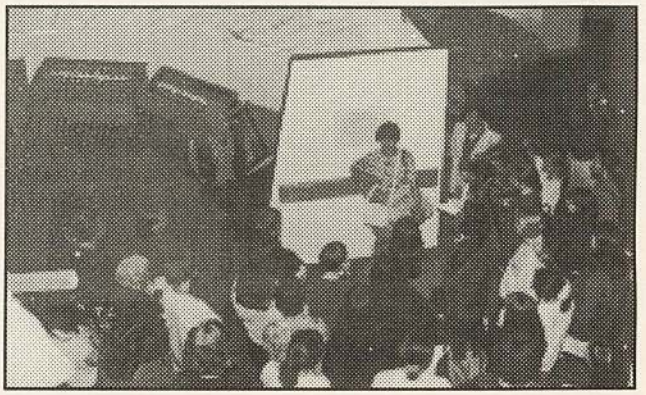
NSM NEWS
Newsletter of the NATIONAL SOARING MUSEUM
National Soaring Museum
Fall 1996 Vol. 6 No. 3

Eileen Collins glides into NSM orbit in July

Mixed in with the holiday tourist traffic of Independence Day weekend, a very important visitor slipped in to the Museum for a quiet tour of sailplane history with her family. But Air Force Lt. Col. Eileen Collins, first woman pilot of the Space Shuttle in early 1995, and Elmira's hometown heroine, didn't escape without a few words to a visiting school group. The students from Spencer Van Etten (NY) High School



and several dozen British exchange students were delighted to greet her and asked numerous questions of the space traveler ***(see photo above)***. Collins also took time to pose inside the EOGASE exhibit *(Evolution of Gliders and Sailplanes Exhibit)* with her husband, Pat Youngs; their daughter, Bridget Marie Youngs; and her mother, Rose Marie Collins ***(photo at left)***.

Inside this issue:

NSM membership now offers *Premium Pass* gifts....pg 3

Hawaii Landmark of Soaring and annual Barnaby Lecture...pg 7

July events keep Museum staff busy

In the busiest weekend of the 1996 summer, the NSM staff and trustees split up to cover two events on July 26-28 which were held 1,000 miles apart.

Executive Director James W. Swinnich, Trustees Jan Scott, Bernald Smith, Gene Hammond and Jeffery Byard, and Landmark Chairperson Simine Short attended the eighth National Landmark of Soaring at Miller Beach in Gary, IN. Meanwhile, Director of Museum Services Mary Flasphaler, Trustees Paul A. Schweizer, Howard Burr and John (Corky) Gill and the rest of the NSM staff hosted the Eastern Workshop of the Sailplane Homebuilders Association at the Museum.

Two events...two weekends' worth of activities and happy soaring enthusiasts. For more information on both of these events, see inside pages as listed below.

R.I.T. glider takes flight in Gary, IN
see story on page 2

Carbon Dragon prototype flies off Harris Hill
see story on pages 4-5

NSM dedicates its eighth landmark

The National Soaring Museum is dedicating three National Landmarks of Soaring (NLS) during 1996 - San Diego, CA on April 27, Gary, IN on July 27 and Oahu, HI on December 8 *(see story on page 7)*. These are the first dedications since the one held at Waynesboro, VA on September 17, 1993.

But the Eighth NLS at Miller Beach in Gary, IN, was the best that NSM Executive Director James W. Swinnich has seen because "its scope included the entire community."

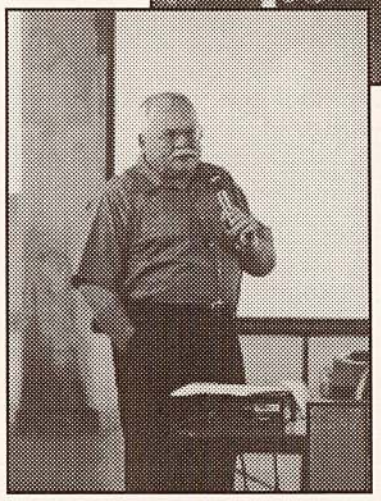
"You have to go beyond the soaring community to make (the landmark program) work and make people aware of why it's there," Swinnich said. The Gary landmark honors Octave Chanute and his assistants whose gliding experiments in 1896 made sustained flight a reality.

