

Bungee Cord



The Voice of the Vintage Sailplane Association



Vintage Sailplane Association

A Division of the Soaring Society of America

a 501 (c) (3) Charity

<vintagesailplane.org>

 "Vintage & Classic Sailplanes"

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Promoting the acquisition, restoration and flying of vintage and classic sailplanes and gliders and preserving their history since 1974.


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Editorial Policy and Deadlines

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VINTAGE ATTRACTION

A middle-aged couple walked up to the ride concession desk at the Harris Hill Soaring Corporation during the recent International Vintage Sailplane Meet (IVSM) and inquired about buying a glider ride. The club volunteer selling rides, Joanie, described the two rides available, one in a "modern" ASK-21 and one in a "vintage" 2-33A. The couple immediately exclaimed, "We saw all the vintage gliders up here and we want to fly in a vintage glider!" Joanie agreed and soon they were wafted away in the HHSC's brightly colored 2-33s, much to their delight!

Throughout the week of IVSM the parking area from the National Soaring Museum to the Harris Hill flight operation was full. The gift shop at the NSM was unusually busy all week. Undoubtedly some of the activity was due to VSA members and participants in the IVSM, Harris Hill club members and NSM staff, but where did everyone else come from? Of course publicity for IVSM was aimed at the summer tourist traffic and local and regional inhabitants. And vintage sailplane enthusiasts came from many areas of the world due to VSA, VGC and SSA publicity. Notwithstanding these efforts, were even more people than usual attracted because of the exotic, brightly colored, beautifully restored, vintage works of art that flew all day offering continual visual excitement? A Harris Hill "old-timer" was even heard to say, "These crowds remind me of the Old Days."

Antique and classic aircraft at Oshkosh, Brodhead, Galesburg and other locations attract growing crowds. Antique automobile meets and wooden boat shows attract thousands to marvel at the beautiful workmanship, smell and nostalgia of beautiful old boats and cars. Are more people getting the idea that vintage gliders share this same excitement? Are newcomers starting to seek us out ... if we take the time to talk with them and show them how to get involved? Are they ready to learn that vintage and classic gliders are economical, easy-to-fly, and just as much fun as any other category of aircraft? Are they finding that, by sheer volume, vintage and classic gliders can actually be found, acquired, maintained, restored and easily flown?

Is it time to start a bigger outreach program? That's a tall order for anyone in Soaring, but what about an outreach day at our regional vintage meets where we display our planes and talk with the public? What about sharing our beautiful photography more widely than we have? What about giving more talks at regional soaring seminars, showing pictures and perhaps even bringing a vintage glider for all to admire? What can we do to make our next round of vintage meets more widely known? If our local club promotes soaring at a nearby airshow should we show a beautiful vintage sailplane in juxtaposition to the more modern ones? We have the tools: *Bungee Cord*, our facebook page and our website, our how-to book, *Workshop Practice*, a big drawings library and an accessible archive ... that is a lot to work with. Maybe now is, more than ever before, the time to let people know how much fun older sailplanes really are.

Vintage and classic sailplanes are a niche interest for now, but can they become a bigger niche?

Fly Safe,

Jim

Front Cover: Slingsby Petrel, Slingsby Gull 1, Lunak and more awaiting a good day of flying at Harris Hill during IVSM 2016. Jim Short photo.

Back Cover: Pete Buck landing south at Harris Hill in his Lunak during IVSM. Peter Selinger photo.

VSA News and Updates

2016 VSA Annual Meeting

VSA's Annual Membership Meeting was held at Lawrenceville, IL, on 18 June 2016 with about 20 members attending. Reports showed that the Association is in good shape with steady membership. Even though bills had to be paid for changing IRS status from 501C7 to 501C3 last winter and for printing *Workshop Practice* in June, the VSA is liquid. Membership dues cover our biggest expense, the printing and distribution of *Bungee Cord*. Book sales appear to be brisk and should soon recoup our investment.

VSA's major activities over the last year, of course, included a much larger involvement in IVSM 2016, besides the previously mentioned IRS status change and publication of *Workshop Practice*.

Elections are held in the even years for Regional Vice Presidents and Treasurer.

Josh Knerr decided not to run as Western Vice President, as he is fully occupied with the Facebook page that he initiated and maintains. Josh continues as head of the Classic Division. Many thanks to Josh, who balances all this with an increasingly responsible work schedule and his own vintage glider projects. Josh nominated Cam Martin as his successor.

John Hardy retired as Southern Vice President to concentrate on his professional responsibilities, promoting vintage and instructional activities in the Dallas area and his new Skylark 2 restoration. Additionally John is involved in on-going upgrades on his MG-23SL and his co-owned Bergfalke II/55. VSA thanks John for his efforts and advice over the past several years. Matt Gonitzke accepted the nomination as his successor.

Mary Cowie agreed to serve another term as VSA Treasurer, a job that requires constant attention and accurate bookkeeping. Mary has handled this responsibility for many years and would like to start training her successor during this next term. Interested members please contact Mary or Jim directly. Thank you, Mary!

Election results for two-year terms are:

Vice President East: Rusty Lowry

Vice President North: Lee Cowie

Vice President South: Matt Gonitzke

Vice President West: Cam Martin

Treasurer: Mary Cowie

VSA Restoration Awards for 2015

Rewarding restoration projects is a big part of VSA's activities. Awards are presented each year for restorations completed and flown (but also applied for) in the previous year.

- Massey Air Museum - Schweizer 1-26C N2792Z
- Todd Schultz - Schweizer 1-26B N5842V

- Jeffrey Stringer - Duster N811DJ
 - Jerry Wenger - Grunau Baby IIB NX58GB
- The 2015 awards were presented during IVSM.

VSA Journalism Award for 2015 was awarded to Jeff Byard for his book *On the Wings of an Albatross. Hawley Bowlus and his BA-100 Baby Albatross* (see review in the Fall 2015 issue of *Bungee Cord*). The book, self-published in 2014, is available through <amazon.com>. As Lee Cowie could not attend IVSM, Rusty Lowry presented the award.

• Jim Short, President

Donations to VSA

During the past three months, the VSA received financial contributions from George Betz, David Carpenter, Russell Lee, Mark Nankivil, Blaine Stone, and others. Thank You all!

