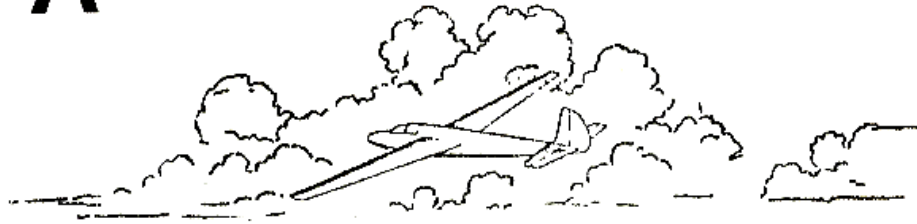


VARIOMETER



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KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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Mike Logback's Wittman Tailwind was featured in an article on Wittman airplanes in the June 2013 *Sport Aviation*

2013 KSA CALENDAR

July 3rd - 7th - Region 10 Low Performance Contest - Sunflower

July 6th - Kansas Kowbell Klassic Konsolation

July 8th - 12th - Women's Soaring Seminar - Moriarty, NM

July 13th - KSA Meeting - Cookout at Sunflower

July 13th - 19th - Soaring Society of Boulder XC Camp - Dalhart, TX - jcknopinski@comcast.net for more info

August 3rd-9th - Region 10 South - Waller, Tx

August 10th - KSA Meeting - Cookout at Sunflower

August 10th-11th - Weekend Warrior - Prescribed Area Distance

August 20th - August 30th - 1-26 Championships/13.5 Meter Super Regionals - Moriarty, NM

August 31st - September 2nd - Vintage Rally - Moriarty, NM

August 31st - September 8th - Standard Class Nationals - Benton, TN

September 7th-8th- Ace's High Aerobatic Contest - Newton, KS

September 14th - KSA Meeting - Cookout at Sunflower

September 14th-15th - Weekend Warrior - Lap Race

September 19th - 22th - Great Plains Vintage/Classic Regatta - Wichita Gliderport

September 21st - 27th - US National Aerobatic Championships

September 28th - 29th - Wichita Flight Festival - Jabara Airport, Wichita, KS

October 12th - KSA Meeting - Cookout at Sunflower

October 26th-27th - Weekend Warrior - Last Man Down

2014

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

KANSAS KOWBELL KLASSIC KONSOLATION RULES

The rules for the Kansas Kowbell Klassic Konsolation are the same as for the Kansas Kowbell Klassic, except as amended below.

- 1) Any soaring pilot and sailplane may enter, except for the winner of the previous days Kowbell Klassic.
- 2) The winner each year will be the pilot who completes the longest pre-declared task, as measured on US Koast and Geodetic sectional charts, from the release point, through any pre-declared turnpoints, to his point of landing, as verified on a Standard SSA Landing Form.
- 3) The Annual Kowbell Klassic Konsolation will be held each year on the Sunday following the Annual Kowbell Klassic, unless the second place competitor in the Kowbell Klassic flew farther than 200 miles. In this case, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

Notes from the president

Andrew Peters

2013 is half over, but that doesn't mean the party is winding down. The excitement is building. Kowbell was another fantastic soaring experience. And this week, Sunflower hosts its first contest since 2002. It's a holiday week, so if you can make it out to help with the contest or just to watch the gliders grid and launch, it will be worth the effort.

Speaking of the contest, the 4th, 6th, and 7th are scheduled for KSA operations. We will need to be flexible and accommodating for the contestants. Please be aware of the increased glider activity. If you are flying on one of the KSA airplanes, it would be a good idea to have a hand held radio to listen for contest finishers entering the pattern.

We are hosting another cookout on the 13th, so please invite friends, family, and bring side dishes to share.

