

V A R I O M E T E R



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

Editor: Tony Condon

Volume LIII

June 2013

Number 6

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Notes from the President

Well, we are a month into our flying season and although I have yet to fly, I have heard of lots of activity.

Couple of reminders: Please communicate issues with duty days. Talk to each other if there are questions about the weather, aircraft, instructors, etc.

WSA gliders are limited to 20 mph winds with gusts below 25 mph. Ask the instructor if there is any doubt. Private gliders and the Grob do not have wind limits. Wind can generate good soaring conditions. Please don't skip a duty day just because of wind. And if you plan to fly, please tell the line crew when you plan to launch.

There are very few weather conditions that should cancel operations: persistent rain, severe thunderstorms, fog or cloud ceilings below 1000'. There are tasks that need to be done if flying is not taking place: grass mowing, brush clearing, bathroom cleaning, Towplane or glider washing, ramp sweeping. Sunflower needs you to take care of it, so if there's no flying in the forecast, please spend an hour doing something to help the club or facility.

That's all I have for now. Looking forward to seeing you at the field.

Andrew Peters, 3T

P.S. - Since Saturday the 8th was a blowout, no meat was cooked. Lets plan on having a cookout this Saturday, the 15th, to celebrate Father's Day!

2013 KSA CALENDAR

June 15th - *RESCHEDULED* - KSA Meeting - Cookout at Sunflower

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 - jkcnopinski@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

June 2013 KSA Calendar



Steve Leonard photographed the Nimbus just before sunset in Pecos, TX after his 552 mile Kowbell flight in 2012. Kowbell 2013 is June 29th!

Sunflower Seeds

May 4th: **KC Alexander**, **Scott Dimick**, and **Dave Wilkus** arrived. Windy and cloudy; no flying. Work was accomplished on the old hangar door.

May 5th: **KC Alexander** towed, **Steve Leonard** and **Keith Smith** ran line. **Brian Bird** flew with **John Wells**, **Don Jones**, **Dan Ullrich**. **Tony Condon** did 3 flights with **Mike Orindgreff** in the Grob. **Dennis Brown** flew LY, **Matt Gontizke** flew the Ka-6. **Jeff Braden** helped on the line. Also seen **Bob Park** and **Mike Logback**.

May 10th: **Bob Holliday** flew the PIK-20E, made it to Pratt and Harper but needed the engine to make it home. Sounds like the clouds looked a lot better than the weather really was.

May 11th: Windy early, but **Tony & Leah Condon**, **Matt Gontizke**, and towpilot **Jack Seltman** were there. **Bob Holliday** spent the morning sweeping rocks and **Jerry & Matt Boone**, **Mike Orindgreff**, **Dennis Brown** and son Kevin, and **Bob Park** were also seen but didn't fly. **Lauren Rezac** brought 5YA to the field and weighed the wings. Some Russian co-workers of **Tony's** visited (too windy for rides) and **Don Jones** showed them the Russia and did some practice rigging. The wind finally did die down, right after John Young showed up looking for a guest ride. He was the first to fly in the 2-33 with **Tony** and they climbed to 4600 MSL and made it back up there twice before landing. **Dan Ullrich** was next in the 2-33, after **Jerry Boone** launched in ABB. **Dan** made it to 5800 MSL **Don Jones** finished up the day with one flight in the 2-33. **Jeff Beam** flew in in his Express airplane for the cookout, which everyone enjoyed.



Jerry & Matt Boone running the backhoe

May 12th: **Tony Condon** towed. **Leah Condon** and **Matt Gontizke** once again ran the line. **Lauren Rezac** rigged 5YA and did 3 flights, **Mike Westmeier** also did 3 flights in the 2-33. **Bob Park** worked on the instrument panel of his Grob. **Jerry** and **Lyn Boone** stopped by to do a little more backhoe work.