To celebrate the Chanute centennial, numerous aviation enthusiasts were invited to participate. These included representatives from the Western Society of Engineers and the Aquatorium Society, the mayor of Gary, a Tuskegee airman, teachers and students from Orono, ME and R.I.T. in Rochester, NY, an aeronautics expert from the Smithsonian Institution and two Chanute biplane replicas - one built in Seattle, WA and the other in Rochester, NY.

The Western Society of Engineers boasts Chanute as one of their past presidents who addressed the group on a number of occasions. The Aquatorium Society provided a beautiful setting for the ceremony. It overlooks Lake Michigan and is being refurbished to hold displays on Chanute and the Tuskegee airmen, black WWII fighter pilots from Tuskegee University in Alabama. The landmark plaque was placed in a garden just outside the building.

Glider mail flight is a highlight of each landmark dedication. This time Tuskegee airman Marshall Knox flew the mail.

Sixth grade teacher Chris Chillelli and his class from Orono, ME brought a video of them flying their Chanute replica in Maine. Chris and two other teachers involve their teenagers each year in hands-on learning like the construction of an actual Chanute. Three years ago his class built a 1902 Wright Flyer and brought it to Harris Hill for an attempted flight on Community Soaring Day.



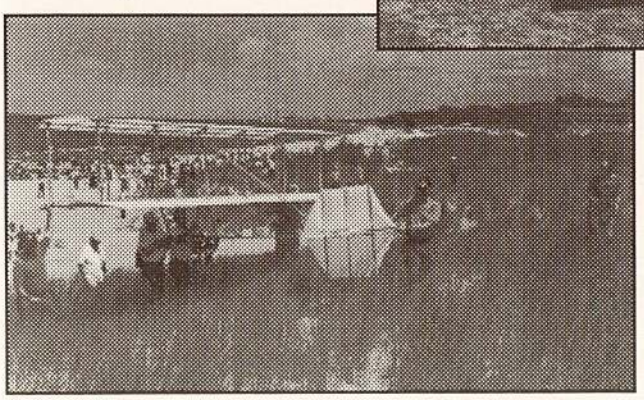
Above, a class of Rochester R.I.T. senior design students stand with their Chanute glider. Left to right are: Dr. Kevin Kochersberger, Dale Davis, John Lanzoni, Matt Lyon, and Gerald Guadagno. Left, Dr. Tom Crouch speaks of Chanute as a pioneer of flight.

Paul Dees, Seattle, WA, built a Chanute biplane replica last year after researching the craft for the past four years. Swinnich said Dees flew his glider a couple miles from the site the day prior to the event. The dunes on the beach were 100 feet high when Chanute did his glider experiments. Today they are only 20 feet and the dune grass has spread, making take-off more difficult.

A second Chanute replica, built by R.I.T. students from Rochester, NY under the direction of professor Dr. Kevin Kochersberger, was flown at the dedication. Swinnich says the wind was striking the beach at an angle that day, so Kevin had to run sideways down the dunes directly into the wind. When he jumped and pulled his feet off the ground, the crowd, numbering around 200, particularly enjoyed the performance. This glider was later delivered to the NSM for display.

The day featured Dr. Tom Crouch, Chair of the Department of Aeronautics at the National Air & Space Museum, Smithsonian Institution, who talked on **"Octave Chanute, Pioneer of Flight."** Swinnich said he learned a lot more of the details on the modifications that took place in the early gliders and also of the interpersonal relationships of early aero pioneers Augustus Herring, Octave Chanute, and Paul Butusov.

The ceremony included some of Chanute's descendants. Various restaurants created a festive mood with music and food tasting.



Above, two Chanute replicas, the one on the left made by Paul Dees and the one on the right by R.I.T. students. Left, the R.I.T. glider attempts flight.

