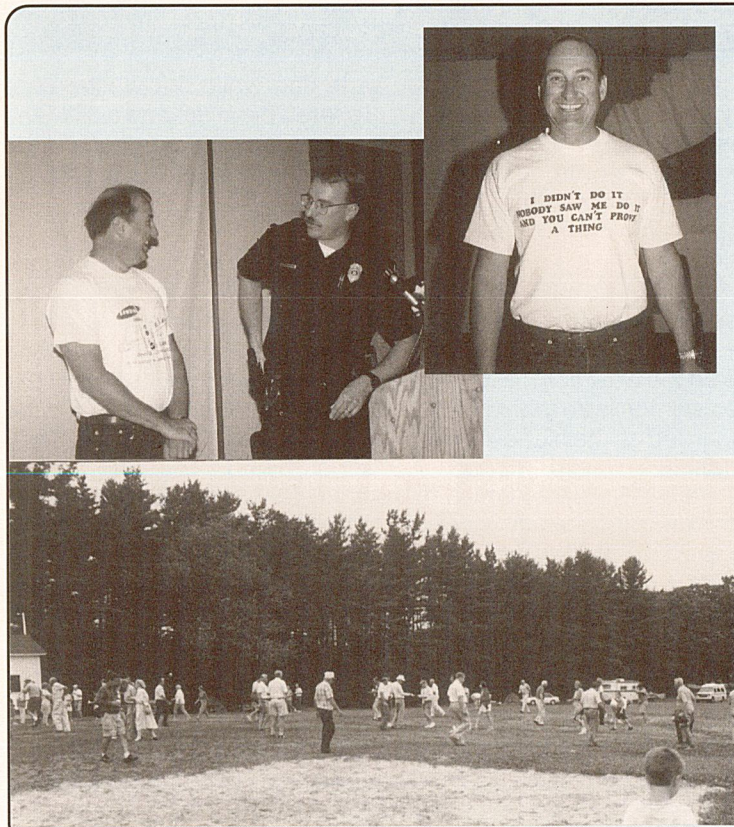
Then the crowd gathered inside the dining hall for the program. Stu Schweizer, son of Bill Schweizer, welcomed the group by saying IVSM was a terrific historical event. "A lot of the Schweizer gliders look a lot better than when they left the factory!"

Lee Robbins, General Chairman of the LPGA Corning Classic and former NSM President, said the chills ran up and down his back when he was asked to be a part of this celebration. He read a document proclaiming July 20, 1995 as "Schweizer Day" in Chemung County.

Lauren Dates, Principal Operations Inspector, FAA District Office in Rochester, said Elmira is the cradle of soaring, and "I don't think



The Schweizer family gathers around the honorees.



A highlight of the Schweizer evening was a fly by of a Schweizer TG-2 piloted by NSM Trustee and owner of the glider, Jeff Byard, and passenger Simine Short, chairman of the NSM Landmark Committee. Simine orchestrated the dropping of thousands of rose petals on the picnicking crowd below.

This spectacular deed imitated a similar ceremony at the first national glider meet in Elmira in 1930 when Germany's Wolf Hirth tossed flowers out of his sailplane onto the city below as a tribute to Elmira for their hospitality.

Lee Robbins, former NSM President, said, "Everytime the Europeans want to say thank you, they give flowers. Wolf Hirth's 1930 flight was recreated tonight so the Europeans could say thank you again."

However, the next day at the morning pilots' briefing meeting, Jeff took a little flack for his efforts. He received a certificate for "Littering Without a Permit" from George Nuse (see related story on Page 11). This was followed by the appearance of Harris Hill Soaring Corporation member Dave Gardner, in full police uniform, arriving to "arrest" Jeff for "littering on Harris Hill." Saturday morning Jeff retaliated by showing up at the pilots' meeting with a new T-shirt sporting the words, "I didn't do it, nobody saw me do it, and you can't prove a thing."

Top left, the police arrive for NSM Trustee Jeff Byard. Top right, Jeff proclaims his innocence. Bottom, picnicking guests cover the youth camp field collecting the airdropped rose petals.

anyone has rocked the cradle like the Schweizer brothers." He said the Schweizer family is an example of one who has followed their dreams. He told the Biblical story of three servants who were given talents to use, and compared Ernie, Paul and Bill to the first servant who doubled his talents. "The Schweizer brothers have strived and succeeded."

Boyd McDowell, retired chairman and CEO of Chemung Canal Trust Company and former director of SAC, said his father was instrumental in getting the Schweizers started in Elmira. The brothers taught him much about patience, integrity and hard work. Their resourcefulness has resulted in thousands of jobs. "Their name is known around the world, and so is Elmira."

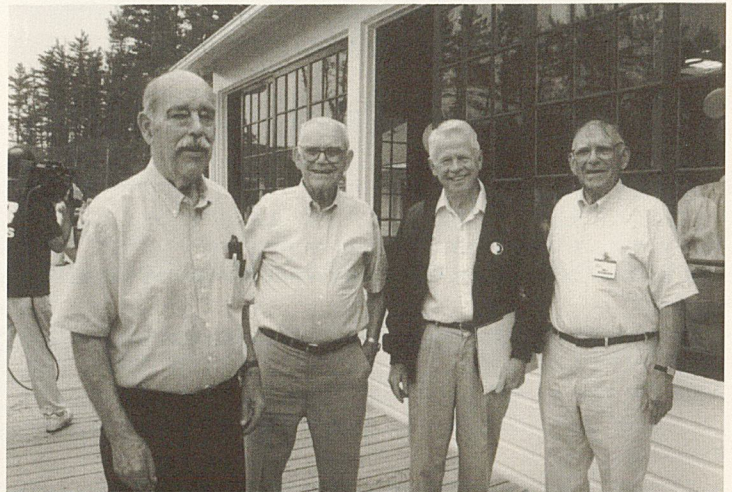
Floyd Sweet, former President of the Museum, remembered landing the Franklin PS-2 between the Schweizer's petunia beds. "I am privileged to be here and acknowledge the wonderful things they have done."