May 18th: **Dave Wilkus** reports: Saturday activity at Sunflower was mostly non-existent except for a surprise visit by JOHN K RENWICK in N62088, a PIPER J3C-65. He is trying to make a landing in each state of the continental United States. I think he said Kansas was number 23. He left Sunflower heading for Alva, Oklahoma for the evening.

May 19th: Annuals were started on WSA aircraft. Ka-6 completed, 2-33 was started.

May 21st: **Jerry Boone** flew the Duster, but his flight was cut short by high clouds moving in

May 25th: **Dave Wilkus** reports: There wasn't any flying activity at Sunflower. The winds were an obvious flight stopper. But being this is Kansas, the following showed up just in case the weather would change. And it did. It started out with wind and partly indistinct clouds changing to more wind and broken to overcast clouds at 2300 AGL by 1:30. Present were: Tow pilot: **Bob Hall** Line managers: **David Wilkus & Luke Marquardt** We all arrived to do a little hangar flying with **Dennis Brown** (the only one to show up without an assignment). **David** made a trip to Yoder for some TP for the women's restroom. We all gave it up by 1:30 and left.

May 26th: **Harry Clayton** and **Sue Erlenwein** and unknown helpers finished the annual on the 2-22. **Bob Park** appeared to be annualing Lil' Pumpkin the 1-26 with help from **Dennis Brown**. **Tony & Leah** stopped by briefly on their way to the Cosmosphere with **Tony's** family. Windy.

Hutchinson Tower will not be closing

Weekend Warrior Late June Rules

June 29th-30th – Free Distance

The Free Distance task goes back to the old glory days of soaring, where the goal was to fly as far as possible, in any direction you chose, and not come back to the original point of departure. This task coincides with the Kowbell. For the WWC, there are some additional scoring opportunities. If Sunday qualifies for the Konsolation, your Konsolation task distance will be added to your free distance flight.

Scoring:

The person flying the longest handicapped distance will receive 1000 pts. Scores for the other competitors will be a percentage of the winners, based on the ration of the handicapped distances. Landing at an airport will result in a 25 point bonus. The other bonus point opportunities also apply (see general rules.) Konsolation distance will be added to any additional free distance miles.

Landing location needs to be submitted to the Scorer by midnight Monday, July 9th. Latitude and Longitude, airport identifier, etc. A logger is not required, but there must be some means to verify your landing location.

New Member

Welcome to **Ruth Ring!!**

AERO Friedrichshafen

By **John Wells**

The first AERO Friedrichshafen was held in 1974 as a biennial showcase for new gliders. It soon was expanded to include ultra lights, then small GA, and eventually all Europe GA including bizjets (the bizjets are not allowed in the halls and only have a vestigial appearance). The show is now an annual event held at a special "Messe" which has grown to 90,000 square meters in 11 buildings on the Friedrichshafen airport. I first attended in 1989 with another glider pilot, Herb Lach, whom I met at P&WC while working on the Cessna 208 project. Herb lives near Montreal and flies a meticulously maintained SHK.

When AERO went to every year in 2006, the glider manufacturers elected to stay on the biennial schedule. The show concentrates on high quality indoor displays (630 of them) for all forms of gliders, ultra lights, GA airplanes, small helicopters, and associated hardware, software, accessories, organizations, and other aviation interests. **Sandy** and I have attended with Herb almost every two years since 2001 to primarily review the glider venue. Every trip has included a visit to the Wasserkuppe as well. The trips have slowly expanded to include other sites and cities in Germany, glider factories, other aviation museums, gliderports and ancestral connections. This year we spent two weeks prior to AERO in southern France where the weather was warm and quite pleasant for climbing to ruined castles on mountaintops. Moving on to Germany, our well worn path found us in more common central European early spring cloudy skies with touches of late snow. Since AERO is all indoors, this was of no concern.



