



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

Editor: Tony Condon

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Number 8

PRESIDENT – ANDREW PETERS (2013-2014)

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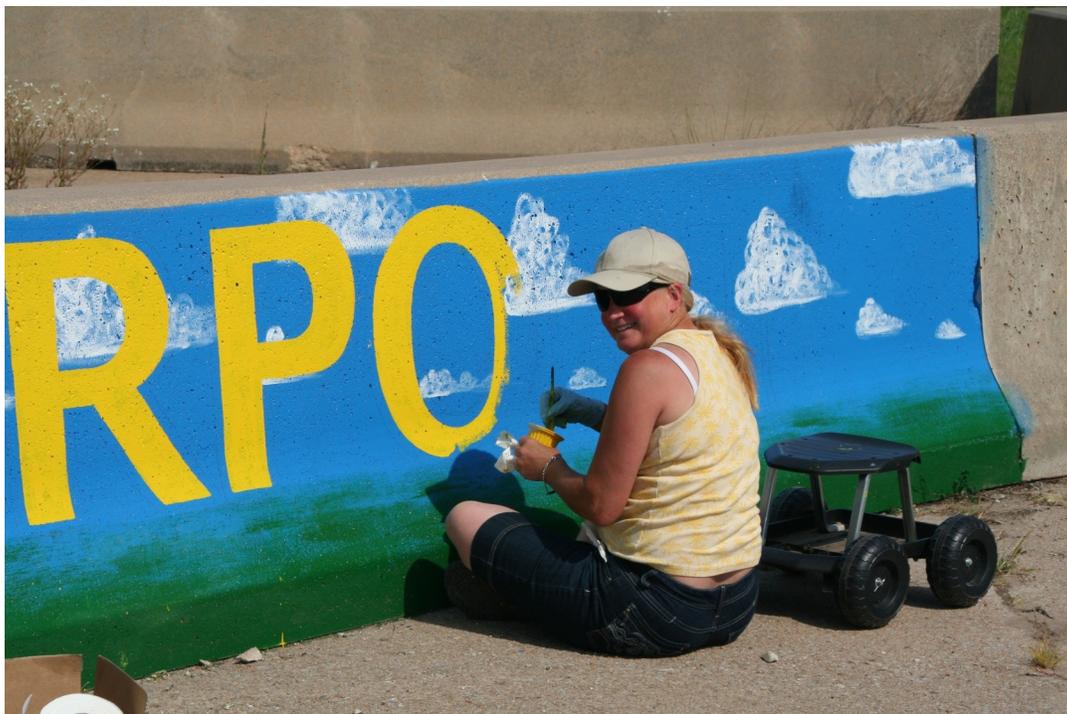
RAY GIRARDO (PAST PRESIDENT)

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

DON JONES (2014-2015)

RAFAEL SOLDAN (2014-2015)



Lyn Boone working on the new entryway signs. Looks awesome! Photo Paul Sodamann

President's Notes

Well, although the soaring wasn't exceptional in July, the members of this club have been outstanding!

First, I'd like to thank all the members that helped us put on the R10 N Club and Low Performance Regional Contest. Especially, I'd like to thank **Paul Sodaman, KC Alexander, Matt Boone** and Amy Condon for running the launch line, towing, crewing, and running a busy retrieve desk. Other tow pilots include **Mike Logback, Mike Westemier, Jack Seltman. Rafael Soldan** provided his 172 for supplemental lift. **Shea Zuckerman** helped with the launch line, as did **Dave Wilkus** and **Mike Davis. Bob Holliday** and the Bicycle Pedaler donated the awards and provided items for the silent auction. The 182 would not have been available to tow if not for the huge effort by **Matt Gonitzke, Jim Prouty, and Mark Wiebe. Mark** gave up the 4th of July to replace a cylinder and get the airplane running. The contest raised over \$1600 for the Sunflower Soaring Foundation Scholarship program, and KSA netted \$1800 as host.

