



Kuhn and Steinhauser join Hall of Fame

Johann G. Kuhn, (1927-1994), will be inducted into the U.S. Soaring Hall of Fame at the National Soaring Museum on May 13, 1995. He is considered the man who brought soaring to the state of Michigan and especially to Ionia.

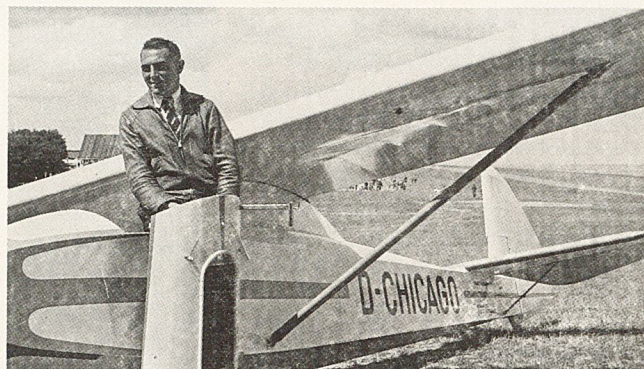
Johann got involved in soaring in Germany in Hitler's youth league. He learned a trade engraving tombstones and brought his artistic abilities to the U.S. in 1955. "He ate, slept, worked, everything - for soaring," Hilde, his wife of nearly 45 years, says. He worked as a clay modeler at General Motors developing concept cars, retiring just seven years ago but remaining in great demand as a freelance designer.

Jerry Benz, owner of Benz Aviation, Inc. at the Ionia County Airport in Michigan, says Johann was a remarkable cross country pilot. He competed in sailplane competitions throughout the 1960's and took note of the things he liked best in contest management. He attended hundreds of meetings as an SSA Governor for 34 years.

Johann initiated the concept of and developed the site of the Ionia County Airport as a respected location for regional and national soaring competitions resulting in a total of 22 Region Six contests and four national championships being held there.

He was competition director of 17 of the regional contests and all four national contests. Benz says Johann and Hilde totally organized the first regional contest there. "If it wasn't for Johann there wouldn't be a Region Six," he says.

The Ionia contests were the home of numerous...
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Joseph P. Steinhauser in 1935 with D-Chicago

Joseph P. Steinhauser, (1905-1995), will be inducted into the U.S. Soaring Hall of Fame at the National Soaring Museum on May 13, 1995. This pilot came from Germany and settled in Chicago as a teenager, later becoming one of the founders of the Chicagoland Glider Council and its first president.

Although a severe automobile accident ended his soaring career in 1955, Joe had already accomplished much more than the average pilot. "Flying was my husband's life," Elisabeth, his wife of over 40 years, says, "It was so hard for him not to fly."

Joe designed and built his first flying machine, the S-1, in 1913 at the age of eight. It didn't fly, but it was the start of an exciting career. He designed and built his successful 40-foot S-2 primary glider in 1928, and soon realized he had to get other people involved so he would have helpers for the launching process. So he helped form the German-American Glider Club, one of the first...
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Elmira's Eileen Collins fulfills a dream ...pg 8

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Johann G. Kuhn

1995 United States Soaring Hall of Fame Weekend

Saturday, May 13, 1995

6:00 p.m.
Reception

7:00 p.m.
Ceremony & Banquet

Presentations:

Gross Sky Ghost Youth Achievement Award

Hugh Whitney Scholarship

1994 Inductees:

Johann G. Kuhn

reflections by Loris Charchian

Joseph P. Steinhauser

reflections by Simine Short

Tickets: \$25 each Contact the NSM for reservations - Harris Hill, 51 Soaring Hill Dr., Elmira, NY 14903-9204 607/734-3128

Steinhauser con't from pg. 1

in the Chicago area.

A couple years later Joe spent a year back in Germany working as an apprentice in the aviation industry gaining a broad knowledge in building, repairing and flying gliders. On weekends he traveled to the Wasserkuppe eventually earning his "C" certificate.

