

VARIOMETER



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

Editor: Tony Condon

Volume LIII

November 2013

Number 11

PRESIDENT – ANDREW PETERS (2013-2014)

SECRETARY/TREASURER – NEALE EYLER (2013-2014)

VICE PRESIDENT EAST – BOB BLANTON (2013-2014)

VICE PRESIDENT WEST – BOB HINSON (2013-2014)

TOW PLANE MANAGER – STEVE LEONARD (2013-2014)

DIRECTORS:

RAY GIRARDO (PAST PRESIDENT)

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

K.C. ALEXANDER (2012-2013)

KEITH SMITH (2012-2013)



Charles Pate receives his Wright Brother's Master Pilot Award at the Wichita VSA Rally

KSA CALENDAR

November 9th - KSA Meeting - Cabela's

November 16th - Fall Work Day - Sunflower

December 7th-8th - SSF Flight Instructor Refresher Clinic - Des Moines, IA

December 14th - KSA Meeting

2014

January 11th - KSA Awards Banquet

February 8th - KSA Meeting

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

March 8th - KSA Meeting

April 12th - KSA Meeting - Annual Safety Meeting

June 10th-19th - 18 Meter Nationals - Minden, NV

June 12th-21st - 1-26 Championships - Waynesville, OH

June 24th-July 3rd - 15 Meter/Open Nationals - Montague, CA

June 25th-July 4th - Standard Class Nationals - Hobbs, NM

July 15th-24th - Sports Class Nationals - Midlothian, TX

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

Notes from the President

Greetings fellow glider drivers. Hope everyone has enjoyed the 2013 Soaring Season! I had two great flights in 3T, as well as many dual flights instructing, towing, and giving some rides. Most importantly, everyone contributed to having a safe, incident free season. Well done.

Saturday, November 16th is the fall work day. We need volunteers to help us accomplish the list of projects. These include:

1. Winterizing the bathrooms
2. Trimming trees around the bathrooms
3. Painting tiedowns and parking areas near hangar 1
4. Mowing around the tower building and the ramp between the tower and Hangar 1
5. Filling in cracks on the floor of hangar 2

We need you to bring the appropriate tools to accomplish these tasks: mowers, chain saws, 4" rollers or brushes, wheel barrows, shovels, etc. More details about the projects, and needed supplies will be presented at the November meeting.

January is our annual awards banquet. more details to come, but we are going to be asking that you purchase tickets ahead of time. We should have tickets for sale at the November meeting.

Finally, we are still looking for someone to fill an open Board of Director position, starting in January. If you are interested in giving a little extra time to the club, now is your chance. Please let me know.

Happy landings,

Andrew

Sunflower Seeds

October 6th: **Scott Dimick** reports: No (flying) activity. Gusty NW winds and a substantial crosswind kept the students and the marginally sane on the ground. Entire crew (**Andrew Peters, Jerry Boone & Scott Dimick**) showed up regardless and 'helped' **Steve Leonard** replace a baffle bracket on the 182, do an oil change, and some other miscellaneous cleanup tasks at the field.

October 12th: **Tony Condon** checked out **Jerry Boone** in the towplane while **Matt Gontizke** (6M), **Dennis Brown** (LY), **Mike Orindgreff** (CAT), and **Mike Logback** (Duster) all flew and **Mike Westmeier** gave instruction in the 2-33 to **Dan Ullrich**. Dan also brought a friend, Grant, out to the field to observe. Soaring was not the greatest although **Dennis** managed just over 5000 feet with the longest flights about 1.5 hrs. **Steve Leonard** worked on his hangar. **Bob Hinson** and **Keith Smith** ran the line.

October 13th: **Bob Hinson, Dennis Brown, Tony & Leah Condon, Andrew Peters, Bob & June Blanton,** and **Robbie Grabendike** all arrived. New member **Sebastien Pepin** was also there. No flying due to strong crosswind.

October 19th: **Matt Gonitzke** reports: Nobody flew that I can remember. Went up there for line duty and fixed the mower tire. **Don Jones** and **Mike Orindgreff** were tinkering with their gliders.

October 20th: **Matt Gonitzke** reports: **Bob Holliday** towed, and **Don Jones, Mike Orindgreff, Dave Wilkus,** and **Dennis Brown** flew their gliders. Might have been some more people there too that didn't fly.