The AERO glider display hall

So, what is AERO? AERO cannot be compared with Oshkosh. There is no sky full of airplanes cartwheeling around with banks of constantly braying loudspeakers. The Messe is a facility comprised of beautifully designed and fabricated buildings (that look like a group of exquisite hangars) with the sole purpose of presenting events like AERO. There are no porta-potties. Of the approximately 33,000 people who attend AERO each year, 70 percent are licensed pilots. There are no lines of sweating attendees waiting to eat. Every available glider, ultra light and general aviation airplane along with their manufacturers from the European Union

and elsewhere, including the United States are on display. The show lasts four days. At the end of three days you are pretty well walking on your knees.

As is our custom, first we visit the biggest building, A1, or Rothaus Hall, which contains most of the glider manufacturers - see the picture taken from the mezzanine of Helmet Linder's display. Helmet hosts a great party on Thursday evening that all notables attend. He proudly displays a beautiful restoration of the Phoenix that his father used to win the German Nationals in 1962. Helmet supplies Grob parts to the world as well as many other items. The two main glider exhibitors, Schempp-Hirth and Schleicher are located in the middle of A1. Schempp-Hirth celebrated the success of the Quintus by happily courting the 1% of the 1% who want to own a "world class winning glider", while Schleicher quietly moves ahead and virtually covers almost all of the segments of the marketplace with new competitive designs. Although they have not moved away from their trusty Wankel auxiliary power unit, they have had to re-source it, and put a toe in the water with an electric sustainer.

The inside word is that the next significant changes will be in material properties.

We then proceeded to the hall where the European Vintage club had a display - see pictures. Peter Ocker, author of the Hans Jacob biography, had his Wein restoration on display, but the pictures of his Antonov AN-15 project were most impressive. We also visited with Jan Foster of European Gliding Union. The wealth of knowledge available in their organization on vintage processes, material shortcomings and focus on accurate restoration was very informative.



There was a nice display of Vintage Gliders
Their accurate restoration was very informative.

Suppliers like Pipestrel had the new electric version on the Taurus, and showed the front engine Apis. The prototype for the high performance single, the Panthera (with internal combustion Lycoming) was present on the flight line. Pipestrel has worked systematically on electric propulsion integration across their product line, and appear to be capable of moving ahead of others. A small glider was on display for the German Ultra Light Sailplane category, a development that might spur a new approach. German ultra lights do not have to meet EASA certification, but are approved by the German Aero club. In general, the Germans have benefited by having a category, called VLA, similar to US Light Sport. These airplanes have a slightly higher weight, but let two people travel in comfort with retractable gear and controllable propellers. There are quite a few of these designs available in Europe (I brought back ten lbs of brochures). You can get a quicker cleaner look at the facilities and statistics on the web-site update at <http://www.aero-expo.com/aero-en/visitors/photo-galleries.php>. I plan to make all of the photos that I took available to **Tony** so they can be posted if there is interest. Next month I'll comment on Propulsion issues, and On to the Wasserkuppe!

Ulysses Seeds

May 20th - 21st: **Bob Holliday** saw the forecast and knew that Ulysses was the place to be. He logged a couple good flights for some nice OLC points, flying the ASG-29.

May 25th - **Bob** once again flew the 29 on a 300km OLC distance flight with strong headwinds.

AN EVENT NOT TO BE MISSED!

THE SSA CONVENTION
FEBRUARY 27th -
MARCH 1st
Reno 2014
RENO-SPARKS
CONVENTION CENTER
RENO, NEVADA

**CALL THE SSA AT 575-392-1177
FOR MORE INFORMATION**

The Barringer Trophy and the U.S. Distance-to-a-Goal Record: Here's the story of a pilot who got two milestones with one bird — a Glasflügel 604.