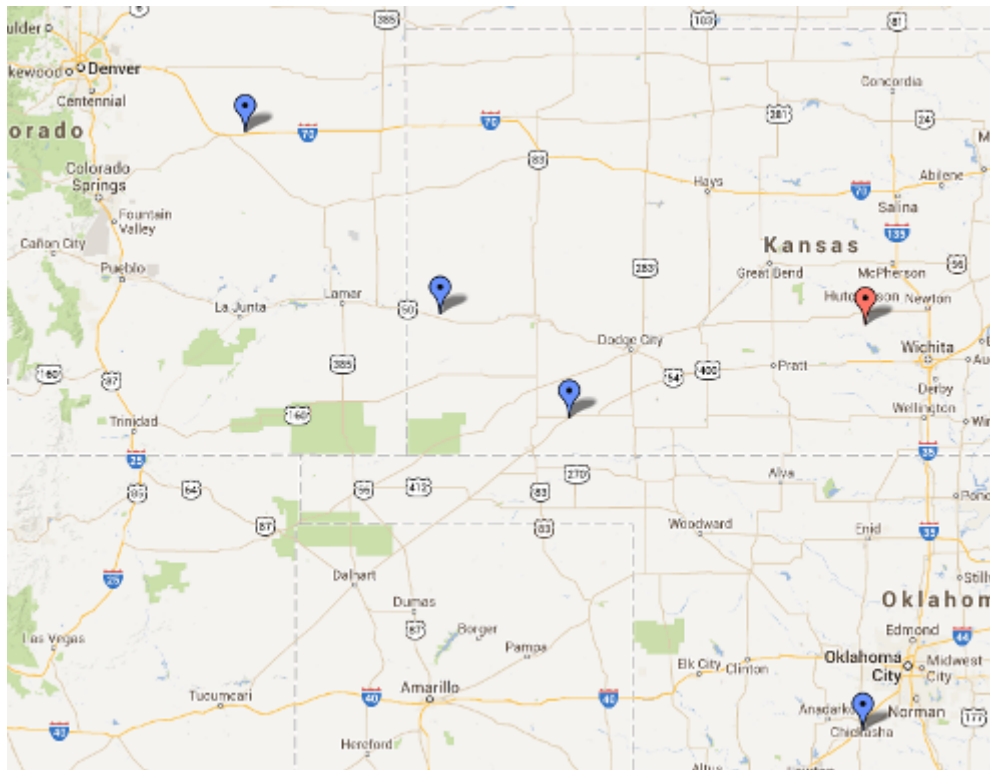
The good news is, there's still 2/3 of the soaring season left! The Weekend Warrior Contest has three tasks left. There are badge flights to make. Training will continue - solos, check rides, new ratings! I am looking forward to enjoying more of this wonderful soaring weather.

Fly safe, fly far, fly fast!
3T

Kowbell Results

Kowbell 2013 results are as follows

- 1st: **Tony Condon**, Std. Cirrus, 316 miles
- 2nd: **Bob Holliday**, ASG-29, 210 miles
- 3rd: **Jerry Boone**, Zuni, 202 miles
- 4th: **Keith Smith**, PW-5, 154 miles



Sunflower Seeds

June 1st - **Scott Dimick** reports - Entire crew arrived to work and a few students showed up to fly but an over-cast ceiling and imposing crosswind prevented anyone from launching. **Summer Gajewski** & a coworker from the Air National Guard toured the hangers. **Luke Marquardt** worked on weed management while everyone else sat around talking about the streak of lousy soaring weather. **Bob Holliday** almost self-launched his Pik-20 but decided he'd rather go home and grill some venison.

June 6th - **Jerry Boone** (ABB) and **Dennis Brown** (LY) flew. **Mike Logback** towed. Good Cu and streets with 20 knot wind.

June 8th - No Flying, very windy

June 9th - **Jerry Boone** reports: **Jerry**, **Dennis**, **Bob Hinson**, and **Brian** (Ka6) flew. **Bob Hall** towed, **Jeff Braden** and **Neale Eyler** on line duty. Also present but did not fly were **John Wells** and **KC** who were tuning up the instruments in the Dart and **Mike Orindgreff** was checking things out as well. The lift went to 6500 with 20kt NE wind, but it was tough to work.

June 12th - **Mike Logback** towed, **Keith Smith** (LW), **Dennis Brown** (LY), and **John Wells** (KJ) flew, max reported was over 6000 feet.

June 15th - **Andrew Peters** instructed in the 2-33. **Mike Davis** and **Mike Orindgreff** ran the line. Windy but several students still took flights including **Don Jones**, **Dan Ullrich**, and **Sarah Wildman**. Cookout at the end of the day was well attended with at least **Andrew**, **Kinsey**, and **Henry Peters**, **Tony Condon**, **Don Jones**, **Steve Leonard**, **Dennis Brown**, **Dave Wilkus**, and **Jerry Boone** in attendance, as well as WSU weather professor Nate Reynolds and his wife.

June 16th - **Sarah Wildman** towed, **Jerry & Lyn Boone** ran the line. **Tony & Leah Condon** flew the Grob to Kingman and back, **Dennis Brown** flew LY, **Keith Smith** (LW) and **Andrew Peters** (3T) flew to Lyons and McPherson, **Bob Holliday** launched first in the PIK and had a long flight, **Bob Hinson** flew KD, **Mike Orindgreff** flew CAT his SZD-55, **Lauren Rezac** did the condition inspection on the Cherokee II and then had a good flight in the Ka-6, **John Wells** flew KJ the 1-34, and **Jerry** and **Summer Gajewski** finished up the day by flying the WSA triangle in the 2-33!! **Brian** and **John Bird** brought out several of their family members, and several other visitors were seen during the day. **Bob Park** was around, and **Steve Leonard** spent the day making towropes and doing other odds and ends.