Soar Free! Sites Nationwide Band Together to Offer "Premium Pass" to NSM Major Donors

You can do it in Truckee. You can do it in Caddo Mills. Or Hendersonville, NC. Or White Bear Lake, MN.

You can do it on Oahu or Cape Cod, above New Mexico's White Sands or the Appalachians or the rolling hills around Elmira.

Well, yes, you can soar from all these places. But now you can do it **free.**

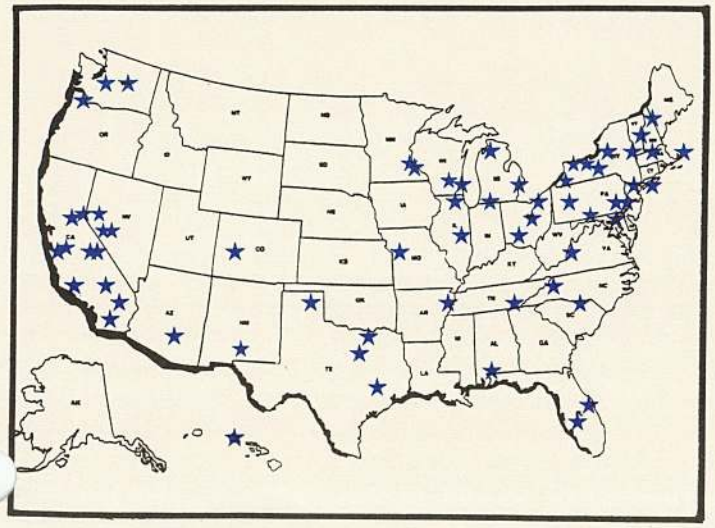
More than 60 soaring sites nationwide are participating in the National Soaring Museum's new Premium Pass program. It was designed to show NSM's appreciation for contributions from our most generous supporters—those who give at the Museum Patron level or higher ($600+).

Your Premium Pass will cover up to $50 worth of free services from the soaring fields and organizations listed here. Depending on the site you choose, that can mean a FREE sailplane ride, FREE rental, or reduced prices on other select services. Among the offerings are rides, rentals, aero tow, auto tow, winch launch, and instruction.

Premium Pass is a great way to enjoy a vacation and meet soaring enthusiasts in other parts of the country. Or you can give your Premium Pass to a friend, relative, or business associate to introduce them to the thrill of soaring. (Donors may also waive these benefits if they wish and add to the deductibility of their qualifying gift.)

Services available vary by site, and some services may be more than the $50 value of the Premium Pass. After you receive your Premium Pass with your gift receipt, please call the site for directions, reservations, and complete costs.

As other soaring sites continue to join the Premium Pass program, NSM will update the list here in ***NSM News***. As of press time, the sites/organizations listed at right were participating. Our thanks to all for supporting the National Soaring Museum!



Stars show approximate location of soaring sites honoring NSM's Premium Pass. The program is available for Museum Patrons and Benefactors - donors of annual gifts of $600 or more.

