NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012) 778

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Warren E. Eaton Motorless Flight Facility

other names/site number Harris Hill Soaring Corporation

2. Location

street & number 62 Soaring Hill Drive | N/A | not for publication

city or town Big Flats | N/A | vicinity

state New York code NY county Chemung code 015 zip code 14903

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __x__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property __x__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__ national __ statewide __x__ local

Richard Pierpont DSHPO 8/2/13
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

per Edson W. Beall 9.25.13
Signature of the Keeper Date of Action

Warren E. Eaton Motorless Flight Facility
Name of Property

Chemung County, NY
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

	private
x	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box.)

	building(s)
x	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
7	4	buildings
0	0	sites
3	1	structures
2	0	objects
12	5	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC / CAMP
RECREATION & CULTURE / SPORTS FACILITY

Current Functions
(Enter categories from instructions.)

RECREATION & CULTURE / SPORTS FACILITY

7. Description

Architectural Classification
(Enter categories from instructions.)

No style

Materials
(Enter categories from instructions.)

foundation: Stone, concrete
walls: Wood, metal
roof: Metal, asphalt
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Warren E. Eaton Motorless Flight Facility, also known as the Harris Hill Soaring Corporation, is located in south central New York State, just south of Big Flats and west of Elmira. The site is approximately 750 feet in altitude over the Chemung Valley. The hilltop site faces northwest, favoring a west-northwest wind, and encompasses nearly 91 acres. The property has seven contributing buildings, which include the five remaining original wood cabins (1937), a glider hangar (1938), and the caretaker's house (1938). There are another seven contributing objects and structures, including the Harris Hill entrance sign, the runway (1937, paved 1968), two stone retaining walls between the hangar and cabins, and stone steps (early twentieth century), a stone hearth (1938), and two existing CMU foundation slabs and concrete foundation piers (1937) from the abandoned cabins. The current site also has a flight center (1987) to the west of the hangar and the National Soaring Museum (1979) building to the northeast of the hangar, both of which are non-contributing due to age. Two garages on the south end of the property, contemporary in age and construction with the flight center, are also non-contributing.

Narrative Description

Site – Setting and Layout

The Warren Eaton Motorless Flight Facility, also known as the Harris Hill Soaring Corporation, sits on the summit of Harris Hill in the town of Big Flats (Chemung County), New York, overlooking the Chemung valley to the north. Harris Hill Road wraps around the site on the west, north, and east. Soaring Hill Drive cuts down through the center of the property with the runway to the west and other buildings and structures to the east and a few to the southwest end. The entrance sign sits towards the northwest side of the property. The H-shaped runway is paved at the center of the property with the glider hangar and flight center to the east at its midway point. A 100 foot long retaining wall, ranging from two feet to ten feet in height, begins to the northeast of the hangar and continues north. Just north of the hangar and retaining wall are four original wood cabins and an original three foot tall retaining wall and steps leading to the cabins. Two concrete slabs, meant as foundations for cabins that were never built, sit to the north of the four existing cabins and just behind (east) the National Soaring Museum building. The original caretaker's house is to the north of the museum and two existing foundations of abandoned cabins are off to the northeast of the house.

The nominated site is part of a large property owned by Chemung County. While the western portion of the property encompasses the land and structures associated with soaring history, the eastern half has been developed with a youth

camp and other recreational features unrelated to soaring history. The boundary has been drawn to encompass the soaring site only. On the north, west and south, the boundary follows that of the county-owned parcel. On the east, the boundary follows the ridge line at its highest point. Lands on the east slope and farther to the east were never associated with the soaring site and are now part of the recreational camp. All the land west of the ridge retains a high degree of integrity to the original development of the site as a soaring center.

Harris Hill Entrance Sign
Contributing object - Constructed early twentieth century

An entrance sign for Harris Hill is located at the east end of the site along the west side of Harris Hill Road. The painted vertical wood board sign measures approximately fifteen feet long and five feet tall. The background, bordered with white trim on each side, is a light tan/gray with large white indented capital letters reading *HARRIS HILL, HARRIS HILL SOARING CORP, NATIONAL SOARING MUSEUM, RECREATION CENTER OF CHEMUNG COUNTY.* These four phrases surround thin red indented script letters which read *Soaring Capital of America*. The information featured on the sign has changed over the years to reflect the current name of the site. The sign is supported by a stacked stone base and two columns measuring approximately three feet wide, three feet deep and ten feet tall. A stripped tree trunk connects the tops of each column and features two six-inch by six-inch wood posts, which support the wood sign.

Glider and Tow Plane Runway
Contributing structure – 1937, paved 1968

Originally, the entire grass field located to the west of the glider hangar was used for take-offs and landings, beginning in 1937. A paved runway was added at the south end of the field in 1968 and dedicated at the 1968 National Soaring contests. The runway is 1,115 feet long and 150 feet wide and is configured in the shape of an H, which allows for both gliders and tow planes to safely take off and land. The two sides also allow for quicker rate of take-off during competitions. A secondary emergency grass field sits in the valley to the north at the bottom of Harris Hill.

Glider Hangar
Contributing building - Constructed 1938

The 70 by 130 foot main sailplane hangar, built in 1938, features a corrugated metal barrel roof with seven bowstring trusses spanning the width of the rectangular building. The interior of the building features untreated wood floor planks that run east to west along the width of the one room hangar. The north elevation (front façade) of the hangar features a vertically corrugated metal façade formed by the shape of the corrugated metal barrel roof. Wood lettering reading “Glider Hangar” and a soaring symbol are depicted above the six sliding doors, which span the entire north façade. The hangar doors feature two twelve-light windows and a steel handle towards the center of each red sliding door. The westernmost door features an operable swinging door within the unit. The west elevation has a painted concrete foundation beneath a corrugated metal wall featuring six bays of double eight-light hopper windows. To the left and right of each window are

two fixed lights, which mimic the scale and configuration (one above the other) of the operable eight-light hopper windows. A stone chimney is centered on the west elevation between the third and fourth bay from the north.

The ground along the south elevation slopes downward from the west, resulting in a two-story elevation with an exposed basement access used for storing sailplanes. The second story is a continuation of the vertically oriented corrugated metal main level with three evenly spaced window bays centered with a peak of the corrugated metal barrel roof. The center bay features two eight-light hopper windows. To the sides of each window are two fixed lights, which mimic the scale and configuration (one above the other) of the operable eight-light hopper windows. The two side bays feature a double six-light hopper window. To either side of each window are two fixed lights, mimicking the scale and configuration (one above the other) of the operable six-light hopper windows. At ground level, a slope from west to east on the south elevation exposes the painted concrete foundation. Four small bays of three-light windows are offset to the west and are slightly recessed in the concrete foundation wall. Two red sliding doors are offset to the east and are slightly recessed into the foundation wall. Each door is approximately twelve feet wide and the west door features three six-light fixed windows. The east door features two six-light fixed windows and an operable swing door with a fixed six-light window.

The east elevation features six identical window bays at the vertical corrugated metal main level, identical with the west elevation. The concrete foundation wall features twelve nine-light windows, two centered under each of the six window bays on the main level. An unfinished concrete retaining wall is located at the northeast corner of the building and separates the grade change from the east and north (front) elevations.

Retaining Walls & Stair
Contributing structure - Constructed early twentieth century

A stepped bluestone retaining wall running north to south is located northeast of the hangar and measures approximately 100 feet long. The random-coursed bluestone retaining wall varies in height from two feet to ten feet and is capped by large flat bluestone coping stones. Another bluestone retaining wall is located north of the main hangar and south of the National Soaring Museum. The steps, located towards the north of the wall, feature six steps of random-coursed bluestone with mortar joints. Each step features a large flat bluestone on the treads. The southern steps have four steps with random-coursed bluestone with mortar joints also featuring large flat bluestones on the treads. The steps serve as the transition in grade from Soaring Hill Drive to the four cabins to the east.

