

# Bungee Cord

The Voice of the Vintage Sailplane Association, Vol. 35, No. 3, Fall 2009



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## From the President

### Who was There?

**IVSM** 2009 is reported in beautiful detail throughout this issue of Bungee Cord, but one of the interesting aspects of the meet was the variety of people who attended. VSA appeals to a broad spectrum of gliding enthusiasts and it was wonderful to talk with folks with many varied interests at Elmira. Here, without names, are some of the kinds of people who attended IVSM. See how many you recognize: There were the constructors – those who make the beautiful restorations we all admire at these meets. Beautifully restored planes (American, European, factory-built, amateur-built) and their restorers came from all across the country. Some beautifully recreated straight and gull-winged gliders were there, and they all flew wonderfully, giving their pilots new opportunities to fly these types. Some new owners of vintage gliders were there, learning where to start on their own restorations. Some owners of older gliders were there for the conversation and flying. Some were there to sample the ambience of soaring from Harris Hill. Some folks just love history and older planes and they found a lot to tell and ask about. Some of our international compatriots attended from Europe and Canada because they just can't get enough of old gliders and the history of old glider pilots. Some folks brought their club or partnership gliders with the intention of flying all they could during the week. Our model-building brethren came to see, learn and share their vast knowledge. Some attendees were looking for vintage gliders to be their own. Some came for the daily talks and the chance to learn from others and share their knowledge. Some wanted to figure out how to fix their gliders that needed repair and maintenance. Some came to photograph the beautiful scenery. Some were thinking about building a replica vintage sailplane. Some "old timers" just came to relive the old days with others who appreciate their achievements and stories. Some came to help the organizers and operations crew and some spent a lot of time selling VSA shirts, giving talks, performing glider-mail flights and otherwise helping VSA. Some came to see the new exhibits at the NSM and the beautiful "new" planes on the field.

Some came for **awards**, but everyone received the **rewards** of a fun week of (as Kenneth Grahame wrote) "just messing around" with gliders and glider folk from around the world. There was great flying, great listening, great talking, great sharing, great tradition and great fun. I don't know about you, but I can hardly wait for the next IVSM!

Listing everyone who contributed would be impossible, but this column wouldn't be complete without saying a simple, whopping **Thank You** to

### COVERS and CENTER PHOTOS

**Front:** Gerry Wild's Hütter 17 at IVSM. Photo - Mark Nankivil

**Center:** Dean Carswell on one of his last happy and thrilling flights, in Jerry Wenger's Rhönbussard at IVSM 2009. When he spoke on the topic "Flying the Old Gliders" he knew of what he spoke on this one! Photo - Loren Neher from Jerry Wenger's Team

**Rear:** Dean Gradwell and his son Paul with their recently restored Cherokee II Photo -Mark Nankivil

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A Division of the  
Soaring Society of America  
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USA

<<http://www.vintagesailplane.org>>

Promotes the acquisition, restoration, and flying  
of vintage and classic sailplanes and gliders, and  
preserving their history.

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everyone who organized and helped with IVSM 2009.

### 2011 Vintage Nationals

In the intervening years between IVSM's it has recently become tradition to have a Vintage Nationals in a location outside Elmira. The first of these was in Tehachapi, CA and the second one was at Manning, SC. The Wabash Valley Soaring Association at Lawrenceville, IL is tentatively planning to sponsor the Third Vintage Nationals at its home base in Lawrenceville in mid-June 2011. The usual Lawrenceville Fathers Day Midwest Regatta will be extended for a complete week. Expect numerous events as well as some interesting speakers and workshops to round out the week.

### The 100<sup>th</sup> Anniversary of Modern Soaring?

There were many instances of early soaring flights performed purposely, or not, by Lilienthal in 1895, Octave Chanute's pilots Avery and Herring in 1896 and the Wright Brothers in 1902. Nevertheless, the first really sustained soaring flight is considered by many historians to be the 9 minute 45 second soaring flight of Orville Wright flown at Kitty Hawk, NC on October 24, 1911. That was a record flight that lasted 12 years and met the requirements of what eventually became the "C" badge. In two more years the centenary anniversary of that flight will be upon us, and plans are being made to celebrate the beginnings of soaring as we know it. The VSA along with the National Soaring Museum and the Soaring Society of America have laid initial plans with the National Park Service at Kill Devil Hills, NC for a celebration there on the weekend of October 22 – 24, 2011. If you have thoughts about how you would like to see this anniversary celebration develop please contact the event co-chairs, Jim Short (VSA) or Peter Smith (NSM).

The soaring season is winding down and most of us are at our most proficient levels of the year, but that is no reason to let our guard down. As the FAA has stated, most accidents are caused by ignorance, overconfidence and complacency. That's something to think about.

Soar safe,  
Jim



## Mail



Greetings from Finland,

Jäminjärvi's small airport hosted large numbers of vintage glider airplane enthusiasts during traditional Jämi Vintage flight camp -event between 13th of September and 18th of September in 2008. Event has long traditions, thanks to Padasjoki's flight clubs president and organiser, Taisto Saarinen.

