



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

Editor: Tony Condon

Volume LV

June 2014

Number 6

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:

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

DON JONES (2014-2015)

RAY GIRARDO (PAST PRESIDENT)



Matt Gonitzke over Sunflower on May 31st

KSA CALENDAR

June 12th - 21st - 1-26 Championships - Waynesville, OH
June 14th - KSA Meeting - Cookout at Sunflower
June 23rd - 30th - Region 9 - Moriarty, NM
June 24th-July 3rd - 15 Meter/Open Nationals - Montague, CA
July 5th - July 11th - Region 10 North - Sunflower
July 12th - KSA Meeting - Cookout at Sunflower
July 15th-24th - Sports Class Nationals - Midlothian, TX
July 19th - 52nd Kansas Kowbell Klassic - Sunflower
August 4th - 8th - Region 10 South - Waller, TX
August 9th - KSA Meeting - Cookout at Sunflower
September 13th - KSA Meeting - Cookout at Sunflower
September 25th - 28th - Great Plains Vintage Rally - Wichita Gliderport

From the Editor

First off, thanks to **Shea** for the article submission this month and thanks to everyone who submitted Sunflower Seeds. Please remember to email me Sunflower Seeds whenever there is any activity at Sunflower. I'm going to be out of town most of June and July so I'm depending on all of you!

As you may have read on the Soar-Kansas Yahoo! Group, the Grob is back in action. The interior has been re-upholstered (Thanks **Bob Hinson**), the wingtips are sporting new wheels instead of the old skids (Thanks **Mike Logback**), and the annual was completed with no issues (Thanks **Bob** and **Jimmy Prouty**). The glider is now stored next to the 2-33 in the T Hangar. This will greatly ease the effort required to get the glider out to fly so I hope to see it on the flight line more! Several of us will have it up at Hutchinson in the mornings this weekend to sell some rides, but until the 182 is back in service we are not committing to any other fly-in events. Start thinking about how the Grob can help you this season. Kowbell is coming up as well as the Region 10 North contest at Sunflower. The Grob would fit in the Club Class very nicely at the Regional if anyone is interested.

Speaking of the contest, we are less than 2 months away from once again hosting a competition. Volunteers are still needed to help run the line, tow, score, and just generally help out as we launch and retrieve about 20 gliders each day. The official contest days are July 7-11 with the 5th and 6th for Practice. If you are available to help some or all of those days, contact the Contest Manager, **Andrew Peters**, immediately, apsoars@yahoo.com. There will also be opportunities to help get Sunflower in shape for having visitors in the weeks leading up to the contest.

Finally, on the next page you'll see a ballot. At our last election, KSA was only able to fill one of the two open director positions. This ballot is to fill the remaining position and I'd like to thank both **Harry** and **Rafael** for being willing. Print out and mail your marked ballot to me, 911 N Gilman Wichita KS 67203, or email your vote to abcondon@gmail.com.

Fly safe! **Tony**

KSA BALLOT

Vote for one to fill the empty Director position

___ Rafael Soldan

___ Harry Clayton

Notes from the President

The soaring season is off to a great start. Hopefully by now, everyone has had at least one opportunity to serve on the launch line. Please remember to communicate if weather conditions are questionable. Weather that may not be suitable for XC soaring could be ideal for instruction or currency flying. The duty day is from 12-5, but motivated students can try and fly earlier in the day.

July 6-11 KSA is hosting the Region 10 North Soaring contest. Several members have signed up to compete, but we have folks coming from Texas, Iowa, Wisconsin, and Oklahoma too. Contests can't happen without the volunteers from the local club. That's you.

First, folks will be arriving during the weekend of the 4th, and may want to fly with us on the weekend. Please welcome them, directing them to tie down areas (any open spot can be used) and point them to local facilities (gas, grocery, restaurants.)

Second, we need help launching and recovering the gliders throughout the week. Towpilots and wing runners are especially critical for a quick, smooth launch operation. Some folks will need crew, so if you are interested in helping with retrieves, usually a cold beverage and a good dinner are available. Some folks have been known to pay for crewing during a contest.

