

Vintage Times

Newsletter of Vintage Gliders Australia

www.vintageglidersaustralia.org.au

Issue 127

October 2012

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Membership \$20 every October

Articles for Vintage Times are welcomed



AT LAST – SOARING INTO THE OLYMPIAN GAMES!

First founded in 1850, the Wenlock Olympic Games are the inspiration for today's Modern Olympic Games. In recognition of the unique role that these Games have played, the 2012 London Olympic Games named the Games mascot "Wenlock". Held yearly, these regional Games cater for the true club sportsperson, and are once again rapidly gaining in popularity, attracting an increasing number of athletes from all over the world.



Meise finished in clear varnish



Ka6s line up for launch



Swiss Olympias



The ever-popular Habicht puts on a show!



Wenlock Olympian Games

STORY BY BRUCE STEPHENSON
PHOTOS BY BRUCE STEPHENSON
AND MARTIN SIMONS



Andrew Jarvis in the Eon Olympia

I can't quite believe that it's really over but here we are, looking back at 2012 Wenlock Olympian Games as it sails off into gliding history. With the Midland Gliding Club teaming up with the Vintage Glider Club, International Competition came to the skies of Shropshire featuring gliders harking back to an age when gliding was briefly an Olympic sport.

Gliding was an official demonstration sport at the 1936 Olympic Games in Berlin, and was to be a full sport in the 1940 Olympics at Helsinki, however war intervened. Whilst gliding's Olympic debut was to be short lived, it has now gained a place as a permanent part of the Wenlock Olympian Games.

With sponsorship from EBLEX, the organisation for the English Beef and Sheep Marketing Board, some 40 gliders gathered for the inaugural Wenlock Olympian Gliding event, with the weather's ups and downs, what a show it all turned out to be!



Official Opening

With the competition set over two classes, the Olympia Meise as the original Olympic mono-class glider, the Wenlock Olympian Games represented the lost Games for gliding, whilst the hugely successful (and still popular successor to the Olympia) Ka6 was the basis for the second class.

The action kicked off on the Saturday with a spirited display over the Linden Fields by the German aerobatic pilot, Christoph Zahn in the Habicht, as gliding made its debut over this historic Olympian venue.



ASK-13 ready for a bungee launch

Despite the gloomy weather of the previous week, Sunday turned out to have good soaring skies, and the jovial attitude of the assembled Olympian crowds was matched by the eagerness of the competitors. With a repeat performance by the Habicht which had famously made its public debut at the 1936 Olympic Games, barely 15 minutes had passed when we were treated to the sight of the first competing gliders appearing above Much Wenlock as they raced towards their turning point of one of Shropshire's most famous landmarks, the historic Iron Bridge. All that afternoon the skies above Wenlock were full of colour, as wheeling gliders fought the strong headwinds to stay aloft on the difficult thermals, with Swiss pilot Bruno Wettstein taking the top Olympia placing for the day, and Adrian Emck from the UK taking the Ka6 honours. (These were the only two to actually make it back at the Mynd which was to prove significant factor in the final placings).



Modellers were well represented

Monday dawned wet and overcast, with the morning briefing being just that, with no real thoughts of any flying, let alone a task! Frustratingly Tuesday continued in the same vein, however by late morning it was clear that despite the diabolical conditions, the ridge was working magnificently, so out came the Bungee rope for an afternoon of unadulterated fun! Wednesday was at least consistent as again we were greeted by leaden skies, as briefing was rescheduled for 1500L, at which point the days task was reluctantly scrubbed. With the ridge again working well however, out came that elastic band once again, as ironically conditions improved considerably to the consternation of the task setters!

By Thursday organisers were looking increasingly desperate as yet another dull morning greeted the assembled pilots at the morning briefing. With an improving forecast the task was set, and all hands were soon on deck to rig and prepare the gliders. With the conditions proving to be weaker than first forecast, by late afternoon the first gliders were away, however it was no surprise that Race Controls telephone began to ring red-hot as the first land-outs began to flood in! This turned out to be a definite Oly day, and despite not one Ka6 having completed the task, it almost unbelievable to see 3 Olympia's return after some very difficult flying indeed, as French pilot Carl Audissou took the honours in the Olympia class, and Turkish pilot, Haluk Yildiz placing top in the Ka6 class after landing out in Wales.