Variety of old gliders participated in the event, and different kind of missions were flown depending on the weather. Finnish made wooden-bodied training glider PIK-5C especially stood out. History of the plane type started in the year 1945 when Kalle Temmes designed the prototype of the plane as his



Photo - Hannu Koho

master's thesis as a training glider for the aviation club. The plane saw her maiden flight in 8.9.1946. Plane was developed further, and PIK-5b and PIK-5C versions were born, the latter is the type of Jukka Pikkusaari's OH-188 which he has renovated. PIK-5 is a one seated training glider with the hull made entirely of wood. The wing span is 12,5 meters, length 6,4 meters, empty weight 120 kg, best glide ratio 1:17, minimum sink 0.95 meters/second, and stall speed 45 kilometers per hour.

PIK-5C, OH-188 combines the fostering of old traditions with Finnish know-how of wood engineering in building and renovating of airplanes. Enthusiast have been cooperating with Finnish wood-firm UPM's sawmill in Heinola to get high quality pine wood that is suitable for building airplanes. Finnish pine tree has characteristics fit for building airplanes.

Harri Suomalainen

Hi Den,

The following may be of interest to your readers:

The Pratt-Read that I sold recently arrived safely in the Netherlands with its new owner Willem den Baars. When it was unloaded from the container the customs inspector noticed that the turn and bank instrument was the old type with luminous markings on the face.

Full alarm! Radio active hazard! A hazmat team with a Geiger counter and an insulated steel container was called to the scene. For good measure, they inspected other vintage aircraft in the hangar as well and ended up with 11 instruments that had to be disposed of. Poor Willem ended up paying about \$3000 in disposal fees. "We are no longer living in a democracy" he says "but rather in a bureaucratic dictatorship!" He may have a



point.

If you have one of these old instruments with a phosphorous dial in your ship, it may be wise to remove it, especially if you are sending it overseas.

Jan Scott

Den,

My wife and I just returned from a vacation in Slovenia. On 9 May we were ready to enter the caverns at Postojna when we saw a Blanik on tow. After our cavern tour we found the airport and saw a beautiful Weihe in excellent shape and a Spatz ready to fly. Most unusual of the gliders there was a two place primary hung in the rafters of a hanger. The primary had higher aspect ratio wings than other primaries and the wings were of a trapezoidal form. It looked ready to fly. They said they used it mostly for bungee launches. Also in the hanger was a two place training sailplane and Delpin, both in need of renovation. I was so excited I forgot to get any pictures.



The next Saturday we went to the airport at Lesce and stumbled into a vintage meet. The

Spatz from Postojna was there along with another Weihe, a Ka-6, a Delpin that flew and an acrobatic sailplane that they identified as a Mucha (sp?). Later an M-200 showed up and flew. I had to get a picture of the M-200 on the trailer since most of the sailplane stuck out over the end of the trailer. I saw them all fly except the Spatz. The acrobatic sailplane flew at least three times with each pilot



trying to out do the preceding pilot. Getting the Weihe started on grass with only the skid, no dolly, was a real strain on the Super Cub they were using to tow.

As you can see from the pictures Slovenia is a very scenic country and for a nation of only 2 million people to have two flyable Weihes was amazing to me. I really covet one of those Weihes.

Dave Raspert

## Over 100 Vintage Sailplanes - Achmer, Germany by Bob Gaines

It was a last minute decision to attend the VGC meet in Germany in August. We had been there before and knew of their hospitality. Then when Alice learned that Jeff Byard and Alison Clough were planning on attending, we knew we would have to make the trip. As far as I know, we were the only Yankees visiting.

Diesel is only 1.1 Euro per liter. That's about \$6 per gallon. On the autobahn, we stayed to the right since those on the left are often cruising over 100 mph. The cost of fuel is a lot higher than we see in the USA

but there are some benefits. The roads are superior, but they can be quite crowded in areas where they are being repaired. The high cost of the Benzin (gasoline) doesn't seem to keep people off the roads.



The club at Achmer is well established. A few days before our arrival, they celebrated 100 years. 65 years ago, it was a Me 262 jet base. The club has a well equipped workshop, several large hangars, permanent showers, food and beer. They had additional showers and WC (rest rooms) for the meet. The club has overhauled several vintage sailplanes and scratch built a few too. The latest new machine is a Reiher. Before that, a Kranich II and a LO-100 aerobatic sailplane were all built from drawings. There is a lot of talent within the membership and everyone helps.

I didn't count the tow planes or winches but there were enough to keep things moving. Tow planes were fun to watch since they were on soft grass and the initial rolls were a struggle. The low-powered Scheibe Motorfalke were able to tow anyone. At the end of the day, they did several auto tows of

the Hols der Teufel. Then the club LO-100 and the Habicht joined in an aerobatic display. As the sky was getting darker, the Habicht did a solo aerobatic routine with wing tip smoke generators.

