



VARIOMETER

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

Editor: Tony Condon

Volume LIV

September 2014

Number 9

PRESIDENT – ANDREW PETERS (2013-2014)

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MATT GONITZKE (2013-2014)

DON JONES (2014-2015)

RAFAEL SOLDAN (2014-2015)



Auto Tows on August 16th. Photo **Matt Gonitzke**

KSA CALENDAR

September 13th - KSA Meeting - Cookout at Sunflower

September 25th - 28th - Great Plains Vintage Rally - Wichita Gliderport

October 11th - KSA Meeting - Elections!

November 8th - KSA Meeting

December 13th - KSA Meeting

2015

January 10th - KSA Awards Banquet

February 14th - KSA Meeting

March 14th - KSA Meeting

Notes from the President

Have you wanted to take on a more active role in the KSA organization? Now is the time! October we will have our annual elections. Names are needed to fill out the ballot.

Available positions include:

President

Vice President – East

Vice President – West

Secretary/Treasurer

Tow Plane Manager

Director

Director

Each position is a two year term. Please contact **Leah Condon**, canoecox@gmail.com, if you are interested in one of the board positions. A short bio or description of your vision for the club would be nice to include. Nominations are required by September 30th.

The final cookout will be Saturday the 13th. We will resume our monthly meetings on the second Saturday at Cabela's. The meetings will start an hour earlier, at 6:30. If there's a subject you are interested in learning more about, please contact me or any of the directors listed at the top of this newsletter.

Happy landings,

Andrew

Sunflower Seeds

August 1st: **Tony Condon** towed. **Steve Leonard** (BS-1), **Michael Groszek** (Grob), **Mike Orindgreff** (CAT), and **Dave Wilkus** (SR) all enjoyed good soaring flights.

August 2nd: **Tony Condon** (K), **Steve Leonard** (BS-1), **Mike Orindgreff** (CAT), **Dave Wilkus** (SR), and **Keith Smith** (LW) all flew. **Rafael Soldan** instructed and at least **Leah Condon** took her flight review. **Paul Sodamann** worked the line. Other students kept him busy the rest of the afternoon. Conditions were good to the south and east.

August 3rd: **Tony Condon** (K) and **Steve Leonard** (BS-1) flew together on a task to Harper and Halstead. **Mike Orindgreff** (CAT) flew. **Don Jones** (MB) attempted a silver distance task but ran out of clouds and **Bob Hinson** (KD) had a good soaring flight. **Paul Sodamann** once again worked the line.

August 4th: **Tony Condon** (K) attempted a big triangle but instead landed at Great Bend. **Shea Zuckerman** was kind enough to retrieve. **Brian Bird** towed.

August 9th: **Dennis Brown**, **Dave Wilkus**, **Don Jones**, **Micheal Groszek**, **Rafael Soldan**, and **Bob Hinson** were among the aviators. **Bob Blanton** and **Robbie Grabendike** ran the line. Lift was unpredictable and reports of around 4000 msl and flights in the 30 minute length seemed to be the case. On the ground, **Jerry Boone** and **Steve Leonard** installed lights in the hangar and had extra help after 5pm before the cookout started. Lighting installation continued until 8pm and for the first time, gliders and airplanes were parked in the hangar at night with full lighting!

August 10th: Weather was lots of clouds and a low ceiling which improved later in the day. **Mike Logback** subbed for **Brian Bird** in the towplane. Line managers were **Scott Dimick & Luke Marquardt**. **Bob Hinson** gave a demo ride in the Grob. **Mike Orindgreff** (SZD-55), **John Wells** (ASW20), and **Dennis Brown** (Mosquito) all had decent flights.

August 11th: **Bob Holliday** had a good flight in the PIK

August 16th: **Michael Groszek**, **Shea Zuckerman**, **Don Jones**, and **Tony Condon** gathered early for auto towing in the 2-33. **Matt Gonitzke** assisted on the ground. Later **Bob Hinson** (KD), **Keith Smith** (LW), **Dave Wilkus** (SR), **Michael** (Ka-6), **Matt** (6M), **Jerry Boone** (K7), **Bob Holliday** (3D) and **Tony** (YYY) went soaring. Conditions were not as good as hoped but good enough for fair flights.

