

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

September 2013

Number 9

PRESIDENT – ANDREW PETERS (2013-2014)

SECRETARY/TREASURER – NEALE EYLER (2013-2014)

VICE PRESIDENT EAST – BOB BLANTON (2013-2014)

VICE PRESIDENT WEST – BOB HINSON (2013-2014)

TOW PLANE MANAGER – STEVE LEONARD (2013-2014)

DIRECTORS:

RAY GIRARDO (PAST PRESIDENT)

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

K.C. ALEXANDER (2012-2013)

KEITH SMITH (2012-2013)



Steve Leonard taking off in the RHJ-9. Ron Leonard runs the wing

2013 KSA CALENDAR

September 14th - KSA Meeting - Cookout at Sunflower

September 14th-15th - Weekend Warrior - Lap Race

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 - NIAR in Wichita - KSA Elections!

October 26th-27th - Weekend Warrior - Last Man Down

2014

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

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

Notes from the President

So this is what an abandoned yard looks like. With all the rain in August, the grass has taken over. Anyone have a brush hog?



Seriously, we are Almost done with the 2013 soaring season. Just a few more weekends to attempt that badge flight or KSA trophy attempt. Please get out and fly.

Things to look forward to:

Sept 14 - Cookout

Sept 14/15 - lap race

October 12 - elections and meetings at NIAR

October 26/27 last man down

November - fall work day (I have a feeling we might be mowing.)

Fly safe,

AP

Sunflower Seeds

(Note from the Editor: I was out of town for most of the month and you might notice the Seeds are a bit thin this time around. Be sure to send me any and all reports of activity at abcondon@gmail.com)

August 11th: **Jerry Boone** flew 8 students (non-CAP Cadets) from Cherokee, KS and 3 regular demo flights with the parents/helpers. There was 5 knots of lift at 11:00 am, but it was shut down by 1:00 pm with high cirrus casting a shadow over the area. Despite a complete lack of lift we had a lot of activity. **Andrew Peters**, **Brian Bird**, and **Bob Hall** all shared tow-pilot duty. **Bob Hinson** and **Scott Dimick** worked the line. **Brian** took Mary Sue Webber for a Grob demo flight which she had won in a charity auction to benefit Trinity High School. She enjoyed that flight so much she let **Bob Hall** give her a second. **David Kennedy** took several flights in the 2-33 with and without instructor **Brian Bird**. **Mike Oringeff** flew his SZD-55 and **Bob Hinson** launched his Duster. There was a great deal of discussion about using opposite rudder to help lift a low wingtip during takeoff, apparently proven by those flights. **Andrew Peters** instructed **Sarah Wildman** in the 2-33 then she soloed at the end of the day. And we should mention that **Sarah** stopped the glider within 50 feet of her launch position which is quite impressive for first solo flight!



Sarah - Solo!

August 17th: **Steve** and **Ron Leonard** flew their RHJ-9 after completing repairs to it. First time it has flown in 20+ years!

August 31st: **Luke Marquardt** soloed! No clue what else went on that day.



Luke - Solo!

Member Accomplishments

Sarah Wildman soloed August 11th

Jerry Boone placed 10th at Region 10 South

Luke Marquardt soloed August 31st

Tony Condon placed 2nd at the 13.5 Meter Super Regionals

The Region 10 Low Performance Contest

By **John Wells**

The “Low Performance” contest was held July 4th thru 8th at Sunflower. The contest was the brainchild of **Tony Condon** (AKA Cherokee Kid), who has been enjoying soaring and going cross country in low performance, low cost gliders as often as possible. The idea of increasing participation in our sport is similar to the suggestions presented by John Cochrane in the 2010 Barnaby Lecture by encouraging participation of pilots who owned what are considered obsolete low performance gliders. Current competition soaring consists of reasonably expensive fiberglass gliders equipped with commensurate instrumentation and flown by pilots seeking to place in regional contests as well as those trying to establish national seeding. The sport has become a slave to the truest incontestable law of nature: “When going racing: Bring Money!”. The expenditures have been broadly rewarded with a steady increase in performance, structural integrity, and reliability. Notwithstanding the obvious proliferation of classes to continue production by the limited supply base, efforts to change the situation by encouraging new low cost sailplanes with moderate performance have been unsuccessful because the non-recurring and the recurring costs are almost identical.