Back in Chicago, Joe realized there were no schools where the elementary rules of gliding could be taught. He knew that ground and technical training was an absolute necessity for safe flying. So he started the Motorless Flying (Inc.) School in Chicago which trained nearly 70 members in the first two years of ground training.

As the 1930's unfolded, gliding was considered an unsafe sport so Joe decided to work on soaring's reputation by improving the general glider safety record and also promoting the beauty of the sport. He returned to Germany to purchase the best ship available to demonstrate the art of soaring - a Wolf sailplane which he called the D-Chicago.

Joe used the D-Chicago to soar for 40 minutes over downtown Chicago using the heat of the city rather than the topography of the mountains to generate thermals. These flatland thermal soaring flights led midwest flying from gliding and dune soaring to the long-distance thermal soaring we know today.

To promote soaring beyond the Chicagoland area, Joe bought the plans and manufacturing rights to his Wolf and set up a shop. In 1937 Joe was an instrumental force in combining seven area glider clubs into the Chicagoland Glider Council. Their first goal was to build an airport just for soaring, a dream realized in 1941 when the first certified gliderport in Illinois was inaugurated and became known as Gliderport Chicago.

Joe reorganized the glider flying school into the Motorless Flight Institute (MFI) Research Center which offered eight courses taught in three different ships including one brand new Schweizer 2-8 two seater. Joe enjoyed the SGS 2-8 so much that he became the first Schweizer Aircraft Corporation dealer. In 1941 he flew one of the SGS 2-8's in the now-fa-

Kuhn con't from pg. 1

ous innovations to sailplane racing including the development of computerized scoring.

Johann promoted the sport of soaring personally by a variety of design innovations including development of the first Schweizer 1-26 fiberglass nose, the design and construction of molds for inexpensive canopy forming and the design of the Kuhn sailplane trailer.

His most noted skills are for repairing sailplanes. He repaired or supervised the repair of more sailplanes than any other individual in Michigan's history. He was called one of the finest aircraft wood craftsmen in the United States, and among the best in the repair of fiberglass. He assisted dozens of pilots in getting their sailplanes back into the air after mishaps and personally rebuilt several aircraft that were judged to be total losses.

He represented the needs of U.S. sailplane pilots as a liaison between the U.S. and Germany in obtaining parts, repairs, design data, repair instruction and shipping assistance from various German manufacturers. He contributed to the Detroit Vultures Soaring Club in many ways, particularly in the major repair and refurbishment of several aircraft. In 21

years as a member, he also led effort to recruit new members and search for new home for the club.

His creative ability spilled over into the artistic mode as chair of the Michigan Soaring Awards Banquet for 34 years. He completed beautiful water color paintings to honor the outstanding soaring performance of each year and designed and constructed the annual Ward J. Maynard trophy awarded to the individual who made the most significant accomplishment in sailplane flight in Michigan each year.

Johann's dedication to the sport and to his fellow man is evident in the story where he crashed his sailplane in a wooded area adjacent to a crashed towplane in order to pull the injured pilot out of the burning aircraft and save his life.

Hilde Kuhn says anyone involved in soaring for more than two years knows of Johann Kuhn. "He was involved every day in his life," she says. Benz says he will be most remembered for his sense of humor ("he was incredibly funny."), his outstanding soaring ability and his craftsmanship skills. For his devotion to soaring, we welcome Johann G. Kuhn to the Hall of Fame.

mous triple aero-tow here in Elmira.

Soaring began getting superb publicity and promotion around Chicago during World War II when MFI trained marine officers under the direction of the U.S. Navy. Joe and the school also organized the Jay-Cee Glider Patrol of the Junior Chamber of Commerce to train pre-draft age young men in the fundamentals of aviation. But much of MFI's equipment was soon confiscated for use by the Army, so to continue his business Joe took on the Midwest, a utility glider and sailplane that used two different sets of wings - one for training and another for soaring. MFI was the only public soaring school able to reopen during the war.