August 17th: **Steve Leonard** (PN) and **Dave Wilkus** (SR) flew

August 20th: **Tony Condon** gave auto tow rides to his cousin from San Diego and her friend. **Leah Condon** drove.

August 30th: Despite a disappointing lack of lift, we had a decent amount of activity on the first day of Labor Day weekend. For once, there was more thermals at the Wichita Gliderport (strong lift to a 9K ceiling) than Sunflower where the hawks were having trouble climbing. **KC Alexander** completed his biannual flight review with **Andrew** in the Grob. **Andrew** gave **Dave Pauly** some instruction in the 2-33. Rich and Myra Stone showed up from St Louis. **Andrew** flew with Rich in the 2-33. If you want to hear a really thorough preflight rope break plan, ask Rich. **Andrew** gave a demo ride in the G103 to **Doug Wilson's** girlfriend Elizabeth. **Matt Gonitzke** (Std Austria) and **Mike Orindgreff** (SZD-55) scratched for lift late in the day and managed to stay aloft for more than an hour. Crew was **Bob Hinson** in the towplane and line managers **Scott Dimick & Jerry Martin**.

In Memory - Paul Wilson

Marty Smith sent me news that her father, Paul Wilson, passed away at the end of March. Paul was an early WSA and KSA member. He served as the timer at the 1961 Nationals we held here in Wichita. He won the Kowbell in 1963. His exploits attempting to get Gold Distance in his Cherokee II were documented in many of the early KSA Newsletters. The following profile is from the January 1961 KSA Newsletter. Paul also spent some time flying with Harland Ross in the R-6, attempting and breaking a few World Records along the way. I've printed that article here before but this month will print it again. This is a copy that Marty provided me, with Paul's highlighting and notes.

Paul A. Wilson Personality of the Month

Quiet, soft spoken Paul Wilson would not fit the current mold of a "Typical Texan". He is more from the old cowhand school of 'yep' and 'nope' and he comes by it honestly as he was born in the 16th year of this century in a little town near McKinney, Texas - the town of Princeton some 7 miles east to be exact. He had his raisin' on a farm near Abilene, Texas, and attended school in that west Texas city. Upon graduation in 1933, he was employed by the Texas Highway Department. He didn't even wait to pick up his diploma, so anxious was he to go to work. His first job was an 'ax-man' with a survey party and it's hard to imagine a man or boy anxious to go to work at that kind of a job. But his eagerness paid off; in 4 years he was a surveyor for the same department. (He never did get the diploma - his school principal wouldn't fork it over when Paul stopped by to pick it up several months later. He thought Paul hadn't shown the proper attitude in not waiting for the graduation exercises.)

Paul left his transit for a microphone - he went to work as a radio announcer for station KRBC in Abilene. He was soon doing a number of jobs, however, including being a writer, an engineer, salesman and program director. Later he worked in one or all of these jobs for radio stations in Longview, Texas (where he took his first airplane ride) and in Laurel and Jackson, Mississippi. (In Laurel he took his first flying lessons). January of 1942 found Paul in Wichita, Kansas, working for station KANS, now KLEO.

His employment was interrupted in the summer of 1943. His uncle put him to work during the Big Fuss as a pointer - he pointed the direction the pilot of the B-17 was to fly. To qualify as a navigator he was trained at Sheppard Field and Hondo in Texas. He must have been pretty good as he navigated a B-17 to Italy and back over via Gandar, the Azors, Morroco and back via Dakar, Natal and Puerto Rico. He spent exactly 1 year in Italy with a B-17 outfit. It is supposed he played mumbly-ty-peg during that period 'cause he didn't mention anything about missions or bombs or shootin' or nothin'.