• BC

Greetings from the NSM's new Director

It was good to see many VSA members during the IVSM. Soaring involvement for most of us goes back a long way. I met some of you in the 1960s, working as a line boy at the Schweizer Soaring School, ultimately as a tow pilot and



Traff Doherty (LH) and Peter Smith (RH)
Happy Transition from VSA!

an instructor, spending many hours in the back seat of a 2-33 trying not to be airsick! During my 13-year tenure as Director of the Glenn H. Curtiss Museum, I worked with the NSM staff on a number of projects, and was always impressed by the high caliber of the building and its collection. When Peter Smith announced his retirement, I decided to "put my name in the hat." Much to my delight I was offered the job and I am deeply honored to serve the NSM as its new Director. My philosophy at the Curtiss Museum was to reach the maximum presentation potential of the physical plant and the collection. Dazzling your visitors is a good thing – it works well for the Curtiss Museum (Trip Advisor Certificate of Excellence for 2015 and 2016), and it can work well at the NSM too! This beautiful museum could use a little "tweaking". With that in mind, I invite *Bungee Cord* readers to share your thoughts on our museum. I would appreciate your input.

- Traff Doherty <director@soaringmuseum.org>



A BERGFALKE GOES CONTEST HUNTING

Paul Remde photo.

The kernel of the idea was born before I had ever flown a soaring contest: *"Why not fly my restored Bergfalke glider on a good cross-country flight with a friend?"* The Soaring Society of America has a class within its contest framework for ships with a handicap number beyond which the better performing gliders are excluded.

By the time our Bergfalke restoration was completed in 2014, after several years' work, it would be the 4th such "Low Performance" contest I would fly; in the other contests I flew a borrowed BG-12. It would test my mettle to fly in the boxy Bergfalke with its angular Messerschmitt-type canopy. In addition I would be carrying a student in the back seat who had never been beyond a thermal from the airport and had never landed out. We prepped the drafty interior with side pockets and boxes screwed to the floor. An old audio variometer was installed in the panel. And a stopwatch. Glide computers are anathema to vintage soaring. We left them out.

In the 3rd week in May 2016 I brought the glider 875 miles from where it is based in Texas to the Region 7 Soaring Contest in Albert Lea, MN. We managed to bring together the required minimum of five gliders to constitute a class, in this case the "Low Performance" Class. Others were a Woodstock, Cherokee II, Schleicher Ka-6CR and a PW-5. For two of those pilots this was their first contest. This was also a very unusual week in that the practice day and

all six consecutive contest days were stunningly good soaring. We spent three to four hours on task every day over 7,000 feet, many times cruising at 9,000 feet. The Bergfalke stretched her legs for the first time in many years, achieving daily task flights of 140 to 212 kilometers. Others in the "Low Performance" class flew even farther. Total time in my log was 23.5 hours for the week. My rear seat companion had his first experience leaving the airport and was fully engaged with cross-country flying and planning, a new and unique experience for him.

Interestingly, not one of the "Low Performance" Class gliders landed out during the week, though this happened to several of the modern glass ships. This speaks well for older designs and for the pilots who were flying them. In my own case, a 3rd place against two of our class that were communicating and searching for lift as a team, was certainly not bad for an old trainer.

Having our own class, helping each other on planning and decision making, as well as socializing all day makes for a wonderful esprit de corps among vintage glider pilots. It also allows us to compare "apples with apples" in a contest environment. We gained full

respect from the other 23 glass drivers who were frankly amazed at the distances and speeds we flew.

All had a grand time. We hope to see more vintage ships participate in the future.

Chad Wille



Chad Wille photo.



Western Vintage Sailplane Regatta

Tehachapi's Western Vintage Sailplane Regatta (28 to 30 May 2016) was well attended and multifaceted. Present and flying throughout the weekend were three (!) Schweizer 2-8 two-seaters in Air Corps TG-2 trainer markings: Doug Fronius, N50796 s/n 43, Jason Somes, N47903 s/n 53 (see next page) and Jeff Byard, N47575 s/n 54.

Other gliders participating were Jeff Byard's Bowlus Baby Albatross, Doug Fronius' Laister Kauffman TG-4, Pete Buck's Lunak, Ron Martin's Schweizer 1-23H (prototype), Tom Riley's 1-26, Michael Shear's 1-26E s/n 500 (prototype), Dan Rihn's 1-26E, Todd Schultz's 1-26, Cam Martin's Laister LP-49, Josh Knerr's H201 Libelle, Larry Tuohino's PIK-20D and Steven Eriscon's RF-5B Sperber motorglider. While the RF-5B has a modern look, its fuselage is wood and the wings are wood with fabric covering. So, overall, it is a "classic" with a vintage feel to it.

Saturday night was set aside to honor the life and work of the late William L. "Les" King at an event hosted in Jeff Byard's hangar. Les was a mechanical and industrial design engineer, whose work spanned companies from Washington, D.C. to Simi Valley and Tehachapi. An enthusiastic pilot, Les made hundreds of friends in the soaring community from coast to coast. The evening was capped by Mark West singing "Always Trust Your Cape," a biographical tribute to Les.



On Sunday morning, 29 May, Doug Fronius organized a spot landing contest for the early riser.

Since the landing target was in full view of the Raven's Nest Restaurant, the event had no small amount of spectator appeal. The judges made exacting use of plumb bob and measuring tape throughout the morning.

Many thanks to Jane Barrett of Mountain Valley Airport for providing discounted tows and a free tow

to the winner as the First Place Prize for the spot landing contest! The rules are provided on page 20 in hope that this event may become a standard activity at future vintage sailplane gatherings.



The final standings are below. Note that less than half an inch separated first and second place.

#1 Dan Rihn	1-26E	1' 4"
#2 Josh Knerr	TG-2	1' 4 ³ / ₈ "
#3 Doug Fronius	TG-4	1' 6 ³ / ₁₆ "
#4 Cam Martin	1-26E	2' 10 ¹ / ₁₆ "
#5 Tom Riley	1-26	4' 1 ¹ / ₂ "
#6 Jeff Byard	Bowlus*	8' 2"

*NOTE: The Bowlus has no wheel brake or nose skid.

Wrapping up, on Monday, 30 May, as the holiday weekend drew to a close and the out-of-towners headed home, Cam Martin's 50th flight in LP-49 "Yankee Doodle III" coincided with the 300th hour logged on the airframe. This same sailplane is featured on the cover and centerspread of the July 2016 issue of *Soaring* magazine, in honor of the 50th anniversary of the design's first flight.

Cam Martin



Photos
supplied by
the author.

