



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

Editor: Tony Condon

Volume LV

July 2015

Number 7

PRESIDENT – TONY CONDON (2015-2016)

SECRETARY/TREASURER – NEALE EYLER (2015-2016)

VICE PRESIDENT EAST – BOB BLANTON (2015-2016)

VICE PRESIDENT WEST – BOB HINSON (2015-2016)

TOW PLANE MANAGER – STEVE LEONARD (2015-2016)

DIRECTORS:

ANDREW PETERS (PAST PRESIDENT)

BRIAN BIRD (2015-2016)

MATT GONITZKE (2015-2016)

DON JONES (2014-2015)

RAFAEL SOLDAN (2014-2015)

Notes from the President

Greetings KSA! The season is in full swing, with some good soaring to be had recently. The KSA Grob is back in action and ready for your enjoyment. We've hosted a couple of flight camps from the Cosmosphere this month, and all of the kids have really enjoyed their introduction to glider flying. Kowbell is literally right around the corner, and Konsolation is right after that. Konsolation hasn't had a competitor for the last few years so I hope to see a few of us out there going for the trophy this year! See the rules later in this issue.

Bob Hinson is still working to organize a visit of the Adventurous Babes Society, probably in September.

Andrew Peters has laid some groundwork for us to have a showing of Cloudstreet at the Cosmosphere. Who is interested? Call me or email. 515-291-0089, abcondon@gmail.com

I had a great time flying in Cordele. **Matt Boone** was a most excellent crew and the flying was overall very good. Francois and I learned a lot, and many lessons that we can apply next month in Lithuania at the 13.5 Meter World Championships. I'll be leaving for Europe in the middle of July, returning in late August. **Leah** and I are, of course, looking forward to the trip and representing KSA and the USA. You can bet a Variometer article or two and probably a club meeting next winter will detail the experience.

Happy Soaring!

Tony

KSA CALENDAR

June 24th - July 3rd - Sports Class Nationals - Waynesville, OH

June 24th - July 3rd - 18 Meter, Open, and Club Class Nationals - Hobbs, NM

July 4th - Kansas Kowbell Klassic

July 2nd - July 9th - 1-26 Championships - Minden, NV

July 11th - Cookout at Sunflower

August 1st - 15th - 1st 13.5 Meter World Championships - Pociunai, Kaunas, Lithuania

August 3rd-7th - Region 10 South - Waller, TX

August 7th - 10th - Ratings Camp - Sunflower

August 8th - Cookout at Sunflower

September 24th-27th - Great Plains Vintage Rally - Wichita Gliderport

September 29th-October 2nd - 2015 Fly Kansas Air Tour

Glider Transponder Advance NPRM

The FAA is now accepting comments on an advance notice of proposed rulemaking (ANPRM) that would eliminate the current transponder exemption for gliders. The measure was driven by an August 2006 accident in which a NetJets-operated Hawker 800XP suffered a nonfatal midair with a glider as well as the approximately 45 near-collisions involving gliders that took place between 1988 and 2014, according to the agency.

In its findings on the accident, the NTSB recommended the FAA remove the exemption, stating, "Transponders are critical to alerting pilots and controllers to the presence of nearby traffic so that collisions can be avoided." Though the glider was equipped with a transponder, its pilot had the unit shut off at the time of the accident to conserve battery power. In addition to asking whether aviation stakeholders feel gliders should be required to comply with transponder rules and equipment, the agency is also exploring whether they should require ADS-B equipment as well. The FAA acknowledges that such implementation could impose significant costs on the glider community. The comment period closes on August 17."

The NPRM is at:

<https://s3.amazonaws.com/public-inspection.federalregister.gov/2015-14818.pdf>

Sunflower Seeds

June 6th: **Steve Leonard** flew the Nimbus to Anthony and back and Kingman and back. I think **Mike Logback** towed and **Rafael Soldan** instructed.

June 8th: **Mike Orindgreff** had his first flight in F8, his new to him ASH-26E

June 9th: **Mike Orindgreff** flew past Pretty Prairie, near Nickerson, and to Mount Hope in F8

June 11th: **KC Alexander** towed, **Rafael Soldan** and **Andrew Peters** flew the 2-33 and 2-22 to give rides to campers from the Cosmosphere. Also present were **Steve Seibel** and **Mike Logback**

June 13th: **Tony Condon**, **Leah Condon**, **Dennis Brown**, **Bob Hinson**, **Lyn Juby**, **KC Alexander**, **Kevin Ganoung**, **Don Jones**, **Andrew Peters**, **Steve Seibel**, and **John Wells** were seen. The KSA Grob was de-rigged and taken to **Tony's** house for repairs. **Andrew** flew with **John**, completing **John's** flight review. **Steve** did a flight in the 2-33.

June 15th: **Tony Condon** towed. **Steve Seibel** and **Scott Dimick** flew the Ka-6. **Steve** flew about an hour and **Scott** enjoyed nearly three hours at the end of the day. **Bob Hinson**, **Lyn Juby**, and **Mike Orindgreff** were also around.