Five Cabins
Contributing - Constructed 1937

Four of the remaining identical cabins are small one-story wood-framed buildings constructed to house participants in the National Soaring Contests held at the Harris Hill Site. Each cabin includes a pitched asphalt shingle roof, with the peak facing north/south (parallel to Soaring Hill Drive). A door is centered on the west and is flanked by a six-light window on each side of the weatherboard clad exterior. The north and south elevations include two small fixed four-light windows at

the attic space centered with the peak of the roof. Windows of identical size are featured on the main level of the façade (west side). As the grade slopes down towards the east of the cabins, the slab on grade foundation is visible below the painted wood exterior. The northernmost cabin is the only one of the four which still includes an operable door and windows. The openings on the remaining cabins have been boarded up with particle board.

A single cabin to the northeast of the caretaker's house is a one story unfinished wood cabin with a pitched asphalt shingle roof, whose peaks face north and south. It resembles the cabins to the south of the original lodge and caretaker's house. A door is centered on the west façade and is flanked by a painted vertical wood board covered window on each side of the weatherboard exterior. The north and south elevations include two small fixed four-light windows at the attic centered with the peak of the roof. Covered windows of identical size are featured on the main level. As the grade slopes east to west, the concrete pier foundation is visible below the unfinished wood exterior.

Hearth
Contributing object - Constructed 1938

The hearth is roughly five-feet square and located in a clearing near the caretaker’s house. This stone fireplace served as a social focal point for members of the Soaring Society of America who stayed at Harris Hill and continues to be a gathering point for visitors. The random-coursed ashlar structure is topped with flat bluestone and sits on a concrete slab base and foundation.

Caretaker's House
Contributing building - Constructed 1938

The L-shaped, wood-framed, one and one-half story caretaker's house is located north of the National Soaring Museum and between the two sets of cabins. It features a pitched asphalt shingle roof, whose peak is offset to the north on the west facing façade. Two original fixed four-light windows are centered with the peak of the roof at in the attic, reminiscent of the craftsman style. A replacement bay window is offset to the north of the peak and is flanked on each side by a double hung window with shutters. The main entrance is located on the south side of the main façade. The south section of the ell features two sets of replacement double sliding windows, with shutters, evenly spaced on the exterior. As the grade slopes down towards the east of the cabins, the painted concrete foundation is visible below on the north, south and east elevations.

The south elevation of the caretaker's house includes a non-original painted CMU flue centered with the peak of the roof, with a single four-light window, similar to the windows on the west elevation, offset to the east. A double-hung six-over-six window is evenly spaced on each side of the chimney on the main level. A set of two six-over-six double-hung windows are offset to the west of the chimney on the concrete foundation wall at the basement level. A single door is offset to the east. The door, along with the windows on the south elevation, is original to the building.

The east elevation of the caretaker's house features a peak offset to the north with a replacement bay window between two double hung windows centered with the peak. An original stone chimney is centered on the east elevation. An original six-over-six double-hung window is offset to the south side of the chimney. The north has a brick foundation visible at the bottom three feet. Two sets of replacement bay windows with a double hung window on each side are evenly spaced and centered on the main level. Two sets of double hung windows are evenly spaced on the lower level of the exterior. All have been replaced. The building has been sided in vinyl and features a few replacement windows.

Concrete Pier Foundation
Contributing structure - Constructed 1937

This unused cabin foundation is located east of Soaring Hill Drive and in the northern most section of the soaring site. The foundation, which includes six concrete piers, shares the same orientation as the other cabins, with its longer elevations facing east/west. The surviving piers are evidence of the construction methods used ca. 1937 to build the camper’s cabins.

CMU Foundation
Non Contributing structure – Constructed ca. 1937

This unused cabin foundation is located east of Soaring Hill Drive the northern portion of the soaring site. Basically a vacant concrete slab, it has same orientation as the other cabins, but lacks integrity in comparison with the neighboring extant cabin foundation.

Flight Center and two Garages
Non-Contributing due to age - Constructed 1987

This non-contributing visitor center features a pitched asphalt shingle roof with its peak offset to the east. The main entrance of the one-story building is a double door with a full-height window on each side. Three square windows are offset to the west on the north, which features an uncovered front porch. The westernmost window features sliding glass lights, while the other two windows are fixed glass. The pitched roof extends past the vertical wood exterior on the west elevation and provides shelter for spectators as they face the runway. South of the flight center are two utilitarian concrete and metal garage/storage buildings. These buildings are located in a depression, making them virtually invisible from the rest of the site.

National Soaring Museum
Non-Contributing building due to age - Constructed 1979

This large non-contributing building is situated to the east of Soaring Hill Drive. It features a flat roof and a metal façade. The northwest corner of the museum features a double-height segmented curtain wall which extends from the west façade

around the rounded corner and onto the north elevation. The ground slopes down towards the east end of the building resulting in a double height gallery space on the east elevation.

Warren E. Eaton Motorless Flight Facility
Name of Property

Chemung County, NY
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ENTERTAINMENT / RECREATION

ARCHITECTURE

Period of Significance
1934 - 1968

Significant Dates
1934, 1937, 1938, 1941, 1968

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation
N/A

Architect/Builder
UNKNOWN

Period of Significance (justification)
The period begins with the initial construction of the field and hangar and ends with the final modifications and dedication of the runway in 1968.

Criteria Considerations (explanation, if necessary) N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Warren Eaton E. Motorless Flight Facility is significant under Criterion A in the areas of recreation and culture for the role it played in the development and in shaping the awareness of the sport of soaring in the region and in the United States. The site, originally selected for soaring due to its topography and wind patterns, similar to those found at the Wasserkuppe plateau in Germany (the first documented soaring site), was first used to host the fifth National Soaring Contest in 1934. The success of the soaring event resulted in Harris Hill becoming the first permanent site for the National Soaring Contests in the country. With the increased popularity of the sport in the late 1920s and early 1930s, the site underwent further improvements for both the participants and spectators, which included adding camping facilities in 1937. Also added were a glider hangar and caretaker's house, both built in 1938. The construction of these buildings helped secure and validate Harris Hill as one of the country's most sought after and utilized facilities for both competition and leisure soaring. The property is also significant under Criterion C in the area of architecture for being an outstanding and well-preserved example of 1930s historic steel-truss hangar construction.

The period of significance of 1934 through 1968 takes in the major events and contributions made at Harris Hill by its members for the site and the surrounding community, and to the development of soaring as a sport and recreational activity. The beginning date of 1934 represents the first soaring activity on the site. 1937 and 1938 are significant years for the facility due to the construction of the cabins, glider hangar and caretaker's house, which provided the site with necessary accommodations for special events and everyday use. The construction of these buildings and growing recognition of the superb soaring weather found throughout the valley, increased awareness worldwide that Harris Hill was one of America's most desirable places to fly sailplanes in competition and for leisure. In 1941, the Elmira Area Soaring Corporation (EASC) was awarded the first contract ever given by the Army Air Corps to train military pilots to fly gliders. The ending date for the period of significance is 1968, which is when improvements were made to the grass field and the runway was paved. This was the last major update to the site that significantly improved the facility for the purpose of soaring and the increasing demands within the sport.

Narrative Statement of Significance/Developmental history/additional historic context information (Provide at least **one** paragraph for each area of significance.)

