

# Bungee Cord

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All About Vintage & Classic Sailplanes



## Vintage Sailplane Association

Lawrenceville-Vincennes Int'l Airport  
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Lawrenceville, IL 62439

A Division of the Soaring Society of America  
a 501 (c) (3) Charity

<[vintagesailplane.org](http://vintagesailplane.org)>

f "Vintage & Classic Sailplanes"

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Promoting the acquisition, restoration,  
learning and flying of vintage and classic sail-  
planes and gliders and preserving their history  
since 1974.

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### Editorial Policy and Deadlines

Articles, news, letters and calendar events must be submitted by 15 February (Spring), 15 May (Summer), 15 August (Fall) or 15 November (Winter). Electronic format is preferred. When sending digital photos please use the highest dpi to ensure the best finished product. Submissions may be edited for clarity or space as necessary.

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# Retrospective and Prospective

Winter was waning not so long ago as I walked through the cold and dimly lit hangar filled with sailplanes from every era. Some training and club sailplanes were already anxiously awaiting their first flights of the season and pilots were attending to their maintenance and cleaning before taking them out. But there were a few older, lonely-looking gliders farther back in the hangar, most with deep dust on their wings. They had been glorious and significant soaring machines years ago, but now I wondered when they might fly again. I wasn't the only one: a faint raspy voice seemed to come from a far corner: "Please help me, I haven't flown in four years. Can I go outside, too?" Then another quiet complaint came from another corner, "My wings are so dirty, I wonder if I could ever fly again." A third voice joined the chorus, "Won't someone please help us just get out the door and show the world that we really do know how to fly? I see some light coming through the hangar door. Help me soar and show everyone what I used to do so easily."

This was a shocking set of complaints from these wonderful old sailplanes, now relegated to the cramped corners of the hangar. At least, I mused, they were sitting inside, not outside among the weeds or baking in the desert sun. "Well," I answered to the faint voices, "there will be a vintage glider meet here in a couple weeks. Some guys and gals just said they were going to bring you out, clean you up, give you a good inspection and fly you. How would that be? And someone else told me they were planning to take you into their shop and see about giving you some new fabric clothes and prettier paint. Maybe someone else will come during the meet and take you to a loving new home where you will be appreciated for all the history you have made."

"How is all that going to happen?" came a newly awakened voice. "Well," I responded, "there is this organization of people who appreciate older gliders. It is called the Vintage Sailplane Association. They hold meets around the country, and they really care about planes like you! They want to find out your life story, they want to fix you up and show others how beautifully you fly." "Wow," came the surprised chorus, "maybe there is hope!"

This imaginary vignette could have happened decades ago. The Vintage Sailplane Association was formed 50 years ago this summer and its purpose remains the same: to help its members research, acquire, restore and fly older sailplanes, both vintage and classic. In this issue you will hear retrospectively from one of our founding members, Geoff Steele, about VSA's inception and about some of the exploits of its early members. We know what is going on now, with more people owning and flying vintage sailplanes, and with meets throughout the country. The International Vintage Sailplane Meet and the Soaring Society of America Convention provide even more opportunities for people to pursue their favorite vintage topics. VSA's communications,

**Front Cover:** Participants of the first vintage glider gathering at Harris Hill in August 1974, sponsored by the National Soaring Museum. The Vintage Sailplane Association was founded on the last day of the meet. Geoff Steele photo.

**Back Cover:** The RJK-5 combined the world-famous RJ-5 wings with a metal fuselage by Adrian Kisovek, creating one of the best vintage/classic sailplanes of the late 50's and early 60's. Here it is soaring over the Chemung valley in 1974, shortly after the founding of the VSA. The RJ-5 and the RJK-5 fuselage are in the NSM. Jim Short photo.

our magazine *Bungee Cord*, website (<www.vintagesailplane.org>) and Facebook presence (Vintage & Classic Sailplanes) tell the world what our members are doing nowadays. Meanwhile, VSA's translated book *Workshop Practice* provides unique "how-to" guidance.

Prospectively, looking forward, there is even more opportunity to preserve aging historic sailplanes through the Midwest Glider Conservancy (led by Neal Pfeiffer) and probably soon through additional groups dedicated to seeking out historic sailplanes while giving members practice on how restoration

is done and what it is like to fly the older gliders.

Join us as we celebrate our 50 years of history so far and plan for our next 50. Let us soothe those plaintive voices in the back of the hangar and help them understand what people have done for aging gliders over the years, and what people can do to keep our elegant vintage sailplanes smiling and flying.

The VSA is an association of people, and to every VSA member and volunteer a big THANK YOU! Safe flying,

*Jim*

## Who's Who and Thank You

The work of the VSA is varied and dependent on many, many volunteers. The list of everyone who has helped, served as an officer or director, or in numerous other capacities is

voluminous; just look at the masthead of this issue. As a partial thank you and for the record, here is a list of VSA Presidents, Treasurers, Secretaries and *Bungee Cord* Editors so far.

### Presidents:

Geoff Steele → 1974-75  
Jan Scott → 75-79  
Len McLain → 80-81  
Bob Colby → 82-86  
Gregg Reynolds → 86-88  
Jack Hilton → 89-92  
Linn Buell → 93-96  
Bob Gaines → 96-00  
Jeff Byard → 00-02  
Dave Schuur → 03-06  
Jim Short → 07-

### Treasurer:

Pat Smith → 1975-76  
Geoff Steele → 76-79  
Al Uster → 79-83  
Gregg Reynolds → 84-85  
Mai Scott → 86-92  
Gregg Reynolds → 92-95  
Mai Scott → 96-10  
Mary Cowie → 10-18  
**Treasurer pro tem:**  
Jim Short → 18-

### Secretary:

Ginny Schweizer → 1975  
Pat Smith → 76-78  
Barbara Harding → 78-80  
Pat Storck → 80-85  
Gregg Reynolds (interim) → 86  
Jim Harding → 86-88  
Jan Scott → 89-96  
George Nuse → 97-98  
Linn Buell → 98-06  
Lisa Setz → 07  
Barry Van Crommelin → 07-13  
Dave Schuur → 13-19  
Jim Croce → 19-

### Bungee Cord Editors:

Geoff Steele → 1975-80  
Bob Storck → 80-83  
Jan Scott → 84-88  
Charlie Morey → 89  
Jan Scott, Jack Hilton, Harry Irvine → 90  
Jim Ealy → 91-92  
Jan Scott (interim) → 92  
Jeff Byard → 93-98  
Raul Blacksten → 98-07  
Jeff Byard (interim) → 07  
Dennis Barton → 07-11  
Simine Short → 12-



## VSA News and Updates

### Donations and Official Matters

During the past three months, the VSA received a nice monetary contribution from Filippo Soffici when he joined the VSA and ordered drawings.

Our thanks also go to Jerry Wenger, who donated a file cabinet for storing drawings, which Tom Evelo will deliver when he travels with the Minimoa from Wyoming to Elmira and the IVSM in late June.

Simine and Jim Short donated a four-drawer file cabinet for the VSA archive. This cabinet will be

used to store, organize and then find older issues of *Bungee Cord*.

**VSA NEEDS YOUR HELP.**  
**Please**  
**DONATE TODAY !**



## Best of Bungee Cord in 2023 Award

Four years ago, we introduced a new award, the “Best of Bungee Cord.” It recognizes those members who have contributed to our quarterly magazine.

The team of eight proof readers took time out of their busy schedules to go through the four issues from last year and check what appealed the most. It was unanimous that the cover photo of the Fall issue deserved the award of being the “Best” of last year. And just to let you all know, members of the Gradwell family submitted the eye-catching photo of two-year old Jorah Wolf, the great-grandson of Dean Gradwell. The photo was taken by Dean’s daughter Dena,



Jorah’s grandma. Their comment was simply: “Jorah absolutely loves airplanes, and he had a blast at the glider hangar. A future sailplane pilot for sure.” The photo also shows Dean’s Cherokee in the background and Gene Cope’s Cherokee model in the foreground. Reprinted articles from the past make interesting reading. These are the

favorites: Ralph Barnaby, “Two-Horsepower Glider Launch;” Bertha Ryan, “AES Memories;” and Leighton Collins, “Icarus Antarcticus.”

The committee agreed that the best contributed article was submitted by Kristin Farry, “300 km Flight in my Vintage 1-26,” published in the Summer 2023 issue. The second place is shared by Marco Raajmakers for his report on flying his Ka-8B in “A vintage story in the modern era,” published in the Fall, and Gerry Wild for his “Hütter 17: A farewell to a beginning,” published in the Winter issue. Many of last year’s articles received at least one <LIKE> by one member of the proof-reading team. They are Doug Fronius, “The Stiglmeier ‘Stick’ NX15539,” Jeff Byard, “The Bowlus-duPont Albatross sailplanes,” Kristin Wild, “The Return of the SSA Convention,” and Jack Bruning, “My Schweizer N955BA,” published in the Spring issue. Two articles in the Summer issue received one vote each: Thorsten Fridlitzius, discussing the “BJ-1 Dyna-Mite” and the editorial by Jim Short, “Surely Nothing is Better!” The collection of write-ups on “The Wichita Meet - Stories by participants” in the Winter issue was of interest, and we all liked the various progress reports by Gene Cope, on building his scale model Rhönbussard.

It was a good year! And if you, dear reader, have a story to tell or a photo to share, please send it to us!

• Simine Short



## The photo on the back cover of the Spring 2024 Bungee Cord

Several VSAers submitted comments. Steve Leonard confirmed that Walt Cannon did participate in the 1964 Nationals and placed 18th (out of 48). Steve also gave a complete run down: “McCook, Nebraska, 1964 Nationals. Paul Bikle’s Prue Standard is in the background (red nose, silver fuselage, white wing, right side of picture, and if you use your imagination, you can see the contest ID “6” between the kids), Robert Lee Moore’s red 1-21 (N91861, contest ID “23”, of course now Jim Short’s), and contest ID “39” is, I believe, Julien Audette from Canada. Looks like a CF-something under the orange stripe on the vertical. I think the plane at the far left is the nose of Bud Mears’ Prue Standard.”

Bruce Friesen reports that Julien Audette’s glider, CF-ZDO, Schweizer 1-23G s/n 40, has survived and is in the hands of the Reynolds Heritage Preservation Foundation in Wetaskiwin, Alberta.

And Kyle Schweizer wrote: “I saw the wonderful picture of the 1-23 on the back cover of the *Bungee Cord*. I just wanted to let you know that it is/was a 1-23H not an H-15. In fact, this was the prototype H, a demonstrator of the Schweizer Aircraft Company; I have a number of pictures of both Paul A. and Bernie Carris flying it.”