The recommended motels and local restaurants did



some business but not as much as we might expect because on field camping is the normal routine. Tents of all descriptions near the club house are their own separate United Nations. It's a family affair for sure.

Half-way through the meet and our last night was the National



Night. German food and a big, noisy party. Entertainment was by a group of about 30 women with drums led by a man with a snare drum. We were entertained to a rhythmic version of Stomp. 30 drummers in

syncopation kept the blood pumping. A German version of Dueling Banjos.

Jeff and I gave several Bungee Cords and a couple of VSA shirts to some German friends. We departed after only three days and flew back to Atlanta. Next year will be Tibenham, England. Tibenham was a WW II airfield that was used by B-24's and was commanded by Jimmy Stewart. The VGC International Rally has been there before and they too know how to host such a big event.

# International Vintage Elmir by John



On the last day of IVSM 2009 Jim Short approached me and my friend, Walt Klemperer, as we stood outside the National Soaring Museum. Jim came up to me and said that he'd been told I was a good writer and would I like to write something along the lines of my impressions of my first IVSM? I was taken aback by his question for two reasons. First, who would tell Jim such a preposterous fib, and second, why would someone of his obvious erudition be taken in so easily. I agreed to jot down some notes...

The weather had been less than ideal. That is the worst I can say of the entire week. Beyond not flying



Rusty Lowry's SGS 1-23

*Photo - Dave Wells*

nearly as much as I had hoped, it was a great week. I flew my own glider, a Schleicher Ka-8B (N4678S) only three times in the first three days. For a soaring history buff like me the memory of my first flight from Harris Hill won't soon be forgotten. After the obligatory field check out on Friday, Walt and I had the Ka-8 assembled early on Saturday and soon I was in the queue waiting for my first tow. The line-up was incredible. Just the colors alone were magnificent! I had flown in the Chemung Valley of New York before but never in a sailplane. More memorable was being in a gaggle with the Zugvogel, the Olympia, K-7, Rhönbussard and other vintage sailplanes. I had a feeling of nostalgia for an era I'd never experienced.

The beauty and grace of each design as we circled together had me transfixed. I lost the thermal.



Let the fun begin!

*Photo - Dave Ochsner*

My subsequent flights in the Ka-8 were more focused on flying. On Monday I attempted a little out and return to Corning/Painted Post, NY which is about ten miles up the valley and, on that day, into the wind. I made the out part okay, but as I was making my turn point over the airport and planning my return, the 6+ knot lift I'd worked to get there departed to the southeast. As I entered downwind at the Corning airport a bump dared me to turn. I regained altitude to just below the ridge line. Five minutes later I was on the tarmac. After a very pleasant two-hour wait talking with a local pilot (who had been a HHSC member – maybe a return to soaring?), the retrieve tow arrived and I was ignominiously hauled back to the Hill. Later I discovered on my data logger that I'd achieved Silver altitude. In addition to making an official claim, I garnered one of the medals graciously offered by Rusty Lowry. These awards, done strictly on the



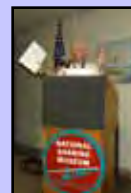
Tom Bouser's SGS 1-23

*Photo - Dave Ochsner*

# e Sailplane Meet 2009

a, NY

n Hardy



honor system and purely for fun, are a neat idea and should be supported in the future. Thanks to Rusty for the initial start-up.

The weather turned less than favorable for soaring as the week began. Each day started, however, with a presentation by at least two speakers and the daily pilot briefing. The folks at Harris Hill Soaring Corp. (HHSC) cannot be congratulated enough for the fine work done all week. I was really pleased to see the young people working the line. I began my own love affair with soaring this way at a local club near my home; what a great way for kids to spend the summer!

Of all the wonderful speakers during the week I especially appreciated Walt Cannon's talk on soaring physiology, Cam Martin's presentation on Jack

be sorely missed.

As the week progressed the weather worsened. If the flying was marginal during the day there was still plenty to do at night. From the opening reception to the International Night to the HHSC Junior's



Jan Scott's Pratt-Read.