Soaring Origins/Context

Soaring is a sport for both spectators and participants. Sailplanes, used to soar or glide, are similar to small airplanes without engines and are kept afloat in the air by wind and air currents. The intended goal of soaring, both in competition and leisure, is to increase the duration of the flight by means of vertical currents. The popularity of soaring as a sport in the United States emerged from interests in aviation and motorless (powerless) flight. The development of the glider plane

came from a combination of sources, long before it reached the United States. As early as 1490, Leonardo da Vinci drew his idea of what a flying machine would look like; however, these were based on the impractical principle of wing flapping. It took until the early 1900s for the vision to become a reality. Otto Lilienthal, one of the nineteenth century pioneers of gliding and aviation, used a more scientific approach to flight. His work aimed to achieve control and stability during flight. Lilienthal's work, although advancing the world of flight control, unfortunately caused his death when he lost control of his glider and crashed in 1896.

The Wright Brothers began to experiment with gliders and developed multiple glider prototypes. The brothers' experiments started as pure curiosity, but soon the purpose behind the Wright Brothers' experiments was to create a workable control system and to learn flight control without added power. Their work was driven by studying other designers. Making over one thousand flights, the Wright Brothers were able to take advice on building a glider from Octave Chanute, a famous structural engineer who was also trying to design a flyable glider. In October 1911, Orville Wright made the first sustained soaring flight from Kitty Hawk, NC, with a flight time of nine minutes and forty-five seconds. It was not initially realized, but this flight marked the beginning of the soaring movement in the world and this flight time became the first soaring duration record. Orville Wright held the duration record until ten years later when Wolfgang Klemperer, a German pilot, set a new world flight duration record. In 1929, eighteen years after Wright had set the world record, the first American pilot broke the original record.

Soaring Around the World

The sport of gliding and soaring emerged after World War I as a result of the Treaty of Versailles, which imposed restrictions on the Germans regarding the manufacturing and use of single-seat powered aircraft. Due to this restriction, the Germans began to design, develop and fly gliders. They discovered ways to make these powerless aircraft more efficient and learned ways of using natural air currents to make them fly farther at greater speeds. In 1919, German glider enthusiasts gathered on the Wasserkuppe, a plateau in central Germany where earlier glider experiments had been tested, for an informal meet. A year later, Germans who were experimenting with gliders were invited to Wasserkuppe for a competition. A group of graduate students from the University of Darmstadt built a glider, flown by Wolfgang Klemperer, with which he set two records. The first was a record for a distance traveled of 1,830 meters; the second record was for flight duration, which lasted two minutes and twenty-three seconds. The following year, the German's held another meet at the Wasserkuppe, where Klemperer set the flight duration record at thirteen minutes, surpassing Orville Wright's world record. The French and British both held their own competitions in 1922 to keep interest in soaring alive and to keep from being outdone by the Germans. The technology of soaring traveled throughout Europe, and eventually to North America

where it contributed to the development of the sport in the civilian population before it was accepted for use by the United States military.

Soaring in the United States

In 1906, one of the first American glider meets was held on Long Island, New York by the Aero Club of America, but the sport had yet to become popular. Following World War I, glider activity got little attention in the United States due to a concentration and increasing activity in design and construction of powered aircraft. Aviation was rapidly expanding after it was realized that airplanes had favorable possibilities as a commercial endeavor. It wasn't until around 1927 when aviation began to captivate the public attention in the United States after the successful transatlantic flight made by Charles Lindbergh. This attention towards aviation also began to bring light to the success and progress Germany was making in gliding and soaring. Interest in soaring spiked during the late 1920s into the early 1930s after an article titled "*On the Wings of the Wind*", which highlighted the gliding and soaring movement in Germany, appeared in the *National Geographic Magazine* in June 1929.

In 1928, Edward S. Evans, chairman of the Aviation Bureau and a prominent Detroit businessman, sent his two sons to learn gliding and soaring techniques at Wasserkuppe in Germany. Their experiences prompted Evans to organize a program in the United States, founding Gliders Inc. in Orion, Michigan. During that same year, J.C. Penney, Jr., son of the founder of the J.C. Penney stores, became a vital part of the American Motorless Aviation Corp. (AMAC) by providing funds for their glider school. The AMAC was to conduct its first trials from the sand dunes in Cape Cod, Massachusetts that year, grabbing the attention of Evans and other soaring enthusiasts. In July 1928, Peter Hesselbach, AMAC's chief pilot, exceeded Wright's record time making a flight that lasted fifty-seven minutes. Just a few short days later, Hesselbach was able to keep in flight for over four hours. This flight captured a frenzy of press, making the front page of the *New York Times.*

Following the successful soaring progress in the United States, Evans and Penney met to discuss plans for the motorless flight community. This meeting was unsuccessful in terms of agreement in how to move the sport of soaring forward. Penney wanted to make a business of motorless flight, while Evans' purpose for the activity was to promote gliding and soaring rather than become a business. Penney severed his ties with AMAC and his name disappeared from the gliding and soaring activity scene. In an attempt to make the organization broader within the United States, Evans changed the name of the Evans Glider Club of America to the National Glider Association (NGA) in 1929. On May 11, 1932, a new soaring organization came to life when the Soaring Society of America (SSA) was incorporated in Delaware under the supervision of fourteen board members, led by Warren E. Eaton, one of the sports best pilots and active enthusiast, who

took care of business matters for the organization. He would later become one of the leading figures for soaring at Harris Hill.

Soaring in Elmira

Soaring started in Elmira in 1930 when Dr. Wolfgang Klemperer, a prominent aviation and aerospace scientist and engineer, looked over the area as a possible site for a national soaring contest at the request of the National Glider Association (NGA). Klemperer chose Elmira as the place for soaring after studying maps of the northeast in order to locate a ridge suitable for soaring. His attraction to this area for the sport of soaring came about because of the multiple possibilities for soaring locations throughout the Finger Lakes due to the hilly topography of the region, necessary for needed air currents and conditions demanded for successful soaring flights. After assessing the area, Klemperer suggested that Jack O'Meara, the nation's top soaring pilot, come to the area to try soaring on the ridges, which Klemperer said reminded him of the terrain of the Wasserkuppe, the leading soaring center in Germany. On July 2, 1930, O'Meara made a soaring flight of 1 hour and 34 minutes. His enthusiastic report to the NGA convinced the organization to hold the first National Soaring Contest in Elmira in September of that year. Another asset for this area for soaring was the Schweizer Aircraft Corporation, which was incorporated in 1939 by brothers Paul, William, and Ernest Schweizer. Schweizer was an American manufacturer of agricultural aircraft, helicopters and sailplanes located in nearby Horseheads. The Schweizer Aircraft Corporation was the oldest privately owned aircraft company in the United States until it was acquired by the Sikorsky Aircraft Corporation of Stratford, Connecticut in 2004.

The decision to bring the soaring contest to Elmira took place during the Great Depression when the people of Elmira and the surrounding communities were looking for a way to stimulate the local economy. The local community joined in the enthusiasm to bring the National Soaring Contest to Elmira, recognizing the potential value of soaring to the area as a means of attracting business, tourism, and national attention with an exciting new aviation sport. The National Soaring Contest was one of several national competitions and the first was held at the Caton Avenue Airport on the south side of Elmira, using South Mountain and East Ridge for sufficient space and altitude to launch the gliders. The success of this contest convinced the NGA to hold a second national contest in Elmira in 1931. This contest was a success, but unfortunately the NGA had less success in promoting gliding. The NGA was a commercially owned organization whose principal mission was to create customers for the power-plane industry. The safety record of the first two meets was poor and many pilots resented the commercial tone of the contest. In addition, the NGA was in financial difficulty owing to the Depression. Together, these reasons were sufficient to initiate efforts aimed at forming a new organization that would promote soaring as a sport.