Ellen Gehrlein reported for the family, that VSA members might be interested in knowing that their dad, Larry Gehrlein, was also shown on the photo: “I was looking through the latest *Bungee Cord* that we had just received and saw the picture from the 1964 Nationals on the back cover. I said to Rod, your dad and you and Jay went to that one. He said, yes, we did and he said, do you see anyone you know? I was just looking at the gliders, it took only a few seconds when I spotted his dad, Larry, with his back to the camera. And the boys stated that the man wearing the straw hat was John Bierens. It was really fun spotting their dad in the picture!” • BC



VGC gave us some good coverage in the last issue of *VGC News*, and we hope that several of their members will venture across the big pond to our continent to help us celebrate VSA’s 50<sup>th</sup>.

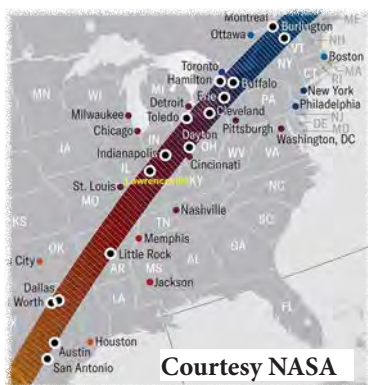
# The Total Solar Eclipse sweeping across the U.S.

The day before --- a good luck sign



The month of April was really put into perspective ... several members experienced the full and total solar eclipse of the sun in Lawrenceville, IL.

What a mind-bending experience! Sunset all around us, and our dog Vega wondered what was going on! As the moon crossed over the sun on 8 April 2024, people stopped their regular activity to gaze upward in a profound experience of awe.



The general public normally does not think about the wonders of the universe, but on that Monday, people living in the eastern part of the United States were actually paying close attention. For many of us, the solar eclipse evoked a mystical moment, as the celestial event graced us. It was

a gentle reminder that life can be magical.

A total solar eclipse is not just something that you see, it is something that you experience. You can feel the temperature around you begin to drop by as much as 15 degrees over the five to ten minutes that lead up to the eclipse. The light becomes eerie and morphs into a dusky, muted twilight, and a column



of darkness from the sun toward the ground moves toward you as the moon's shadow slides neatly over the sun, turning day into temporary night. A few stars or planets begin to appear faintly in the sky as your eyes get used to the new darkness.

A total eclipse elicits a unique feeling that cannot be evoked by a photograph, that can be experienced only within the path of totality when the moon completely obscures the disk of the sun.

Standing on the wide-open airport in Lawrenceville, the duration of totality was almost four and a half

minutes. It was completely dark where we were standing, but the horizon all around us was light, very weird and strange. And there was the crowning glory: the sun's corona, the pearly white outer atmosphere of our nearest star had an ethereal beauty that was challenging to articulate.

Many people think that a partial eclipse is good enough. Now I know, it is not. Totality is very much different and very memorable.

Simine Short



Photo material supplied by the author.





# Looking Forward to Looking Back ... on VSA's 50th

Wow!!! Startling ... and a bit daunting. Those are my mixed feelings when confronting the fact that the Vintage Sailplane Association now celebrates 50 years of life (after what seems like ten) and realizing that I have aged along with the organization. Yikes!! In fact, I may be the “last man standing” among the original group that met on Harris Hill for the first vintage glider meet in 1974.

The notion of preserving and flying older gliders was first crafted by Paul Schweizer, from Schweizer Aircraft, and Jan Scott, a 727 pilot for American Airlines. Paul previously had backed the creation of the National Soaring Museum on Harris Hill, NY, to collect and preserve the history of the development of the sport and science of soaring in the United States. This involved collecting and archiving documents, photos and memorabilia; quite a few gliders were donated for restoration, preservation and display to the public. That concept evolved into the lovely National Soaring Museum and its inviting display of aircraft and history that many of us will enjoy during this International Vintage Sailplane Meet in July 2024.



Tommy Smith's Slingsby Kirby Gull

clothing, so a few of us showed up with knickers, poor-boy hats, argyle socks and saddle shoes, silk scarves, leather helmets and goggles, just for FUN!!

That first event drew seven pilots with supporting crews: Robert Eckard, flying his flat-topped Laister-Kaufman LK-10A; Peter Masak from Canada, flying his Scheibe MU-13D; Stanley Schuyler, flying his restored LK-10A; Jan Scott, flying his Göppingen 1 Wolf; Tom Smith, flying his lovely gull-winged Slingsby Kirby Gull (now on display at the NSM); Geoff Steele, flying his factory prototype Schweizer SGU 1-20 (now owned and flown by Guy Byars) with crewmate and flight instructor Albert Jones; and Ray Young, with



Vintage Vantage — A Minimoa and a Kirby Gull listen attentively as Liam English retraces their history to Regatta attendees. *Soaring*, December 1974.

The Vintage Sailplane Association had a rather humble beginning event on that Labor Day Weekend in 1974, involving a few pilots with older gliders, who were invited by Liam English, then Director of the Museum. He asked participants to wear period



Geoff Steele flying his factory prototype Schweizer 1-20



**Leonard McClain's Cherokee II with the colorful nose paint job**

a crew from Aeroclub Albatross in New Jersey, flying their Schweizer SGU 1-19.

Paul thought that holding periodic meets at Harris Hill, organized by the Soaring Museum, might encourage greater public awareness and attendance there. Liam and Paul further leveraged that idea by inviting an antique car group, a barbershop quartet, and women to wear period clothing, including 'speakeasy' beads and flapper dresses. That made a mere event into a party enjoyed by everyone, especially the visiting public.

Our VSA logo was created a couple of years later by gifted aviation artist, craftsman and homebuilder Leonard McClain from West Chester, PA. Many trial draft versions from various members resulted in this winner! Len flew his yellow hand-built Cherokee II at many of our meets and was quite the rake dressed in a straw boater, blue and yellow striped shirt, knickers and argyle socks with saddle shoes!

Soon we realized that investing all the required logistics and time required for meets only at the famed Hill might stifle VSA growth, so we tried regional meets around the East Coast. An obvious first choice was Jan Scott's private airpark at his home in Lovettsville, VA, adjacent to a short ridge of the Appalachian Mountains extending from Purcellville, VA, north to the Potomac River. Jan's two T-hangars provided weather protection for airplanes and the ridge provided both thermal and ridge lift. Tent camping was available. Evening barbeque grilling, cool beer, and flipping burgers and dogs made for fine fellowship following days of flying. And invited pilots and crews did come, so the thought of adding regional meets seemed sound.

Other events then were held at Kutztown, PA, in conjunction with their annual Kutztown Fair that typically drew large crowds. Our long weekend VSA meet there brought a dozen or so pilots and their families, and I brought my bride and two children in our VW camper.

Then another meet was tried at Tom Knauff and Doris Grove's "Ridge Soaring", located west of State College, PA, adjacent to that LONG, continuous Appalachian Mountain ridge running all the way from Pennsylvania to Tennessee. That event was rained out for two days, but it provided glorious mud puddles for the kids to stomp around. Nobody could fly, so we sat in a hangar, talking about ridge flying. Finally on Sunday afternoon the sun came out and a northwest breeze (read: cold front) set up lovely ridge soaring conditions. But by then visiting pilots had disassembled and were ready to trailer their gliders back home.

Bob Dart hosted meets at his "Dart Field" at the northwest end of Chautauqua Lake in western New York, another inviting venue. Bob flew his beautifully-restored Schweizer 1-19 at these events. Larry Gehrlein and his family showed up with their tethered hot air balloon and wicker basket and gave free rides to all brave comers, up to about 200 feet, providing fun for kids and moms crewing for their pilot dads. The County Sheriff dropped in, too, with his helicopter and offered me some good aerial photo opportunities hovering above the morning's flight line.



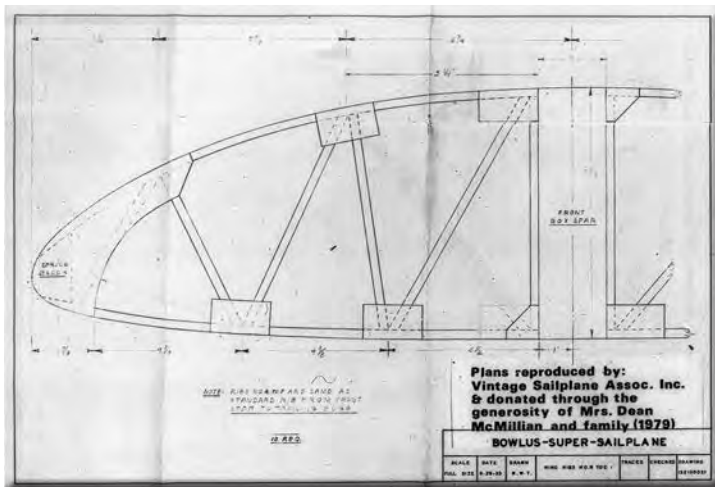
**Geoff Steele (L) and Jan Scott (R) in 1978**

But there were other important agendas besides arranging meets for VSAers. Part of our initial mission was to develop ways of working with museums to help investigate, explore, expand upon, and preserve the history of soaring. Several of us in the Washington, DC, region began closer cooperation with the National Soaring Museum (NSM) in Elmira and the National Air & Space Museum (NASM) in Washington. We began searching for old glider plans from original designers like Hawley Bowlus and Harland Ross, with hopes



of gathering and microfilming them to 35mm film that promised both 100-year plus preservation life and the opportunity to provide copies of the plans to other museums or individuals and modelers seeking to build, restore or repair classic designs.

One day I received a letter from the widow of a former Bowlus company employee saying she had found a complete set of drawings for the Bowlus Albatross sealed in a section of aluminum tube under the front



**Bowlus wing rib drawing from 1933 with source acknowledgement**

porch of her home in Arizona. This type of tubing was used to make the tail boom of the classic Baby Albatross glider. She wanted to know if the drawings might be of interest to the VSA. Wow ... would they??!! Heck ... YES! So, she donated them.

We had 35mm film copies made of these rare plans and duplicates of the original film were sent to NSM and NASM archives, then more recently to the Bowlus section of the San Diego Air & Space Museum. One of two original Bowlus Albatross aircraft now hangs from the ceiling at NASM's Steven F. Udvar-Hazy Center in Chantilly, VA. The sister ship hangs proudly in the National Soaring Museum's gallery at Harris Hill. Both are extraordinarily beautiful wooden aircraft that exemplify innovative design and creative use of materials in the 1930s.

