

VARIOMETER



PUBLISHED MONTHLY TO RECORD THE UPS AND DOWNS OF THE
KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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Number 1

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Jeff Beam in F1 soaring on Buffalo Mountain December 1st
Photo by Bruce Mahoney

Notes from the President

Happy New Year! The Myan calendar has reached its end, but the SSA calendar promises a beautiful 2013. This will be an exciting year for KSA: we are hosting a SSA contest in July, we have ideas for some new and exciting WWC tasks, we are welcoming new members and bringing new gliders to the field, and if the global warming trend continues, we may have another outstanding soaring season!

January 12th is our annual awards banquet, this year at the Kansas Cosmosphere. I need your reservations for the dinner by noon Friday (Jan 4th) via email (apsoars@yahoo.com) or telephone 316-393-2261. Tickets are \$20 with a reservation or \$25 if you show up without one. Both include admission to the museum. You can pay at the event.

We are collecting dues for 2013 this month as well. We will be sending out a bill, but appreciate early payment.

Membership meetings continue at NIAR in February, March, and April. We plan to continue to have cookouts at Sunflower May-September.

Fly safe, fly far, fly fast in 2013.

Happy landings,
Andrew

KSA CALENDAR

2013

January 12th - KSA Awards Banquet - Kansas Cosmosphere, Hutchinson KS

February 9th - KSA Meeting at NIAR - 7:30 PM - Contest Tasks

February 23rd - SSA Winter Board Meeting - Houston, TX

March 9th - KSA Meeting at NIAR - 7:30 PM

April 13th - KSA Meeting at NIAR - 7:30 PM - Spring Safety Meeting

June 1st-8th - Region 9 Contest - Moriarty, NM

June 23rd-July 4th - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM

June 29th: 51st Annual Kansas Kowbell Klassic

July 3rd - 7th - Region 10 Low Performance Contest - Sunflower

July 8th - 12th - Women's Soaring Seminar - Moriarty, NM

August 3rd-9th - Region 10 South - Waller, Tx

August 20th - August 30th - 1-26 Championships/13.5 Meter Super Regionals - Moriarty, NM

August 31st - September 8th - Standard Class Nationals - Benton, TN

September 26th - 29th - Great Plains Vintage/Classic Regatta - Wichita Gliderport

Sunflower Seeds

December 1st: **Lauren Rezac & Mike Logback** worked on the 182. **Matt Gonitzke** gave two rides to friends in the 2-33 with **Mike** towing in the 175.

Talihina Seeds

December 1st Weekend: Five KSA members spent part of the weekend flying in Talihina, OK. **Bob Holliday** organized the expedition and flew his ASG-29, 3D. **Bob** also volunteered the use of his 172 towplane, which **KC Alexander** flew. **Jerry Boone** (ABB), **Jeff Beam** (F1) and **Tony Condon** (K) also participated. Others flying from Talihina included members of Fault Line Flyers in Austin, TX, Tulsa Skyhawks out of Prior, OK, Soaring Sooners from Hinton, OK, Texas Soaring Association in Midlothian, TX, and a motor glider from Gainesville, TX. All 3 days primarily featured ridge soaring on Buffalo Mountain, a short ridge near the airport. On Saturday the wind was howling and the ridge was fast and rough. Some lift was found in the valley and Randy Teel from Tulsa managed to get to the wave from the Kiamichi Ridge and fly up to 8800 MSL until sunset. Sunday the winds were lighter and the ridge lift much smoother. Everyone had a great time!



Tony Condon soaring Kate on Buffalo Ridge
Photo Bruce Mahoney

December 10th: **Bob Holliday** took the PIK-20E down after a cold front passage and flew the Kiamichi Ridge. His comment: COLD!

Another Pfeiffer Grandchild

Once again, **Neal & Karen Pfeiffer** are proud grandparents, this time courtesy of Kevin & Megan. Grandson Louis was born Christmas Eve, 2012 and welcomed home by big brother Miles. He rolled across the scales at 6 lbs 4.8 oz with a wingspan of 17.25" Congrats!

Member Achievements

Rich Stone ran his 19th Marathon, this time in Baton Rouge, LA on December 1st. He finished in 3:16:37, a new personal best and 10th in his age group. Good job **Rich**!

