

# VARIOMETER



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

July 2011

Editor: Andrew Peters

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**DAVE WOODY** (2010-2011)

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## NOTES FROM THE PRESIDENT

Flying isn't cheap, whether it is a Citation Jet, a 172, or a 2-33. You have to pay to play. I was reminded of that fact this month. I went to my first contest of the season.

It started with the entry fee for the Super Regionals competition in Moriarty, NM. \$250 to enter, plus \$55/tow – I paid for 6 of them. Then there was the \$600 hotel bill (breakfasts were included) and \$145 in meals for my wife and me. 1200 miles of driving, 20 miles to the gallon, \$4/gal – there's another \$240.

That's \$1565 for five flights, totaling 18.9 hours for an average of \$82.80/hr. That's the same hourly cost for the 2010 182 at the Cessna Flying Club. But, I flew five straight days. I got above 17000' MSL multiple times on multiple days. I never landed out. And I didn't finish last. The joy of soaring in Moriarty – PRICELESS!

By comparison, \$80 annual dues plus \$20 tows at Sunflower is a great deal. However, it doesn't leave a lot for runway maintenance, new construction (hangars, club house, etc), or new equipment.

There's value in the sweat equity that members contribute (mowing, spraying, sweeping, plumbing, welding, washing, towing, etc.), but as you can see, there's a limit to what we can get accomplished. The weeds don't wait for a calm morning to start growing. The pigeons don't care that we have gliders in the hangar. The concrete doesn't know we just swept up a ton of it and dumped it in the alligator pits.

One of my goals this year, as your president, was to develop a 10 year facilities plan. I and the board of directors have started discussing it. My hope is to have something to present at the November meeting. Decisions and directions should not be made in a vacuum. So, if you have ideas, needs or desires, please speak up and let us know them.

Stay tuned, there's more to come...

Happy Landings,  
AP

# KSA CALENDAR

2011

July 9<sup>th</sup> – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

July 16<sup>th</sup> – Kansas Kowbell Klassic – **WWC Free Distance**

August 13<sup>th</sup> – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC PAD**

September 10<sup>th</sup> – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC Lap Race**

October 8<sup>th</sup> – 7:30 pm KSA Meeting at NIAR (Elections)

October 29-30<sup>th</sup> – **WWC Last Man Down**

**October 30<sup>th</sup> – Scheduled Operations End**

November 5<sup>th</sup> - Fall Work Day

November 12<sup>th</sup> – 7:30 pm KSA Meeting at NIAR

December 10<sup>th</sup> – 7:30 pm KSA Meeting at NIAR

The duty roster has been posted to the KSA calendar.

<http://my.calendars.net/ksa/d01/05/2011?display=M&style=B&positioning=A>

Please check your days. If there are any errors or you wish to make changes (trade days etc), you can enter the information yourself. (The calendar is not password protected for basic editing).

To edit an entry click on the date, you will get a screen with the options to create a new entry or edit an existing entry. Select edit, you can type over any entry. If you have problems you can contact Harry Clayton.

Please try to keep the calendar up to date.

## Sunflower Seeds

May 8:

(Mike, Harry, Sue, Leah, Summer, and Jerry) doing the annual on the 2-33. In this picture Leah Condon is removing bolts from the towhook because she volunteered and fit in there better than the rest of us! However, Jerry volunteered to install the new tow hook and didn't fit quite as well as Leah did. Additionally, they sanded, primed and painted the tubes which made everything look so much better!

Sun 19 Jun11

Conditions were hot and windy. A few folks made short flights, but lift was elusive. Keith Smith flew his PW-5. John Bird gave a demo ride in the G103 Astir. Jerry Boone flew his Zuni. Tony & Leah Condon waited til later in the day to take the Astir but still no lift. Rich Stone spent the afternoon reassembling the Ka-6 after it returned from Harry Clayton's repair shop.



