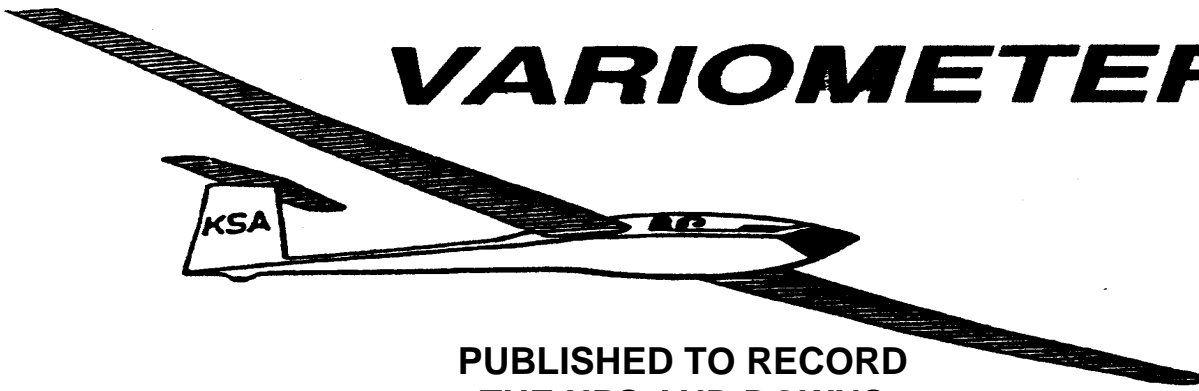


VARIOMETER



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

September 2010

Editor: Andrew Peters

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NOTES FROM THE PRESIDENT

It's hard to believe that the summer is winding down and fall is just around the corner. It has been and will continue to be, a great season for a lot of you.

This fall will also bring KSA elections at the October meeting. The process is in place with a Nominating Chairman being selected and potential candidates being identified. Below are some of the important dates to remember for the rest of this year:

October 9, 2010 KSA Meeting at NIAR – KSA Elections

October 23 - Fall Cleanup Day

November 13, 2010 KSA Meeting – NIAR

December 11, 2010 KSA Meeting - NIAR

Finally, remember that the Launch Line is scheduled through October 17, 2010. If you are scheduled please note and support your dates. Thanks,

Safe Soaring!

-R

Comments from the Editor

A correction from last month's Variometer. Keith Smith's wife's name is Debbie, not Amy as previously reported. So, please say Hi to Debbie (or daughter Tori or son Garrette) when you see them.

The Sunflower Seeds are a little sparse. If you are the line manager, the CFGI, or the tow pilot, please keep track of the activities at Sunflower and send me an email.

Here's looking forward to a fantastic Fall soaring season.

3T is standing by....

KSA Calendar

2010

September 11th – KSA Cookout Meeting at Sunflower (5:30 pm)

September 18th - 19th – **WWC: WSA Triangle Lap Race**

September 23-26th – Vintage/Classic Sailplane Regatta at Wichita Glider Port

October 9th – 7:30 pm KSA Meeting at NIAR – ELECTIONS!