Third, you are welcome to attend dinner on Wednesday and Friday, but please let **Andrew Peters**, contest manager, know you are coming. Cost of dinner Wednesday is \$20 (a fundraiser for the Bill Seed Scholarship program) and will be around \$10 on Friday.

And if you have never seen a contest, come on up and check it out.

I'd like to take the rest of my article to clarify some details about your KSA membership and dues. A couple of years ago, KSA changed when we collect dues for the year, but there is still some confusion about when dues are to be paid for KSA. Dues are collected in JANUARY, and are applied for the entire calendar year.

Your \$100 KSA dues include your SSA dues, if your membership is maintained through the club. Your SSA membership runs from July 1 to June 30, by paying in January KSA has the funds and the required information to submit to SSA. Waiting until you get a letter from us puts your KSA and SSA membership continuity in jeopardy. SSA membership is required for insurance coverage for both KSA and WSA.

Dues can be mailed to our Treasurer, **Neale Eyster**, anytime in January at
2114 N Shefford
Wichita, KS 67212

One great way to pay your dues is to attend the annual awards banquet, held the second Saturday in January. KSA will be having it at the Kansas Aviation Museum again, and the menu will be similar to last year. Chicken, beef, potatoes, green beans, salad and pies. Lots of pies. It's a great way to remember the flights of the last season, and dream about the season to come.

Happy landings,
Andrew

An American Akaflieg

By **Shea Zuckerman**

The small town of Arnold, CA is nestled in the Sierras on California Highway Four, just down the road from Big Trees State Park. It boasts quaint storefronts, a hardware store, outdoor recreation shops, and several local restaurants. This is not a place where you would expect to find cutting edge aerospace materials or sailplanes under construction. However, south of town, surrounded by trees, is an unassuming shop of 5000 square feet. Inside, some really exciting work is taking place.

The HP-24 project is “the logical extension of the popular HP glider series.” Bob Kuykendall is the brains behind the project. His goal is to create a high performance kit sailplane that an amateur builder can buy and complete in their garage at reasonable cost. From the looks of it, he is succeeding.

A few times a year, Bob hosts his version of the German Akaflieg tradition. Akaflieg is a German term for “Academic Flying Group”; teams of college students who design and build gliders. Bob has known since he was just a kid that he wanted to design a sailplane, and it is with this driving passion that he brings together like-minded enthusiasts to his shop in Arnold for a week at a time. Tony Condon and I had the pleasure to attend one in early May 2014.

The five attendees at this Akaflieg had a unique opportunity. We spent a week working with the designer of the ship, learned how it was constructed, built some parts for future kits, and got to ask the tough questions about the how’s and why’s of sailplane design. Days were spent at the shop. We built an entire horizontal stabilizer of all carbon fiber and foam core construction, three rudder skins, using aramid (Kevlar) and foam, as well as some small fiberglass parts. Some of us had never seen how these materials are used to make parts. We learned the benefits and deficiencies of different materials, learned the basics of composite construction, and then immediately put our new skills to work while building glider parts, under Bob’s supervision of course. Bob takes the view that by bringing people in to see and experience the build process firsthand, it will build confidence in his design. I would have to agree.

Scattered around his shop are typical tools that have been cleverly modified to fit his unique build needs. One such tool is a radial arm saw turned variable angle drum sander for beveling foam sheets. Looking around further revealed a skeletal mess of roughly welded steel tubing, and perched on top were the finely finished molds. Bob deals not in metal or wood for his design, but in the far more cutting edge realm of composites.

While Bob isn’t formally trained in engineering, he has an uncanny understanding of mechanical systems and design. Our week was marked by his skillful combinations of art and engineering, and I couldn’t help but be inspired by his obvious love of flying machines. We worked from 9 to whenever-we-were-done-o’clock daily, then made a caravan headed back to the cabin for dinner and a great Q&A session about everything we did that day. Bob’s wife Brigitta made it a very comfortable and welcoming experience with her excellent cooking, which some of us had way too much of! We spent the rest of the evening talking airplanes and getting to know each other.