6/18:

Lauren Rezac did 21 tows total. Tony Condon did 8 instructional flights, 4 in the 2-22 and 4 in the 2-33 with John Bird, Robbie Grabendike, Jennifer Grabendike, and June Baldessari. Other flights included Al and Sonja Flesberg for multiple flights in the 2-33. Keith Smith did 2 flights in Tinkerbell the PW-5, each for 1-1.5 hrs. Jerry managed over 2 hours in the Zuni. Matt Colclasure gave fellow K-State glider pilot Kevin Ganoung a ride in the 2-22. I think he may have also given Keith Smith's brother in law Dave (I think) a ride. Rich gave Jennifer Grabendike's husband Bill (I think) a ride in the 2-33. John Bird also gave his friend a ride in the Grob. They had a pretty good go with probably 45 minutes or an hour of soaring. I can't recall her name. Thermals were pretty much blue with highest altitudes around 4500-5000 it seemed, although Jennifer was sure that we got the 2-22 to 5300. I couldn't remember by the time it was time to fill out logbooks.

6/25:

Lots of people came out to fly on Saturday. Steve Leonard, Keith Smith, Dennis Brown, Jerry Boone, Rich Stone, Al and Sonya Flesburg, and some others got some good flying in. Conditions picked up at 3pm and continued until 7:30pm. Steve flew 250+km, Jerry and Dennis flew about 150km, and Keith got about 4 hours in the PW5. Lift was good to 10,000ft. Brian and Linda Pate were line managers and Charles Pate towed, Brian Bird instructed.

6/26:

Bob Hall gave a demo ride to a young man who recently graduated high school. They flew at 12:15pm and got about 30 minutes in. After that, Bob and Dave Wilkus took a couple more flights in the Grob and Steve Leonard flew the BS1. Winds picked up well over 20mph and temperature went up to 104 in the shade. Steve landed after 4pm, reported 5700 ft top of lift, and was really low on water! Jerry Boone (with son Matt observing operations) and Keith Smith were line managers and Jack Seltman towed



# RULES FOR KANSAS KOWBELL KLASSIC

(As re-printed from the May 1963 issue of SOARING)

- 1) Any soaring pilot and sailplane may enter.
- 2) Only one flight per pilot will be eligible for konsideration, and the flight must be made on the date selected for the Kowbell Klassic.
- 3) The winner each year will be the pilot who makes the longest flight, as measured on US Koast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA Landing Form. In kase of any dispute on measurement of the distance, said dispute will be steeled by Indian "rasslin," (Texas Rules).
- 4) The release altitude will be no higher than 2000 feet above the contest site.
- 5) The release point will be vertically above the contest site.
- 6) The Annual Klassic will be held each year on the first Saturday after the first full moon that falls on or after the summer solstice (i.e., the first point of the sign of Kancer)
- 7) Normal adverse soaring weather, i.e., rain, overcast sky, lack of thermal, etc shall not constitute a valid reason for postponement of the Kowbell Klassic. If the weather is unsafe for glider flight, then the next Saturday during which unsafe weather is not present shall be the date of the Kowbell Klassic.
- 8) A suitable trophy has been fabricated by Mickey Jensen and Marshall Claybourn, and the aforementioned trophy shall be placed in the possession of the Officers of the Kansas Soaring Association who will be charged with its annual presentation, in accordance with these rules.
- 9) Any person who wins the Kowbell Klassic thrice in succession shall become the permanent owner of the trophy and a replacement will be provided by the original source.

## RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLATION

The rules for the Kansas Kowbell Klassic Konsolation are the same as for the Kansas Kowbell Klassic, except as amended below.

- 1) Any soaring pilot and sailplane may enter, except for the winner of the previous days Kowbell Klassic.
- 2) The winner each year will be the pilot who completes the longest pre-declared task, as measured on US Koast and Geodetic sectional charts, from the release point, through any pre-declared turnpoints, to his point of landing, as verified on a Standard SSA Landing Form.
- 6) The Annual Kowbell Klassic Konsolation will be held each year on the Sunday following the AnnualKowbell Klassic, unless the second place competitor in the Kowbell Klassic flew farther than 200 miles. In this kase, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

## A Kansas Kowbell Klassic Adventure

*By Ron and Sandi Leonard*

In 1986, at the age of 20, I entered this contest for the first time. My crew consisted of Bernie Mhor, a seasoned glider pilot and long-time friend of my Dad's and Sandi Lancaster, then my 18 year-old girlfriend. This was to be Sandi's first experience as a cross country crew. At stake in this prestigious event is possession of a magnificent trophy for one year. The trophy is an outline of the state of Kansas with a cowbell suspended inside, the tone of which is music only to the ears of the victor.