Thanks to These Sites and Organizations

ORGANIZATION	FIELD LOCATION
Amarillo Soaring, Inc.	Panhandle, TX
Arizona Soaring/Estrella Sailport	Maricopa, AZ
Bermuda High Soaring	Lancaster, SC
Blue Ridge Soaring Society	New Castle, VA
Caesar Creek Soaring Club	Waynesville, OH
Cape Cod Soaring Adventures	Marstons Mills, MA
Caracole Soaring	California City, CA
Central Ohio Soaring Association	Marion, OH
Chilhowee Gliderport	Benton, TX
Cleveland Soaring Society, Inc.	Middlefield, OH
Cloud Street Soaring, Inc.	Bedminster, NJ
Cloudniners	Morgantown, PA
Coastal Soaring Association	Lillian, AL
Dart Airport	Mayville, NY
Durango Soaring Club, Inc.	Durango, CO
Finger Lakes Soaring Club	Dansville, NY
Franconia Soaring Center, Inc.	Franconia, NH
High Country Soaring	Minden, NV
Highland Soaring Club	Hendersonville, NC
Hinckley Soaring	Hinckley, IL
Honolulu Soaring Club, Inc.	Moluleia, HI
Illini Glider Club	Monticello, IL
Iroquois Soaring Association	Hamilton, NY
Kendallville Flying Service	Kendallville, IN
Memphis Soaring Society	Forrest City, AR
Mid-Atlantic Soaring Association	Frederick, MD & Fairfield, PA
Midwestern Soaring Association	Grain Valley, MO
Minnesota Soaring Club	Stanton, MN
Mohawk Soaring Club	North Adams, MA
Monterey Bay Soaring Adventures	Marina, CA
Nevada Soaring Association	Reno, NV
Niagara Soaring Club	Cambria, NY
Northwest Soaring Club of Frankfort	Frankfort, MI
Philadelphia Glider Council, Inc.	Perkasie, PA
Pittsburgh Soaring Club	Eighty-Four, PA
Puget Sound Soaring Association	Enunclaw, WA
Racine Soaring, Inc.	Sturtevant, WI
Red Wing Soaring Association	White Bear Lake, MN
Saratoga Soaring Association	Ballston Spa, NY
Schweizer Soaring School	Elmira, NY
Seattle Glider Council	Ephrata, WA
Seminole-Lake Gliderport	Clermont, FL
Sky Sailing	Warner Springs, CA
Sky Sailors, Inc.	Westhampton Beach, NY
Skylark North	Tehachapi, CA
Soar Hollister	Hollister, CA
Soar Minden, Inc.	Minden, NV
Soar Truckee, Inc.	Truckee, CA
Soaring Club of Houston	Hempstead, TX
Southern California Douglas Soaring Assoc.	California City, CA
Southwest Soaring, Inc.	Caddo Mills, TX
Sugarbush Soaring Association	Warren, VT
Tampa Bay Soaring Society, Inc.	Mulberry, FL
Texas Soaring Association	Midlothian, TX
Thermal Sniffers Soaring Club	Hartford, WI
Twenty Nine Palms Soaring Club	Twenty Nine Palms, CA
Vultures Soaring Club	New Haven, MI
White Sands Soaring Association	Alamogordo, NM
Willamette Valley Soaring Club	North Plains, OR
Williams Soaring Center	Williams, CA
Windhaven Gliders	Santa Ynez, CA

NSM hosts SHA Workshop

The 1996 Eastern Sailplane Homebuilders Association Workshop met July 26-28 at the National Soaring Museum, the group's birthplace and newly voted permanent Eastern Workshop site.

SHA President Bruce Carmichael opened the workshop by symbolically connecting the Eastern and Western Divisions. "We've had one supporter all these years, and that's Paul Schweizer," he said. He went on to say that SHA's biggest supporters on the West Coast have been Howard and Helen Burr. Since Helen created the SHA medallions, she presented one to Schweizer as an alliance of the two SHA groups.

The Workshop was held in conjunction with the opening of the 1996 Designer/Builder series at the Museum featuring Irv Culver and the late Jim Maupin. The exhibit was dedicated July 26 as NSM Trustee Paul A. Schweizer introduced Maupin's daughter, Janice, to the group. He also welcomed Rocky Peters, Schweizer Aircraft Corporation employee, who constructed the beautiful model of the Carbon Dragon for the exhibit.

Carmichael said he looks up to those who have built sailplanes - Culver, who was a development engineer at Lockheed Skunk Works, and Maupin, who did some very dangerous wartime flying. He also admires the Schweizer brothers who made soaring available to so many people. He contrasts himself humorously as "Lots of Charts, No Parts Carmichael."

He remembers SHA's beginnings in 1979-80. Although he didn't make the Eastern meeting, the West Coast Division met at Maupin's home. He said soaring has gotten to be a retired captain's medium. "For a while o[illegible]erage age was about 80," he says. "But now we're seeing more younger people." He says Maupin's understudy, Dan Armstrong, "is very energetic and is bringing in the troops - the technology and the people from the foot launch group."

Above, nearly 50 people gather for SHA sessions. Far left, Helen Burr presents Paul Schweizer with an SHA medallion, and left, Jim Marske gives a slide presentation.