Then came an opportunity in 1978, at the request of NASM's curatorial staff, to visit their storage facility in Silver Hill, MD, to search out and inventory what Horten brothers' flying wing glider artifacts might be there. Some had been seized in Germany at the end of WWII, brought to the USA for study, then donated and moved to the Smithsonian Institution collection under the direction of Paul Garber. NASM staff thought there might be two or three gliders. So, six VSA volunteers from the DC area, equipped with flashlights and winter gear, explored the dank interiors of four old, freezing cold Quonset huts (with no light or heat). We found not "a couple," but parts of several Horten gliders and sailplanes, plus the second prototype Horten Ho-IX twin-jet flying wing fighter aircraft under development at the end of WWII. All

were tucked away, sometimes with birds' nests and piles of critter excrement lodged in fuselage and wing panels, and exposed to damaging weather extremes. It was time for a rescue! In a subsequent outstanding agreement by Russell Lee, curator at NASM, several of these aircraft were returned to Germany for full restoration by a museum team there that included several original Horten company employees from the 1930s. Two of those restored flying wings, a Horten II and the impressive Horten VI, are now displayed adjacent to the rear balcony at the Udvar-Hazy Center, above the German Aircraft section. The beautifully-restored Grunau Baby glider (LZ-NC) hangs slightly below.

This Horten involvement led me to research and write a two-part article for *Bungee Cord* about the Horten brothers and Reimar Horten's effort to develop a series of competitive flying wing designs, essentially the first "blended wing body" concept aircraft, utilizing a prone pilot flying position to reduce drag. Two of Reimar's Ho-III models, built by flying clubs, flew in 1937 and were very competitive, pushing performance to the limits, until they flew into stormy cumulus and were destroyed by heavy turbulence and hail damage; the pilots had to bail out. That Horten story in *Bungee Cord* brought a flurry of letters, looking for more Horten information. Requests came from family members, friends and workers related to the Hortens in Germany. That led



**The Horten Flying Wings in the Udvar-Hazy Center**



to a contact with David Myhra, a researcher and writer, who was working on his two-volume set of books about the Horten brothers. I helped edit his books and then encouraged him to donate to the NASM more than 60 audio tape cassettes of his original interviews with Walter and Reimar Horten, several workers who fabricated their gliders, and pilots who flew them in competition. All cassettes were transcribed and digitized to make them available to researchers.

This activity also led us to meeting Rudi Opitz, who came to the U.S. after the war to work at Wright-Patterson Air Force Base as an aeronautical engineer and flight test pilot. Rudi had test flown several Horten flying wings in Germany, and flew a Horten IV sailplane at the 1947 national soaring competition in the southwest. He was a skilled glider pilot and very competitive with this 32:1 L/D flying wing aircraft, efficiently using the strong daytime desert thermals, until he got lost in the "everything looks the same" countryside and landed out on the third day. There were no cell phones or GPS then, so it took hours for his crew to find him. By not completing that day's task, Rudi lost too many competition points and did not place well in the final tally.

Later in his retirement years, Rudi and his son Mike attended the "Flying Wing Seminar", hosted by the National Soaring Museum at Harris Hill in July 1997. Rudi spoke there about the flight and handling characteristics of the Horten IV sailplane. Albion Bowers from NASA, who had researched the proverse yaw of flying wings, also attended and spoke at the event. So did Paul MacCready, who discussed advancements in flying wing technology and the challenges of designing blended wing body



Paul MacCready and his ornithopter, with Doug Bullard watching

airliners. Al Backstrom spoke on his series of flying wing designs. Jim Marske discussed the development of the Genesis and brought and flew a new winch-launch ultralight glider he had developed. Karl Nickel was a surprise visitor from Germany; he had worked with Reimar Horten making performance measurements for the Horten flying wing designs 50 years earlier! He spoke on the important aspects of center-of-gravity considerations when designing and preparing flying wings for flight. Paul MacCready entertained us at lunch with his little hand-made balsa, rubber-powered ornithopter, which when wound 200 turns on the rubber band and then hand-launched, would gently flap its wings and fly a 360° turn around the lunch room, then come back (at the same altitude) to land in Paul's hand like a homing pigeon.

My job with the Federal Government involved traveling to various destinations for work in the 1970s that also put me in touch with key people helpful to the VSA, like Doug and Lianna Lamont, who produced *Soaring Magazine* for the Soaring Society of America (SSA). Doug owned a beautiful Schleicher Ka-6 and had a soft spot in his heart for older wooden gliders. He was more than willing to publish articles in *Soaring* about VSA and our activities.

Those articles, in turn, led to our effort to have VSA inducted as a Division of the Soaring Society of America. This



Rudi Opitz and Russell Lee



Albion Bowers



Jim Marske





**Bob Stanley's Nomad suspended at the Udvar-Hazy Center.**

proposal was supported by Paul Schweizer, at that time Chair of the SSA Member Relations Board, and Bernald Smith, Chair of the SSA Publications Board and President of the NSM. The bid was approved by the SSA Board during the SSA Convention in Jan/Feb 1979. Being now a Division within the SSA helped stimulate visits to the National Soaring Museum, encourage preservation of older, classic aircraft, like the Schweizer 1-26, and discovery and retention of important documents and artifacts.

On another business trip to Denver, CO, I met with Kay Stanley to discuss her late husband Bob, who designed and hand-built the radically advanced (for that time) "Nomad" all-metal sailplane in the late 1930s; he flew it in two soaring competitions at Harris Hill. Those meetings resulted in another story in *Bungee Cord* and provided a chance to lobby her for donating the Nomad, still sitting, covered by a tarp, on its open travel trailer at the Stanley plant at Stapleton Field in Denver, to either the NSM or the NASM. Loyal plant employees wanted to keep and display the glider, but Kay donated it to the NASM. Several VSA volunteers trailered the Nomad across the country to Washington, where it is now on public display at the Udvar-Hazy Center.

VSA established policy regarding what constitutes eligibility as an "antique" or vintage for VSA inclusion, governing the evolution of designs, materials, the methods of fabrication and preservation of gliders and sailplanes owned by our members. At first, we favored only classic aircraft made from wood, with fabric-covered wings. But acceptable aircraft designs now include steel tube and even fiberglass fuselages, with aluminum or fiberglass wings, with qualifications based on original date of creation and flight that can qualify. To continue our relevancy, we must be practical in understanding and championing evolutionary advancements in design, materials and performance, while maintaining the historical knowledge, creativity and skill of the many designers, builders and aircraft owners who brought us through history to where the craft of building and flying sailplanes is today.

In the decades since 1974, the VSA has grown steadily from a group clustered mainly in the mid-Atlantic

states of the U.S. to a nationwide organization with several regional centers, each conducting its own regional vintage soaring activities. We also count many members from similar gliding organizations in Canada, South America, Europe, Australia and elsewhere internationally. We reach out to other organizations like the Experimental Soaring Association (formerly the Sailplane Home Builders Association), the 1-26 Association and the Women Soaring Pilots Association. We are a collegial group that shares our love of the sky by our flying activities, as well as nurtures the preservation of the history of our sport by finding, restoring, flying and maintaining older aircraft.

VSA also has its own archives and welcomes contributions of drawings (which are scanned and digitized for distribution), books, printed materials and other historical memorabilia. Copies of earlier *Bungee Cord* are digitized and available on CD.

Well, what then of the future? Will VSA celebrate a centennial? That will depend on members and associated friends to stick to our overall mission, going beyond just the simple enjoyment of getting together socially with other pilots and families to sport-fly older gliders and sailplanes.

VSA also encourages a continuing presence at Soaring Society of America's annual conventions, with a booth to tell attendees about us and attract new members, while displaying a lovely older, well-restored aircraft in the convention hall. We also need to interest young people in both the history and the personal satisfaction of flying older, classic sailplanes. This could involve invitations from regional VSA groups to nearby high schools and college groups, Civil Air Patrol squadrons and others to "come and FLY with us." Giving rides in two-place gliders to young people lets us share the thrill of getting that bump in the seat that signals a thermal and watching the altimeter going UP instead of down. Like any other organization, today's youth can become tomorrow's members and supporters.

At our second annual meet at Harris Hill in 1975, someone brought some lapel buttons for members to wear. One said: "GETTING BETTER WITH AGE!" and the other said: "BETTER OVER THE HILL THAN UNDER IT!!" I tucked mine away somewhere to keep and remember our good times together!

My heartiest greetings to everyone – and keep on finding, restoring and flying our lovely old gliders!