Overall this was a great experience that I would recommend to anyone who cares about soaring. For builders it doesn’t get better than being able to get your hands dirty and make parts for your own airplane at the source, all while having direct contact with the designer. Perhaps without fully realizing it, Bob has created a brilliant marketing campaign for his new design. So effective are his Akafliegs that one of the students in our class put a deposit down for a kit and plans to come build it with Bob in the future. Coming from a formal Aerospace Engineering background, I am naturally critical of experimental homebuilts, but I have to say that every day I was there I wanted an HP-24 more and more.



Club News

Club reporters should submit items for this column directly to *Soaring*, Box 66071, Los Angeles 66, Calif. Please try to limit news to one page of double-spaced typing on a separate sheet as it might appear in print (capitals, indentations, etc.). Subject matter should cover that which is thought to be of general interest.

A column editor is still being sought. Volunteers will be considered.

Kansas Soaring Assn. 8034 Levitt, Wichita 7 A Chapter of SSA

Last May Mickey and Mike Jensen and Hank Claybourn served as crew for Marshall Claybourn when he made a mighty 20- (just one zero, editor, not two) mile cross-country. This foursome is not the type to let their fertile brains set idle, so while returning from this flight they came up with a program to challenge the courage and skill of every glider pilot. This meeting of minds produced the Annual Kansas Kowbell Klassic. The purpose of this annual event is to get birds out of the nest and on the wing. The following information should cover all aspects of the annual contest.

Rules for the Annual Kansas Kowbell Klassic

1. Any soaring pilot and sailplane may enter.
2. Only one flight per pilot will be eligible for consideration, and that 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 U.S. Coast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA landing form. In case of any dispute on the measurement of distance, said dispute will be settled by Indian "rasslin," (Texas rules).
4. The release altitude will be no higher than 2000 feet above the kontest site.
5. The release point will be vertically above the kontest site.
6. The Annual Kowbell 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 thermals, etc., shall not constitute a valid reason for postponement of the Kowbell Klassic. If the weather is unsafe for glider flight on the appointed day, then the next following Saturday during which unsafe flying 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 Trophy thrice in succession shall become the permanent owner of the trophy and a replacement trophy will be provided from the original source.

In accordance with these rules, the date of the first Kowbell Klassic was 21 July 1962. (Mickey Jensen came home from Switzerland to enter). While the weather was poor the three contestants, Mickey, Bernie Mohr, and Marshall, bravely set sail. The final distances were so close that the provisions of rule #3 almost had to be exercised, but Marshall was finally declared winner.

Jim LeSueur considered entering in a F-100 by passing the kontest site at Mach 1 and 2000 feet, shutting off the power and "gliding" to a landing, but decided against it because of that particular aircraft's poor short field characteristics. Still, on a poor soaring day that would be one way to win.

The gauntlet has been thrown down—the kontest is on! This year's event will be on July 13th and the event is open to every glider rider who shows up at the kontest site with a glider and a tow fee.

Kontest site is to be announced by KSA officials at a later date.

