

VARIOMETER



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KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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Number 5

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Sunflower sky on Friday April 19th. Photo from **Matt Gonitzke**

2013 KSA CALENDAR

May 11th - KSA Meeting - Cookout at Sunflower
May 11th-12th - Weekend Warrior - Climb is King
June 1st-8th - Region 9 Contest - Moriarty, NM
June 8th - KSA Meeting - Cookout at Sunflower
June 8th - Kingman Fly-in
June 8th-9th - Weekend Warrior
June 15th - Strother Field Fly-in
June 13th-16th - 17th Annual Midwest Vintage Rally - Lawrenceville, IL
June 23rd-July 4th - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM
June 29th - 51st Annual Kansas Kowbell Klassic
June 29th-30th - Weekend Warrior - Free Distance
June 30th - Kansas Kowbell Klassic Konsolation Kontest
July 3rd - 7th - Region 10 Low Performance Contest - Sunflower
July 8th - 12th - Women's Soaring Seminar - Moriarty, NM
July 13th - KSA Meeting - Cookout at Sunflower
July 13th - 19th - Soaring Society of Boulder XC Camp - Dalhart, TX - jcknopinski@comcast.net for more info
August 3rd-9th - Region 10 South - Waller, Tx
August 10th - KSA Meeting - Cookout at Sunflower
August 10th-11th - Weekend Warrior
August 20th - August 30th - 1-26 Championships/13.5 Meter Super Regionals - Moriarty, NM
August 31st - September 2nd - Vintage Rally - Moriarty, NM
August 31st - September 8th - Standard Class Nationals - Benton, TN
September 7th-8th - Ace's High Aerobatic Contest - Newton, KS
September 14th - KSA Meeting - Cookout at Sunflower
September 14th-15th - Weekend Warrior
September 19th - 22th - Great Plains Vintage/Classic Regatta - Wichita Gliderport
September 21st - 27th - US National Aerobatic Championships
September 28th - 29th - Wichita Flight Festival - Jabara Airport, Wichita, KS
October 12th - KSA Meeting - Cookout at Sunflower
October 26th-27th - Weekend Warrior - Last Man Down

2014

Feb 25th - March 2nd - SSA Convention - Reno, NV

Notes from the President

Thank you to all that came out to Sunflower for the spring work day. **Tony, Leah, Bob, Don, Lauren, Matt, Shea, Bob, KC, Rich, Neale, Keith, Mike, Dave, Kevin, Steve, Summer, Jerry**, and two new faces that I apologize for not knowing your names. It was an incredible group of members that accomplished a lot: sealed hangar, installed work bench, made tow ropes, greased doors, repaired fire station door, cleared tie downs, cleared brush, cut limbs, hung no trespassing signs, repaired fence around pool, swept runway, cleaned up hangar, repaired sweeper, mowed grass, numbered hangar doors. Whew, I think that covers it!

We still need to activate the restrooms. Water should be turned back on now, so all you plumbers out there, be ready.

May marks the beginning of our soaring season. Each of you has signed up to work - your support is needed so that others may fly. How would you like it if no one was there to help you get launched? Please remember your duty days. Conflicts come up, so please do your best to find a replacement if you can't make it.

The duty day starts at 12 and ends at 5. If the weather is questionable, please talk to the others on the duty roster. Private ships may want to fly on windy days. Communication is key.

Finally, for most of us it has been a long winter. Take your first flight with a CFG. Sharpen your skills before tackling a long task. Lets make it a safe and successful soaring season.

Andrew Peters, 3T

Weekend Warrior Rules - May

May 11-12th – Climb is King (Height Gained in 1 hour)

The task for May is called Climb is King. How much altitude can you gain in any 60 minute period during a flight?

This one doesn't require a special recording device. Simply tap the altimeter, record the reading and start the stopwatch. Record your altitude at the top of your climb (after another tap of the altimeter.) Pull the dive brakes, get low again, and repeat the process over. At the end of 1 hour, total up your altitude gained in the climbs.

This task will not be handicapped by glider. And don't forget the 100 point bonuses. Of course, a barograph or other altitude recording device will make it easier to calculate and track your altitude gained, but one is not required.

Moriarty Seeds

Steve Leonard spent the April 26th/27th weekend in Moriarty and posted a couple of flights just over 450 km in the FJ-1. Nice going!

Chilhowee Seeds

Jeff Beam had some work commitments in Nashville, TN. Conveniently he drove, pulling the Apis along and was able to fly at Chilhowee on April 13th, 19th, and 20th. On the 19th he did 140 km on the ridge and on the 20th about a 100km triangle.

CAP at Sunflower April 27th and 28th

By **Jerry Boone**

For all of you who helped with the CAP Glider Orientation Flights this weekend, thank you very much!

Doubt literally filled the air Saturday morning as to whether the cadets would get to fly. Arriving to skies at 500 AGL was not so inspiring. It was quite cold and just a few brought jackets or jeans. Some of the CAP cadets assisted in washing the 2-33 while we waited for the clouds to lift. The forecast promised it would clear up so we waited. By 1:00 PM the clouds were breaking up and just as everyone was getting excited, **Sarah** reported that the fuel pump was inoperative and could not get fuel into the towplane. With a little wrench twisting and time, the fuel pump shaft was free to spin and fuel was flowing. Of course, we didn't get started until after 2:00 PM, in which we were able to fly 9 CAP cadet flights and around 7 senior members finishing up at 6:45 PM. We had 8 cadets who were driven to Sunflower from Lawrence. They had a very long day leaving Lawrence around 6:00 AM and didn't get home until 10:00 PM.



Sunday morning we had a cadet from Salina and three from Kansas City take 2 flights each. A CAP 182 left New Century at 9:00 AM and made to Sunflower around 11:00 AM with a couple of cadets on board, a third cadet was driven to Sunflower from Kansas City. I had worn out what was left of the 2-33 skid on Saturday, so I put some new iron on it late that night for the Sunday flights. However, after arriving to the gliderport I discovered that I left the skid at home... oh well, good thing I live in Hutchinson.



In all, this weekend we introduced soaring to 13 teenagers (with **Jerry** in the 2-33) and 7 adults (with **Tony** in the 2-22).

1-26 For Sale

Bob Park is selling his 1-26C, #119. The glider is freshly overhauled, completed in October 2011. Industrial Strength open trailer. It has more instruments now than when the picture was taken, but I love that picture! This would be a great glider for a group to go together and buy. Fun flying, soar for 1-26 Regional Records and Sweepstakes flights and go to the 1-26 Championships! Contact **Bob** at 620-740-0037 for more information.



Sunflower Seeds

April 5th: **KC Alexander** and **John Wells** assembled **John's** V tail 1-34R.

April 6th: **Don Jones**, **Dennis Brown**, **Tony Condon**, and **Keith Smith** were all seen in the morning. **Don & Tony** were retrieving trailers and **Keith** was helping his mechanic with the annual on Tinkerbell.

April 21st: **Bob Hinson**, **Tony & Leah Condon**, **KC Alexander**, and **Dennis Brown** were at the field. **Tony** flew, **KC** was kind enough to provide a tow even though he thought **Tony** was crazy for trying to soar in the wind. **Dennis** and **Bob** helped with the launch and **Leah** chased **Tony** to his landing spot east and a little north of Nickerson, 18 miles out.