THE NEWEST TG-2 FLYING AT THE TEHACHAPI GATHERING



A museum in Illinois owned TG-2, N47903. Jim Ostrich, then of San Diego, bought it a few years ago. Jim is a warbird collector who became interested in owning a TG-2 after flying mine. He had the glider re-



Doug Fronius (in the back seat) with Jason Somes in the front for his checkout. Arash Afari photo.

built, including a new aileron spar, new canopies, instruments, etc., but never flew it. Wanting to move to Northern California to run an FBO in retirement, Jim

sold much of his collection. Jason Somes bought one of Jim's other aircraft and the package deal included the TG-2. Being a glider pilot Jason brought his new TG-2 to the vintage regatta in Tehachapi for a check-out and to

make the glider's first flights in 15 or 20 years.

The really cool thing about this TG-2 is that on 3 July 1950 it set a two-place distance to a goal national record of 221.5 miles, flying from El Mirage, CA, to Overton, NV. The pilot was Dave Johnson (glider owner at that time) with my father, Bob Fronius, his passenger. That is the longest flight I know of in any TG-2.

And it was 66 years from when my father flew this glider to when I flew it this weekend. Overall this was the best Tehachapi Vintage Regatta ever.

Doug Fronius

Lawrenceville Traditional Father's Day Vintage Regatta

Another SAFE vintage regatta has come and gone with some of the best weather we have ever had. There were a total of forty-eight flights, with several being over four hours in duration and with altitude gains of up to 6,000 msl. Neal Pfeiffer, Dave Ochsner, Jon Slack and Paul Rabourn brought their gliders (Ka-6s and Morelli), Chad Wille flew down in his Bellanca Viking and Dale Watkins came down in a Bonanza. We were hoping to see Dale's new Taylorcraft, though! Maybe next time. Mary Cowie flew her ASK-18, Jim Short his Schweizer 1-21, Dave Schuur his Ka-6E and I flew my Libelle.

Christian Wilhite was checked out in the club's Ka-6E and he is now in love (with the Ka-6E that is). I have tried to talk him into buying Jon Slack's beautiful and well cared-for Ka-6CR (which is for sale). Howard Petri's Sagitta changed owners and



Howard Petri's Sagitta changes owners.



Trying to assemble a Ka-6. Mary Cowie photo.

moved to Chad Wille's place in Iowa.

Attendance was down a bit this year. I think the fact that IVSM was coming up a couple weeks later may have kept some people from coming. Ah well, maybe next year.

Thanks again to Dave Schuur for organizing the regatta and for foregoing his own flying to make sure everything on the ground went smoothly. And cordial thanks to Betty Schuur for organizing the food!

Next year's Father's Day Regatta may well be our 20th!

Jim Croce

International Vintage Sailplane Meet (9 to 16 July) **IVSM 2016**

It has been a long journey leading up to this trip. A first-time event for me, I finally made it to Elmira and to the IVSM. After glancing at big posters on the wall in Jeff Byard's hangar in Tehachapi over the years I thought this meet was something of the past, maybe they did not happen any more. Sure would have been fun to go to an event like that. Turns out it is just every four years! Not that long a wait until the next one.

As a West Coast flyer, the thought of taking my little old sailplane out east where I had never flown before sounded like great excitement. Getting to fly basically at the birthplace of modern soaring (in my eyes as a Schweizer 1-26 owner) would be such an awesome idea, even though I would take my Prue instead. After all, everyone I know in the soaring pilot groups was talking about it and asking if I was going; how could I not? That is when the real work got started.

Turns out Josh Knerr and I bought this awesome little Prue just because it was wasting away in an old trailer in Tehachapi, CA. We just could not bear to see it in that condition. We had both been eyeing this crazy aluminum V-tail shaped trailer that had not moved for many years. With a few phone calls and some convincing, it was ours. The Prue 215A is quite historical for us California folks and it was now my new project. First things first, how do we get it back in the air where it belongs?

I stripped the old paint, removed useless gizmos and instruments and then painted the fuselage. Wings were good enough, even though the paint did not really match, but it was airworthy. I flew my first sailplane cross-country flight a few months later at the Dust Devil Dash race, a straight out distance competition from Mountain Valley Airport (see write-up in the Winter 2014 issue of *Bungee Cord*).

Of course one does not bring a halfway finished historic sailplane to IVSM. The wings needed to be painted and looking perfect before it could go on its way across the continent. After many long days and nights, I finally finished both wings and did not even miss an inspection cover. My work schedule is not the greatest for full time sailplane restoration, but I managed to get it all done a few days before the planned departure date. This was just enough time for the paint to dry and not stick to the wing cradles. Thankfully my parents, Phil and Barbara Schultz, were nice enough to volunteer to tow the giant old trailer that Josh had located. We loaded his Briegleb BG-6 and the Prue together with a few inches to spare and with plenty of foam padding.

I booked a red-eye flight out of LAX and barely made it after trying to get off work in time. The airlines were late, of course, so I missed my connection in Chicago. Managed to get into Elmira with just enough time for my area check-out flight in the resident ASK-21, a sailplane I had not flown since my first solo.

I just knew this week was going to be fun, vintage gliders everywhere! But first, dinner and more airplanes.

The first tour that same evening was to the Glenn Curtiss Museum. I do not think I had ever seen so many neat things in one building before: air-cooled V8 powered motorcycles, flying boats, aircraft engine powered floating boats, vintage biplanes, and everything else you could think of. We were served a delicious catered dinner in the museum and good fun was had by all.

A real day of flying was had on Wednesday. The Prue was assembled and ready. I was approved to receive tows according to the little initials placed on my name badge by my check-out pilot. Josh and I pushed our little space-age looking ship out to the flight line.





Harris Hill is a very strange place for someone who is used to gigantic mountains surrounding the home glider port. How could I fly in ridge lift from a ridge that was only 800 or 1,000 feet tall? The wind was blowing in the wrong direction for that any way. Must be some thermals around, so off I went behind the Pawnee. Apparently downwind takeoffs are preferred, up to a certain wind limit, because of the slope of the runway. That slope is not apparent until you are skidding downhill, wingtip dragging, building enough airspeed to lift the nose and straighten it all out. Accelerating was good, over the edge we went and off into the hallowed skies of Harris Hill. I took a 2,000 foot tow, circled around in some scraps of lift, floated down a bit more and managed to climb a bit in what I thought was lift off the ridge to the northwest. Before I knew it, I was on downwind. The grass runway looks nice and flat from a thousand feet until you turn base where the drop off on the north end is quite steep. I dove on in with spoilers out and plenty of speed to make sure I had enough energy just in case I came up short, especially if that “waterfall” of air was there, which was the topic of most discussions around the field. I touched down and managed to roll most of the way back up the hill to the launch point for a few more flights.