Warren Eaton of Norwich, New York, was an executive with the Norwich Pharmaceutical Company along with his two brothers. He was also a pilot in the first two contests and took an active role in promoting a new organization for motorless flight. There was a general agreement among pilots on the proposal for the new organization and the question was what to call it. The first proposal was to call it the American Soaring Society, but when someone pointed out its acronym, it was changed to the Soaring Society of America. Eaton and the SSA ran the third and fourth National Soaring contests, basing them at the Rhodes Farm, the southwest neighboring property of the current soaring site. All registered pilots were required to make several bungee-cord launches before attempting to soar in the contest. Since only bungee launches were used for contest flights, there had to be north to northwest winds to be able to soar from the Rhodes Farm. At the conclusion of the Third Nationals, the contest report stated that the meet was "conducted purely as a sporting event for the sake of furthering soaring flight in this country without any commercial entanglements of any sort and with no affiliation with any other organization" (Bulletin no. 6). In 1933 during the Fourth Nationals, poor winds allowed only 99 flights to be made with only 54 hours of flying time during the contest.

Although flights were not as successful as previous contests, this fourth meet did produce some firsts in the sport of soaring. Warren Eaton made the first glider airmail delivery flight, which consisted of flying 16 pounds of mail to the airport in the valley below. Another first for soaring was the first launch using a winch, which was demonstrated by Gus Scheurer of the New Jersey Albatross Glider Club. It showed the possibility of higher tows, but the Rhodes Farm fields were sloped too much for adapting to winch towing. Organizers realized that if more soaring was to be done, a better site was required which would permit higher tows using autos, winches or airplanes, and enable pilots to have a better chance to catch thermals. Having a large enough field where auto, winch or airplane tows could be made would result in much more flying and the amount and direction of the wind would no longer be as important. It was generally agreed that a new take-off field was required for future contests.

National Soaring Contests at Harris Hill

A group led by Franklin "Bud" Iszard, an active participant, pilot and a founder of the SSA, picked the new soaring site east of the Rhodes Farm. Chemung County officials supported the effort to establish the soaring site by purchasing a parcel of land from three individuals and, after removing a few stone walls, conducted the fifth National Soaring Competition in 1934 on what was unofficially named Harris Hill in memory of Lieutenant Hank Harris. A week before the contest, Harris, who was the instructor of the Massachusetts Institute of Technology (MIT) Soaring Club, made the first soaring flight from the new field. Later that week, he was driving the MIT tow car to the airport to launch the training glider. when the vehicle turned too sharply. The car rolled over and killed him when he was trying to avoid being hit by the glider when he turned the vehicle too sharply. Since Harris made the first take off from this new site before the facility was completed, and due to his dedication to soaring, there was a strong feeling among the contest pilots that this new site

be called Harris Hill in his memory. This Fifth National Contest was very successful and a breakthrough for the United States soaring participants with both world and national records. A pilot, Dick DuPont, set a new world record for distance soaring 158 miles during one flight. This milestone was especially important because this feat was done in an American-designed and built sailplane. DuPont's flight created even more attention for the sport and the progress of soaring in the United States gained high recognition.

Contests were held at Harris Hill in the following years, with local groups raising the necessary funds and assisting the SSA in operating the contest. As the contests grew in size and in financial requirements, it became evident that a separate organization was needed. This idea was developed by fellow soaring participants Eddie Mooers, Bud Iszard, and Don Hamilton during the eighth National Soaring contest, and as a result, the Elmira Area Soaring Corporation (EASC) was formed in August 1937. The first board of directors was composed of representatives from the local soaring group, the community, and the SSA, which was still a national organization promoting the sport. The purpose of the EASC was to conduct National Soaring contests to promote soaring in the area and to carry out soaring training programs. Earl Southee was the first general manager, charged with the responsibility of managing the EASC and raising the necessary funds needed to operate the annual contests.

From 1934 onwards, the Chemung County Board of Supervisors steadily improved the Harris Hill site. With the assistance of the Works Progress Administration, the county built an administration building (now the location of the current National Soaring Museum), and five cabins (four of which still remain) to house contest participants. The intent of the building program was to have Harris Hill become the first permanent site in the country for the soaring contests. The buildings were completed in 1937. Due to the untimely and tragic death of Warren Eaton during a soaring trip in Florida, the site was officially named the "Warren E. Eaton Motorless Flight Facility". Additional cabins (whose slab foundations are still visible to the east of the National Soaring Museum), a caretaker's house (to the north of the National Soaring Museum), and the large glider hangar at the south end of the midway were added in 1938.

Harris Hill was not the only site in the region to host soaring activities. In 1935, soaring flights were attempted at a soaring site in Ellenville in the Catskills. The first take-off at the site resulted in a 156 mile flight, just shy of the new American record. The success of the flights made from this site proved Ellenville could be a competitor with Harris Hill as a site for soaring activities to occur. Many soaring groups also used the Wurtsboro Airport, just eight miles southwest down the valley, as an auto tow training facility. By 1938, Ellenville was no longer a viable site for soaring after the property was purchased by an Italian recreation association. Rather than ending soaring practices in the area, the Wurtsboro Field became the new gliding and soaring site. Although its main use at the time was as an airport for powered aircrafts, Wurtsboro became a useful site for gliding and soaring clubs to conduct successful flights. Another site was discovered on the opposite side of the mountain from Ellenville, called Sam's Point. Still under development in 1938, but

between the three different sites, the area became one of the best slope soaring sites in both the United States and the world.

The Wurtsboro site became the center of soaring operations for the area and was notably sought after as one of the most practical sites in America for auto and winch tow launching. The multiple sites in the southern portion of New York not only made the region and local communities significant within the sport of soaring, but contributed to the overall success and progress of the sport. Harris Hill and Wurtsboro were not just used for local soaring groups, but by organizations and individual pilots from all over the United States and the world. Although Wurtsboro was popular, it was Harris Hill that was so highly sought after as the site for national competitions. Through the efforts of both local and national organizations and clubs, the Harris Hill site was continually improved to support and accommodate the crowds that contests and leisure soaring attracted.

Soaring in WWII

After Germany's invasion of the islands of Crete in 1941 with the aid of seventy gliders, the EASC saw an opportunity to contribute to the war effort during World War II through a military glider program. The EASC carried out demonstration flights for the military and government officials, who were also guests at the SSA's soaring contests in Elmira. The efforts were to showcase the potential for the military use of motorless flight (sailplanes) as invasion vehicles. Government officials were appreciative of the demonstrations on how the gliders could be used in combat, but the wartime requirements for the military left little time for training pilots for troop-carrying gliders. After the invasion of Crete, the military put its glider program into high gear, anxious to train glider pilots. The military was primarily interested in gliders that could travel long distances after they had been cut loose. In May of 1941, the Air Corps awarded contracts to the EASC to train twelve pilots beginning the following June. The EASC was the first organization in the country to conduct a military glider school, which initially began operations at the Harris Hill location.

As the U.S. Army Air Forces (USAAF) expanded its glider program, more training schools were needed and the EASC was asked to expand its school beyond the Harris Hill site. Another school was set up in Twenty-nine Palms, California. Capt. Floyd J. Sweet, an Elmira native, transferred from the Harris Hill facility to the Air Corps and was appointed its director of flying. Sailplanes purchased from civilian owners were used to train the military pilots. Dick and Dave Johnson, who were members of the EASC, sold them their sailplane and became instructors as well. The Air Corps recommended that the EASC set up a larger school in the south in order to train year round. Mobile, Alabama was set up as the site for the new school. Other intermediate schools were set up in Lames, Texas; Wickenburg, Arkansas; and Ft. Sumter, New Mexico. According to the September 1941 issue of *Popular Science Magazine*, incorporating sailplanes into use for the military was stated as one of the most radical innovations in U.S. military history.