Joe's pioneering efforts showed others what Midwestern soaring was about and made soaring flight available to thousands who might otherwise never have had the exposure. Throughout the history of the MFI, Joe estimates he trained more than 600 students. In 1953, 15 of the 31 sailplanes registered in the

State of Illinois were operated by Joe Steinhauser. And it was because of his promotional activities that the oldest regional soaring federation, the Chicagoland Glider Council survives to this day. With all these accomplishments we welcome to the Hall of Fame Joseph P. Steinhauser.

NOTICE OF ADDRESS CHANGE

The National Soaring Museum's address has been changed due to installation of a new 911 emergency system in this area. All correspondence to the NSM should be directed to:

**National Soaring Museum
Harris Hill
51 Soaring Hill Drive
Elmira, New York 14903-9204**



Ted Burris

What a great deal the Museum got when they went looking for a new lobby staff person! Ted Burris has a degree in International Relations from Syracuse University and since people from all around the world drop in for a visit here, he's a very competent person to greet them.

Ted started manning the lobby on Fridays, Saturdays and Sundays last summer. He has proved invaluable not only with the visitors but also in helping to organize archival photographs. During the quiet times this past winter he has

been logging the Loomis collection onto a database, a project now nearing completion.

Former NSM President Lee Robbins taught Ted to fly back in high school. Although he earned his private license then, he hasn't touched the controls of a plane since. Instead he went into the Air Force, was one of only 60 out of 900 that finished a Chinese course at Yale, and became a cryptolinguist in Taiwan for a couple years.

After earning his Syracuse degree he went into the Peace Corps and landed in Borneo teaching English in a Chinese high school. But he found the textbooks so culturally biased that these teenagers just couldn't grasp the language. In frustration he burned the textbook in front of them one day, and sat down and wrote his own series of "encounter lessons." His stories showed characters like his students going into a restaurant to order food or into a bank to open an account or shopping for clothes.

In just six months he had all 600 students speaking 1,000 English words in useable situations. His practical text was later adopted almost verbatim into books teaching English as a second language world-wide.

Ted has a way of inspiring those around him. One shaggy barefooted student who had lost his parents to the

Japanese during World War II, regularly ran 15 miles to Ted's school and another three miles to work, and then back home to take care of the family. Ted encouraged him to run in a marathon race with a ten speed bike as the first prize. He had to run interference with the boy's reluctant boss and even offer to work the hours himself. Not only did Ted's student win the bike but his boss designed a T-shirt for the race with his store's name imprinted on it and he shouted to everyone in the streets at the end, "My son won the race!"

Ted's next adventure included graduate work in cultural anthropology at the University of Hawaii. He wanted to work with people on the cutting edge of scientific research, so he took an Army contract to the Marshall Islands. After nine years he landed home briefly and was soon off again - this time to Canton Island. Ted ran base support services there for a year - everything from making 30 dozen cinammon rolls to putting out a small newspaper to running a 24-hour radio station.

He finished his Army years in Virginia, and then returned home to his family here in the Elmira area. When the NSM lobby job was advertised he remembered watching the gliders on Harris Hill as a youngster, and jumped at the chance to return. Museum work fits him like a glove - Ted enjoys working with the public and is a history buff. When he was 14 years old he began to read 200 pages per day - an average that has only dropped to 190 to this day. With this wealth of knowledge and experience behind him, Ted has much to share with the visitors.

He's also found out how small a world it really is. Earlier this year Ted waited on a visitor to the Museum and during their conversation discovered he was the son of one of his students from Borneo. The man asked Ted, "Are you the man who burned the book?" Upon this confirmation, the man telephoned his mother and made plans to fly her to the Museum this year for a visit with her old teacher here at the Museum.

Ted is certainly a great addition to our staff!

STAFF HIGHLIGHT

World Class Association update

David Habercom, Knoxville, TN, was elected President of the new United States World Class Association (WCSA) at their second meeting held in Reno, NV during the 1995 SSA Convention in March.

The group formed at a meeting at the NSM in Elmira last October with 21 glider pilots in attendance. Nearly twice as many attended the Reno gathering with half of them joining the membership. Their purpose is to create a one design competition class - with pilots flying the same type ship so their skills can be tested more equally in a competition.