October 26th: Windy and not so great soaring forecast. **Jerry Boone** towed, and **Andrew Peters** flew with new student. He also did about 4 demo rides for what I think was 2 KC-135 crewmembers and their wives. A good time was had by all. I did the condition inspection on **Bob Hinson's** Duster, and **Harry Clayton** and **Sue Erlenwein** showed up to retrieve paperwork from the WSA. I tried to get the weedwacker running correctly but have been unsuccessful so far.

October 27th: **Kevin Ganoung** reports: Last Man Down appears to have been "no man stayed up long enough to win". Had 7 flights depart today with none longer than 15-20 minutes. New guy Brad stopped by to chat with **Jerry Boone** about being a tow pilot for next year and transitioning to glider too. Those flying today: **Keith Smith, Bob Hinson** and **Lynn Juby, Dennis Brown,** and **Mike Orindgreff. Jerry Martin** was there to enjoy the sights and **Dave Kennedy** was hoping to see an instructor on field so he could solo on this last day. **Gavin Smith** was there as ground support for Dad and helped put Tinker Bell away for the Winter. planes inside; one being still down with oil pressure problems and cracked motor mounts. Hanger looks empty. That's the report from today with **Steve Leonard, Kevin Ganoung,** and **Jerry Boone** filling in as tow pilot.

New Member

Welcome to new member **Sebastien Pepin**, currently working at Cessna on a Textron rotation, originally from Montreal.

Congratulations to **Steve Leonard** who will serve as the SSA's Region 10 Director starting in 2014

8th Annual 2013 Great Plains Vintage Regatta

By **Matt Gonitzke**

Also printed in the Winter 2013 Bungee Cord

This year's Great Plains Vintage Regatta was held at the Wichita Gliderport northeast of Wichita, Kansas from September 20th through the 22nd. A good time was had by all on this beautiful early autumn weekend, with more than a dozen vintage gliders in attendance.

Friday began slowly, with a few gliders being rigged here and there and a lot of conversation and catching up amongst the pilots in attendance. Dave Schuur from Illinois had brought **Harry Clayton's** new-to-him Lais-ter LP-49, and **Harry** was hard at work looking it over and fixing minor things with the hopes he would be able to fly it. However, some issues with some rivets on a wing skin joint and a desire to thoroughly check for cor-rosion meant that it was not to be. Perhaps we will see it fly next year. Hank Claybourn came up from Oklaho-ma City and although he didn't bring a glider, he was there to lend a hand or story wherever needed. Tony **Condon** pulled his newly acquired Fauvette project glider from its trailer and did a first assembly to check it all out. It was neat to see it along with **Matt Gonitzke's** SH-1 and the modified 1-34R with a V-tail as well.

Friday finished with a number of flights in the local 2-33 and Neal's Ka-2b. Jim Short and Bill Jokerst from the Lawrenceville club, **Chad Wille** from Iowa, Dave Ochsner from Michigan, and locals Bryan and **Charles Pate** all made flights. They were not long soaring flights, but fun gliding ones under blue skies and the early evening glow from the sun. A cookout was held at the hangar that evening and the highlight was seeing our local **Charles Pate** receive an FAA Master Pilot award for more than 50 years of dedication to flying.

Saturday's festivities were initiated by a safety/airport familiarity discussion and several presentations, in-cluding SH1 Austria restoration part II: fuselage edition by **Matt Gonitzke**, wizard-of-wood **Harry Clayton's** latest progress on his numerous projects, and Dave Shuur's discussion of the repairs to the Olympia based at Lawrenceville, Illinois. The soaring forecast was promising, with lift to ~5000' MSL on a blue 'lift is where you find it' day. **Jerry Boone** flew his Duster ABB, taking his GoPro camera with him and capturing some great in-flight video of the event (<http://www.youtube.com/watch?v=Je6mlVZWQYs>); **Matt** flew his SH1, Dave Schuur flew Harry's Standard Cirrus 8A, **Tony Condon** and Wick Wilkinson flew Wick's 1-26, **Chad Wille** flew To-ny's NG-1, John Hardy flew his Ka8, John Wells flew his one-of-a-kind 1-34R, and much of **Neal Pfeiffer's** Schleicher collection also took to the skies, with his Ka-6BR being flown by Dave Oschner, the Ka-2b flown by Jim Short, and **Neal** himself flying his Ka6E. Nearly everyone who flew was able to get flights lasting more than an hour, with several flights over two hours. No one ventured too far from the gliderport, as good lift was-n't widespread. The grill was lit after the lift died off for the day, and all in attendance enjoyed brats and burg-ers. Socializing continued after the fall of darkness, and Matt made several attempts at some photography by moonlight of his Austria with help from **Steve Leonard**.

