



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

Editor: Tony Condon

Volume LVI

October 2016

Number 10

**PRESIDENT – TONY CONDON (2015-2016)**

**SECRETARY/TREASURER – BRIAN SILCOTT (2015-2016)**

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**VICE PRESIDENT WEST – BOB HINSON (2015-2016)**

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**BRIAN BIRD (2015-2016)**

**MATT GONITZKE (2015-2016)**

**DON JONES (2016-2017)**

**TIM DOUBLE (2016-2017)**



Sky over ICT on September 29<sup>th</sup>. The season isn't over yet!

## KSA CALENDAR

October 8<sup>th</sup> - KSA Meeting - Elections - Soaring in Varese, Italy - Jabara Hall 127, WSU Campus

October 30<sup>th</sup> - Closing Day at Sunflower

November 5<sup>th</sup> - Fall Work Day - Sunflower

November 12<sup>th</sup> - KSA Meeting - Soaring Weather

December 10<sup>th</sup> - KSA Meeting

### 2017

January 14<sup>th</sup> - KSA Banquet

January 21<sup>st</sup>-22<sup>nd</sup> - SSF Flight Instructor Refresher Clinic - Wallis, TX - Info [here](#)

February 11<sup>th</sup> - KSA Meeting - My evolution at Sports Class Nationals - Andrew Peters

March 11<sup>th</sup> - KSA Meeting - Badge Flying

April 8<sup>th</sup> - KSA Meeting - Safety Meeting

June 5<sup>th</sup> - 14<sup>th</sup> - 15 Meter, Open, Standard Nationals - Cordele, GA

June 21<sup>st</sup> - 30<sup>th</sup> - Club Class Nationals - Hobbs, NM

Jun 29<sup>th</sup> - July 16<sup>th</sup> - 2<sup>nd</sup> FAI World 13.5m Class Gliding Championship - Szatymas, Hungary

July 3<sup>rd</sup> - 7<sup>th</sup> - Women's Seminar - Chilhowee Gliderport - Benton, TN

July 8<sup>th</sup> - 15<sup>th</sup> - Sailplane Grand Prix USA - Hobbs, NM

July 15<sup>th</sup> - Kansas Kowbell Klassic

August 1<sup>st</sup> - 10<sup>th</sup> - 18 Meter Nationals - Uvalde, TX

August 28<sup>th</sup> - September 2<sup>nd</sup> - Region 10 Championship - Waller, TX

September 24<sup>th</sup> - Adventurous Babes Society

October 1<sup>st</sup> - Adventurous Babes Society Rain Date

Nov 26<sup>th</sup> - Dec 8<sup>th</sup> - 2<sup>nd</sup> FAI Pan-American Gliding Championships - Santa Rosa de Conlara, Argentina

## Sunflower Seeds

September 10<sup>th</sup>: **Paul Sodmann** towed. **Tony Condon** instructed students **Brian Silcott**, **Cooper Dube**, and **J Riedl**. **Mike Orindgreff** flew CAT for about 2 hours. **David Kennedy** flew the 2-33. **Bill Seed** observed. **Tony** and **J** flew a series of Auto Tows late in the afternoon with help from **Dave Wilkus** running wings and **Mike Logback** driving. **Brian** cooked pulled pork for the cookout and **Paul** brought dessert. **Brian Bird** and **Jerry Martin** joined for the cookout.

September 11<sup>th</sup>: Adventurous Babes Society rides, described elsewhere. **Dave Wilkus** and **Steve Leonard** were also at the field.

September 17<sup>th</sup>: **Mike Orindgreff** (CAT) and **Paul Sodmann** (Betty Boop) logged flights

September 18<sup>th</sup>: **Mike Orindgreff** (CAT) and **Dave Wilkus** (SR) made two flights each

September 25<sup>th</sup>: Cosmosphere camp rides. I also heard that at least two flights were made by club members.

## Notes from the President

Greetings KSA! The KSA Board met this month and most of what I want to talk about is based on the discussion generated at that meeting.

KSA dues will once again be reduced in 2017. That is, they will remain at the \$100/year level. Confused? Well, SSA is raising dues by \$2 starting on January 1, and the KSA Board has decided to once again absorb the increase. This will be the second increase that KSA has absorbed, and the last.

Renewal notices will be sent out in January. You can beat the rush and save some time on the part of **Brian Silcott**, our treasurer, by renewing ahead of time. Remember, paying your KSA dues takes care of your SSA dues as well.

KSA membership has dropped a bit this year, and we need to make it a focus in 2017 to increase our membership and keep it rising. Invite a friend, or ask a former member to rejoin.