*Geoff Steele*  
 Founding VSA President  
 &  
 Creator of *Bungee Cord*







Alexander Schleicher Ka-2 • N142KA • Neal Pfeiffer



Alexander Schleicher Ka-2B • N582KA • Neal Pfeiffer



Alexander Schleicher Ka-3 Model • Gene Cope



Alexander Schleicher Ka-4 • N144KA • Gerry Wild



Alexander Schleicher Ka-4 • N200WF • Josh Knerr



Alexander Schleicher 14.4m Ka-6 • NC7481 • Jim Stoia



Alexander Schleicher Ka-6A • N903KB • Midwest Glider Conservancy



Alexander Schleicher Ka-6BR • N800QE • Neal Pfeiffer



Alexander Schleicher Ka-6B • N272OC • Dave Ochsner



Alexander Schleicher Ka-6CRPE • N958Z • Steve Leonard



Alexander Schleicher Ka-6CR • N4296C • Roy Maneely



Alexander Schleicher Ka-6E • N1342 • Neal Pfeiffer



Alexander Schleicher Ka-6E Model • RD037552 • Gary Fogel



Alexander Schleicher Ka-6E • N3075 • Dean Gradwell



Alexander Schleicher Ka-6E • N3176 • Dave Schuur



Alexander Schleicher Ka-6E • N7714 • Jon Slack



Alexander Schleicher K-7 • N80413 • Burt Compton



Alexander Schleicher Ka-8B • N4007U • Wabash Valley SA



Alexander Schleicher Ka-8B • N6660D • Steve Leonard



Alexander Schleicher Ka-8 • N6660D • Josh Knerr

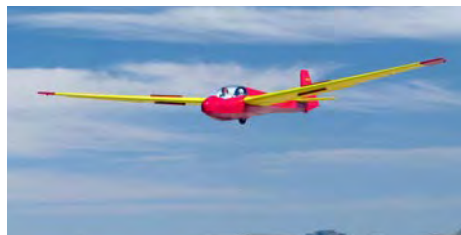




Alexander Schleicher Ka-8B • N221L • Marco Raaijmakers



Alexander Schleicher ASK-13 • N1679 • Rob Buck



Alexander Schleicher ASK-13 • N1715 • Burt Compton



Alexander Schleicher ASK-13 • N3110 • Jim Stoia



Alexander Schleicher ASK-14 • N8705S • Steve Leonard



Alexander Schleicher ASK-14 • N3980 • Jim Croce



Alexander Schleicher ASK-14 Project • N1117W • Dean Gradwell



Alexander Schleicher ASK-18 • N618MC • Mary Cowie



Alexander Schleicher ASW-12 • N124ZS • Steve Leonard



Alexander Schleicher Condor IV • N62589 • Jeff Byard



Alexander Schleicher Rhönadler Project • Chad Wille



Alexander Schleicher Rhönbussard • NX158RB • WAAAM



Alsema Sagitta • N6446 • Chad Wille



Baker McMillen Cadet II • NC10523 • Jim Stoia



BGN 1 • N25000 • Steve Leonard



Bowlus Albatross II Project • N13780 • Jeff Byard



Bowlus BA100 • NX1266N • Jeff Byard



Bowlus BA-100 Replica Project • Randy Opat



Briegleb BG6 • N6336 • Josh Knerr



Culver-Wiberg Lil Dogie • N44W • Doug Fronius



Culver Rigid Midget Project • N90871 • Todd Schultz





CARMAN M200 Project • N1031 • Adam Kite



Dittmar Condor IV • NX51HD • WAAAM Museum



Eiri-Avion PIK20E • N298W • Chad Wille



EoN Olympia II • N606BG • International Olympia Club



EoN Olympia II • N480LY • Gerry Wild



FFA Diamant Project • N14PS • Todd Schultz



Frankfort Cinema • NC24185 • Dean Kramer



Franklin Gull Wing Project • N29646 • Jim Stoia



Franklin PS-2 • N29646 • Josh Knerr



Fred Jiran FJ-1 • N355W • Steve Leonard



Focke-Wulf Kranich III • N802FW • Midwest Glider Conservancy



Glasflügel Libelle 201 • N2045D • Peter von Tresckow



Glasflügel Libelle 201 • N1355 • Josh Knerr



Glasflügel Libelle 301 • N3013 • Jim Croce



Glasflügel Libelle 301 • N18L • Cam Martin



Glasflügel BS1 • N50AR • Steve Leonard



Glasflügel BS1 • N6959 • Chad Wille



Glasflügel H401 Kestrel • N59LL • Steve Leonard



Glasflügel Kestrel 19D • N74T • John Hardy



Glasflügel 604 • N57L • Steve Leonard



Grunau Baby Ila • PH-190 • Hans Disma et al





Grunau Baby IIb-2 Project • N9070H • Lee Cowie



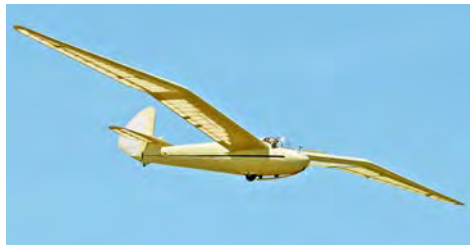
Grunau Baby IIb-2 • N20GB • Leland & Lee Cowie



Grunau Baby IIb-2 • N69720 • Midwest Glider Conservancy



Göppingen Minimoo • D8064 • Constance Bruns et al



Göppingen Minimoo • N18153 • Jerry Wenger



Göppingen Minimoo Replica • PH90 • Hans Disma et al



Hall Cherokee • N72DG • Dean Gradwell



Hall Cherokee Model • Gene Cope



Hall Cherokee II RM • NX10124 • Jim Shafer



Hall Cherokee II • N373Y • Tony Condon



Hütter 17 • N17HU • Doug Fronius



AB Flugzeugbau JS Weihe Project • N239W • Jim Short



Jacobs-Schweyer Weihe • N1900M • Jeff Byard



Laister LP-49 "Yankee Doodle III" • N7003 • Cam Martin/NSM



Laister-Kaufmann TG-4A • N44781 • Mark Rebholz



Laister-Kaufmann TG-4A Project • N58321 • Dean Gradwell



Laister-Kaufmann TG-4A Model • Gene Cope



Laister-Kaufmann TG-4A • N53619 • Doug Fronius



Laister-Kaufmann TG-4A Project • Josh Knerr



Letov Lunak • N107LK • Josh Knerr



Morelli M100S • N88981 • Al Fullerton

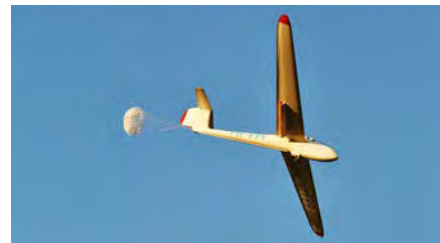




Moswey 3 • N379HB • WAAM Museum



Nägele/Eppler Phoenix • N240NX • Steve Leonard



Nägele/Eppler Phoenix • PH999 • Hans Disma



Nelson Dragonfly • N34921 • Todd Schultz



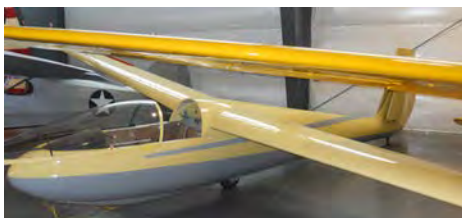
Nelson Hummingbird Project • N68584 • Todd Schultz



Neukom Elfe S2 • N844HB • Steve Leonard



Oberlerchner Mg23 SL • N1156Q • John Hardy



Oberlerchner Mg23 SL • N6729Q • WAAAM Museum



Pratt-Read Project • N68944 • Leland Cowie



Pratt-Read LNE-1 Project • N63172 • Ridge Moreland



Prue 215A • N90612 • Josh Knerr



RHJ-9 • N661N • Steve Leonard



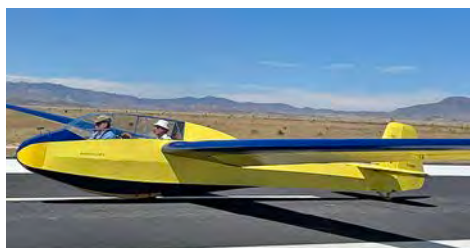
Robinson JR-V • N18984 • Doug Fronius



Scheibe Rotax Falke • N2399N • Irving Jones



Scheibe Bergfalke II/55 • N706CS • Heinz Weissenbuehler



Scheibe Berfalke II • N1940M • Burt Compton



Scheibe L-Spatz Project • N1346B • Harry Clayton



Scheibe L-Spatz Project • Nick Baker



Scheibe Mü13D3 • N13MU • Leland Cowie



Scheibe Zugvogel IIIA • N7872C • Jan Steenblik



Schempp-Hirth Lo-150 Project • N336 • Neal Pfeiffer





Schempp-Hirth Lo-150 Project • N1015Z • Neal Pfeiffer



Schempp-Hirth Open Cirrus • N4173C • Burt Compton



Schempp-Hirth SHK1 • N8804W • Jim Stoia



Schempp-Hirth Std Austria S • C-FPDM • Bruce Friesen



Schempp-Hirth Std Austria SH1 • N12052 • Matt Gonitzke



Schempp-Hirth Std Cirrus • N4CC • Burt Compton



Schreder HP-14 • N4736G • Steve Leonard



Schulgleiter SG-38 Model • Gary Fogel



Schweizer TG-2 • N47575 • Jeff Byard



Schweizer TG-2 • N50796 • Doug Fronius



Schweizer TG-3A Project • Martin Zeller



Schweizer TG-3 Project • Jeff Byard



Schweizer 1-19 • NC91818 • Russ Clemens



Schweizer 1-19 • N91808 • Jim Short



Schweizer 1-19 Project • N119Q • Gerry Wild



Schweizer 1-20 • N37HH • Dean Kramer



Schweizer 1-20 • NX91840 • Guy Byars



Schweizer 1-21 • N91861 s/n2 • Jim Short



Schweizer 2-22C Project • N3894A • Ron Martin



Schweizer 2-22 • N91895 • Massey Air Museum



Schweizer 2-22 • N999ZZ • Jim Daum





Schweizer 2-22E • N8694R • Tony & Leah Condon



Schweizer 1-23B • N91880 • Phil Westcott



Schweizer 1-23F • N91897 • Irving Jones



Schweizer 1-23G • N3842A • Jeff Shingleton



Schweizer 1-23H • N3908A • Rusty Lowry



Schweizer 1-23H-15 Project • N8638R • Kyle Schweizer



Schweizer 1-23G • N3846A • Al Fullerton



Schweizer 1-26 • N91894 s/n2 • Hank Nixon



Schweizer 1-26 • N3800A s/n3 • Bill Batesole



Schweizer 1-26 Model • Gene Cope



Schweizer 1-26 Project • N3817A • Scott Gifford



Schweizer 1-26A • N8642R • Mark Palmer



Schweizer 1-26B • N1320 • Rob Whitcomb



Schweizer 1-26B • N2768Z • Marita Rea



Schweizer 1-26B • N8662R • Bob Hurni



Schweizer 1-26B • N9861E • Tom Riley



Schweizer 1-26B • N8682R • Ridge Moreland



Schweizer 1-26B • N5842V • Todd Schultz



Schweizer 1-26B • C-FLGN • Randy Blackwell



Schweizer 1-26C • N3837A • Livingston Morris



Schweizer 1-26C • N126SG • Rusty Lowry





*Rusty Lowry and his Kirby Gull at  
IVSM 2021. Cam Martin photo.*









Schweizer 1-26D • N26400 • Kristin Farry



Schweizer 1-26E • N2995H • Dan Rihn



Schweizer 1-34 • N7678 • Ridge Moreland



Schweizer 1-35C • N2922H • C B Umphlette



Slingsby Gull 1 • N253D • Rusty Lowry



Slingsby Kirby Kite • N39KK • WAAM Museum



Slingsby Kirby Kite I • N37190 • Bill Batesole



Slingsby Petrel • N39UK • WAAM Museum



Slingsby Skylark 2b • N602ZS • John Hardy



Slingsby Skylark 3b • N603ZS • John Hardy



Slingsby T21B • N7013A • Jeff Byard



Slingsby T21 • NX985WB • Colin & Brodie Henderson



Slingsby T31B • N19JS • Lee, Leland & Mary Cowie



Slingsby T38 Grasshopper • WZ87 • Jeff Byard



Spalinger S18 • NX458HB • WAAAM Museum



Taylorcraft TG-6 • WAAAM Museum



Waterman Flyer II • Doug Fronius

## PLEASE NOTE!

If you missed sending a photo of your glider, we are planning a follow-up photo album section in the Winter 2024 Bungee Cord. To participate, e-mail your photo to [simines@gmail.com](mailto:simines@gmail.com) or send by regular mail to VSA Archive, 13610 Hangar Rd, Lawrenceville, IL 62439. Please include the glider type, N-Number, serial number and your name. Deadline is 15 November 2024!