June 18th - **Mike Logback** towed and **Jerry Boone** flew ABB the Duster on a task towards Turon, Lyons, and back. **Dennis Brown** also flew LY.

June 22nd - Windy! No attempt was made to fly. **Mark Schlegel**, **Luke Marquardt**, and **Anthony Geide** all did make an appearance for their scheduled duty day. **Tony & Leah Condon**, **Jerry Boone**, and **Rafael Soldan** all did some clean up work in preparation for the contest, lots of rock sweeping. **Dennis Brown** also hung out for a little while and **Bob Hall** stopped by.

June 23rd - Once again pretty windy. **Jerry Boone & Tony Condon** swept more rocks off the ramp. **Mike Logback** showed up for tow duty and instead went to work with the weedeater and lawn mower. **Bob Park** and **Dennis Brown** did some work on the HP-14. **Matt Gontizke** arrived with the SH-1, fresh out of the shop with the new paint job on the fuselage. He was assisted by **Lauren Rezac** to complete the post-restoration weight and balance. A few cu started popping about 3 PM and **Jerry** pulled ABB out of the hangar and took a tow. He reported 7000 feet but landed after about 30 minutes.



Matt Gontizke's SH-1, June 23rd

Sunflower Seeds

June 27th: Excellent forecast although some OD predicted later. Unfortunately the temps didn't come up fast enough. **Mike Logback** towed. **Jerry Boone** (K7), **Mike Orindgreff** (CAT), **Keith Smith** (LW), **Dennis Brown** (LY), and **KC Alexander** (KJ) all took tows, and landed. **Jerry** won honors for best flight since he gained 100 feet after release. **KC** took a mouse along for a ride. No report on if the mouse enjoyed the flight.

June 29th: Kowbell. **Mike Logback** towed early and then turned the reins over to **Mark Schlegel**. **Tony Condon** (K), **Jerry Boone** (K7), **Keith Smith** (LW), and **Bob Holliday** (3D) all launched. Results elsewhere. Other flying included **Matt Gonitzke** for his first post-restoration flight in the SH-1, **Bob Hinson** in KD and **Mike Logback** for the first flight in the Duster with its new paint job.

June 30th: Lots of activity. **Mark Schlegel** again towed. **David Kennedy** and **Matt Boone** ran the line. **Kevin Ganoung** flew the Grob, **Bob Hinson** (KD), **Mike Logback**, **Matt Gonitzke** (6M), **Bob Holliday** (3D), **Dennis Brown** (LY), **Mike Orindgreff** (CAT), and **Dave Woody & Bob Park** all flew. **Tony & Leah Condon** and **Jerry, Matt, & Lyn Boone** returned from Kowbell retrieves about 1 PM. **Jerry** flew the Grob with **Mike Davis** and **Tony** flew the 2-33 with **Gavin Smith** as well as gave a ride to a co-worker. **Chad Wille** arrived for the contest and started the inspection on the NG-1. **Andrew Peters** worked on 3T.



ABB June 18th

Hangar Doors

Andrew Peters



What is wrong with this photo (at left)? If you said there's yellow showing on the doors, you'd be right. But what does the yellow mean? It means that the inside doors are not overlapped by the outside doors the desired amount.

It's a small thing, but also a big thing. The doors provide some structural support for the hangar. Inside doors are needed at both ends to keep birds out. The doors have been numbered and marked to help everyone know the doors are in the correct position. This is what it should look like when you leave the gliderport (below).



On to the Wasserkuppe 2013

By John Wells

After basking in the early spring weather of Provence, and enjoying the micro-clime of Lake Konstanz during AERO13, we turned north to the interior and the highest mountain in Germany, the birthplace of soaring, the Wasserkuppe. Nestled in the Rhon mountains, and roughly translated as “water hill”, this 3000' overgrown hill has witnessed the birth and development of sailplanes and the sport of soaring. The top of this mountain hosts the German National Sailplane museum, a paragliding and hang gliding operation, an active runway and soaring school, model airplane flying site, a weather station, amusement park, numerous restaurants, antique glider club, and hiking trails. The first time that I visited there (1989) a good part of the mountaintop was occupied by a large array of radomes operated by NATO. Since the “change” in 1990, all of these have gone away, and the only federal presence is of a minimal ARTCC facility. The latitude and altitude conspire in early spring to bring rapid unpleasant returns of foul weather. As AERO occurs in April, we have been mostly lucky to avoid unpleasant weather on the Wasserkuppe, (although **Sandy** was almost blown off the trail at the top in a snow squall in 1998). The weather can be cool. For that matter, you can check the weather there regularly on the web-cams at <http://www.wasserkuppe.com/wetter.html>. We usually stay at the Hotel Post Krone in Gersfeld. The hotel dates from 1610 and was the site of the formation of the German Aero Club. The rooms are vintage, and the food is outdone by the serving of dark beer in half liter glasses. Gersfeld is at the bottom of the mountain, but the grade is so steep that you cannot see the Wasserkuppe from the town. A 10 km trail leads to the top (sign at top says 9 km down...figure that one out). Herb and I made the hike up and back in 2009 to commemorate the daily effort that early glider pilots used to go flying. The streets are named for famous glider pilots (e.g. Fritz Stamer Strasse). This year, the folks that run the soaring school at the mountain happily reported at AERO that “the snow had all melted!”. So on the morning of April 24th, we headed up the hill to find that it had snowed again. There was about 2” of wet slush all over everything, considerably dampening spirits. Not to worry, however, we discovered that a new restaurant had been constructed adjacent to