Jan Scott, NSM President, recalled laying the groundwork for IVSM in Paul Schweizer's living room four years ago. "The Museum would not have existed if not for the persistence of the Schweizer family."

Then Ernie, Paul and Bill were presented with colorful ball caps with spinning rotors on top. All three instantly donned their new headgear. Bob France, Operations Unit Supervisor, FAA District Office in Rochester, said, "Who says the FAA doesn't have a sense of humor?"

The brothers next received their airmen files, plaques and lifetime achievement awards. Paul said, "It's overwhelming to get all these awards. But that's what kept us going - it's something fun to do."

The entire Schweizer family gathered around the honorees for recognition followed by the cutting of a huge sheet cake specially designed in the Schweizer brothers' honor.



Right top, (l to r) Ernie Schweizer, Paul A. Schweizer, Lee Robbins and Bill Schweizer. Second from top, Ernie, Paul and Bill receive their flight books during the awards presentation. Third from top, the Schweizer brothers all put on their gifts from the FAA, and bottom, they stand with the huge sheet cake designed for the IVSM with international flags and proclaiming the Schweizer brothers as Lifetime Achievers. Below, NSM Trustee Linn Buell climbs into the Schweizer helicopter for her free ride as Lee Dates, FAA Principal Operations Inspector, holds the door.



The IVSM day specially designed for the public was a rather gray day compared to the beautiful blue skies and white clouds of Tuesday and Wednesday. But the weather didn't stop the crowds. At one point in the afternoon over 350 cars were lined up along the fence between the glider field and the Museum.

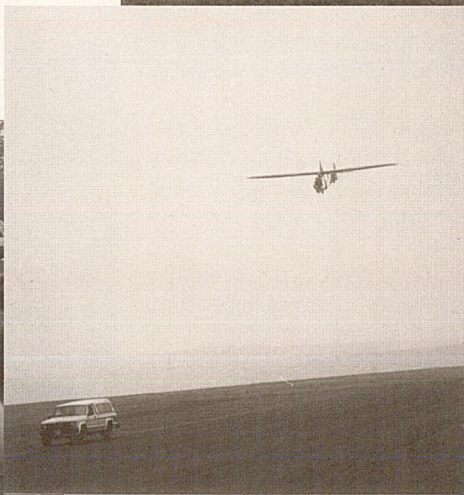
Some of the people milled through the Museum. Others were on the field checking out the beautiful vintage gliders. Two groups found meeting times during the weekend - the Sailplane Homebuilders Association and the World Class Association.

At noon the program began. A stream of vintage cars paraded down the runway and parked next to the gliders that were the same year as the cars. Then, model sailplanes and towplanes were launched for a demonstration of radio-controlled operations.

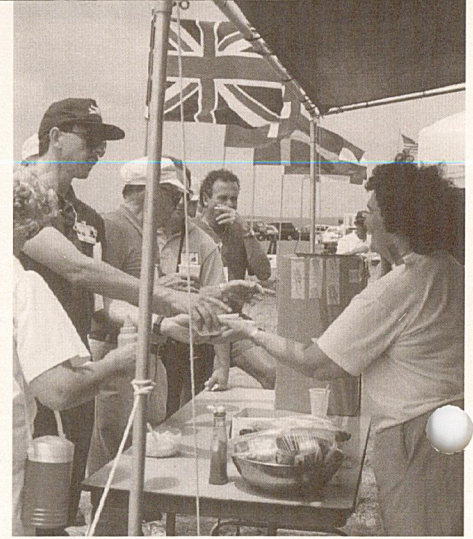
For the highlight of the day, Linn Buell, NSM Trustee, got situated in Jan Scott's Grasshopper Primary glider for an old-fashioned bungee-launch. Fourteen people took up positions along a rope on each side of the glider. However, as



Above, a broken cord prevented this bungee launch from success, but left, the primary glider prevails as it is auto-towed into the air. Center, the NSM food tent provided a great IVSM gathering place for pilots. Below, Janice Swinnich, NSM volunteer from Buffalo, serves up a hot dog to one of the hungry crowd.



Left top, IVSM-ers enjoy an HHSC-sponsored picnic at the Youth Camp. Left center, Jim Kellett maneuvered easily around Harris Hill on his old fashioned bicycle. Left bottom, NSM Restorationist Dick Kurzenberger brought his Stutka for display during the event.