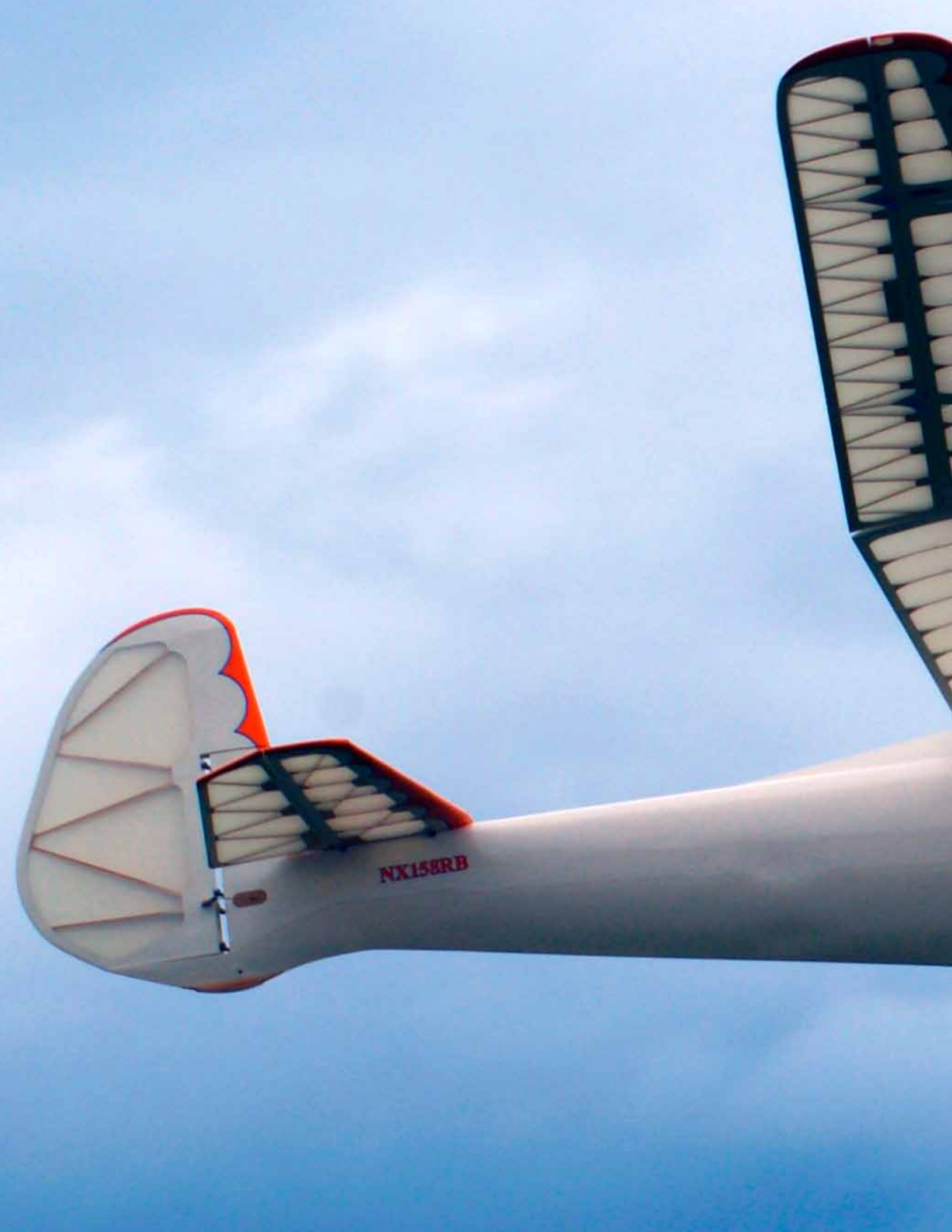
*Photos - Mark Nankivil*



Lars Johannesen's Weihe Photo - Dave Ochsner

Laister, Dave Raspet on the RJ-5, and Mike Redman on the phenomenal restoration (recreation?) of the Rhönbussard. Of course, listening to Bill Schweizer talk on the early days at Harris Hill was more than memorable. And the lecture on Scandinavian Mountain Soaring by Rolf Algotson was not only thoroughly entertaining but a testament to the lengths we soaring buffs are willing to go just to get in some flying! The last speaker on Saturday was Dean Carswell. Dean facilitated a discussion on the different techniques needed to fly older sailplanes. It was a good discussion; Dean's experience and counsel will

dinner there was no going hungry or lack of good conversation. One of my favorite evenings was the visit to the Curtiss Museum in Hammondsport. I'd been trying to visit this museum for thirty years but never had the time. Having dinner in the museum surrounded by some of the most important artifacts of our early aviation heritage was a real treat. Discovering an ice cream store open late in pretty little Hammondsport that served my favorite ice cream (maple walnut) was just dessert.



NX158RB





I made two other flights during the week. The first was with Jim Croce in the K-7. Since I own a Ka-8 I wanted to experience the K-7. Jim and I had an enjoyable one hour ride over the valley. Jim's a professional helicopter pilot and I admit to being

After a front finally passed on Thursday, the wind picked up for Friday. This got the ridge working and several, including Rusty Lowry and Jim Croce were able to stay up for over five hours. I'd chickened out putting the Ka-8 back together and missed an opportunity to get my duration for my Silver. But there will always be a next time, giving me something more to look forward to.



Herri ten Cate's LK-10A

*Photo - Mark Nankivil*

envious. I'm rated in helicopters too but don't fly them professionally. It was fun to hang out in a thermal talking rotor craft stuff.