Ron: Sandi and I arrived at Sunflower at about 9:00 am to allow ample time to assemble the HP-16 and to be sure I got my choice of grid position. The winds were light, so I told Sandi that I would





probably head west along Highway 54. Eager to get going, I took the first launch at 12:30 into a blue sky. I found moderate lift about two miles west of the field. The thermals were not too strong and quit below 3,000 agl, so I proceeded due west very carefully. When I got to Arlington, Kansas, about 10 miles west of the field, I told my crew to set out.

Sandi: Bernie and I started out just fine. We were going to head for Pratt, but my inexperience at navigation kept us missing turns west until Pretty Prairie. From there we went south to Kingman to pick up highway 54 west to Pratt. However, we kept hearing all the more experienced pilots on the radio saying they were heading south. Bernie and I thought Ron would eventually do the same, so at Cunningham we turned south.

Ron: There were cumulus forming to the south but they didn't look great and were a long way off, so I worked west in the blue from Arlington towards Pratt. Several times I considered going south, but I knew there had been an inordinately large amount of rain about 100 miles in that direction, and I intended to go farther than that. Also, going west along highway 54 makes for easy navigation, a lot of good landing areas, and an airport about every 15 miles. I reached Pratt at about 1600 agl and caught a weak thermal that got me to 2500 agl. Just west of town I caught a nice thermal which took me to 4200 agl, the high point of the day, so far. I radioed my position to my crew, but didn't say where I was heading next. (An important omission?)



Sandi: A few miles after we turned, Ron told us he was at Pratt. Too bad we didn't ask him where he was going next. That was the last time we had radio contact.

Ron: As I left Pratt, the soaring got slowly better. Between there and Greensburg Kansas, I consistently topped out over 3000 agl and once or twice over 4000 agl. I was elated to have come this far in the blue so low. I wondered if everyone else had reached the cu by now and left me behind. As I traveled along highway 54 the cu followed behind, to the south and even to the north. They were inviting but I didn't want to make a 90 degree course change and lose precious miles to get to them.

Sandi: We got to Medicine Lodge and decided we might head west awhile, in case Ron had done the same. I had mentioned to Bernie that Ron had said he would follow highway 54, but Mr. Mohr was an experienced pilot and

said things looked better south. I had to agree with him, and we figured Ron would think likewise. Just after passing Coldwater and heading for Protection, Kansas, Bernie said the trailer was bucking rather badly. I looked in the rearview mirror and saw one of the trailer tires was so shredded I was amazed it was still on! We pulled over only to discover there was no spare. Luckily, a very nice local man came by and almost immediately and through a series of minor miracles (a station owner dragged from his home and \$10 plus the old wheel), the tire was fixed in only half an hour.

Ron: From Greensburg the lift had been consistent if not strong or tall. The miles began to pass more quickly and at about 5:00 pm I made it to Liberal! With the help of a hawk and a nice hot power plant, I found a strong thermal that took me to 7300 agl.

Sandi: After this mishap, we went south to Buffalo, Oklahoma. We were calling our connection in Wichita every half hour or so, figuring Ron must have landed since we hadn't heard from him for so long. He still wasn't down by 6:40 so we decided that once we arrived at Shattuck, Oklahoma, we would hang out until we learned where he was.