Not sure how it snuck past me but **Andrew Peters** earned a Kansas State 15 meter Free Out & Return Distance record for his 215 mile flight on July 14th, 2012. Congrats **Andrew**!



Miles Pfeiffer with little brother Louis

Winter Projects

Many KSA members have moved into winter project mode. Here is an update on what we are working on:

Condoms

Leah's Cherokee II is still in mid-restoration with not a lot of progress since the last report last winter. We have also adopted a project from the Silent Knights in Ames, IA. Their 2-22E was in serious need of recovering and **Tony** has been working regularly on it with help from **Leah, Matt Gonitzke**, and other willing hands.

Rich Stone

I began the process of rebuilding a Polish SDZ-42 Foka 4 in March of this year. Essentially the fuselage has several large holes which need repair and several bulkheads in various degrees of disarray. The horizontal has several spots where the skin is coming apart from the ribs and a few small holes. I have yet to see what the wings look like.

My first task was to remove the old paint. 99% of the fuselage is now bare and the horizontal is stripped. My second task is to replicate the rear fuselage bulkheads. This is a challenge because the only drawing of one that we have found is for the smallest one of the bunch and the only one that does not need repairing. **Neal Pfeiffer** is my mentor on this project and he has given me one idea has to how to go about this.



Neal Pfeiffer

I've been spending a bunch of time on Werkstatt and not much at the hangar. But here are three photos. The wing photo shows the old style stiff-backed sanding pad and the wing partially filled between the ribs. The filler is West epoxy with West Microlight filler. West products are available locally at Action Marine on US 54 east of Andover.

The other two photos show a new flexible, urethane sanding block with a thin tempered steel sheet just above the sandpaper. This style block comes in 6, 9, 15, 21, & 27 inch lengths. I think the 21" one is shown in these photos. The 15 and 21" blocks really work well for surfaces with compound curvature. The 27" one should be great on wings.

I've repaired the hole in the shear web of the Ka-6BR and am working on a small puncture in the lower portion of the aft fuselage. It have been covered with fiberglass.



My Best Flight of 2012

By Jerry Boone

As the Kansas SSA Governor, my role is to promote soaring in Kansas. I get excited when telling people about Soaring. Some of you have been in this situation, it's tough to explain to the typical person why we soar, what we feel and the challenges, science and natural beauty that we experience during a season. In fact, they will lose interest long before we get to the good stuff, eyes glaze over, minds drift off. Obviously, Soaring is not for everyone however for most, but for some, it is in their soul. Especially when they see a glider on tow, stop the car, and make a beeline for the gliderport. This is what John Routh did in 2012 after spotting a glider on tow while driving down Red Rock Road.

I received this information the other day from John, whom I met this year at Sunflower and kept in touch with:

*"I was a member of and a full time employee of the Air National Guard when they occupied Sunflower (HANGB). All 3 of my glider flights have been in the Grob. In my lifetime I have been in over 3 dozen different models of aircraft, have skydived many times, have been thru many many wonderful exciting experiences in the air. But, the front seat flight with **Jerry Boone** in the Grob was the most memorable flying experience I have ever had and even after a few months I relive it at some point every day and I am anxious to do it again."*

John was standing by the sunshade when I introduced myself. He was interested in what we were doing on multiple levels. Questions about what it would be like to stay aloft in a glider and what it takes to get there followed. We managed to get him a demo flight in the Grob, but it was a short one. He (like many often do) waited around for a while before the instructor was finished with the students that were in line. When I arrived back at Sunflower from an afternoon of soaring, he was about to leave. I asked him how it went and he said it was alright, but wanted to go again sometime when the conditions were better. I got his phone number and told him that I would let him know when a good day was coming up.

A few weeks later I let him know that there was a Sunday coming up that looked like it would be good. When I pulled the Zuni out of the hanger and started heading for the runway, I saw him arrive. I stopped and told him that I was going to do some XC and that it should be a good day to stay up for a bit with the instructor on duty. When I got back after spending most of the afternoon flying, he was there and I asked him how it went. Again, he waited through all the students, and had another short flight.