June 17th: **Mike Orindgreff** (F8) self launched but found no lift

June 19th: **KC Alexander** spent most of the day spraying weeds, but took some time out to tow. **Tony Condon** flew with **David Kennedy**. **Steve Seibel** flew the Ka6 for a little over 2 hours, and **Tony** enjoyed a 2 hour solo soaring flight in the 2-33.

June 27th: **Mark Schlegel** towed. **Aaron Maurer** ran the line with help from **Tim Double** and **Alex Hunt**. **Tony Condon** (K) flew Anthony and Haviland, **Matt Gonitzke** (6M) went to Harper and Pratt. Max altitudes were around 9,500. **Mike Orindgreff** (F8) went past Sterling and to Kingman. **Don Jones** (MB) flew to Stafford and back for Silver Distance. **Keith Smith** flew the WSA triangle in Tinkerbell. **Bob Hinson** and **Lyn Juby** flew the Grob a few flights, then **Michael Groszek** flew a couple, giving a ride to visitor William on his second. **Steve Seibel** had a long flight in the Ka-6. We also had visitors from Japan, in Wichita on business.

June 28th: **Matt Gonitzke** (Std Austria) & **Keith Smith** (PW-5) launched around 1:00 and stayed up all day. **Steve Seibel** had two nice flights in the 2-33 with **Dave Pauly** and his dad getting as high as 8800. (maybe higher). **Steve** was last to land, quite a while after all the fancy glass ships were done. **Tony Condon** gave a demo flight in the Grob to Nickerson KS for his power student and got over 10K. **Leah** then flew the Grob to Lyons & Kingman with **Tony** riding along in purely a ballast role. **Dennis Brown** had a nice Mosquito flight. **Kevin Ganoung** flew 3 currency flights in the 2-22 late in the day. **Mark Schlegel** was towpilot & **Mike Davis** worked the line with **Scott Dimick**. Also seen was **Bob Park**, **Bob Hinson**, and **Lyn Juby** (and probably others)

June 29th: **Mike Orindgreff** had a short local flight in F8.

June 30th: **Andrew Peters**, **Dave Pauly**, **Tony Condon**, and **Steve Seibel** arrived early for Cosmosphere Flight Camp rides. **Andrew** towed and **Tony** flew the Grob. **KC Alexander** then towed, **Tony** flew Kate to Turon, Garden Plain, and Burrton, **Andrew** in 3T to near Medicine Lodge and back, **Jerry Boone** in ABB to Pratt and back, and **Steve** once again landed last in the Ka-6. **John Wells** spent a few hours working on KJ and then enjoyed a late flight. In between tows, **KC** stayed busy spraying weeds, as he's done a lot of lately. Thanks **KC**!

Club News

Club reporters should submit items for this column directly to *Soaring*, Box 66071, Los Angeles 66, Calif. Please try to limit news to one page of double-spaced typing on a separate sheet as it might appear in print (capitals, indentations, etc.). Subject matter should cover that which is thought to be of general interest.

A column editor is still being sought. Volunteers will be considered.

Kansas Soaring Assn. 8034 Levitt, Wichita 7 A Chapter of SSA

Last May Mickey and Mike Jensen and Hank Claybourn served as crew for Marshall Claybourn when he made a mighty 20- (just one zero, editor, not two) mile cross-country. This foursome is not the type to let their fertile brains set idle, so while returning from this flight they came up with a program to challenge the courage and skill of every glider pilot. This meeting of minds produced the Annual Kansas Kowbell Klassic. The purpose of this annual event is to get birds out of the nest and on the wing. The following information should cover all aspects of the annual contest.

Rules for the Annual Kansas Kowbell Klassic

1. Any soaring pilot and sailplane may enter.
2. Only one flight per pilot will be eligible for consideration, and that flight must be made on the date selected for the Kowbell Klassic.
3. The winner each year will be the pilot who makes the longest flight, as measured on U.S. Coast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA landing form. In case of any dispute on the measurement of distance, said dispute will be settled by Indian "rasslin," (Texas rules).
4. The release altitude will be no higher than 2000 feet above the kontest site.
5. The release point will be vertically above the kontest site.
6. The Annual Kowbell Klassic will

be held each year on the first Saturday after the first full moon that falls on or after the summer solstice (i.e., the first point of the sign of Kancer).

7. Normal adverse soaring weather, i.e., rain, overcast sky, lack of thermals, etc., shall not constitute a valid reason for postponement of the Kowbell Klassic. If the weather is unsafe for glider flight on the appointed day, then the next following Saturday during which unsafe flying weather is not present shall be the date of the Kowbell Klassic.

8. A suitable trophy has been fabricated by Mickey Jensen and Marshall Claybourn, and the aforementioned trophy shall be placed in the possession of the Officers of the Kansas Soaring Association who will be charged with its annual presentation, in accordance with these rules.

9. Any person who wins the Kowbell Klassic Trophy thrice in succession shall become the permanent owner of the trophy and a replacement trophy will be provided from the original source.

In accordance with these rules, the date of the first Kowbell Klassic was 21 July 1962. (Mickey Jensen came home from Switzerland to enter). While the weather was poor the three contestants, Mickey, Bernie Mohr, and Marshall, bravely set sail. The final distances were so close that the provisions of rule #3 almost had to be exercised, but Marshall was finally declared winner.