Rhonsperber and model

Friday had been forecast for a marked improvement, sadly the weather was still nothing much to write home about. With the task set, launching didn't begin until the late afternoon as gliders were winched into the sky into the slow improving conditions, with pilots soon utilising the cloud streets to push on to their turning points. With Carl Audissou again taking the final Olympia task honours, Stuart Naylor took the final Ka6 task honours.



The Grasshopper Primary

With the competitions now over, thankfully Saturday greeted us with perfect conditions as the medals ceremony got underway before an expectant crowd as the winners of both classes proudly received their medals from Wenlock Olympian officials. All the competitors then received a stunning commemorative medallion, handed out by the numerous guests, which included Hugh Judd from ELBEX, David Roberts from Airports Europe, Andy Miller of the European Gliding Union, Tony Smith of the British Gliding Association, and Max Bishop Vice President of the International World Games Association (IWGA), which are of course a part of the IOC.



The Vintage Glider Club's President, Nick Newton then gave a stirring speech about the historic importance of what had been achieved over the previous week, before handing out 2 beautiful models to the best restored Ka6 which went to Stuart Naylor of the UK, and best restored Olympia which went to Firmin Henrard of Belgium.



Irene van der Zwan from the Netherlands

To finish up the ceremony Max Bishop of the IWGA gave a short speech stating: *Gliding has a great future in multi sports events and Wenlock has shown the way forward.* In concluding Max proudly presented a stunning glass-cut trophy that had been donated by the Czech Oldtimer Club for the most kilometres flown throughout the competition, which went to Bruno Wettstein of Switzerland.

With the ceremony drawing to a close the Habicht carried out another immaculate aerobatic display, as some impressive model glider flying kicked off the day's flying. The VGC had assembled an interesting array of gliders that chartered the history of gliding, with the humble Primary heading the list, numerous examples charted the development of the sport through to the glass-fibre age.



At 1800L the airfield officially closed for further flying, as the bar officially opened with a stunning buffet meal for all, which was topped by the cutting of a purely stunning cake made by one of the MGC members, Denise Hughes. Despite the weather, all who took part considered the event a huge success, with the event generating much media interest, it was however a steep learning curve. Olympic Gliding was never intended to run as the more modern competitions that we are more used to these days, especially in relation to the ethos of the relationship of the competitor and the spectator, and it was evident that there needs to be more work in this area in which the Mynd is perfectly situated to take advantage!

And the future? Well that's largely up to the gliding community, but it was evident by the enthusiastic response by both the competitors and VIP's present that there is a real need for a meaningful competition for older gliders that are still popular with the club pilot, as we look to a bright future.

Finally, a huge thanks goes to our fantastic sponsors, EBLEX, who made much of the event possible, the British Gliding Association, and Jon Hall and his fantastic team at the Midland Gliding Club.

Final top 5 placings



Olympia Class:

- 1st Place: Bruno Wettstein HB-381 Switzerland 256 Points.
- 2nd Place: Rob Lockett BGA 1173 Great Britain 179 Points.
- 3rd Place: Carl Adissou F-CAOP France 164 Points.
- 4th Place: Roger Andrews BGA 1059 Great Britain 126 Pts.
- 5th Place: Wynford Williams BGA 1035 Great Britain 109 Pts



Ka6 Class:

- 1st Place: Adrian Emck G-CJSG Great Britain 260 Points.
- 2nd Place: Stuart Naylor G-DDZW Great Britain 126 Pts.
- 3rd Place: Rod Hawley G-DDOK Great Britain 108 Points.
- 4th Place: Haluk Yildiz G-DBXT Turkey 89 Points.
- 5th Place: David Cornelius G-CHJP Great Britain 63 Points.



Gliding heritage - the Scud 1 and Grasshopper



The French version of the Olympia, the NORD 2000



To finish this story, the sharp end of a Ka6!