April 27th: **Jerry Boone** and **Tony Condon** flew rides in the 2-33 and 2-22. **Bob Hinson** (KD), **Keith Smith** (LW), and **Dennis Brown** (LY) all took at least one tow although lift was weak. **Matt Gonitzke** did a few flights in the 2-22 and **Don Jones** finished off a long day of working the line with 2 instructional flights in the 2-22 with **Tony**. **Sarah Wildman** and **Mike Logback** provided tows in the 175.

April 28th: **Jerry Boone** flew another day of CAP rides. **Bob Hinson** (KD), **Keith Smith** (LW), and **Dennis Brown** (LY) all flew but not much lift reported. **Bob Holliday** and **Rafael Soldan** also flew the Lark. **Sarah Wildman** once again towed.

NG-1 For Sale

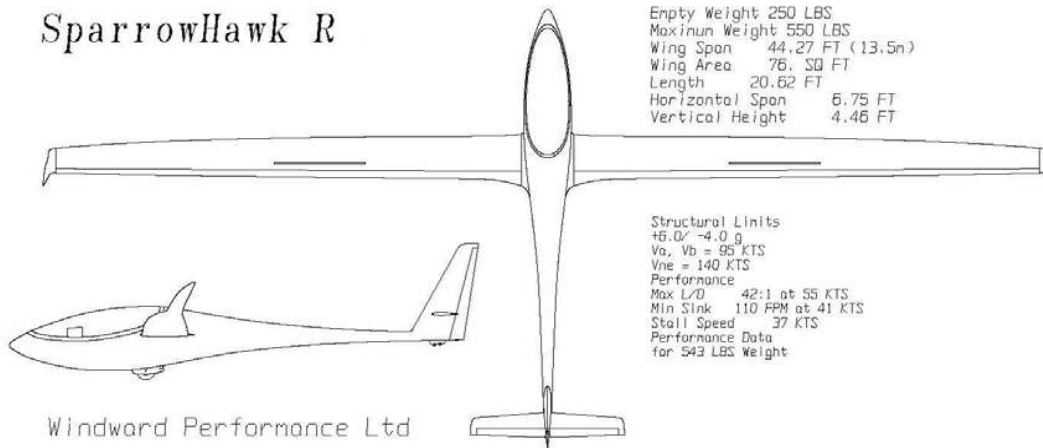
The Niedrauer NG-1 is available for sale. Experimental Amateur Built in 1971. 849 Hours. N6312. All paperwork back to original receipts from the builder. Low 30's performance (builder claimed 35:1 at 55 mph). Based on the Briegleb BG-12, with shorter fuselage and NACA 4400 series airfoil. 50 foot wingspan with 1.24 handicap. Large deflection flaps for steep approaches and slow touchdown. Excellent glider for Wooden Wings trophy, which it won in 2011 with a 216 mile Kowbell flight. Also flew Diamond Goal and State Record Triangle and Kansas State Free Out & Return Records in 2011. In 2012 contributed to a Henning Trophy win. Enclosed Schweizer trailer tows solid at all speeds. Excellent Tires. Trailer modifications are in work that will make rigging the glider much easier. Sealed extensively. Excellent TE Compensation on Mechanical Vario. Painted with Dupont Imron in 1990, still in good overall condition. Basic instruments plus Borgelt B40 Audio Vario. ~200 lb max pilot weight. Under 6'1" probably a good idea. Glider currently at the Wichita Gliderport and available for test fit. More reading at <http://soaringcafe.com/2011/06/diamond-goal/>, June 1975 *Soaring* and the Fall 2012 *Bungee Cord*. Many pictures in December 2012 RC Soaring Digest:

<http://www.rcsoaringdigest.com/pdfs/RCSD-2012/RCSD-2012-12.pdf> \$7000. Contact **Tony Condon**, abcondon@gmail.com or 515-291-0089

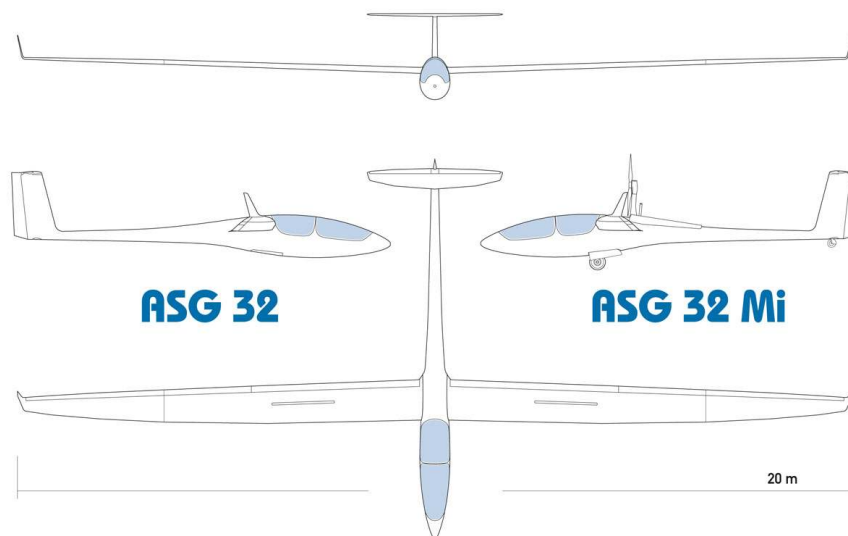


New Gliders Announced

SparrowHawk R



<http://windward-performance.com/sparrowhawk-r-13-5m-15m-sailplane/>



http://www.alexander-schleicher.de/index_e.htm



http://wingsandwheels.com/TwinShark_20m_p.pdf

United States Soaring Hall of Fame

CALL FOR NOMINATIONS

Nominations for election to the United States Soaring Hall of Fame are currently being accepted. The deadline for current year consideration is **June 30, 2013**.

Any member of the Soaring Society of America may submit an individual's name for consideration as a Hall of Fame candidate. Each nomination must be accompanied by a detailed statement setting out the achievements or contributions of the nominee justifying consideration for election to the Hall of Fame.

Please send nominating letters and support materials to:

Peter W. Smith, Director
National Soaring Museum
51 Soaring Hill Drive
Elmira, NY 14903



Questions? Please call (607) 734-3128.

Nominations must be received by **June 30, 2013**.

Hutchinson Control Tower might close June 15th

Spring Work Day

The Spring Work Day was a great success. At least **Steve Leonard, Andrew Peters, Tony & Leah Condon, Don Jones, Mike Davis, Jeff Braden, Jerry Boone, Dan Ullrich, Matt Gonitzke, Neale Eyler, KC Alexander, Keith Smith, Rich Stone, Summer Gajewski, Bob Holliday, Rafael Soldan, Shea Zuckerman, Lauren Rezac, and Bob Hinson** participated. Work included sweeping the runway, clearing trees, work on hangar doors, hauling the old camper frame to the burn pile, work on the door to the firehouse and doing some work to keep the tower building closed up. Some more tiedowns were cleaned out as well. **Rafael** arrived in style flying the Wichita Skylarks Lark behind the Skylarks towplane from the Wichita Gliderport. A few loops were witnessed before he landed. The Lark will be living at Sunflower this season. **Lauren** and **Don** finished the day by assembling and weighing **Don's** new-to-him Russia. They had plenty of help of course. There was probably more accomplished than that, I just can't remember everything that was going on.