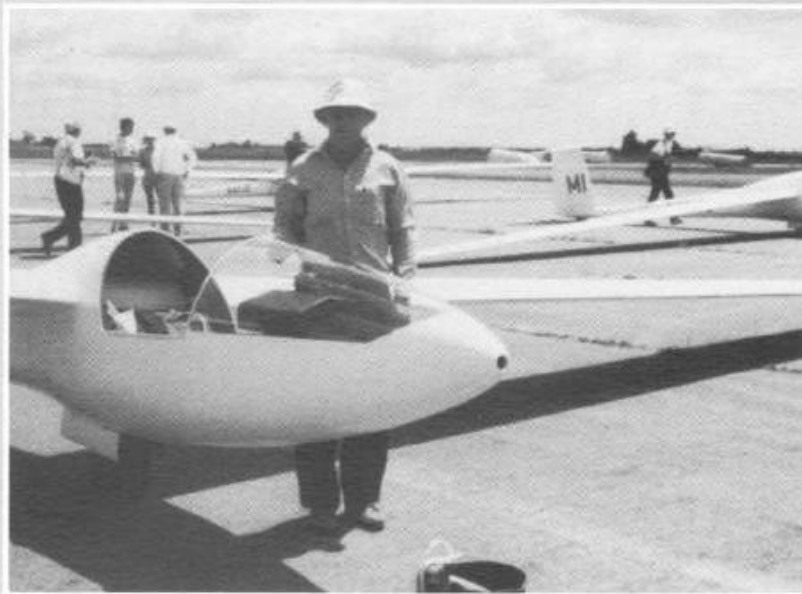
645 MILES IN A 604

by MARION S. GRIFFITH, JR.

This is the story of a flight made by many people. I was the one in the sailplane — but the flight would never have been made without their thoughts, plans, ideas, goals, and strivings.

I had made several trips from my home in Dallas to Odessa to fly with Wally Scott. I always wanted to go along when he left on one of his many successful *long* northerly distance flights. In fact, last year my wife Lynn and I arrived there one morning just as he was getting his barograph sealed. He tried to encourage me to go then and there, but the logistics prevented it. The next day it rained from 9:30 till 12:30 p.m., preventing an early takeoff. Another year without a long flight.

Since then, while flying around central Texas, we talked to several of the Refugio area glider pilots who had flown northward to get their Diamond Distances — SSA past President Larry Wood, Ken Arterburn, and Hans Vandervlugt in two-seater record attempts, and Jim Callaway on long distance



With a cloudy background, Marion poses next before takeoff.

flights. Mostly they flew just over the Texas state line into Oklahoma, which is about 400 miles. Good flights, but not quite up to those made in the better lift conditions of western Texas/Kansas areas.

Trying Out the 604

During last season's Open Nationals in Ionia, Michigan, Jim Callaway mentioned his intention to try a 1000-km flight; if that flight was to a goal, it would qualify for a national record. That conversation planted the seed.

After the Nationals, Lynn and crew Fred (the dog) and I brought Dick Butler's 604 to San Antonio for a look at south Texas cloud-street flying; the weather out West was still not good enough — too dry. I felt clouds would be needed to allow me the speed necessary to fly 1000 kilometers. Southeast winds were blowing, however, pulling moisture up to the high plains. To the south and east of San Antonio, conditions were great — many 4000-ft. cu's at midday and 500 to 600-fpm lift under almost every one. So we headed for Refugio.

An easterly wave was forming in the Gulf. It was certain to increase the flow of moisture, and was, in fact, certain to flood any attempt out if we waited too late. On Friday, several locals including Ken, Jim, and Mark Bratton, now

the owner of a 604, showed up to consider long flights with us. Local flying that day, up toward San Antonio, showed me and *One Whiskey* how to run and run and run under the streets. Very little circling is done as you porpoise under closely spaced cu. The big problem is the low cloudbase — usually 1800-2500 feet AGL while flying over quite uninhabited countryside. "Just don't look down" was the advice, and it worked. We were ready for the Saturday start. I felt the moisture would have had time to move up to the Texas panhandle and waiting any later would put us in jeopardy of rain showers from the easterly wave now moving closer to the coast. Also, and probably more important, a barbecue and party was scheduled at Texas Soaring Association that night just south of Dallas. If the flight didn't go well, we'd just drop in there for the festivities.