Saturday during the day saw the disassembly of most of the gliders. One of the neat things about this sport is the willingness of all to lend a hand. Sometimes there are too many hands. As one glider got safely tucked away, we moved on to another. All the ships got safely put into their trailers on a very windy day. There were a lot of tired folks by evening. The banquet on Saturday night was the last chance to feast with friends. Awards were given out for the following:

- Best overall - Rhönbussard - Wenger Team
- Best restored - Cherokee II - Dean Gradwell
- Best Schweizer - SGS 1-23 - Tom Bouser
- Best foreign designed - Condor - Bob Gaines
- Best pre-war - Weihe - Lars Johannesen
- Best military - LK-10A - Herri ten Cate
- Best first time entrant - SGU 2-22 - Lynn Ericksen

My only other flight of the week was with Bob Gaines in the Condor IV. This was my first flight in a gull-winged sailplane. It was a joy to sit in the back and watch as the Olympia, 1-26, Ka-6 and others tried to out do each other. It was especially fun because Bob did most of the work, leaving me to sightsee. He did a good job delaying the inevitable in weak conditions but we were on the ground all too soon.



Bob Gaines' Condor

*Photo - Mark Nankivil*



Lynn Ericksen's SGU 2-22

*Photo - Mark Nankivil*

I made one last visit to Harris Hill on Sunday morning to hook up my glider and head home with Walt. One of my personal disappointments is that Walt didn't get a chance to fly my glider. He did fly with others, though. IVSM would not have been the same with out Walt being there. Many (if not all) should recognize the last name of Klemperer. Walt's dad Wolfgang (like Peter Smith's) is one of our most important soaring pioneers. In addition to Wolfgang's ground breaking work in Germany in the early twenties, it was he who recommended the Chemung Valley as

The assembly of Jerry Wenger's Rhönbussard.  
Contributing photographers: Bob Gaines and Mark Nankivil.



a possible sight for the early soaring contests in the US in the early thirties because of its similarity to the Wasserkuppe. Walt and I have shared many a soaring adventure. And just like good friends who know just how to get on each others nerves, we continue to make more memories together. I wouldn't have done the week without him.

My overall impression of IVSM 2009 is that it came too quickly and left too soon. I had a thoroughly enjoyable week thanks in large part to the efforts of Walt Cannon - lead organizer, Peter Smith, Bob Gaines, Jeff Byard, the staff at NSM and many others. Ed Funk should be especially congratulated for the fine work done all week long. I'm certainly anticipating the next IVSM. More immediately I'm looking forward to the next opportunity to fly with new friends in our old gliders.



*Author John Hardy flies one of the fastest corporate planes (a Citation X) for a living and one of the slower ones (a Ka-8) for fun. He lives in Jacksonville, FL.*

Dean Gradwell's Cherokee II

Photo - Mark Nankivil



Burt Compton's ASK-13



John Hardy's Ka-8B



Bill Batesole's ASK-14



Jerry Wenger's Moswey III



Mark Wild's Ka-4



Bruce Barrett's Scheibe SF 27 A

# to Gallery



The SGS 1-26's of Jimmy Dayton, Norm Schneck, and C.B. Umphlette and Marita Rae.



The Ka-6's of Gerry Gross, Jeffery Stringer, Peter von Tresckow and Neal Pfeiffer with a little help from Dave Ochsner.



Rhönbussard.



LK-10A



Cherokee II



The Condor of Bob Gaines



**Mark Nankivil** - The person behind the camera of these beautiful pictures and others throughout *Bungee Cord*.

## In Pursuit of the Silver Coin – IVSM 2009 by Rusty Lowry

Since the very beginning of glider flight, people have been measuring how long, how far, and how high they can go without the assistance of an engine. In the early 1930's, soaring had reached the point that a standard of performance mark was set establishing the "Silver C" award for any pilot who completed a flight in excess of five hours, a cross country of more than 50 km distance, and an altitude gain of 1000 meters. These standards were a big enough challenge that fewer than 500 such awards were conferred in the first three decades of the Silver C's existence; the very era celebrated by our vintage and early classic division sailplanes.

In an effort to provide recognition for VSA pilots flying vintage and classic sailplanes at our recognized meets, the Vintage Soaring Achievement Silver Coin award was established with the first set distributed during IVSM 2009. Eleven engraved coins were won during a week's flying in Elmira, New York with 10 altitude gain claims and three endurance claims (only one coin per pilot). No one tried for a cross country award during this initial meet as weather conditions simply were not conducive to such flying... unless a pilot was willing to forgo an evening social event and trailer home....

The first award was given to the venerable Walt Cannon who took advantage of his "new" Scheibe Zugvogel III's tremendous wingspan to claw an altitude gain of 3400 feet out on Sunday and walk away with coin #1 at the next morning's pilot meeting. Walt was joined by Neil Pfeiffer (Ka-6BR) and Bill Batesole (ASK-14) with similar gains while Jim Short (SGS 1-21) and John Hardy (Ka-8B) had to wait until Monday to set their altitude marks.