May 2013 KSA Calendar



Matt Gonitzke photographed **Tony Condon** landing the KSA Grob at Strother Field while giving a ride at the fly in last year.

VSA Operational Risk Assessment Checklist

The following risk assessment checklist is intended to be used as a tool to aid pilots in evaluating the risk factors associated with flying a glider at a particular site on a given day. This tool should be used as a self-assessment guide to

help VSA members plan their flight activities and manage their risk scenarios accordingly. It should not be considered a go/no go list or a substitute for pilot in command decision making authority.

Question	1	2	3	pts.
What is your age?	Under 50	50-70	Over 70	
What is your flight time in gliders?	Over 500 hrs	100-500 hrs	Under 100 hrs	
How many glider flights have you had in the last 90 days?	More than 10	4-10	3 or fewer	
How many flights have you had in this type glider?	More than 10	4-10	3 or fewer	
How many flights have you had at this site?	More than 10	4-10	3 or fewer	
How do you feel today?	Great!	Moderate	Tired & sore	
How long have you been at the gliderport today?	Less than 8 hrs	8-10 hrs	More than 10 hrs	
What is your stress level?	Low	Moderate	High	
How long do you intend to fly?	Less than 1 hr	1-3 hrs	More than 3 hrs	
What is the temperature?	65°-85° F	32°-65° F 85°-100° F	Less than 32° F; Over 100° F	
What are the winds?	Less than 10 mph	10-15 mph	Greater than 15 mph	
What is the cross-wind component?	Less than 3	3-10	Greater than 10	
What are your glider's flight characteristics?	Forgiving/easy	Moderate	Demanding	
How comfortable are you in your glider?	Very	Moderate	Uncomfortable, doesn't fit	
What is your glider's L/D?	More than 30	20-30	Less than 20	
What is the gliderport activity level?	Low	Moderate	Busy	
What is the runway length?	More than 2000'	1000'-2000'	Less than 1000'	
What is the runway surface?	Smooth, wide grass	Tall grass or paved	Narrow paved or rough	
How are the approaches?	Good, no obstructions	Some obstructions or shear	Obstructions or windshear	
What are the off-field landing options?	Fields	Mixed	None	
Total points				

≤ 34 points = Green, 35-47 points = Yellow, ≥48 points = Red

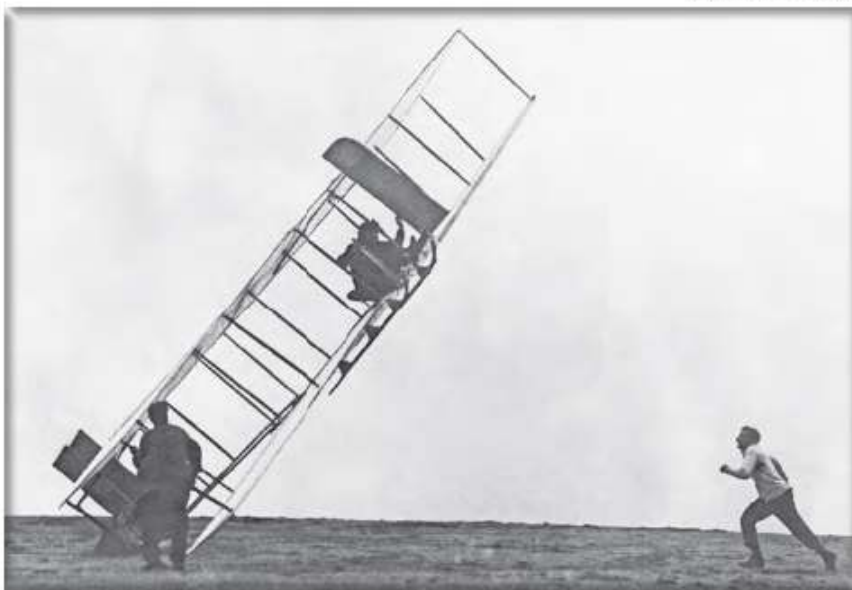
Green = Lower risk (enjoy your flight!)

Yellow = Moderate risk (be careful out there)

Red = Higher risk (change something if you can)

What is an Operational Risk Assessment Checklist and How Could One Help You?

What is an operational risk assessment checklist? Well, it can be an important tool in a pilot's operational risk management (ORM) process by providing a fairly straightforward numerical value of the various risk factors affecting the pilot's readiness for flight, the airfield environment, and the glider to be flown. High readiness and proficiency in the type of glider being flown combined with a nice day at a familiar gliderport should make for a relatively low risk flight. Alternatively a low time pilot in a new glider planning a flight at a busy regatta on a challenging day may add up to a scenario to be approached with a lot of caution or simply avoided altogether.



Formal Risk Assessment may be a relatively new concept, but careful forethought has always been a good idea.

Long a staple of the flight test community, the ORM process is based on identifying the various risk factors associated with a particular flight and then proactively working to reduce those factors to the lowest level possible. This is done by managing the manner in which maneuvers are conducted, choosing where a flight is flown, conducting specialized pilot training or carefully picking allowable weather conditions, just to name a few. The goal is to assess a situation, make informed decisions, and work to specifically reduce the risk of what you are doing while still accomplishing the desired goal of the flight. An important part of the process is to make as many decisions as possible beforehand and on the

ground, while there is still plenty of time, instead of in the air while running out of both time and altitude. After all, you can always wait for a better day to take off but can't always wait for better conditions to land!

A structured ORM process is great, but why should the vintage soaring community consider using it now? The answer is simple—the number and frequency of flight mishaps, near mishaps, or just plain scary flying have increased in our community, with several events taking place at last summer's IVSM, prompting a serious review of how and where we fly our older sailplanes.

Based on this review, meetings with other soaring organizations, and a lot of thought about the factors that contribute to our flight readiness, the VSA board decided to take a proactive approach to assess the risk of our flying. This approach includes working with our members and soaring sites to manage risk so that we can continue to be welcome attendees at future events.

A comprehensive ORM process can be very involved if not overwhelming when taken to NASA space launch levels, but some level of ORM is performed in almost any successful flight. Simply by a pilot's deciding he or she is awake and alert enough to take off in acceptable weather from a suitable airfield is an example of

ORM in its most basic form. The use of a checklist can aid pilots in making a more comprehensive ORM assessment and subsequent decision and help avoid overlooking a potentially important contributing factor. The checklist provided with this article was developed specifically for vintage sailplanes and is composed of 20 questions that cover pilot issues, glider characteristics, gliderport information and weather. The goal is to offer a balanced scorecard to help identify key risk contributors without overly stressing one or another and to provide the pilot a decision making tool without diminishing the pilot's authority or responsibility for the flight.

To use the checklist one simply starts at the top and works down through the various questions,



amassing 1, 2 or 3 points for each answer. Some are straightforward and won't change (age) while others may be more subjective (stress level) or highly changeable (weather) from day to day. The goal is to address all 20 questions and add up the total; a low total should indicate lower inherent risk and a high total means higher risk. Possible "green, yellow, and red" risk levels are called out but individual pilots are expected to make their own determination of what is an acceptable point total and proceed accordingly.