THE LAST TIME I FLEW THE OLY



By John "JR" Marshall

Sadly the last opportunity I had to fly the Oly was back on the 28th of January. However it was a great flight, lasting just on 2 hours, and covering about 100 kms. Rena gave me a launch, and that was a cracker as well, nearly 1800 feet, it always helps to have a good start. It didn't take me long to work my way back to around 1000 feet, before I got my act together and started a climb in a massive one and a half knots of pure adrenalin. That peaked out at about 2200 feet, but it gave me the confidence (delusion) to leave the comfort of the circuit area and push out towards a couple of scruffy looking cu's.



The southern ocean. Rivoli Bay, Southend to the left, Beachport to the right

Well about half way there I was back to the height where you start questioning your decision to rush off on such a wild tangent that could lead to the first outlanding you've done in a lot of years, and the embarrassing prospect of being a mere stones throw from the airfield you took off from. So on the plummet back to the strip, (because the sink is never equal to the lift) I bumped into my saving grace, the old faithful $\frac{1}{2}$ knot bubble, but it got better as the ground got further away, and it took me to just over 3000

feet, and the perspiration didn't seem to be as prevalent as before. So now that I had my brave pants back on, I headed east away from the airport, (and comfort) and got to the clouds I was heading for originally, which looked better now.



The first climb took me to nearly 5500 feet, which allowed me to keep going east, to the next cu which had an absolute ripper climb, (9.6 on the averager) and cloud base of 8400 feet. So I cruised the local area for a while, heading off to Mt. Gambier, that's about 40 kms from home, then via Lake Leake, to Hatherleigh, and mostly streeting along the way, a most unusual occurrence down in this neck of the woods.



Millicent golf course, and Mt. Burr township



Lake Leake and Lake Edward, Leake is the bigger one



Township of Tantanoola, Kimberly Clark paper mill, Lake Bonney and the ocean, if you look close enough you can see part of the wind farm

Turning at Hatherleigh, and heading towards the coast, (this is only about 8 miles in a straight line from Millicent airport) I made my way back. The sea breeze had moved in so my glide home was smooth and uneventful, but its days like this that make the challenge of flying from here all worth while. We have some brilliant scenery to look at, and no airspace restrictions. The only sad part is the lack of consistent flying days, they are there during the week, (I've seen them while I'm at work) but the weekends just don't seem to favour us much!



Millicent looking south END

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Jaskolka and a model in Poland – photo Ian Bogaard

COMING EVENTS:-



IT'S ON AGAIN!

Fun flying for the fun of it!

BORDERTOWN 2013

January 5th to 13th, 2013

Contact Ian Patching on (03) 9438 3510

OLD MATES WEEK AT BENALLA!

TENTATIVE DATES 11th to 15th MARCH, 2013

INTERNATIONAL VGC RALLY



To celebrate the 40th Anniversary of foundation of the Vintage Glider Club, Lasham Gliding Society is proud to host the 41st VGC International Rally between the dates of the 3rd - 10th August 2013.

For info:- <http://vgc2013lashamgliding.com/museum>:- <http://www.gliderheritage.org.uk/>

FOR EVENTS IN EUROPE VISIT

<http://www.vintagegliderclub.org/rallies-events/upcoming-events/>

FOR EVENTS IN THE USA VISIT:-

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

FOR EVENTS IN NEW ZEALAND VISIT:-

<http://vintagekiwi.glidering.co.nz/rallies/>

FOR LINKS TO OTHER COUNTRIES VISIT

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



MELBOURNE CUP VINTAGE RALLY AND AUSTRALIAN GLIDING MUSEUM OPEN DAY

Photos by Bob Hickman, Jenne and Dave Goldsmith



The weather for this year's Rally and Open Day was bound to be good, going on the law of averages and the downpours of the last two years! So it was, with flying on all four days, only turning on Tuesday afternoon, the thunderstorms coming in on cue as the Cup was due to be run!



Colour on the launching grid

Winch launching was available on all four days, with thanks to John Buchanan, the Geelong Gliding Club, and enthusiastic helpers. Jeff McDonald kindly provided towing for the slower gliders in his Auster, sometimes flown by Martin Power. Pawnees also assisted with launching.