On August 19th, we had a nice north wind with 8,500' CU. I sent John a text message to come out and that I would take him flying personally. I think he actually beat me to the gliderport. **Tony** had just finished giving a guy from Holland a ride in the Grob and we jumped in. I was prepared to be up for a while, but John had no idea of what to expect. I let him sit in the front seat, we took a tow, and were off. After we released in what I thought was lift, it soon became sink. I could tell he thought this was going to be another short flight, and I was thinking it could be as well. To my relief, we connected with lift at around 1200' AGL and it was 4-6kts. As I climbed through 4000' I asked him what his longest flight in the glider had been, he said "this is it!", and was quite excited. I told him we were far from done.

As we climbed above 5000' I decided that McPherson looked easy so I started on in that direction. Soon we were above 7000' and there were cloud streets running all the way to McPherson. As we flew up towards cloud base and ran the streets, he was snapping pictures, and just really enjoying the ride. I asked him several times how he was holding up, each response was with a positive thumbs up; no air/thermal sickness for this guy! About 5-10 miles from McPherson, we got under a monster of a cloud and had 6-10 kts of lift, not a worry in the world.



Jerry on the way to McPherson

It had been about 1 hour since we left Sunflower when I turned over McPherson. We made a large right turn to the south east of the city to catch a CU for the ride home and utilize the north tailwind. I stopped for only a

couple of small gains on the way home and when we got back it was mostly blue, but there was lift everywhere. It seemed that no matter what I did, we found lift everywhere. We flew out over the north side of Cheney lake, then over Castleton, Haven, and 2.5hrs and 150km later, we landed back at Sunflower.

When John got out of the glider, we BOTH went on and on about how great the flight was. It was a perfect day to take someone up flying and the task couldn't have been better for either of us. John sent me text messages for months after that flight about how his head is still in the clouds and that his co-workers are getting tired of hearing him talk about it. He said in one message that he had "about worn out Youtube videos of gliding".

I would appreciate it if everyone would take the time to extend a welcome and get to know our visitors. The ones that make the trip to the gliderport and ask questions are our future. They come out to see our operation because they are interested. We each owe these moments to the SSA (and our clubs) to professionally welcome these guests and do what we can to show them what soaring has to offer. In fact, adopt such visitors and take them under your wing. If you are not interested in doing so and the opportunity exists, refer them to me. I am really proud of the facility, assets, and diverse membership base we have, it's one of my favorite things to talk about. Here is to 2013, let's keep our sport growing.



John is all smiles after his flight

Winter Projects Continued

Mike Logback

I've been working on a one man rigger for the Duster off and on between other projects. Finally have it finished. I'm sure I'll need to do some tweaking after I use it a few times next year but it seemed to work OK when I moved a wing in and out of the trailer. I bought the wheels and the jack from Harbor Freight and had the rest of the stuff laying around the shop



Logback's one man Duster Rigger

Sue Erlenwein

I have been busy cutting a variety of gussets and ribs for my two Schweizer 1-19s. After receiving the plans from Schweizer, the first step was to order the correct wood. The second step was to make jigs and cut the stock. The tedious part is cutting over 2,000 gussets for the ribs. We made a steam tube that works well for bending the rib stock for achieving the proper bend angle in the jig. It is amazing how having the right jigs can make the job easier.



Mountain High Oxygen Service Bulletin

In October of 2009, Mountain High Oxygen engineered technical improvements to our EDS-O2D1 and O2D2 legacy products. These improvements include technical advancements involving both the hardware and firmware.

To provide our customers with the finest product, we are suggesting to our customers that they send in their units for these improvements.

If you have one of our portable systems and would like the upgrade, we would also like to examine your regulator to determine if any upgrades are necessary and to check out its operational parameters.

The cost for this service is \$95.00 plus shipping. This includes all firmware and hardware upgrades as well as routine service parts. Any other parts replaced due to damage of field use would be subject to an additional charge.

For your convenience, below are the serial numbers of the units manufactured before October 2009, that we suggest be up graded to the latest revision.

EDS-O2D1 all serial numbers below 01555

EDS-O2D2 all serial numbers below 02241

Many of you may have had your EDS unit in for service since that date. You may have already received these technical upgrades.