By the fall of 1941, recreational soaring activity around the United States waned due to the wars in Europe and the Far East. Efforts to keep private flying and soaring going were highlighted by a series of "Keep 'em Flying" meets that were held around the country, scheduled for the weekend of December 6-7, 1941. The Japanese attack on Pearl Harbor that Sunday brought all the private flying along the coast to a halt. In the spring of 1942 the USAAF decided to buy up all existing private gliders for its training program. It purchased all the flyable sailplanes it could find, offering prices in excess of their current value. The only sailplanes left were those being constructed or repaired. In early 1943, when the military had more glider pilots than it could use, many of the training contracts were cancelled, including EASC's program at Harris Hill. Contracts with the Harris Hill site were ended due to the ability to train year-round at other locations. The loss of the EASC contract left little time for Harris Hill to get the operations ready for private payers once again and ended up deeply in debt, unable to continue operations for the next five years.

Post WWII

After the EASC ceased operations, the soaring activities were carried out by the Glider Capital Committee of the Elmira Association of Commerce, who put on the 1946 National Soaring contest at Harris Hill. They bid on the 1947 National Soaring contest, but for the first time since 1934, Harris Hill lost the bid and the national contest was held in Wichita Falls, Texas. In 1948, Congress finally passed a bill authorizing sufficient funds to fulfill all the obligations of the EASC. The corporation was reorganized and all those present at the first reorganization meeting were named charter members. The new by-laws provided for the board members to come from the soaring group, the local community, and the other clubs. The SSA was no longer represented, so the EASC became strictly a local organization. At that time the EASC owned no gliders, tow planes, or any other equipment, but flying was done by a number of clubs which had representation on the board and participated in the EASC programs. Although the EASC was the vehicle by which the contests and other soaring activities were administered, the Chamber of Commerce still played an important role by raising the funds and helping with public relations and business phases of the contests. National Soaring contests were held once again at Harris Hill in 1948 and 1949 and every other year until 1959.

During the 1950s the nature of the contests gradually changed, and the entry fees, which had been a nominal $5, steadily increased so that they would cover a larger proportion of the costs of the contests. Also, the practice of having cash prizes was discontinued. This put fewer financial requirements on the local sponsoring groups and it was not long before the National Soaring contests became self-sustaining. This made it possible, however, for many other groups around the country to conduct National Soaring contests, particularly where surplus military airfields were available, so the EASC found themselves with much more competition as a location for national soaring competitions.

Aircraft

In the early 1950s the EASC acquired a used TG-3A sailplane and started some flying and training within the EASC. The TG-3A was only practical for aero-tow, so the EASC, in a special arrangement with Schweizer Aircraft Corporation, built the first 2-22 sailplane (the first "2" representing the amount of seats, while the "22" represents the model #) from a kit. This enabled the EASC to expand its training program using the latest technology. A tow plane was finally acquired when the EASC purchased the L-5 that Dick Kurtzenberger, Joe Perrucci, and other EASC members had bought and used for towing Harris Hill gliders. Flying activities increased with the acquisition of the tow plane, and some members purchased their own sailplanes. With a tow plane, the EASC could offer demonstration rides to the public, which helped to promote soaring in the area once again, as well as to develop income, which allowed the EASC to expand its equipment and programs. The EASC gradually grew to be independent, losing the close association with the local community it had held since 1937.

Runway Improvements

In 1962, when the EASC missed being awarded a National Soaring contest for the third year in a row, the board decided that it had to take some action to return competition back to Harris Hill and be part of the national contest circuit. Harris Field required improvements to bring it up to required standards, which included paving the grass runway. Sailplanes were becoming heavier and the SSA required contest take-offs to be at the rate of at least one a minute. This required improvements to be made for Harris Hill if it was to continue as the leading site for contests. While the EASC was working to get support for improvements to the site, the organization encountered resistance from some surrounding municipalities reluctant to support an organization with exclusive reference to Elmira. As a result, the board decided to change the name from the Elmira Area Soaring Society (EASC) to the Harris Hill Soaring Corporation (HHSC) in 1967. The name was well received by all municipalities.

By working with community leaders and the Chemung County government over a three to four year period, the EASC / HHSC convinced the county to approve $245,000 for field improvements that included construction of paved glider and tow plane runways. This decision came at a time when other glider runways were beginning to be paved to support the advances being made in soaring. Harris Hill made the improvements in order to remain a valid location for the sport, especially since nearby Wurtsboro had paved its runways in 1962 and 1963. The new runways at Harris Hill were dedicated at the start of the 1968 National Soaring Contest. The paving of the runway one was of the factors that helped Harris Hill keep a leading role in soaring activity over other sites in the region, as well as the country.

In the 1970s, sailplanes became more sophisticated with heavier wing loadings and increased water ballast and this caused new problems in operating from Harris Hill. The Standard Class and 15 Meter Class sailplanes with water ballast could be launched if there was no presence of a strong southwest wind. But heavier Open Class ships with water ballast could not be launched with current tow planes unless the field was enlarged. The present field was limited in its capacity for simultaneous multiple takeoffs and landings, and the HHSC identified the need for a field in the valley that could be used for emergency landings. In 1992, former state senator Bill Smith responded to this need by leasing a portion of his farm at the foot of Harris Hill. He donated it to Chemung County in 1997 and it is still currently used as an emergency landing strip for the HHSC.

National Soaring Museum

Although the National Soaring Museum is a non-contributing building for the nominated district, it plays an important role in the continued success of the sport of soaring, specifically bringing attention and attraction to the Harris Hill facilities. The concept of a National Soaring Museum was developed during national soaring contests in the 1950s. A small collection of sailplanes and other artifacts related to soaring started at different locations in the area, but eventually in 1969 Harris Hill was designated as the site for the National Soaring Museum by the SSA. Today the museum serves as the official repository of SSA archives and the U.S. Soaring Hall of Fame. Dedicated in 1987, the National Soaring Museum is recognized as one of the primary repositories for the history of motorless flight in the United States, one of only two museums in the United States dedicated to motorless flight. After the National Soaring Museum opened at Harris Hill, the national soaring contests once again returned to the site in the 1980s.

Soaring Landmarks

In May of 1980, the National Soaring Museum's Board of Trustees established the "National Landmark of Soaring" Program. The purpose of this program was to "identify and memorialize sites, individuals, or historic events related to the national history of motorless flight." Since the program's establishment, sixteen places have been listed as National Landmarks of Soaring, including:

- Truro, Cape Cod, MA (June 13, 1981)
- **Rhodes Farm, Elmira, NY (July 10, 1982)**
- Fulton Airport, Akron, OH (June 25, 1985)
- Frankfort, MI (May 9, 1992)
- Torrey Pines, San Diego, CA (June 6, 1992)
- Waynesboro, VA (September 17, 1993)
- Point Loma, San Diego, CA (April 27, 1996)

- Marquette Park, Miller Beach, Gary, IN (July 27, 1996)
- Nuuana Pali Lookout, Honolulu, HI (December 8, 1996)
- Arvin-Sierra Gliderport, Tejon Ranch, Arvin, CA (April 29, 2000)
- **Harris Hill, Elmira, NY (July 1, 2000)**
- Sierra Wave Project, Bishop, CA Airport (June 15, 2002)
- Raspet Flight Research Laboratory, Miss. State University, Starkville, MS (November 1, 2003)
- Mount Washington, NH (October 8, 2005)
- Marfa, TX (April 5, 2008)
- Nags Head, Outer Banks, NC (October 21, 2011)

Although all of these places have been made landmarks for significant contributions to the overall national history of motorless flight, only one is currently listed on the National Register of Historic Places. Torrey Pines in San Diego, California was listed in 1993 for being nationally significant within the sport of soaring, its association with the major Southern California aviation industry and development of new technology. It was also designated a Soaring Landmark in 1992, making Torrey Pines the fifth site to be recognized for its national contributions to the sport of soaring by the National Soaring Museum's program. This site has been used for soaring activities since 1928/1929, only a few years before the Elmira area became a significant component to the sport of soaring.