Elmira's weather pattern put thoughts of silver coins to rest throughout most of the week with a late resurgence when Jim Croce (K-7) clung to the ridge for his final hour and emerged victorious after 5 hours and 27 minutes of vintage soaring on Friday. Actually he emerged not just victorious but rather quickly as mother-nature encouraged him to abandon the trusty Schleicher and sprint over the hillside and out of sight. Apparently this choice seemed a more safe bet than trying to make his way to any of the Port-A-John locations scattered across the Harris Hill site!

More pilots went on to accomplish more award flights over the final two days of IVSM and several notable others almost made it... only to fall a few feet shy of their goal. The good news is that each of these pilots, and any other VSA member, will have another chance later this year in Kansas as the VSA Silver Coin will again be available during the September meet in Wichita as well as next year.

All in all, Vintage Soaring Achievement award was well received at IVSM and seemed to provide a good excuse to fly just a little bit longer and a little bit higher and to enjoy our sailplanes just a little bit more.



The front of the Vintage Soaring Achievement coin shows the VSA logo and a dark blue border.

### IVSM 2009 VSA Silver Coin Awards

#1 Walt Cannon	Scheibe Zugvogel	3400' alt gain
#2 Neal Pfeiffer	Schleicher Ka-6BR	3500' alt gain
#3 Bill Batesole	ASK-14	3450' alt gain
#4 Jim Short	Schweizer 1-21	3300' alt gain 5:07 duration
#5 John Hardy	Schleicher Ka-8B	4040' alt gain
#6 Jim Croce	Schleicher K-7	5:27 duration
#7 C B Umphlette	Schweizer 1-26	3500' alt gain
#8 David Ochsner	Schleicher Ka-6B	4000' alt gain
#9 Burt Compton	Schleicher ASK-13	3800' alt gain
#10 Jimmy Dayton	Schweizer 1-26	4000' alt gain 5:10 duration
#11 Rusty Lowry	Schweizer 1-23	4000' alt gain 5:24 duration



The reverse side shows three vintage Pterodactyls in place of the usual FAI gulls. The coins are engraved with the meet in which they are won.

## VSA Awards for 2008

During IVSM 2009 VSA held a General Membership meeting to brief members about the status of the organization and what its principle volunteers have been doing with questions being answered from the floor as the meeting progressed. An important portion of the meeting was the presentation of the Vintage Sailplane Association Awards for the year 2008.

A few words about VSA's awards: In recent issues of *Bungee Cord*, VSA's awards and some of the changes to them have been described. The awards are administered by the Awards Committee consisting of Bob Gaines and Jim Stoia, with Bob as Chair. Although the Awards Committee and the Board of Directors solely determine the Service Awards, the Restoration Awards are determined on the basis of application by the plane's owner. Applications for awards for calendar year 2009 should be sent to the Awards Committee ([glider@tds.net](mailto:glider@tds.net)) prior to December 31, 2009 with a brief write-up of the process, obstacles overcome and successes realized, as well as pictures of the completed plane. To be eligible for the 2009 award the plane must be flown during calendar 2009.

Award Winners for 2008

VSA Restoration Award: Ron Martin - 1946 -Schweizer SGU 2-22

VSA Restoration Award: International Morelli Club – 1963 Morelli M-100s

VSA Exceptional Service Award – Mai Scott, Treasurer of VSA for the past 14 years

VSA Exceptional Achievement Award – Dennis Barton, Editor of the new *Bungee Cord*

VSA Exceptional Effort Award – Lee Cowie, VSA's Haberdasher

VSA Special Recognition Award – Jerry Wenger and "Team Wenger" for their Rhönbussard Recreation and its presentation at the Albuquerque SSA Convention in 2008.

VSA Special Support Award – Mike Redman and his Fellow Restorers at "Team Wenger".

An entirely separate set of awards were the eleven elegant Vintage Soaring Achievements coins created by Rusty Lowry and reported on the previous page.



-BC

## Dean Carswell

VSA has lost a Director and active Member, Dean Carswell. Dean suffered a cerebral hemorrhage on Friday July 10, 2009 and died peacefully during the next night. His friends stated that on the day just before his hemorrhage he had flown as a flight instructor at his club, the Texas Soaring Association, and had joined several of his friends for a beer at the end of the soaring day. A memorial service was held for Dean on July 14 in Grand Prairie, TX, for which VSA sent a floral arrangement in the name of the membership.

Dean was a long-time member of VSA and last year became a VSA Director, being appointed to that position by the SSA. He tackled this new position with VSA with gusto and was working on a re-draft of the VSA bylaws (Dean was an attorney with a great deal of understanding of organizations such as the SSA and the VSA) at the time he died. He was also working with Rusty Lowry on ways to mitigate VSA liability in the future.

