

VARIOMETER



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

Editor: Tony Condon

Volume LIII

August 2013

Number 8

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Grid at the Region 10 Low Performance Contest

2013 KSA CALENDAR

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

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

Notes from the president

October will be here before you know it, so it's not too early to be talking about the KSA elections. This year we elect two at large Directors.

What do the directors do? Well, they put together the duty roster, plan the awards banquet, and manage the Grob, to name a few of the jobs available.

Elections also require a chairperson to set up the online voting, collect ballots, and count the results. if you are interested, please let me know.

Please consider how you would like to help give back to the club.

Couple of shout outs to all the volunteers and participants, great job hosting the low performance contest! **Tony Condon** deserves a special thank you for managing and directing a successful event. Well done!

The season is about half over. Please continue to fly safe, fly far, and fly fast!

Happy landings,

AP

Sunflower Seeds

July 1st: **Tony Condon** towed. **Lauren Rezac** flew the Ka-6, **Chad Wille** flew the NG-1, earning his Silver Altitude and Duration and completing his Silver Badge.

July 2nd: **Tony Condon** towed for some pre-contest flying. **Matt Gontizke** (6M), **Chad Wille** (NG1), **John Wells** (KJ), **Jeff Beam** (F1), and **Jerry Boone** (ABB) launched and started on a practice task. Later **Bob Holliday** flew the Lark and Pete VonTresckow flew YYY.

July 3rd: Practice Day for the Low Performance Contest. Lots of flying by contestants.

July 4th: Day 1 of Low Performance Contest. Everyone launched and most made it around the course.

July 7th: Attempt at Day 2 of Low Performance Contest. 6 Tows but no lift found that was good enough to launch the rest of the grid. **Bob Holliday** later launched in his PIK.

July 12th: **Bob Holliday** self launched in the PIK and flew about 150 km

July 13th: **Jerry Boone**, **Matt Boone**, and **Mike Westemeir** met with CAP cadets from the Pittsburg KS area at 8am. **Jerry** gave 7 cadet orientation flights and three demo flights with that group. Then, Great Plains Aero Club came for a visit and **Jerry** flew with 5 of their members, mostly in the 2-22. On the last flight, the passenger (a non-pilot) was along for the ride during a true full circle 10kt thermal (yes, in the 2-22) that took them to 7800 ft. His words were "this is crazy!", and the passenger was impressed as well! **Jack Seltzman** was the regular towpilot, **Mike Davis** and **Bob Hinson** ran the line. **Andrew Peters** gave 4 rides in the Grob and pretty much had a good thermal with every ride. **Lauren Rezac** instructed students, but it was difficult to get very many lessons in because the line was packed with demo rides and member aircraft. **Mike Westemeir** flew the Ka6. **Mike Orindgreff** flew CAT, **Tony Condon** flew the NG-1, landing out near Belmont. **Rafael Soldan** flew the Salto, **Dennis Brown** flew LY, **Dave Wilkus** flew the Diamant, **Keith Smith** flew Tinkerbelle, and **Bob Holliday** flew the PIK. **Bob Hinson** flew KD with a 5:30 PM takeoff after running the line all afternoon and was rewarded with a 1 hr flight, landing to light the grill for the cookout. **Lyn Juby** supplied side dishes and **Bernie Mohr** brought a tray of brownies for desert. **Bob Holliday** also had some deer meat from the Wichita Gliderport that everyone enjoyed.

July 18th: **Bob Holliday** self launched in the PIK, 235 km.