Sandy, John, and Herb



Blue Kranich II

the soaring school runway, and hot coffee and bratwurst dispelled all gloom. At the Museum, I was struck with a bit of *deja-vu* as I readily recognized the man at the desk as we entered the hall. It is difficult to describe what there is in visiting a place like this repeatedly. I distinctly recall the impressions made by the originals of Otto Lilienthal's work (such beautiful precise graphs drawn by pen and ink *in color!*), and the number of parts and quality of work in the real early gliders. While Herb and I reviewed the reorganization of various glider exhibits and proceeded to the workshop, Sandy took advantage of her many visits and offered tours to English speaking visitors. The highlight this year was a beautifully restored Kranich II. It was a survivor of WW II and was presented in Luftwaffe colors, a beautiful Luftwaffe blue not commonly seen these days and natural finish on the fabric. One of the frustrations that we had experienced on previous trips was the inability to connect with the Oldtimer Club (next door). This time however, the club workshop was open, and many of the members were feverishly putting the final touches on winter projects in the extra time made possible by the wretched snow. One of the members showed us around, another member happily offered to glue anything that we needed with the excess epoxy and his sticky gloves. We saw several Ka2s and a Grunau Baby finished in the old Cream color that absolutely sparkled. All too soon it was time to move on to the next thermal, and the flight back to Wichita two days later.



Grunau Baby in the shop

My First Contest

By **Lauren Rezac**, 5YA

After some successful cross country time in my ASW-24 last year (Diamond Goal and Distance and a Kowbell Klassic flight to Dalhart, TX) I decided to participate in the Sports Class Region 9 competition in Moriarty, NM the week of June 1st to 8th.

The first thing was to prepare for the contest. There was an article in the SSA magazine about flying your first contest, (How to Prepare and Fly Your First Contest, *Soaring*, Feb 2013) that I thought was a good primer. It talked about making sure your glider and crew car were ready for the contest. It talked about creating a navigation chart and reading the race rules (of which I wish I had done a better job). It also talked about flying during the practice period and getting a mentor. I was able to have two mentors, **Tony Condon**, who I asked a lot of question concerning the racing rules and Bob Faris, the 2012 winner, about the local conditions. The article also talked about the race. It basically said to fly conservatively, get high and stay high, which was my mantra for the week.

I also attended the KSA meeting presentation on how to fly contest tasks, including the TAT (Turn Area Task) and the MAT (Modified Assign Task). They talked about the various phases of the contest, the start, on course and the finish. They also discussed contest they participated in, using the SeeYou software to show how they flew the various phases of the race. Thanks to **Steve Leonard**, **Andrew Peters**, and **Tony Condon** for a great presentation.



Lauren and Kari, Team 5YA

The only significant thing I had to do to the glider in preparation for the contest was to add contest numbers (5YA). There has to be 12" high numbers on either side of the tail and 24" high numbers under the right wing. This is a holdover from the days when they actually timed you through a start and finish gate. I think that the only thing they are useful now are for identification for other pilots.

I asked **Tony** if there were any other items that I might need that are not normally used in weekend flying. The three things he mentioned were glider and trailer tie

downs, a survival kit (<http://aviation.derosaweb.net/survival/>) which should actually be included in weekend flying and a power strip for the hotel which usually only has a limited amount of outlets.

I was able to convince my youngest daughter, Kari, to join me on the trip as my ground crew. We headed out to Moriarty on Sat. June 1st. When we arrived that evening the first thing to do was to park and tie down the trailer. What I quickly learned is that stakes that work in Wichita will not necessary work in the rock hard, dry ground of Moriarty. After figuring out the tie down situation, we check in at the contest HQ and received a nice pilot pack. In the pack was a rubber airplane that contained a usb drive. It did not occur to me before we left that I needed some way to get my electronic flight logs to the contest personnel. With the pilot pack in hand we checked into the Sunset Motel for our week long stay in New Mexico.