Dean had just finished a great time at IVSM 2009 where he was thrilled to fly Jerry Wenger's new Rhönbussard. On July 4th he gave one of the scheduled IVSM talks on "Flying the Old Gliders". He drew on personal experience and asked for audience participation resulting in an interesting and informative finale to the IVSM's speaker series. Several times he mentioned that he liked the topic and wanted to expand on it in the future.

Dean was a friend to everyone in soaring and surely everyone in the Vintage Sailplane Association will remember him fondly.

-BC

## Your Projects



It's amazing what progress can be made when you put a woman in charge!

*-Neal Pfeiffer*

Neal and his wife, Karen are currently restoring a Ka-2b in Wichita, KS.

*-Den*

One of several Cobra trailers at the last VGC Rally in Germany.  
For information and quote, contact the factory at:  
[Info@cobratrailer.com](mailto:Info@cobratrailer.com)





## Calendar of Events

**September 24 - 27, 2009. Wichita, KS.** The 4th Great Plains Vintage/Classic Sailplane Regatta will be held from Thursday September 24th through Sunday September 27th at Wichita Glider port (2 miles east of Jabara Airport on the northeast side of Wichita, 37.765 N, 97.180 W). A number of vintage gliders are expected from as far away as Illinois. Weather permitting, tows will be available all four days. There will be evening activities starting Wednesday at either the Glider port or nearby restaurants. There will also be a seminar on Saturday morning with speakers on a range of sailplane and soaring topics. Anyone interested in sailplanes is welcome. Come join us to see the vintage gliders and enjoy the company of others. Bring your vintage glider if you can. If you have questions or want to help, contact Neal Pfeiffer at [nealpfeiffer@sbcglobal.net](mailto:nealpfeiffer@sbcglobal.net).

**October 16 -19, 2009. Benton, TN.** The annual Chilhowee Glider Port Oktoberfest will be open to all

gliders, new and vintage. Catered dinners on Friday and Saturday night, guitarist ED KILBOURNE will be there to entertain and the traditional bonfire will be held on Saturday night. For more information contact Sara Kelly at [info@chilhowee.com](mailto:info@chilhowee.com).

**October 24 - 25. Etowah, TN.** Announcing a Flight Instructor Renewal Clinic with glider emphasis at the Red Roof Inn, Etowah TN. \$150  
Contact Hartley Falbaum at [hfalbaum@comcast.net](mailto:hfalbaum@comcast.net).

**October 31st - November 8th, 2009. Bendigo, Victoria, Australia.** Melbourne Cup Vintage Rally. Contact Dave Goldsmith at [hutter17@bigpond.com](mailto:hutter17@bigpond.com) or [www.bendigogliding.org.au](http://www.bendigogliding.org.au)

**January 9th - 16th, 2010. Bordertown, South Australia, Australia.** Vintage Gliders Australia Annual Rally. Contact Ian Patching at [patching@westnet.com.au](mailto:patching@westnet.com.au) or [www.vintageglidersaustralia.org.au](http://www.vintageglidersaustralia.org.au)



<http://vintagekiwi.gliding.co.nz/>



[memsec@vintagegliderclub.org](mailto:memsec@vintagegliderclub.org)



<http://www.vintageglidersaustralia.org.au/>

### How and When to Renew Your VSA Membership

**Electronically:** VSA accepts credit cards or PayPal to join or renew memberships. Just log into the VSA web site, [www.vintagesailplane.org](http://www.vintagesailplane.org). Click on the "Membership" tab along the top of the Home Page or at the extreme bottom of the page. On the Membership page click on "Buy Now". Then just follow the directions. Each of the options for membership (US and international) is listed. If you do not have a PayPal account, just click on the major credit card you want to use (Visa, MasterCard, American Express or Discover).

**By Mail:** Just mail your check in or money order in US dollars made out to the Vintage Sailplane Association to the Treasurer with the Membership Application included in each magazine.

**When do Memberships Expire?** The date on the mailing label of your *Bungee Cord* indicates when your membership expires. Consider renewing before your membership expires and make sure you do not miss an issue of *Bungee Cord*. By renewing in advance we help keep the cost of membership dues down. Consider a 5-year membership and save.

# Classifieds and Advertisements

**For Sale** - Glider flown mail, available for \$5 plus a SASE (self-addressed stamped envelope) from the National Soaring Museum, 51 Soaring Hill Drive, Elmira NY 14903 or contact Simine Short at [simine13@comcast.net](mailto:simine13@comcast.net)



**For Sale** - Bowlus BA100 Baby Albatross. N19993, serial 129. Kit built in 1941. 251 TT. In need of restoration with major wing repairs almost completed. Includes trailer and some drawings. \$7000. Gar Williams, 9S135 Aero Drive, Naperville, IL 60564. 630-904-8416 [Aero-craft@AOL.com](mailto:Aero-craft@AOL.com). E-mail for pictures.