October 16th - 17th – **WWC: Last man down**

October 17th – Last Scheduled Duty Day for Flight Operations at Sunflower

October 23rd – Fall Clean Up Day

November 13th – 7:30 pm KSA Meeting at NIAR

December 11th – 7:30 pm KSA Meeting at NIAR

2011

January 8 – Awards Banquet

Sunflower Seeds

July 24th -> Tow pilot Jack Seltman pulled Gary Hurst in his PIK-20 at 1245 for the first flight of the day that lasted 45 minutes. Leah Condon & Kota Harms were ground crew. Dennis Brown waited till 1340 to launch the Mosquito and headed for Pratt with Steve Leonard launching in the 604 at 1410 after a delay to replace a frayed end tow rope. Tony Condon waited for another tow rope replacement and got off at 1500 in the Ka-6. Leah, as part of ground crew duties (apparently), kept husband Tony cool in the shade of an umbrella while he waited. Bob Park & Sue McNey were next in their Grob 103 at 1510 with Doug Wilson taking a quick flight in the club Grob at 1520. Tony was back with the Ka-6 at 1530 with a claimed altitude of 7K. Gary launched again at 1540 in his PIK. Matt Colclasure was off at 1550 in the Ka-6 with Tony and student Robbie Grabendike launching the 2-33 at 1600, again at 1620, and 1640 and one more time just before 1700. Bob & Sue got the Grob back on the runway at 1630 after a really nice flight of well over an hour. Dennis got back at 1640 after getting halfway to Pratt with max altitude of about 7,700 feet. Gary was back at 1645 with Steve doing a nice hi-speed (and almost silent) runway pass just before 1700. He had been out south of Newton and then back 15 or so west of Sunflower with max altitudes of about 7,700 feet early with cloud bases lowering later in the afternoon. Last to return was Matt at 1745 in the Ka-6 after a two hour flight. Thunder and light sprinkles were around while the ships were being put away and a cool wind was a terrific break from the quiet heat of the afternoon. The cloud build-ups on all quadrants during the afternoon was something to see.

July 28th -> Bob Hall agreed to tow Wednesday after work. Leah did 3 solo flights in the 2-33 and Summer did 2 flights with Tony and 1 solo flight. Good looking late day clouds but no lift. Summer and Leah are flying well after their trip to Reno for the WSPA Seminar and should be ready for checkrides soon.

August 26th – > Tony and Summer met at Sunflower after work. Summer had had her first Ka-6 flight on Saturday and was itching for more. Summer's dad Keith showed up to help run the wing. 2 tows and two landings, stopping within a 100 ft long box. Nice smooth early evening air and fun was had by all.

Recent Achievements

Andrew Peters – 5th place Region 10 Sports Class

Summer Gajewski – Private Pilot Glider

CONFESSIONS OF A GLIDER COLLECTOR

Part One of a Series

By Steve Leonard, ZS

So, how many gliders does it take before you become a “collector”? Well, one actually. You can always have more, but one is all it really takes to become a “collector”. And how does one “collect” a glider? Well, there are many ways. The first one we will talk about is “Persistence Pays”.

Or maybe, it should be “Persistence spends”? Either way, sometimes a sailplane purchase is a long term event. For example, my Zuni 2, N1353Z. Quite a story behind this one. Christmas break, 1981, found the Leonard Family in Albuquerque, New Mexico. Dad was thinking he would like to retire in that area, so we went down there to have a look around. Albuquerque was also the home of Applebay Sailplanes. Manufacturer of the only in production at that time, US Composite sailplane. Since we were there, and the factory was there, I kept bugging Dad saying “We have to go see the factory!” Dad had talked of George having been a member of WSA many years ago, so I said, “We have a reason to go talk to him. He use to be one of ours, and he can tell you what it is like here for soaring and other things!”

Well, Dad finally gave in, we called the number in SOAIRNG, and George met us at the door. We got the grand tour, saw a bunch of parts in the molds, all the tooling, and some parts of a wrecked Zuni. George told us of some of the things they had learned along the way, and said he sure would like to have a young man like me be able to intern in his factory to learn composites. Dad took a few pictures, we thanked George for his time, and were on our way. Due to lack of sales (you could buy a Zuni 2 for \$25,000, or a bare Ventus for about \$19,000. You can imagine what most did.), Applebay Sailplanes closed up shop early in 1982.

Flash forward to 1987. I am partners with my Dad in an HP-16, and looking for a glass ship of my own. On a whim, I called George Applebay to talk with him about Zunis. He told me that there was one for sale down in San Antonio, and gave me the owner’s name and phone number. I called Dr Bryson, and we talked about the Zuni. He told me how much he had invested in it, and my heart just sank. It was over twice what I was hoping to limit my spending to. I thanked him for his time, and hung up.