We have a start at meeting topics for the winter, but still need a few holes filled. If you have something you would like to talk about or have an idea, let me know! We also are in need for a meeting location. If you have access to a classroom or meeting space that we could use on the second Saturday I am all ears. We definitely prefer to have a steady location, and the lower the price the better.

**Bob Blanton** is working on details for the banquet in January, now that he has made it through the EAA Fly-In. You will be notified as soon as we have a plan. In the meantime though, you can start putting together your applications for club trophies as well as thinking about who you are going to nominate for the non-flying awards. **Aaron Maurer** is going to handle the awards this year, and his email address is included at the end of the rules, which are later on in this newsletter.

We also are looking at some updates to the KSA Trophy rules for next year to make them align more closely with current badge and record rules. If you have any input on that topic, please let me know.

There was some discussion about having a contest again at Sunflower in 2017. We talked about hosting a regional or perhaps trying to organize a weekend contest series with the Oklahoma clubs, similar to the series that was held this year in Texas. Either would require participants and volunteers. What are you interested in? Think about it and come to the meeting ready to discuss.

**Aaron Maurer** is working on club business cards that we can use at Sunflower and when we go to other events and **Matt Gonitzke** will be working on a T-Shirt design so we can have a nice uniform club look.

**Leah Condon** will be talking at the October meeting about her experience this summer in Varese, Italy at the Women's Seminar.

Do you aspire to be a towpilot and/or commercial glider pilot? We are going ahead with the idea of a camp in late October or early November to focus on towpilot training and commercial glider pilot training. If you are interested, email me ASAP at [abcondon@gmail.com](mailto:abcondon@gmail.com) and/or come to the October meeting.

See you at Sunflower!

**Tony**

# KSA Ballot

Print this and bring it to the meeting on Saturday Oct. 8<sup>th</sup>

## President

- Tony Condon
- \_\_\_\_\_

## Secretary/Treasurer

- Brian Silcott
- \_\_\_\_\_

## VP East

- Bob Blanton
- \_\_\_\_\_

## VP West

- Bob Hinson
- \_\_\_\_\_

## Towplane Manager

- Steve Leonard
- \_\_\_\_\_

## Director

- Matt Gonitzke
- \_\_\_\_\_

## Director

- Brian Bird
- \_\_\_\_\_

## In Memory - Mike Eppler

Steve Leonard sent the following note:

Heard over the weekend that former KSA Member Mike Eppler passed away on Monday, September 19th. Mike was one of those people that joined us from one of the "Soaring Orientations" we had at the Downtown Library. He was the type of member you wanted. The good, hard worker that you couldn't beat away with a stick! He was determined to fly, and if he wasn't flying, he was always helping those that were. After we wore out a transmission in his station wagon, he bought WSA its first Tow Car. A \$40 Ford Galaxy 500 with a 396 cubic inch V8 he found at the salvage yard. Much cheaper, he said, than the replacement transmission he had to have put in his station wagon.

[Michael D. Eppler's Obituary on Rockford Register Star](#)



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for building and repairing wooden gliders and sailplanes

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The Vintage Sailplane Association

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\$47 plus \$6 P&H (US Address) or \$30 P&H (non-US). Or from Cumulus Soaring [www.cumulus-soaring.com/](http://www.cumulus-soaring.com/) or EQIP [www.eqip.de/](http://www.eqip.de/) in Europe.  
Make someone very happy this holiday season!  
The Vintage Sailplane Association

## 2016 OLC Results

KSA's participation in the Online Contest continues to gradually expand. This year we had 16 pilots submit flights. **Bob Holliday** scored highest with 15,106.75 points in the OLC-Plus competition. **Mike Orindgreff** logged the most flights, with 50. In the rankings for Region 10, **Tony Condon** was the Champion, with **Bob Holliday** in 3<sup>rd</sup>.

As a club, KSA placed 3<sup>rd</sup> in Region 10 behind Soaring Club of Houston and Texas Soaring Association, and in the USA, we were 22<sup>nd</sup>.



## Vintage Rally Report

The Wichita Vintage Rally saw a decrease in attendance this year, although that could probably be mainly attributed to the weather. **Matt Gonitzke** hosted the opening cookout on Thursday night again, and it was well attended by out of town guests as well as KSA members. Out of town guests included Lee and Mary Cowie, Paul Raburn, Dave Oschner, Jim Short, Chad Wille, and Dartanyan Ingram. KSA members, from memory, were **Tony** and **Leah Condon**, **Steve Leonard**, **Harry Clayton**, **Sue Erlenwein**, **Dave Pauly**, **Neil Pfeiffer** and family, and probably others.