Many technological developments dealing with sailplanes and soaring were invented and tested at the California location. It was also one of the first places, along with Harris Hill, to experiment and use winch towing. Both soaring sites hosted national and regional competitions, drawing participants from all over the country. Another shared significance between the two sites is that they were both contracted by the military for glider training during WWII. Harris Hill and Torrey Pines differ from one another in that soaring at Harris Hill makes use of air currents and lifts throughout the valley between the hills, while Torrey Pines relies on the currents off the Pacific Ocean. For this reason, these two soaring sites tended to attract and entertain a different group of pilots and soaring enthusiasts. When compared with the California site, Harris Hill holds its place in soaring history for its long standing role in the advancement and awareness of soaring and continues to showcase its pride and prestige within the soaring world.

Criterion C: Architecture

Aircraft Hangar Construction

The glider hangar at the Warren E. Eaton Motorless Flight Facility was constructed in 1938 and is representative of the style of early twentieth century aircraft steel-truss hangar architecture, utilizing arched steel trusses to support the barrel roof. The use of the trusses made for a quick and fairly inexpensive construction. Truss construction for hangars is based

on bridge design, which allows for long-span building design. Individual trusses are joined together by structural triangles and have either pinned or riveted connections. This building type was commonly used during the 1930s and 1940s in the construction of aircraft hangars for the war. In addition to Harris Hill, hangars of this construction can be found at many airports and soaring sites, such as Wurtsboro and the Tri-Cities Airport in Endicott, as the features of this type of building allow for easier access to planes and sailplanes that are kept inside. The fact that this type of hangar is used at all three locations shows that aviation, whether powered or motorless, has had a great impact on the Southern Tier region. It also proves that the historic architecture at aviation and soaring sites plays a large role in the success of the continued use of these sites, especially at Harris Hill.

The Harris Hill hangar measures 70 feet wide by 130 feet long. Seven bowstring trusses span the width of the building, acting as the load bearing structure supporting the building and barrel roof. The north elevation features six sliding doors, which move along a track system on wheels. These doors have continuous rows of paned glass windows at the top. Light was directed into the space through windows placed higher up along the side and rear walls. This system allows the doors to slide in front of one another, creating an “open wall” effect to easily move the sailplanes and tow planes in and out of the hangar. While concrete slabs are usually found in hangars, the Harris Hill hangar continues to display the original wood plank flooring, a unique feature to this site. This type of hangar construction was first seen during the 1930s, but due to its structural integrity and successful long-span design, the truss style construction for hangars continues to be popular. Although building technology has changed over time, the glider hangar at Harris Hill still functions as an intact example of early twentieth century small-scale hangar construction.

Cabins

The simple bungalow style architecture of the cabins was a common form used throughout the 1930s for camps and other outdoor recreational settings, with a slight difference being that the setting at Harris Hill was one of the few soaring locations to provide accommodations on site at that time. The cabins, along with the caretaker’s house and administration building, which is no longer standing, were built through assistance from the Works Progress Administration. The addition of cabins was significant to the development of Harris Hill as a permanent site for soaring competitions, as well as leisure activity. The availability of these cabins also gave Harris Hill an advantage over other soaring locations in the United States as one of the few sites that provided on-site accommodations for sporting participants. These accommodations allowed this soaring site to be better utilized by soaring participants and spectators from all over the country and the world.

Originally, a total of eight cabins were constructed near the air field. Each cabin slept ten people on bunk beds. A cabin with showers and restrooms once stood where the museum now stands. The cabins were typically occupied for anywhere from a few days to a few weeks and were actively in use from their construction throughout the 1960s. Of the eight original cabins, four remain to the south of the museum and one remains to the north. Although no longer in use, considerations are being taken towards restoring the existing cabins for their intended original use, which would once again allow soaring participants to stay on site. The remaining cabins continue to hold significance because they have not been altered from their original construction, retaining original integrity and character. The construction of the original cabins and surviving cabins add to the unique history of the site Harris Hill, a feature lacking at other soaring sites around the country.

Conclusion: The Future of Soaring at Harris Hill

The Schweizer Aircraft Company was a major player in the evolution of soaring from the 1930s until its sale to Sikorsky in 2004. The Schweizer sailplanes have been the most reliable and popular American made models. Their contributions have been an integral part of the success of soaring in Elmira and the surrounding area. Paul Schweizer's vision outlined the fundamental steps needed to take soaring into the future and featured multiple "dreams" he had for Harris Hill in his book, *Soaring Through the Twentieth Century*. Those dreams included the expansion of the National Soaring Museum, restaurants, a movie theater, revitalized youth soaring, a thriving soaring community and an expanded air field to better facilitate the growing number of participants in the National Soaring Contests. Schweizer wrote:

> We need to start an effort to create plans so we can prepare Harris Hill for the 21st Century. It will take time but we need to get the planning started. Those interested in the future of soaring on Harris Hill have to work together and get the support of the community leaders, the Chamber of Commerce, and the community as a whole so the county can be sold on this proposal, as was done in 1933 and 1967. We live in a fast changing world, but it's a world that can embrace a bold vision of what might be. Now we must work together to help these dreams come true.

In July 1995, Harris Hill hosted the first International Vintage Sailplane Meet (IVSM) ever held in the United States. This event received media coverage worldwide, bringing international attention to soaring in the United States, Harris Hill and the local region. More recently, the 75th anniversary of the HHSC was celebrated on August 29, 2012, with soaring demonstrations that attracted a large crowd of spectators and participants.

From its original founding in 1939, the HHSC has grown to become one of the largest soaring clubs in the nation, with

assets including eleven gliders, three tow planes, and an annual operating budget of over $150,000. This growth was due to an increase in membership and expansion. The number of visitors to Harris Hill grew due to the increase in flights and the activities of the National Soaring Museum, bringing back a reminder of the significance of the site from is first use and development in the 1930s. The local community is regarded as the "Soaring Capital of America" because of soaring's central role for over eighty years in the social and economic history of the region. The development of Harris Hill has attracted individuals and associations from around the world for thousands of contests, lectures, symposia and special events. According to the Harris Hill Soaring Corporation website, the corporation is dedicated to its mission of "providing demonstrations of soaring to the public, education through flight instruction and community events, and to foster competition by hosting and participating in competitive soaring" with the support of Chemung County and the surrounding local communities. The corporation is also committed to documenting the history of the sport and to the fact that "Harris Hill is the birthplace of soaring in the United States and Harris Hill Soaring Corporation is the living embodiment of the history of soaring in America" (http://www.harrishillsoaring.org/HHSC/Home.html).

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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"Soaring Sites III: Ellenville and Wurtsboro." *Soaring Magazine* (March 1938).

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US Army Corps of Engineers. "Historical and Architectural Overview of Military Aircraft Hangars". Online at http://owww.cecer.army.mil/techreports/Webster98/webster98_idx.htm.

Also: Historic resource files and photographs, collection of the National Soaring Museum, Harris Hill, Big Flats NY.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
__x__Other
Name of repository: **Johnson-Schmidt & Associates, Architects , Corning, New York**

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 90.11 acres
(Do not include previously listed resource acreage.)

Warren E. Eaton Motorless Flight Facility — Name of Property
Chemung County, NY — County and State

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	18N	342739	4665401
2	18N	342846	4665208
3	18N	343089	4664829
4	18N	343112	4664620
5	18N	342668	4664454
6	18N	342457	4665049
7	18N	342641	4665373

Verbal Boundary Description (Describe the boundaries of the property.)
The boundary is indicated by a heavy line on the enclosed map.