A couple of days later, I don’t remember if I called him, or he called me, but we discussed price, and low and behold, it was in my price range! I didn’t have the cash, so I started to ask around about a loan. Banks weren’t interested in loaning money for “gliders”. I called him back and asked if he would consider financing, as I knew of several other glider pilots who had financed the sale of their gliders. He said it didn’t make sense for him to do it, so I told him I would check further.

A couple of days went by, and he called me back and asked “What sort of deal were you thinking of?” I told him I could give him 2/3rds down, and pay off the rest in the next 12-18 months. What interest rate would he want if he was willing to do this? He said “Sounds good to me. And since interest just complicates things, I won’t charge you any!” He asked that I make the down payment partially as a check to him, and partially as cash. He had found a 67 Mustang Fastback he just had to buy but didn’t want his wife to know he was buying it!

So, on December 31, 1987, I became the proud owner of Zuni 2, serial number 28. This is the last Zuni that George and Applebay Sailplanes finished building. So, where is the long term connection, you ask? That Zuni Dad photographed in December of 1981? That is the plane I bought 6 years later!

Weekend Warrior Contest

by Andrew Peters

Results from August 7-8th – Prescribed Area Distance Task (PAD)

Task 4: Prescribed Area Distance
Saturday, August 7, 2010
Distance (sm)

Contestant	Glider	Handicap	Actual	Handicap	Score	Bonus	TP's
Leonard, Steve	604	0.82	251.48	206.0	1025	25 Airport	1,26,18,13,58,1
Boone, Jerry	Duster	1.43	45.88	65.4	443	125 Silver, Airport	1,5,10,1,17,1
Peters, Andrew	LS-3	0.94	91.25	85.5	440	25 Airport	1,41,1,29,37,21,1
Smith, Keith	PW-5	1.18	29.79	35.1	271	100 Silver	1,43

Overall WWC Scores

Score	Contestant	Gliders	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6
1678	Leonard, Steve	Zuni II, 604	0	0	653	1025		
1041	Boone, Jerry	Duster	0	0	598	443		
1000	Condon, Tony	Cherokee	0	0	1000	0		
921	Bender, John	K-6CR	0	0	921	0		
769	Smith, Keith	PW-5	0	0	498	271		
633	Holliday, Bob	Ventus 2b	0	0	633	0		
535	Pfiefer, Neal	K-6E	0	0	535	0		
469	Peters, Andrew	LS-3	0	0	29	440		

September 18-19th – 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
 - Note: this sets you up for Right Hand Traffic to land on Runway 35.
 - 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 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.

Task Explanation

The start will be over Sunflower from the east side of the field (plan to cross the runway over the sunshade on your way to the first turn.) 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." If you don't have a GPS, ask an observer on the ground to watch your start. Ask to borrow a hand held radio.

Fly around the first turn point (either Castleton or HUT VOR), then proceed to the next turn point (Haven), then to the last turn point (either HUT VOR or Castleton) and return to Sunflower. Cross the runway from the west at least 500' AGL (2082' MSL), at the sunshade and announce your finish time. You can land, or run the course again. If landing to the north (runway 35), plan on right traffic patterns.

Remember to fly around the turnpoints, as if they were pylons. The HUT VOR is the white traffic cone just west of Mills field (grass North/South runway.) The Haven turnpoint is the center of town, at the intersection of Main street and Kansas Avenue. Castleton's turnpoint is south of Castleton Road, at Main Street and Front Street. Check them out on Google Maps .

Plan on making a radio call after passing the last turn point, "3T HUT VOR inbound for a speed finish."

If anyone observes unsafe or low finishes, disqualification or penalties may result.

October 16-17th – Last Man (or Woman) Down

Last Man Down contest - object it so be the last glider to land back at Sunflower at the conclusion of the day.