Welcome to Moriarty

Next morning we headed out to the airport to assemble the glider and make the pilots meeting at 9:30 AM. I was lucky to get a tie down spot on the ramp due to the high amount of participants. There were 22 in the Sports class, 10 in the 15 meter class, 9 in the Standard class and 5 in the 18 meter class. We had a pilots meeting every morning at 9:30 am. The pilots meeting consisted of talks by contest manager, the contest director, the weatherman and the operation officer. We would go over previous day issues, the contest task and the weather forecast. We would also hear from the previous day winners and how their flight went.

The 2nd Practice Day (I was travelling on the first practice day) was a 2.0 hour minimum TAT that comprised of Clines Corner, Encino and Willard. I can tell you that it is very important to have some kind of GPS mapping device (I have a Oudie) to help you through a TAT contest day. It really helps in the visualization of the turn point circles. The day started out good and I was practicing my “get high and stay high” policy, but the clouds started to over develop in the afternoon. I was about to head home after touching the Encino circle, but decided finish the task and touch the Willard circle. In doing that I ended up low under an overcast sky. (So much for get high and stay high J). The Oudie indicated that I was 300 feet too low for a final glide to the finish circle. I headed straight back to Moriarty hoping to find a bump or two on the final glide. As expected there was little to no lift on the way to the airport and at 800 ft agl (7000 MSL) and about 5



On the grid, ready to race

miles, I had picked a farm road as a landing site. I was paralleling the road as I headed to the airport and was ready to turn base when I reached 500 ft. I was on downwind all ready to land on the road, but I kept hitting small bumps of lift and was staying at 800 ft. So 5 miles turned in 4 and then I had final into the airport, I announced that I was on final for 36 and of course another glider announced he was on final to 18. The ground crews were concerned that we were on a collision course, but the runway is 6200 ft long and we both landed within the first 400 feet of the runway threshold. I finished my first task, but was short of the 1000 ft of altitude in the finish circle. I want to say that I was never out of position to land on the farm road if I had descended below 800 ft. So, I believe using the small amount s of lift to extend the glide was not an unsafe decision, though at my experience level it was somewhat of a judgment call.

On the ground, I was alone on the south end of the runway waiting for my crew. I could see the gust front moving in from the west and was concerned about getting my glider tied down before it hit. My daughter arrived and we pulled the glider to the trailer, watching the gust front blow dirt up hundreds of feet as it worked its way to the airport. Once we arrive at the trailer **Tony, Leah**, Amy (**Tony's** sister), Kari and I worked to put the glider in the box. By my account, the time from when I arrive to when I closed the lid was 4 minutes, Wow! We were pulling up the contest building when the front hit and I believe the gust were over 40 mph.

One BIG issue I learned about that first day was hydration. I do not think I drank nearly enough water and I was feeling the effects after the flight. What I did the following days was to drink 4 12 oz bottles of water first thing in the morning and then drank water regularly the rest of the morning. This method helped immensely. You also must have a method for elimination or you could have another problem on your hands.

That evening was a Taco dinner served up by the contest. It was nice to be able to meet some of the contest pilots and the contest personnel in a relaxed setting. It even rained that evening, an unusual site for the area.

The first contest day was a 3.0 hour minimum TAT that comprised of Terra de Dios (15sm), Corona (15sm) and Mountainair (15 sm). The forecast was for overdevelopment later in the day so my plan was to level early to make sure I made it around the course. Heading to the Terra de Dios turn point I noticed a large cu to the left of course. Taking the detour I head to the cu and found 10 kt lift to 17500 ft. I then headed to Corona mindful of the fact that the center of each circle would give me about a 3 hour race time. There were plenty of cu's that day and I was able to pick my way to the center of the circle. Looking to the west, there was significant over development to the west of Mountainair, so even though it looked like I would be under-time, I was going to just touch the turn point circle and head home.



OD on Day 1

Arriving at the Mountainair turn point circle, I needed a little more altitude for the final glide to the finish. Luckily, I ran into a real nice thermal (10 kts) and went straight up to 15500 ft. With a newly found appreciation for the lift of this over development I change course and headed to Manzano Peak, on the west edge of the Mountainair turn point circle. There was continuous lift and I was able to fly at about 80 kts to the Peak. Once I reached the Peak the over development had moved to the east. So, I thought the best route back to the finish would be around the west side of the development. The only problem with that plan was the rain on the west side. Even with the rain, the sink was not bad so I had final glide to the finish. I flew for 323 km with an uncorrected speed of 57 kts and finished 5th for the day, my early start plan had paid off. The only problem was I was penalized 25 pts for going over 17500 ft (17533 ft to be precise). As said earlier I should have spent more time reading the rules.