During the few days I was there I made five flights. I have to say that the area is not good for higher-speed, short-wing ships like the Prue.. Everyone else flying vintage sailplanes was able to float around at

40 mph and stay up all day. Not the place for tight banks at 60 mph. At least not when I was there.

We had a good rainstorm move through on Wednesday evening, which was a nice change from the 100° temperature back home. Overall the area is worthwhile to explore with all the historic buildings, especially the cabins at Harris Hill where people would stay for flying events.



The National Soaring Museum on the field was definitely worth checking out, and I spent a lot of time wandering around inside. We were able to get a tour of the overflow storage building down the hill, which I thought was more interesting. All the sailplanes I had read books about, or seen

photos of, are stashed away in trailers or on stands, just waiting to be my next restoration project.

Unfortunately, this thing we call “work” was on the schedule for the next day, so off to the airline terminal I went. After another stop in Chicago I was back in LAX with a two-hour drive home to Bakersfield. I think it might take four years to recover from Elmira until I am ready to go again. On the other hand, maybe it will be just a few more months.

Todd Schultz



Featured Planes and Speakers

So many extraordinary sailplanes and their owners attended this year's IVSM, it was appropriate to dedicate special days and speakers to honor some of the most interesting aircraft with talks about their history, significance, and restoration. Many more sailplanes could have been honored, but the meet only encompassed seven days ... leaving many more subjects for future meets.

This year's cast included:

Sunday: *The Earliest Fiberglass Vintage/Classic Sailplanes and how they came to be.* Speaker: Peter Selinger from Stuttgart, Germany.

Sailplanes: Phönix T (Neal Pfeiffer, Steve Leonard and Jim Short), Glasflügel H301 (Jim Croce) and Glasflügel BS-1 (Steve Leonard).

Monday: *Irv Culver's Sailplane Designs of the 1930s and 1940s and Dan Rihn's Project to Create a Brand New Vintage Rigid Midget.*

Speakers: Doug Fronius and Dan Rihn from California. Sailplane: The NSM's Rigid Midget.

Tuesday: *Slingsby's Gull Wing Performers of 1938, the Petrel and Kirby Gull 1.* Speaker: Bruce Stephenson from the United Kingdom, Editor of VGC News, representing the Vintage Gliding Club. Sailplanes: WAAAM's (Western Antique Aeroplane & Automobile Museum, Hood River, OR) Petrel and Dennis Barton's Gull 1.

Wednesday: *Irving Prue and his Competition Sailplanes.* Speakers: Jeff Byard and Todd Schultz

from California. Sailplane: Josh Knerr and Todd Schultz's Prue 215A.



Wednesday Morning Session: Prue 215.

Thursday: *Jack Laister's Sailplanes, the LK-10A and LP-49.* Speakers: Cam Martin from California and Harry ten Cate from Canada. Sailplanes: Harry ten Cate's LK-10A; Dean Gradwell's LK-10A project with new wings and Cam Martin's "Yankee Doodle III" LP-49.

Friday: *America's Iconic "One Design" Sailplane—the 1-26.* Speakers: Bill Batesole, Hank Nixon and Wick Wilkinson, President of the 1-26 Association. Sailplanes: NSM's 1-26 s/n 001 on display at the nearby Arnot Mall; 1-26 s/n 002 (Valley Soaring and Hank and Dianne Nixon); 1-26 s/n 003 (Bill Batesole); 1-26 s/n 008 (Gus Johnson).

Saturday: *The Great Utility Gliders.* Speakers: Jeff Byard and Josh Knerr. Sailplanes: Jeff Byard's Bowlus Baby Albatross; Josh Knerr's Briegleb BG-6; Jerry Wenger's Grunau Baby IIB.



Friday Morning Session: Who has flown 1-26s?

Gliders & Pilots Participating at IVSM 2016

Bölkow FS-24 Phönix T, N240NX:
Short, Jim*
Bowlus Baby Albatross, NX1266N:
Byard, Jeff*
Briegleb BG-6, N6336: Knerr, Joshua*
Cherokee II, N373Y: Condon, Tony
Cherokee RM, N10124: Shafer, James
Culver Rigid Midget: NSM
DFS Rhönbussard, N158RB:
Wenger, Jerry
Glasflügel BS-1, N50AR:
Leonard, Steven
Glasflügel H201, N475JS:
Stringer, Jeffrey
Glasflügel H201B, N2045D:
von Tresckow, Peter
Glasflügel H301, N3013: Croce, James
Grunau Baby IIB, N58GB:
Wenger, Jerry
Hütter 17, N17HU: Wild, Gerry
Laister LK-10A, N58321:
Gradwell, Dean
Laister LK-10A*, CF-ZAJ:
ten Cate, Herrie*
Laister LP-49, N7003: Martin, Cam
LF-107 Lunak, N107LF: Buck, Peter
Morelli M100S, N88981: Rouborn, Paul

Prue 215A, N98612: Schultz, Todd and
Josh Knerr
Scheibe Bergfalke II/55, N706CS:
Brayer, Andy
Scheibe Bergfalke II/55, N1940M:
Hardy, John
Scheibe Zugvogel IIIA, N7872C:
Cannon, Walter*
Schleicher ASK-13, N1715:
Compton, Burt*
Schleicher Ka-2b, N582KA:
Pfeiffer, Neal
Schleicher Ka-6B*, N2720C:
Ochsner, David*
Schleicher Ka-6CR, N9044R:
Slack, Jonathan
Schleicher Ka-6E, N3075:
Gradwell, Dean
Schleicher Ka-6E, N59256:
Seymour, John
Schleicher Ka-7, N4280C:
WAAAM (Reid, Robin)
Schweizer 1-21*, NX91861: Short, Jim*
Schweizer 1-23, N91872: Buck, Robert
Schweizer 1-23, N91882: Lowry, Rusty
Schweizer 1-23B, N91880:
Westcott, Philip

Schweizer 1-26 #002, N91894:
Nixon, Hank
Schweizer 1-26 #003*, N3800A:
Batesole, Bill*
Schweizer 1-26 #008, N3852A:
Johnson, Gus
Schweizer 1-26B, N1320: Feher, Becky
Schweizer 1-26D*, N33874:
Harris Hill Soaring Corp.
Schweizer 1-35C, N2922H:
Umphlette, C. B.
Schweizer 1-36, N236WE:
Schweizer, Stu
Schweizer 2-33*, N17903:
Harris Hill Soaring Corp.
Schweizer 2-33*, N65839:
Harris Hill Soaring Corp.
Slingsby T-12, Gull 1, N253D:
Barton, Dennis
Slingsby T-13 Petrel, N38UK:
WAAAM (Reid, Marici)
Slingsby T-53, N8317: Babiars, Art
Warsztaty Szybowcowe Orlik 2*:
Busque, Dale (on loan at NSM)
Woodstock 13-Meter, N160WS:
Gross, Jerry

* Participated in IVSM 1995.