July 19th: **Steve Leonard**, **Bob Holliday**, **Jerry Boone**, **Andrew Peters**, **Mike Orindgreff**, and maybe more flew. **Mike Logback** did at least some of the towing and might have also flown his Duster. **Andrew** completed his Diamond Goal! His quote: "7th time the charm"

July 20th: **Bob Hall** towed early for **Jerry Boone** who was flying some CAP Cadets from Wichita. Taking advantage of the early tows were **Bob Hinson** getting checked out in the Grob from **Tony Condon** and **Dan Ullrich** taking a lesson in the 2-22. **Mark Schlegel** took over towing duty for the afternoon and the team of **Mike Orindgreff** and **Mike Davis** ran the line. **Bob Holliday** flew the PIK, **Dennis Brown** flew LY, **Keith Smith** made a Gold Distance attempt in Tinkerbelle, landing near Plainville, KS. **Steve Leonard** flew the Nimbus 3, **Matt Gontizke** flew 6M, **Dave Wilkus** flew the Diamant, **Jerry Boone** flew a demo flight about an hour long in the 2-33, **Bob Hinson** took **Lyn Juby** for a ride in the Grob, and **Tony** flew with **Don Jones** and **Luke Marquardt** in the 2-22. Busy day!

July 31st: **Tony Condon** towed late in the afternoon. **Don Jones** did 4 flights in the 2-22 and **Jerry Boone** took a high tow in his Zuni to figure out some Total Energy problems. **Brian Bird** was around and helped run wings in between working on his spray plane.

Wichita Gliderport Seeds

July 19th: **Tony Condon** took the afternoon off work and flew the NG-1 on an attempted 196 mile triangle flight. Turnpoints were Emporia and Fredonia. Landing was at the El Dorado airport after just over 5 hrs in good conditions.

Letter to the Editor

KSA 29 July 2013

Tony:

I have tried for many (more than 15) years to get SSA to mark Pearl Harbor Day on the SSA calendar. I have either received no response or they have told me they have enough holidays now. SSA has been un-willing to add Pearl Harbor Day.

Pearl Harbor Day - check it out on the Net - is NOT a holiday, it is a Remembrance Day. I do remember that day, and I understand most people were not around that day. I have tried to include a copy of my latest communication with SSA about this. It was acknowledged, but no actual reply.

Does anyone else in KSA think Pearl Harbor Day should be identified on the SSA calendar? If no one else cares, I want to know. If some other people agree that Pearl Harbor Day should not be forgotten, would it be appropriate to see if several besides me would be willing to sign such a request and send it to SSA? I was 10 years old and I will always remember the reaction of the people that day, 7 December 1941. **Tony**, if you see fit to raise the question within KSA - or anywhere else, I would appreciate knowing what the response is. Please acknowledge receipt of this message.

Bob Park
rmpark@kanokla.net

Strother Seeds

July 1st: **Jeff Beam** flew the Apis, visiting Wellington and Udall

July 12th: **Jeff Beam** flew the Apis, this time exploring east of Strother

July 19th: **Jeff Beam** flew the Apis, generally staying local to Strother

Weekend Warrior Contest

By **Andrew Peters**

August 11-12th – Prescribed Area Distance Task (PAD)

The Prescribed Area Distance Task (PAD) is a type of distance task that was used in US glider competitions. It is a distance task, which means the competitor flying the furthest handicapped distance wins the day. You must stay within the boundaries defined by the turnpoints furthest from Sunflower (Herrington, Lucas, Ness City, Ulysses, Satanta, Alva, Blackwell, and Winfield)

You accumulate distance by flying to different turnpoints in the prescribed area. You may only fly to a way point once (Sunflower is both a turn point and a finish point, so you can fly to it, then to one more turnpoint, then return and land.)

For the WWC, here is the PAD task:

- Start Point: Overhead Sunflower
- Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)
- Repeating turn points is NOT acceptable.
- Photos: Must be taken looking back towards Sunflower.
- GPS: Must go to the far side of the turn point from Sunflower.
- Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Member Accomplishments

Jerry Boone placed 3rd in the Low Performance Contest and won the Practice Day.