Upon his return to the U.S. he again displayed his talent for quick action once the decision was made. He "got married as quick as the law allowed" down in Abilene to a Wichita girl name of Louise. They returned to Wichita where Paul resumed his work at KANS. At the mid-century point he went to work for KFH as Sales Manager and in 1953 he became advertising manager for the S.A. Long Co. - his present position.

Once out fo the AAF he could also resume his hobby of flying - not as a pointer but as a pilot. A private ticket was earned in 1946 and a commercial in 1947. His flying is for fun - he's only used the commercial aspect of his pilot's license once. He dropped out of flying as his children grew but became interested in gliding through a newspaper article. He says, now laughing at himself, because gliding looked cheaper.

Since joining WSA in 1957 he has been president for one term, treasurer for three and a flight instructor for the club. He was KSA's first secretary. He was a crew member for Harland Ross when Harland broke three world soaring records in three days and a National record on the fourth. He was passenger on the 300 KM world's record and the U.S. National out-and-back record. Both flights were in the back of the R-6.

He also accompanied Harland to the Odessa Records Camp in 1959 and crewed for Harland's Diamond C flight. He considers these two records camps the high point in his soaring both because of what he learned and for the fellowship.

Paul earned a Silver C in 1958. Completing it with a 48 mile flight to Medford, Oklahoma from Strother Field. This was his third X-C attempt.

Even though he is a salesman he is not prone to use superlatives. He does use them in regard to Soaring. He has also done something few soaring enthusiasts can claim - he is so sold on soaring he signed up his wife in WSA and KSA and she is now learning to fly. These clubs are indeed fortunate to have Paul and Louise as members.



Matt Gonitzke about to turn final on August 30th

SANDBAGGING THE ROSS RACER

by PAUL A. WILSON

According to Mickey Jensen, "That ship of Harland's goes like a slippery watermelon seed!"

The ship in question is the Ross R-6; and Mickey ought to know because he was the passenger on two of Harland's recent series of three world-record flights.

This is an account of what must surely be one of the most remarkable episodes in the whole history of soaring. In the middle part of August, this year, Harland Ross took the latest of the famous Ross line of sailplanes into the skies at Odessa, Texas, and on three successive days broke all three world two-place speed records. The fourth day of the series was something of an anti-climax. Since there are only three speed courses established by the F.A.I.—100, 200 and 300 kilometer triangles—and therefore no more speed marks to shoot at, it was decided that the fourth day's effort would be an attempt on the American two-place Goal and Return distance record. It is history now that this fourth day's effort was also crowned with success. The old mark of 217.038 miles, held by Harold Hutchinson of

California, was broken by a flight of 234 miles. All four of these records are subject to homologation by the F.A.I.

The Ross expedition, out of Wichita, Kansas, arrived in Odessa, Texas, Sunday afternoon, August 10th. The party consisted of Harland Ross and two volunteer crewmen, Mickey Jensen and myself, Operations Officer and President, respectively, of the Wichita Soaring Association. Both crewmen were C pilots and qualified by the SSA to act as Official Observers.

At Odessa, the party met Alvin Parker who acted as tow pilot and host extra-ordinary by making the hangar and living quarters at his field available for the week. Al is not only one of the most enthusiastic sailplane pilots anywhere, but he is also equipped with one of the ruggedest tow planes in existence—a modified BT-13 with a 600 horsepower Pratt & Whitney up front. With this monster on the other end of the rope, the launch is guaranteed not to be boring.

Sunday night, the R-6 was unloaded and rigged for solo, in order to

test the new radio antenna installation, oxygen system and other flight instruments. It should be explained here that the R-6 is, in effect, a convertible job. It was originally designed as a two-place, but installation of the aft cockpit was not completed until Monday night. When flown solo, the aft cockpit bubble is replaced by a flat sheet of aluminum and 30 pounds of ballast is secured in the tail to obtain the proper balance.

Monday afternoon, Harland took the ship up for a four hour shake-down, familiarizing himself with the local area and getting in some practice. Later the ship was rigged for two-place, oxygen topped, batteries charged and new skid installed so everything would be ready for the next day.