Ron: As I continued to follow 54, the heat and lack of shade began to tell on me. I decided to open my map and find a suitable airport to end my flight. In the several minutes it took me to wrestle with my map the HP-16 wallowed in a most ungraceful manner. However, I saw Dalhart, Texas on the map just a few folds away. Several club members had talked about driving to Dalhart to fly their gliders; well, I'd just fly my glider to Dalhart to drive my car! As I continued to work west, the lift was consistently strong, but not very tall. I got below 2000 agl at least once, and several times considered landing. Finally, a little after 7:00 pm, I spotted Miller Field east of Dalhart. I wasn't sure if the glider

operation was there or at the municipal airport several miles ahead. North of Miller Field I found a good thermal, but when I spotted a glider trailer, I immediately cranked down the flaps and headed for the pattern. I could probably have flown another hour, but a landing among glider pilots at an airport would beat a landing in the boonies any day, especially since I had no idea where my crew was. I was amazed I actually made it to Dalhart, 273 miles from Sunflower!

Sandi: We got to Shattuck about 7:30 pm and discovered Ron had landed only minutes before. That was the good news. The bad news was that we had a 3 hour drive west to get there. If we were lucky we would get there by 11:00pm. What was really the clincher was the fact that Dalhart was right on highway 54. Aaaagh! Who ever heard of a pilot going a predetermined direction on Kowbell Day? Ah well, onward and westward!

Ron: When I rolled to a stop, there were several glider types standing around chatting. They hadn't even noticed me landing. The airport owner, Mr. Miller, drove over and introduced himself, then went and honked at the others. They were a bit surprised to see me. Ben Wilson walked over and introduced himself and asked where I was from. "Wichita" I replied. "Wichita! I bet you need one of these!" he said, holding up his beer. "Actually, I need to use your bathroom." Ben told me it was a good thing I landed when I did. Five minutes later and I would have been at a locked and lonely airport several miles from the nearest phone. From the time I landed I got the red carpet treatment. They put the HP in their hangar and took me into town to Steve Terry's house. There I was fed cold drinks, nacho chips and charcoal hamburgers. We sat around swapping flying stories until about 11:00. Then everybody called it a night and I parked on the couch wondering where in the world my crew was. All I had heard was that when Bernie called he was in Oklahoma and his response to being told I was in Dalhart, was, "Oh, my God!"

Sandi: Bernie and I no longer wish to visit the Texas panhandle at night. Just at dusk, a suicidal female mallard threw herself at my side of the car. Wings spread and eyes wide, she bent the radio antenna and a blur whizzed between Bernie and me into the back seat. Among the floating feathers, we could hear bags rustling in the back. Not relishing the possibility of broken duck in our sandwiches, I set about trying to find it. I moved aside the sandwiches, chips, rear-view mirror, and trash bag, but no duck. Thinking she may have gotten hung up on the trailer, I looked in the rear-view mirror, but wait just a dog gone minute. That wasn't in the back seat before the kamikaze duck attack. Not long after this, the alternator light came on. We went nearly a hundred miles with no problems, so we decided it was just a short in the idiot light. Then the lights got a little dimmer. We slowed down to let a van around us and then turned off our lights and used his. No doubt the van driver got a little nervous about this. Unfortunately, this caused us to miss a sign and we made a 10-mile side trip in the wrong direction. We kept limping along with 75% power in the headlights, until we got 7 miles east of Stratford, Texas. Then the beams got really tired and drooped down to the ground. Two miles further, the spark plugs started missing. At this point, Bernie sighted on a star on the horizon and we shut off the lights to save power, turning them on every 5-10 seconds to make sure we were still on the arrow-straight road. Thus hobbling along we managed to get to Stratford but that was it for the night. At wits end, we called Ron, only 30 miles away.

Ron: A little after midnight my crew finally called. I expected them to say they were in the area and ask how to get to me. Boy, was I ever surprised! Bernie began by saying "You wouldn't believe the adventures we've had!" First he told me my car was dead and blocking the entrance to a mortuary in Stratford. I had once seen a car that Bernie pronounced dead and found this statement profoundly disturbing. Then, he told me the whole tale of their adventures; a flat tire, duck damage, a dead alternator and even deader battery. All of this while I was half asleep, not exactly sure where I was, with all of three dollars on my person. Now that I was thoroughly flabbergasted, Sandi suggested I should wake my hosts and ask for help, and Bernie asked me what they should do. With the car's electrical system dead there wasn't much to do except wait until morning.