**For Sale** - 1939 Moswey II, airworthy, no trailer, includes Baker McMillin Cadet II and 2 Orlik II projects, \$39,000.00 Contact Jim Stoia at [preair@ftc-i.net](mailto:preair@ftc-i.net)

**For Sale** - LO-150. Previous owner was A. J. Smith. Rare and unique opportunity to own a winner of U.S. Nationals. The fuselage is damaged but repairable. New, uncut canopy. Only \$2995. Hurry. Contact Bob Gaines at [Glider@tds.net](mailto:Glider@tds.net).

**For Sale** - Phönix FS-24, SN 6, is in need of loving new caretaker. Has trailer with tarp (Phoebus-style). Very good condition. The Phönix is considered to be historically significant; they were the first composite aircraft produced. \$24,999. Please contact Paul Gaines, 678-480-1445 or [composites@mindspring.com](mailto:composites@mindspring.com) serious inquires only please.

**For Sale** - Schleicher Ka-10 in excellent condition. Polyurethane over polyester fabric. No damage. German made custom enclosed metal trailer. Only \$7795.00. Bob Gaines 770 735-3453 [Glider@tds.net](mailto:Glider@tds.net)

**For Sale** - Ka-6 project. All fabric removed and 95% ready for recover. Open trailer. All documents, basic instruments, nice canopy. \$2700. Contact Den Barton at [denbar@bellsouth.net](mailto:denbar@bellsouth.net) or 706-587-1318.

## VSA Membership Application

Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail Address: \_\_\_\_\_ Phone: \_\_\_\_\_

Giders Owned: \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_ for \_\_\_\_\_ years membership. (PayPal via our web site, Check or Money order payable to VSA) \$25 for 1 year; \$45 for 2 years; \$110 for 5 years; \$500 for life membership. Members with mailing addresses outside the United States please add \$5.00 per year for additional P&H.

Mail to:  
Vintage Sailplane Association  
31757 Honey Locust Rd.  
Jonesburg, MO. 63351-9600



A VSA Apron will brighten up any shop.  
Available from the VSA Store  
Model: Sara Cramer

### VSA Blueprints Available Again

The following drawings are available as full-size custom printed copies from the digitized originals.

Hütter 17 - 20 drawings - \$135

Grunau Baby II - 12 drawings - \$115

SG-38 Schulgleiter - 30 drawings - \$150

Franklin PS-2 - \$200

Bowlus BA-100 Baby Albatross - \$300

Bowlus Reprint of BA-100 Instructions - \$70

Bowlus Reprint - Standard Design Parts - \$35

WACO NAZ Primary - \$50

For domestic shipping, including mailing tube, please add \$20 per order. Other drawings will be added to this list as they become available. For questions and to order please e-mail Jim Short at [Simajim@comcast.net](mailto:Simajim@comcast.net) or call at 708- 624-3576.

### Legal Disclaimer

The VSA has made every effort to insure the correctness and completeness of material printed in this issue. However, use of any material published herein will be deemed your release of the VSA and its personnel from "liability" for any injury, damages or losses claimed to be caused from the use thereof.

## THE VSA STORE

NEW

### SCHWEIZER T SHIRT

Featuring the logo and a just post war drawing of the factory on the back and a small VSA logo on the front.

Short sleeve T shirt lime XL, L honey XL, L, M \$17  
Short sleeve T shirt with pocket sand XL, L light blue XL, L, M \$19 Long sleeve T shirt with pocket Safety green XL, L safety orange XL, L, M \$22

### YANKEE DOODLE VSA LOGO

Short sleeve T shirt printed front only safety green XL, L, M honey XL, L, M violet L, M, S Texas orange XL, L lime XL, L camel XL, L \$15

Short sleeve pocket T shirt with large logo on back and small traditional VSA logo on the front safety orange XL, L \$19

Long sleeve pocket T shirt with large logo on the back and small traditional VSA logo on the front orange XL, L \$22

Embroidered baseball type cap \$15 Embroidered Castro type cap \$17

Apron embroidered \$17

Polo shirt embroidered light blue XL, L, M \$30 Long sleeve embroidered button up shirt light blue XL, L \$37

### 1-21 SILHOUETTE

Polo shirt short sleeve white XL, L \$30

Long sleeve button up shirt white XL, L, M \$37

DENIM shirt with embroidered logo over pocket Long sleeve XXL \$37 XL, L, M, S \$35

POSTAGE: \$6 for first shirt plus \$1.50 for each additional shirt.

Lee Cowie  
31757 Honey Locust Rd.  
Jonesburg, MO. 63351-9600  
Phone 636-488-3195  
<[motorsport@socket.net](mailto:motorsport@socket.net)>

### Bungee Cord Submission Policy

Articles, News, Mail and Calendar Events must be received by the Editor by Feb. 15th (Spring), May 15th (Summer), Aug. 15th (Fall) or Nov. 15th (Winter). Electronic format preferred. Photo files should be as large as possible. E-mail preferred and large files are acceptable. Letters may be edited for clarity or space. Editor's addresses can be found on the masthead. Please submit!



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