Vasama PIK-16C Project • N216J • Rick Shelby

*The next pages show vintage and classic gliders on display at various museums in the United States. There are many more aviation museums and we will try to show their gliders in an upcoming issue.*





## Sailplanes at the National Soaring Museum, Elmira, NY

Göppingen I Wolf  
Göppingen III Minimoa  
Hütter H-17  
Laister-Kauffman TG-4A  
Laister LP-15 Nugget  
Laister LP-49  
Marske Genesis I  
Mitchell Nimbus III

Backstrom EPB-1C  
Baker McMillen Cadet  
Berkshire Concept 70  
Bowlus BS-100  
Bowlus BA-100  
Bowlus BA-102



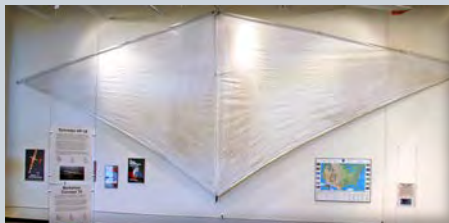
Bowlus-duPont Albatross  
Briegleb BG-6  
Briegleb BG-12BD  
Chanute-type Herring-Arnot Replica  
Elmira Dagling Primary  
Franklin PS-2



Glasflügel Libelle H-301B  
Glasflügel Libelle H-301  
Gross Sky Ghost  
Hall Cherokee RM  
Hall Ibex



Midwest MU-1  
Nelson Dragonfly  
Olympia-Meise  
Peel Flying Boat  
Perl PG-130  
Pratt Read PR-G1 (on loan at the New England Air Museum)  
Prue IIA  
Prue 215



Rogallo Hang Glider  
Ross-Johnson RJ-5  
Ross R-6  
Russia AC-4C  
Schleicher Ka-6E  
Schleicher ASW-12  
Schreder HP-8  
Schreder HP-10  
Schreder HP-11A  
Schreder HP-16  
Schreder HP-18  
Schweizer SGP 1-1



Schweizer SGU 1-7  
Schweizer SGU 1-19  
Schweizer SGS 1-21 s/n1  
Schweizer SGS 1-23D  
Schweizer-Burr SGS 1-24 (on loan at Wings over the Rockies Museum)



Schweizer SGS 1-23HM  
Schweizer SGS 1-26  
Schweizer SGS 1-26E  
Schweizer SGS 1-36 Stall  
Schweizer SGS 1-29  
Schweizer TG-3A  
Schweizer SGS 1-35  
Schweizer SGS 2-8  
Schweizer SGU 2-22  
Schweizer SGS 2-32 Prototype  
Schweizer SGS 2-32  
Sisu 1A Arlington/Astro



Slingsby T-3  
Slingsby Kirby Gull  
Slingsby Cadet  
Swidnick PW-5  
Waco CG-4A  
Wright 1902 Glider Replica  
Wright 1911 Glider Replica  
Zögling Primary





## Southwest Soaring Museum, Moriarty, NM



Applebay Zia Motorglider  
 Blanik L-13  
 Bowlus Super Albatross  
 Campbell CSG-1A  
 Carbon Dragon Motorglider  
 Duster prototype  
 Fibrera KK-le UTU  
 Genesis 2  
 Glasflügel 401 Kestrel  
 Hall Cherokee II  
 Hall Cherokee RM  
 IAR Brasov IS-29 D2 Lark  
 Jacobs-Schweyer Weihe  
 Laister LP-46  
 Frankfort TG-1 Cinema  
 Laister/Kauffmann TG-4A/LK10A  
 Miller Tern  
 Monnett Monerai

Moore SS-1  
 NASA Flight Research Test Aircraft  
 Nelson Hummingbird PG-185B  
 Northrup primary glider  
 Oldershaw O-2  
 Oldershaw O-3 Motorglider  
 PZL SZD-36 Cobra  
 Rolladen-Schneider LS-3a  
 Ross R-6 (on loan from NSM)



Santee SA-3/KA-3  
 Scanlan SG-1A  
 Scheibe L-Spatz  
 Schempp-Hirth Ventus A  
 Schleicher ASW-15  
 Schleicher Ka-4 Rhönlerche  
 Schleicher Ka-6CR PE  
 Schweizer TG-3A



Schweizer 2-22  
 Schweizer 1-23  
 Schweizer 1-26A  
 Schweizer SGS 1-26  
 Schweizer SGS 1-34  
 Sisu 1-A  
 Slingsby Vega  
 Slingsby T-21 Sedburgh  
 Slingsby T-31 Tandem Tutor  
 Strojnik S-2  
 Super Ximango  
 SZD Cobra 15  
 Wright Flyer Replica  
 Zanonia Replica  
 Zuni



## Western Antique Aeroplane & Automobile Museum, Hood River, OR

Alfaro Primary Glider PTG-2  
 Bowlus Baby Albatross BA-100  
 Detroit Gull Primary  
 Frankfort TG-1A Cinema B  
 Franklin PS-2  
 Glasflügel H-301B Libelle  
 Heini Dittmar Condor IV  
 Laister Kauffman TG-4A  
 Let Blanik L-13 Glider  
 Moswey III  
 Nelson PG-185-B Hummingbird  
 Oberlerchner Mg23 SL  
 Piper TG-8

Schleicher Ka-7 Rhönadler  
 Schleicher Rhönbussard 35  
 Schweizer TG-3A  
 Schweizer SGS 1-23

Schweizer SGS 2-33  
 Slingsby T.6 Kirby Kite  
 Slingsby T.13 Petrel  
 Spalinger S-18 III

SZD-42-2 Jantar 2B  
 Taylorcraft TG-6  
 WACO NAZ Primary  
 Wright Bros. 1902 Replica



## Sailplanes at the Udvar-Hazy Center, Chantilly, VA

Arlington Sisu 1A  
 Bowlus BA-100 Baby Albatross  
 Bowlus-du Pont Albatross  
 "Falcon"  
 Corcoran Frankfort TG-1A  
 Grob 102 Standard Astir III  
 Grunau Baby II B-2  
 Horten H III f  
 Horten H III h  
 Horten H VI V2  
 Lippisch DM-1  
 Monnett Moni  
 Nelson BB-1 Dragonfly

Schweizer SGU 2-22EK  
 Stanley Nomad



## Gliders at the NASM Mall Building, Washington, DC

Lilienthal 1895 Glider  
 Wright 1900 (reproduction)

## Garber Storage Facility, Silver Hill, MD

Applebay Zuni II  
 Franklin Eaglet  
 Nelson Hummingbird  
 Schempp-Hirth Nimbus II  
 Schneider-Hofmann-Rehberg  
 Schulgleiter SG-38  
 Waco Primary Glider

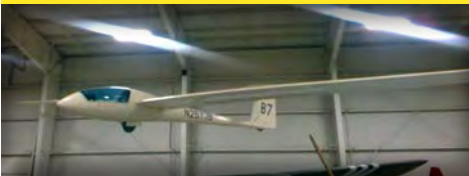


## Air Power Museum, Blakesburg, IA



Scheibe L-Spatz

## Aviation Museum of Kentucky, Lexington, KY



Schempp-Hirth Nimbus II



Arlington Sisu  
Monet Monerai  
Pratt-Read

## Greater St. Louis Air and Space Museum, Cahokia, IL



Schempp-Hirth Austria SH1



Briegleb BG-6



Laister-Kaufmann TG-4A

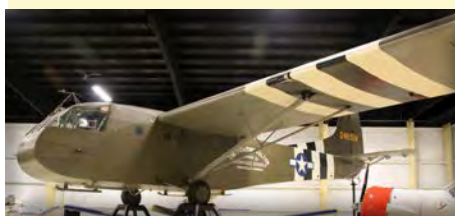
## Kalamazoo Air Zoo, Portage, MI



Laister-Kaufmann TG-4A



Schweizer LNS-1



Waco CG-4A

## Glenn H. Curtiss Museum, Hammondsport, NY



AEA Chanute-type 1908 glider replica



Curtiss 1922 glider replica project



Raab Doppelraab

## National Museum of the United States Air Force, Dayton, OH



Schneider Schulgleiter SG-38



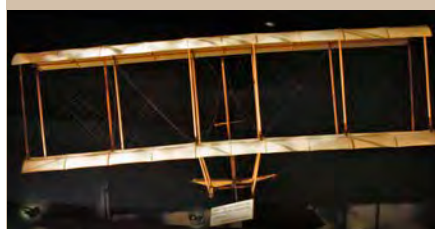
McCook Field Engineering  
Section G-3 Target glider



Waco Aircraft Co. CG-4A  
Laister-Kaufmann TG-4A

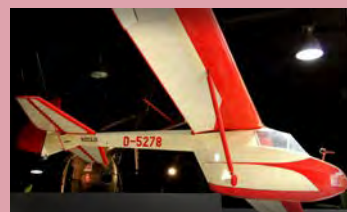


Schweizer TG-3A



Chanute 1904 glider replica

## Southern Museum of Flight, Birmingham, AL



Reinhard Cumulus



### ***Thermal~G~ Air Museum, Erie, PA***

Gehrlein GP-1  
Gehrlein Percursor  
Baker McMillen Cadet

Bowlus Baby Albatross  
Primary glider replica  
Culver Tiny Mite



(remnants)  
Laister-Kaufmann  
TG-4A  
Schweizer 1-19

### ***Wings Over the Rockies Air & Space Museum, Denver, CO***

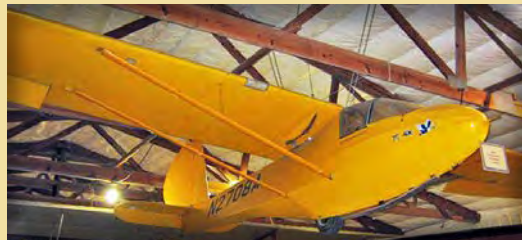
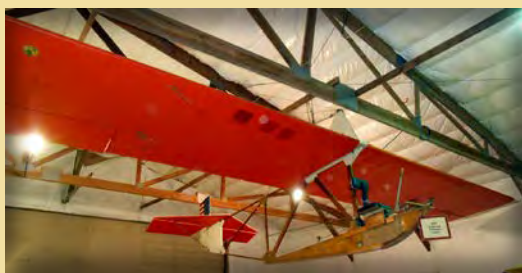


Schweizer-Burr SGS 1-24 (on loan from NSM)  
Schweizer SGS 2-33A

### ***Iowa Aviation Museum, Greenfield, IA***

The Iowa Aviation Museum in Greenfield, IA, houses a collection of antique airplanes, the Iowa Aviation Hall of Fame and a dedicated library. The museum gliders are:

1929 Northrop Primary  
1932 Mead Primary  
1957 Schweizer SGU 1-20  
1964 Cherokee II



**SILENT WINGS MUSEUM**  
LUBBOCK, TEXAS

The Silent Wings Museum in Lubbock, TX, has a CG-4 and a LK TG-4, as well as a lot of neat memorabilia on display.



### ***Snapshot in time:***

Members and friends of the Vintage Sailplane Association gather at the International Vintage Sailplane Meet 2016 on the front steps of the National Soaring Museum, Harris Hill, Elmira, NY.



# Some Glider History - 95 Years Ago

## CESSNA GLIDERS

Early in 1930, aircraft manufacturers found themselves struggling to keep their doors open. Lindbergh's transatlantic flight in 1927 had spurred an economic boom that evaporated on 29 October 1929, when the stock market crashed and the Great Depression began. Airplanes that were selling for more than \$15,000 were being offered for under \$10,000, which barely covered the cost of the engine. Companies like Stearman, Waco, Stinson, American Eagle, Aeronca and others had difficulty making the payroll and paying their suppliers. Striving to survive was the order of the day.