Sandi: I called my mom to tell her I was in a motel in Texas with a man she'd never met and would be home sometime the next day. This did not thrill her! Bernie and I got a couple of rooms and then spent some time trying to find a battery charger we could use. We saw a man dressed only in running shorts lounging on the hood of his car, surrounded by a bevy of teenage girls. Bernie asked this 30 year-old King of the Teenagers (obviously a man destined for greatness), "Do you suppose there's a battery charger somewhere in this town we could use?" This local kingpin motioned for one of the cars cruising Main Street to come over and the young driver said we could use his if we let him put the battery in his garage overnight. Through Bernie's resourcefulness and the complete tool kit Ron kept in his 75 Celica (I wonder why?) we did so. In the morning, I got up at Bernie's knock and there was the car, right out front. I was amazed to say the least, but we headed south. We had some problems with carburetor ice or vapor lock just south of Stratford but got under way again after a backfire or two.

Ron: The next morning, Ben Wilson got up at about 7:00. After I explained the problem with my car, he took me to the airport, got a battery and an alternator, and we headed toward Stratford. To my surprise, Bernie passed us going the other way, so we turned around and led him to the HP.

Sandi: We never would have found the airport on our own! When we went to put the glider in the trailer we discovered several parts had escaped somewhere near Protection, Kansas (flat tire, leaky trailer). Mr. Wilso graciously supplied us with the bits needed to secure the HP for the trip home.

Ron: Just before we left the airport, my parents called. When I answered the phone my Dad (kowbell winner from the previous year) rang the Kowbell and offered his congratulations. Saturday had been my lucky day, if not Sandi and Bernie's, my first try had won it!

Sandi: The experience makes for some super stories, but remembering how dark the Texas panhandle was at 11:00 pm with a dying car, I don't want to go through the same thing again. Next time, well ask Ron where he's going first. After a first crewing experience like this one, he was lucky get a next time. Good thing he won!

Ron: Thankful for the light of day, a resourceful crew and the help of my new friends in Dalhart, we headed home. About 9 hours and one quick charge later, we made it. I dropped of Bernie at the airport and Sandi at her house. The Celica made it to the end of my Dad's driveway and died. The PCV valve had failed, the carb was flooded with oil, the alternator was dead, the right side rear view mirror and radio antenna were in the back seat and the battery was utterly dead. It was an incredible weekend, but I am sure glad that Kowbell day is only once a year!

## **Weekend Warrior Contest**

*by Andrew Peters*

The Weekend Warrior Contest is back for 2011! Let's see Tony defend his 2010 Championship. Personally, I am hoping to score more points than last year, maybe even win a day.

One weekend a month will be designated as a Warrior Contest Weekend. For 2011, those weekends are:

May 14-15 – Climb is King

June 11-12 – Modified Assigned Task (MAT)

July 16-17 – Free Distance (Kowbell)

August 13-14 – Prescribed Area Distance (PAD)

September 10-11 – Lap Race

October 29-30 – Last Man Down.

### **May14-15 – Climb is King (Height Gained in 1 hour)**

Results: May 14 – No flights

May 15 – First Place: Steve Leonard, 8290 feet, 1000 pts

Second Place: Bob Holliday, 8173 feet, 986 pts.

### **June 11-12<sup>th</sup> – Modified Assigned Task (MAT)**

No flights were submitted.

### **July 16-17<sup>th</sup> – 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, whose rules appear earlier in this issue. 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 18<sup>th</sup>. Latitude and Longitude, airport identifier, etc. A logger is not required, but there must be some means to verify your landing location.

### **August 13-14th – Prescribed Area Distance Task (PAD)**

The Prescribed Area Distance Task (PAD) is a type of distance task that was used in US glider competitions. It is a distance task, which means the competitor flying the furthest handicapped distance wins the day. You must stay within the boundaries defined by the turnpoints furthest from Sunflower (Herrington, Lucas, Ness City, Ulysses, Satanta, Alva, Blackwell, and Winfield)

You accumulate distance by flying to different turnpoints in the prescribed area. You may only fly to a way point once (Sunflower is both a turn point and a finish point, so you can fly to it, then to one more turnpoint, then return and land.)