Rules:

1. Must takeoff and land at Sunflower. All tows shall not exceed 2000' AGL.
2. Official Observer (he/she that has possession of the Official Clipboard) shall record takeoff and landing time. Pilot should also record start and stop time.
3. Discrepancies between time keeping devices will be settled by ground observation of landings.
5. Flight Time must be longer than 30 minutes.
6. Launch line closes at 1630, according to the OO, LLM or TP's time keeping device. All contestants must on the runway, ready to launch by 1630. Launch will continue until all contestants have received a tow.
7. Normal radio calls shall be made in the traffic pattern.

Scoring:

1. Last Man Down will receive 1000 points.
2. There will be a 5 pt/min penalty for landing within 30 minutes before the LMD.
3. There will be an additional 1 pt/min penalty for landing greater than 31 minutes before LMD.
4. Since WSA/KSA club ships are limited to 1 hour flights (if more than one member wants to fly), the club ships will be handicapped. They will receive a 5 pt/min bonus for flight time exceeding 30 minutes but not exceeding 60 minutes. If the flight time exceeds 60 minutes and a member has to wait, the bonus will not be awarded.
5. 100 point bonuses are available for pilots or passengers that do not have a Silver badge (at the beginning of the season.)
6. The highest score between the two days shall be used.

Task Explanation:

The name really says it all. The last person to land after flying 30 minutes wins. For the KSA/WSA gliders, there are some bonus points available for flying longer than 30 minutes. This task will require some help from the Official Observer. Someone needs to man the clip board to record takeoff and landing times. If you are under the sun shade, please offer to help out.

General WWC Rules:

1. Any member has two days to complete the task.
2. Tasks can be performed more than once – only the fastest – longest – highest will count.
3. Your contest record must be submitted to the Scorer (Andrew Peters, 3T) by midnight on the Monday following the contest weekend. The contestant with the best task will receive 1000 points. Other contestants will receive points as a percentage of their task compared to the winners.
4. All speed and distance tasks will be handicapped (SSA handicaps will be used – if one doesn't exist for your glider, one will be assigned based on the experience of the glider owner and other experienced competition pilots.)
5. If you don't yet have your Silver badge and you want to compete, you will get a 100 point bonus added to your score.
6. If a multi-place glider is used, and you take another pilot with you who has not completed their Silver badge, a 100 point bonus will be earned. Landing at a chartered airport will earn a 25 point airfield bonus.
7. At least two people need to compete for the weekend to be a valid contest weekend.
8. The Weekend Warrior Champion will be the member with the highest cumulative score for any four of the six contest weekends at the end of the season.
9. Expensive GPS recorders are not required, although might make it easier on the scorer. A paper record and digital photo's can be used. Just make sure the photo contains sufficient detail that Google Maps can verify your location and orientation to Sunflower. Any GPS that will record your coordinates can also be used – SPOT, running watches, even some smart phones have tracking capability.

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

The 5th Great Plains
Vintage/Classic Sailplane Regatta

September 23-26, 2010

Sponsored by

The Vintage Sailplane Association

and

Wichita Gliderport &

The Kansas Soaring Association

at

Wichita Gliderport (37.765 N, 97.180 W)

Just NE of Wichita, Kansas

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



Contact: Neal Pfeiffer (316) 686-4306 nealpfeiffer@sbcglobal.net
or Harry Clayton (316) 744-2389 hclayton@pixius.net
or Charles Pate (316) 685-5695 ccpate@hotmail.com

Wichita Gliderport

*Two 2600' grass strips
2000' tows are \$20
Limited hangar space
Some camping at field
Close to motels
Close to restaurants*



*FAA Designated Flight Examiner often at Field
Schweizer 2-33 two-place glider for rent*

*Grills at airport available for lunch
Cookouts or local restaurants for dinner*

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

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

Motels: Search maps.google.com for ' motels, east Wichita, KS '

North Greenwich

Hampton Inn, 2433 North Greenwich Road, (316) 636-5594
<http://hamptoninn.hilton.com/en/hp/hotels/index.jhtml?ctyhocn=ICTNOHX>

Springhill Suites by Marriott, 1220 North Greenwich Road, (316) 681-1800
<http://www.marriott.com/hotels/travel/ictsh-springhill-suites-wichita-east-at-plazzio/>