Carmichael's talk coupled nicely with the Workshop's emphasis on the Carbon Dragon and other light sailplanes ***(see Gary Osoba story below)***. His subject of soar-ability and his soar-ability index (gross weight divided by span squared) is the convenient handle for judging the performance of gliders in this realm. He suggests that a high degree of soar-ability may be obtained in a practical light sailplane, with its capabilities driven more by the modern materials used than by the aerodynamics required to produce the elusive 1.0 fps minimum sink.

Jeff Snyder, Chairman of the Eastern SHA, planned the Workshop program with his wife, Susan. He said this meeting was the first time the Carbon Dragon prototype had been in the East. "Its performance in light conditions is as good as it ge[illegible]e said. "I'm crazy about anything wi[illegible]wings on it."

Snyder says he enjoys coming to Harris Hill because of the "booming thermals here in the East." He first visited Elmira in 1980. He grew up in Germany, started college in Munich, then moved to Maryland in 1971 to finish an industrial design degree. He says SHA members today number almost 400 and hail from as far away as Japan, China, Australia, and South Africa.

The 1996 Eastern Workshop featured three of Maupin's designs - the Carbon Dragon, the Windrose, and the Woodstock. Also speaking were Eastern Division Vice President Jim Marske, Culver, Otto Zauner, Matt Redsell, and Udo Rumpf.

Marske provided commentary and slides on the poor economic conditions in Lithuania, where the Genesis sailplane is to be produced in the same factory that produces the LAK-12 sailplane. Snyder was chosen to succeed Marske in the coming year as Eastern Division Vice President. Redsell will replace Snyder as Eastern Workshop Chairman.

The SHA visitors (above) help dedicate the new exhibit (left).

Culver shared a few memories of meeting Hawley Bowlus as a child. Redsell talked both of his Windrose project and his Mini-Bat. "The more I build aircraft, the more I understand them," he says. He added that he has done over 100 projects. He works on the Windrose from 1:00-6:00 p.m. each day and has gotten it 75 percent completed since April.

Zauner discussed his Marske Pioneer variant taking shape in his basement workshop. Canadian Rumpf provided show and tell for the group. He competed in world-class radio-controlled model sailplane contests for Canada for years. His work on a wing re-profile of an HP-18 and knowledge of aerodynamics were particularly impressive. He is currently filing a patent on a clever wing-handling assembly dolly.

The NSM welcomes SHA's future visits.

Carbon Dragon flies!

Was that an ultralight flying over Harris Hill in late July? It sure was! The Carbon Dragon prototype flew here as a highlight of the 1996 Eastern Sailplane Homebuilders Association Workshop and the opening of the NSM's 1996 Designer/Builder Series exhibit featuring Irv Culver and the late Jim Maupin.

Brought from Kansas by owner Gary Osoba, the Carbon Dragon was designed by Maupin and Culver. Maupin's daughter, Janice, attended the workshop and said she was in high school when her dad designed the ship. He added a big room off his garage in which to work and contacted a famous designer - Culver - to help with his creation. "It was really his obsession," Janice said. Today she helps her mother run the business, James Maupin, Ltd.

Osoba heard that the Maupin/Culver exhibit was being unveiled at the NSM and was quickly persuaded to trek east with Maupin's prototype for a live demonstration. He told the SHA group that there are limitations on the Carbon Dragon. "You should weigh 150 or less to build one." He said Maupin's original concept of the ship was a 100-lb empty weight flyer. Osoba recommends a limit on the speed to 40 knots. "If you want to go faster, don't build a Carbon Dragon."

The ship has endurance, however. At the "Cowbell Classic" in Kansas, participants can go in any direction with the one going the furthest named the winner. Osoba won in the Carbon Dragon - at a 2 to 1 rate over the other sailplanes. His average flight in it is a little under five hours.

NSM Trustee Paul A. Schweizer said Osoba demonstrated some short flights on July 26, a couple three-hour flights on July 27 and a four-hour trip into the evening on July 28. "It clearly demonstrated the possibilities of the Carbon Dragon and this type of low-sink soaring." The Carbon Dragon was auto-towed off Harris Hill by Steve Adkins, Osoba's right hand man. Osoba reached out of the cockpit to raise the wing by pressing down on the ground until the tow car accelerated.

