

VARIOMETER



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

March 2011

Editor: Andrew Peters

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VICE PRESIDENT WEST – BOB HALL (2011-2012)
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DIRECTORS:
RAY GIRARDO (PAST PRESIDENT)
DAVE STANKO (2011-2012)
FRANK O'DONNELL (2010-2011)

SUMMER GAJEWSKI (2011-2012)
DAVE WOODY (2010-2011)

NOTES FROM THE PRESIDENT

Well, your board member have met twice this year and are working hard to prepare for the coming soaring season. You'll see an article further down in this newsletter, which discusses some of the visioning for the organization that is taking place. The article seeks your input, so please read and participate in it.

Couple of things to highlight:

Launch Line Managers, Tow Pilots, and Flight Instructor schedule is being worked and will cover April 2 through October 30th. You will have an opportunity to sign up for days at the March 12th meeting. Otherwise, names will be assigned randomly and you will need to find a substitute if you are unavailable on any assigned day.

The Spring Work Day is scheduled for March 26th from 10 – 4. The club will provide pizza at 12:30.

The Weekend Warrior Contest is back for another season. Stay tuned to the Variometer for rules and task details.

Finally, is there anyone you know that might be interested in joining the club? Send them an application or put them in touch with a board member. Now is the time to recruit new members, so that they can start flight training and enjoy a full season of flying. We already have two new members this year, and I have personally spoken with several others that are interested in joining.

Happy Landings,
AP

KSA CALENDAR

2011

February 12th – 7:30 pm KSA Meeting at NIAR

March 12th – 7:30 pm KSA Meeting at NIAR

March 26th – 10-4 Spring Work Day

April 2nd – Scheduled Operations Begin

April 9th – 7:30 pm KSA Meeting at NIAR – Safety Meeting

May 14th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC Climb is King**

June 11th – Evening KSA Cookout Meeting at Sunflower (5:30 pm) – **WWC MAT**

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

July 16th – Kansas Kowbell Klassic – **WWC Free Distance**

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

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

October 8th – 7:30 pm KSA Meeting at NIAR (Elections)

October 29-30th – **WWC Last Man Down**

October 30th – Scheduled Operations End

November 5th - Fall Work Day

November 12th – 7:30 pm KSA Meeting at NIAR

December 10th – 7:30 pm KSA Meeting at NIAR

WSA Annual Meeting will be held at 7:00 pm on March 12th at the NIAR building on the WSU campus.

New KSA Members

John Baldessari, Wichita KS – John is a private pilot with SEL, Glider and Instrument Airplane ratings. He is an engineer at Cessna.

June Baldessari, Wichita KS – June is John's daughter. She had her first flight in a glider last fall. She's 13 and is looking forward to starting her flight training in gliders.

If you see new faces at the field, please give them a warm welcome and show them just what great folks glider pilots are!

KSA Needs Your Help

John Peters has been sharing his love of soaring with several of his high school students. He has convinced 8 students to take a glider demo ride. This is a great opportunity to recruit some young members and potential students. Details are still being worked out, but the operation would take place between 9:30 and 2:30 during the week. Possible dates are April 6th, April 13th, May 2nd or May 9th.

We need volunteers to help. A tow pilot or two, commercial glider pilots who are current to carry passengers, and at least one additional ground person (John will be there.) If you can help, please contact John at john.peters@mcpherson.com or me (apsoars@yahoo.com.)

Thanks!

Confessions of a Glider Collector

Part IV in a series

By Steve Leonard

People have friends. People have gliders. People have friends who have gliders. It is 1994, and I have had an enjoyable summer flying my Zuni and 604. One day, I get a call at home from a gentleman I have never met before. He is asking about my 604. It seems a friend of his over in Europe is looking for a center wing section for a 604. The one on the plane in Europe was damaged. I told him that my 604 was flying, and that I was not interested in selling it. I told him that I thought there might be one available as parts, as I had bought a slice of the wing from out near the tip some years before.

We talked about soaring, various adventures, and he told me of some of his planes. He had two BS1s, and what was left of the HP-14s that were being built by Slingsby Sailplanes. He was a doer, but very modest about his accomplishments. Back in 1970, he had flown one of his BS1s 570 miles from Truckee, California, to Winslow, Arizona. The third longest flight in soaring history at the time! He told of flights in wave over the Sierras, and a landing well after sunset. He had many adventures, and would share them if you asked. I wrote down many notes from our conversation.