For the WWC, here is the PAD task:

- Start Point: Overhead Sunflower
- Maximum Start Height: 3500' AGL x your Handicap  
(e.g.  $1582' + 3500' \times 0.915 = 4785' \text{ MSL}$ )
- Repeating turn points is NOT acceptable.
- Photos: Must be taken looking back towards Sunflower.
- GPS: Must go to the far side of the turn point from Sunflower.
- Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS. The list of turn points is also going to be distributed with this copy of the VARIOMETER via email.

### **Task Explanation**

The start will be over Sunflower (plan to cross the runway or imagine a line from the tower to the wind sock to cross on your way to the first turn point.) Note your time crossing the start line. Also, remember that the maximum start height is  $1582 + 3500 \times \text{your handicap}$ . You need to cross the line below this altitude. Call in your start time on 123.5. "3T 1540"

Fly to the far side of the turn point (reference Sunflower), take a photo or use GPS. Proceed to the next turn point of your choosing. Make sure you record the turn point name/number and the order that you arrive at them. Repeating turn points is NOT acceptable. Continue to fly to turn points until you land. You do not have to return to Sunflower, however Sunflower is both a turnpoint and a finish point, so it is possible to fly over it twice, if you do land there.

Remember, if photos are being used to verify your task, you need to be oriented looking back at Sunflower and the landmarks must be distinguishable on Google Earth or Google Maps. Your distance will be the total of the distances between all the turn points you declare after the flight.

If you land out, your distance will be the total for all the turnpoints achieved, plus the distance from your last valid waypoint to your point of landing. However, your landing point must be within the boundaries of the Prescribed Area.

Low finishes are not going to be encouraged. Therefore, you should plan on arriving back overhead Sunflower no lower than 500' AGL (2082' MSL). If anyone observes unsafe or low finishes, disqualification or penalties may result.

Fly safe, fly far, fly fast! - 3T



# Attention WSA Members

*By Rich Stone, WSA Director*

A quick reminder for when you fly the club ships; check them over when you preflight and when you put them back into the hanger for things that need attention. Skids, minor damage, tail wheel worn to the nubs, etc. If you find something wrong or something concerns you, let one of the officers or directors know so it can be resolved quickly.

There is usually a spare nose skid (one each, not interchangeable) for both the trainers hanging in the hanger. If the spare gets used and the old doesn't get reworked, we end up with an un-flyable aircraft for a couple of days and someone has to make unnecessary trips out to Sunflower to remedy the situation.

On the Ka-6, if you fly it and trailer it please re-tape the wings when you put it back into the hanger.