Boundary Justification (Explain why the boundaries were selected.)
The boundary was drawn to include the site and features associated with the history of soaring on the site. On the north, east and south, the boundary follows current parcel lines, which coincide with the historic boundary of the property acquired by Chemung County during the period of significance. On the east, the boundary was drawn to exclude a youth camp and other recreational features unrelated to the history of soaring. The eastern boundary was drawn following a contour line at the ridge separating the soaring site (on the west) from the camp property (on the east). This boundary encompasses all the land used historically for soaring within its intact historic setting.

11. Form Prepared By

name/title Megan Klem
organization Johnson-Schmidt & Associates Architects date 21 March 2013
street & number 15 East Market Street telephone 607-937-1946
city or town Corning state NY zip code 14830
e-mail Megan@preservationarchitects.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Warren E. Eaton Motorless Flight Facility — Name of Property
Chemung County, NY — County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:	Warren Eaton Motorless Flight Facility
City or Vicinity:	Big Flats, NY
County:	Chemung
State:	New York
Photographer:	Michael Muldoon for Johnson-Schmidt & Associates, Architects
Date Photographed:	November 2011 & July 2012
Location of Original Digital Files:	15 E. Market Street, Suite 202, Corning, NY 14830

0001 of 0022. Sign on Harris Hill Road, view looking east.
0002 of 0022. Historic hangar & flight center viewed from runway, looking southeast.
0003 of 0022. Façade of historic hangar, view looking south.
0004 of 0022. North & west elevations of hangar, view looking southeast.
0005 of 0022. West & south elevations of hangar, view looking northeast.
0006 of 0022. Interior view of upper level of hangar.
0007 of 0022. Hangar & part of stone wall, view looking south.
0008 of 0022. Stone wall & air field, view looking northwest.
0009 of 0022. Detail view of stone wall, view looking south toward hangar.
0010 of 0022. Detail view of stone wall steps, view looking southwest.
0011 of 0022. Four contributing cabins, east of stone wall, view looking south.
0012 of 0022. Detail view of cabin.
0013 of 0022. Contributing cabin on north end of property.
0014 of 0022. Detail view of north end cabin.
0015 of 0022. Stone hearth near caretaker's cottage, view looking northeast.
0016 of 0022. West elevation of caretaker's cottage, view looking southeast.
0017 of 0022. East and north elevations of caretaker's cottage, looking southwest.
0018 of 0022. Paved runway with hangar flight center in the distance, view looking southeast.
0019 of 0022. Air field and runway, view looking northwest.
0020 of 0022. Airfield & runway, view looking north.
0021 of 0022. End of paved runway, view looking south.
0022 of 0022. Non contributing museum building, view looking east.

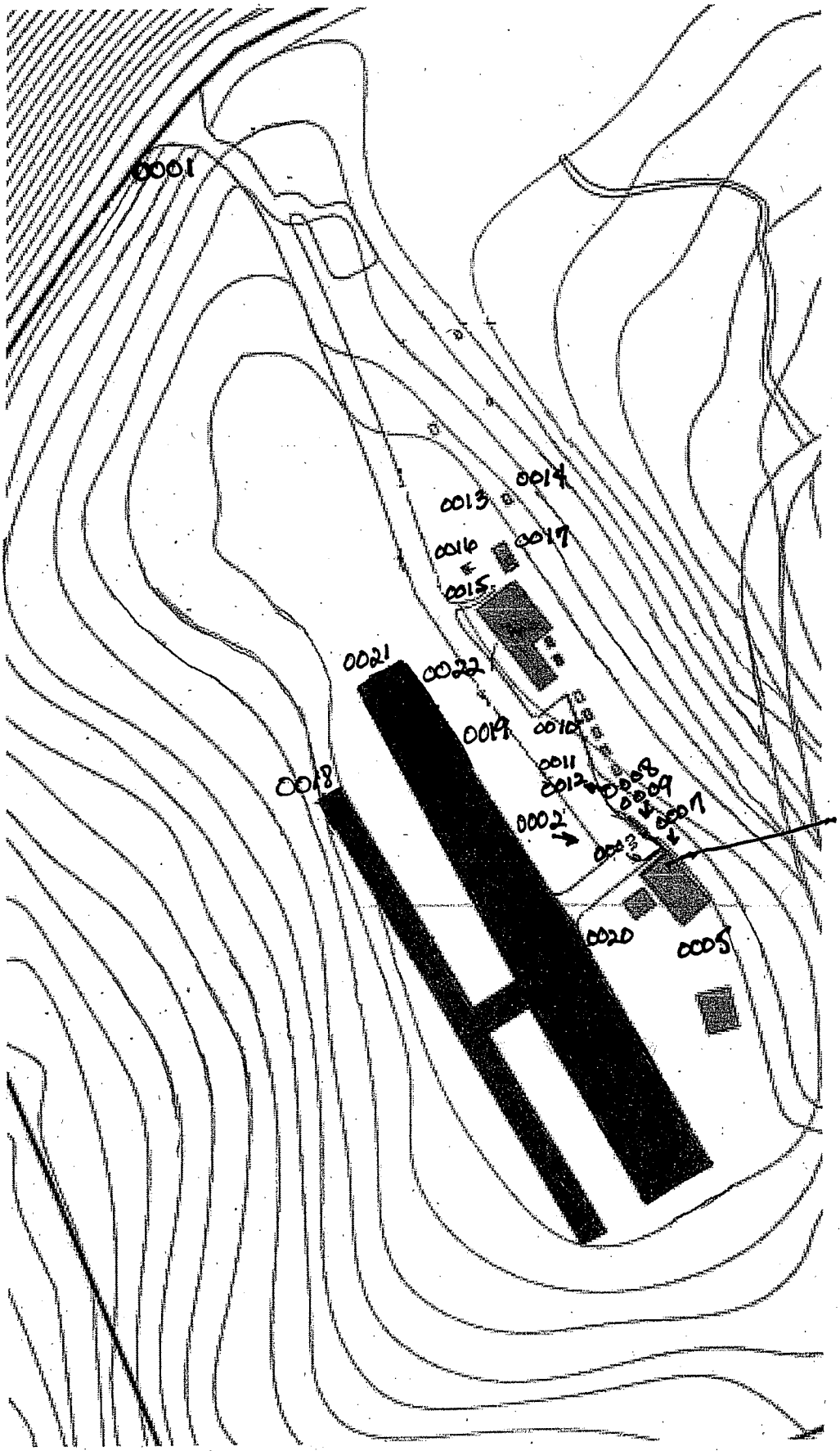
Property Owner:

(Complete this item at the request of the SHPO or FPO.)