Skip forward to 2004. I had just purchased a Kestrel 17, and was thinking "My collection needs a theme. Car collectors don't just 'collect cars'. They have a theme to their purchases. I need to get a BS1. That would complete my over 15 meter, Glasflugel Production Sailplanes Collection." As if that sort of group actually existed or would hold any special value! I had seen a BS1 out in Utah back in the late 1980s, and low and behold, it shows up in the SSA Classifieds! I contacted the owner, but he would not accept what I was willing to offer on the plane. I searched the European classifieds, and watched a couple of them come and go. Then, I remembered by conversation from back in 1994. I knew someone who had two BS1s. Surely he would be willing to sell me one of them.

I got back in touch with Thierry Thys, and he told me to contact his partner in one of the planes and strike a deal with him. Thierry told me he wasn't really sure where his partner was now, but I guess he figured if I was really interested, I would track him down. Well, I managed to find his partner, Klaus Nielsen, and we talked about many things. Gliders. Cars. Racing. Work. Adventures. And even the BS1. Negotiations ensued, and next thing I know, I am purchasing a Glasflugel BS1!

I somehow managed to have a friend deliver the plane to me at the SSA Convention in Arlington, Texas. She was beautiful! N50AR (or, as Thierry and Klaus called her, N-SOAR) had been re-finished in 1989, and put back in the trailer. I don't think she had been out since then. After a few months of evenings in a friend's hangar, she was all polished up and ready to go. We have had some interesting adventures together, and hope to have many more. She has recently been re-united with a couple of her sisters, N127SE (the one Thierry flew 570 miles), BS1 serial 4, and N5681, BS1 serial 16. But, they are another story for another time.

Four Questions

By Andrew Peters

I have asked each of the board of directors to answer the following four questions:

1. Why do you fly sailplanes?

2. What does the KSA club mean to you?

3. What one thing does the KSA do well?

4. What one thing would you change about the club?

Some of their answers were:

1. Soaring is the only "pure" flying out there. Every powered means of flight is as much (if not more) systems management. Much like alpine skiing, soaring is putting your body in touch with energy management, trading potential for kinetic and back again. I fly sailplanes for the challenge of seeking lift and really FEELING flight, and I enjoy instructing to share this joy and challenge with others.

I love to fly, and sailplanes hone your skills. Great friends at Sunflower keep me going out every weekend. (for over 20 years)

2. A group of like minded people who get together to share and enjoy various aspects of our common hobby. A sort of social venue, if you will.

The KSA Club is the people, the organization, the education it provides and the support to glider flying. Without KSA, it would be much more difficult to fly. Another by-product is the camaraderie/hangar flying which I enjoy very much.

3. Provides a cheap effective way for people to learn how to fly. Our prices at this point are one of our most attractive features. Most people think that flying is only for rich people, but when I tell them our prices offered at Sunflower they are always pleasantly surprised.

I believe KSA does a good job of providing tows at an economical price.

4. KSA and WSA need to get better organized in to a sustainable operation, with continued investment into the equipment and facilities, and unified effort to increase member participation.

I would like to see the club grow, invest in itself, and continue to provide a place to fly for decades to come.

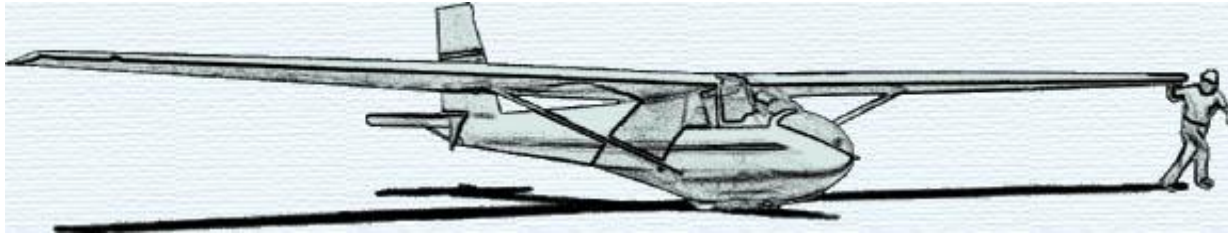
The club seems to have lost some of its focus towards "supporting soaring throughout the state".

I would like to invite you to ponder these four questions and send in your responses. Your officers and directors want to work on improving the organization and services KSA provides, but ultimately, the members of KSA need to help us figure out what direction to take.

The club has a wonderful legacy, dating back into the early 60's. My goal as president is to build on that legacy and ensure our best thermals, flights, experiences are yet to come.

<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
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MONTHLY KSA MEETING
Adventures in Hang Gliding
Richard Boone
Saturday March 12th, 2011

7:30 PM

AT

NIAR