Clyde Cessna, founder of the Cessna Aircraft Company, and his son Eldon understood that to sell airplanes you need pilots as customers, but in the current economy few could afford the expense associated with obtaining a pilot's license. Cash was just too tight. Some companies, like Aeronca, invested in low-cost, low-powered two-seat designs that they hoped could provide a low-cost entry point into aviation as a basic trainer. Eldon Cessna saw the opportunity differently. Looking at pilot training in Europe, he saw that the primary entry point for flying was gliding – low costs, fun and exciting, which were key elements for attracting individuals into aviation.

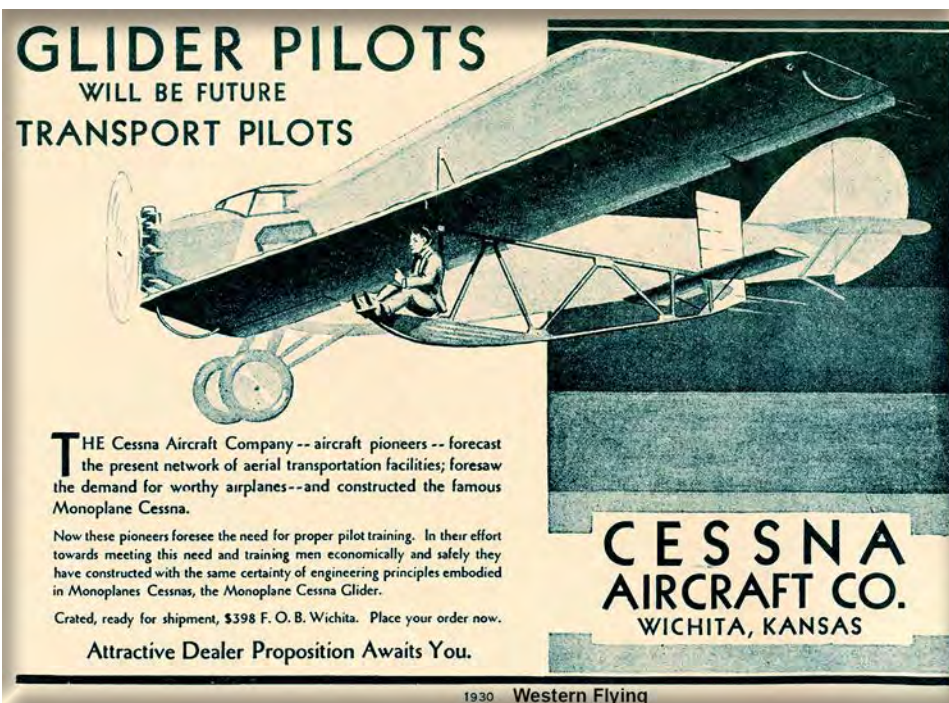
Eldon created a primary glider, based on similar designs of that period, the Cessna Glider, CG-1, that made its first flight (unmanned) on 28 December 1929. The wood and fabric aircraft had a 35-foot wingspan and an empty weight of 120 pounds. Flying speeds were in the 20-25 mph range with landing speed about 15 mph. The glider could be launched by bungee cord, auto tow or aerotow. It was quickly refined for production as the CG-2. Introduced at the bargain basement price of \$400 for an assembled ship, or only \$100 if you were willing to assemble it yourself from a kit of parts.

Cessna launched a strong marketing campaign to promote their glider, which included advertisements with the tag line "Glider Pilots will be Future Transport Pilots." They also received good press coverage by having well known pilots like George Goebel, Frank Hawks and Charles Lindbergh try out their glider. Other personalities known to have flown the glider included Gilbert G. Budwig, Director of Air Regulations for the Department of Commerce, Dwayne Wallace, future head of Cessna, Walter Beech, and a number of local celebrities.

Even at these low prices, Cessna realized these gliders were beyond the reach of most individuals, so they began marketing the CG-2 as a club ship.

If a group were to form a flying club that raised \$300, Cessna would provide a discounted glider if the group would pick it up at the factory. The strategy met with modest success, with flying clubs being quickly formed in Kansas, Nebraska and Oklahoma, all within easy travel to Wichita, to take advantage of this discount, and a few more distantly located.

The Wichita Glider Club was one of the first, with Eldon Cessna as President; Edward A. Wright of Associated Aircraft Co. as First Vice-President; James P. Verts, Secretary of Cessna Aircraft, as Second Vice-President; Andrew H. Wehling, a glider enthusiast since 1908, as Treasurer; and Mildred E. Verts as an organizer of the Wichita Glider Club and director of the Dickinson Secretarial School of Wichita. One of the objectives of



**GLIDER PILOTS  
WILL BE FUTURE  
TRANSPORT PILOTS**

**THE** Cessna Aircraft Company -- aircraft pioneers -- forecast the present network of aerial transportation facilities; foresaw the demand for worthy airplanes--and constructed the famous Monoplane Cessna.

Now these pioneers foresee the need for proper pilot training. In their effort towards meeting this need and training men economically and safely they have constructed with the same certainty of engineering principles embodied in Monoplanes Cessnas, the Monoplane Cessna Glider.

Crated, ready for shipment, \$398 F. O. B. Wichita. Place your order now.

**Attractive Dealer Proposition Awaits You.**

**CESSNA  
AIRCRAFT CO.  
WICHITA, KANSAS**

1930 Western Flying

Cessna ran a series of advertisements promoting gliding as a path to becoming a commercial pilot. Interestingly, this message could be just as valid today as when Cessna used it in 1930.





A CG-2 gliding to a landing.



A CG-2 fitted with a 10-hp Cleone engine.



A CG-2 fitted with floats.



Eldon Cessna created the "Baby Cessna" by wrapping the CG-2 frame in a fuselage and a tiny enclosed cabin, adding wheels and a 25-hp Cleone engine.

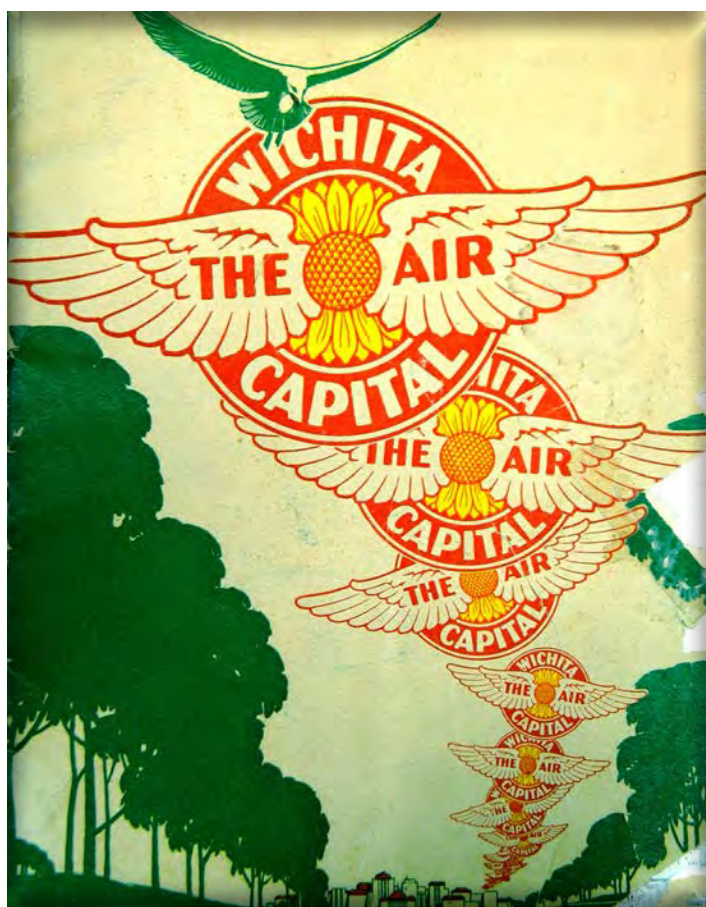
the club was to help keep Wichita in the forefront of aviation as "The Air Capital."

Clyde Cessna reported at the 5 February 1930 annual stockholders meeting that 25 gliders were under construction and that sales were expected to be good. In spite of these promising prospects, the company was bleeding money and needed a large

cash injection to survive. On 26 February 1930, the stockholders and Board of Directors voted to reorganize the Cessna Aircraft Co. and bring in two well-known Wichita individuals to the Board. M. L. Arnold was elected Vice-President and Treasurer while Clyde Cessna remained President, with Eldon serving as Secretary.

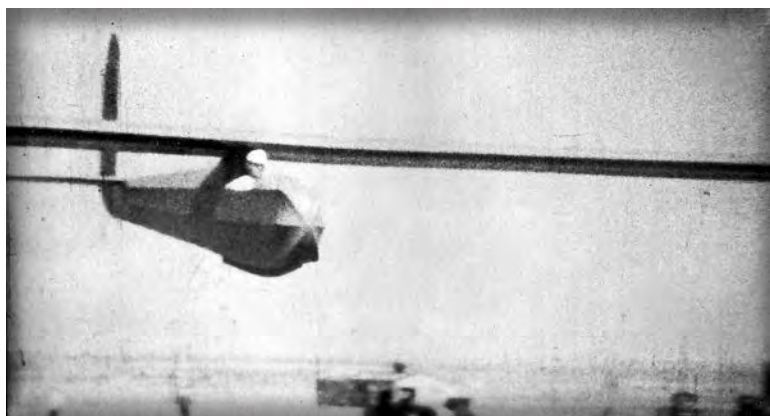
Cessna and Arnold wanted more national exposure for the CG-2 and selected the St. Louis aeronautical exposition in March 1930 for this opportunity. Along with two powered designs, a CG-2 was exhibited at the exposition with the glider receiving a lion's share of the attention. On the flying club side, the cost of entry into aviation was much more affordable. A number of flying clubs across the nation were created with a membership of 10 to 15 members. For a \$100 kit version of the CG-2, this translated into less than a \$10 investment per individual. Newspaper reports show clubs being formed across the country.

In March 1930 Eldon rolled out his second motorless design, the Cessna Sailplane CS-1. Some reports indicate it was based on the primary design featuring a fuselage and full cantilevered wing. Wingspan was about 45 feet and the aircraft weighed in at around 150 pounds. It was reported



The Wichita Glider Club promoted not only motorless flight, but also their town, Wichita, as the "Air Capital."





Rare photo of the CS-1, NC322M, s/n 18, with Eldon Cessna at the controls, flown at the Pawnee Plant in Wichita in 1930. The image was taken from a 1930 movie film strip. Note the fully cantilever wing and the plane appears to be most likely painted silver.

to have a glide ratio of 30:1 and early test flights lasted about three minutes on a short (300 foot?) tow rope. The plane could be launched via bungee cord, auto tow or aerotow. Reports also indicate that the wings may have been weak in torsion making turning an interesting proposition.