Honor Court at IVSM



Our Two-Seaters: Promoting Soaring in Vintage Gliders





Unless otherwise stated,
IVSM photos are courtesy of
Peter Selinger, Jocki Selinger,
Beatrice Chorosz, Simine
& Jim Short, Neal Pfeiffer,
Marici Reid and Guerry
Howard.



IVSM 2016



Typical attendance at morning sessions.

In past years it was often heard that there was “nothing to do” for those standing on the ground throughout the week-long event. This year, it was often heard that there was too much going on. For those who could not come to Elmira, here are some highlights in retrospect.

Saturday July 9

Opening Ceremony with the traditional ringing of the cowbell, followed by a museum tour and wine tasting.



The new Schweizer 2-33B at K&L Soaring.

Sunday July 10

Harris Hill briefing and safety meeting in the morning. This was one of the best soaring days of the week. A bus-full of diners departed NSM for dinner at the Hilltop Inn and others followed in their own cars.

Monday July 11

Workshop Practice book debut and book signing with Neal Pfeiffer and Simine Short at the Harris Hill Youth Camp. The customary International Evening followed with Bill Batesole as the coordinator. Private label beer, created by the Birdland Brewing Company in Horseheads, NY, was served courtesy of IVSM. Participants from every country and region offered their specialty snacks, drinks and finger food.

Tuesday July 12

After a busy day flying, a full bus departed from NSM for Hammondsport, NY. The one-hour drive was followed by a tour through the town, narrated by Traff Doherty, and by a catered dinner at the Glenn H. Curtiss Museum. After

an excellent evening, everyone enjoyed the bus ride back to Elmira, a welcome alternative to driving back themselves.

Wednesday July 13

The Dinner Cruise on Seneca Lake departed at 7 PM sharp for a scenic voyage and buffet.

Thursday July 14

The Elmira Chamber of Commerce sponsored a “Business after Business” reception at the NSM. This event, free to participants, was to introduce the local movers and shakers to the visiting pilots and their crews.

VSA’s third “Aging Sailplane Seminar” and panel discussion followed the reception. It was presented by Neal Pfeiffer, Bruce Stephenson, Les Schweizer and others, drawing many questions and enthusiastic comments.

Friday July 15

IVSM’s chartered bus departed on time from NSM for K&L Soaring, Cayuta, NY, for a tour and buffet dinner. This party was again free to participants. Everyone enjoyed seeing the facility and the recently unveiled SGS 2-33B.

Saturday July 16

Closing Picnic and Awards Ceremony at the Harris Hill Youth Camp. This event was a “Thank You” for all participants for coming, but also for the hard working NSM staff and HHSC members for making a memorable meet. International participants once again rang the VSA cowbell, marking the close of the event.



Ringling the Bell at the Closing Ceremony.

The Book

In lieu of a book review we reproduce some comments to

entice VSA members to buy their own copies. The book can be purchased via the VSA website <www.vintagesailplane.org/classifieds/books/> (\$47 plus \$6 P&H to a US address and \$30 P&H to a non-US address), from Cumulus Soaring <www.cumulus-soaring.com/books/WorkshopPractice/WorkshopPractice.htm> or from EQIP <www.eqip.de/index.php/en/shop-englisch/product/view/10/55> in Europe.



Workshop Practice Debut at International Night.



I have just taken a quick look at what can only be described as a magnificent production of the "BOOK". Personally, and I guess like you, I often thought it would never appear. We have sold all our copies here in Australia and are trying to get another order together. We hope to find a carrier like Owen Jones, who brought the box of books to Melbourne from

Elmira. Once again many thanks for all your effort in making *Workshop Practice* a great piece of work.

Alan Patching, Australia

Thanks so much for the fantastic copy of *Workshop Practice*. You, Neal and the rest of your team have produced a book to be proud of. With an amazing amount of dedication, know-how and energy you have converted an at-times questionable venture into a genuine success story. I am happy to have had just a very small part in it. So sad that Bob Gaines and John Ashford did not live to see the finished product.

George Betz, Easton MD

I received the Hans Jacobs book a couple of days ago and must say that I am very impressed. The end result exceeded my wildest imagination.

Jan Scott, Norway

Totally thrilled to receive this bible in the post today! You guys did a great job and many thanks for all your hard work in translating this book.

Owen Anderson, Great Britain

Have received the book in perfect condition and it is all I have hoped for over the years. I became aware of the translation efforts in the late 1990s from discussions in the *Bungee Cord*. I have a copy of the 1989 German edition and had even tried some modest translation with the help of a post-war USAF technical German-English dictionary, but found it very difficult, relying since on ANC 19. I have no PIC hours in vintage gliders (only SGS 2-32 and ASK-21), but hope to someday. I am a semi-retired cabinetmaker and the custodian of Herb Robbins' Grunau Baby III, as well as an SGS 1-23H. At Herb's suggestion, I visited David Schuur in June last year and was treated to a very nice tour of the Lawrenceville hangars. I got started in the doing part when I helped build some wings for an Alexander Primary for the Wings of History museum in 1999 and would like to continue with my projects.

Chris Yakubek, Oakland CA

Read about the translation and became interested in owning my own copy of the book. I was an A&P

student in the late 1970s, but have been flying for the airlines since the early 1980s. Really interested in older gliders and thought I might be able to pick up a restoration project as I near retirement. Maybe, joining the VSA I will also have a chance to meet other enthusiasts living in the Portland or Southwest Washington area.