Saturday's flying began well, with Bob Hickman and Boomerang GQY going to 4,500 ft amsl in a 1 hr 20m flight. Leigh Bunting, of Balaclava Club, in his beautiful red open cockpit Grunau Baby, GDN, also reached 4,500 amsl in a flight of 1 hr 15m. ASK13 GPY and Zephyrus GHZ also had good flights. Jenne Goldsmith won the hat for the shortest flight, after keeping her yellow Hutter 17 aloft for 13 minutes.



The Museum Annual General Meeting

Sunday was another pleasant day, 24 degrees expected and good soaring. However the Gliding Museum's open day, Annual General Meeting and barbeque lunch placed more emphasis on convivial pursuits and nice food than challenging the elements. Once the pleasantries were over good flights were enjoyed by many, with the longest distance on handicap 35 km by Leigh in the Baby, best duration by Jenne in the Hutter, and equal best height 4,500 ft amsl by Bob Hickman in the Boomerang, also being reached by Jenne and Leigh. Ian Burston and Dave Goldsmith won the shortest flight hat!

Monday 5th was warmer, with a temperature of 28 degrees and a northerly breeze. David Howse, just back from Japan, gave a very interesting presentation on Japanese Vintage Gliding. The Museum's T31b came out for some winch launches and was put to good use by David Craddock, Leigh Bunting, Rob Dorning, Keith Nolan, Alan Patching, and Jenne and Dave Goldsmith. John King from Benalla rigged the Slingsby Dart, but health problems with a family member intervened to reduce his time available, and he did not fly.



Sylvia presents Jenne and Alan with the certificate and hat for Monday's shortest flight!

An overcast Tuesday again saw the T31 in action, with Ross Birch, Alf McMillan, David Fynmore, Jenne G and Alan P having flights, Alf and Jenne winning the shortest flight hat. Ian Patching flew Boomerang GTK on an evaluation flight after a long period of repair following an unfortunate connection of wingtip with fence post. The wing spar proved it's exceptional strength by transferring much of the damage to the fuselage bulkhead. Ian's was the longest flight of the day. The Zephyrus and Geelong Club ASK-13 performed stirring service as well, however approaching thunderstorms with lightning called an early end to a nice day and a pleasant rally.

Delicious meals were provided in the clubhouse on Saturday, Sunday and Monday evening by Ann Birch, Sylvia Sharman, Jenne Goldsmith and Edna Nolan and available helpers. Thanks to them from the appreciative diners! Also thanks to the Bacchus Marsh gliding community for providing excellent facilities,

accommodation, and even some hangar space for our wooden wonders – spaces vacated by gliders going to the VSA coaching course at Raywood. And thanks to all the members and visitors who enthusiastically ground handled, waved to tugs, flew tugs, drove winches and towcars, inspected gliders, towed gliders, hooked on, etc., etc.



John Pollnitz assists David Craddock and Jenne G.



Ian Patching receives a certificate for the longest flight on Tuesday from Dave Goldsmith



GCV President Rob Dorning has long wanted to fly the Museum T31b, Jenne in the back seat.

Overall the rally had been a lot of fun and much vintage flying was had. It was nice to see gliders and pilots from Adelaide and Benalla make the journey. The Museum continues to make excellent progress and the open day was a big success. Many were re-united with gliding and gliding people, and some even got off the ground!

Now, does good weather this time mean that it will return to it's old ways next year – or perhaps we should assume the improving trend will continue?!



I think it's Leigh Bunting with Alan Patching :-)



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New member Andrew Benton in his Ka6 in NZ. Andrew attended the Australian Gliding Museum wood repair and fabricing courses at Bacchus Marsh in September.

Up and Over

By Allan Ash



The Grunau Baby first flew in 1931. Leigh Bunting's GB II, VH-GDN, continues to fly at Australian Rallies.

One of the fascinating aspects of our sport is the occasional time when the unexpected happens. You take off planning to do no more than a simple circuit and are delivered with something completely different.