Please e-mail service@mhoxygen.com if you question the need to send in your unit. Please include your name, the model, serial number, service date and repair order number if available. With this information we should be able to determine the status of your unit. Before returning your EDS unit contact us at service@mhoxygen.com to obtain a return authorization number (RMA). When requesting an RMA please include your name, phone number, shipping address and serial number of the unit.

Please reference this bulletin (MHB-060210) when making your request.

We are expecting the turn around time to be between 7 to 10 working days after receipt of your unit.

Technical Service Notice MHB-060210

MHO

THIS PERTAINS ONLY TO THE UNITS PICTURED BELOW



Region 10 Low Performance Contest

Soaring Competition returns to Sunflower in 2013

Over the July 4th holiday, we will host a contest at Sunflower for low performance gliders. Entry will be limited to gliders with 1.115 (Standard Austria SH-1) handicap and below. This will include the Apis, Russia, PW-5, Dusters, Ka-6, Cherokee, etc. The practice day will be July 3rd and the contest will run between July 4th and July 7th. This will be the week after Kowbell. So far those entered in the contest are:

Jerry Boone - Duster "ABB"

Tony Condon - Cherokee II "YYY"

Jeff Beam - Apis "F1"

Bob Hinson - Duster "KD"

Chris Swan - Russia "AC"

Keith Smith - PW-5 "LW"

Pete VonTresckow - Ka-6 "PVT"

Rafael Soldan - Salto "GR"

Matt Michael - Woodstock "WBY"

Matt Gonitzke - Std. Austria "6M"

Contest manager is **Tony Condon**. Other key contest officials, such as Scorer, Weatherman, and Competition Director, are still open. Contact **Tony** if you are interested in helping out in any capacity or if you want information on participating. Tow pilots and ground crew will also be needed.

The contest will be SSA sanctioned and limited to 20 entries. 10 of those spots will have inverted preference. The 2013 SSA Regional Sports Class rules will allow radio communication between pilots and we hope to take advantage of that to encourage mentorship between experienced and new pilots not only on the ground but also in the air. We intend to have a few sessions this spring, perhaps along with regular KSA meetings, to review the rules to take the mystery away.

This should prove to be a fun event and a great way for our club to get contest experience so that we can continue to host more in the future. Contact **Tony** (abcondon@gmail.com) with any questions.

Duster for Sale

Just in case anyone else wanted to get in on the Duster fun at Sunflower, **Neale Eyler** is interested in selling his project. It is complete, just needs paint. 1977 Duster (ser. #111) with over 500 hours. Comes with both a tinted and a clear canopy, and parachute. Pilot weight from 160-220 lbs. Must sell—daughter getting married. Asking \$3500 contact Neale Contact **Neale** at n_eyler@hotmail.com