Habercom said the conference was very positive. They discussed the role of WCSA and decided their role in the short term was to motivate manufacturers to build the PW-5 and over the longer term to lay the groundwork for high quality competition. Companies in California, Georgia and Canada will begin production with a completed glider ready to be

marketed hopefully by early 1996.

The World Class gliders will be relatively inexpensive and readily available, making it a good entry level glider. Habercom says this will draw inexperienced pilots to the sport and bolster soaring as a whole. As new pilots get hooked on soaring, this entry level class will begin to feed the other classes with pilots.

The new WCSA president feels it is conceivable to have a World Class competition organized by the summer of 1996 and most definitely by mid 1997.

"This class is absolutely crucial for soaring," Habercom says.

Those wishing to become members of the WCSA can send \$15 dues (\$20 International) to WCSA, Al McCarty, 5445 McCarty Drive, Furlong, PA 18925 or call David Habercom at 615-690-7875. A newsletter will be available this month, and the next meeting is scheduled for Saturday, July 22, 1995 at the National Soaring Museum during the IVSM-95 Meet.

A first for the United States...

The United States will host the International Vintage Sailplane Meet on 16 to 25 July, 1995 at Harris Hill in Elmira, New York.

Additional rare gliders, including two primaries, will be demonstrated. The event is co-hosted by The National Soaring Museum, Harris Hill Soaring Corp. and the Vintage Sailplane Association. Excitement is building as plans for this largest assembly of historic gliders ever in the U.S. are being laid. In addition to the 10 foreign entries, there will be at least six American registered gliders bearing their original foreign country's colors and markings, thus a third of the participating gliders will give the event a distinctive international flavor. There will be at least 16 dignitaries from the European vintage glider movement participating with their families. Among these are:

Christopher Wills, Great Britain. President and founder of the European Vintage Glider Club.

David Shrimpton, Great Britain. Board Chairman, Vintage Glider Club (VGC).

David Jones, Great Britain. England's leading sailplane replica builder.

Colin Anson, Great Britain. Regular translator at the rallies. His wife Alice presides over the VGC merchandise.

Otto Bellinger, Germany. Founder of the Wasserkuppe Sailplane Museum.

Klaus Heyn, Germany. Europe's top sailplane replica builder.

Peter Selinger, Germany. Sailplane history author and photographer.

Heinz Scheidhauer, Germany. Renowned Horten flying wing test pilot.

Paul Serries, Germany. Organizer of several rallies and recipient of numerous awards for his restoration of vintage sailplanes.

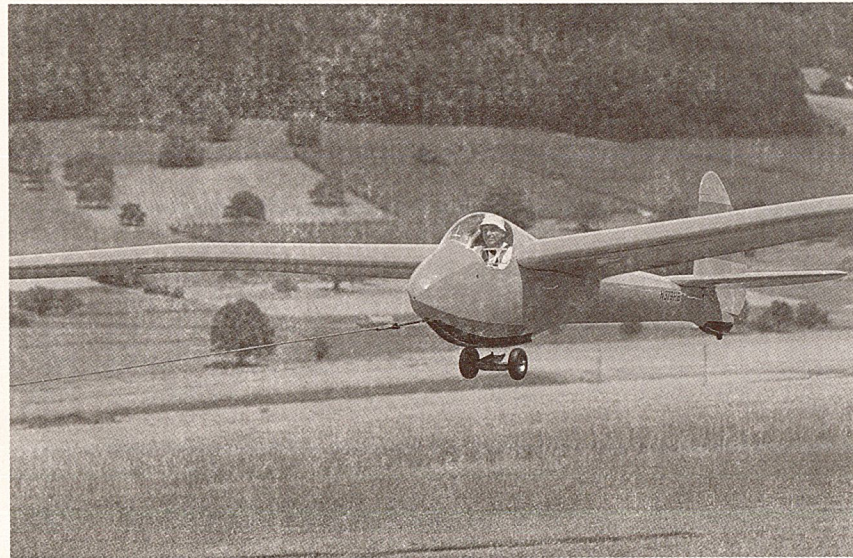
Jörg Ziller, Germany. Organizer of the 1995 Rally in Munich. Son of soaring pioneer and record holder Erwin Ziller.