The *Wichita Evening Eagle* reported on 12 April 1930 that a group of gliding enthusiasts, including Eldon Cessna, had just returned from a trip where they had been test flying the CS-1 on the bluffs southwest of Manhattan, KS. True soaring flight was obtained. According to the report, Eldon made three flights in the CS-1. The first achieved an altitude of about 200 ft during a 6.5-minute flight. During the second flight, he attained an altitude of 1,000 ft and remained airborne slightly more than 23 minutes. The third flight lasted about seven minutes with an altitude gain of about 150 feet.

The CS-1 was a one-off design that never saw production. It was given to the Wichita Flying Club that used it for some time before it was scrapped.

The CG-2 primary glider saw around 80 examples (some reports claim as many as 300!) of both kit and assembled units being produced. In spite of such a low production run for a basic training design, two examples have survived. One is on display at the Museum of Flight in Seattle, WA. This glider was purchased in 1930 for \$400 by ten members of the Yakima Glider Club in kit form and built by the members. They operated this primary glider for ten

years. The second example, donated by Leland Hanselman and C. Van Airsdale, is on display at the EAA Museum in Oshkosh, WI.

The CG-2 was also used as a test bed for modifications that included the self-launch CPG-1 powered by a 10-hp Cleone and the Baby Cessna, NC133V, s/n 77. Eldon Cessna essentially took a CG-2 and enclosed the fuselage, creating a tiny cabin, added wheels and a 25-hp Cleone engine. This aircraft had the same wing span and overall length as the CG-2.



The CS-1 being launched while a CG-2 is being prepared for flight. Little documentation exists as to the actual color of the planes, though news reports indicate both were painted red (with another indicating the CS-1 was silver). From most available photos, red appears to be most prevalent. Painting by Ted Williams.

None of these efforts really helped the company. Cessna continued to bleed cash and by mid-1930 the Board of Directors voted to shutter the facilities. It would not be until 1933 that a reorganized and refinanced Cessna would re-emerge as an aircraft producer, eventually becoming the company we know today.

Hayden Hamilton

## REFERENCES

*Cessna Guidebook*, Vol 1. By Mitch Mayborn and Bob Pickett. 1973, ISBN 9780912470108

*Borne on the South Wind*. By Frank Joseph Rowe and Craig Miner. Wichita Eagle & Beacon Pub Co, 1993. ISBN 1-880652-33-1

Various Wichita newspaper articles between 1929 and 1931.

All photo material supplied by the author.



## The Midwest Glider Conservancy ... One Step Closer

At the 2020 SSA Convention in Little Rock, AR, just prior to the pandemic shutdown, I made a presentation about forming glider conservancies to keep vintage gliders flying for years to come. When we resurfaced briefly at the delayed IVSM 2021, I reiterated the conservancy idea, and my thoughts were published in the Summer 2022 *Bungee Cord*.

Since that time, the Midwest Glider Conservancy, Inc. has been formed and is taking shape. It was chartered in Kansas, and the IRS has approved its 501(c)(3) status. We now have a small group of trustees to coordinate the Conservancy and are making plans to seek additional members to join our endeavor.

Here is a brief review of our founding concept. The vintage community has been blessed to have individuals who have bought, repaired and restored significant old gliders to be again flown regularly. But as time moves on, we will all pass on and our gliders will need to find new stewards. We developed a concept of glider conservancies with several individuals banding together to ensure stewardship for one or more gliders in order to provide continuity for their safekeeping. In addition to providing a long-term home for these gliders, doing so will spread out the effort, cost and enjoyment from one person to several.

Initially, we plan to have gliders at the Wichita Gliderport near Wichita, KS, and the Wabash Valley Soaring Association near Lawrenceville, IL. There is hangar and shop space in both locations and there are towplanes for flight operations.



Schleicher Ka-10



Schleicher Ka-7



Kaiser Ka-6



Kranich III



Grunau Baby IIb2

This can and will expand as the membership grows.

The first gliders officially titled to the conservancy were donated by Kyle van Wickevoort Crommelin and her pilot husband Barry, who passed in late 2022, and we miss him. These are a 1943 Grunau Baby IIb2 and a 1957 Ka-6 with 14.4 meter wings. Jim and Simine Short recently donated a mid-1930s German universal trailer to be used to store the Grunau Baby, when not assembled, in Lawrenceville (see page 29). We also have a Schleicher Ka-10, saved by Al Fullerton, and a nice Ka-7 from Marilyn Meline. Both are stored by Al until they can join the fleet. The Kranich III that I acquired will likely move into the fleet after I make appropriate repairs; it was unfortunately damaged in transit to Wichita. We have identified other gliders of special interest that would make a good foundation for our collection.

As we build out the Conservancy, we consider the costs of restoration, maintenance, housing and insurance for each glider. We also consider the time involved and resources available to bring a glider up to airworthy status. This is intended to be a group with flying assets, not just planes for ground display.

We have a busy schedule ahead to solicit members and to fully grow to achieve our mission. We will offer a fuller description of the Conservancy at IVSM and look forward to an expanded membership by the close of the year.

Neal Pfeiffer



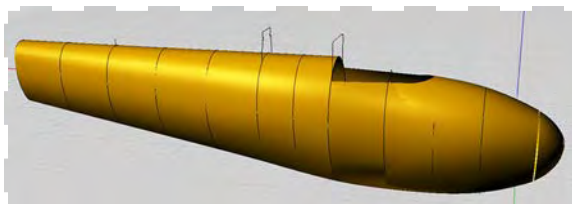
# Member Projects

## Rhönbussard build installment #4

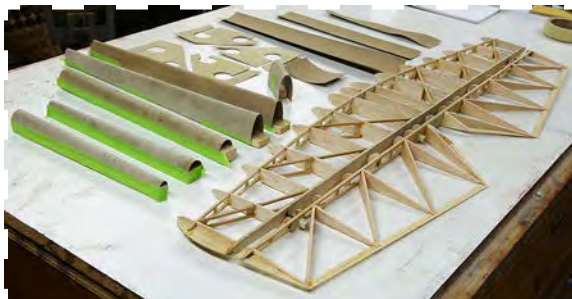
Not as much was accomplished on the 1/3-scale build Rhönbussard as I had anticipated. I had hoped to finish the fuselage bulkheads, but the differences between the German and Danish prints, obtained from the VSA Archive, and the stretch, tilt and wrinkle factor of each created a wrinkle in the process. Neal Pfeiffer had warned me early on that it might happen. This is just another factor in the process of scratch building vintage sailplanes, it seems.

A good friend in Canada is working on the bulkhead loft, so there should be little to no wave in skin contour except for the ply. I am hoping that the CNC cutting will be done soon.

After receiving some screw hardware, the rudder hinging



If only my finished fuselage couture could be this smooth ...



Formed leading edges from cardboard templates ready to glue parts.



My chamfering and gluing of rib reinforcement leaves me with great admiration of vintage craftsmanship.

was completed; it was not far off from true scale. Finally, wing and fuselage inspection hatches were made along with parts to make up the two rudder cable pulleys. They were cut using a new 80W Co2 Laser that had arrived the first week of February. Of course, the operation had to be learned before using it, but my son helped with the setup as he is familiar with lasers.

The ply wraparounds for the leading edges on the horizontal stab and elevator were soaked and formed before being glued in position. This was followed by the tedious task of chamfering, then applying reinforcing ply to the ribs of the stab and elevator, which took longer than anticipated.

I have a great admiration for the folks restoring or reconstructing full-scale sailplanes.

Gene Cope

## Love the Vintage Gliders

In late April, Daniel Rihn shared his thoughts with the Tehachapi Soaring News group and *Bungee Cord*.

*"As most of you know, Mountain Valley Airport is known for the number of beautiful vintage gliders based and flying here. I was remiss in not mentioning some really great vintage flights by Doug Fronius this past weekend (and Monday). On Sunday, 21 April, Doug flew his Robinson JR-V, a one of a kind 1937 glider. It was originally the JR-IV, later modified to the*



*JR-V. It became a Fronius family heirloom. Doug has restored it back to flying condition.*

*On that Sunday, Doug had a 3.5-hour flight with a maximum altitude of just over 13,000 ft, earning 180.8 OLC points. He flew 83 km*

*at a speed of 26.8 km/hr. This was the longest and highest flight Doug had done in the JR-V. And, this glider has a handicap of 54 (1.85), so he has to work more than twice as hard as pilots in modern gliders. Doug earned every point ... the hard way!*

*On Monday, 22 April, the last day of the weather cycle, Doug flew his LK-10A (TG-4), another vintage glider he has restored. The LK was a WWII training glider with design origins going back to 1941. Doug flew his LK for 4 hours 21 minutes! The LK-10A has a handicap of 61 (1.64) and he earned 256.47 OLC points.*

*Doug has also previously won the Dust Devil Dash and is the current Tehachapi Spot Landing Contest Champion in his LK. Great job! Congratulations!"*

Dan Rihn (7DR)







## Report from Stade, Germany

Being a member of the five-member Minimoa Syndicate and having joined the VSA a few

years ago, I would like to send a photo for your photo album issue, taken by Tobias Barth.

I think our Mini is of interest to VSA members; it was last owned by Jan Scott before coming back to Germany. And yes, she needed some work. We did the fuselage in 2017-2018, removing tons of filler to get a proper center of gravity. Also, the steering devices were a little worn, and some woodwork had to be done ... Then we flew her again for some time, but the fabric and the varnish on the wings were really due to be overhauled. Meanwhile, I found several areas under the varnish and filler that needed more attention. We have quite some work ahead of us, but she will be better than she was. We hope to get her back into the air next year!

I am sorry that I will not be able to come to Elmira, but I look forward to read the reports.

Conni Bruns



## The Midwest Glider Conservancy's Grunau Baby Storage Story



The 2024 total eclipse event provided an excellent opportunity to disassemble and load the 1943 Grunau Baby IIb2, which Kyle and Barry van Wickevoort Crommelin had donated to the Midwest Glider Conservancy, onto a German vintage trailer of the same era. The glider had been standing in the back corner of the Wabash Valley Soaring Association (WVSA) hangar for quite some time. Rather than unloading the hangar to access the glider, an able team of WVSA members disassembled the glider in place and then rolled or carried the major pieces along the side of the hangar to the front. The two

Jims (Croce and Short) along with Rich Stone and Neal Pfeiffer carried out the transformation. The wing panels are amazingly lightweight, since they are strut braced. So even though one wing was positioned over the tailboom of a PIK-20, the team was able to safely remove it and carry it to the front of the hangar. Then the pieces were carefully placed on the trailer, as we adjusted each of the support pads. This is an interesting 1930s trailer, built in Germany; it has so much adjustment in each location of the support pads that it can be used for almost any vintage glider.