Tuesday was to be the first record attempt day. After listening to the hourly weather reports from Wink and taking a look at the sky, the 200 kilometer course was decided upon. Wink, Texas, airport and the Eunice, N.M., (Lea County) airport were picked for turning points. Start and finish were to be at Al Parker's private airport, which is located 11 miles west of Odessa. Mickey drew the honor of being the first passenger in the two-place configuration.

Take-off was in an enormous cloud of dust. Al's runway is scraped out of the red dirt and caliche of the semi-desert of the great plains country. When those 600 horses get the full throttle, the area back of the tow plane for several hundred feet looks like the tail-end of a Texas tornado. In all the launches made that week, nobody, including sailplane pilot Ross, ever saw the actual take-off. When the dust cloud began to settle, onlookers could spot the tow plane and sailplane about 100 feet in the air, going up like a pair of crop dusters in tandem.

The R-6 behaved perfectly as a two-place and in a few minutes Harland had gained altitude, released and was ready for the start of the speed run. The dive across the starting plane at 120 mph was clocked at 13:31. The first thermal was picked up almost immediately and, climbing at 800 fpm, soon reached 9,000 feet (6,000 above terrain). At the first turn, Wink airport, 38 miles out, Harland was not pleased with the ground speed of only 43 mph. He called out to Mickey; "We will have to go faster than that," as he headed north toward the second turn at Eunice, 47 miles away.

A portrait of the record breakers; Harland Ross at the nose of the R-6 and "sandbags" Mickey Jensen at the wingtip and Paul Wilson at the tail.

Photo: Alvin H. Parker

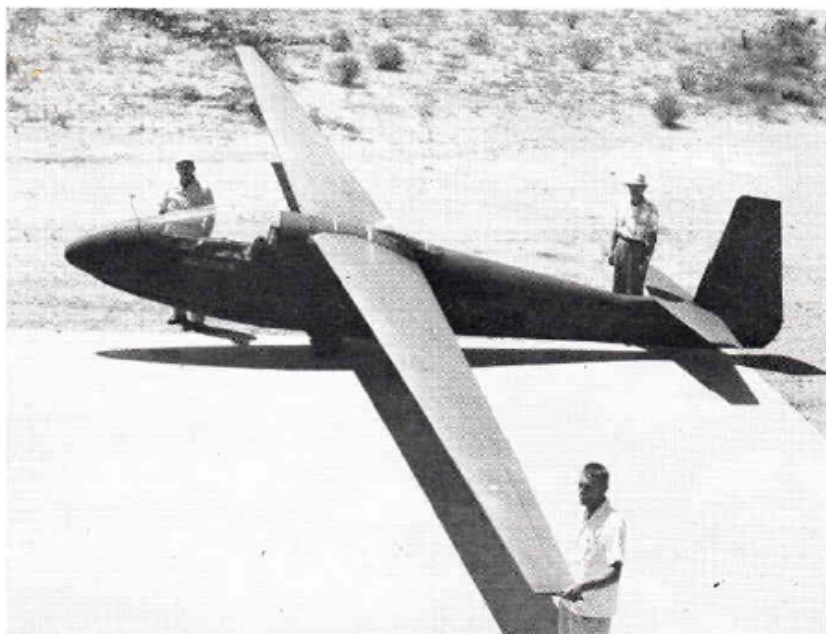




Photo: Harland C. Ross

The Ross R-6 sailplane, designed and built by Harland C. Ross who flew it to three new world multi-place soaring speed records in three days.

Lift was scarce on this leg, weak and hard to work. At times the issue was seriously in doubt. Altitude at one point was down to 2000 feet above the ground. But thanks to the excellent glide ratio of the R-6 and Harland's nose for thermals, this "no man's land" was finally negotiated and the second turn made. Although ground speed on the second leg was low, cumulative time to this point was still good enough and when strong lift was snagged shortly after heading for home, it became obvious that the record was a real possibility. The third leg of 55.5 miles was made in 54 minutes against a light headwind.

