

# KANSAS

# SOARING



Apr 16, 2019

## WHAT SOARING IS ALL ABOUT

Adapted from a "Timeless Sky" by Guy Gosselin from "Wing Tips", February 1982, The New England Soaring Council.

To begin with, the glider -- or sailplane -- is a carefully constructed piece of equipment (one hesitates to call it a machine) with fewer moving parts, I think than a revolver. The sailplane impresses me as being almost literally more bird than airplane. Apart from superficial resemblance, the control mechanism of the glider is the only thing that makes it a relative of the airplane. Even then, the motion of elevator and aileron in flight sometimes seems no more than a ripple of feathers. A most significant difference is that the sailplane is unmistakably out of its element when it is grounded. It is tipped and clumsy, and must be pushed, pulled, and prodded to change its location. One is reminded of a gull awkwardly negotiating a pier, or a hawk staggering through the underbrush. The jet fighter, by way of comparison, is a flawless expression of the human intellect, and it is poised and lethal whether it is surpassing the speed of sound or parked in the darkness of a hanger. The sailplane is not so useful, not so self-conscious; but, when aloft, it and the gull and the hawk exhibit an affinity with the air that the jet can only tear through.

A sailplane pilot must develop a feeling for his craft and the air currents that will affect it. In addition he must be able to read clouds and topography and assess their relation to what he knows about their motion in the area he finds himself. He may even say that he feels safer over the mountains in a glider than he would in a powered aircraft.

If there is the slightest bit of humiliation connected with soaring, it is in getting off the ground. One would like to see those long wings give a flap or two, and the craft lurch abruptly into the sky. But, alas, even the gooney bird does better, and the sailplane must decorate the end of a tether while a single-engine airplane strains to haul its carcass into the blue. The sensation of being towed is unnatural. The glider feels designed to go with the air, not through it; and when it is pulled along little vibrations set up in the wings, and the whole bird shudders softly in what would seem to be protest. When the shock and twang of the cable release occur, it is as though the bird has spit out something distasteful, and it is not until then that a ride begins.

When we had first commenced our flight, I was appalled by the manner in which we can take the miraculous for granted. It was demoralizing to realize that a great experience was afoot, yet know that it wasn't completely getting through to me. I longed to reach back into the fifteenth century, grab da Vinci away from his doomed sketches of flying machines, and say, "Come with me, Leo. I've got something I think you'll be interested in." I tried to imagine him in my place. The miracle would not have been lost.

So there you are -- suspended, motionless, alone in a timeless sky transfixed by an overwhelming sun that burns only for you. The leak of air past a slightly sprung canopy is the only link with the old reality.

## WICHITA SOARING ASSOCIATION

The Wichita Soaring Association (WSA) is a non-profit organization founded in 1956 for the purpose of furthering the knowledge in sustained motorless flight. It was formed to help others learn to fly safely without power. The purpose of WSA is to own, operate, and maintain sailplanes and to provide economical motorless flight.

Most members have previous experience in powered aircraft, and they “check-out” in gliders after a few transitional flights. Such experience is not a prerequisite, however, and it is entirely possible to start flying gliders with no previous flight experience. The process is a little longer, as you are learning the fundamentals of flying in addition to the unique attributes of gliders. Some 25 to 40 flights will be required in preparation for the first solo flight. Three or four short flights per day are a reasonable average to anticipate.

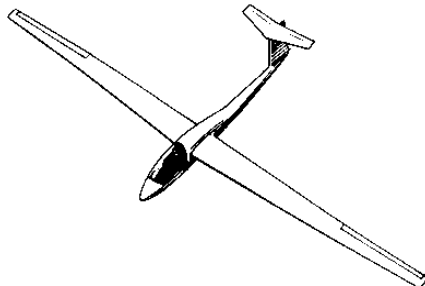
It should be emphasized that soaring is not for the individual with a casual interest in flying. It is hard work, often spending time in very hot conditions on an open concrete airport ramp. Considerable skill development is required since there isn't a chance for a go around. For those who love real flying, however, it is **THE GREATEST SPORT IN THE WORLD!**

Soaring the club way is more than just being more economical. Being a club soaring member means that you will have to work to make the club go. But, as a reward for your hard work, you will gain the help of some of the most experienced and capable soaring people in the state of Kansas. The rates for learning to soar the club way, are extremely attractive, but it is only because many people are devoting much of their time and effort to help others to soar. WSA members are always ready and willing to help a newcomer who shows that he really wants to learn to soar.

WSA currently own two two-place sailplanes for training, and one single-place sailplanes for soaring enjoyment. WSA operates out of Sunflower Aerodrome near Yoder.