Name Thomas J. Santulli, County Executive

street & number 203 Lake Street, PO Box 588 telephone (607) 737-2912

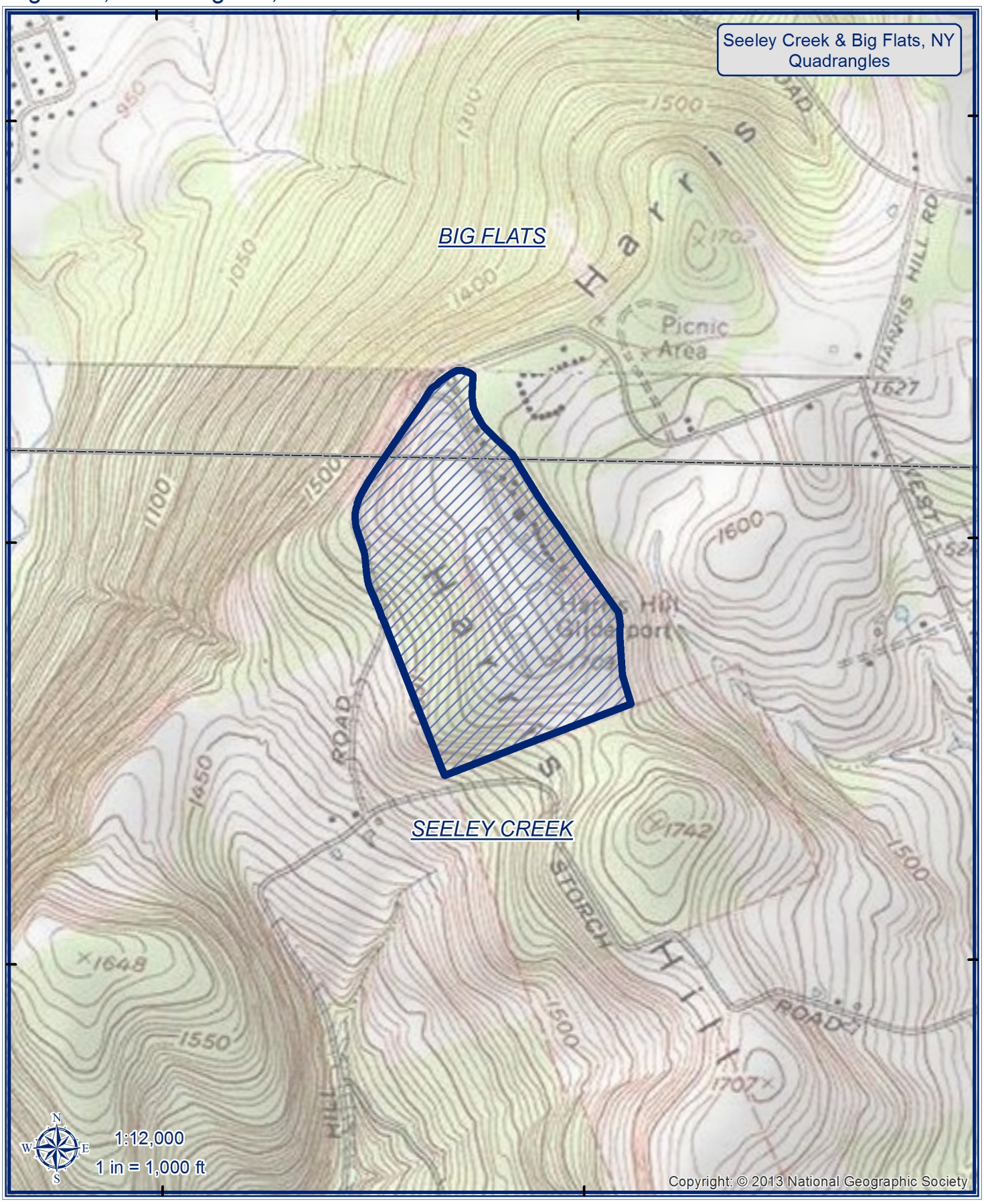
city or town Elmira state New York zip code 14902



WARREN EATON MOTORLESS FLIGHT FACILITY
CHEMUNG COUNTY, NY PHOTO KEY

Warren E. Eaton Motorless Flight Facility
Big Flats, Chemung Co., NY

62 Soaring Hill Dr.
Big Flats, NY 14903



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 385 770 1,540 Feet

Flight Facility

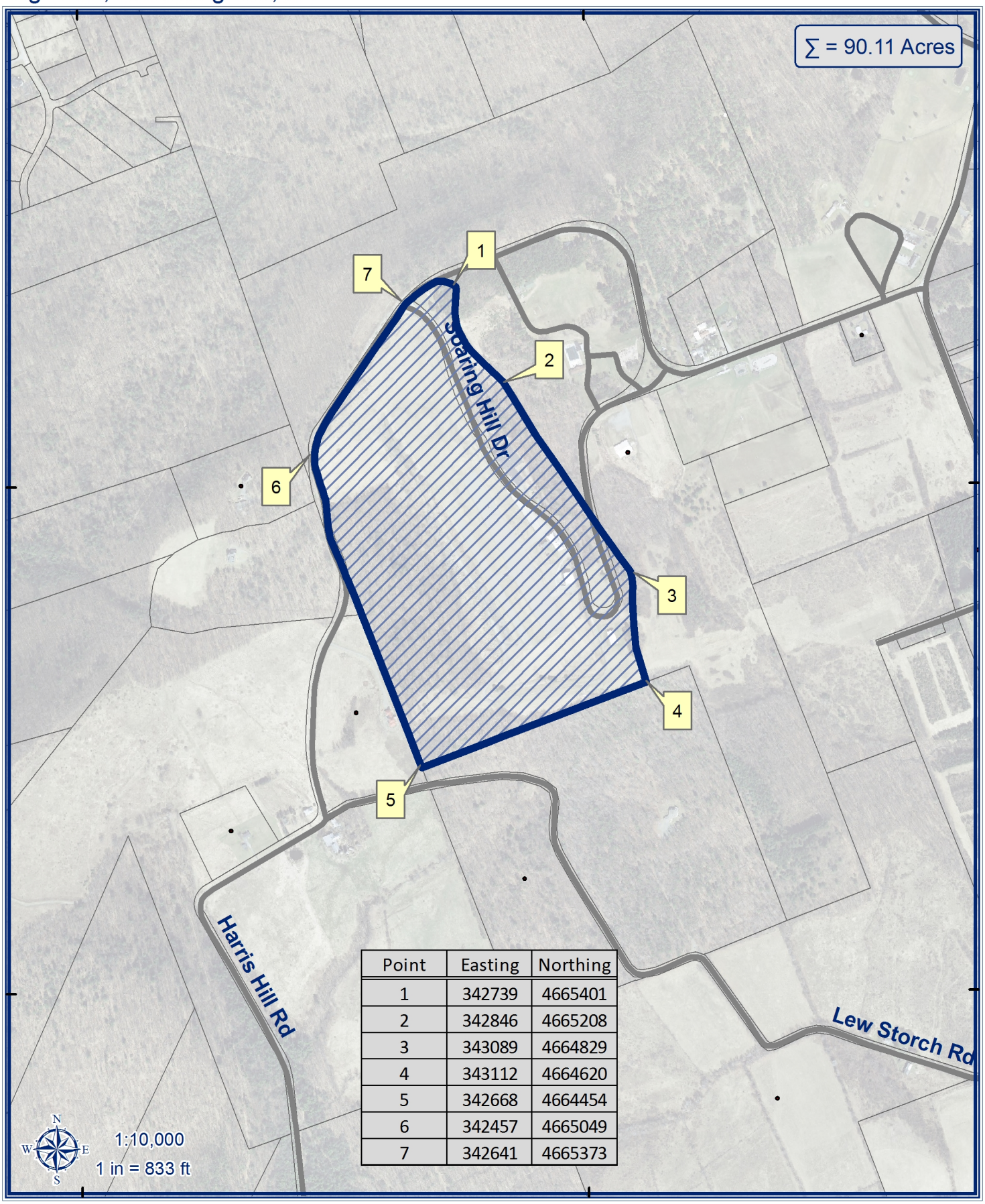
USGS quad index

Tax Parcel Data:
Chemung Co. RPS
http://chemung.sdgnys.com

OFFICE OF PARKS, RECREATION, HISTORIC PRESERVATION
NEW YORK STATE

Warren E. Eaton Motorless Flight Facility
Big Flats, Chemung Co., NY

62 Soaring Hill Dr.
Big Flats, NY 14903



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OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE

HARRIS HILL

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