Fourteen families from the very active Dutch Oldtimer Gliding Club, headed up by Nell and Hans Disma have registered. The Dutch pilots will share the flying of a Gövier (German for Gö 4, two place suc-

cessor to the Gö 3 Minimoa) and a British open cockpit T-31b. In addition, principals from oldtimer clubs in Sweden, Belgium, Switzerland, Czech Republic, Norway, Hungary and France have indicated a desire to participate.

Several very rare gliders are being built or restored especially for the event. It is uncertain if all of them will be ready in time, but if they are, visitors to the beautiful Harris Hill will be able to see such rarities as:

The Musterle Klaus Heyn is building



Jan Scott taking off in a Swiss Moswey III

a replica of the glider that Wolf Hirth flew along the Hudson River in New York City in 1931.

The King Kite The world's only such sailplane. David Jones built this lovely gull winged beauty from scratch.

Bowlus Albatross II Steve Lowry and J. Raul Blacksten are working hard to complete the only privately owned one.

Waco Primary Felix Chardon is building one especially for IVSM - 95.

McMillen Cadet Jim Stoia may fly his recently restored award winning beauty. It is the world's oldest active glider.

Four of the five winners of the Gross Restoration Award will participate, as will the three award winning U.S. entries in the European rallies during the last decade. In short, IVSM-95 offers a rare opportunity to study and photograph the finest sailplane restorations in existence.

Perhaps the most spectacular sailplane entry is the French Fauvel AV-22 that Ian Dunkley is planning to bring from England. This huge two place flying wing stands about seven feet tall and has an elevated rear cockpit and forward swept wings. It has some very unusual aerodynamic features. The AV-22 soars well but requires

special techniques, particularly during landing. Anyone with the good fortune to be invited to go along in it, will have an unforgettable experience.

Chris Wills will be bringing his DFS Kranich II. This type made its only previous appearance in the U.S. in 1938 when Peter Riedel made headlines by flying it from Harris Hill all the way to Washington DC during the National Contest! "It was the 4th of July," said Peter, "so I thought that it was appropriate to fly to the nation's capital." Later, Peter took the Kranich II on an extensive soaring expedition throughout the western United States where no soaring had ever

been done, using his automobile to launch himself into the air with assistance from any local citizen who happened by.

Members of the Vintage Sailplane Association have offered to assist the foreign visitors with the transport of their gliders from an east coast port to Elmira and back. They are looking for additional volunteers with trailer hitches on their cars. Anyone willing to help should contact VSA (703-822-5504).

IVSM-95 opens on July 16th, and is preceded by a two day air show at the Elmira-Corning Regional Airport near Harris Hill. Some of the IVSM gliders will participate in the airshow display. The official opening of IVSM-95 is on Sunday afternoon. Local dignitaries and officials will introduce and welcome the pilots and their crews. About 150 - 200 participants are expected, in addition to large numbers of daily visitors. Most of the pilots and their crews will camp in the Harris Hill Park adjacent to the glider field.

Each day begins with breakfast provided by the local EAA chapter, followed by the daily briefing at 10:00. All day flying follows, with three towplanes launching a glider about every three min-

IVSM-95 July 16-23, 1995 Elmira, New York

utes all day long. On suitable days, a simple cross country handi-

capped speed task will be set in addition to the old fashioned duration and altitude gain tasks that characterized early glider competitions. Lunch will be available on the field in the afternoon, and apres-flying refreshments will be available after 5 PM. On most evenings, there will be a dinner party and some kind of entertainment.