The Grunau Baby will continue to live at the Lawrenceville airport until further notice. The structure will be inspected and necessary repairs will be made to return it to airworthy condition.



Neal Pfeiffer





## Another 1-26 ready for IVSM

Almost five years ago, Rob Whitcomb and Dave Corcoran, both from the Elmira, NY, area, purchased the 1965 Schweizer 1-26B s/n 320. After flying it a bit, they realized that the glider needed some attention, but neither had access to a shop. Spending quite a bit of time at Harris Hill as members of the local soaring club, they had seen the well-equipped restoration shop at the National Soaring Museum. It offered some storage facility, but there was no actual restoration work being done. So, they approached Traff Doherty, NSM director, and asked if they could use the shop facility for their 1-26 project, and let the visiting public see that real people work on real gliders.

There were no problems combining work with answering questions from the visitors. Working as



Stripped and ready for sandblasting.

a team, Dave handled the mechanical side, Rob focused on the covering and finishing, and K&L Soaring offered their expertise when structural issues required their knowledge. The resulting 1-26 with its restored instrument panel also sports a contemporary Pfeiffer Pellet Variometer, typical for the time.

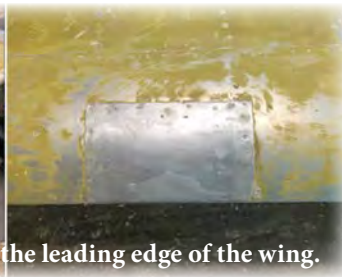
Rob just wrote that he and the 1-26B had a spectacular one-hour flight! Both are ready for IVSM. • BC



Instrument panel with Pfeiffer Pellet Vario.



A quick "repair" on the leading edge of the wing.



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look so good?*

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# Engineering Plans from the VSA Drawing Archive

The VSA Drawing Archive team continues to be on the lookout for engineering drawings, parts lists, assembly instructions, and other pertinent documents and material on vintage gliders.

The Drawing Archive team has collected quite a few complete sets of plans for important gliders from the United States and Europe. Considerable effort has been made to digitally scan and catalog these drawings. Using skilled volunteer help, many of these drawings have been cleaned to remove decades of background noise, tears, and other disfigurement, so that they may be more easily read and used.

Many other sets are in the archive, but they may not be complete or be fully cleaned. If you have a specific interest for your glider or project, feel free to inquire.

Questions about the VSA Drawing Archive, including drawing availability for other glider types, can be sent to Jeffrey Stringer <jhstringer.jhs@gmail.com> or Neal Pfeiffer <nealpfeiffer@sbcglobal.net>.

Note that our volunteer archivists also work with modelers to assist them with specific drawings from a particular set so they can create their subscale replicas of vintage gliders as accurately as possible.

These drawings are available to VSA members for a donation to VSA to support this continued effort. General information on suggested donation levels can be found on the VSA website <vintagesailplane.org>.

## Drawing Sets for Basic Vintage Wood Gliders Include:

- Denver Pioneer Utility (drawings plus excellent assembly manual)
- Hütter 17 (drawings in German and English)
- Grunau Baby II and IIb (the IIb drawings are a nice, clean collection)
- Kaiser Ka-1 (this set has been assembled from various sources and cleaned)

## Drawing Sets for Vintage Wood-Wing Gliders with Steel-Tube Fuselages Include:

- Briegleb BG-6 Utility (9.8-meter span, drawings plus assembly instructions)
- Briegleb BG-7 (12.3-meter wing for BG-6, drawings plus instructions)
- Kaiser Ka-3 (a good set that has been used for a very nice model)

## Drawings for More Complex Gliders Include:

- Bowlus BA-100 Baby Albatross (drawings plus assembly instructions)
- Olympia Meise (very complete nice set in German)
- Rhönbussard (good German & Danish sets)
- Hütter 28 (gull-wing glider, nice set in German)



**Harris Hill Soaring Corporation**

4 May 2024

We look forward to having the IVSM here this summer! When the heart and soul of Harris Hill's past comes alive. It is a unique opportunity to see amazing gliders.

*Comment extracted from Facebook.*



**International Vintage Sailplane Meet**  
**Harris Hill**  
**July 6-13, 2024**

Hosted with the  
National Soaring Museum  
and  
Harris Hill Soaring  
Corporation

**50 The Vintage Sailplane Association**  
Join us... [www.vintagesailplane.org](http://www.vintagesailplane.org)



# 2024 Calendar of Events



## June 10-16 • (Fathers Day Week-long Event) • Midwest Vintage/Classic Regatta

Wabash Valley Soaring Association at Lawrenceville-Vincennes International Airport (LWV), Lawrenceville, IL. Tows available on the previous and following weekends. Camping on field, motels and lodging nearby. Hangar space available by prior arrangement. Bring your own vintage glider or join WVSA and fly their ASK-13, Ka-8, Ka-6E or Astir CS. Information: Jim Croce (270) 823-3394 or <b407flyer@yahoo.com>.

## June 15 • VSA Annual Meeting

Mid-American Air Center, Lawrenceville-Vincennes Airport (LWV), Lawrenceville, IL. Information: Jim Short (708) 624-3576 or <sailplane121@gmail.com>.

## July 6-13 • 8<sup>th</sup> International Vintage Sailplane Meet and 50<sup>th</sup> Anniversary Celebration of the Vintage Sailplane Association. Harris Hill, Elmira, NY

National Soaring Museum, Harris Hill Soaring Corporation and VSA welcome you to Harris Hill for a week-long gathering of some of the world's most significant and beautiful vintage and classic gliders and their pilots. Come and help us celebrate 50 years of VSA!

## July 28-August 12 • Vintage Glider Club (VGC) Rendezvous and Rally

Join European vintage glider pilots for the VGC annual gathering at Pociunai, Lithuania. Information: <<https://vintagegliderclub.org/event/>>.

## August 30-September 2 • (Labor Day Weekend) • Experimental Soaring Association Western Workshop/Vintage Sailplane Regatta

Mountain Valley Airport (L94), Tehachapi, CA. Tows, flying operations and camping facility provided by Skylark North (661) 822-5267. Information: Jeff Byard (661) 609-4848 or <jgbyard@gmail.com>.

## September 12-15 • Great Plains Vintage/Classic Regatta

Wichita Gliderport (McMaster Airport, 29KS), two miles east of Jabara Airport in Wichita, KS. Potential extra days to fly on request. Information: Neal Pfeiffer <nealpfeiffer@sbcglobal.net>.

## September 28-October 19 • Oktoberfest at Marfa, TX

Experience Marfa's awesome autumn thermals. Dual available in Burt's "cabriolet" ASK-13, Bergfalke and Ka-7. FAA checkrides by prior arrangement. Bring your own crew. RSVP to <burtcompton@aol.com> required.

## October 24-26 • Soaring Society of America Convention in Knoxville, TN

Join VSA at the SSA convention <[www.ssa.org/convention/](http://www.ssa.org/convention/)> and enjoy VSA's traditional exhibit booth, vintage sailplane display, Vintage/Oldtimers Luncheon and vintage-oriented talks. VSA is looking for volunteers to help at the exhibit booth, set up the luncheon and sell merchandise and memberships. If you can help, please contact Jim Short at <sailplane121@gmail.com>.

**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 to provide information as accurately as possible and to indicate any restrictions or special requirements regarding participation in their events.**

***Please contact the event sponsor with any questions.***

**Make plans to attend where you will enjoy world-renowned speakers, see new (and vintage) sailplanes, enjoy camaraderie and an Oldtimers (Vintage?) Luncheon at the Exhibit Center in Knoxville!**

The poster features a silhouette of a sailplane in flight above a city skyline of Knoxville, Tennessee. The text '24-26 October 2024' is written vertically on the left, and 'SSA CONVENTION 2024' is written vertically on the right. In the center, 'KNOXVILLE Tennessee' is written in large, bold letters. Below this, it says 'Join us in Knoxville!! Enjoy the weather, take in the views, and explore the art and culture!!'.



# Classifieds

## Visit the 15th National Landmark of Soaring at Marfa in southwest Texas

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## What I had planned for retirement ...

We are having a second shop building (40' by 50') built so that we can separate metal work (welding) from my wood shop. Once things are organized, I have several aircraft waiting to be rebuilt. Also, my wife Sue wants to start working on her newest sports car (TR7).

The other thing I was looking forward to is being able to go flying when the weather is good, which often happens during the week. I have been flying my Std Cirrus since 1984 and want to spend more time enjoying it.

There are also many house projects waiting to be done, and I want to work on my land



which has been neglected. My bee hives need more attention and for some reason I did not even harvest the honey last fall.

But things have changed. Now I am learning to walk again and regain the use of my left hand. Then I can go back to my original plans!

Harry Clayton



Doing a wing rebuild in my shop and acquiring a new project - a Briegleb BG-12.



### 1967 Scheibe L-Spatz III project for sale.

Has been in dry indoor storage since last annual in 2006. Purchased from NSM in silent auction in 2021. Registration reactivated and N-number restored. Glider and 1975 Lark trailer located in Madison, WI. Asking \$3,000 for glider, \$3,000 for trailer, but open to offers. Contact e-mail <rwubben@hotmail.com>

### Rare Vintage or Classic 1950-1960s Swiss Bohli total energy mechanical variometer for sale.

Total energy function built into variometer precluding need for external total energy probe. Type used in some first-generation fiberglass sailplanes and later wooden sailplanes. \$375 plus postage. Jim Short <simajim121@gmail.com> or (708) 624-3576.



### A Birthday Present to all VSA Members

A part of celebrating the VSA's 50<sup>th</sup> Anniversary is the commissioning of a special commemorative pin showing a stylized "50" emblazoned behind the classic VSA logo of a gull-winged sailplane. These pins will be available free to members at the IVSM, the SSA Convention in Knoxville and at VSA meets this year at Lawrenceville, Wichita and

Tehachapi. The pin is suitable for wearing on jackets, shirts and some hats, or you can place it on your favorite carry-on bag.

## More Classifieds



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### VSA MEMBERSHIP APPLICATION <<https://www.vintagesailplane.org/membership/>>

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

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

Glider(s) Owned: \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_ for \_\_\_\_\_ years membership and \$ \_\_\_\_\_ donation.

- Please make check or money order payable to VSA or use PayPal on <[www.vintagesailplane.org](https://www.vintagesailplane.org/)>.
- Rates for U.S. and Canada are \$35 for 1 year, \$65 for 2 years, and \$155 for 5 years.
- Members with mailing addresses outside North America, please add \$18 per year for postage.

**Mail to:** VSA Membership Coordinator  
Lawrenceville-Vincennes Int'l Airport  
13610 Hangar Road  
Lawrenceville, IL 62439