**Lilienthal Soaring Club
of Calif., 12209 Allard St.,
Norwalk, Calif.**

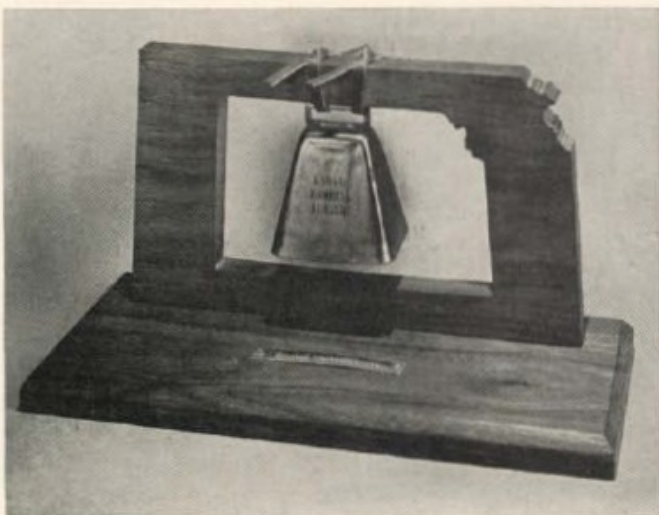
A good year seems ahead for this

RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLA- TION

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 Coast 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 Annual Kowbell Klassic, unless the second place competitor in the Kowbell Klassic flew farther than 200 miles. In this case, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

Kowbell 2014
is July 19th
Don't miss it!



The Kansas Kowbell Klassic trophy, a double outline of the state of Kansas, suitably decorated.

HORACE GREELEY WAS WRONG

by RUDOLF W. MOZER

(The age-old advice of Mr. Greeley to "Go west young man" was scorned by Rudy Mozer, as he chose to stay in the midwest to seek his diamond — and then headed east.)

My main goal for the 1961 soaring season was to earn the Diamond C distance leg. The time-honored way to achieve this is to take off for better climates, such as Texas, California or the likes.

I had the feeling though, and Old Pro Chuck Kohls agreed with me, that our local soaring season should be good enough for two or three Diamond distance days.

We would just have to watch the weather very closely, use every likely chance that offered itself and trust in the law of averages.

The first big day was May 3rd. Due to a wire break on my first winch tow, I didn't get airborne until 12:15 P.M. After 5 hours and 55 minutes of flying I landed approximately 12 miles east of Somerset, Pa., after covering 305 miles. A 900-ft. high ridge was all that separated me from my distance diamond. Not being able to find any lift on the ridge, I had to set down right next to the tunnel entrance of the Pennsylvania turnpike.

After that slam bang opening flight I kept on trying and made flights of 210, 188, 157 and 241 miles.

The big day was to be July 3rd. A cold front had passed through the day before and that morning a 30 mph wind from 310 degrees and a cloud base of 6000 ft. was forecast for the day.

After declaring Bedford, Pa., airport as a goal, I took off behind the Adrian Club's Super Cub towplane at 10:33 A.M. I had the second launch of the day and while on tow saw my friend Charlie Hauke already working his first thermal. I released over Adrian Airport and immediately pointed my Ka-6CR downwind to where Charlie's red and white L-Spatz was going round and round in what seemed like a 60 degree bank.

The lift was of the 1/2 meter variety but since the wind was blowing me along course at a pretty decent

clip, I decided to work the thermal as long and as high as possible. Charlie Hauke meanwhile had gone looking for something better and it wasn't very long before I saw him scraping awfully low over the Michigan countryside. I was getting close to cloudbase at 4500 ft. MSL and headed out on course. Conditions improved rapidly and on the outskirts of Toledo I ran into a solid 2 1/2 meter thermal that took me up to 6000 ft. I flew right over downtown Toledo and looking downwind all I could see were dark, fat Cu's beginning to line up in streets. What a day! About 40 miles out I traversed to the second cloudstreet south of my course in order to by-pass the troublesome Sandusky Bay of Lake Erie, which I had come to respect via several low scrapes and premature landings on some previous flights.