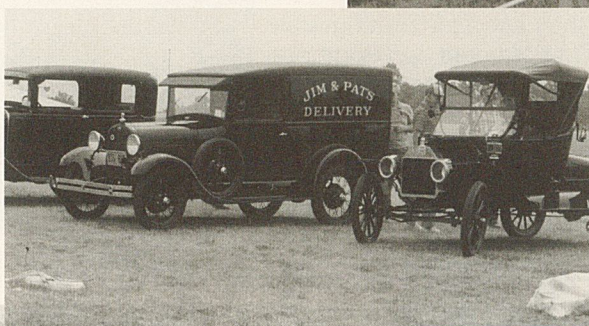
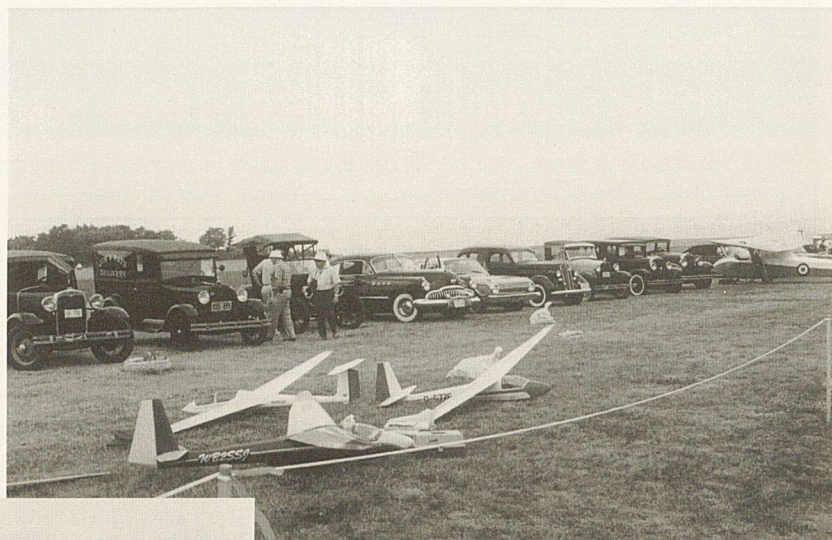


Open House Saturday, July 22, 1995

they ran forward, before the primary glider could take to the air, one bungee cord broke and the launch was scratched.

Undaunted, Jan Scott, NSM President, took the controls of the primary as a wagon was hooked up to launch the glider auto-tow style. The vehicle took off down the runway pulling the primary and a smiling Scott to about 50 feet into the air. The demonstration recreated early auto tows for the spectators who watched in excitement.

Another treat for the crowd was the launch of an official glider mail flight. Harris Hill Soaring corporation (HHSC) President Nick McKinney piloted a



participants from various countries had made numerous new friends, so groups gathered at picnic tables and in circles in the grass to enjoy the food and each others' company long into the evening.

IVSM '95 photos on pages 1-12 by Bill & Peg Gallagher and Carla Page.



Above, the vintage gliders drew out a variety of old fashioned buffs including owners of these choice historical vehicles.

The antique cars lined up in an impressive row of old-time beauty on Harris Hill.

Above, radio control modelers put on a miniaturized tow plane and sailplane show.

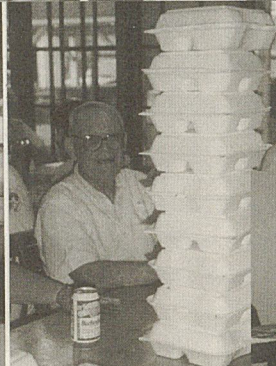
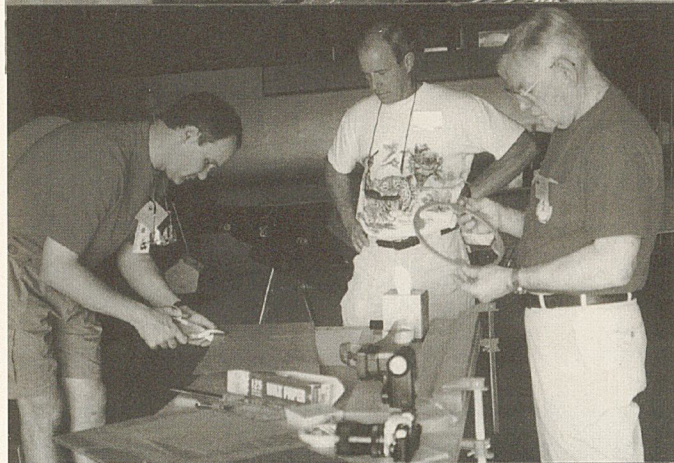
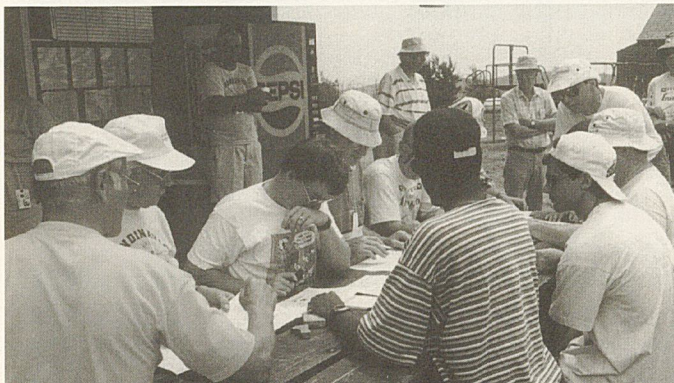
SGS 2-32 with the Elmira Postmaster carrying a bag of glider mail. When the glider mail landed, the Elmira Stamp Club positioned on the NSM front steps, cancelled the mail cachets with the official postmark.

Several of the vintage gliders were launched for the spectators to watch. A special treat was the double tow of two TG-2 training gliders at once. It was a busy day on the runway. HHSC conducted 87 tows of vintage gliders alongside over 20 commercial tows for the public.