An "Open House" will be held on Saturday, July 22nd. On this day most of the old gliders will remain on the ground to allow the public to see them up close and talk to the pilots and crews. Special events during the afternoon include a glider mail flight. One of the significant historical gliders will carry specially marked cachets that will be processed by an official U.S. Post Office set up on

Harris Hill for the occasion. Rides in two place gliders will be available, and there will be demonstrations of primary gliders and various launch methods. The National Soaring Museum is looking for a suitable bungee rope for this demonstration. Any reader with knowledge as to where a new or used bungee cord can be found should contact the museum as soon as possible (607-734-3128). Ropes previously used for "bungee jumping" should be adequate for launch purposes.

Registered participants will have free admission to the National Soaring Museum during their stay at Harris Hill. The IVSM administration office, lectures, and some social functions will be held in the museum. The exhibit hall will feature sailplane designer Frank Gross and a special IVSM exhibit.

Four of the European participants have offered to sell their gliders. Two of these, a T-31b and a Bergfalke II have already found buyers. A Castel 25S two place and a "superb" Grunau Baby IIb are still available, but their owners will not bring them unless a buyer is found. The Swiss owner of the French Castel trainer

will donate his glider to someone willing to pay for his and the glider's transportation. Some of the U.S. gliders will be offered for sale as well. There will also be a glider parts flea market, glider card trading and sale of IVSM shirts and other memorabilia.

On Monday July 25th there will be a farewell party with an awards ceremony. The pilots and their gliders will depart the following day. Some will tour the country and fly their gliders at other soaring sites, while others will head for the EAA Convention in Oshkosh, WI, which starts two days later. Many of the Europeans have never been to the United States, and are looking forward to the trip as a rare and wonderful once in a lifetime opportunity.

Anyone who ever said "I want to go to Elmira someday to see Harris Hill and visit the soaring museum" should make plans right now to come this summer. IVSM is not an annual event, and it may be a long time before such soaring history comes alive again, like it will in July of 1995. For more information on IVSM, contact the National Soaring Museum at (607) 734-3128.

IVSM is introduced at SSA Convention in Reno, Nevada

The National Soaring Museum and the Vintage Sailplane Association shared a booth at the 1995 Soaring Society of America Convention held on March 1-4, 1995 in Reno, NV. (see photo at right) NSM members George and Lorrell



Byard, NSM Trustee Jeff Byard and Dinah Schmidt prepared a video monitor accompanied by actual seats from an aircraft for the public's viewing at the booth.

The booth drew a number of people including Dr. Frank R. Gross, the designer/builder who will be featured for 1995 on the NSM exhibit floor. Pictured at left are Mai Scott, Jim Stoia, NSM Trustee Linn Buell and Mary Stoia.

Peter Selinger presented a program for the National Soaring Museum entitled "Honoring Klaus Holighaus", a retrospective of the man and his ships through Selinger's camera lens.

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(con't on page 7)

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Gerould's Pharmacy
Holiday Inn
Light's Bakery

Minier Brothers, Inc
Pierce's Restaurant
Radisson Hotel Corning
Swan & Sons-Morss Co Inc

CAPITAL

Theodore E Sharp



Pictured above are, left to right, Korchynsky, Benjamin, NSM Executive Director James W. Swinnich, Harris Hill Soaring Corporation President Nick McKinney and Chemung County Executive Thomas J. Tranter.

The Museum honors both community and volunteers

The National Soaring Museum prepared the annual appreciation luncheon for its volunteers and the community on December 2, 1994. Special 1994 honorees were Robert Benjamin and Walt Korchynsky.

Robert Benjamin has been working in archives sorting SSA material on weekends and Walt Korchynsky recently resigned his seat on the NSM Board of Trustees when he left the position of Chemung County Superintendent of Buildings and Grounds. Both men were noted for their hours of dedication to the Museum.

The Museum welcomes five new trustees to its board

We bid farewell to Trustees Harold Buck, George Edwards, W. Stuart Schweizer, Theodore Sprague and Walt Korchynsky with much thanks for their dedication and hard work for the Museum.

We welcome and look forward to working with the following:

Linn Buell - is from Virginia. A pharmacist for 26 years, she is currently open an antique business. She learned to fly gliders at the Schweizer Soaring School in 1972. NSM President Jan Scott inspired Linn's interest in vintage sailplanes and the Museum. She would like to see increased endowments and improved attendance during her tenure.