Jeff Case, Camas WA



The Book is DONE!
Neal Pfeiffer and Simine Short.

A Milestone

Walt Cannon learned to fly gliders at the Schweizer Soaring School in Elmira in 1955. As was common then, he soloed in a 2-22. After a time, Bernie Carris decided that Walt was ready for a single-seat glider and put him in the then brand-new 1-26. Walt was the first "kid" to fly a 1-26.

Recently I found out that the glider he flew is our 1-26, serial number 2, N91894. This glider now serves as the junior's glider at our club and flies all the time.

Fast forward to last 13 July, when Walt again flew the same glider 61 years later, while participating in the IVSM.

The smile on his face was priceless.

I have asked around among many who may know and nobody recalls someone flying the same glider over this span of many years.

It says a lot for the longevity of both the glider and this extraordinary pilot.

Well done, Walt!

"UH" Hank Nixon



Hank Nixon photo.

IVSM 2016 was an interesting time for me to relive the past. In 1955 the second 1-26, N91894, was introduced to the general public and became available for students attending the Schweizer Soaring School. I was a student at that time and was offered a chance to fly it. Bernie Carris told me that no 15-year old kid had flown it yet. I had some very nice flights in it and loved every minute. That glider is now owned by Hank Nixon, who let me fly it again during IVSM 2016, or 61 years later.

The 1-23B N91880, owned now by Phil Wescott, was owned by Chuck Kerr in Auburn, MA, in 1957. My brothers and I visited his airport, auto towing our 1-19. It was lots of fun, but no soaring. Chuck then offered me the chance to fly his glider. The soaring was very good. I was able to fly it for five hours and completed my Silver C, which was a big deal for me at the time. About two years ago, Phil let me fly his ship, about 57 years later. It reminds me again and again how long I have been involved with the sport.

I have been a member of the SSA for 62 years. The only other living person I know who has been a member longer, is Bertha Ryan who introduced me to soaring and to Paul Schweizer in 1954.

Walter Cannon

The New VSA Achievement Coins

Out with the old coins and in with the new!

The VSA achievement coins were originally unveiled at IVSM 2009. Through spring of 2016, roughly 100 were given to VSA members who surpassed silver soaring performance levels at VSA recognized events. IVSM 2016 promised to provide even more flying than before and more flying demanded the issuance of new coins. Thus, a second series of VSA coins was minted in red (instead of blue) and a new set of achievement recognitions began.

In a remarkable case of déjà vu, the first new "red" coin was earned by Walter Cannon for his flight to Dansville, NY, and back to Elmira; déjà vu, because Walt won the very first VSA coin in 2009. We hope Walt will still be flying when we issue a third version of this award and we will see if he can win that one too!



Other award winners at IVSM 2016 were Peter Buck, Tony Condon, Art Babiarz, Gerry Wild, Neal Pfeiffer, Hank Nixon, Jerry Wenger, Jim Short, C. B. Umphlette, Rusty Lowry, Josh Knerr, David Ochsner, Steve Leonard, Burt Compton, and Peter von Tresckow. All were won in VSA eligible aircraft, flown at IVSM by VSA members; most coins were awarded for altitude gain, three for distance, and one for a determined duration accomplishment of over five hours.

Congratulations to all. The new coins should be delivered by early September, engraved and mailed to the winners shortly afterwards. These coins will continue to be available for future VSA events until the series runs out and another set is needed.

Anybody want to vote on yellow or green?

Rusty Lowry

IVSM 2016 Awards

Committee: Dave Schuur, Bill Batesole, Dean Gradwell

Best Overall Sailplane. Highest Overall Award for IVSM 2016: Rhönbussard WAAAM Museum (Jerry Wenger), accepted by Tom Evelo, E&A LLC.

Best Restored Sailplane. Highest Restoration Award for IVSM 2016: Slingsby Petrel WAAAM Museum (Jerry Wenger), accepted by Marici Reid.

Exceptional Presentation Award: LK-10A/TG-4A Dean Gradwell.

Best Sailplane Pre – 1940: Bowlus Baby Albatross Jeff Byard.

Best Sailplane 1940 – 1949: Schweizer 1-21 Jim Short.

Best Sailplane 1950 – 1959: Schleicher Ka-6B Dave Ochsner.

Best Sailplane 1960 – 1969: Schleicher Ka-7 WAAAM Museum, accepted by Robin Reid.

Best Fiberglass Sailplane: Bölkow FS-24 Phönix T Steve Leonard, Neal Pfeiffer, Jim Short.

Best Schweizer Sailplane: Schweizer 1-23B Phil Westcott.

“The Judges’ Choice” Grunau Baby IIB WAAAM Museum.



Tom Evelo accepting IVSM's highest award for WAAAM.

Best Looking Sailplane “The People’s Choice”: Prue 215A Josh Knerr and Todd Schultz.

Best First-Time IVSM Entrant: LF-107 Lunak Peter Buck; Laister LP-49 Cam Martin; Briegleb BG-6 Josh Knerr; Prue 215A Todd Schultz.

Longest Distance Traveled Bringing a Glider to IVSM: LK-10 and Ka-6E Dean Gradwell.

Longest Distance Flown at IVSM: Scheibe Zugvogel IIIA Walter Cannon; Glasflügel BS-1 Steve Leonard.

Longest Duration Flown at IVSM: Cherokee II Tony Condon.



The Texas Boys Had Fun on Harris Hill

At IVSM 2016 this past July, pilots from each attending country and US state were asked to bring indigenous food or drink from home. “Bring brisket” from Texas was the suggestion from the organizers ... yeah, right.

Slow cook a big ol’ brisket all day when I can be flying my colorful ASK-13 with the open cockpit over historic Harris Hill?

Pondering what Texas delicacy I could bring to the evening party I had a brilliant idea. En-route to Elmira I stopped at a Walmart (easy glider trailer parking) in Ohio and loaded up with MoonPies and RC Colas. Indigenous and ingenious! No cooking, no mess, as MoonPies are individually wrapped and well preserved (kinda like stale, unlike fresh made, “Smoers”).

Well my Texas booth was quite popular even as them northern folks really did not know much about MoonPies and how they are traditionally enjoyed with an RC Cola. They probably never heard of the 1950s country song “An RC Cola and a MoonPie” by Texas singer Big Bill Lister.

Anyway, Jacob Elledge (my trusty crew chief and glider copilot) of Alpine, TX, and I got rid of all of ‘em and enjoyed a fine beer at Rob Buck’s Vermont table next to ours.