One such time stands out in my memory.

It began with a car-tow launch in a Grunau Baby at Camden. That will indicate just how long ago it happened. And strangely enough I didn't even record the details in my log book. I just logged it as a local flight.

My rather pessimistic approach to the flight was the result of the completely overcast sky. A heavy grey cumulus layer spread in all directions from horizon to horizon across the sky at about 2,000 feet. My only hope of soaring lay in a large bonfire that was burning on some vacant land between the airfield and the town.

After getting a good launch in the gentle breeze I turned to where the fire was burning, about half a mile away, and was pleased to encounter some gentle lift in the column of smoke arising from it.

The lift was so smooth and gentle that I didn't expect it to take me very high. The altimeter was reading 2,000 feet as I reached the base of the cloud and I expected the lift to stop there. But it continued to raise the Grunau and, to my surprise, I found myself inside the cloud and still slowly gaining height.

I had no turn and bank instrument but the lift was so smooth and gentle that I had no trouble maintaining a correct turn at a modest climb rate. The rural landscape was out of sight but I had no qualms about maintaining the climb.

I was expecting the climb to cease at any moment but decided that, as long as we were still gaining height I might as well continue. Then, only a minute or so after we had entered the cloud, we burst out on top of it, and to cap it all,

we continued to gain height! I was astounded! I had never imagined that a thermal would continue to provide lift even above the top of the cloud!

But continue we did – for about another 100 feet! I had an amazing view over the top of the cloud mass. It stretched from horizon to horizon in all directions – looking for all the world like thick woollen carpet.

Then all lift stopped and the Grunau began to gently and quietly sink back into the cloud. It continued to sink until we emerged once again into the dull overcast below. The air was cold and clear. Five minutes later I landed the Grunau back on the airfield.

I had seen complete cloud cover previously, from the ground, but had never wondered how thick the cloud layer had been. Even more surprising was the realisation that a gentle thermal could penetrate the cloud and even continue to rise above the top surface.

Now there are some interesting matters for our meteorologists to ponder.

FOR SALE

From Alan Patching

Brian Berwick from Belgrave Heights is a recently retired LAME who in 1988 took over the building of a Woodstock and continued it under the watchful eye of Gerry Downs.

He would now like to see it finished and is seeking a partner or would even consider selling the project which is about 75% complete. Materials are available except releases and instruments. The spars have been strengthened for a 110kg cockpit load and it has a foldable tailplane.

Brian can be contacted on 043 737 0035

For Sale

Woodstock VH-IKL

Current Form 2

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Ground handling gear

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Aka "WoodyRoo"

TTIS 15 hrs

Tost aerotow release

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First flight Sept 2001

Contact: James Garay 03 9367 3694





HOMEBUILT SAILPLANE CORNER

Mal Bennett continues to make excellent progress on Fernando Salazar's Minimoa



The starboard wing of the Minimoa is almost completely assembled and many parts for the port wing are made, including the spar and the ribs. The rudder, elevators and horizontal stabiliser are also awaiting covering. On completion of the port wing the Minimoa will be made ready for fabric covering and finishing.

The Salamandra being built by Ray Ash is also making good progress towards completion.

Electric Glider Part 2

Peter Champness

Following on from my previous article about Jerry Booker and the Red Tailed Hawk light weight electric powered glider, I was seized with a fit of enthusiasm and decided to buy some components of an electric power system and conduct some tests.

Several technologies are opening up at the present time:

Jet engines, developed for model aircraft use, have come down sufficiently in price to be considered. There are at least two jet powered gliders flying in Australia right now.

Wankel petrol motors have been used to power light homebuilt aircraft. Most of these have been converted Mazda car engines, which are said to work well in powered aircraft, but are a bit too heavy for our purposes. UAV engines has a nice looking Wankel engine of 38Hp, but they won't sell it for a man powered aircraft at present.

The electric motor however has some very desirable characteristics; low vibration, instant and reliable starting, and in some recent developments, light weight.

Therefore, ignoring the other options, I set about a web search for a few components.