Second, I'd like to thank folks for fulfilling their duty days, and being willing to help each other out in times of need. I can't keep every swap and substitution straight, but I do know that several folks have been willing to help out last minute to make sure operations are taking place. Given the poor soaring, working in the heat and wind takes a little more sacrifice. Thank you.

Finally, I'd like to thank the Directors and Officers of KSA. This has been a challenging year, but knowing that the tow planes, Grob, machinery, banquet, duty roster, Variometer, SSA membership, etc are being managed, maintained, and operational has been a huge help to me as President, Contest Manager, and glider pilot.

So, please take a moment to thank someone for their efforts this season. It would appear that the cumulus clouds are back and the lift is once again strong. Fly safe, Fly far, Fly fast.

Andrew Peters, 3T

Sunflower Seeds

July 3rd: **Tony Condon** flew **Jeff Beam's** Apis (F1) on a mostly local flight. Lou Chouinard, who had arrived early for Region 10 flew his PW-5 for a local orientation flight.

July 5th: Region 10 Practice Day 1. Only **Jerry Boone** flew

July 6th: Region 10 Practice Day 2. More flew but not much lift was found.

July 7th: Region 10 Contest. Weather did not support a task

July 8th: Region 10 Contest Day 1 completed

July 9th: Region 10 Contest Day 2 completed

July 10th: Region 10 Contest. Weather did not support a task

July 11th Region 10 Contest Day 3 attempt. Too windy, no one attempted the task.

July 12th: **Steve Leonard** flew the FJ-1

July 19th: Kowbell. **Steve Leonard** flew the FJ-1 to Kingman. **Dave Wilkus** flew the Diamant locally. **Jerry Boone** flew ABB the Duster to Russell.

July 26th: **Dave Wilkus** made two flights in the Diamant.

July 31st: **Jerry Boone** flew the Zooney (K7) and **Tony Condon** flew Kate the Cirrus. **Jerry** made it around a Kingman - Plevna triangle and **Tony** flew Kingman - Plevna followed by Harper - Pratt.

Kowbell 2014

By Jerry Boone

Well, I guess even a 40 year old Duster can win Kowbell in this day and age if it shows up and goes in a favorable direction. Shame on you guys for staying home during such amazing conditions! We stood on the ramp at 1pm looking at a sky full of high clouds shading the area. However, the sky was changing every 10 minutes according to **KC**. Then the high stuff melted away and completely disappeared, quickly, and a Kowbell day became possible.

Steve and I flew in "oxygen rich" air, 2500 - 4500 msl altitude. I went to Russell, around 80 miles in 3 hours. I had reliable CU once I reached the Sterling/Lyons area. It kept getting a little stronger as the afternoon progressed and I had a thermal that bounced the vario over to 5 knots (for a while) north of Lyons with some hawks painting the core. At 5:15PM I was contemplating going by Wilson Lake and heading to Nebraska with some really nice looking CU, however I heard **Steve** on the radio landing at Kingman earlier so I set my target at Russell and flew on in with a comfortable glide and crew close by. Thermals were close together since they were not very high. I took every one, not letting myself get much under 3500msl. The tailwind of around 20 knots was great for drifting my flight to the north during thermals, then flying crosswind to the west to stay in the CU. I had no certain idea of what direction I would take until I was in the air and seeing the CU come on since the forecasts were not really worth looking at with optimism.

I was met by Mike on the ramp, who has Mike's Copters there on the field. Mike used to be an Elvis impersonator and is a 20 year builder of experimental gyrocopters. Needless to say, he has a colorful personality, passionate sense of adventure, and has had a glider flight at Wichita Gliderport in the past.

Go soaring, while you can!



This article was provided by **Matt Gonitzke**. He found it in the paperwork for his Austria. Enjoy!

March 30 1988 Flight from Oviedo to Turner Ga.

Take off; about 11:20 A.M.