US 54 & Webb Road

Marriott, Fairfield Inn (by Marriot), Comfort Inn, Residence Inn, Motel 6

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

Sat Sep 4	Mark Schlegel 316-641-5093	John Bird 620-728-1341 John Peters 682-4287	Mike Westemeir 316-729-2551
Sun Sep 5	Frank O'Donnell 316-788-3224	Jerry Boone 620-662-5330 Rich Stone 612-2008	
09/06/10	Dennis Brown 316-722-8351	Ashok Chathbai 516-9581 Christian Maude 620-532-3608	
Sat Sep 11	Charles Pate 316-685-5695	Bryan & Linda Pate 524-8829	Dave Stanko 316-393-6249
Sun Sep 12	Andrew Peters 316-393-2261	Scott Dimmick 733-5678 Keith Smith	
Sat Sep 18	Bob Hall 620-662-9577	David Wilkus 788-0932 Doug Wilson 733-5537	Brian Bird 620-664-7844
Sun Sep 19	Mark Schlegel 316-641-5093	Ray Girardo 942-0638 Ron Blum fly-in-home@att.net	
Sat Sep 25	Bob Hall 620-662-9577	David Woody 682-1895 Summer Gajewski (620)899-1151	Andrew Peters 316-393-2261
Sun Sep 26	Bernie Mohr 316-733-4524	Dakota Harms 282-6000 Neale Eyler 729-0659	
Sat Oct 2	Pat Ensign 816-835-6580	Ashok Chathbai 516-9581 Christian Maude 620-532-3608	Dave Stanko 316-393-6249
Sun Oct 3	Brian Bird 620-664-7844	Steve Leonard 729-0356 Rich Stone 612-2008	
Sat Oct 9	Bob Holliday 316-733-5403	Ray Girardo 942-0638 Ron Blum fly-in-home@att.net	Mike Westemeir 316-729-2551
Sun Oct 10	Frank O'Donnell 316-788-3224	John Bird 620-728-1341 Neale Eyler 729-0659	
Sat Oct 16	Jack Seltman 316-636-4218	Scott Dimmick 733-5678 John Peters 682-4287	Brian Bird 620-664-7844
Sun Oct 17	K.C. Alexander 316-943-7461	Gary Hurst 620-257-5016 Harry Clayton 744-2389	

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.

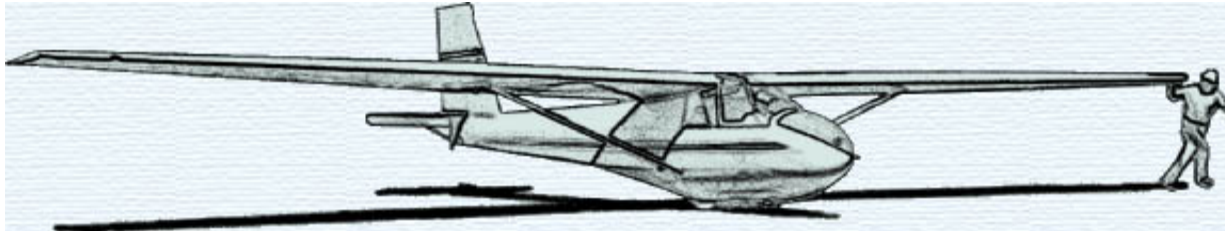
Please cut them out so that they are all the same size.

The Tow Pilot's and Tow Plane Manager's jobs are easier if they can be neatly stacked. Now is a great time to cut them out and get a stack ready for the summer's flying.

<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>
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KSA VARIOMETER
5101 E27TH STREET N
WICHITA, KS 67220
apsoars@yahoo.com



MONTHLY KSA MEETING

Saturday September 11, 2010

COOKOUT MEETING

AT SUNFLOWER

Grills will be lit about 5:30 PM or so....

Please bring some charcoal, lighter fluid and especially matches along with whatever burgers, dogs, etc. you like