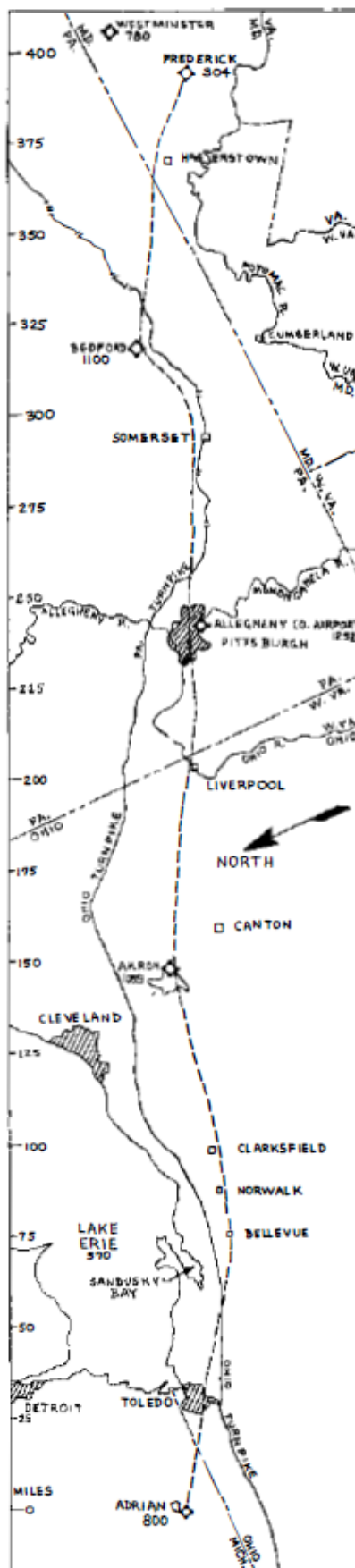
Sandusky Bay behind me I hit the best thermals of the day at Bellevue and east of Norwalk, respectively: 4 meters per second all the way 'round and all the way up to 6800 ft. Near Clarksfield I hooked on to a cloud street that stretched as far as I could see.

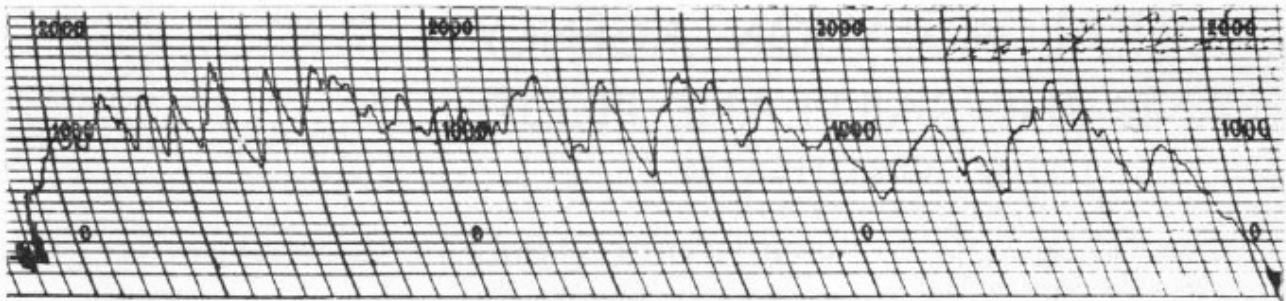
For the next hour and a half not one circle was made. Slight forward pressure on the stick, feet relaxed on the rudder pedals, wind and powerful Cu were whisking the Ka-6 toward her goal. Reaching for sandwiches and thermos, I had a leisurely lunch, enjoying the panoramic view of northern Ohio. At the same time I was watching for other aircraft, as I was now flying through some air lanes near Cleveland, Akron and Canton.

At 1:00 P.M. I was over Akron Municipal Airport with its monstrous Zeppelin hangar. Forty minutes later I reached the Ohio River near Liverpool. I was now over Pennsylvania and had covered 200 miles.

Way ahead I could see Greater Pittsburgh Airport. On one of my previous flights I had by-passed Pittsburgh around the south. This time I decided to stay on course and fly right over this City of Steel.

I soon came to regret this: For some reason I ran into extensive





The barogram from Rudy Mozer's flight from Adrian, Mich., to Frederick, Maryland.

areas of medium to strong sink. Any other time I am sure I would have enjoyed the view of metropolitan Pittsburgh, for one could see the Ohio River merging with her sisters, the Allegheny and the Monongahela and follow their winding course through this sprawling Metropolis. As precious altitude slipped away, two possible landing spots were appraised: The Allegheny County Airport, and a long fairway on a golf course. Luckily, after what was one of the low points of the flight, my Ka-6 sniffed up a thermal north of Allegheny County Airport and before long I was up to 6500 feet and on my way.