Yep, we sure had a fine time flying (I logged 33 flights during the week-long event) and visiting with friends on Harris Hill.

Next IVSM will be in 2020 but we will attend some smaller vintage and classic sailplane meets around the USA every year.

Burt Compton



Burt Compton signing Raphael (a HHSC junior) Chorosz's logbook after making the very last flight of the week in Burt's open cockpit ASK-13! Beatrice Chorosz (the proud mother) photo.

Aerolite, Aerodux & Weldwood Plastic Resin

Previous articles in *Bungee Cord* have described the use of Kaurit and casein glues (Fall 2015 and Spring 2016) in some detail. Casein was widely used in gliders worldwide up to the end of World War II. Kaurit was then utilized after the war, primarily in Germany and surrounding countries. However three other glues were developed during the war or shortly thereafter; these were Aerolite, Aerodux and Weldwood Plastic Resin.

Aerolite development began before the war in England. This glue was utilized in the Mosquito bomber and the Horsa troop-carrying glider. It is a urea-formaldehyde adhesive that resists water and microorganisms. In some respects it is like Kaurit, since it has a similar urea-formaldehyde basis and utilizes a paste on one piece and a liquid acid hardener on the adjacent piece to be joined. In post-war times, it was widely utilized by Elliotts of Newbury (EoN) to build powered airplanes and gliders such as the Grunau Baby IIB and the Olympia. I have inspected several English wooden gliders that use Aerolite and they all seemed to have robust glue joints. Some issues were noted in Australia, however, after an investigation it appears there were problems with the processes in their factories (such as allowing the acid hardener to dry before the joint was made, which caused the problems noted with the aircraft ^[1]). Aircraft produced using the proper adhesive procedure appear to have robust glue joints. A British Gliding Association document, *Standard Repairs to Gliders* ^[2], provides more information about the development, mixing and use of Aerolite.

Aerodux should be considered a specific trade name for a generic type of glue called Resorcinol. Versions may also be known as Resorcinol-Phenol-Formaldehyde or Resorcinol-Formaldehyde. Aerodux was utilized in a number of German wood gliders in the 1950s and 1960s, particularly to attach plywood skins to wings and fuselages. It has a brown or reddish-brown color and slightly sweet smell when sanded (at least to the author). Aerodux has been regularly available in Europe, but not always in the US. However, another resorcinol glue, with the brand name Cascophen, is readily available in the U.S. from companies that supply parts for homebuilt aircraft.

These Resorcinol glues are strong and can withstand long-term immersion in hot water. They do not soften at high temperature or

become brittle at low temperature. As such, these have proved to be very good adhesives for wood structure and may also be utilized to bond metal surfaces, with proper preparations.

However, there are some disadvantages to this glue. Resorcinol has very limited gap-filling characteristics, so glue joints must be carefully made. It also requires high clamping pressure to ensure a good joint and prefers a shop temperature of 70° F or higher. Nevertheless, Resorcinol will make excellent joints if care is taken.

Weldwood Plastic Resin is another form of urea-formaldehyde glue. It was widely used in U.S. homebuilt wood airplanes after WW II. The current edition of the *FAA Aviation Maintenance Technician Handbook (AMT)* ^[3] does not prohibit the use of this glue, but states that it should be discussed “with FAA engineering prior to use.”

I hope this article provides a basic overview to these glues. The one remaining category that needs discussion is epoxy. That will have to wait for another article.

Neal Pfeiffer

References:

- [1] www.casa.gov.au/sites/g/files/net351/f/_assets/main/airworth/awb/02/011.pdf
- [2] <https://members.gliding.co.uk/library/standard-repairs-to-gliders/>
- [3] http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/amt_airframe_handbook/



The lower fin/fuselage structure of the Lo-150 with the skin removed.
The dark color is the remaining Aerodux glue.

One Very Special Award



A few years ago, my son scoured the web for sailplane

instruments and came upon a trophy that was for sale in England. He purchased the desk set trophy and gave it to me as a Christmas present. It is quite lovely with its dark marble base, pen holder, and chrome clouds supporting a 1930s era glider flying at an angle and its inscription plaque:

**DOROTHY HOLDERMAN
RECORD FLIGHT 4 HRS. 31 MIN
JUNE 29 - 1934**

I have used this desk set near my computer for a few years and every time I have looked at it, I have wondered who this woman was, but I had never taken

the time to research her. After I mentioned this trophy to Simine Short, she gave me photos and information on Dorothy ("Dot") from her collection. Dot was not at all British, but a young American soaring pilot. She was one of the first ladies to earn her glider license in 1931, along with, perhaps better known, Anne Lindbergh and Hattie Barnaby, just to name the other two.

After a three-year bout with illness, she participated at the 1934 National Soaring Contest in Elmira, NY, where she had the longest flight of 4 hours, 31 minutes. That record was broken the following year.

The question is, how did this American trophy end up in England? I would like to know the answer, but am happy that it now resides at our house and, no, it will not be passed on with the job of being the VSA's treasurer.

Mary Cowie



Here is a photo that may be of interest to readers:

Two PRs flying in formation!

You are unlikely to ever see that again, at least not in color. Both were mine. The yellow one is now on display in the New England Air Museum, the silver one is flying in the Netherlands.

Both ships were flying in Canada after WW II. The yellow one was bought by a Civil Air Patrol group in Michigan that put it up for sale to the highest bidder. I was the only bidder and hauled it home to Lovettsville where I restored it in the spring of 1984.

The silver colored one also came from Canada. My neighbor saw mine and decided he wanted one as well. He bought a repair project from Leo Schober that had a lot of parts missing. He soon gave up and sold the project to me. The glider needed a lot of work. It was a bit heavier than the one I already had, but I did finally get it certified and flying.

The photo was taken near my field in Lovettsville. We had some problems keeping the two in formation, because the silver colored one had a

much higher sink rate, most likely because of some major repair work following an accident while flying in Canada.

The photo below was taken sometime in the summer of 1985 by Linn Buell flying my Scout towplane.

Jan Scott



THE "CHANUTE" SOARING PLANE



Several VSAers supplied additional information on Jack O'Meara's "Chanute" sailplane (see Summer 2016 *Bungee Cord*). Apparently this glider did not disappear after the 1935 Nationals in Elmira.