Rafael Soldan placed 4th in the Low Performance Contest

Keith Smith placed 5th in the Low Performance Contest

Bob Holliday placed 6th in the Low Performance Contest

Chad Wille placed 8th in the Low Performance Contest

Jeff Beam tied for 9th in the Low Performance Contest

John Wells tied for 9th in the Low Performance Contest

Lauren Rezac placed 10th in the Low Performance Contest

Matt Gontizke placed 13th in the Low Performance Contest

Chad Wille completed his Silver Badge.

Steve Leonard placed 7th at Open Class Nationals

Andrew Peters earned his Diamond Goal!

Don Jones soloed!

Sunflower History

John Renwick sent me a follow-up on his visit to Sunflower in May in his J-3 Cub, as reported in the June 2013 *Variometer*. Here it is:

Hello Tony,

Thanks very much for mentioning my May 18th visit to Sunflower in the June "Variometer."

While it was my first landing in Kansas with this Cub, it was not the Cub's first time there. The real significance of the visit to the former NAS Hutchinson, Kansas was that this airplane is one of just a few remaining NE-1s, the Navy's version of the J3. It was delivered to the Navy in 1942, and flown at NAS Hutchinson for some of its early life. It was fun to be able to return it there 70 years later, thanks to the hospitality of your fine glider clubs who are maintaining a usable runway. I'm very grateful that I was able to do this!

Thanks, and kind regards,

John Renwick



DG Factory Visit

Rafael Soldan was in Germany for a wedding last month so arranged a visit of the DG factory. Here are his comments and a few pictures:

Most of the pictures are the DG1000 fabrication. Only one mold ever made. So if you flown it came from right there those wing molds. 6 weeks to make a DG1000. Also they made blades for small wind generators. Hence the yellow resin vs the blue certified resin.



Plainville Decision Making

A Planned NW XC in Tinkerbell. 20 July 2013.

By **Keith Smith**

Not for reprint without author's permission.

Everything was coming together just fine. When I got to the gliderport the action was already happening. The 2-33 was being used to put Cadets up for orientation rides. The Grob was busy and stayed that way all day. One of my old Guard, crew chief buddies even got in an hour Grob orientation flight later in the afternoon. The 2-22 was working instruction. Just one of those steadily active mornings that makes everybody happy with the current KSA success.

I began to load the PW-5, Tinkerbell, in preparation for a downwind dash XC attempt. I had been itching to get in some distance, Kowbell leaving me hungry for a long flight. Kowbell was 6.4 hours of into the wind flying and I was still short of my Gold Distance award. I have been what I call close, four times now, with the flight to Nebraska ending only about seven miles short.

The forecasts had been stellar, even given that the prior three days had all been good to moderate soaring days. The winds forecast SSE with CU all the way to the corner of KS/NEB/CO. I filled out a declaration for St. Francis, Kansas and asked **Dennis** to sign it. I had what looked like a good upload from the Oudie into the EW logger. I had a full 100 oz Camelback + two plastic water bottles, beef jerky and GU. Throughout the morning I had preloaded the water with two 750 ml bottles, four plastic bottles, plus a 32 oz Powerade for potassium. I had a half Subway sandwich at 11:30. I was ready on time for my concept of the flight, and was about 30 minutes behind getting the expected good popping CU's.

I begged **Jerry** to let me slip in front of yet another orientation ride and he was gracious (maybe he needed the break!) letting the little Tinkerbell slip in line for an XC. **Mark Schlegel** did a great tow pattern, short tight turns and managed to put me right back into a solid bump for release. I made the right turn and was in easy lift that was drifting parallel to the runway. So I climbed to about 5,000 and flew across midfield and pushed the black box (yes I've finally found it!) for a good Kowbell type start.

The sky was filling nicely and we were off on route for the task, headed for Oakley as the first checkpoint.