HHSC took over the Youth Camp this evening to treat the IVSM guests to a picnic. By this time the par-

CONTRIBUTIONS TO IVSM '95

Oscar Boesch
Chemung Canal Trust Company
Chemung County
(G. Thomas Tranter, Jr., Bob Harris,
Bob Wright and Harry Gilbert)
Corning Area Community Concert Band
Dornier Aviation
E. J. Brewer Detach. Marines Corps. League Color Guard
Eastern Metal (Dean Foster)
Elmira Savings Bank
Elmira Savings & Loan
Albert Friess
Glenn Curtiss Museum
Harris Hill Soaring Corporation
(John Trimber, Nick McKinney, George & Lee Edwards,
Janelle & Monty Sullivan, Guerry Howard,
Roy McMaster and Paul A. Schweizer)
Hilliard Corporation
Clifford Schafer
Bill Schultz
Richard Kurzenberger & the the local EAA Chapter
Dann Miller at the Star Gazette
Pepsi Cola (Bill Hall)
James Reinsmith
Lee Robbins
Virginia Schweizer
Schweizer Aircraft Corp.
Simine Short
Sprague Insurance
Howard Townsend
Al Uster
Nelson Mooers van den Blink
Vintage Sailplane Association
Heinz & Elsbeth Weissenbuehler
Heinz & Stephanie Weissenbuehler
Tom Welles
George H. Winner, Jr.



Continued from Page 9

Martin Simons, author of sailplane books from Australia, Peter Selinger, famous sailplane photographer from Germany, and Russe Lee, Curator of Aeronautics at the National Air & Space Museum, took notes and photos throughout the event. Over a dozen Soaring Hall of Fame members were also on hand.

Meals and entertainment were hosted each night by a different organization. On the first evening the NSM served up their specialty - Swinnich chili (see photo, left, third from top, and right, Paul A. Schweizer assembles the leftovers) followed by a slide presentation on Oshkosh. Wednesday the VSA took over the kitchen as Al Uster prepared his famous steaks. Jack Hilton coordinated Big Band dance instruction for entertainment that night. Friday a number of visitors trekked to Hammondsport to tour the Glenn Curtiss Museum. And Sunday HHSC's Heinz and Stephanie Weissenbuehler provided a lovely reception at their home at the brow of Harris Hill. VSA and the Elmira Stamp Club held their meetings at the NSM early in the week. SHA (see photo, left, second from top) worked in the Museum's Restoration Area. Saturday the Schweizer Aircraft Corporation opened its doors for a tour.

Walking along the fence in front of the Museum behind rows of parked cars, you could catch license plates from every corner of the United States - and Canada, too. Several even sported special soaring slogans (see photos, bottom left).

The weather provided only a couple good soaring days. Pilots plotted out their course around the HHSC picnic table following the pilots' meeting (see photo, top left). But the drizzly overcast days didn't dampen IVSM spirits any. Staying dry under the wing of a Schweizer TG-2 are, left to right, Jeff Byard, Carl Wilson, Josh Knerr and Kenny Stoia (see photo, left, fourth from the top).

The spirit of soaring and preserving these beautiful old glider knit together this group of people from all sorts of countries and cultures, and a few new friendships were made in the process. For the NSM team, it was a lot of preparation, but worth every minute of the fun.



Keeping the IVSM office at the NSM operating are, left to right, Mai Scott, Mary Flaspahler and Linn Buell.



Walter Hansson, left, his wife Berit, and Rolf Algotson bring a little bit of Sweden to America with their Viking hats.

Pilots' Briefing Each morning at the NSM

Mornings during IVSM '95, pilots and crew filled the Edward A. Mooers Community Room for the pilots' briefing of the day. VSA President Linn Buell and NSM President Jan Scott presided over the meetings which each began with a weather report provided by HHSC member Pat Anderson. Corky Gill announced the task for the day and announcements were made.

A bulletin board located at the back of the room listed current standings and all the events scheduled for the day. At the conclusion of the meeting, tables were set up to sell tickets to that evening's meal event, IVSM merchandise and VSA merchandise.

But most of all, the meetings were lighthearted and fun in describing the previous day's events. George Nuse, Georgia, owner of the Grunau Baby, quickly took charge of handing out merits where they were due. On the first day England's Chris Wills was towed down the runway in his Kranich II and instead of pulling the release for the dolly, he accidentally pulled the release for the tow rope. Chris managed to recover nicely and use ridge lift to maintain a nice flight over the Chemung Valley. However, at the next morning's pilot meeting, Nuse was ready for Chris with an amusing award. The certificate displayed a picture of a mole digging a hole and was labeled "The Chris Wills Low Tow Award." Then George held up a stuffed toy woodchuck by its tail calling it a casualty of Chris' flight. "Chuck" became the mascot for the rest of the IVSM.

Nuse became someone to be wary of. He didn't miss a trick. Gregg Reynolds, Virginia, earned the "Otis Elevator Approach Award" for landing a little short in his TG-4. The "Hard Luck With a Great Positive Attitude" went to Jeff and George Byard. They hit a windstorm while transporting their Baby Bowlus from California overturning the trailer and causing damage to the glider, the truck axle and their motorhome.

Right and below, pilots listen intently to directions for the day. Center, Nuse demonstrates how the "Viking ears" can predict the weather.



When it "started raining gliders" on Wednesday, Hans Disma, the Netherlands, earned the "Eye of the Eagle" award for allowing the other sailplanes to land while he circled above. Wayne Spani, California, won recognition for his yodeling out of the open cockpit of his Baby Bowlus high over Harris Hill. Dean Carswell, Texas, was given the "OPEC Appreciation Award" for towing two trailers to Elmira. "That requires a lot of dedication," Nuse said. And the 19-person team from the Netherlands were presented the "It's Hard to Soar Like Eagles When You're Surrounded by Turkeys" Award.