Jim brought the Phönix, Dave his Ka-6, Chad the Sagitta, and Dartanyan the Pioneer IID. The other “visiting” glider was the 2-22E that **Tony Condon** brought back from the Silent Knights Glider Club in Ames, IA for the weekend.

Local additions were **Matt’s** SH-1, **Steve’s** Kestrel 19, and **Neal’s** Ka-2b.

**John Wells** flew in on Friday in his Flybaby. **Tony** flew 6 rides in the 2-22 including a good soaring flight of nearly an hour with **Aaron Maurer**. Most other flights were short soaring flights or sled rides. Dave Oschner enjoyed over 3 hours in his Ka-6 as he managed to stay connected in the torn up thermals and **Steve** went to Newton and back in the Phönix. **Harry** and **Sue** prepared lunch and supper, with burgers in the evening featuring deer burgers courtesy of **Bob Holliday**. Jeff Beam flew up from Strother in his Hatz Biplane with a co-worker from GE who took a glider ride.

Saturday dawned with presentations in the morning. **Tony** talked and shared pictures from the restoration process of the 2-22E. Jim and **Neal** talked about the IVSM held this summer in Elmira and **Neal** discussed the new Workshop Practices book that is available from the VSA. The forecast was not great with rain showers in sight by noon. **Tony** and **Leah** took a tow for about a 30 minute soaring flight in the 2-22. Chad Wille did a similarly short flight in the Sagitta. By 2 PM it was downpouring at the gliderport and the group scattered for the afternoon.

Sunday was spent de-rigging gliders and heading home. A good time was had by those who could make it.

Larry Swinney from Kansas City attended on Friday and made the following slideshow from his photos:

<https://www.youtube.com/watch?v=3yGAJoJ6W3g&feature=youtu.be>

**Aaron Maurer** made the following video as well: <https://www.youtube.com/watch?v=MlUd-oJHi2s&feature=youtu.be>



Above: 2-22E

Right: Pioneer IID





# October KSA Meeting

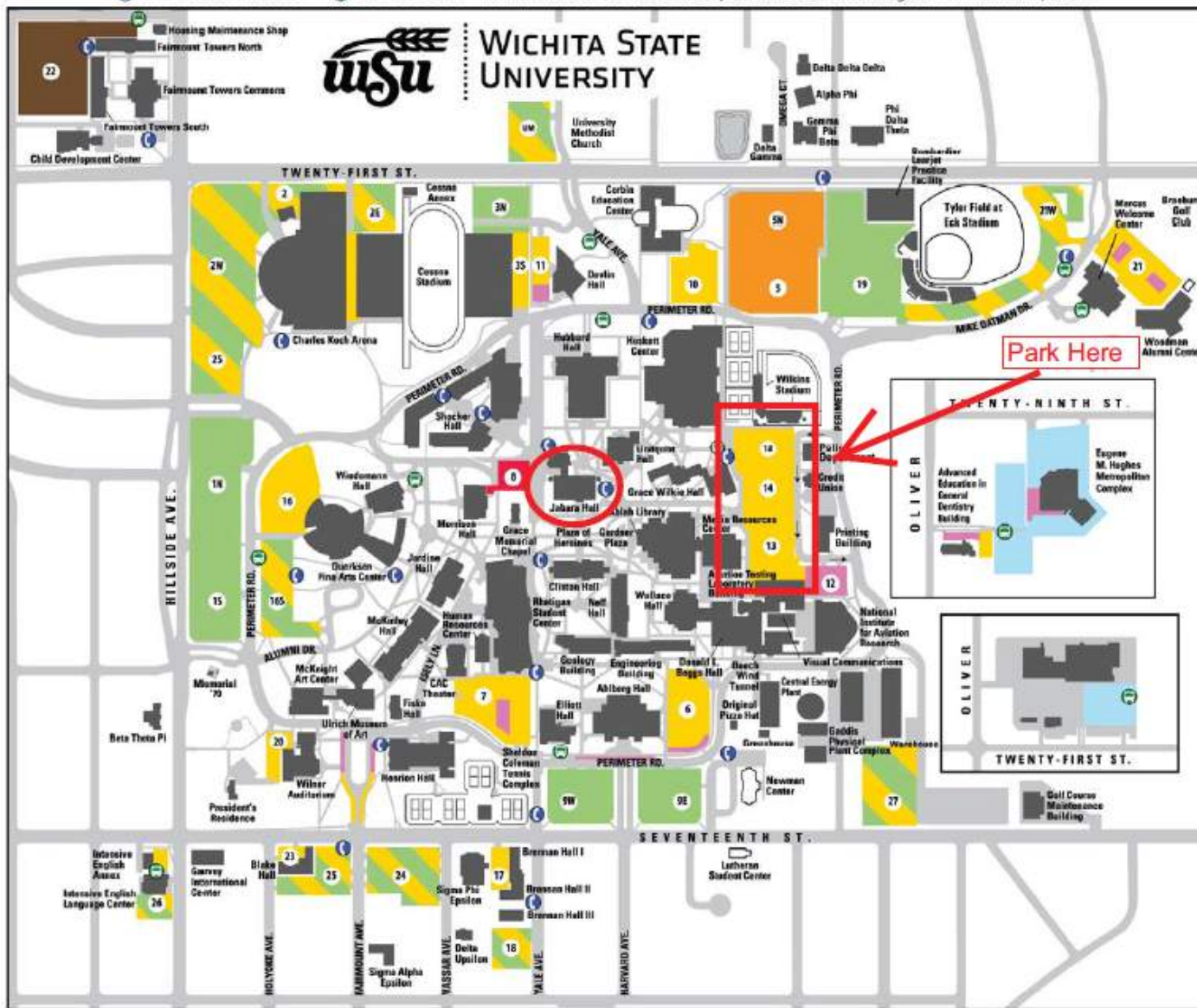
We will be meeting at Jabara Hall on WSU's campus, Room 127. Thank you to **Aaron Maurer** for arranging this for us. The room is located on the first floor of the building adjoining the main lobby. The map below shows where to park and where to find the building. See you there. October 8<sup>th</sup> at 6:30 PM