Ralph Barnaby, President of the SSA and editor of the *Gliding and Soaring Bulletin*, lamented that at the 1935 Elmira meet only two gliders could be considered high-performance soarers, Jack O'Meara's "Chanute" and Dick du Pont's "Albatross." Receiving the newsletter, his friend Wolf Hirth wrote from Japan: *"You need real good performance sailplanes of modern design like my Minimoa and not those old buzzards like 'Chanute' of 1927 construction."*

Richard C. du Pont had opened a gliding school at Wings Field, near Ambler, west of Philadelphia; Jack O'Meara joined him in the fall of 1935, bringing along his recently overhauled seven-year old "Chanute." When O'Meara moved to California, the glider stayed at du Pont's "Wings Soaring Club."

The Philadelphia Glider Council (PGC) was formed in late 1941. At that time Ross Christman and Al Krauss owned the "Chanute". In early March 1942, PGC members participated at the Philadelphia Sportsman Exhibit, showing their Franklin, the "Chanute" and an uncovered du Pont Utility. This display was well received and helped members share their enthusiasm for gliding in the Philadelphia community.

Two years later, PGC members purchased an airport for their operation. At their Open House in the fall of 1944 attendance was excellent; visitors came from many areas in the eastern U.S., even though there were difficulties due to wartime travel. A familiar sight to many old timers was the graceful "Chanute." The Philadelphia Gliderport

had been freshly seeded and had no turf yet. Auto tow was impossible, so a winch was used to launch the utility gliders and the "Chanute", but retrieving on the muddy runway presented major problems.

Many years later, Liv Morris (the oldest PGC member in 2016) heard from Ross Christman about his futile attempts to donate the "Chanute" to the Franklin Institute in Philadelphia and other museums; no one was interested and Ross became tired of saving the sailplane. In frustration, he pulled it out of his barn and burned it, even though he knew that the glider was significant.



All that remains of the "Chanute" today is an exhibit frame at the National Soaring Museum, donated by Lew Hull about ten years ago. This exhibit includes various photos but also an outer wing rib section with tapered connection bolts for rigging the main wing spar.

Simine Short

Acknowledgments: Thanks to Rusty Lowry for pointing out the display at the NSM, to Peter Smith for allowing me to open the frame for better photographing, to Peter Selinger for taking excellent photos of the originals (see photos above) and to Gerry Wild for inquiring among PGC members.

2016 Calendar of Events

September 22–25 • Great Plains Vintage/Classic Regatta

Wichita Gliderport, two miles east of Jabara Airport in Wichita, KS. Hotels and restaurants nearby. Saturday features vintage topics colloquium. Information: Neal Pfeiffer <nealpfeiffer@sbcglobal.net> or Tony Condon <abcondon@gmail.com>.

October 8–9 • (Columbus Day Weekend). Massey Vintage/ Classic Rally

Massey Aerodrome (MD1), 1.5 miles east of Massey, MD. Airport and Museum contact: (410) 928–5270 or <masseyaero.org>. Information: Rusty Lowry (240) 925–5683 or <Lowry94@verizon.net>.

The Vintage Sailplane Association is pleased to print notices of events and meets that it receives from its members. VSA does not sanction or sponsor events or meets or accept any liability for them. VSA urges event sponsors and those submitting notices to provide as accurate information as possible and to indicate any restrictions or special requirements regarding participation in their events. Please contact the sponsor with any questions.

Vintage Sailplane Spot Landing Contest Rules

1. Contest Director: The Contest Director conducts the pilots meeting, briefs the rules and establishes the start and finish for the contest. The Contest Director supervises the measurement team and is the final authority for interpretations of the rules and resolving ties.

2. Target: The target is a fixed point on the ground (e.g. a nail) marked with a brightly colored plastic traffic cone.

3. Boundary Line: A “must touch down beyond” line is marked on the runway. All touchdowns must be past this line or the attempt is disqualified.

4. Foul Line: An imaginary line (i.e. a “wall” or “fence”) passes through the marked target point on the ground perpendicular to the runway. If ANY part of the glider (wing tip, nose, tail, etc.) crosses that line (hits the “wall” or “fence”) the attempt is disqualified.

5. Release Altitude: All attempts are made from an 800-foot pattern tow (i.e. generally abeam the touchdown point).

6. Scoring: Low score (closest stopping point without passing the target and crossing the foul line) wins. The contestant pilot’s score is the distance in inches (measured to the nearest $\frac{1}{4}$ inch) from the furthest point forward on the glider nose (handle, pitot, etc.) projected vertically

to the ground with a plumb bob and measured to the target point on the ground. This measurement is taken after the glider has come to a full stop, but before the pilot exits the aircraft.

7. Attempts: Time permitting, multiple attempts are allowed. The Contest Director will determine the official end of scoring and announce the winner.

8. Contest Prize: The Contest Winner receives the tow for the winning flight free of charge.

Doug Fronius

Note: Spot landings are part of the Badge program.

1] The SSA “C” Badge includes the following requirement: While accompanied by an SSA Instructor, demonstrate the following: Make a simulated off-field landing, from the approach without reference to the altimeter; Perform an accuracy landing from the approach, touching down and coming to a complete stop within an area no greater than 500 feet in length.

2] The SSA Bronze Badge includes the following requirement: Perform at least three solo spot landings in a glider, witnessed by an SSAI. The accuracy and distance parameters established should be based on glider performance data, current winds, runway surface and density altitude. As a guideline, a maximum distance of 400 feet would be acceptable for a Schweizer 2-33 glider.

Cam Martin



Classifieds

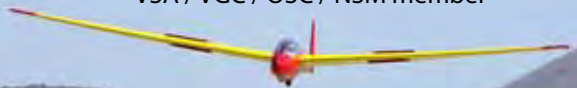
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Member Classifieds



For Sale: 1963 Schleicher Ka-6CR s/n 6171, N5313, TT 1033.3.

Current annual, modified factory open trailer, basic instruments. National 360-B parachute (repacked 5/1/16), cg hook, tail dolly, assembly stand, alternate inst. panel for Tangent flight computer (needs service), vintage Replogle chart recorder, Flytec 4005 backup logger vario/chrono., Garmin GPS 72. Flown at IVSM 2012. Ready for flying. Once owned by Rudolf Opitz (1967). Currently in western NY (Dart Field: D-79). Buyer responsible for pick up or shipping. \$6,000 o.b.o. Health issues force sale. Dave Carpenter (585) 981-0180 or <dcarp@sbu.edu>.



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