Meanwhile, back at the ranch, I was standing by on the radio while searching the mesquite brush for the launching dolly, lost in the take-off dust storm.

By all reasonable reckoning, the ship by this time should be just about rounding the far turn— if, indeed, it isn't down in the desert— so a routine call is made: "KBO2 calling 34-Hotel." Imagine my surprise to get a response loud and clear: "This is 34-Hotel, now over Goldsmith."

Goldsmith! Goldsmith is only 9 miles out!

"I think we've got a record if we can make it in!" continues Harland.

" . . . if we can make it in!" Sounds like he's just dragging the deck, stretching that last glide.

"What's your altitude, 34-Hotel?" "Seventy-five hundred, indicating 95." (TAS 108 mph.)

Seventy-five hundred! That's forty-five hundred above the terrain. Allow for 1000 feet over the finish line, that leaves thirty-five hundred to make nine miles. That's only a glide of 13 to 1!

"Harland, you could make it from there in Al's P-51, dead stick! Pour on the coal!"

And pour it on he does. The final five miles are done at 110 mph, indicated (TAS 120 mph). The finish line is crossed at 16:17 for an elapsed time of 2 hours, 45 minutes, 50 seconds. Distance, 140 miles, which gave an average speed of 50.6 mph! That's almost 10 miles per hour better than the listed world record of 41.04 mph held by Poland with a Bocian sailplane.

When he skids to a stop a few minutes later on the up-hill end of the runway, Harland shucks off the canopy with a big grin and proclaims; "Boy, I've been waiting twenty years for this!"

After that first record flight, the crew headed in to town for a "Victory Dinner," not knowing and hardly hoping there would be another world record to celebrate the very next evening and still another the evening after that.

My turn as sandbagger came the next day, Wednesday. The objective was the 300 kilometer triangle speed course. Much of Tuesday night was occupied with the 1001 preparations necessary for a flight of this kind. Barographs were smoked (three were carried on each flight). Cameras were loaded and sealed (two were carried). Oxygen bottles were topped off, etc.

Turn points were selected at Eunice, N.M., airport and LaMesa, Texas (KPET radio tower), for a total distance of 201 miles. Thermals started to pop at noon so take-off was made at 12:40 and the starting plane crossed at 12:56.

Again the first leg was fast, 55.5 miles in 55 minutes. A very light wind was some help. This same light wind condition prevailed all week.

The flight almost came to an end shortly after the first turn. A wide open space in the midst of the general condition, which was a one-tenth cover of medium size cumulus, bases

at 12,000 msl. After a considerable struggle, enough altitude was gained to warrant a dash out across the open area. Here for the first time I was exposed to one of the lessons of competitive speed flying. You have to go ahead. You can never turn back to pick up previously located lift. You can't even go very far off course to work something that looks good. To do so is to ruin your average ground speed. It is do-or-die, shoot-the-moon, go-for-broke. Strike out straight ahead. Work lift where you find it on or very close to course. When you have a comfortable bit of altitude in hand, pass up the weak ones. Even in the moderate ones, you can't waste all day trying to locate the center. If two or three turns don't pay off, write that one off as no good. Go on to the next one. It may be better. If not, you're beat anyway. You might as well land as fiddle the afternoon away on 100-foot-per-minute thermals. If your objective is to avoid a retrieve, play it conservatively. But if you want a record, you must be bold.

The turn at Lamesa was rushed in order to beat a thunderstorm moving in about 6 miles north of the city. Excellent lift a few miles ahead of the turn was abandoned to make a fast dash around the point, hoping to pick up another good thermal after the turn. As it was, precious time was consumed in four wide sweeping turns trying to locate the turn point, the antenna tower of KPET radio station. The tower was finally spotted and pictures were snapped like crazy before heading southwest for the finish line.

Better lift was found on the way home and the trip was completed at 16:52. Two hundred-one miles in 3 hours 55 minutes for an average speed of 51.1 mph and another world record. This was 11.2 mph better

(Concluded on Page 19)

Thermal lift was good for about 80 miles out, but in the immediate vicinity of Levelland there were large areas of cloudless sky. This may have been caused by an extensive area of irrigated farm land.