As we got to Nickerson (already more N than NW as was planned) the clouds were tough to read. Some great looking clouds were lacking lift and some small peripheral wisps had some lift. Sterling was the next checkpoint and thermal strength and reliability increased. We pushed towards Ellinwood and ended up over Lyons. 6,000 ft bases were about average but I did get to 7,400 at one point. A couple of small thundershowers were off to the west and the rain shafts were small in diameter, but hard white. So the good CU's were now stacked up to Ellsworth. About halfway there the showers had distracted me enough that I got low and had picked out a marginal stubble field in what is mostly rocky pasture country up there. Got a save almost back up to cloud-base, around 6,000 ft, and drifted easily with that one until I was over Ellsworth (a great airport that was ruined by plopping a correction facility on the south end). The lift looked good towards Lincoln. Since I had landed my ultralight there in '81 I was comfortable heading towards the X shaped grass strip although I remembered the grizzled old spray pilot trying to run me off with a comment about "we don't need that kind of trash in here". I guess without the option to leave right away he might have been more welcoming to a glider pilot?

Over the I-70 wind farm a glance to the west showed that new thundershowers had formed a line paralleling the highway about 1-2 miles north. These storms had filled in and formed a true line of white shafts with hard outflow on the leading edge at the ground. My path to Lincoln was clear, but there was a very good opening to the NW (my original intended direction) and I could see Lucas which has a runway. I was starting to get spooked by the storms but the valley between showers looked good to Lucas so we decided to continue on. One part of that decision was that I would have friends there to help me with the glider if necessary on the ground. I thermalled uneventfully along the best choice of clouds from east to west, about a mile north of Lucas. The lift was strong and plentiful so we headed along Highway 18 towards Luray. Similar conditions let us move on to Waldo, then Natoma.

After Natoma the nice CU's had bunched into a SW/NE line looking all too similar to the line that had developed along I-70 (and eventually did turn into a storm line). The lift was terrific! For many miles I was trimmed forward, averaging 65kts airspeed without touching the stick and was showing 6-8kts up on the vario. Sweet! I entered a cloudsuck situation and slowed and raised the spoilers to stay below the cloud. The PW's V_a is only 81 kts in smooth air so after I had managed a screaming 75kts in mild turbulence in order to fly out from under the cloudsuck, I was taking the cautious approach even with the super lift conditions.

At this point I popped out from under the dark gray line into blue sky with a few CU's. The CU's looked good but were dissipating quickly and I started to fall out. Altitude receded quickly and I was into a different mode of flight, frustrated because I knew at this point there wasn't going to be any Gold Distance recorded for this one. The sled ride to Plainville was my choice because I knew of an old crew chief buddy who lived there and I thought it would be good to touch bases again while I waited for the retrieve. Although dicey weather, I had stayed with what was open workable lift trying to always stay on the backside of the showers so I was comfortable with my decision making up until that point.

We had just heard about landing accidents during a safety briefing for the "Super Gliders" contest on July Fourth. The discussion was about base to final turns, wind shear, loss of airspeed and the resultant hurry to the ground. I had also read something in one of the SSA Soaring magazine about the same topic. Field selection was a done deal. I had two strips of N/S wheat stubble right against Highway 18. One had wires on the approach end but it was big so I would have just cut inside the wires on a base and landed long like I did down by St. Johns last year. But, my main target field was on the east side of town that would put me parallel a blacktop with an easy out. **Tony's** disassembly carry-out across a plowed firebreak was fresh in my mind and I wanted to make it easy for a sunset or later retrieve de-rig. The large stubble field had power lines running diagonally through it. That was no problem because at my altitude I knew I could clear them and have a long runout after touchdown (it turned out to be longer than I'd thought!). So, I zigged and zagged over two worked stubble fields, nice and brown and in line with the target field, hoping for a Hail Mary thermal. The short left turn, the, "zag" also put three sewer lagoon ponds in my line-of-sight about three miles away. I could see aggressive waves but from the distance and angle I had they appeared to show surface wind from the south. Because of altitude I could not press on for a better look and I refocused on the selected field. From this point to the selected landing field was wheat stubble, worked wheat, or beans, none of which provided any surface wind clues. The Oudie had shown a switch to 259/17 as I pulled out from under the CU line forming the backside wall of the thundershowers which had now bunched into a solid line. So I had two very quick acknowledgements that the winds seemed about like I had flown for most of the trip, just S to W but still a landable situation. From that point on, my wind cues were non-existent by unfortunate "choice".