Osoba was thrilled to perform for the SHA workshop. He referred to the United States as "the place where all the innovations in soaring are taking place. SHA is the organization that is fostering this," he said. Since conditions for flying are basically very mediocre, he said we need to maximize our soaring time, so the ultralights make a lot of sense.

He described to the group the techniques of 'microlift' - a word coined a couple of years ago referring to a realm of flight which takes place much closer to earth than high performance glider pilots are used to working.

Dave Hudnut, SHA member, said Osoba's understanding of microlift probably stems from his long experience in the 1970's as a hang glider pilot and manufacturer. Osoba incorporated t[illegible]rst company to build hang gliders and [illegible]uced 5,000 - 6,000 of them over a seven year span. Osoba said he designed and test flew 32 different models, eventually producing 14 of them. The company maintained a subassembly plant in Europe. He was a founding director of the U.S. Hanggliding Association. Osoba's interest soon veered to hot air balloons and then fixed wings and now on to sailplanes.

He was a contributing designer of the foot-launchable Canard 2FL in Switzerland which was 98 pounds - lighter than the Carbon Dragon. Osoba contributed design ideas to Culver and Maupin and kept after them about the Carbon Dragon prototype.

Osoba has logged 400 hours of flight time and set several world records including the first foot-launched glider or ultralight to ever win a scheduled cross country contest, in June 1994. His longest duration totals eight hours, with his distance exceeding 300 miles.

He has flown the Carbon Dragon about 100 hours each year. "It climbs better than any glider in the world," he says. When he started exploring microlift he "could outclimb any bird. This glider is capable of tremely light 15-meter sailplane which he says "will be the most efficient craft per pound of weight produced to meet structural and international safety standards."

Above, Gary Osoba and Jeff Snyder pull the Carbon Dragon into place. Left, Janice Maupin stands beside her father's prototype design.

At just 43 years old, Osoba has come a long way from his 12-year-old adventures of jumping off a two story house armed only with cardboard inflatable wings. He is now one of three founding directors of the U.S. Ultralight Soaring Association. It was a treat for SHA members to have him at their workshop.

Osoba is currently associated with Danny How-ell and Bruce Carmichael in designing and building the CIBA Hawk, an ex-

Recognition of Friends of the Museum

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DEVELOPMENT NEWS

"The Benefits of Membership"

By Jaye Fish
NSM Director of Development

You may notice some changes when you receive your next NSM renewal form—changes for the better!

The Museum has traditionally offered our members certain benefits, or premiums, for joining or renewing each year. Recently, however, we noticed that some benefits weren't being used very often, especially at our higher gift levels.

This has led to a complete re-formulation of the membership categories and a much improved range of benefits you can receive when you renew or upgrade your yearly contribution.

We have also changed the membership form to comply with revised IRS rules. Now the Museum, and all nonprofit organizations, must tell supporters how much your benefits are worth and how much qualifies as a tax-deductible, charitable contribution. For example, you will see on the renewal form that contributing at the Museum Sustaining level ($125) gives you benefits worth $27 and $98 of potential tax deduction.

The new benefit structure has been in effect since August 1, 1996, for anyone who joins or renews at the revised amounts. Contributions above the minimum level will increase the deductible portion of your membership. **A complete listing of membership levels and benefits can be found on Page 7.**

But why do we give you anything? Why not keep the entire $125 for Museum operations and let you deduct all of it?

We could, and some nonprofits do just that—take your gift and give you nothing but a receipt. Then you hear nothing from them until they ask you for another gift.

NSM, though, has always treated our members as partners. You are part of our mission to preserve the history of motorless flight and to spread information about the art, daring, science, and fun of soaring. You deserve more than a receipt!

Take a look at the great new benefits available, especially for the level above where you're now giving. Perhaps now is the time for you to step up a membership level.

Upgrade the quality of your relationship with the National Soaring Museum and receive even more in return!