Nuse also presented lost parts of sailplanes for pilots to claim. "I found some more Bowlus parts," he said. "Is that Bowlus or 'bogus'?" Everyone enjoyed Nuse's poking fun, particularly at the last pilots' briefing when Tim Mara, New York, poked back at Nuse. Mara had bought a Confederate flag, but said he had the real flag from the Southern contingent - and he held up a solid white flag.

Virginia Schweizer presented free certificates for various local restaurants to the winners of the daily tasks. Thanks are in order to Ginny who traveled throughout the area prior to IVSM getting donations from the establishments for meals and for items that went into the pilots' bags. And thanks to George Nuse for making IVSM so much fun.



Above, Nuse holds up "Chuck", a casualty of Chris Wills' first flight in the Kranich II.

By Carla Page

I had the opportunity to chat with three of our foreign visitors during IVSM-95. Each of them had some colorful stories to share and provided some insights on soaring in other lands and in a time long ago.

Rolf Algotson attended the event from **Sweden** with Walter Hansson and his wife, Berit, and Lasse Fredriksson. The Swedish team brought the Bergfalke II, a ship they named the *Jan Scott Viking* since the ship's ownership transferred to Scott following the event.

Algotson said the Bergfalke is a training machine. The Swedes use it in the mountains between Norway and Sweden where the early spring winds produce winds up to 10,000 meters. "And this Bergfalke here is what Schweizer is for the United States," he says.

When he was just a boy, Algotson started his gliding program. His teacher, however, flew up to 12,000 meters and was so excited with the view that he forgot to control his oxygen and perished. "I loved that man, so I said to myself, Rolf Algotson, you have to take over his ideas. So I started a camp in 1953. So every winter I am over there. We have 4,500 pilots have passed through this camp. I organize meets and the camps in Northern Sweden. I am 'Mr. Wave' in Sweden, if you know what I mean."

Algotson truly enjoyed his trip to Harris Hill. "For me this is Mecca. Once in a lifetime."

He enjoyed attending a vintage meet of "old gliders and mostly old people." He says, "We are flying just for fun. After flying for 50 years, that's enough for me...The Young pilots - they're flying these plastic machines...They are in New Zealand and they look for new places to go faster and faster and faster...For us old people there is something different. If you want to fly altitude, you do so. But no hurry - relaxed flying - for old men. Back to the wood machines, that's okay."

Algotson spoke of an English Slingsby they have back in Sweden. "It's open, side by side. I love it. Two people are sitting in the machine - talking."

He is president of the Swedish Vintage Society. And he said they have a museum called Segelflygmuseet Alleberg-Falkoping. He called it Sweden's "Harris Hill."

Algotson's greatest adventures in soar-

Sweden, Germany and England share their soaring history with us

ing included flying 500 meters along the ridge, an account he wrote up in **Stories of the Greatest Glider Pilots**, a book he donated to the NSM during his stay. "I have some very nice memories and one of them was when I flew in 1959 up to 7,000 meters for a Diamond...When you have this sign, you are a pilot...without this sign, you are not a pilot, you are just talking."

Paul Serries, from **Germany**, brought a Goevier II with his team to the IVSM '95. He helped with the 2,000 hours worth of restoration as part of a three-man team. "My task is to clean the glider and to prepare it for painting," he says.

When asked why so much effort goes into a sailplane that will not be used for competition, Serries replies, "I think at

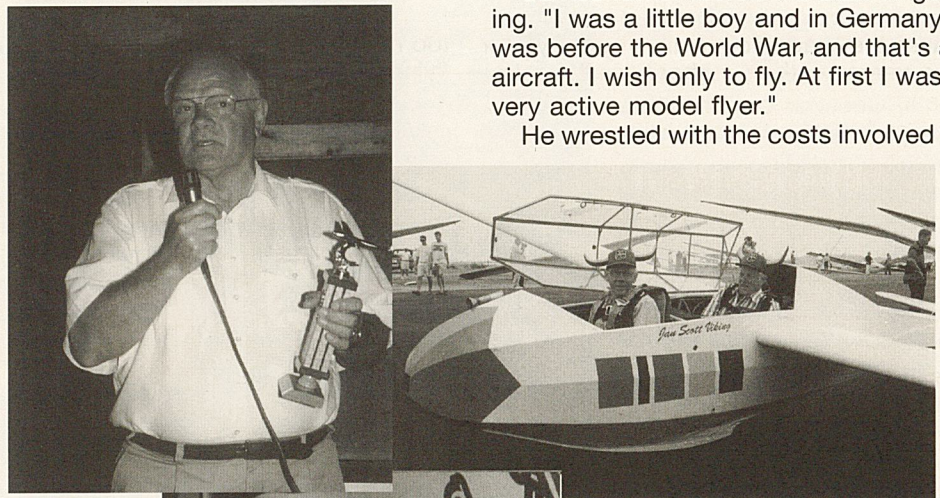
first the remembrance of my youth flying. When I start to fly 52 years ago, all these ships are the main ships."

Serries said the Muenster group in Germany restored four of the gliders entered in IVSM '95 - Al Uster's Moswey III, Al Uster Jr.'s Meise, Jan Scott's Minimoa, and the Goevier. "For these four gliders in ten years we spent more than 10,000 hours!"