At any rate, the mad dash in to the turn point and back failed to regain the cloud cover and there was an anxious half-hour spent hanging on to first one little dust-devil and then another until we could get in range of a baby cumulus.

But how rapidly fortunes can change! Twenty minutes later the ship had been glided 10 miles west of course where lift was plentiful and strong. A short time later in a strong lift area, 60 miles from home, the greatest altitude of the trip was attained, 16,850 feet. With this much air under the wings, it was just a matter of a fast glide, which turned out to be 88.5 mph ground speed all the way to the starting site. Despite the light cross wind, the average ground speed was 50 mph for the round trip.

What a week! In four days flying, the R-6 had broken three world speed records and the American Goal and Return record for two-place sailplanes. And it was Harland's show all the way. He had designed the ship, built it, and flew it. No wonder he was a supremely happy guy.

The expedition had to end the next day. Vacation time was up and all hands had to be back at work in Wichita on Monday. Prospects for any kind of a record distance in the direction of Kansas were extremely poor. A front with rain showers was predicted to move into the Texas panhandle.

"But we've been lucky so far," said the Boss Man, "maybe another miracle will happen. Let's shoot for my Diamond distance leg, solo. If we don't make it, we'll be just that far on the way toward home."

So the suitcases were packed, the covered trailer was hitched on the back of the Ford, and goodbyes were said to that sturdy comrade and perfect host, Al Parker. The flight began under weak cu at 11:30 and bravely headed north. Jensen and Wilson kept pace with the trailer and maintained radio contact intermittently. Eventually it was obvious the flight must fall short of the hoped for distance. Rather than venture fruitlessly out across about 40 miles of no man's land with nothing ahead but open sky and rain on the horizon, the decision was made to

put in at the Littlefield, Texas, airport. After a successful landing alongside the paved runway (to save the skid) and an hour's sweating labor derigging and loading the glider, the reunited party was finally on its way home. There was much good natured banter to the effect that Harland seems to do real well as long as he has "expert" coaching from the back seat, but falls on his face when attempting to go alone.

A full account of the many side-lights of an expedition of this kind would make another long story. All concerned felt it was the greatest soaring experience they had ever had. There was regret that the undertaking was limited to only the eight days that could be arranged out of vacation time.

It must be recorded here that, while soaring conditions were generally good, they were not really exceptional, since this was one of the wettest years in west Texas and everything was green, including the mesquite brush. Credit for the accomplishments of the week goes to the outstanding performance capabilities of the R-6 and the skill and experience of the pilot.

The Ross R-6 is a logical development of the Ross-Johnson RJ-5, since Harland designed and built both ships. As a matter of fact, they both have exactly the same wing. The R-6 is all metal, 55 feet from tip to tip and 24 feet long. Wing loading was approximately 9 pounds per square foot in the two-place configuration.

We are already planning next year's outing and hope to capture some more records if conditions are favorable.

SANDBAGGING

(Concluded from Page 3)

than the present world record of 39.9 mph held by Yugoslavia with a Kosava sailplane. In fact, it is 3.5 mph faster than the world single-place record of 47.619 mph set by Tony Goodhart of Great Britain with a LO-150 in Australia.

Thursday dawned much like Tuesday and Wednesday. Clear sky with a slight wind from the southeast. The first timid cumulus appeared about two o'clock. Fairly good prospects by three and good, strong clouds by four o'clock. Who ever heard of taking off at four o'clock for a record try?

The objective was the 100 kilometer triangle. Turn points selected were prominent highway intersections, with a total distance of 65.5 miles. As the BT-13 warmed up, Harland and Mickey completed the check-off list in the 95 degree temperature.

The flight was almost uneventful. Five thermals and one hour 13 minutes later they crossed the finish line for an average speed of 53.9 miles per hour. This exceeded the old record of 49.920 mph by 4 mph, which was established in 1952 by Ernst-Gunter Haase, the present World Soaring Champion, of West Germany in a Condor IV sailplane.