New Benefits Available for NSM Members

Here's a comprehensive explanation of your new benefit structure. These benefits have been available since August 1, 1996, for new or renewed memberships in the listed amounts.

INDIVIDUAL **$30**

Benefit Value $13, Deductible $17

Entitles 1 person to our basic benefit package:

- free admission to the Museum.
- 10% discount on all Gift Shop purchases.
- free year of *NSM Historical Journal*, featuring scholarly articles of historic significance and interest.
- free year of *NSM News* quarterly, with exhibit, activity, and personality information.
- invitations to Soaring Hall of Fame Induction Ceremony and Banquet, Community Soaring Luncheon, Ralph S. Barnaby Lecture and Banquet, Community Soaring Day, exhibit openings, National Landmark of Soaring Dedications, other special events.
- free NSM decal.

FAMILY **$45**

Benefit Value $18, Deductible $27

All benefits listed under Individual

- for 2 adults and 2 children or grandchildren (under 18).

MUSEUM SUSTAINING **$125**

Benefit value $27, Deductible $98

All benefits for Family plus

- free admission for all guests accompanying you.

MUSEUM SPONSOR **$300**

Benefit value $54, Deductible $246

All benefits for Museum Sustaining plus

- your choice of a changing list of exclusive thank-you gifts, usually soaring-themed artworks and books. A current list of available items will be mailed with your thank-you. You can choose something new every year!

MUSEUM PATRON **$600**

Benefit value $104, Deductible $496

All benefits for Museum Sponsor plus

- 1 free ride or up to $50 of towing or other service at over 60 soaring sites nationwide. See article on p. 3 for list of participating sites.

MUSEUM BENEFACTOR **$1,200**

Benefit value $185, Deductible $1,015

All benefits for Museum Patron plus

- free admission for 1 person to all NSM events for the year.

SILVER BENEFACTOR **$3,000**
GOLD BENEFACTOR **$6,000**
DIAMOND BENEFACTOR **$12,500**

Benefit value $266, Deductible balance of gift

All benefits for Museum Benefactor plus

- free admission for 2 people to all NSM events for the year.
- special recognition in *NSM News*.

According to current IRS regulations, the National Soaring Museum is a 501(c)(3) charitable organization; all gifts in excess of the value of membership benefits received qualify as tax-deductible, charitable contributions.

Landmark committee plans December dedication in Hawaii

By Simine Short, NSM Landmark Committee Chairperson

The National Soaring Museum is dedicating the Ninth commemorative National Landmark of Soaring in a program on Sunday, December 8, 1996 at 3:00 p.m. at the Nu'uanu Pali Sate Park, just north of Honolulu on the island of Oahu, Hawaii. This bronze marker, sponsored by the Hawaii soaring community, honors William A. Cocke, Jr., who remained aloft in a glider called Nighthawk for 21 hours, 34 minutes, setting a U.S. and world endurance record.

Cocke's Nighthawk was launched from the John Galt gliderport located a short distance just northeast of the marker. Illuminating the path for Cocke and his Nighthawk along the cliff face during the night of December 17-18, 1931, was the U.S. Army's 64th Coast Artillery Battery.

A glider flight demonstration will be done by Tim Cislo in a Schweizer SGS 2-32 with a bag of souvenir mail.

Representatives of the Hawaii soaring community, trustees from the National Soaring Museum, and directors of the Soaring Society of America will participate.

Sunday evening there will be a banquet celebrating the landmark dedication. The annual, world-renowned Ralph S. Barnaby Lecture will also be presented. The banquet will be at the Hale Koa, 2055 Kalia Rd., Honolulu, HI 96815, in the "heart of Waikiki."