The true value of this tool is not just to quantify risk levels but also to allow a pilot to take a closer look at individual risk areas and then decide what can be done to proactively lower their points total and bring the risk down to a lower value. For instance, a points total may be lowered by flying at an easier and less busy airfield to build up currency before coming to a vintage meet or by planning a short flight in the cool morning weather instead of launching on a three-hour junket in the heat of the day. Likewise a highly proficient pilot may be very prepared to fly in challenging weather conditions while a lower time one may decide to sit out the day and get some

Some days its better just to fly with someone else . . .



rest before launching when conditions improve. The real key is to consider multiple risk factors and arrive at an overall risk assessment and then make an informed flight decision.

Use of this checklist is not a substitute for other ORM practices that a pilot may already be performing. It should also be obvious that, regardless of the checklist points total, no aircraft operating limit should be exceeded and no FARs violated. Though this checklist covers a number of items, it is probably not the only set of "20 questions" that might apply to our flight operations. Pilots can add questions as they see fit if it makes the checklist more usable in their personal risk evaluation process.

I hope this checklist will start a defined risk assessment process that helps establish our members' reputations as *prepared* and *informed* flyers who think about what they can do to fly their older gliders in a safe and consistent manner and who have the *integrity* to acknowledge risk factors and aggressively work to reduce them each time they fly.

Copies of this checklist will be available at several vintage glider meets this year; members are asked to try it and provide feedback on its value or make

suggestions for its improvement.

If accepted, perhaps we will see a reduction in our flight mishaps, near mishaps, and just plain scary flying—we need to.

Rusty Lowry

WE BREAK 500!

By R. H. JOHNSON

This tense expression on Richard Johnson's face was caught by the official photographer during the height of the excitement of the 18th National Contest at Elmira. Dick never looked this intense at Odessa; there he just relaxed and "let 'er go."



Last summer during the 17th National Contest I made three rather successful flights from Grand Prairie to various points in West Texas and of course I was quite impressed with the thermal velocity and high cloud base that I found there. My final flight of the meet was to a goal at Odessa, Texas where Jack Stafford, the donor of its goal prize, resided. Odessa looked like a wonderful place to do record distance flying from. Pop Krohne spent some time there just after the National and his reports of his flights in his "Comet" L-K confirmed what I had seen.

I should have stayed there that year with "Pop" but my ship, the RJ 5 was then too new and needed a good deal of work and modification to get it in shape for this kind of flying. By working most of the year and carrying on systematic flight tests, we at Mississippi State College were able to increase the glide ratio from 31 to close to 40 and thus be in a position to seriously attempt to exceed the long-standing Russian distance record.

At first I thought that Shelly Charles, with his Weihe, and I were going to be the only ones on this expedition but I soon found that many others also planned to come, which made it better yet.

Pat Mulloy and his Schweizer 1-23 and I arrived there July 24 and we both made a local survey flight the following day to familiarize ourselves with the area. I had a very interesting ride when a squall line passed the vicinity. In front of the roll cloud

the climb was about 5 meters/sec. and I had some difficulty staying low enough to stay out of the thunderhead whose base was about 11,000 A.S.L. With the dive brakes open and the airspeed at 70 m.p.h., I was able to reduce the rate of climb to a more moderate value. I flew upwind over the top of the roll cloud and under the thunderhead until I was on the back side of the storm and out of the lift area. The sun was shining and there was little rain now. I could not find lift after that and glided down to a landing about an hour later.

Now began the serious task of waiting and watching the weather for the right day that would be good enough to go 500 miles. Unfortunately we had no weather maps available and had only the teletype reports available by telephone from nearby Midland Airport.

July 27 looked promising so I set out as early as possible. Taking off at 10:45 A.M. was a little early as the air was smooth above 2,000 feet. I released at 2,800 feet anyway and had to descend to 1,800 ft. before lift was encountered. The thermals quickly grew stronger and I was on my way. However by noon—the little cumuli which started to form at 11:00 A.M., had turned into occasional cumulonimbus. This made endless detours necessary and of course slowed down my progress. However it was a thrilling flight and I did end up 403 miles away, near Johnson, Kansas.

Of course I was rather happy with this flight

● We Break 500!

(Continued from Page 3)

but it was to exceed the 465 miles International Distance Record that I was there—especially since the Russian girl had made it from a tow to some twenty-three odd thousand feet of altitude. This we did not feel was entirely sporting.

On the days that followed the weather was not what I needed so I did not fly the RJ-5 but acted as tow plane pilot for the many others who had arrived in the meantime.

On August 3, the weather improved markedly and cumuli formed early, at 9 A.M. The cloud base was low, starting out at only two or three thousand above the terrain but increasing during the day. I feared that the thunderstorms would form with the air as moist as that but very few did.

Most of the pilots took off that day for a try at their Golden and Diamond "C" distance legs. Since there was a shortage of retrieving drivers, my driver, Joan Brouillette went after Joe Irvine and I chased off after Shelly Charles. The day was better than I had anticipated and it was after midnight before I got to Shelly who landed 348 miles away—almost to Colorado. This completed his Diamond "C"—number two for the U.S.A. Joe went 290 miles.

There was no chance of my getting back to Odessa in time to fly the next day so we slept in a hotel and enjoyed a leisurely trip back afterward. That day, the 4th, was a very good soaring day. The cloudbase was higher, a decent tailwind prevailed, and the dust devils were in sight everywhere. There

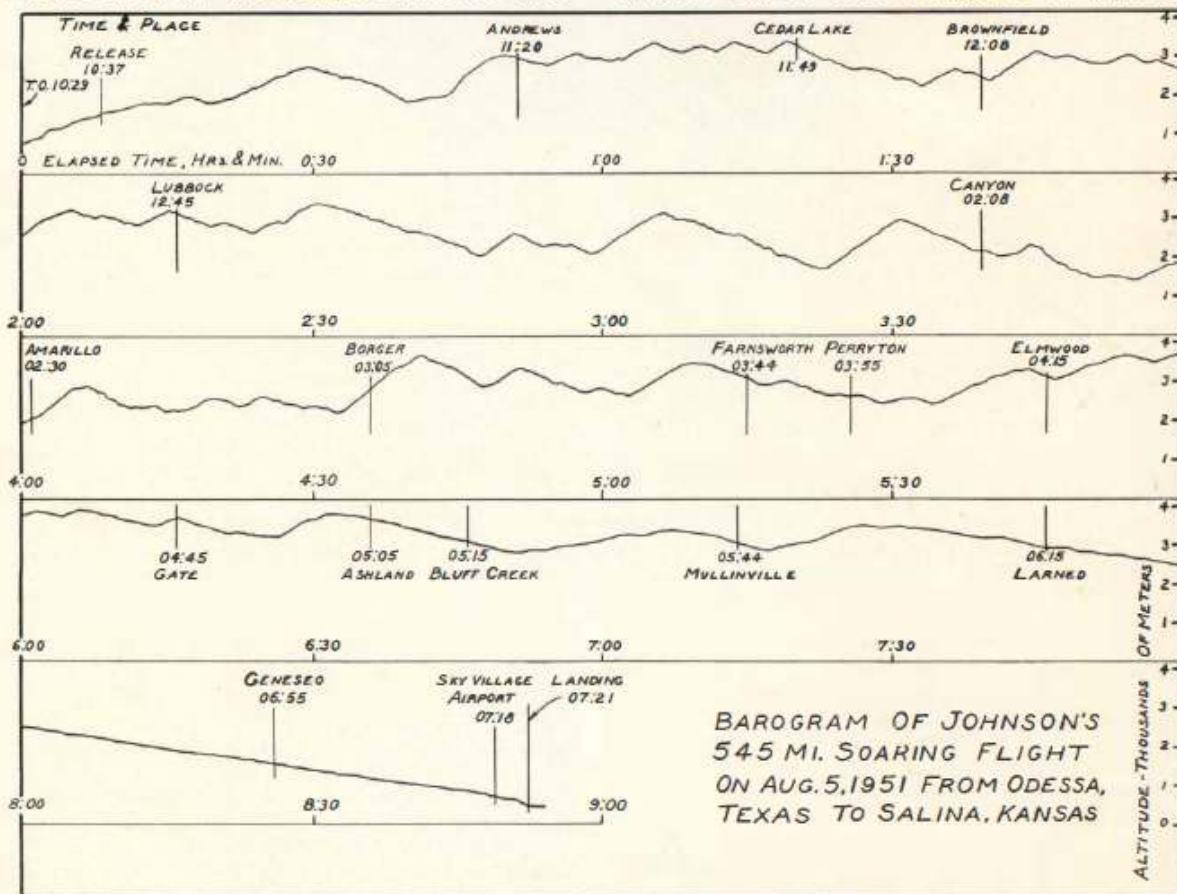
was little doubt in my mind that my sailplane could have exceeded the 465 miles that day and for a while I regretted having left my post at Odessa.