I was now following the Pennsylvania Turnpike to get through the 3000 ft. Allegheny Cumberland Mountains, which are quite formidable due to their scarcity of landing sites.

Things went smooth and I almost had my goal of Bedford, Pa., in sight when I ran into trouble over the high stuff. I was now over Somerset, Pa., plateau (2200 ft. elevation) where I had to land on May 3rd after 305 miles.

Again I was getting precariously low. I knew I couldn't make the ridge that separated me from my goal, so I was fishing desperately for lift, even zero sink. Down to 600 ft. over terrain I found a likely spot for a windshadow thermal. Doling out altitude as a miser does pennies, the Ka-6 searched for friendly air. Suddenly the variometer pulsed to life! The thermal finally came, all $\frac{1}{2}$ m/s of it! About 5 minutes later it developed into a fairly respectable thermal and spiralling up in it I crossed the crest of the ridge. Ten minutes later I was over my goal, Bedford, Pa., Airport.

It was now 4:15 P.M. and I was 318 miles out. Should I quit this early in the day? Since I already had my goal diamond, I decided to go on.

From now on the flight was sheer pleasure. The mountains didn't look quite as forbidding any more and soon they started to flatten out a bit. In between the ridges the Pennsylvania Dutch farmland began to spread and the ripening wheat fields in their yellow contrast to the bluish green mountain chains were an unforgettable sight.

I unfolded my Washington sectional map and for lack of a drawn-in course, headed in the general direction of Baltimore. Shortly after Somerset, Pa., I had seen the last cumulus of the day and by now I was flying blue thermals. The reason for this soon became obvious. As I was crossing the border of Maryland near Hagerstown, I could see to the southeast and east a bank of Cumulums and some medium layer clouds in between. I was catching up with the cold front. Near Hagerstown I found the last thermal of the day. After a climb of 1400 ft. I started my final glide. Up to then I had harbored visions of making the Chesapeake Bay.

I skimmed over the last two remaining 2000 ft. ridges and then ar-

rived over the town of Frederick. By then it was 6:15 P.M. Detroit, and 7:15 P.M. local, time. Had I any idea how close I was to breaking 400 miles I certainly should have kept going. Instead I pulled my dive-brakes approximately 1000 ft. over Frederick Airport and set down after a 7 hour, 45 minute flight, 396 miles from Adrian, Michigan, Airport.

In checking with the home base I was told that Charlie Hauke got trapped in the Somerset, Pa., plateau and had to land at Somerset Airport after covering 295 miles.

My theory for the Somerset, Pa., trap is that the plateau acts as sort of a reservoir for the rain water from the surrounding ridges. The presence of several lakes seems to support this. The general effect would not be unlike the trouble we had over Owens Valley in California during the 1958 National Contest.

Anyhow, I had squeaked through and made the first Diamond distance flight in the Midwest. As an added bonus I was fortunate enough to exceed an Eastern U.S.A. "record" of 10 years standing set by a certain Mr. R. H. Johnson with a certain RJ-5.

Rudy Mozer with his Ka-6 at the Frederick, Md., Airport on the day after his Diamond distance flight. Note fairing added around fixed wheel.



Sunflower Seeds

May 1st: **Jerry Boone** flew the Zuni

May 3rd: Opening Day. **Steve Leonard** flew the FJ-1, **Bob Holliday** (5W), **Jerry Boone** (K7), **Dave Wilkus** (SR), and **Keith Smith** (LW) flew. **Mike Orindgreff** (CAT) and **Dennis Brown** (LY) also flew. The 2-22 and 2-33 were washed. **Mike Logback** towed, **Kevin Ganoung** and **Don Jones** ran the line, and **Rafael Soldan** instructed.



May 3rd scene at Sunflower

May 4th: **Jerry Boone** flew several CAP cadets in the 2-33. **Andrew Peters** got current and flew with **David Kennedy**. **Don Jones** flew the Russia and was joined by **Mike Orindgreff** (CAT), **Bob Holliday** (5W), and **Keith Smith** (LW).