The second contest day they assigned a 3.5 hour MAT to Ortiz Mine, Manzano Peak, Willard, Sandia East, Mountainair, Lucy, Wagon Wheel, Zorro Ranch, Chilili and one additional turn point. In this task you can turn for the finish after any turn point as long as you make the minimum time. I started out as soon as I was a comfortable altitude and I saw a few gliders out on course. This day there were fewer cu's on course so I was following my caution mantra, I was not only high but had other gliders to mark thermals. I made it to the Mine and was heading to Manzano Peak when I hit the strongest thermal I found all week. This one averaged over 12 kts, but locals told me they have seen much stronger thermals (>18 kts). I flew along the Sandia's to Manzano Peak where I was a little low, but found a dual core thermal I rode to 15000 ft. The rest of the course was a matter of finding the thermals and pushing on to the next turn point. I was doing fine to Mountainair but I was concerned about coming in under time, so I pushed on to Lucy. That was a mistake. I arrive at Lucy at the lowest point of the contest day's (~2000 ft agl). I worked scraps of lift till I found a nice thermal to 11000 ft. The Oudie indicated I had final glide until I ran into a bunch of sink. I had to find another thermal and climbed till I had final glide and once again found a lot of sink. I had to repeat this once more before I was able to reach the finish. The Lucy to finish leg hurt my speed and I finished the day 12th for 10th place overall. I flew 365 km at an uncorrected speed of 52 kts. This was my longest day with 5 hours in the air (including time before the start).

The biggest thing I learned on this day was that the thermals in NM are different in construction from those in KS. There seemed to be a ring around the core of the thermal where there was a significant amount of horizontal shear. When you entered this ring you would get a good indication of lift, but it was very choppy. If you tried to turn in this you would immediately hit sink. The best thing to do was to fly through this initial shear and then you would hit some sink but then be rewarded with smooth consistent lift.

The prevailing wind in Moriarty is from the west, but the wind on Wednesday was from the east, a bad sign. The contest for the day was canceled which was a good thing since the afternoon had thunderstorms with hail in many areas. I took my crew into Albuquerque for shopping and a movie. I think she really appreciated it because there is not a lot to do Moriarty. We were able to make it back to the contest's Spaghetti dinner and enjoyed the soaring stories the Leonard's (**Bob, Barbara, Steve and Ron**) and the Condon's (**Tony, Leah and Amy**)



Discussing strategy over spaghetti

On Thursday we woke to overcast skies. During the pilots briefing, Mike predicted the clouds would burn off by noon and we would be able to have a contest day. The clouds did burn off by around noon, but the sniffers were not having any luck in finding thermals. As you know it takes a while for the sun to warm the earth enough to create thermals. The trouble was that the airport is only closed from 11 AM to 3 PM to allow for the contest launches. So at 2:30 PM the contest director called the day since we could not get enough gliders up for a contest before the airport opened for the day. A few pilots did take later tows and had great flights, but our launch widow was a limitation that day.

On Friday things were looking up. There was some fog in the morning that burned off early. The forecast was good, although there was possibility of overdevelopment later in the afternoon. The contest for the day was a 2.5 hour minimum TAT that comprised of Crosby Ranch (30 sm), Chochiti Dam (25 sm) and Clines Corners (10 sm). The wind was stronger that day so my plan was to just touch the turn point circles for the first two turn points and then fly as far into the Clines Corner turn point circles to get the appropriate time. I was able to start by climb up through the top start cylinder and headed to Crosby Ranch. Due to a nice set of cu's that aligned with my course, I was able fly to the first turn point circle with very little thermaling. As soon as I touched the Crosby Ranch turn point circle I turned north. In hind sight I wish I had gone father into the Crosby Ranch circle, since it was an area with plenty of cu's. As I headed to the Chochiti Dam turn point, I ran into a bunch of what I call liars. These are cu's with poor thermals. I was to learn later that there were better thermals to the west of my course in the area of blue skies. I was also heading into a headwind, so my progress was slow. I finally ran into a nice thermal under a large cu about 3 miles from the edge of the turn point circle. The sky to the turn point circle and beyond did not have any cu's and was covered by some higher clouds. So, my plan was to make a dash to the turn point circle and returning to the known thermal before heading out to Clines Corners. The sky to Clines Corners had plenty of cu's, but again I was finding the best cu's did not have any cloud markers. Since I was under time, I went all the way to the back of the Clines Corners circle before turning for the finish. I had final glide and was a few minutes over time. I flew 258 km at an uncorrected speed of 48 kts, finishing the day 13th and 10th place overall. The biggest thing I learned on this flight was to spend time learning the sky, because there are days when the cu's may not mark the best thermals.

The end of the day was interesting in that a lot of gliders all returned at the same time. You had to be careful and make sure you taxied off the runway to make room for the other landing gliders. Gliders were landing long and short and on the taxiway. There were no accidents, but there was a close call that was discussed in the following day's pilot briefing.