Release at 3400' over Flying Seminole Ranch

Headed out for Duda airport following release. I encountered weak lift after only flying for about a mile or so. Finding the core I was surprised to find I was getting 6-700 fpm. I radioed down to "mobile 8" that it was time to get on the road. The first thermal of the day takes us to 4400' which is near cloudbase. I head out on course running about 75 mph. During this first glide I try to determine the drift of the cloud shadows, they appear almost stationary. Only 2 miles from Oviedo I encounter a nice thermal which takes us up to nearly 5000', I radio down to Jo that she had best "step on it" since the first part of our course is over part of congested Orlando. Leaving Duda behind I head out into the blue, not wishing to get a close up of the Orlando traffic situation I deviate off course to the South where the Cu's are hanging out. Progress is fair but conditions seem to be weakening. There is an open blue area about 10 miles across up ahead. Topping off at 5100' I head out across the blue area. Orlando Country should be in glide but some heavy sink just before reaching the far side isn't comforting in the least! A 400 fpm thermal takes me back up to 4500', I decide to hang around and work the remaining broken lift and finally reach 5000'. It is now obvious that the blue area was caused by the dreaded lake Apoka, I decide that the lift must be better out on course so I try to transit this area as quickly as possible and leave the broken lift to the buzzards. Reaching some nice clouds I am rewarded by an 800 fpm thermal which restores my confidence in the day and gives me 5200' above terra-firma. Flying now at 80 mph and working from cloud to cloud I am able to work between 4000' and 5300'. The miles start slipping by. I leave Leesburg about 5 miles to port aiming for some funny shaped lakes up ahead. The radio transmissions with mobile 8 have been getting steadily weaker, now I receive no reply to my calls. I continue to relay my position every 15 minutes or so just in case she can hear me. Passing lake Weir it is obvious that the thermals are getting better and so is cloudbase. I start pushing a little harder averaging about 90 mph between thermals. Ocala Airport comes into view around 1:00, a quick

Oviedo to Turner cont.

mental calculation indicates an average speed of about 40 mph so far. Catching sight of a large brush fire to the west and watching the smoke I realize the I am flying into a bit of a headwind, I estimate it to be 5-10 mph. I hit some sink as I neared Ocala and figured on taking my turn-point photos from about 3000', flying into a thermal I just couldn't refuse I found myself taking my photos from over a mile high. I spent the time to take 5 of them reflecting my confidence in the prehistoric camera and my abilities as photographer. Realizing that I had a bit of a headwind I decided to get more selective about my thermals and sped up between thermals. Flying at 100 mph and occasionally 120 in sink goes to work on the altitude kitty, I found however that before reaching 4000' I could almost always find a 700 fpm thermal. The exceptions were crossing blue areas where the "correct speed to fly" became directly related to the "altitude remaining" . Circling in an especially good thermal that which sent my Cambridge vario off scale I noticed something else in my thermal, at first I thought it was a small bird, on closer inspection I discovered that it was a large oak leaf. I have never seen leaves floating around at 6000', that must have been quite a thermal! Topping out at 6500' I headed out once again leaving Wiliston airport behind. I had ventured about 10 miles west of my course to where the clouds looked better. Passing Gainesville well off to starboard the landmarks thinned out and the trees filled in. I decided to swing back East and keep I-75 in sight since this was new territory for me. I spotted an eagle cruising west and couldn't resist flying over to check him out. I sped up and came up from behind him or her, apparently my presence was undetected until I was within about 5' at which time some interesting acrobatic maneuvers ensued. The flight was going well and was really enjoyable. The visibility was very good allowing me to view Fl. from a new perspective. As I neared gliding range of my goal of Quitman Ga. the day began to show signs of weakening, the thermals softened and the clouds began to fray. On what I thought might be a final glide to Quitman I heard a faint crackle on the radio. Jo had finally caught up and was now in radio range, though weak and garbled we managed to exchange positions. Enjoying the scenery as I approached my planned landing spot I felt a bump, after exploring the area a bit the vario came back to life indicating 3-400 fpm. After a gentle climb for about

Oviedo to Turner Ga. cont.