## Parking at WSU

For detailed information and updates go to [www.wichita.edu/parking](http://www.wichita.edu/parking)

- |   |   |   |   |
|---|---|---|---|
|  <b>RED PERMIT</b><br>(Reserved Parking) |  <b>YELLOW PERMIT</b><br>(Faculty/Staff Parking) |  <b>GREEN PERMIT</b><br>(WSU Student Parking)      |  <b>BROWN PERMIT</b><br>(Fairmount Towers Residents) |
|  <b>VISITORS</b><br>(Free or Metered)    |  <b>OPEN PARKING</b><br>(No Permit Required)     |  <b>GREEN OR YELLOW</b><br>(Student/Faculty/Staff) |  <b>ORANGE PERMIT</b><br>(Shocker Hall Residents)    |

 **EMERGENCY PHONES**     **SHUTTLE STOP** -- For information on the WSU Shuttle System routes and schedules, go to [www.wichita.edu/shuttle](http://www.wichita.edu/shuttle)





## Adventurous Babes at Sunflower

September 11<sup>th</sup> was the designated day for the Adventurous Babes Society to make their return to Sunflower for the second year of glider flights. This year we had about a dozen riders, starting around 9 AM in the Grob and going through mid afternoon. **Tony Condon** flew the Grob, **Bob Hinson** towed, and ground crew help was provided by **Jerry Martin**, **David Kennedy**, **Aaron Maurer**, **Paul Sodamann**, and **Leah Condon**.

Everyone enjoyed their flights and a good time was had by all in the air and on the ground. A big thanks to **Bob Hinson** for organizing this event, we are looking forward to doing it again next year!



**Bob and Tony** and a few Adventurous Babes

## Cosmosphere Flight Camp

September 25<sup>th</sup> weekend was a Cosmosphere Flight Camp. As with the summer camps, they were hoping to get to experience a glider flight and the weather cleared long enough on Sunday morning for that to work! **Bob Hinson** towed and **Jerry Boone** and **Brian Bird** flew the 2-33 and 2-22. Everyone had a great time. **David Kennedy** and **Jerry Martin** helped ground crew.



**Jerry** and campers



# RULES FOR KSA FLYING AWARDS, 2016

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 2014 season, the SSA 2014 Handicap list, as amended/added to below, will be used (the 2014 list is available on the SSA web page, [www.ssa.org](http://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.

## **Dennis Brown Memorial**

Awarded for the best speed achieved around a 200 KM pre-declared closed 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.