Howard E. Burr - is retired from a career in aircraft engineering at Schweizer

Aircraft Corp. and Lockheed. He was in every soaring contest in Elmira with the likes of Martin Schempp and Ralph Barnaby, and earned his "C" in 1938. He's been involved with the Museum since its inception and served as President of the Elmira Area Soaring Association. He is interested in helping develop a West Coast division of the NSM and promoting soaring pioneers for the Hall of Fame.

Bill Schultz - has been employed by Corning Inc. as a pilot since the '80's and is now manager of aircraft operations. His father taught him to fly when he was 9 years old. He's only been up in a sailplane once. Time hasn't permitted him to pursue that interest. He is looking forward to working with the other trustees and learning

more about the Museum.

Paul H. Schweizer - has been involved with the Schweizer Aircraft Corporation all his life. Now he hopes he can contribute to the Museum his intense interest in soaring and his business experience. He learned to fly when he was 14 and enjoys soaring not only as a career but as a recreation, also.

Robert E. Wright - is Chemung County Superintendent of Building and Grounds. He worked for Winn Manufacturing and was Director of Engineering for Thatcher Glass for 22 years. He's been in a sailplane once - with Stu Schweizer. He says the Museum has a beautiful facility, and it is his goal to provide the best service in maintaining and expanding it.

HHSC SR.(con't)

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David Dwyer
George H Edwards
David F Elliott
Dieter Ennulat
Harold Ennulat
Paul Everson
Tom Feehan
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David Gardner
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John E Gill
Martin Green
Carl F Gross
Dale Gustin
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A J van den Blink
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Gretchen Eilers
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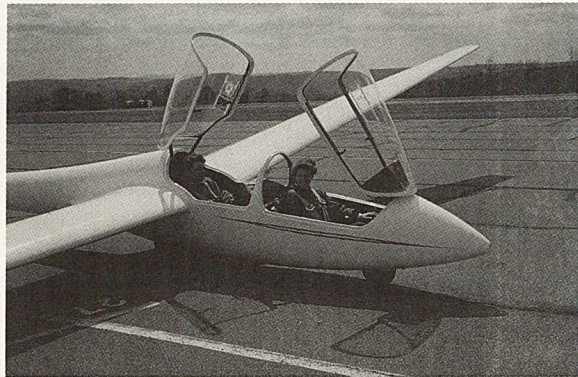
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David Murphy
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Kurt Peters
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Elizabeth Schwenkler
Curt Spycher
Brian Williams
Cindy Williams
Michael Williams
Jason Wood

This woman is out of this world

Native Elmira Lt. Col. Eileen Collins was the first woman pilot aboard the Space Shuttle Discovery mission February 3-11, 1995, a feat that may lead her to become the first female shuttle commander.

The National Soaring Museum has an exhibit honoring Collins at the foot of the stairway to the Exhibit Floor. Several community events featuring Collins during her homecoming visit in late March were cancelled when Collins received a telephone threat to her life. She postponed her appearance, thus cancelling a dinner planned by the Chemung County Council of Women at the NSM.

Collins used to watch the gliders here on Harris Hill, inspiring her to loftier dreams. Today at age 38 Collins has added her name to a select group of women who have been inspired by, and contributed to, motorless flight - women



Eileen Collins takes a sailplane ride with HHSC's Heinz Weissenbuehler during a visit to the NSM in 1992.

like Anna Morrow Lindbergh, who became the first licensed female glider pilot in the U.S.; Elmira's Virginia Schweizer, the first of her gender to receive the coveted "Silver C" for motorless flight proficiency; and Bertha Ryan, who worked on the M2F1 Lifting Body (precursor to the Space Shuttle.)

To Eileen Collins, the NSM says congratulations!



Richard Kurzenberger, (right) NSM Restorationist, guides his volunteer crew (left to right: John Martin, Al Ryan, and Howard Trampenau) as he unloads sailplane trailers outside the restoration shop.

CALENDAR

1995

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

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

NSM

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