May 5th: Some Monday soaring, at least **Bob Hinson** (KD) and **Mike Orindgreff** (CAT) flew.

May 9th: **Mike Orindgreff** (CAT) flew as well as **Bob Holliday** (5W)

May 10th: **Matt Gonitzke** reports: **Bob Holliday** towed, and myself and **Don Jones** ran the line. **Andrew Peters** instructed **Lonny Bruce** and **Matt Boone** in the 2-33 after **Mike Westemeir** did 3 flights in it to get current. **Jerry Boone** flew his Zuni, **Dennis Brown**, **Mike Orindgreff**, **Mike Logback**, and **Don Jones** flew their gliders. **Jerry Martin** took over for **Don** so **Don** could fly. **Paul Sodamann** was around working on his 1-26. **Brian Bird** showed up for the cookout. The steaks were great, as was **Bob's** homebrewed beer, and **Don** tried out another delicious dessert on us again.

May 14th: **Jerry Boone** (K7) and **Bob Holliday** (5W) attempted a run to Ulysses but were thwarted by rain. They ended up making it to the Dodge City area and then came back to Sunflower.

May 17th: **Matt Gonitzke** reports: Looks like **Jerry Boone** was towing and **Dave Wilkus** was running the line. Not sure who else was running the line with him. I think **Dave** got his Diamant annualized before his line duty, and myself, **Harry Clayton**, and **Sue Erlenwein** helped Mike with the annuals on the WSA gliders. 2-33 and Ka6 are set to go, 2-22 is grounded for tailwheel mount repairs and a broken tube in the cockpit area. **Mike Orindgreff**, **Don Jones**, **Bob Hinson**, and **Dennis Brown** flew their gliders until some overcast moved in and killed off the lift. That was who I saw anyway. Not sure if there were any others.

May 27th: **Bob Holliday** towed. **Mike Logback** and **Tony Condon** (YYY) flew. **Mike Orindgreff** arrived but decided not to fly. **Tony** decided to make a run for Kingman and back but landed out near Castleton. **Mike L** retrieved after a good local flight in the Duster.

May 28th: Busy day. **Bob Holliday** towed and then flew 5W. **Mike Orindgreff**, **Keith Smith**, **Jerry Boone**, **Mike Logback**, and **Tony Condon** also flew. **Mike O** got his 5 hour duration. **Keith** flew a declared free distance flight to Guymon, OK! **Jerry** and **Bob** flew to Waynoka, OK and back. **Tony** attempted the Harper/Pratt triangle and landed out west of Arlington. **Tony** then retrieved **Keith** from Guymon, with both of them returning to Sunflower at about 4:30 AM.

May 31st: **Bob Holliday** towed, **Mike Davis** and **Dave Wilkus** ran the line. **Tony Condon** instructed in the 2-33, doing a flight review for **Steve Leonard** and instructional flights for **Sebastien Pepin**, **Dan Ullrich**, and **Lonny Bruce**, finishing the day with a demo flight. Everyone got to soar. **Mike Logback**, **Mike Orindgreff** (CAT), **Keith Smith** (LW), **Dennis Brown** (LY), **John Wells** (KJ), **Matt Gonitzke** (6M), **Bob Hinson** (KD), and **Dave Wilkus** (SR) flew.

Ulysses Seeds

Steve Leonard spent Memorial Day weekend in Ulysses with the Nimbus. He enjoyed good flights on the 24th and 25th of about 140 and 190 kilometers.

Wellington Seeds

May 29th: **Tony Condon** (YYY) and **Rafael Soldan** (K) flew. **Rafael's** boss Mike flew the towplane. **Tony** made it up to Garden Plain and back and **Rafael** got a 5 hour duration!