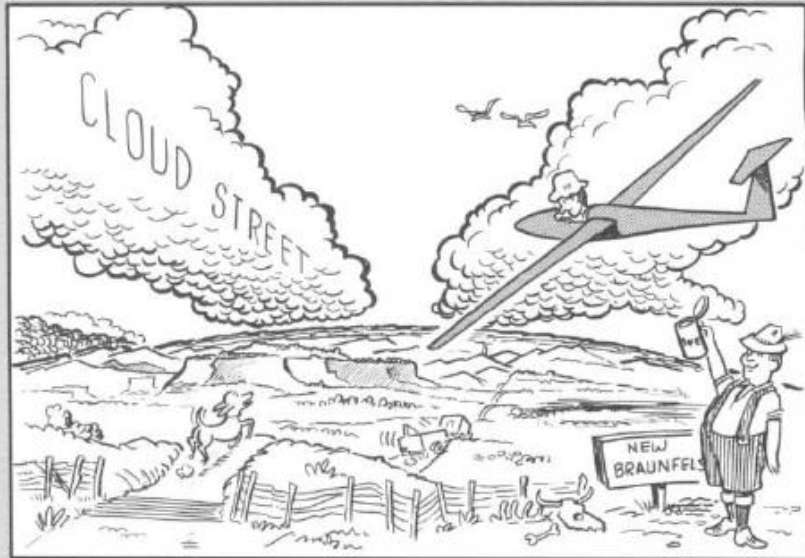
Sailplanes, maps, water bottles, food, change of clothes, etc., were all ready by 8:30 a.m. Jim Callaway was first off; I was next and was quickly followed by Ken and Mark. (The tows were only to 2400 feet or so.) I had declared Liberal, Kansas, as a goal because it was past the magic 1000-km line and the course would take me west of Dallas/Ft. Worth by 50 miles or so

As we passed north of Abilene over the even higher ground (1400 to 1600 feet MSL), the clouds began to fall behind. Ahead an occasional puff could be seen at the top of the haze layer which was around 8000 feet. Radio conversation with sailplanes flying 100 miles west at Big Springs indicated "lots of cu here, bases 9200 feet MSL." Should I turn west? But the big 604 would just reach out and glide to the next faint puff where 400 to 500 fpm lift would take me back to 8000 to 9000 feet MSL. Groundspeeds were reaching 80 mph and Lynn and Fred (the dog) were dropping behind out of radio range. Ken, flying the AS-W 15 (call sign *Eager Beaver*), cheerfully relayed my every report to her. Local sailplanes flying at TSA near Dallas/Ft. Worth also relayed and kept those at the barbecue informed of my progress. I had made the mistake of confidently announcing to them as I passed west of Dallas that I was flying to Liberal, Kansas. Maybe that's what kept me going — nothing like a little face-saving to keep the pressure on.