Moriarty Airport

The last day was another TAT with turn points at Clines Cornes (10 sm), Duran (25 sm), Sandia East (7 sm) and Estancia (5 sm). The day was looking good with plenty of cu's early, but the wind was going to be an issue. The wind at launch was 20 kts gusting to 30 kts out of the west. As I was waiting for launch I could see that pilots were able to stay up and gain plenty of altitude. My takeoff went fine, but at about 1400 ft agl the pilot started to turn crosswind. Then at about 1600 ft he turned downwind. That is the last place I wanted to be going with the high wind so I released. I really should have talked to the pilot over the radio and request that he turn upwind. So now I was just to the west of the airport and I was only finding some scratchy lift. I was getting blown downwind (east) in a hurry and after a few tries at finding a thermal I was at 1000 ft and about at the midpoint of a downwind leg. So rather than try and thermal in the middle of the tow plane traffic pattern I decided to land. I had to wait on the ramp for all of the other gliders to launch before I can get a re-light. During my wait, a couple of other gliders also landed which made me feel a little better. The wind was really picking up, so Kari and I were discussing whether I should fly or call it a day. Just then an 18 meter ship lost control on takeoff and damaged its wing during the subsequent ground loop. Taking this as a sign, I decided not to fly and we put away the glider. With no score on the last day, I finished 17th for the contest.

I really enjoyed myself at the contest. The people were very friendly and I made several new friends. I flew the contest very conservatively and at no time did I feel uncomfortable in any phase of flight. I now feel much more comfortable in fly in gaggles and operating at high density altitude airports. I learned a lot about the TAT and the MAT so I hope to do better in future contest. I think I am hooked and I am already looking forward to my next contest.

Member Achievements

Rich Stone completed his 21st Marathon, this time in Seattle, WA, with a new Personal Record of 3:14:46! He was 6th of 168 runners. Well done **Rich**!!

Tony Condon flew to 3rd in the Sports Class at Region 9 in Kate the Std. Cirrus

Ron Leonard flew to 5th in the Sports Class at Region 9 in the HP-18

Lauren Rezac flew to 17th in the Sports Class at Region 9 in the ASW-24, missing the last day

Steve Leonard flew to 10th in the 15 Meter Class at Region 9 in the Zuni II, missing the first day

Tony Condon earned Diamond Distance and 3 State Records for his Kowbell flight



Matt Gontizke taking off in the SH-1 on June 29th

The Western Swing

By **Jeff Beam**

The primary mission was to attend a nephew's graduation near Modesto, CA. The secondary mission was to do some sight-seeing along the way. And, since the Apis always "goes where it's towed", the tertiary mission was to soar at some of the fantastic western soaring sites we keep hearing about. Actually the missions are ranked in reverse importance – but don't tell the family.

With so many fantastic places to fly, I'll give only a brief description of the awesome flights at each location.

Ulysses, KS (Sat, Sun) – Skunked -- high winds

Moriarty, NM (Mon) – Skunked -- overcast

Minden, NV (Wed) – Skunked -- Could have been a wave day, but the operation was shutting down due to wind by the time the briefing was finished.

Minden, NV (Sat) – Finally flew but scratched around locally in broken thermals for two hours.

Minden, NV (Mon) – A great day with early thermals to 12K, but quit early to hit the road home.

Ely, NV (Tue) – Skunked -- would have been a fantastic day, but the tow pilot had gone to Las Vegas for the day to pick up another tow plane for the following week's glider meet.

Parowan, UT (Wed) – Skunked -- would have been a great day, but the tow pilot had gone to Idaho for IFR training. (Tow pilot – IFR – Huh?)

Durango, CO (Fri) – Skunked -- would have been a great day, but the gliderport operation is shut down (and for sale).

Cañon City, CO (Sat) – Skunked – Tow pilot AWOL. Would have been the best day yet. Standing wave over the mountains and awesome thermals. The missing tow pilot called just as we pulled into the driveway at home -- I just hit the "Go Away" button on the phone.



ValAir Gliderport in Durango

So, the soaring pretty much stunk. But the sight-seeing was fantastic.

Grand Canyon – Mono Lake – Yosemite Valley -- Tioga Road -- Tuolumne – Sonora Pass – Ebbetts Pass – Carson Pass – Lake Tahoe – Loneliest Road – Bryce Canyon – Rt.12/24/95 Scenic Loop – Mesa Verde – Durango & Silverton Train – Wolf Creek Pass. All were awesome and well worth exploring.

Looking forward to the great soaring right here at home!

Final thought – GET A SELF-LAUNCH!!!!