I had given up on the two little turns to scout that last bit of lift, given them up as worthless. I was switching mental gears to the selected field and flew a quartering downwind in order to start my base right over the power lines. I had the sensation of flat and fast as I turned the short base turn. I was maintaining my 55 kts approach speed and the lines were cleared. When I made the quick base to final turn I was still at approach speed but the little glider mushed and the speed went from 55kts to 45 kts very rapidly in a left wing low position. I shoved the stick forwards, hoping I had enough clearance to keep the left wingtip out of the dirt because my groundspeed had now approached that of a science fiction movie scene as visuals like the fence and telephone poles, buildings and wheat stubble just blurred by and below me. Tip contact at that point would have been fatal for both the Tink and myself. The stick forward saved the landing as I had control effectiveness at the bottom of the mush just as the wing started coming up.

Now I was headed down the field at warp speed, something like Back to the Future looked like. We made a wings level touchdown on the main and drifted slightly right with what was now a left quartering **tailwind!** The wheat stubble was cut very short and although the top was powdery from lack of rainfall, the soil was really hard underneath. The plant on the main was fast but level and the rollout was the same. I estimate we stopped about 75 yards from the end of the field so it was an easy push to the corner with no fence or gate which made the load-up much easier. While I waited for Debbie on the retrieve I went back out and paced off the rollout from touchdown to stop. 286 paces with my long legs, that is 286 paces where things were going by mighty fast folks!. We were hauling a** on the main, and I rode it that way because it seemed that to have planted it might have done some damage with a fast ground loop or nosegear tracking the little glider off into the fence. The stop was really uneventful in the short, sparse stubble. When I got out the canopy jerked upwards hard in a gust. The surface wind was NE averaging about 18, gusts to 30+, but the heavy weight I felt wasn't really the canopy, it was the weight of poor decision making.

Only the pilot who has been slicing towards the ground one wing low with a sudden loss of airspeed can relate to what happened. It is a sickening pit of the stomach feeling. Only good instruction and damn near reflexive stick response saved a pretty little glider and my ass that day. I am thankful that the training kicked in when it was needed. I knew what was happening as it was happening, but it was too late. During a small portion of that base-to-final landing approach I was not in control. From that point on we were treating the symptoms and not the cause of the incident.

The one really bad sequence of decisions (not monitoring the surface winds closely enough) had already been made. Not being ready for the wind shift on the back side of the squall line is not something I don't understand. It just didn't register to be prepared for it with all of the other things happening in my mind. That is called loss of situational awareness. Finally, the choice to clear the power lines was not a good one. If the wind shear/direction change, or just a sudden increase in sink, had occurred I may not have had the altitude I originally felt so comfortable with, and those wires did look lots closer as we overflowed them!

Full report on the Region 10 Low Performance Contest will be in
the September *Variometer*