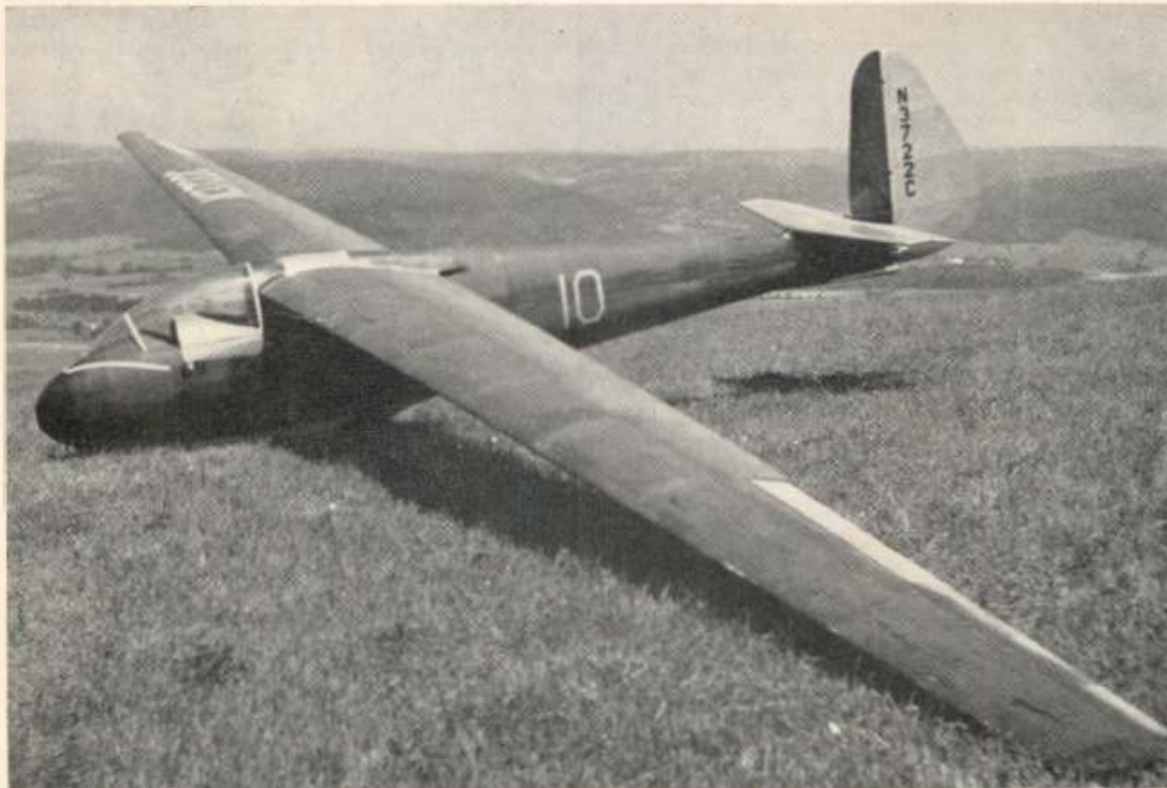
These things seem to have a way of working out for the better and now I am certainly glad that I did take the time to get Shelly back as the following day, the 5th, was better yet. Had I not gone with Shelly, I would have flown on the 4th and not been back for the 5th—the best we had.

Now the air was even drier and the south wind improved in velocity averaging between 20 and 25 m.p.h. This was my idea of cross country weather and I joyfully set about to go. Texas Soaring Association's grand old president, and temporarily broken-down soaring pilot, E. J. Reeves, took the controls of the Stearman and made the tow at 10:16 A.M. We knew it was too early for thermals but we planned to level off at 2,000 ft. above the airport and release when the thermals started popping. By the time we got to 1,400 ft. I realized that we didn't turn on the barograph so down I went for a new start. The second time we took off at 10:29 A.M. found a thermal, and released at 2,300 ft. above the airport or 5,300 ft. A.S.L.

This thermal took me slowly at 1 meter/sec to 6,400 A.S.L. where it weakened. Downwind the next thermal went to 7,000. Downwind again approached the area where cumuli were starting to form and the thermals started to get stronger and higher. Average climb in the next one was 330 f.p.m. to 9,600 feet.

Now that conditions were better I increased the indicated airspeed from 65 m.p.h. to 75 m.p.h. in





Richard Johnson's Ross Johnson 5 atop Harris Hill during the 18th National Contest at Elmira. Note in-

dications of progressive changes in canopy. See story pg. 17.

accordance with that indicated most efficient by my cruising speed chart. This chart is merely the curve of best cruise speed vs. the thermal average rate of climb, which is calculated using the flight polar of the sailplane and assuming an average downdraft between thermals.

From now on the going was good—just hopping from one small cumulus to another. Every half hour, if I could remember it, I marked my position and time on the maps so that we could later analyze the trip. The accompanying chart gives these check points in the first column, the time in the second, the distance and altitude in the third and fourth. In the fifth column I have corrected the arrival time for the altitude that I had when over the point, using an average rate of climb of 400 ft./min. and correcting back to take-off altitude. This gives the time that one would arrive if he did not spend more time climbing but merely arrived there at 2,990' A.S.L. Using this, one can get the true cruising speed.

At the first check point a bit north and east of Andrews the speed turned out to be a glorious 67.8 m.p.h. so I was quite encouraged.