The fleet of gliders designed prior to about 1970 of wood and metal construction, comprise what was considered “low performance” for the purpose of the contest. Although these gliders fit in the Sports Class category, their participation has declined as the Regional and National contest due to the inability of handicaps to account for all (primarily wind) conditions. Entry to the “Contest Scene” is hampered by a variety of factors, also addressed by Cochrane in the 2010 Barnaby Lecture, and evidenced by declining participation. **Tony** sought to address the issue by attracting the relatively large body of owners of lower performance gliders into more active participation in cross country soaring, and perhaps competition soaring. Entries were limited to gliders with handicaps more than 1.115 (SH-1 Austria). Team flying was encouraged. Tasks were planned to take advantage of GPS turnpoint cylinder diameters that would accommodate the wide range of glider and pilot performance.

The Sunflower Airport and Aerodrome is located in south central Kansas on the site of the old Hutchinson Naval Air Station. Operations started in 1973 and have hosted eleven Regional and five National contests. The site is unique in having a large paved runway and paved ramps. It is situated in the heart of the flat Kansas prairie used for growing wheat and other row crops. After wheat harvest, large areas of landable fields are available over the extended task area. Kansas has a highly changeable continental climate. The soaring weather is normally only spoiled by winds. The word Kansas is the eventual derivation from the word Kanza or literally “people of the south wind”. Three of the contests conducted at Sunflower were defeated by wind. The two seasons prior to the Low Performance contest were excellent. Years 2011 and 2012 had high (10 – 12 k) cloud bases and low winds. Hopes were high.

Tony gathered a small crew of relatively new club members who had no previous contest experience. Their youth and vitality easily overcame their inexperience and the operation ran very well. Conditions before the contest were good. On Tuesday, most pilots reported a few low points but with acres and acres of harvested wheat fields not too much to sweat about. Local **Matt Gontizke** made it around in his SH-1, on basically his first XC flight. Otherwise flights were made by the NG-1, Duster, Cherokee II, Apis, 1-34R, Lark, and late in the day Dartanyan Ingram took a tow in his beautiful Pioneer IID.

On the official Practice Day, gliders started as soon as the start gate opened with the last starter at 3:30 PM in spite of unexpected rain in the morning. A few had trouble out of the gate but others found good lift to the west and were able to get on course. Several of the finishers reported being saved by burning wheat fields on the last leg and a couple of our 5 landouts were on the final leg later in the day after the fires had died. All in all it was a great day.

Most pilots finished on Day 1 on what was described by most as a great soaring day. Max climbs were to around 10,000 MSL and some a bit higher. Many of the pilots found a great street just east of the field that led them into the wind to the first turn circle. Most ended up under time thanks to the booming conditions. Ten completed the task. Nine finished under time. Five landed out. Two did not leave the field, two not start. Seven entries had flown in previous contests. Bill Snead described the day and flight as ranking in the top ten of all the flights he has made.

Sadly, as the week progressed, weather patterns of the past returned and the Kansas winds ruled. Obviously, one day does not permit any comprehensive analysis of the concept used to create the "Low Performance" contest. More interesting, however, is the diversity of the participants: six were homebuilts, and five were in the World Class competition. The handicaps ranged from 1.115 to 1.65. Eleven of the entrants had no previous contest experience. Nine of the entrants were local. The remainder drove an average 546 miles (one way) to the contest. Six entrants camped at the field.

At the pilot's meeting on the second day of high winds, the meeting became a comprehensive discussion of the Low Performance contest context. The comments were not only uniformly positive and supportive, but downright enthusiastic. Senior pilots emphatically endorsed the concept of conducting events that not only attracted newcomers, but pointed out the advantage of the unique airstrip at Sunflower and the surrounding terrain. Numerous pilots were quite vocal about the openness and supportive attitude that was present. The discussions lasted well into the day. Follow up conversations with some of the pilots found the intensity and enthusiasm undiminished.