Until last spring Serries says the work had been done in seven rooms of a school in Germany. He was a teacher in economics before retirement. "It was a very good situation, because the rooms are always 20 degrees, always dry. The possibility has stopped now - a very famous building, it survived the last war. Now it is rebuilt...so we must leave the school. It is a pity."

Serries remembered his start in gliding. "I was a little boy and in Germany it was before the World War, and that's all aircraft. I wish only to fly. At first I was a very active model flyer."

He wrestled with the costs involved to



Above, Paul Serries, Right, Rolf Algotson in the Bergfalke and Bottom, Chris Wills



bring the Goevier over to the U.S. Despite the weather and long waits for take off, Serries says, "I'm glad our Goevier was here."

Serries says his wife enjoys flying with him in power aircraft, but his three daughters are not interested in flying. "When I was an active glider pilot, I only did it during the week, not during the weekend. Two or three hours in the morning and two or three hours in the afternoon, and other times we are together with the

family." He has been to 20 different rallies like the IVSM '95.

In 52 years of flying, Serries says, "I think the most memorable flights are in the other countries. In the Netherlands, we have had very good thermals." He also enjoyed being on Harris Hill. "It was a very good collection of old time gliders.

Chris Wills, President and founder of the European Vintage Gliding Club from **England**, brought his Kranich II to America for the IVSM '95. "It had been restored considerably before I had it by someone called Paul Williams who managed to buy it from the Northern Aviation Preservation Society who was restoring it in a pigsty." When the ship came to Wills he repainted it, worked on the undercarriage and recovered the wings with fabric.

Wills enjoys restoring old sailplanes because "they all have their own qualities. Each one that is being restored lets us into its secrets. Some of the really old ones have wonderful flight qualities."

He also owns a MG-19. "It's so good that I'm afraid it couldn't possibly be considered as a pre-war sailplane. It was given to me as a present by the Austrians because they hadn't been allowed to fly it for five years by their authorities. It's a tremendous present - the best I've ever had." But he feels it's difficult to look after two gliders and work with the vintage club all

at the same time.

Wills has been involved with soaring his whole life. "Right from the first my father was the second silver C pilot in England, so really I was brought up with it from the age of four years old. So it's a big part of my life. My brothers both have gliders - the youngest is in the international team. We're all trying to live up to our father. It's a hard job."

His mother used to launch his father's glider with a shock cord behind a car in 1934. His father's best friend at school then designed for him a high performance sailplane called the Hjordis, named after a Norwegian heroine. In 1937 his father bought a German Minimoa.

"My mother used to follow him in a large red Tolbert sports car - bright red, four headlights - fantastic. She used to retrieve my father at all times from all places. They took it to the Wasserkuppe for the first World Championships. The Tolbert towing the Hjordis."

Wills himself became an art teacher and tried to introduce the Kranich into the school. But the British Gliding Association was not partial to old gliders and had too many requirements to bring it up to flying condition, so Wills got rid of it.

"I was so angry when I wasn't able to get my Kranich back, so I thought the only way was to bring it in and try to organize

an international rally for it. The British Gliding Association was terribly kind and allowed us to use the facilities of the national contest when they weren't using it. The Germans and the Swiss arrived and the British brought all their gliders out of their hiding places. It was spontaneously agreed that we should form an international vintage gliding club and have international rallies every year." Wills has been president from the beginning and writes the newsletter, now on number 84.

The IVSM '95 was Wills' first visit to the USA. "The countryside is very similar to England...the slope is like a British slope."

His first flight here in the Kranich "was very exciting, indeed," he says. "We didn't even know that the hill was working. I was the first to find out it was. By our standards in Britain, we usually play very safe with hills - keep up to about 300 feet above the top. This time we were about 100 feet below the top. It was wonderful to find out how the glider responded to it. It managed to stay up and go up in the lift...for an hour and ten minutes."

What an honor to have three such distinguished pilots join us here in the USA for this first international meet. It was a pleasure visiting with them, and we hope they'll come back soon.

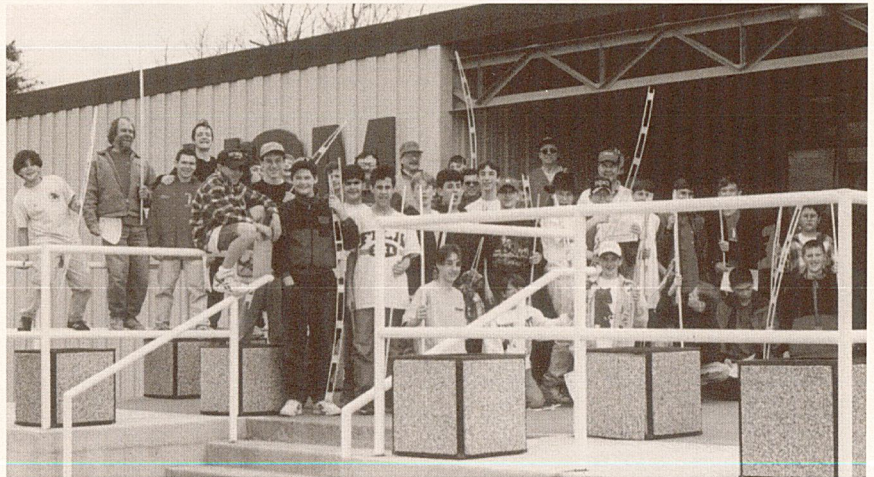
Encampment Fever

Two more encampments found in the National Soaring Museum an exciting overnight adventure last spring. A large Boy Scout troop from Rochester enjoyed their experience immensely. The boys were from a wide range in age, but they helped each other and were especially eager to make their own wing ribs. The boys were particularly helpful in assisting the staff with clean up. They happily grabbed the broom and the vacuum to leave the room in better shape than they found it.