At 12:45 P.M. I arrived over Lubbock with 11,000' A.S.L. still doing almost as good. From there on north almost to Amarillo the cumuli no longer existed but extended north far to the west of me and not quite so far to the east. Here was a serious decision to make, detour east or west to stay with the cumuli or take my choice on making the next 100 miles in the clear air. Since time was extremely valuable (a mile a minute at least) I decided to stay on course if I was going to go as far as I in-

Place	T.O.	Time 1959	Altitude 2,990'	Correct- ed Time Using 400'/ min R/c	Time Be- tween Points	Speed Be- tween Points MPH
Odessa	1037	5,300	1031	31	67.8
N. Andrews	1120	35 10,230	1102	27	66.7
Cedar L.	1149	30 11,180	1129	25	64.8
E. Brownfield	1208	27 8,520	1154	31	62.0
Lubbock	1245	32 11,000	1225	92	63.3
E. Canyon	0208	97 7,480	0157	23	36.5
E. Amarillo	0230	14 6,960	0220	29	82.7
Borger	0305	40 9,570	0249	37	77.8
S. Farnsworth	0344	48 10,350	0326	14	55.6
Perryton	0355	13 8,930	0340	16	75.0
S. Elmwood	0415	20 10,500	0356	26	64.6
S. W. Gate	0445	28 12,100	0422	21	80.0
S. Asland	0505	28 11,900	0443	14	64.3
Bluff Cr.	0515	15 10,080	0457	28	42.8
W. Mullinville	0544	20 10,020	0525	34	86.4
S. E. Larned	0615	49 9,530	0559	51	58.8
Geneseo	0655	50 4,900	0650	31	56.1
Sky Village Airport	0718	29 1,270	0721	31	56.1
Landing	0721				

Total 575 Miles Total 8.83 Hrs.
Average M.P.H. 65.2

tended. Also I could see several dust devils ahead so it couldn't be too bad there. Sure enough the thermals were still good, averaging about 450 ft./min. all the way.

The upper wind report received that morning showed good south wind velocities up to 8,000' A.S.L. and then decreasing considerably. Therefore in order

● We Break 500!

(Continued from Preceding Page)

to get better tailwinds I decided not to climb very high but try to stay in the layer of air with the best winds. Also as usual I would pass up a thermal if it couldn't give a 350 ft./min. rate of climb or better.

This worked well until my luck ran out south of Amarillo. I found myself down to 1,800 ft. above the ground and only zero sink available. This was costing me and I knew it. There was one small dust devil to my left about two miles, but I did not go there but kept on downwind hoping to save time. 1,600 ft.—that darn ground looked awfully close—what a sad ending to my 500 mile flight this would make. By the time I saw another small dust devil two miles upwind I was ready for anything and turned around to get it. When I arrived there only 1400 precious feet of altitude was left but I was going up in the weak lift.

That cured me on the low altitude flying and I stayed high after that. The ground speed dropped to a mere 36.5 m.p.h. between Canyon and there I was determined not to let that happen again. Also here at Amarillo the wind had shifted to the southwest so I decided to change my course for the maximum distance. My goal, Colly, Kansas which is 527 miles straight north of Odessa, had to be abandoned but it did not matter much if I could beat the Russians.

Ground speed picked up nicely to 82.7 m.p.h. from Amarillo to Borger. It was here that one of my best thermals was found over a carbon plant. It averaged 620 ft./min. to 12,400' A.S.L.

Now I increased the cruising speed to 80 m.p.h. indicated which when corrected for altitude gave me about 92 m.p.h. plus a tailwind of about 25 m.p.h. At 04.05 P.M. I arrived over the Texas-Oklahoma border and soon thereafter reached 13,000' A.S.L. at the cloud base on several occasions. I pulled the nose of RJ-5 up into the base just high enough to read an even 13,000' and then pushed it back down to 80 m.p.h. and went quickly on my way.

To me the next part of the flight now was the most critical. I was about 365 miles out and from the altitude now on hand I could glide close to 100 miles without further help, if I slowed down to the speed at which best glide ratio is obtained (50 m.p.h.). It seemed sort of silly to go that slow because the chances were I would find more lift—it wasn't late yet. Therefore I decided to use a compromise speed of 65 m.p.h. until I had that 465 miles safely in hand.

There still were some thermals but they were decidedly weaker so I moved along more cautiously now. When the Kansas border came by (04.50 P.M.) I was working anything that could make the variometer read 1 meter/sec. I now had almost 12,000' near Ashland, Kansas but there was not much between me and some beautiful large cumuli west of Kinsley, which was 50 miles away. I shifted to high L/D cruise and painfully waited until I got there. By utilizing one weak thermal I got there with 9,000' and was very pleased to find 1 meter/sec. lift at my end of this long line of large cumuli that appeared to be a weak squall line or front.

I climbed slowly to 11,400 feet and should have stayed there and climbed to the cloud base, but I had visions of cruising along at a fearful clip under

N.A.A. APPROVES NEW RECORDS

The Record Committee of SSA reports that the National Aeronautic Association has approved as official national records, the following performances:

March 5, 1951—Robert F. Symons, Pilot, and Dr. Joachim Kuettner, multi-place absolute altitude record, 38,305 feet, at Bishop, California. This flight has also been approved by F.A.I. as the INTERNATIONAL MULTI-PLACE ABSOLUTE ALTITUDE RECORD.

April 29, 1951—Les Arnold and Harry Perl, multi-place duration, 12 hours, 03 minutes.

July 6, 1951—Richard H. Johnson, single-place distance in a straight line, Elmira, N. Y. to Norfolk, Va., 363.208 miles, RJ-5 sailplane.

On July 27, 1951—Richard H. Johnson made a flight from Odessa, Texas to Garden City, Kansas, of approximately 420 miles, but no record was claimed because of his succeeding flight on August 5th.

August 5, 1951—Richard H. Johnson, single-place distance in a straight line, from Odessa, Texas, to Salina, Kansas, 543.666 corrected to 535.169 miles account new F.A.I. regulations for release altitude. This record has been submitted by NAA to F.A.I. for approval as a NEW INTERNATIONAL SINGLE PLACE DISTANCE RECORD.

August 5, 1951—Wally Wiberg, Odessa, Texas, to Guymon, Oklahoma. Single-place distance to predetermined destination, 332.903 miles, LK-10-A sailplane.

FRITZ COMPTON, Chairman,
Records Committee.

the beautiful cloud street until dark and not having to circle at all. If I had been there an hour earlier this might have happened, but it didn't. Outside of three spots of zero sink there was nothing and I soon realized that my journey was drawing to an end.

I now slowed down to 50 m.p.h. and while holding a downwind course I started some calculations as to where I was going to land. At 05:58 the final glide started. Even at this altitude my sink was less than 2 ft./sec. and I had my 40 to 1 glide ratio working for all it was worth.

At 06:15 P.M. I had 9,530 ft. A.S.L. Salina, Kansas was directly on course but its closest airport was 79 miles away still and it was 1,270 ft. A.S.L. This gave me 8,260 ft. to cover the 79 miles in, a minimum glide ratio of 50.5 was necessary to get there for a downward landing. I wasn't too optimistic about it but kept on course anyway.

At 06:55 I arrived over Geneseo, Kansas with 4,900 A.S.L. and 29 miles to go. Now a minimum glide ratio was 42.2 was all that was necessary, so I was going to make it after all. At 07.18 I arrived at Sky Village Airport, Salina, Kansas with an even 1,000 feet to spare and decided this would be a good place to stop. What with the tail wind, the RJ-5 had actually glided at a 57.5 ratio for the last 79 miles.