As related before, the fourth day, Friday, was dedicated to a goal and return flight. The goal was Levelland, Texas, 177 miles to the north.

NAA

National Aeronautic Association

The U. S. National Aero Club and representative of FAI which has delegated authority over sporting soaring in the U.S. to SSA.

Annual dues of \$6.00 include a subscription to NAA's monthly magazine "National Aeronautics," reduced aviation insurance premiums and reduced aviation magazine subscription rates.

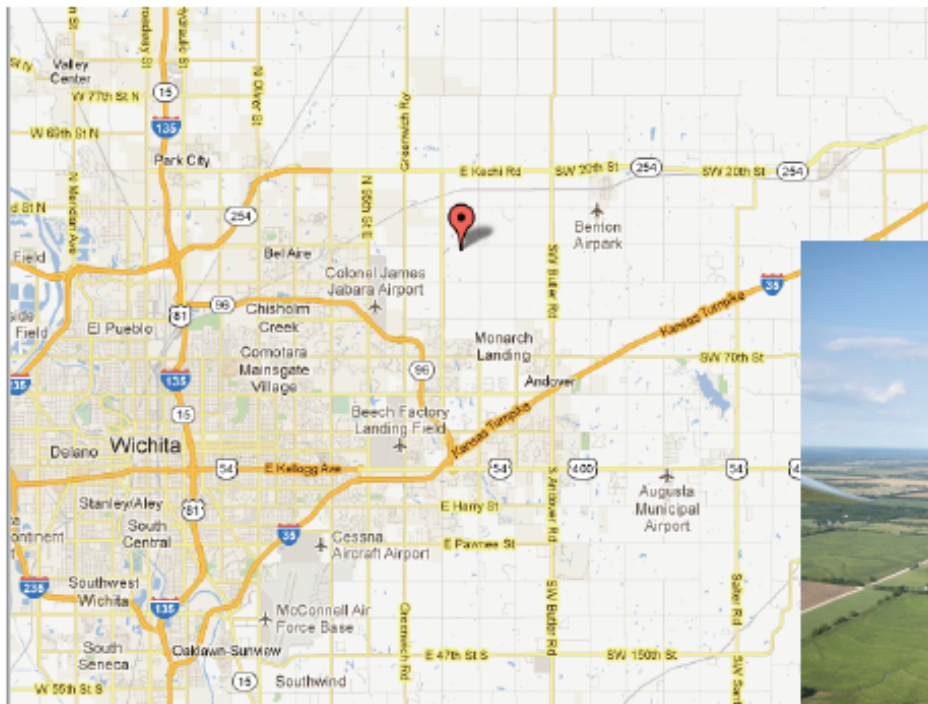
SSA Members may become active members of NAA for annual dues of \$3.00.

NATIONAL AERONAUTIC ASSOCIATION

1025 Connecticut Ave., N.W.
Washington 6, D. C.

**The 9th Great Plains
Vintage/Classic Sailplane Regatta**
September 25-28, 2014
With cooperation from
**The Vintage Sailplane Association &
The Kansas Soaring Association**
at
Wichita Gliderport (37.765 N, 97.180 W)
Just NE of Wichita, Kansas

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



**Contact: Neal Pfeiffer (316) 641-9928 nealpfeiffer@sbcglobal.net
or Tony Condon (515) 291-0089 abcondon@gmail.com
or Harry Clayton (316) 644-9117 hclayton@pixius.net**

Wichita Gliderport - 37.765 N, 97.180 W
13501 E 45th St N, 1-1/2 miles east of Greenwich on 45th St N

Wichita Gliderport

- *2600' & 4000' grass*
- *2000' tows are \$20*
- *Limited hangar space*
- *Some camping at field*
- *Close to motels*
- *Close to restaurants*
- *Schweizer 2-33 two-place glider for rent*



*Lunch options available at airport
Cookouts or local restaurants for dinner*

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

*Tell us you're coming & let us know
if you're bringing a glider!!!*

*If you can't bring a ship,
just come and have fun.*

*Motels: Search maps.google.com for 'Motels East Wichita, KS'
start along North Greenwich Road or Webb Road down to US 54*