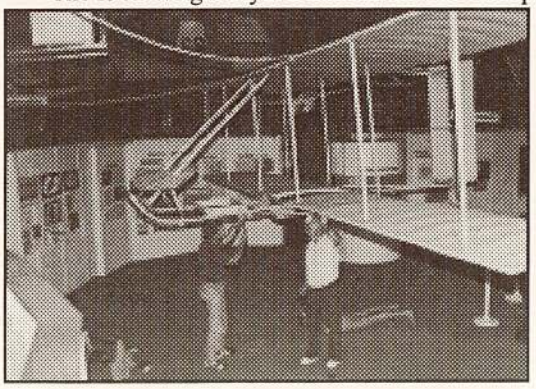
For further information, please contact the National Soaring Museum, 51 Soaring Hill Drive, Elmira, NY 14903; 607-734-3128; e-mail: nsm@soaringmuseum.org or Dave Luehring at davelueh@aloha.com. For information on the event as well as the island of Oahu, you might check the web page at http://www.aloha.com/~daveleuh/index.htm

The NSM is now on-line!

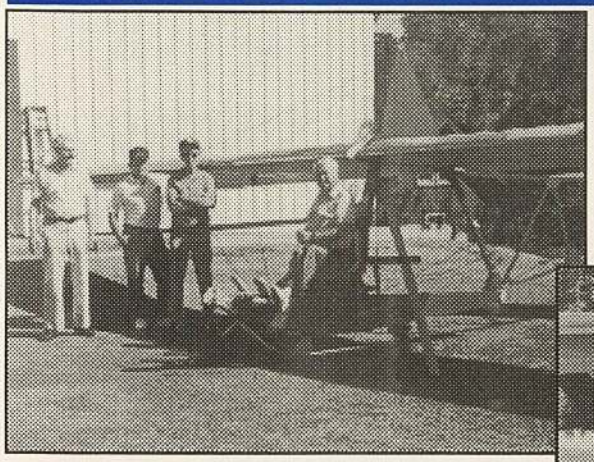
The National Soaring Museum can now receive e-mail at the following address: **nsm@soaringmuseum.org**. Along with participating in the world of high tech mail, the museum has also created a web page which can be found at **http://www.soaringmuseum.org**. We wish to thank volunteer Ralph Miller for his many, many hours of preparation for the web page and NSM President Jeffery G. Byard for contributing the financial means to put us in cyberspace. We are already experiencing a flow of e-mail, and know that our web page will greatly increase our exposure to the world. Let us know what you think!

Wright Flyer '02 goes up

The 1902 Wright Flyer created in the NSM shop by Restorationist Dick Kurzenberger, volunteers, and local elementary school students has gone on display in the museum. At left, Dick and volunteer Dale Gustin prepare the exhibit.



Primary glider offers visitors the feel of a ride in a glider



Below, NSM Restorationist Dick Kurzenberger sits in the Primary seat. The glider was taken to the New York State International Airshow at the Elmira-Corning Regional Airport in September and was a hit with visitors.

Above, NSM Restorationist Dick Kurzenberger test flies the Grasshopper donated by Bay Soaring. The primary glider gives visitors the feel of soaring. With Dick are, left to right, Erwin Jones, Al Ryan, and Dale Gustin, volunteers who assisted in the project.

CALENDAR

December 6, 1996

Community Soaring Luncheon
NSM - Noon

December 8, 1996

9th National Soaring Landmark Dedication
Nuuanu Pali Lookout, Oahu, HI - 3:00 PM
24th Annual
Ralph S. Barnaby Lecture/Banquet
Speakers: Ted Bellak & Herman Stiglmeier
Hale Koa Hotel, Waikiki, Hawaii
6:30 PM Cocktails 7:30 PM Banquet

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Museum campaign is a winner

The National Soaring Museum, in conjunction with seven other cultural institutions in the Elmira/Corning area came up with a 1996 promotion to attract children to their sites. The idea is to show visitors that museums are a fun place to go! A colorful tabloid newspaper was distributed that identifies each museum and provides activities for the children to do at each location. As the children complete the tasks, they earn stickers. After three stickers they receive a "Fun at Museums" t-shirt, shown at left on NSM visitors from Candor, NY. After stopping at all eight museums, a child earns the privilege of doing a special activity at the museum of his choice. The NSM offers wing rib construction as the special prize.

The program successfully drew families to all eight museums and kept us scrambling to keep t-shirts available.

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