The maps showed the flight to be 575 miles by my route or 545 miles in a straight line—HAPPY DAY!!!

RULES FOR KSA FLYING AWARDS 2013

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2012 season, the SSA 2012 Handicap list, as amended/added to below, will be used (the 2012 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

Awarded for the longest flight in a wooden winged sailplane. The task may be free distance, or if turnpoints are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

Mamie Cup

Awarded for the greatest distance flown from a Kansas departure. The task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

KSA 200 KM

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

KSA Handicap Score Trophy (Pilot of the Year)

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Cumulative Speed Trophy (Charles Henning Award)

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Preying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

Kansas State Soaring Records

Distance

	Free Distance	Free Out and Return Distance	Free 3-Turnpoint Distance	Free Triangle Distance	Straight Distance to a Goal	Out and Return Distance	Distance up to 3 TPs	Triangle Distance
Open Class Singleplace	557.5mi Steve Leonard 7/7/2012	428.6mi Steve Leonard 7/4/2012	581.2mi Steve Leonard 7/7/2012	425.2mi Steve Leonard 7/6/2012	422.8mi Steve Leonard 7/7/2012	425.4mi Steve Leonard 7/4/2012	560.8mi Steve Leonard 7/7/2012	419.2mi Steve Leonard 7/6/2012
Open Class Multiplace	217.3mi Arnold Peters 1/1/1970		59.1mi Tony Condon & Chris Swan 6/16/2012	55.5mi Tony Condon & Chris Swan 6/16/2012	116.4mi Arnold Peters 1/1/1976	43mi Tonk Mills 10/16/1982	52.3mi Tony Condon & Chris Swan 6/16/2012	30.3mi Tony & Leah Condon 9/18/2010
Motorglider Singleplace								142.4mi Robert Holliday 8/6/2010
Motorglider Multiplace								
15-Meter Class	403mi John Mills 1/1/1980	197.3mi Jerry Boone 5/5/2011	261.39mi Tony Condon 7/7/2012	234.7mi Steve Leonard 5/13/2012	81.55mi Steve Leonard 8/2/1982	362.2mi Steve Leonard 6/21/1995	232.1mi Steve Leonard 5/13/2012	340.03mi Steven Leonard 8/29/2000
Standard Class	264.73mi Tonk Mills 11/4/1988	191.8mi Tony Condon 9/1/2012	261.39mi Tony Condon 7/7/2012	190.9mi Tony Condon 7/6/2012		228.6mi Tonk Mills 7/14/1984	188.3mi Tony Condon 7/6/2012	324.97mi Tonk Mills 7/24/1987
World Class Glider	181.7mi Keith Smith 7/1/2010	109.3mi Keith Smith 7/12/2012	194.4mi Keith Smith 7/1/2010			107.6mi Keith Smith 7/12/2012		
Ultralight Glider								
Sports Class	374.67mi Tony Condon 7/7/2012	221.5mi Tony Condon 9/11/2011	403.32mi Tony Condon 7/7/2012	294.56mi Tony Condon 7/6/2012		354.96mi Steve Leonard 6/21/1995	290.55mi Tony Condon 7/6/2012	329.83mi Steve Leonard 8/29/2000

Speed

	300km Out & Return Speed	500km Out & Return Speed	100km Triangle Speed	200km Triangle Speed	300km Triangle Speed	500km Triangle Speed
Open Class Singleplace	71.75 mph Tonk Mills 7/30/1988	71.2 mph Steve Leonard 7/4/2012	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	75.88 mph Steve Leonard 7/6/2012
Open Class Multiplace			52.84 mph Steve Leonard 8/10/2005	46.14 mph Tonk Mills 7/31/1982	43.5 mph Tonk Mills 1/1/1985	
Motorglider Singleplace				51.4 mph Bob Holliday 8/6/2010		
Motorglider Multiplace						
15-Meter Class	71.75 mph Tonk Mills 7/30/1988	59.7 mph Steve Leonard 6/21/1995	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	65.6 mph Steve Leonard 8/29/2000
Standard Class	71.75 mph Tonk Mills 7/30/1988		70.42 mph Tonk Mills 7/30/1989	58.47 mph Tony Condon 8/19/2012	56.67 mph Tonk Mills 7/22/1987	60.93 mph Tonk Mills 7/24/1987
World Class Glider						
Ultralight Glider						
Sports Class	53.44 mph Tony Condon 9/1/2012	58.5 mph Steve Leonard 6/21/1995	60.24 mph Steve Leonard 8/10/2005	64.18 mph Steve Leonard 9/6/2004	64.54 mph Tony Condon 7/6/2012	63.63 Steve Leonard 8/29/2000

Date	Tow Pilot	Line Managers	Instructor
Sat May 4	K.C Alexander	David Wilkus 316-788-0932	Rafael Soldan
	316-943-7641	Scott Dimick 316-461-8196	706-255-9909
Sun May 5	K.C Alexander	Steve Leonard 316-249-7248	Brian Bird
	316-943-7641	Keith Smith 785-643-6817	620-664-7844
Sat May 11	Jack Seltman	Matt Gonitzke 815-980-6944	Tony Condon
WW+Cookout	316-636-4218	Leah Condon 316-249-3535	515-291-0089
Sun May 12	Tony Condon	Matt Gonitzke 815-980-6944	
WeekendWarrior	515-291-0089	Leah Condon 316-249-3535	
Sat May 18	Chris Swan	Anthony Geide 620-921-0254	
	620-218-9315	Jeff Beam 620-441-8116	
Sun May 19		Neale Eyer 316-619-3954	Lauren Rezac
		Jeff Braden 620-897-7185	316-619-3207
Sat May 25	Bob Hall	David Wilkus 316-788-0932	Mike Westemeir
	620-727-1273	Luke Marquardt 316-253-6059	316-729-2551
Sun May 26	Bob Holliday	Harry Clayton 316-644-9117	
	316-641-6178	Sue Erlenwein 316-644-4586	
<u>Mon May 27</u>	Bob Holliday	David Kennedy 316-841-2912	
MemorialDay	316-641-6178	Keith Smith 785-643-6817	
Sat June 1	Bob Hall	Scott Dimick 316-461-8196	Rafael Soldan
	620-727-1273	Luke Marquardt 316-253-6059	706-255-9909
Sun June 2	Bob Hall	Don Jones 620-960-6444	
	620-727-1273	Jeff Braden 620-897-7185	
Sat June 8	Bob Hall	Mike Orindgreff 316-200-5046	Mike Westemeir
WW+Cookout	620-727-1273	Bob Blanton 316-644-8397	316-729-2551
Sun June 9		Neale Eyer 316-619-3954	
Weekend Warrior		Jeff Braden 620-897-7185	
Sat June 15	Jack Seltman	Mike Orindgreff 316-200-5046	Andrew Peters
	316-636-4218	Mike Davis 316-772-8535	316-393-2261
Sun June 16	Sarah Wildman	Jerry Boone 620-474-4177	
	937-360-4639	Matt Boone	
Sat June 22	Mark Schlegel	Luke Marquardt 316-253-6059	Brian Bird
	316-641-5093	Anthony Geide 620-921-0254	620-664-7844
Sun June 23	Mark Schlegel	Harry Clayton 316-644-9117	
	316-641-5093	Sue Erlenwein 316-644-4586	
Sat June 29		Tony Herbert 386.214.2579	
KOWBELL		Dallas Hewett	
Sun June 30		Mike Davis 316-772-8535	
KOWCONS		David Kennedy 316-841-2912	