Sunday brought high winds, resulting in no flying and lots of glider disassembly activity. Everyone, particu-larly the northerners, enjoyed the nice fall weather, and we all look forward to next year's VSA meet here in Wichita.



Tony's Fauvette project



Austria in the moonlight

Hangar & Tie Down Policy

By **Andrew Peters**

The Sunflower Soaring Foundation (SSF) recognizes the benefits to the membership of providing hangar space and trailer tie-downs. This policy statement shall define the terms, processes, and fees associated with hangars and tie-downs at Sunflower.

Definitions:

Year – January 1st to December 31st.

Month – Any calendar month

Day – either 1 calendar day or overnight

Hangar 1 – the T-hangar that was built a long time ago

Hangar 2 – the tan hangar built around 2005

Policy:

Hangar space for an airplane is available by request. Club owned gliders and towplanes have priority. Requests for hangar space must be provided in writing (email is acceptable) to the SSF President or designated person not later than December 15th for the upcoming year. The request must specify the dates of occupancy and hangar preference. The SSF President or designated person will assign spaces. Priority will be given to people that currently occupy hangar space and pay the yearly rate. Each plane must rent its own space.

If there are more requests than available space, a waiting list will be maintained. As space becomes available, people on the waiting list will be contacted. If there is still space available after the December 15th deadline, space will be allocated on a first come, first served basis. If you are approved for hangar space you do not want, you are not obligated to pay for a hangar spot.

Overnight use of either hangar is permitted, if space is available. Phone call notification of the SSF President or designated person is needed prior to occupancy. If occupancy will last more than two days, you need to submit a written request asking for space.

Gliders stored on trailers are permitted, but hangar space must be rented for the plane. Trailers should not impede the ability of a flyable aircraft to enter or leave its assigned space. Trailer storage in the hangars is available at half the monthly rate between November 1st and March 1st. Requests for trailer storage space must be provided in writing not later than October 15th.

Trailers that are parked on the field must be secured by chain to tie downs in the concrete. They must be secured at two points (tongue and axle are preferred) at all times, unless in position to go on a retrieve.

Non-aviation items (boat trailers, campers, etc.) must be secured to the concrete (as appropriate) and cannot impede flyable aircraft, sailplanes assembly or access to the runway.

Aircraft stored on the field must be tied down.

Hangar Policy cont.

Rates:

Members can pay for an entire year by January 31st at a fixed price of \$400 for Hangar 1 or \$600 for Hangar 2. After January 31st, the monthly rate of \$40 (1) or \$60 (2) is applied. The day rate is \$5 for either hangar. If your occupancy begins or ends on a day other than the first or last day of the month, you will be charged the lesser of the day rate or monthly rate that gets you onto the monthly schedule. Example: If occupancy in Hangar 1 starts on the 20th of April, you will pay \$40 to get onto the monthly rental, as that is less than 10 days at \$5 per day. If you move out on the 5th of the month, you would be charged \$25 for that month, as \$5 per day for 5 days is less than the full monthly rate of \$40.

You can only get a refund for time not used if you cancel a year rental term. You will be refunded based on % of year not used versus yearly rate paid. There will be no refunds or credits given for days or months not used during the yearly term.

Sailplane trailers parked on the airport for more than 30 days during the calendar year will pay a tiedown fee of \$20, for the year. This fee will be waived if the plane is kept in one of the Sunflower Hangars for at least one month. Sailplane trailers parked on the airport for more than 30 days during the calendar year will pay a tiedown fee of \$20 for the year. This fee will be waived if the plane is kept in one of the Sunflower Hangars for at least one month (winter storage of trailer in hangar does not waive tiedown fee).

Trailers other than sailplane trailers (i.e, car, boat, camper, etc) will pay a fee of \$5 per month (or any part of a month) that they are on the field.

Aircraft tied down on the field for more than 1 week will be subject to a \$10 per month tiedown fee.