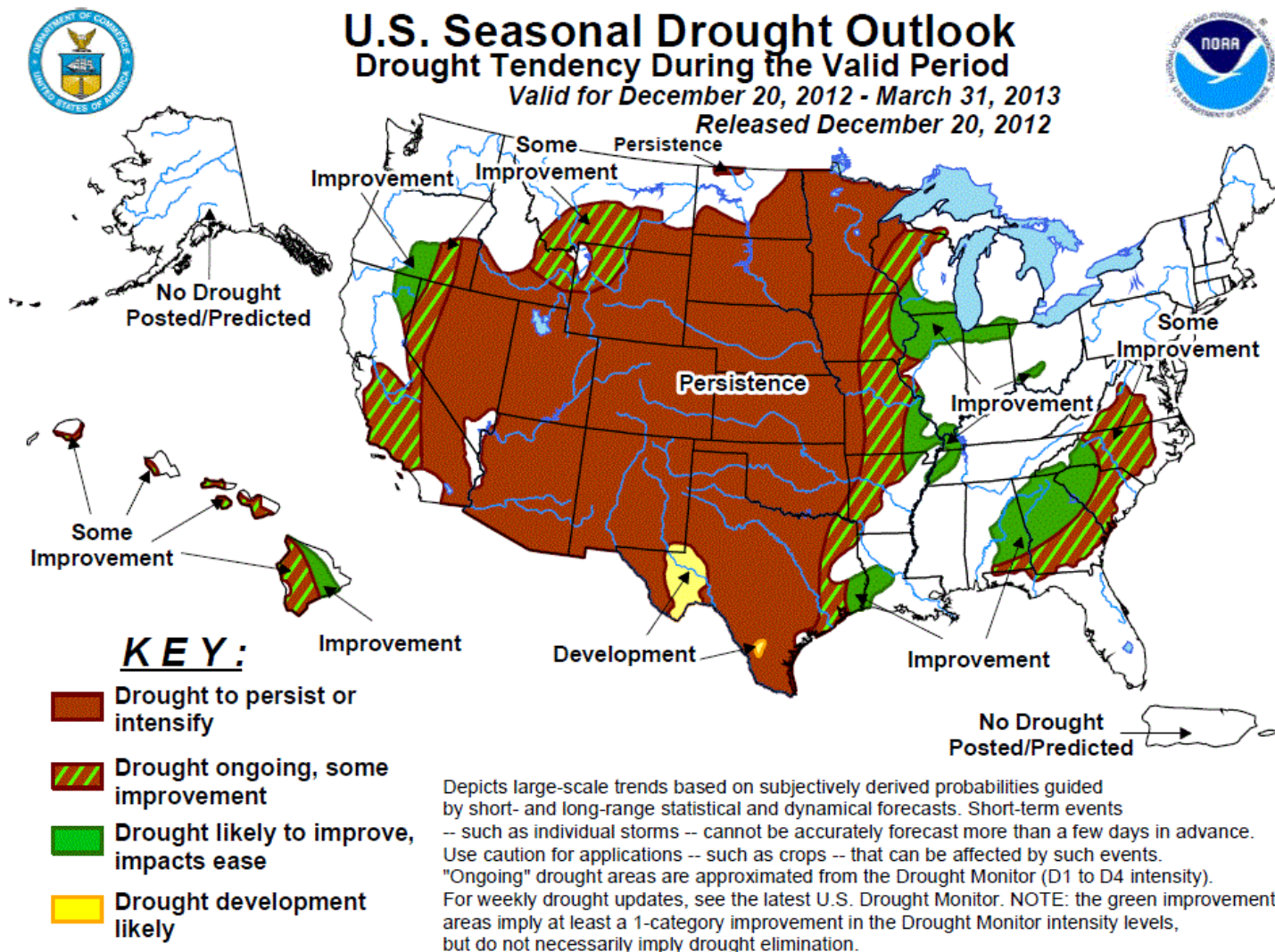
SSA Board Meeting and Awards

Through a Soaring Society of America Board vote, it has been decided to have the winter SSA Board Meeting in Houston, Texas on Saturday, February 23, 2013.

The host hotel is the Hyatt North Houston, The toll free number is 800-233-1234. You can start making your room reservations on December 17th. Please ask for the SSA rate which is \$89.00.

The Hyatt North Houston is located north of Sam Houston Parkway at Imperial Valley Drive, about 8 miles southwest of Bush International Airport (IAH) and provides free shuttle service.

Since there is no SSA Convention (until winter 2014), there will be a dinner followed by a short annual membership meeting and presentation of SSA awards. Dinner reservations required. More details at www.ssa.org

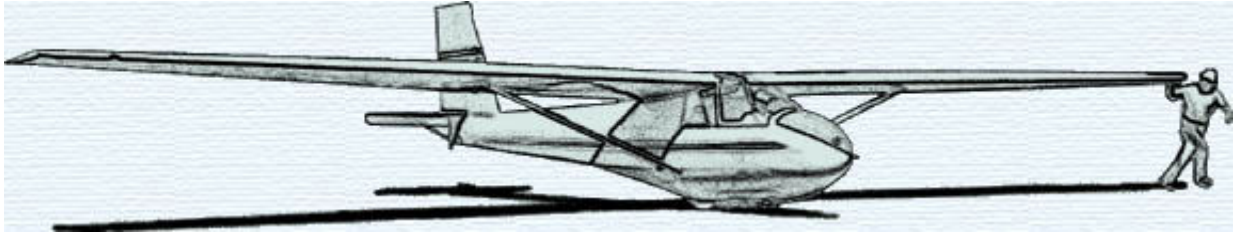


KSA VARIOMETER

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2012 KSA BANQUET
Saturday January 12th, 2013

5:30-8:00 PM

Kansas Cosmosphere and Space Center

Hutchinson, KS

Admission included so show up early!