15 minutes I was back up to 6600'. I decided to open my chart out to the last fold and consider going on further, Cook was about another 20 miles and was easily reachable. I radioed down to mobile 8 of my intentions and off we went. I found "spots" of lift along the way and arrived at Cook with about 5000'. By now Jo had almost caught up and we decided to head on to Tifton another 15-20 miles. Flying under a weak street and working anything over 100fpm 8 whiskey arrived over Tifton at 4500'. There I found a weak thermal which ^{took} me slowly back up to 6000', this I figured would be the last thermal of the day as the clouds were starting to dissipate. I pointed the Austria's nose North once more. There were spots of 0 sink along the way and by porpoising I still had over 4000' after the 20 mile glide to Turner airport. Mobile 8 had gotten about 15 miles behind during this last glide, as Jo closed the gap I contemplated final plans. I still had enough altitude for another 15+ miles and some weak lift was probably still out there. The problem was that I had flown to the end of my chart and didn't know what was ahead, while I wanted to put as many miles behind me as possible I also had decided that this was to be for fun and unnecessary risks would not be taken. So I cruised around Turner checking out the airport and the area around it while mobile 8 continued up highway 75. It wasn't too hard to spot the car and trailer when Jo arrived in Turner. The route to the airport was fairly intricate and it speeded up the retrieve by directing her to the airport from above. Once Jo was parked and had roused out some observers from the airport I lowered the gear and pulled the spoilers, the runway was paved and I rolled right up to the very end. Some very helpful locals assisted in the disassembly and soon 8-whiskey was back in her "nest".

This was my fourth attempt at Gold-distance, the previous 3 flights had set the stage for this last attempt by familiarizing me with the course, the areas to watch out for and helped to reduce the landing out paranoia syndrome which tends to keep pilots within glide of known landing areas. I am still a sophomore in the world of soaring with about a hundred hours or so. I knew that cross-country soaring was something I wanted to do even before my first soaring flight.

I am very fortunate to live fairly close to Flying Seminole Ranch which because of the nice long grass strip, remote location, and the excellent people there I was able to learn soaring in a relaxed and enjoyable atmosphere. My first X-country flight was in march of 86 when my excellent instructor Knut Kjenslie offered me the use of his barograph and suggested I try for my silver distance. Well I flew 3 silver legs on that excellent day and I have been thinking cross-country type thoughts ever since. It just wouldn't be right to not mention the fantastic support I get from my wife Jo. She is working on getting her license soon and I plan to try some cross country work from behind the wheel myself. Now about that diamond.....

Member Accomplishments

- Jerry Boone** placed 1st in the Low Performance Class at Region 10 North
- Matt Gonitzke** placed 3rd in the Low Performance Class at Region 10 North
- Brian Bird** placed 4th in the Low Performance Class at Region 10 North
- Keith Smith** placed 8th in the Low Performance Class at Region 10 North
- Andrew Peters** placed 4th in the Club Class at Region 10 North
- Rafael Soldan** placed 5th in the Club Class at Region 10 North
- Bob Holliday** placed 6th in the Club Class at Region 10 North
- Tony Condon** placed 14th in the US Club Class at Sports Class Nationals
- Steve Leonard** placed 7th at Open Class Nationals
- Jerry Boone** won the 2014 Kowbell Klassic with a flight to Russell in the Duster for 81.6 miles
- John Bird** was awarded an OSTIV Diploma for his paper that appeared in last months *Variometer*

KSA CALENDAR

- September 13th - KSA Meeting - Cookout at Sunflower
- September 25th - 28th - Great Plains Vintage Rally - Wichita Gliderport
- October 11th - KSA Meeting - Elections!
- November 8th - KSA Meeting
- December 13th - KSA Meeting