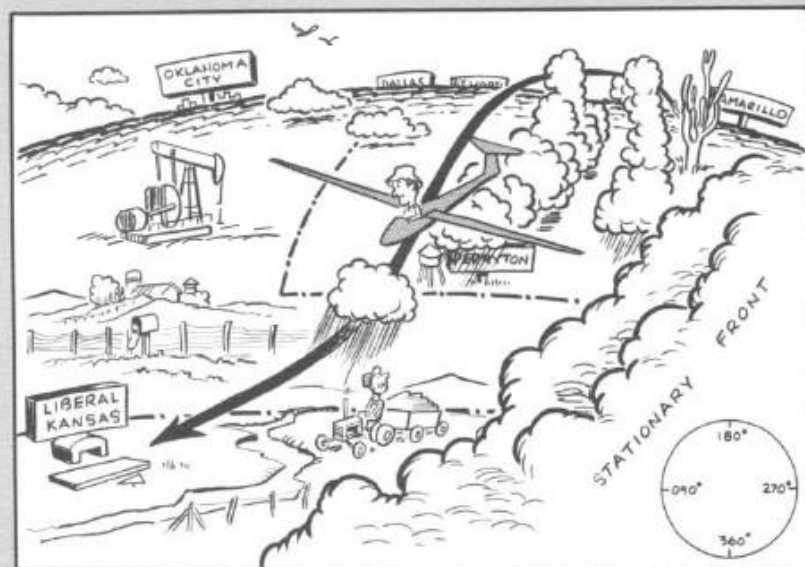
Oklahoma Border Decision

As we approached the Red River north of Quanah, it looked as if the time had come to cross into Oklahoma. Or had it? With no clouds to guide me, the western sun showed almost-cu "haze domes" in that direction. Was it the sun angle that made them visible to the west, or were they only to the west? I remembered flying in the back seat of Dick Johnson's *Adastra* when he flew from Dallas to Kansas years ago. A masterful flight, but he said afterward he wished he had gone farther west to stay in the better lift. Good enough for me. I turned left up the river to dust devils and cu south of Wellington. Looked like the right move. Approaching the north fork of the Red River, we crossed the 500 mile arc about 5:00 p.m. and 9000 feet MSL. Seemed like a good time to celebrate with two fig cookies and a long drink of water.

Looking ahead to no clouds and wondering what to do next, I saw some very large, very high-based cu far to the northwest. Again I turned west and pushed the big



Marion Griffith (far wing) has help rolling out his 604.





Familial debriefing: son Sherman, wife Lynn, and Fred (the dog) listen to a happy man tell his story.

604 at 80 to 90 mph for 30 to 40 miles to get under a line of five great flat-bottomed towering cu with bases at 12,000 feet and aligned directly toward Liberal! An answer to a sailplane pilot's dream! I ac-

tually got chill bumps, and as I climbed at 400 fpm to 11,000 feet, I asked *Eager Beaver* to relay to Lynn and TSA that I thought I would be landing at Liberal.

The last cu was over Perryton,

A man's best friend does pretty well as a crew member, too. Fred's expression (and his master's) indicates a flight well-made.



leaving about a 50-mi. final glide. Nothing to worry about with the Dick Butler-prepared 604. Then I saw the surface wind had switched to north! And there were rain and virga ahead. The weather reports had indicated a front located in the Liberal vicinity. I had assumed it would back to the north, but apparently it had not. Gliding at best L/D, I kept looking for Liberal, which was invisible as I was now above the virga. A call to Liberal unicom brought immediate response saying the weather was clear with a northeast wind. I just had to continue beneath the virga, which I did at best L/D. About 15 miles out I came into the clear, and there exactly in front of me was the Liberal Airport — my goal. I could hardly believe it. No radar, no omni, no ADF or inertial navigation, and no engine — and I still found it! I could hardly believe it — 645 miles in 9 hours and 25 minutes!

Postflight — Pleasures and Problems

The good folks at Liberal Aircraft helped pull me directly into their large hangar and shut the door. Outside, thunderstorms were visible to the northwest. Now to find Lynn and Fred (the dog). We had agreed to use the TSA clubhouse telephone as a contact. She knew where I was, thanks to the radio relay of *Eager Beaver* (who, incidentally, had made an excellent flight in his Standard Class AS-W 15 of 505 miles), but I wasn't sure where she was. (A retrieve contact phone next to a barbecue free-beer barrel is not an optimum location.) In the end, we finally got together on the phone and decided she should spend the night about 200 miles south of me while I stayed at the motel in town.

Lynn and Fred (the dog) arrived at the airport at noon the next day, and with the help of local glider pilots and Liberal Aircraft folks, we packed up and headed south for home.