The concept succeeded in attracting people who had not previously participated in "a contest". It appears that limiting the handicap range creates a competition venue that could re-engage a large number of owners and gliders that feel they have been eased out of Sports Class.

For Sale

Lauren Rezac has the following for sale. All are in good working order and were recently removed from his ASW-24.

*GPS-NAV Model 20 (Calibrated and New Internal Battery in Dec. 2011)

*LCD Navigation Display

*S-NAV Glide Computer

*Vario Display

*Temperature Probe

*Remote Keypad

*All Interface Cables

*0.45 Liter Bottle

All for \$700.00 or best offer

September Weekend Warrior Rules

September 14-15th – WSA Triangle Lap Race

The lap race is a speed task around the WSA triangle is defined by the Castleton, Haven, and HUT VOR turnpoints. The WSA triangle was intended to help club members develop XC skills while staying within gliding distance of Sunflower. This task is similar to the Assigned Speed Task used in competition.

For the WWC, here is the Lap Race task:

- Start Point: Overhead Sunflower, from the east.
- Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)
- Must fly to the turn points defining the WSA Triangle, in the order given below for the traffic flow at Sunflower.
 - North Flow (TO/L Rwy 35): Sunflower – Castleton – Haven – HUT VOR – Sunflower
 - South Flow (TO/L Rwy 17): Sunflower – HUT VOR – Haven – Castleton – Sunflower
- Competitors may fly multiple laps around the course. However, to have a valid speed lap, you must start below the maximum start height.
- No points will be scored for partial laps.
- Photos are not required, if you don't have a GPS logger. You will need to verify start times with an observer on the ground.
- Treat the turnpoints like pylons, you must go around the outside of the turnpoints (around the pylon.)

Scoring:

1st lap = 500 pts

Fastest Handicapped speed = 500 pts

Fastest Raw Speed = 100 pts

Additional Laps = 100 pts each (up to maximum of 200 pts.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS.



Region 10 South: Waller TX, Soaring Club of Houston

By Jerry Boone

Jerry Boone, Tony Condon, Matt Boone – Team America , Zuni, K7

Going to this contest had been on my mind all year (especially with the downturn in soaring weather) but a conflict in **Lyn's** schedule was preventing me from entering the contest. Not to mention that just the thought alone of entering a contest with 30 pilots made me plenty nervous!

Ten days prior to the contest, **Tony Condon** sent me a text message saying that Spirit Aerosystems cut his job and he would be my crew chief for room and meals. I thought about that for about 15 seconds (at most) and started entering into the contest! Are you kidding, wow!? Going to a first contest with a friend that has contest experience has to be rare and I appreciate his time (thanks **Leah!**), help, and of course the experience. But, there was no way that my son **Matt** was going to stay at home and miss out on the fun so Team America, packing an American native Zuni in its tomahawk box, "The Kanza –hatchi tribe" was set to invade the south!

Tony and I integrated our checklists together and I was 100% prepared when it came time to fly each day. Between **Tony's** loggers and mine, there were only 5 GPS recorders in the glider. None of that "missing flight log" scores during this week! **Matt** and **Tony** had the glider ready to go each morning and they secured it each evening after I ran away to soak my head in cold water and turn in the flight log. They were all smiles at the end of the day and so very encouraging. Every time I came to a stop by the trailer, they made me feel as if I had won the day, regardless of the score. A good score was just a bonus when you are having this much fun!

Sunday would be my first (and only) practice day. I was assigned a mentor, Randy Hollenberg. While Randy wasn't about to give up his competitive soaring advantages, he did offer sound geographical advice and encouragement. After the pilot meeting, I was positioned to be the first glider in line to launch, "oh, yeah, that would be great", NOT! On the tow, I was using full aileron and rudder to stay behind the towplane because the thermals were knife edged and violent compared to those here in KS, particularly down low. I released in lift and climbed out under a sky full of CU. There were three high powered Pawnee towplanes, so I had a new glider underneath me (or around me) arriving every 2 minutes. No time to wimp out, time to be a thermal marker for others, climb, and get on task (start gate time left open for practice day).

