

# Bungee Cord



The Voice of the Vintage Sailplane Association





## Trailer "Trash"

It was a beautiful day in St. Louis when the call came that a tornado had blown through the airport of the Wabash Valley Soaring Association. After my original panic that one of the glider hangars might have been demolished (fortunately it wasn't), I discovered that a glider trailer should be tied down in three places: the tongue, the rear and the axle. But, if the neighboring trailer isn't tied down correctly, then . . . Now we need to decide what to replace and what to change for the better while everything is wide open. We can't procrastinate much longer if we hope to travel to vintage glider meets in 2014. Mary Cowie

## Winter Flight Instruments

Now that winter is here (no pun intended!), many pilots will utilize the time to overhaul their gliders and also take a critical look at their instrumentation, which may not operate as perfectly now as in the past. If instruments were made by the Winter Company, it is easy to ship them to the factory in Germany to be overhauled. Winter can also change the calibration units, for instance from meters/second to feet/minute or from miles an hour to knots. They also have various instrument faces, so ask what is in stock. We have shipped several instruments to Winter in the past few decades and were always happy with the results.

Brothers Eugen, Heinrich and Willi Winter formed the Gebrüder Winter Company in October 1931. Their goal was to design, develop and build aeronautical and meteorological instruments. Today Winter instruments are used world-wide and everyone, manufacturers and owners of planes alike, appreciates the reliability of the instruments and the prompt service in regard to inspection and overhaul. Winter now accepts Pay-Pal, making payment very convenient without bank drafts or wires.

Several years ago we inherited a non-working Winter airspeed indicator, perfect for our Schweizer 1-21. We asked Winter if they could overhaul this particular instrument. They responded quickly, so we shipped it to Germany. The repair quote came a few weeks later. The instrument was returned with the proper certification papers, ready for installation in the glider.

Simine & Jim Short



### Contact information:

Gebr. Winter GmbH,  
Hauptstr. 25, D-72417  
Jungingen, Germany.  
Phone: 011-49-7477 262;  
<[Info@winter-instruments.de](mailto:Info@winter-instruments.de)>;  
<[www.winter-instruments.de](http://www.winter-instruments.de)>.



The original face plate (top) and now back in the Schweizer 1-21.