A smaller Girl Scout troop from Elmira wanted to show their girls the opportunities open in aviation to females. So Virginia Schweizer agreed to speak to the youngsters about her experiences in soaring. The girls gathered up their pillows to listen in comfort and began asking plenty of questions about how it felt to fly.

Encampments are already beginning to fill up for the fall dates. NSM Executive Director James Swinnich is planning to add a session on ornithology to future encampment gatherings.

Right, top, a Rochester Boy Scout troop enjoys their April encampment. Bottom, a local Girl Scout troop learns about women in aviation from speaker Ginny Schweizer during May.



NSM's Pratt Read moves to New England

By Jan Scott

After arrangements had been made to relieve the storage problem at NSM by loaning our Pratt-Read to the New England Air Museum, Jan and Mai Scott offered to transport it there, since they had another Pratt-Read in their glider collection for which they had a suitable trailer. They brought the trailer to Elmira for the Hall of Fame weekend, and left with the Pratt-Read about noon on Sunday.

They had hoped to get away before an approaching rain-storm from the west, but the rain started about an hour earlier than expected. Fortunately, it was a light rain which did no harm to the glider. "Actually," said Jan, "it did a lot of good, because the wood structure gets awfully dry inside the museum, and dry wood tends to crack. Before they reached Binghamton, they were ahead of the rain, and the rest of the trip was uneventful.

The weather forecast called for three days of rain in New England starting Sunday night, and since the museum would be closed when they arrived, there was some concern about how to keep the glider sheltered until the museum opened on Monday. Luckily, upon arrival they found that the museum's main entrance had a high roof over it large enough to keep the glider dry. So they just left

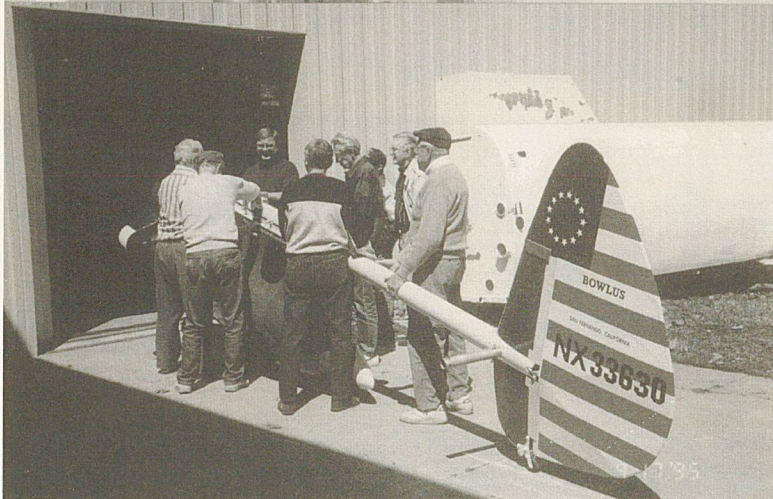
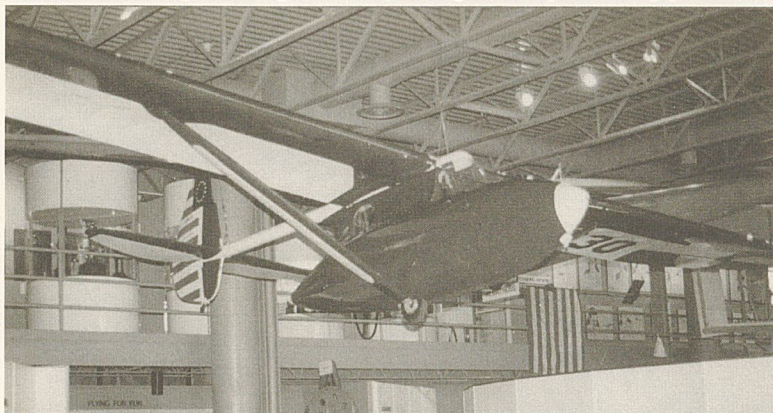


Above, the Pratt Read is sheltered from the rain at the museum entrance. Left, Mai Scott, Mary Flaspahler and Jeff Byard prepare the trailer for its trip.

it there on their doorstep, so to speak.

They returned the next morning before the museum opened, and met the Director, Mike Speziale, and the Curator, Bob North. Both thought that parking the glider under the canopy was an excellent idea, but they asked that the glider be moved to their exhibit hangar as soon as possible because the first busload of school children was about to arrive.

The trailer was simply pulled into the large hangar and unloaded. The glider was set up disassembled but in view of the public in the military section, where it remained for about a month. Thereafter, it was hoisted and suspended from the ceiling. The NEAM should give our Pratt-Read and our museum excellent exposure.



The Baby Bowlus

There is a beautiful Baby Bowlus Albatross two-place hanging in the Museum's exhibit hall thanks to the many efforts of Ron Nelson from Washington state. Ron and his son made the cross country trek in April to deliver their prized possession to the NSM.

"I'm happy it's here at the NSM," Ron said. "Bringing it here is a tribute to all the pilots that flew in that era and made it possible for soaring to continue on."

Ron found the battered glider in Minnesota in 1980. There were only four two-place Baby Bowlus gliders manufactured and this one is the last remaining example. As a power and glider pilot himself, Ron thought this might be a fun project.