I quickly became disoriented with the foreign geography. Some roads run in 45 degree angles occasionally. GPS NAV quickly became vital information to have. But, toward the end of the week, I felt right at home and the flight computer became just a navigational aid. Also, you cannot fly east very far without entering the Houston Class B, which ironically is similar to our orientation to Wichita Class C. **Tony** brought his FLARM and it was invaluable at pointing out other gliders and some aircraft. Having a FLARM absolutely does not remove your responsibility from constantly looking outside, it simply improves your ability to do so. This technology is definitely on my shopping list.

The weather was soarable every day (Sunday-Friday), it was glider contest paradise! Two of those days were blue, which really tested me but I made it around each day and never landed out. I only got close to landing out on the first blue day and was spared by a gaggle of Texas birds. Almost every strong thermal had birds marking the core, which helped me climb much faster than many pilots who apparently either didn't see them or were not looking. On the first blue day, Ken Sorenson (contest director) stated that it would be blue (room groans) then smiled and said "It's going to be great!". When asked if he was flying today, he responds "no, I'm not flying today, I only fly when there are clouds!".

The tasks were Turn Area Task (on days with CU) and Modified Assign Task (on the blue days) to put more gliders on the same course lines as thermal aides. All tasks were really good and chosen by a master of soaring in the local area. Clouds typically had great thermals and on blue days you just almost couldn't miss the lift, especially if looking for soaring birds.

Tony and I analyzed the flights every day and I worked hard to keep improving every day. I scored 14th on the first blue day and improved lots the next and placing 6th out of 21 on each of the last two days, for 10th overall. This exceeded my expectations and I had an absolute blast flying a heads up final glide with a Duo Discus and en route flying with two different LS-8's. The only disappointment (to me) was that the contest had ended just as I was starting to get good at it! No doubt, having the help of **Tony** (and several mentors) made my first "away from home" regional contest a safe, fun, and incredibly rewarding experience. If you want to fly in a contest, I think that offering to be someone's crew at an event for an experienced pilot would be the next best way to go.

Each day ended in a feast of food, drink, and socializing. Ken and Michelle Sorenson (and the SCOH club) put on a fantastic, first rate contest. The gliderport is a triple runway grass field with a surprising quantity of member hangars and what I consider a dream clubhouse. We were among champions, ate like kings, and I flew like a wild animal. I learned that contest flying is much more than just trying to be first, it's the overall experience, the quantity of flying, the people, but most importantly the fun!



There has been some discussion about an end of the season camp to finish up ratings. If you are interested, please contact **Andrew Peters** or **Tony Condon**

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

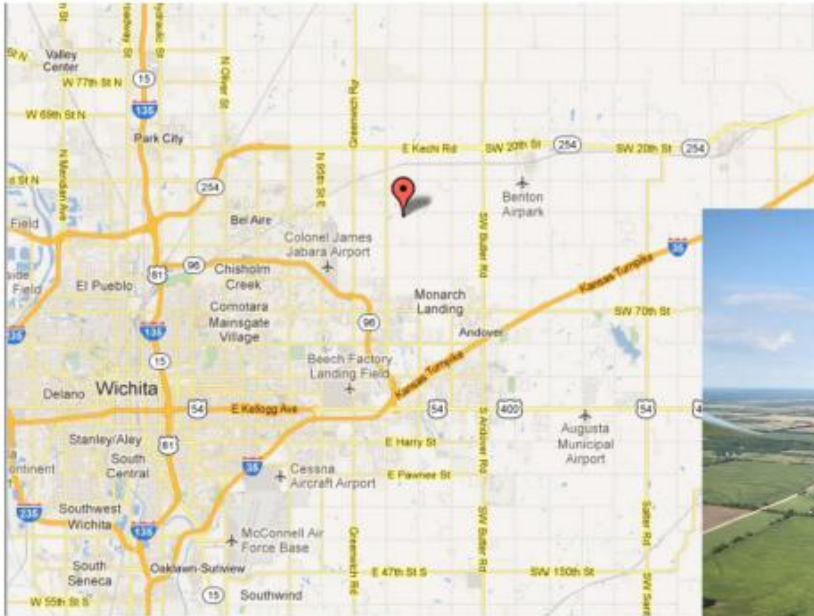
Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

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.