For more information about WSA, please feel free to contact

- \* Jerry Boone – (620) 474-4177 (President)
- \* Bob Blanton – (316) 841-2921 (Vice-President)
- \* Susan Erlenwein – (316) 644-4586 (Treasurer)



## **Kansas Soaring Association (KSA)**

**Kansas Soaring Association** is the State chapter of The Soaring Society of America (SSA). KSA membership includes membership in SSA and receipt of the monthly magazine Soaring. KSA operates a towplane which is based at Sunflower Aerodrome near Yoder. KSA also has a high performance two-place sailplane available to club members who are licensed glider pilots. Monthly meetings are held, usually in Wichita. For current event scheduling see: <http://www.my.calendars.net/KSA>

### **RATES**

#### **KANSAS SOARING ASSOCIATION**

Membership in KSA costs \$75.00 per year, if you are already an SSA member. If you are not already a member of the national organization, the fee per year is \$125.00 which includes \$53.00 for KSA yearly membership and \$72.00 for SSA yearly membership. When you join KSA you automatically are a participant in KSA towplane at no additional charge. All you will have to pay is for the air tows that you use (\$20.00 for a 2,000 foot tow for KSA members). Compared to commercial rates, one tow will pay for your membership in KSA.

#### **WICHITA SOARING ASSOCIATION**

Cost of membership in WSA includes a \$50.00 nonrefundable initiation fee and \$2.00 per month dues.

Current flight charges are:

- |              |                  |
|--------------|------------------|
| (1) 2-22     | \$10.00 per hour |
| (2) 2-33     | \$10.00 per hour |
| (3) 1-26     | \$10.00 per hour |
| (4) KA-6     | \$15.00 per hour |
| (4) Cherokee | \$15.00 per hour |
| (4) Libelle  | \$30.00 per hour |

Instruction by a qualified instructor is available at \$1.00 per flight. Tows by KSA towplane (average \$20.00 for KSA members) are available at Sunflower Aerodrome and must be paid by the individual member to the KSA Towplane.

Demo flights in a club trainer are available for \$30.00.

# WICHITA SOARING ASSOCIATION, INC.

Wichita, Kansas

## Membership Application and Record Form

Name: \_\_\_\_\_ Age: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home: \_\_\_\_\_ Cell: \_\_\_\_\_

Business: \_\_\_\_\_

E-mail: \_\_\_\_\_

Place of Business: \_\_\_\_\_

Pilot Ratings: \_\_\_\_\_ Airman Cert. No.: \_\_\_\_\_

Flight Experience: (hours of flight time; flight schools you have been associated with, either as student or instructor; any other similar information (give dates and locations). If possible, give name of one person in the local area who has knowledge of your flight experience).

\_\_\_\_\_

Do you have any known physical defect which would require your flying on a waiver? \_\_\_\_\_

Describe: \_\_\_\_\_

I have read, or had explained to me, the Constitution and the Operating Procedures for the Wichita Soaring Association, and I agree to abide by these. I also understand that the club can offer flying at minimum cost only because the work of maintaining the aircraft and running the flying operation is performed by club members. *I agree to share in this work.*

Signed \_\_\_\_\_

Cost of membership in WSA includes a \$50.00 nonrefundable initiation fee and \$2.00 per month dues.

### RETURN APPLICATION TO:

Susan Erlenwein  
11701 E. 69<sup>th</sup> St. N  
Wichita, KS 67226  
Ph (316) 644-4586 or (316) 644-9117

Or

Steve Leonard  
11117 W. Westlawn  
Wichita, Ks. 67212  
Ph (316) 729-0356

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For WSA use only:

Date Application Approved

Directors:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# KANSAS SOARING ASSOCIATION

PERSONAL HISTORY \_\_\_\_\_ DATE: \_\_\_\_\_

NAME: \_\_\_\_\_ SPOUSE'S NAME: \_\_\_\_\_

ADDRESS:

STREET: \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

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

OCCUPATION: \_\_\_\_\_

IF CURRENT SSA MEMBER: MEMBER # \_\_\_\_\_ EXP DATE: \_\_\_\_\_

WHEN FIRST INVOLVED IN SOARING: \_\_\_\_\_

TYPE OF SHIP: \_\_\_\_\_ N \_\_\_\_\_ CONTEST NO.: \_\_\_\_\_

SHIPS OWNED IN THE PAST: \_\_\_\_\_

RATINGS

POWER: \_\_\_\_\_ FLT. TIME: \_\_\_\_\_

GLIDER: \_\_\_\_\_ FLT. TIME: \_\_\_\_\_

BADGE NUMBERS

C: \_\_\_\_\_ GOLD: \_\_\_\_\_ SILVER: \_\_\_\_\_

DIAMOND LEGS: \_\_\_\_\_

RETURN APPLICATION TO:

Tony Condon  
911 N Gilman.  
Wichita, KS. 67203

OR

Print, Sign, Scan, Email to  
abcondon@gmail.com

MEMBERSHIP FEES (One Year Membership)

	Regular	Student	Family
Soaring Society of America	\$72.00	\$42.00	\$42.00
Kansas Soaring Association	\$53.00	\$33.00	\$33.00
Total	\$125.00	\$75.00	\$75.00

KSA membership is \$75.00 if SSA membership is not through KSA

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