Firstly a motor. Randal Fishman at Electravia sells a motor for about US \$4000. He will also sell a complete power unit, with batteries, controller, connections etc for about US\$16,000. A bit too much! Yuneec, a Chinese company with English connections has a nice looking electric motor designed expressly for an aircraft, but did not reply to my enquiries.

Hobby King has an electric outrunner motor they call a Turnigy CA120-70, designed for large aerobatic model aircraft, which they claim is the equivalent of a twin cylinder 20Hp gas engine. That sounded good. And look at the price! US \$449. By the time I checked the initial batch had sold out and the unit was on backorder, but 2 months later they got some more stock and I clicked on "BUY".

Controller

The CA120-70 is a brushless DC motor (a bit of a misnomer actually). The motor won't run without a controller which converts DC battery power to three phase alternating current and varies the frequency to suit the speed of the motor. More web research.



Turnigy CA120-70

Matching the motor to a suitable controller seems to be a matter of trial and error. Back to Hobbyking. They have a controller; the Turnigy Fat Boy, which is said to be able to handle 300A, which is about the current load that I was thinking would be required. Price US\$299. "Buy".

Battery

Here is the Achilles heel of any potential electric power unit. Too heavy. Not enough power. But once again there have been encouraging developments.

Lithium Batteries have almost 3 times the power density of Nickel Metal Hydrides. Lithium

Polymer batteries have also come down greatly in price and continue to do so. Taking Jerry Bookers power unit as a guide I decided I would need a battery of about 60-70v and 24Ah to achieve a launch.



Hobby king sells a variety of made up battery packs. A 6s 8000mAh pack cost about US\$120 when I first started to look. To get 66v you need 3 packs in series, and 24Ah needs 4 packs in parallel. That means 12 packs for a cost of about US \$1,400 (plus international postage costs). Compared with aerotow costs of about \$45 per launch, the pack would pay for itself after about 30 launches (if everything else works).

A123 systems is a US company which has been developing a Lithium Iron Phosphate (LiFePO4) cell for user in electric vehicles. Suddenly the cells became available from Chinese internet merchants and at an attractive price. I was able to but 20 cells @US\$25 each plus \$150 postage, total \$650. The LiFePO4 cell puts out 3.2v which is a bit less than LiPo and is a bit heavier but it is supposed to be more robust and capable of very high discharge rates without bursting into fire, which is a considerable advantage for the use I am thinking of. I still have to work out how to join them together into a 20 cell battery.

I set up a Paypal account for internet purchases. That has proved its worth. The A123 cells took a while to be delivered. After waiting 6 weeks I started to worry about the supplier. Perhaps Alibaba, a site co-ordinating Chinese merchant internet sales, lacked credibility. After all, according to legend, who was Ali Baba in league with (?40 thieves). Initial enquiries produced some excuses about postal deliveries. However an approach to Paypal quickly resolved the problem. Indeed the supplier beseeched me "Please not give 3 stars. It worth more than life itself". For the initial tests I bought one 6S 8000mah Li Polymer pack from Hobby King for about \$90.

Charger

Lithium batteries require a sophisticated charger which balances the voltage battery pack. A charger capable of charging 10 cells at 4A cost me about \$160, once again from Hobby king. I will make up my A123 cells into two battery packs of 10 cells each.

VGA ANNUAL MEMBERSHIP RENEWAL OF \$20 IS NOW DUE. THANKS TO THOSE WHO HAVE ALREADY SENT THEIR RENEWAL.

VINTAGE TIMES \$2 RAFFLE

First Prize is Martin Simons Book :-
Sailplanes 1965 - 2000

Extra desirable prizes are being sought!

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JUST THE THING FOR CHRISTMAS!
Foreword by four-time World Champion and three-time World Champion Michael Sommer

A note to finish on.....

2012 has been a very busy year, and for a combination of reasons only three issues of Vintage Times were published. Maybe it is time to dust off those cobwebs and return our Vintage gliders to their rightful place, high above all the other gliders in the thermal! We wish you a wonderful Christmas and a happy, healthy and prosperous New Year!

Dave and Jenne G