Pilots of the Region 10 Low Performance Contest



Matt Michael - WBY



Dartanyan Ingram - DT



Bob Holliday - 3D



Jacob Fairbairn - 430



Chad Wille - NG1



Bob Hurni - 190



Chris Swan - AC



Pete VonTresckow - YYY



Bill Snead - 6W

Pilots of the Region 10 Low Performance Contest



Jeff Beam - F1



Lauren Rezac - 11



Keith Smith - LW



Lee Murray - 1V



Jerry Boone - ABB



Rafael Soldan - GR



John Wells - KJ



Matt Gonitzke - 6M



Tom McKnight - 67

Sat Aug 3	Rafael Soldan	Luke Marquardt 316-253-6059	Brian Bird
	706-255-9909	Kevin Ganoung 785-536-4540	620-664-7844
Sun Aug 4	Mike Logback	Don Jones 620-960-6444	
	620-755-1786	Mike Davis 316-772-8535	
Sat Aug 10	Chris Swan	Jimmy Prouty 316-305-5835	
WW+Cookout	620-218-9315	Jeff Beam 620-441-8116	
Sun Aug 11	Andrew Peters	Bob Hinson 316-841-5561	
Weekend Warrior	316-393-2261	Scott Dimick 316-461-8196	
Sat Aug 17	Jack Seltman	Anthony Geide 620-921-0254	Lauren Rezac
	316-636-4218	Don Jones 620-960-6444	316-619-3207
Sun Aug 18	Sarah Wildman	Neale Eyer 316-619-3954	
	937-360-4639	Tony Herbert 386.214.2579	
Sat Aug 24		Al Flesberg 913-856-7187	Mike Westemeir
		Sonja Flesberg 913-856-7187	316-729-2551
Sun Aug 25		Steve Leonard 316-249-7248	
		Don Jones 620-960-6444	
Sat Aug 31		Robbie Grabendike 316-680-0622	Andrew Peters
		Bob Blanton 316-644-8397	316-393-2261
Sun Sep 1		Harry Clayton 316-644-9117	
		Sue Erlenwein 316-644-4586	
<u>Mon Sep 2</u>		Mike Davis 316-772-8535	
Labor Day		Keith Smith 785-643-6817	
Sat Sep 7	Rafael Soldan	Robbie Grabendike 316-680-0622	Brian Bird
WW+Cookout	706-255-9909	Bob Blanton 316-644-8397	620-664-7844
Sun Sep 8	Mike Logback	Jerry Boone 620-474-4177	
Weekend Warrior	620-755-1786	Matt Boone	
Sat Sep 14		Bob Hinson 316-841-5561	Lauren Rezac
		Anthony Geide 620-921-0254	316-619-3207
Sun Sep 15		Rich Stone 316-371-2850	
		Dallas Hewett	
Sat Sep 21		Kevin Ganoung 785-536-4540	Andrew Peters
		Jared Bixenman 785-443-2457	316-393-2261
Sun Sep 22		Steve Leonard 316-249-7248	
		Neale Eyer 316-619-3954	
Sat Sep 28	Bob Holliday	David Wilkus 316-788-0932	Rafael Soldan
	316-641-6178	Jared Bixenman 785-443-2457	706-255-9909
Sun Sep 29	Rafael Soldan	Keith Smith 785-643-6817	
	706-255-9909	Jeff Braden 620-897-7185	

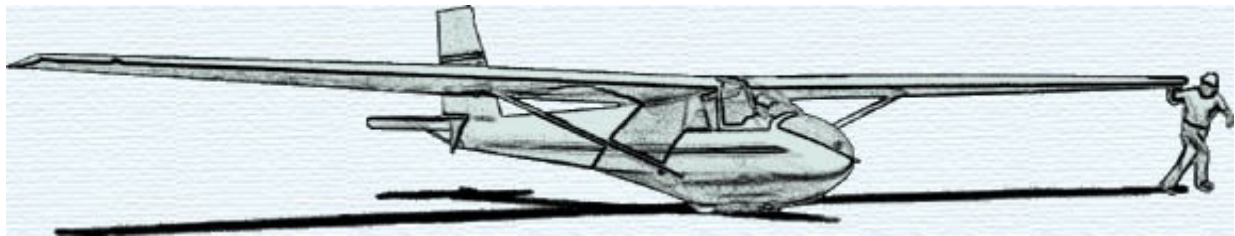
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<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>	<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>
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KSA VARIOMETER

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MONTHLY KSA MEETING
Cookout at Sunflower
Saturday August 13th, 2013
Steaks courtesy of KSA
Grill lights at 5:30 PM