The 8th Great Plains
Vintage/Classic Sailplane Regatta
September 19-22, 2013
With cooperation from
The Vintage Sailplane Association &
The Kansas Soaring Association
at
Wichita Gliderport (37.765 N, 97.180 W)
Just NE of Wichita, Kansas

*Come join the fun, show off & fly your vintage/
Classic glider.
Limited hangar space available, call!*



Contact: Neal Pfeiffer (316) 641-9928 nealpfeiffer@sbcglobal.net
or Tony Condon (515) 291-0089 abcondon@gmail.com
or Harry Clayton (316) 644-9117 hclayton@pixius.net

Wichita Gliderport - 37.765 N, 97.180 W
13501 E 45th St N, 1-1/2 miles east of Greenwich on 45th St N

Wichita Gliderport

- *2600' & 4000' grass*
- *2000' tows are \$20*
- *Limited hangar space*
- *Some camping at field*
- *Close to motels*
- *Close to restaurants*
- *Schweizer 2-33 two-place glider for rent*



*Lunch options available at airport
Cookouts or local restaurants for dinner*

*Informal Soaring Seminar on Saturday Morning
Starting at 10:00 AM*

*Tell us you're coming & let us know
if you're bringing a glider!!!
If you can't bring a ship,
just come and have fun.*

*Motels: Search maps.google.com for 'Motels East Wichita, KS'
start along North Greenwich Road or Webb Road down to US 54*

*Wichita Gliderport - 37.765 N, 97.180 W
13501 E 45th St N, 1-1/2 miles east of Greenwich on 45th St N*

2013 Duty Schedule

Scheduled Duty Day is 12:00 to 5:00 pm

Date	Tow Pilot	Line Managers	Instructor
Sat Sep 14	Mike Logback	Bob Hinson 316-841-5561	Lauren Rezac
WW + Cookout	620-755-1786	Anthony Geide 620-921-0254	316-619-3207
Sun Sep 15	Sarah Wildman	Rich Stone 316-371-2850	
Weekend Warrior		Dallas Hewett	
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	Jerry Martin 620-259-7827	
	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
		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	

Sub List

Mike Davis 316-772-8535

Jerry Martin 620-259-7827

Jimmy Prouty 316-305-5835

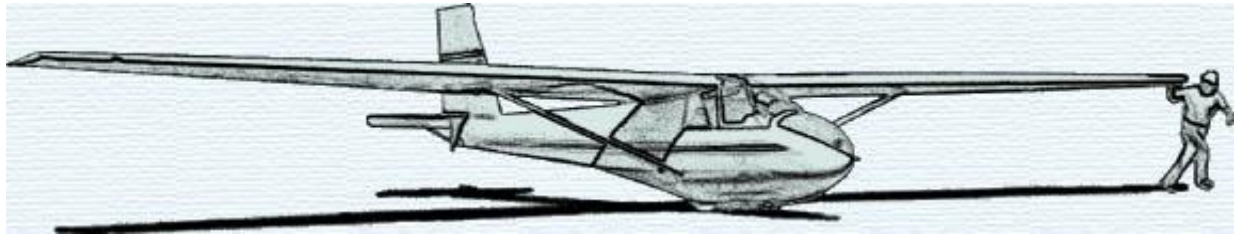
Rich Stone 316-371-2850

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING
Cookout at Sunflower
Saturday September 14th, 2013
Steaks courtesy of KSA
Grill lights at 5:30 PM