### **Curt McNay 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.

### **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.

### **Praying 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.

Submit claims to **Aaron Maurer** at [aaron9975@gmail.com](mailto:aaron9975@gmail.com)

# 2016 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 <sup>th</sup> flight, 1000 <sup>th</sup> 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 \_\_\_\_\_

**KSA TOWCARD**

TOW NUMBER      START TACH TIME

\_\_\_\_\_

TOW PILOT \_\_\_\_\_

\_\_\_\_\_

PILOT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

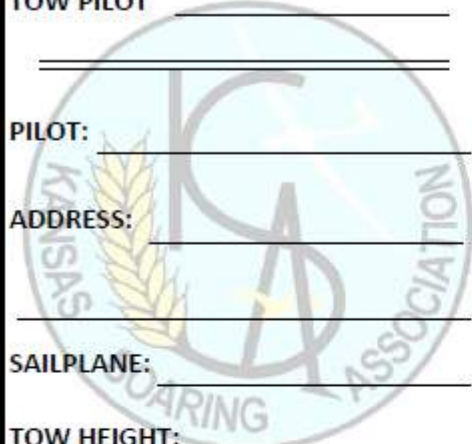
\_\_\_\_\_

SAILPLANE: \_\_\_\_\_

TOW HEIGHT: \_\_\_\_\_

TOW SPEED (MPH): \_\_\_\_\_

DATE: \_\_\_\_\_



**KSA TOWCARD**

TOW NUMBER      START TACH TIME

\_\_\_\_\_

TOW PILOT \_\_\_\_\_

\_\_\_\_\_

PILOT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

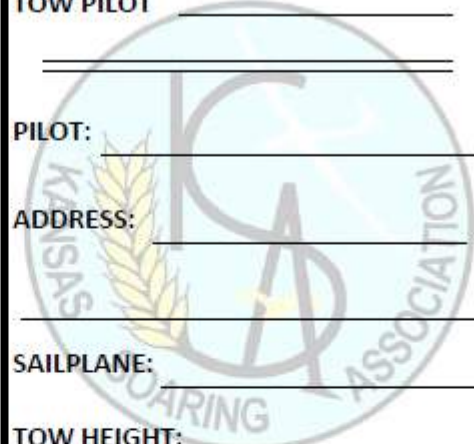
\_\_\_\_\_

SAILPLANE: \_\_\_\_\_

TOW HEIGHT: \_\_\_\_\_

TOW SPEED (MPH): \_\_\_\_\_

DATE: \_\_\_\_\_



**KSA TOWCARD**

TOW NUMBER      START TACH TIME

\_\_\_\_\_

TOW PILOT \_\_\_\_\_

\_\_\_\_\_

PILOT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

SAILPLANE: \_\_\_\_\_

TOW HEIGHT: \_\_\_\_\_

TOW SPEED (MPH): \_\_\_\_\_

DATE: \_\_\_\_\_



**KSA TOWCARD**

TOW NUMBER      START TACH TIME

\_\_\_\_\_

TOW PILOT \_\_\_\_\_

\_\_\_\_\_

PILOT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

SAILPLANE: \_\_\_\_\_

TOW HEIGHT: \_\_\_\_\_

TOW SPEED (MPH): \_\_\_\_\_

DATE: \_\_\_\_\_





# 2016 KSA SCHEDULE

DATE	NAME		CELL PHONE	HOME PHONE	TOWPILOT	PHONE #
Saturday, Oct 1, 2016					Paul Sodamann	785-456-5654
Sunday, Oct 2, 2016	Jerry	Martin	620-259-7827		Jerry Boone	620-474-4177
Saturday, Oct 8, 2016	Aaron	Maurer	316-300-6741		Mike Logback	620-755-1786
Sunday Oct 9, 2016	Keith	Smith	785-643-6817		Jerry Boone	620-474-4177
	Mike	Orindgreff	316-773-7154			
Saturday Oct 15, 2016	Leah	Condon	316-249-3535		Tony Condon	515-291-0089
Sunday Oct 16, 2016	Keith	Smith	785-643-6817		Jerry Boone	620-474-4177
	Mike	Orindgreff	316-773-7154			
Saturday Oct 22, 2016	David	Wilkus	316-706-9261	316-788-0932	Andrew Peters	316-393-2261
Sunday Oct 23, 2016	Matt	Gonitzke	815-980-6944		Bob Holliday	316-641-6178
	Brian	Silcott	316-794-3497			
Saturday Oct 29, 2016	Kevin	Ganoung	785-536-4540		Mike Logback	620-755-1786
Sunday Oct 30, 2016	Steve	Leonard			Bob Hinson	316-841-5561
	Bob	Blanton				

Schedule available online at

<http://www.brownbearsww.com/cal/KSA>



**Mike Davis** and **KC Alexander**, along with a backhoe and extra help courtesy of **Mike**, have repaired the broken water line going to the Bathroom. Thank you guys! Be sure to turn the water OFF at the manifold going to the bathroom after the end of each flying day at Sunflower.