Member Accomplishments

Mike Orindgreff completed his 5 hour duration flight on May 28th

Rafael Soldan completed his 5 hour duration flight on May 29th, finishing his Silver Badge

Tony Condon earned his 750 km Diploma for the flight to DeQuincy, LA



Sebastien Pepin soaring the 2-33 on May 29th



Rafael Soldan - 5 Hours!

KSA Duty Roster June/July 2014

Sun, Jun 1	Rafael Soldan 706-255-9909		Don Jones 620-960-6444	
			Leah Condon 316-249-3535	
Sat, Jun 7	Jerry Boone 620-662-5330		Dimick, Scott 316-733-5678	Rafael Soldan
			Kevin Ganoung 785-536-4540	706-255-9909
Sun, Jun 8	Mark Schlegel 316-641-5093		Neale Eyler 316-729-0659	
			David Kennedy 316-841-2912	
Sat, Jun 14 Cookout	Jerry Boone 620-662-5330		Paul Sodamann 785-456-5654	Andrew Peters
			Matt Boone 620-662-5330	316-682-4287
Sun, Jun 15	Jack Seltman 316-636-4218			
			Paul Sodamann 785-456-5654	
Sat, Jun 21	KC Alexander 316-308-8498			Brian Bird
				620-728-1341
Sun, Jun 22	KC Alexander 316-308-8498		David Kennedy 316-841-2912	
			Mike Davis 316-772-8535	
Sat, Jun 28	Mark Schlegel 316-641-5093		Bob Blanton 316-683-9759	Mike Westemeir
			Robbie Grabendike 316-686-8859	316-729-2551
Sun, Jun 29	Mark Schlegel 316-641-5093			
Fri, Jul 4 Holiday	Bob Hinson 316-841-5561			
Sat, Jul 5	KC Alexander 316-308-8498		Mike Davis 316-772-8535	Rafael Soldan
				706-255-9909
Sun, Jul 6	Bob Holliday 316-733-5403			
Sat, Jul 12 Cookout	Mark Schlegel 316-641-5093		Paul Sodamann 785-456-5654	Tony Condon
			Kevin Ganoung 785-536-4540	515-291-0089
Sun, Jul 13	Jack Seltman 316-636-4218		Steve Leonard 785-643-6817	
			Paul Sodamann 785-456-5654	
Sat, Jul 19 Kowbell	Mark Schlegel 316-641-5093			Brian Bird
				620-728-1341
Sun, Jul 20 Konsolation	Bob Hinson 316-841-5561		Dennis Brown 316-722-8351	
Sat, Jul 26 Konsolation II	Jerry Boone 620-662-5330		Dennis Brown 316-722-8351	Mike Westemeir
				316-729-2551
Sun, Jul 27	Bob Hinson 316-841-5561		Harry Clayton 316-744-2389	
			Susan Erlenwein 316-744-2389	

**The 2014 KSA Banquet will be held on January 11th, 2015 at the
Kansas Aviation Museum. Mark your Calendars now!**

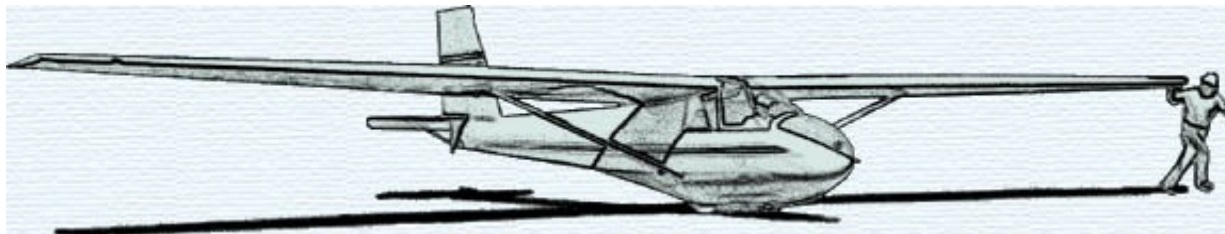
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____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

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Cookout at Sunflower

Saturday June 14th, 2014, 5:00 PM

Bring a side dish to share!