Billing:

An invoice will be provided, using the information provided on the written request, in January. Payment is expected by the date of occupancy, if other than a yearly rental. If payment is not received within 60 days of occupancy, access to hangar space may be removed.

**Now is the time to reserve hangar spots for 2014.
Contact Bob Hinson at rhinson1@cox.net**

Pay your 2014 Dues now! Mail checks made out to KSA:

Neale Eyer

2114 N Shefford St.

Wichita, KS 67212

\$100 Regular Membership, \$72 Student or Family.

Includes SSA Membership

Casey at the Nats

the Bald Eagle

with sincere apologies to
Ernest Thayer, who wrote
"Casey at the Bat" circa 1888



The outlook wasn't brilliant for the SOSA team that day,
T'was the last task of the contest, just one more chance to play.
Yes, it was the National contest, "The Nats" as it is known,
Where daring sailplane pilots soar far away from home.
But dawn saw humid, clag-filled air - we cried like soggy cats,
"The game is lost, there is no chance, for SOSA at these Nats."

But then the cold front rumbled through, to wonderment of all,
The sky had cleared, the wind was right, the cu was rising tall.
And when the scud had lifted, men saw what now occurred,
There was Jimmy rigging, and Flynn said, "Have you heard?
That, table full of tephigrams and weather charts galore,
Our proud and mighty Casey plans six hundred 'K' and more."

When Casey had announced this goal, there was a muffled roar,
The crowd went wild, as they realized, it had ne'er been done before.
Defiance gleamed in Casey's eye, a sneer curled Casey's lip,
As one by one his flying foes said, "Man, that's quite a trip."
Four hundred eyes were on him as his contest launch got started,
Four hundred hands applauded as the radio said he'd departed.

The crews all knew, to make it back, and win his fame eternal,
That he would simply have to find the country's biggest thermals.
For Reichmann says, don't waste your time in thermals that are light,
You really must avoid them, if you want to do it right.
Stop only for the Big Ones, to get on final glide,
But too much speed, too little lift, will quickly end your ride.

Yes, flying fast, avoiding sink, is how you win the game ...
Wait! Cooney was reported down, then Barrows was the same.
The SOSA team, the crowd now saw, was down to one alone,
Could vallant Casey save the day, and would he make it home?
With a smile of expectation, great Casey's visage shone,
His nose went down, his speed went up, like Striedleck he pressed on.

Cloudstreets came, and turnpoints passed, ignoring his MacCready,
The lust for speed, and fame at last, had made him much too greedy.
Casey had been running fast, his working band now thinning,
But flying like George Moffat, his only thought was "Winning".
The question to be answered now that 'rose in Casey's thoughts,
Is whether he should stop and use that measly two-plus knots.

"No, by Truth, that ain't my style", our scornful Casey said,
While through the gently rising air, his sinking glider sped.
He spied a circling gaggle now, but on and on he flew,
The crowd of faithful held their breath, the late day sky was blue.
The sneer is gone from Casey's lips, his teeth are clenched in hate.
How did he get below glide slope, enroute to the finish gate?

Wait - was that a beep he heard from the sullen varko.
A little surge, a final chance, "Which way, which way to go."
Quick, which way to centre it, should bank be right or left?
Casey, with a mighty oath, gave the stick a mighty heft.
If choice was true and pull-up deft, he'd soon have height to burn.
And so the air was shattered by the force of Casey's turn ...

Oh! somewhere in this favoured land, the sun is shining bright,
The band is playing somewhere, and somewhere hearts are light.
And somewhere teams are laughing, and somewhere crews do shout,
But there is no joy at SOSA - mighty Casey landed out.

RULES FOR KSA FLYING AWARDS, 2013

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2013 season, the SSA 2013 Handicap list, as amended/added to below, will be used (the 2013 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

Awarded for the longest flight in a wooden winged sailplane. The task may be free distance, or if turnpoints are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

Mamie Cup

Awarded for the greatest distance flown from a Kansas departure. The task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

KSA 200 KM

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

KSA Handicap Score Trophy (Pilot of the Year)

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Cumulative Speed Trophy (Charles Henning Award)