"The best part was working with Frank Kelsey," Ron says. Frank was an authority on the Bowlus; he had worked in the

Left top, the new Baby Bowlus is hung by the railing at the NSM. Below, NSM volunteers assist Ron Nelson in assembling the Bowlus two-place.

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Albatross comes to the National Soaring Museum

factory where it was built. And so began an eight year restoration job at Frank's home in Salt Lake City involving thousands of man hours.

"Frank would sit on an apple box and give me directions. He was a masterful woodworker with good attention to detail. He was one of the few fellows I have known that was an excellent pilot and mechanic - a combination you don't find too often."

Ron's favorite part of the project was completing the woodwork in the wings. He learned a lot from the "oldtimers." Frank also taught him about cross country flying.

Frank died before their pet made its first flight on August 11, 1991. The restoration was complete but the FAA paperwork was not. Ron flew it ten hours for air worthiness, made a duration flight of two hours 34 minutes, and flew it up to 17,700 feet MSL (Mean Sea Level) "That's good gain for an antique," Ron says.

After several flights the Bowlus left Utah and was exhibited at the 1993 SSA Convention in Seattle, WA. There, it

won the Frank Gross Restoration Award. Then Ron took it home and stored it in his hangar for the next two years.

Once Ron decided the Bowlus needed to be in a museum, he immediately thought of the NSM even though other West coast museums were asking for it. "It's better to be among the gliders at NSM," he says. Ron came to Elmira in 1984 when Frank was inducted into the Hall of Fame and he knew this was the right place for the Bowlus.

Ron is a 767 airline pilot. He has four children ages 12 and up, all who are interested in flight. His wife is a retired flight attendant.

The Baby Bowlus joins a Super Albatross on display in the Museum placed there especially for the IVSM. Visitors during the event really enjoyed seeing the two Albatrosses.

After so many years of concentrating on the Bowlus, it was a sad parting of the ways, but Ron says at the NSM it will honor all those who put so much love and dedication into it - especially Frank Kelsey, one of soaring's greats. Thank you, Ron, for a beautiful addition to our museum.

Youth awards presented

Frank Gross has again touched youngsters' lives as his Sky Ghost youth Achievement Award was given to Harris Hill Soaring Corporation (HHSC) Junior members Josh Powers and Elizabeth Schwenkler at the May U.S. Soaring Hall of Fame banquet.

Josh, 16 and going into his senior year, used to fly with his father and joined HHSC two years ago. He spent his 1994 summer working for Schweizer Soaring School as a line boy, soloed and got his private license.

He is interested in attending college through ROTC with the Air Force and would like to become a corporate or airline pilot.

"I enjoy the scenery and looking for thermals," Josh says of his flights. He went to Dansville in 1994 for a contest and helped with the start/finish line. "It's exciting to see all those sailplanes. I hope to be in a contest someday."

Josh says it was a privilege to win the Gross award out of all the kids in the club. "I really like it up here a lot. I'd like to make

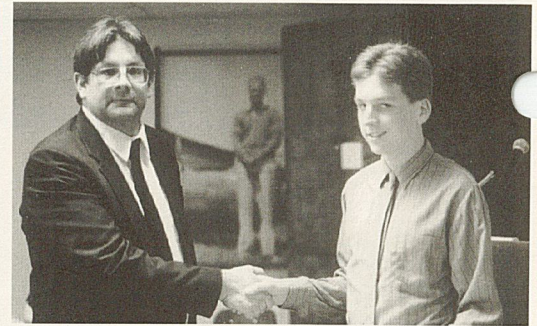
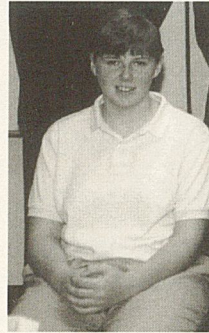
aviation a career."

Liz Schwenkler, also 16 and entering 12th grade, joined HHSC when she was 14 and soloed just one month later.

She became president of the junior organization and calls this club the biggest junior operation in soaring. "It's a great opportunity."

Liz enjoys flying and says on one flight she stayed up for five hours. She has put in 130 hours of soaring altogether. "The opportunity is there - just come up and spend a lot of time here," she says.

Dr. Gross says the success of any sport, including gliding, depends on attracting capable young people to assure its future. Our hats go off to two of Harris Hill's best - Josh and Liz.



Left, Liz Schwenkler. Above, Josh Powers receives award from Jim Swinnich.

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Richard H. Johnson, lecturer

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December 1, 1995

Community Soaring Luncheon
NSM

Executive Director

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

Gross innovations on soaring

The Designer/Builder Series highlight for 1995 is Frank Gross. To display this soaring pioneer's achievements, the Gross Sky Ghost was moved from Restoration to center position in the Exhibit Hall. Jim Stoia's beautifully restored Baker McMillan Cadet II is positioned nearby on the floor so visitors can get a close look. This ship is the world's oldest active glider. It flew in the European vintage rally in England in 1994 and was put on display in early 1995 at the SSA Convention in Reno, NV.

A kiosk in the exhibit shows models of Gross' designs - the Akron Condor, the Cadet II, the Darmstadt II, the Sky Ghost and the Gross four place. An actual piece of the Akron Condor fuselage is also displayed.

"We're fortunate to have some of this designer's sailplanes from the 1920's and 30's still around," NSM Executive Director James Swinnich says. "Dr. Gross is doing so much to get younger people involved in soaring through four different scholarships."

NSM

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