Wed July 3 Tow#1	KC Alexander	Robbie Grabendike 316-680-0622	
CONTEST Tow#2	Mike Westemeir	Summer Gajewski 620-899-1151	
Thur July 4 Tow#1	Mike Westemeir	Tony Herbert 386.214.2579	
CONTEST Tow#2		Summer Gajewski 620-899-1151	
Fri July 5 Tow#1	KC Alexander	Mike Davis 316-772-8535	
CONTEST Tow#2		Summer Gajewski 620-899-1151	
Sat July 6 Tow #1	KC Alexander	Rich Stone 316-371-2850	Andrew Peters
CONTEST Tow#2		Summer Gajewski 620-899-1151	316-393-2261
Sun July 7 Tow#1	Mike Westemeir	David Kennedy 316-841-2912	
CONTEST Tow#2		Jimmy Prouty 316-305-5835	
Sat July 13	Jack Seltman	Bob Hinson 316-841-5561	
WW+Cookout	316-636-4218	Mike Davis 316-772-8535	
Sun July 14	Sarah Wildman	Kevin Ganoung 785-536-4540	
	937-360-4639	David Kennedy 316-841-2912	
Sat July 20	Mark Schlegel	Mike Orindgreff 316-200-5046	Lauren Rezac
	316-641-5093	Mike Davis 316-772-8535	316-619-3207
Sun July 21	Mark Schlegel	Harry Clayton 316-644-9117	
	316-641-5093	Sue Erlenwein 316-644-4586	
Sat July 27	Sarah Wildman	Mike Orindgreff 316-200-5046	Mike Westemeir
	937-360-4639	Jimmy Prouty 316-305-5835	316-729-2551
Sun July 28		Don Jones 620-960-6444	
		Tony Herbert 386.214.2579	
Sat Aug 3	Rafael Soldan	Luke Marquardt 316-253-6059	Brian Bird
	706-255-9909	Kevin Ganoung 785-536-4540	620-664-7844
Sun Aug 4	Mike Logback	Don Jones 620-960-6444	
	620-755-1786	Mike Davis 316-772-8535	
Sat Aug 10	Chris Swan	Jimmy Prouty 316-305-5835	
WW+Cookout	620-218-9315	Jeff Beam 620-441-8116	
Sun Aug 11	Andrew Peters	Bob Hinson 316-841-5561	
Weekend Warrior	316-393-2261	Scott Dimick 316-461-8196	
Sat Aug 17	Jack Seltman	Anthony Geide 620-921-0254	Lauren Rezac
	316-636-4218	Don Jones 620-960-6444	316-619-3207
Sun Aug 18	Sarah Wildman	Neale Eycler 316-619-3954	
	937-360-4639	Tony Herbert 386.214.2579	
Sat Aug 24		Al Flesberg 913-856-7187	Mike Westemeir
		Sonja Flesberg 913-856-7187	316-729-2551
Sun Aug 25		Steve Leonard 316-249-7248	
		Don Jones 620-960-6444	
Sat Aug 31		Robbie Grabendike 316-680-0622	Andrew Peters
		Bob Blanton 316-644-8397	316-393-2261

Sun Sep 1		Harry Clayton 316-644-9117	
		Sue Erlenwein 316-644-4586	
<u>Mon Sep 2</u>		Mike Davis 316-772-8535	
Labor Day		Keith Smith 785-643-6817	
Sat Sep 7	Rafael Soldan	Robbie Grabendike 316-680-0622	Brian Bird
WW+Cookout	706-255-9909	Bob Blanton 316-644-8397	620-664-7844
Sun Sep 8	Mike Logback	Jerry Boone 620-474-4177	
Weekend Warrior	620-755-1786	Matt Boone	
Sat Sep 14		Bob Hinson 316-841-5561	Lauren Rezac
		Anthony Geide 620-921-0254	316-619-3207
Sun Sep 15		Rich Stone 316-371-2850	
		Dallas Hewett	
TH 9/19- SUN 9/22		Vintage/Classic Rally	
		September 19th-22nd	
Sat Sep 21		Kevin Ganoung 785-536-4540	Andrew Peters
		Jared Bixenman 785-443-2457	316-393-2261
Sun Sep 22		Steve Leonard 316-249-7248	
		Neale Eyler 316-619-3954	
Sat Sep 28	Bob Holliday	David Wilkus 316-788-0932	Rafael Soldan
	316-641-6178	Jared Bixenman 785-443-2457	706-255-9909
Sun Sep 29	Rafael Soldan	Keith Smith 785-643-6817	
	706-255-9909	Jeff Braden 620-897-7185	
Sat Oct 5	Mike Logback	Robbie Grabendike 316-680-0622	Lauren Rezac
	620-755-1786	Bob Blanton 316-644-8397	316-619-3207
Sun Oct 6	Andrew Peters	Jerry Boone 620-474-4177	
	316-393-2261	Scott Dimick 316-461-8196	
Sat Oct 12		Bob Hinson 316-841-5561	Mike Westemeir
Cookout		Keith Smith 785-643-6817	316-729-2551
Sun Oct 13	K.C Alexander	Jerry Boone 620-474-4177	
	316-943-7641	Matt Boone	
Sat Oct 19	K.C Alexander	Matt Gonitzke 815-980-6944	Tony Condon
	316-943-7641	Leah Condon 316-249-3535	515-291-0089
Sun Oct 20	Tony Condon	Matt Gonitzke 815-980-6944	
	515-291-0089	Leah Condon 316-249-3535	
Sat Oct 26		David Wilkus 316-788-0932	Andrew Peters
Last Man Down		Jared Bixenman 785-443-2457	316-393-2261
Sun Oct 27		Steve Leonard 316-249-7248	
Last Man Down		Kevin Ganoung 785-536-4540	

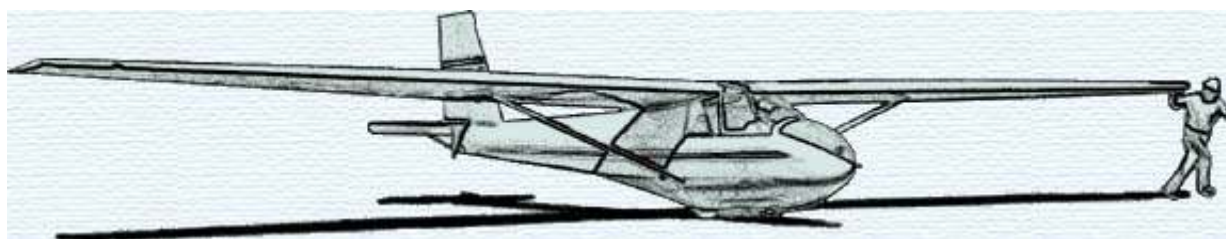
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>	<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>	<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Cookout at Sunflower

Saturday May 11th, 2013

Hosted by Tony & Leah Condon and Matt Gonitzke

Steaks courtesy of KSA

Grill lights at 5:30 PM