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

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

Preying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

Send your applications to Tony Condon at abcondon@gmail.com

2013 KSA AWARDS INFORMATION SHEET

Pilot's Name _____ Date _____

AWARD	DATE OF FLIGHT	SAILPLANE	SPECIFICS
Preying Mantis (Nominate Someone)			
Towing Operations (Nominate Someone)			
Club Maintenance (Nominate Someone)			
Wooden Wings			Distance Flown
Flying Horse Silver (100 KM Speed Task)			Speed in MPH
Flying Horse Crystal (200 KM Speed Task)			Speed in MPH
Flying Horse Gold (300 KM Speed Task)			Speed in MPH
Charles Henning Memorial Award (two flights required)	Flight 1 Date	Flight 1 Sailplane	Flight 1 Speed (and time)
	Flight 2 Date	Flight 2 Sailplane	Flight 2 Speed (and time)
Kansas Kowbell Klassic	Landing Location		Distance
Kansas Kowbell Klassic Kon- solation	Pre-declared Task (must have been completed to count!)		Distance
Mamie Cup			Distance
Pilot of the Year by Handicap Score	Altitude		(feet)
	Duration		(hours:minutes)
	Speed*		(MPH)
	Distance*		(Statute miles)
Rex Hamilton Memorial Award			(Nominate Someone)
Other Significant Accomplish- ments (First Solo, First soar- ing flight, FAI Badge Leg, completion of an FAI Badge, 100 th flight, 1000 th tow, etc.			

Documentation required for all flights, per rules published in the *Variometer*.

*If you had disposable ballast on board at takeoff of the Speed or Distance flight for consideration, you must put a "B" next to your claimed speed or distance. This affects the handicap number used for evaluating you performance.

"I certify that all flight claims made above were launched in Kansas and are properly documented (does not apply to "Other Significant Accomplishments" category).

Signed _____



Harry Clayton, Sue Erlenwein, and Matt Gonitzke were once again showcasing WSA & KSA, this time at the Newton EAA Fly In on October 5th.

Member Accomplishments

Jerry Boone earned his Towpilot Endorsement. Congrats and Thank You!

Charles Pate was awarded the Wright Brother's Master Pilot award for 50 years of safe flying, at the Wichita Vintage Rally. Congratulations **Charles!**

KSA Elections

Congratulations to **Don Jones** for being elected as a KSA Director for 2014-2015.

OLC Report

The 2013 OLC Season has ended. 165 clubs scored points in the US this year and KSA was 30th. In Region 10, we were 5th behind Fault Line Flyers (Austin), both Houston Clubs, and Texas Soaring Association. 16 of our pilots flew 170 flights to log 34,382.79 points. The top 5 KSA pilots were as follows:

Steve Leonard, 3294.72 pts (110th in the US)

Tony Condon, 2730.07 pts (192nd in the US)

Jerry Boone, 2204.91 pts (283rd in the US)

Bob Holliday, 2149.66 pts (299th in the US)

Ron Leonard, 2038.80 pts (325th in the US)

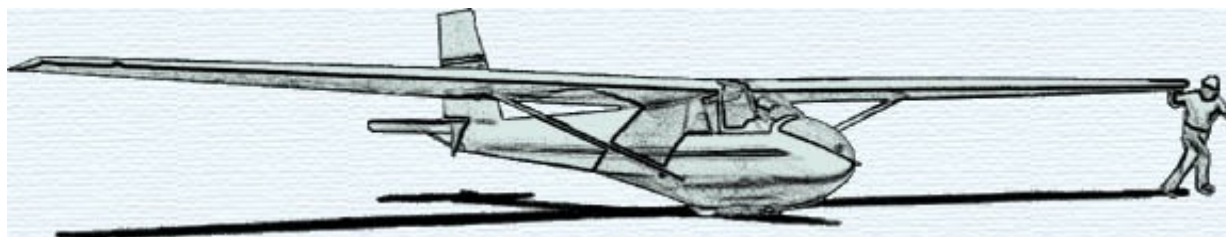
Also scoring at least 50 points for KSA were **Lauren Rezac, Keith Smith, Jeff Beam, Rafael Soldan, John Bird, Andrew Peters, Chris Swan, Matt Gonitzke, KC Alexacnder, Mike Orindgreff, and Bob Hinson**

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING
Saturday November 12th, 2013

7:30 PM

Wichita Cabela's, K-96 & Greenwich

BRING TRAVELLING TROPHIES!

SSA Calendars available, \$10