A lot of flying, a lot of driving, a lot of gasoline credit cards, a lot of friendly encouragement, and a lot of support and love from Lynn and Fred (the dog).

June/July 2013 Duty Schedule

For complete schedule, see May 201 *Variometer*

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	
KOWBELL KONSOLATION		David Kennedy 316-841-2912	
REGION 10 LOW PERFORMANCE CONTEST			
PRACTICE DAY			
Wed July 3 Tow#1	KC Alexander	Robbie Grabendike 316-680-0622	
Tow#2	Mike Westemeir	Summer Gajewski 620-899-1151	
Tow#3			
CONTEST DAY 1			
Thur July 4 Tow #1	Mike Westemeir	Tony Herbert 386-214-2579	
Tow #2		Summer Gajewski 620-899-1151	
Tow #3	Bruce Latvala		
CONTEST DAY 2			
Fri July 5 Tow #1	KC Alexander	Mike Davis 316-772-8535	
Tow #2		Summer Gajewski 620-899-1151	
Tow #3			

CONTEST DAY 3				
Sat July 6	Tow #1	KC Alexander	Rich Stone 316-371-2850	Andrew Peters
	Tow #2		Summer Gajewski 620-899-1151	316-393-2261
	Tow #3	Bruce Latvala		
CONTEST DAY 4				
Sun July 7	Tow #1	Mike Westemeir	David Kennedy 316-841-2912	
	Tow #2		Jimmy Prouty 316-305-5835	
	Tow #3	Bruce Latvala	Summer Gajewski 620-899-1151	
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	
Weekend Warrior		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	

Contest Update

Planning for the Region 10 Low Performance Contest has been moving along slowly and is about to kick into high gear. ~20 pilots are signed up to fly the contest now and key volunteers are in place. **Tony Condon** will be the Competition Director and **Leah Condon** will be the Contest Manager. **Summer Gajewski** has volunteered to be in charge of daily ground operations, **KC Alexander** will be the Chief Towpilot. **Tony's** sister Amy will be on hand to run the retrieve desk. There is an immediate need for a few more towpilots, as you can tell from the schedule, so if you are a towpilot and would be available one or more days please contact **Tony** or **Leah** before they contact you! Daily meeting space is being arranged. A block of hotel rooms has been arranged in South Hutchinson if you are interested in avoiding a nightly drive to Wichita. If you can be available one or more of the contest days to help out in any way please get ahold of **Tony** at abcondon@gmail.com or 515-291-0089 and we'll find something for you to do! This should be a fun event for KSA to host and celebrate the return of competition soaring to Sunflower. Keep an eye out on the Soar-Kansas group for opportunities to help out.

May Weekend Warrior Results will be in the July *Variometer*

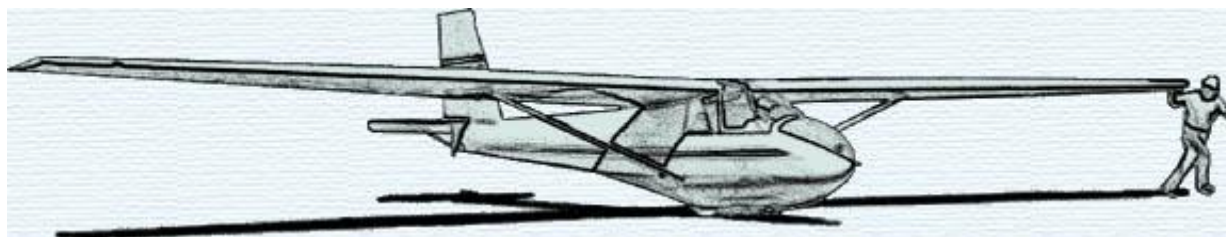
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</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>
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KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Cookout at Sunflower

Saturday June 15th, 2013

Steaks courtesy of KSA

Grill lights at 5:30 PM