*Wichita Gliderport - 37.765 N, 97.180 W
13501 E 45th St N, 1-1/2 miles east of Greenwich on 45th St N*

KSA Duty Schedule Sept/Oct 2014

Sat, Sep 13, 14	Mike Logback	620-755-1786	Mike Davis	316-772-8535	Andrew Peters	316-682-4287
	Cookout		Shea Zuckerman	801-554-7337		
Sun, Sep 14, 14	Jack Seltman	316-636-4218	Mark Ross	316-214-1464		
			Dana Duckworth	316-722-2078		
Sat, Sep 20, 14	Bob Hinson	316-841-5561	Matt Gonitzke	815-980-6944	Tony Condon	515-291-0089
			Leah Condon	316-249-3535		
Sun, Sep 21, 14	Tony Condon	515-291-0089	Steve Leonard	316-249-7248		
			Keith Smith	785-643-6817		
Sat, Sep 27, 14	Jack Seltman	316-636-4218	David Wilkus	316-788-0932	Mike Westemeir	316-729-2551
			Mark Ross	316-214-1464		
Sun, Sep 28, 14	Andrew Peters	316-682-4287	Mike Orindgreff	316-200-5046		
			Luke Marquardt	316-531-2621		
Sat, Oct 4, 14	Bob Hinson	316-841-5561	Neale Eyler	316-729-0659		
			Leah Condon	316-249-3535		
Sun, Oct 5, 14	Bob Hinson	316-841-5561	Leah Condon	316-249-3535	Tony Condon	515-291-0089
			Scott Dimick	316-733-5678		
Sat, Oct 11, 14	Jerry Boone	620-662-5330	Matt Boone	620-662-5330	Rafael Soldan	706-255-9909
			Dana Duckworth	316-722-2078		
Sun, Oct 12, 14	Bob Holliday	316-733-5403	Harry Clayton	316-644-9117		
			Susan Erlenwein	316-644-4586		
Sat, Oct 18, 14	Jerry Boone	620-662-5330	David Wilkus	316-788-0932	Andrew Peters	316-682-4287
			Matt Boone	620-662-5330		
Sun, Oct 19, 14	Bob Holliday	316-733-5403	Keith Smith	785-643-6817		
			Steve Leonard	316-249-7248		
Sat, Oct 25, 14	KC Alexander	316-308-8498	Bob Blanton	316-683-9759	Brian Bird	620-728-1341
			Robbie Grabendike	316-686-8859		
Sun, Oct 26, 14	KC Alexander	316-308-8498	Don Jones	620-960-6444		
			Kevin Ganoung	785-536-4540		

**Cookout at the Condon's to open the Wichita
 Vintage Rally. Thursday September 25th, 6:00
 PM. Email abcondon@gmail.com to RSVP**

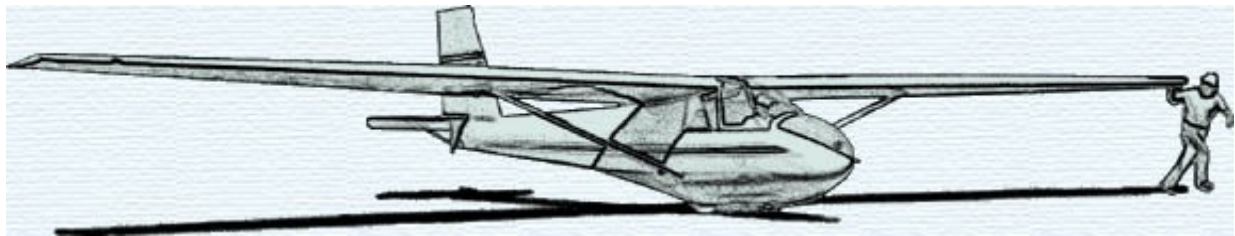
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</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 September 13th, 2014, 5:00 PM

Bring a side dish to share!