July/August 2013 Duty Schedule

For complete schedule, see May 2013 *Variometer*

REGION 10 LOW PERFORMANCE CONTEST			
PRACTICE DAY			
Wed July 3	Tow#1	KC Alexander	Robbie Grabendike 316-680-0622
	Tow#2	Mike Westemeir	Summer Gajewski 620-899-1151
	Tow#3		
CONTEST DAY 1			
Thur July 4	Tow #1	Mike Westemeir	Tony Herbert 386-214-2579
	Tow #2	Bob Hall	Summer Gajewski 620-899-1151
	Tow #3	Bruce Latvala	
CONTEST DAY 2			
Fri July 5	Tow #1	KC Alexander	Mike Davis 316-772-8535
	Tow #2	Bob Hall	Summer Gajewski 620-899-1151
	Tow #3	Tony Condon	
CONTEST DAY 3			
Sat July 6	Tow #1	KC Alexander	Rich Stone 316-371-2850
	Tow #2	Bob Hall	Summer Gajewski 620-899-1151
	Tow #3	Bruce Latvala	
			Andrew Peters 316-393-2261
CONTEST DAY 4			
Sun July 7	Tow #1	Mike Westemeir	David Kennedy 316-841-2912
	Tow #2	Bob Hall	Jimmy Prouty 316-305-5835
	Tow #3	Bruce Latvala	Summer Gajewski 620-899-1151
Sat July 13		Jack Seltman	Bob Hinson 316-841-5561
WW+Cookout		316-636-4218	Mike Davis 316-772-8535
Sun July 14		Sarah Wildman	Kevin Ganoung 785-536-4540
Weekend Warrior		937-360-4639	David Kennedy 316-841-2912
Sat July 20		Mark Schlegel	Mike Orindgreff 316-200-5046
		316-641-5093	Mike Davis 316-772-8535
			Lauren Rezac 316-619-3207
Sun July 21		Mark Schlegel	Harry Clayton 316-644-9117
		316-641-5093	Sue Erlenwein 316-644-4586
Sat July 27		Sarah Wildman	Mike Orindgreff 316-200-5046
		937-360-4639	Jimmy Prouty 316-305-5835
			Mike Westemeir 316-729-2551
Sun July 28			Don Jones 620-960-6444
			Tony Herbert 386.214.2579

Sat Aug 3	Rafael Soldan 706-255-9909	Luke Marquardt 316-253-6059 Kevin Ganoung 785-536-4540	Brian Bird 620-664-7844
Sun Aug 4	Mike Logback 620-755-1786	Don Jones 620-960-6444 Mike Davis 316-772-8535	
Sat Aug 10	Chris Swan 620-218-9315	Jimmy Prouty 316-305-5835 Jeff Beam 620-441-8116	
WW+Cookout			
Sun Aug 11	Andrew Peters 316-393-2261	Bob Hinson 316-841-5561 Scott Dimick 316-461-8196	
Weekend Warrior			
Sat Aug 17	Jack Seltman 316-636-4218	Anthony Geide 620-921-0254 Don Jones 620-960-6444	Lauren Rezac 316-619-3207
Sun Aug 18	Sarah Wildman 937-360-4639	Neale Eyer 316-619-3954 Tony Herbert 386.214.2579	
Sat Aug 24		Al Flesberg 913-856-7187 Sonja Flesberg 913-856-7187	Mike Westemeir 316-729-2551
Sun Aug 25		Steve Leonard 316-249-7248 Don Jones 620-960-6444	
Sat Aug 31		Robbie Grabendike 316-680-0622 Bob Blanton 316-644-8397	Andrew Peters 316-393-2261

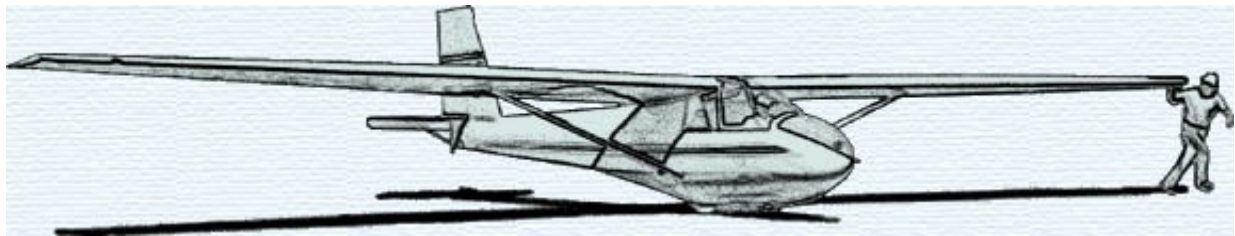
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
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KSA VARIOMETER

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MONTHLY KSA MEETING

Cookout at Sunflower

Saturday July 13th, 2013

Steaks courtesy of KSA

Grill lights at 5:30 PM