2015

- January 10th - KSA Awards Banquet
- February 14th - KSA Meeting
- March 14th - KSA Meeting

KSA Duty Schedule

Date	Tow Pilots	Line Crew	Instructor
Sat, Aug 16, 14	Mike Logback 620-755-1786	Shea Zuckerman 801-554-7337	Rafael Soldan 706-255-9909
		Aaron Maurer 316-300-6741	
Sun, Aug 17, 14	Mike Logback 620-755-1786	Mike Davis 316-772-8535	
		Dana Duckworth 316-722-2078	
Sat, Aug 23, 14	Mike Westemeir 316-729-2551	Bob Blanton 316-683-9759	Brian Bird 620-728-1341
		Robbie Grabendike 316-686-8859	
Sun, Aug 24, 14	Bob Holliday 316-733-5403	Harry Clayton 316-644-9117	
		Susan Erlenwein 316-644-4586	
Sat, Aug 30, 14 Holiday	Bob Hinson 316-841-5561	Mike Davis 316-772-8535	Andrew Peters 316-682-4287
		Jerome Martin 620-259-7827	
Sun, Aug 31, 14 Holiday	Mike Logback 620-755-1786	Mark Ross 316-214-1464	
		Aaron Maurer 316-300-6741	
Mon, Sep 1, 14 Holiday	Brian Bird 620-728-1341	Jerome Martin 620-259-7827	
Sat, Sep 6, 14	KC Alexander 316-308-8498	Matt Gonitzke 815-980-6944	Mike Westemeir 316-729-2551
		Lonny Bruce 620-242-4242	
Sun, Sep 7, 14	KC Alexander 316-308-8498	Harry Clayton 316-644-9117	
		Susan Erlenwein 316-644-4586	
Sat, Sep 13, 14 Cookout	Mike Logback 620-755-1786	Mike Davis 316-772-8535	Andrew Peters 316-682-4287
		Shea Zucherman 801-554-7337	
Sun, Sep 14, 14	Jack Seltman 316-636-4218	Mark Ross 316-214-1464	
		Dana Duckworth 316-722-2078	
Sat, Sep 20, 14	Bob Hinson 316-841-5561	Matt Gonitzke 815-980-6944	Tony Condon 515-291-0089
		Leah Condon 785-643-6817	
Sun, Sep 21, 14	Tony Condon 515-291-0089	Steve Leonard 316-249-7248	
		Keith Smith 785-643-6817	
Sat, Sep 27, 14	Jack Seltman 316-636-4218	David Wilkus 316-788-0932	Mike Westemeir 316-729-2551
		Mark Ross 316-214-1464	
Sun, Sep 28, 14	Andrew Peters 316-682-4287	Mike Orindgreff 316-200-5046	
		Luke Marquardt 316-531-2621	

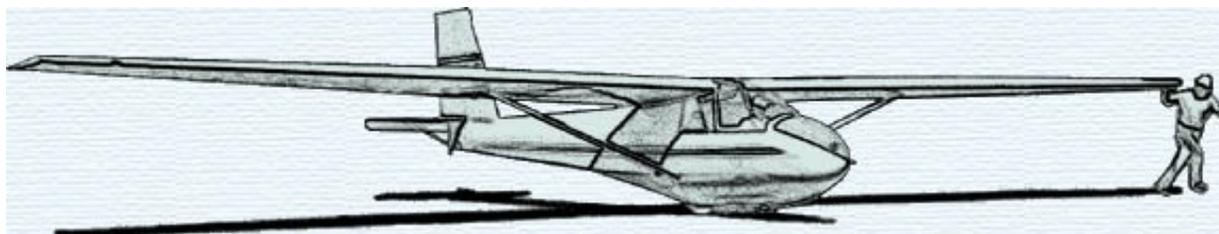
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>	<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>
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KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Cookout at Sunflower

Saturday September 13th, 2014, 5:00 PM

Bring a side dish to share!