## 2011 Duty Schedule

*Scheduled Work Day is 12:00 to 5:00 pm*

| Date                   | Tow Pilot                       | Line Managers                  | Instructor                      |
|------------------------|---------------------------------|--------------------------------|---------------------------------|
| Sat July 9             | Steve Wenke<br>316.684.7774     | Keith Smith 785.643.6817       | Andrew Peters<br>316-393-2261   |
|                        |                                 | Matt Colclasure 785.760.6239   |                                 |
| Sun July 10            | Mark Schlegel<br>316.641.5093   | Neale Eyler 316.729.0659       |                                 |
|                        |                                 | Ron Blum 316.295.7812          |                                 |
| Sat July 16<br>Kowbell | Frank O'Donnell<br>316.788.3224 | Bob Blanton 316.683.9759       | David Stanko<br>316.393.6249    |
|                        |                                 | Robbie Grabendike 316.686.8859 |                                 |
| Sun July 17            | Bob Holliday<br>316.641.6178    | Ray Girardo 316.942.0638       |                                 |
|                        |                                 | John Bird 316.209.0561         |                                 |
| Sat July 23            | Bob Hall<br>620.727.1273        | Linda Pate 316.524.8829        | Brian Bird<br>620.664.7844      |
|                        |                                 | Bryan Pate 316.524.8829        |                                 |
| Sun July 24            | Jack Seltman<br>316.636.4218    | Steve Carlson 210.414.3809     |                                 |
|                        |                                 | Richard Boone 316.351.7133     |                                 |
| Sat July 30            | Ben Sorenson<br>316.522.5482    | Scott Dimick 316.733.5678      | Tony Condon<br>515.291.0089     |
|                        |                                 | Rafael Soldan 706.255.9909     |                                 |
| Sun July 31            | Frank O'Donnell<br>316.788.3224 | Harry Clayton 316.644.9117     |                                 |
|                        |                                 | Shea Zuckerman 801.554.7337    |                                 |
| Sat Aug 6              | Andrew Peters<br>316-393-2261   | Dave Woody 316.682.1895        |                                 |
|                        |                                 | Ashok Chathbai 316.516.9581    |                                 |
| Sun Aug 7              | Brian Bird<br>620.664.7844      | Ron Blum 316.295.7812          | Lauren Rezac<br>316.619.3207    |
|                        |                                 | Matt Colclasure 785.760.6239   |                                 |
| Sat Aug 13             | Bernie Mohr<br>316.733.4524     | Bob Blanton 316.683.9759       | David Stanko<br>316.393.6249    |
|                        |                                 | Robbie Grabendike 316.686.8859 |                                 |
| Sun Aug 14             | Bob Hall<br>620.727.1273        | Ray Girardo 316.942.0638       |                                 |
|                        |                                 | David Aronstein 316.733.9658   |                                 |
| Sat Aug 20             | Steve Wenke<br>316.684.7774     | John Peters 620.367.3711       | Frank O'Donnell<br>316.788.3224 |
|                        |                                 | Keith Smith 785.643.6817       |                                 |
| Sun Aug 21             | Dave Stanko<br>316.393.6249     | Neale Eyler 316.729.0659       |                                 |
|                        |                                 | Jerry Boone 620.474.4177       |                                 |
| Sat Aug 27             | Tony Condon<br>515.291.0089     | Leah Condon 316.249.3535       | Brian Bird<br>620.664.7844      |
|                        |                                 | Dakota Harms 316.282.6000      |                                 |
| Sun Aug 28             | Bob Holliday<br>316.641.6178    | Steve Leonard 316.249.7248     |                                 |
|                        |                                 | Summer Gajewski 620.899.1151   |                                 |

| Date       | Tow Pilot                       | Line Managers                  | Instructor                    |
|------------|---------------------------------|--------------------------------|-------------------------------|
| Sat Sep 3  | Mark Schlegel<br>316.641.5093   | Dave Woody 316.682.1895        |                               |
|            |                                 | Amir Rashkan 316.208.6708      |                               |
| Sun Sep 4  | Frank O'Donnell<br>316.788.3224 | Ashok Chathbai 316.516.9581    | Lauren Rezac<br>316.619.3207  |
|            |                                 | Scott Dimick 316.733.5678      |                               |
| Mon Sep 5  | Ben Sorenson<br>316.522.5482    | Linda Pate 316.524.8829        |                               |
|            |                                 | Bryan Pate 316.524.8829        |                               |
| Sat Sep 10 | Steve Wenke<br>316.684.7774     | David Wilkus 316.788.0932      | Andrew Peters<br>316-393-2261 |
|            |                                 | Matt Colclasure 785.760.6239   |                               |
| Sun Sep 11 | Mike Westemeier<br>316.250.1802 | Steve Carlson 210.414.3809     |                               |
|            |                                 | Ray Girardo 316.942.0638       |                               |
| Sat Sep 17 | KC Alexander<br>316.943.7641    | Richard Boone 316.351.7133     |                               |
|            |                                 | Dennis Brown 316.722.8351      |                               |
| Sun Sep 18 | KC Alexander<br>316.943.7641    | Bob Blanton 316.683.9759       | Andrew Peters<br>316-393-2261 |
|            |                                 | Robbie Grabendike 316.686.8859 |                               |
| Sat Sep 24 | Mike Westemeier<br>316.250.1802 | John Baldessari 316.680.5323   | David Stanko<br>316.393.6249  |
|            |                                 | Dave Woody 316.682.1895        |                               |
| Sun Sep 25 | Lauren Rezac<br>316.619.3207    | Jerry Boone 620.474.4177       |                               |
|            |                                 | Harry Clayton 316.644.9117     |                               |
| Sat Oct 1  | Bob Holliday<br>316.641.6178    | Rafael Soldan 706.255.9909     | Andrew Peters<br>316-393-2261 |
|            |                                 | David Aronstein 316.733.9658   |                               |
| Sun Oct 2  | Bernie Mohr<br>316.733.4524     | Neale Eyler 316.729.0659       |                               |
|            |                                 | Doug Wilson 316.655.6700       |                               |
| Sat Oct 8  | Bob Hall<br>620.727.1273        | Ron Blum 316.295.7812          | David Stanko<br>316.393.6249  |
|            |                                 | Dakota Harms 316.282.6000      |                               |
| Sun Oct 9  | Steve Wenke<br>316.684.7774     | Steve Carlson 210.414.3809     |                               |
|            |                                 | Neal Pfeiffer 316.641.9928     |                               |
| Sat Oct 15 | KC Alexander<br>316.943.7641    | Dennis Brown 316.722.8351      | Tony Condon<br>515.291.0089   |
|            |                                 | David Wilkus 316.788.0932      |                               |
| Sun Oct 16 | KC Alexander<br>316.943.7641    | Shea Zuckerman 801.554.7337    |                               |
|            |                                 | Neal Pfeiffer 316.641.9928     |                               |
| Sat Oct 22 | Mike Westemeier<br>316.250.1802 | John Baldessari 316.680.5323   | Brian Bird<br>620.664.7844    |
|            |                                 | Leah Condon 316.249.3535       |                               |
| Sun Oct 23 | Andrew Peters<br>316-393-2261   | Keith Smith 785.643.6817       |                               |
|            |                                 | Jerry Boone 620.474.4177       |                               |
| Sat Oct 29 | Charles Pate<br>316.685.5695    | Linda Pate 316.524.8829        |                               |
|            |                                 | Bryan Pate 316.524.8829        |                               |
| Sun Oct 30 | Bob Holliday<br>316.641.6178    | Steve Leonard 316.249.7248     | Lauren Rezac<br>316.619.3207  |
|            |                                 | Summer Gajewski 620.899.1151   |                               |

#### Sub List

Rich Stone 316.371.2850      Summer Gajewski 620.899.1151      John Bird 316.209.0561  
Amir Rashkan 316.208.6708      Ashok Chathbai 316.516.9581

## Tow Tickets

The last page of the Variometer contains Tow Tickets. Now there's no reason for anyone to show up to Sunflower without some.

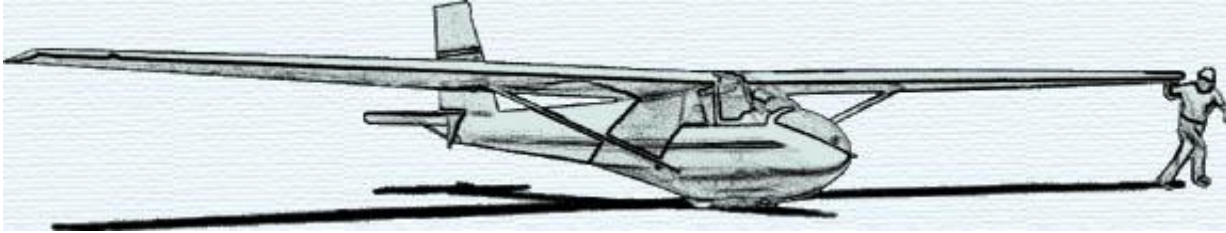
Please use the tickets as printed in the Variometer.

Please cut them out so that they are all the same size.

The Tow Pilot's and Tow Plane Manager's jobs are easier if they can be neatly stacked

|  |  |
|--|--|
| <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  
5101 E27TH STREET N  
WICHITA, KS 67220  
apsoars@yahoo.com



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**MONTHLY KSA MEETING**

# **KSA Cookout**

**Hosted by: Andrew Peters**

**Saturday July 9th, 2011**

**Fire lights at 5:30 PM**

**Meat provided by KSA.**

**Please bring a side dish to share.**

**BYOD**

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