Jim LeSueur considered entering in a F-100 by passing the kontest site at Mach 1 and 2000 feet, shutting off the power and "gliding" to a landing, but decided against it because of that particular aircraft's poor short field characteristics. Still, on a poor soaring day that would be one way to win.

The gauntlet has been thrown down—the kontest is on! This year's event will be on July 13th and the event is open to every glider rider who shows up at the kontest site with a glider and a tow fee.

Kontest site is to be announced by KSA officials at a later date.

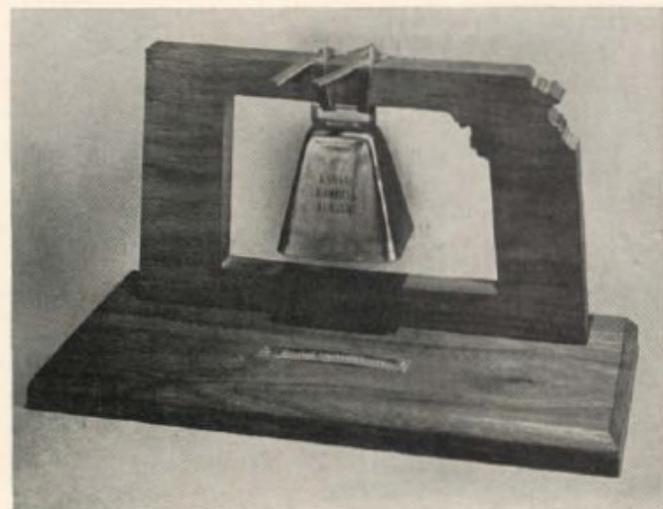
Lilienthal Soaring Club of Calif., 12209 Allard St., Norwalk, Calif.

A good year seems ahead for this

RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLA- TION

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 Coast 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.
- 6) 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.



The Kansas Kowbell Klassic trophy, a double outline of the state of Kansas, suitably decorated.

Kowbell 2015
is July 4th
Don't miss it!

New Alexander Schleicher Agent for USA

We are very pleased and honored to announce that after 30 years in the sailplane training rental and ride business and 20 years in the sailplane repair and service business, Williams Soaring Center has been named the newest USA sales and service agent for Alexander Schleicher Flugzeugbau GmbH. We have been supporting the Schleicher brand for many years through our FAA certified repair station building a strong relationship with the factory. For us, this is a dream come true to represent this fine sailplane manufacturer. We have owned, operated and raced Schleicher sailplanes from ASW 19 - ASH 25 since 1985. We currently operate 6 Schleicher sailplanes in our instruction and rental fleet and are anticipating the arrival of the brand new ASG 32 late this Summer. To say we are fans of Schleicher sailplanes is an understatement!

We want to thank Uli Kremer of Alexander Schleicher for accepting the referral from John Murray of Eastern Sailplanes to consider us for this awesome responsibility. As a customer of Schleicher for the past 30 years we feel uniquely qualified to add this agency to our portfolio of services, realizing we are following an amazing act. We look forward to carrying on the strong legacy of Eastern Sailplanes and Alexander Schleicher for years to come.

We understand this is small market in a very big country and look forward to the challenge of keeping this wonderful and growing fleet of fine sailplanes in the air.

Rex & Noelle Mayes
Williams Soaring Center
USA Alexander Schleicher Agent



Cosmosphere Flight Camp crew from June 30th

Parowan Seeds

Bob Holliday has been flying the ASH-31 in Parowan, UT starting June 17th. 10 flights in June ranging between 300 km and 900 km. Incredible flying!

Open and Club Class Nationals

Steve Leonard (VJS) has been flying Open Class Nationals in Hobbs. Going into the last day he was 6th overall.

Ron Leonard (4A) is flying the HP-18 in Club Class Nationals, holding 10th place.



Cosmosphere Flight Camp on June 11th

Cosmosphere Rides

By **Rafael Soldan**

The morning started with heavy rain showers and not looking very promising. The glider pilots (**Rafael** and **Andrew**) did an early briefing and determined that strong winds were the only factor but decided to give a go ahead on the mission. Our tow pilot for the day was **KC Alexander**. **Mike Logback** and **Steve Seibel** were providing ground operations.

Andrew flew the 2-22 and was very courteous to let **Raf** fly the 2-33 (so he doesn't look like a hunchback after the rides)

We had 15 young kids show up. It was a blast to share their excitement. The winds were strong and steady at altitude. We had fun making our shadow almost come to a stop on the ground and many of the kids were amazed with the "magic".

We were able to get a lot of smiles that day and hopefully this experience will stay with them for a long time.

2002 Alisport Silent-IN Price Reduced: Asking \$44,900

New glider on the way. This one must go to you.

Wonderful, fun, easy to operate self-launch. No tow plane, no problem.

12 meter fits in a standard hangar. FADEC, no choke, easy starting. 805 hours and climbing. 2 hours on motor since factory rebuild. Tinted canopy, Avionic trailer. Wings 87 pounds and auto hook ups. Many extras.

Dean Carswell did a very nice review of the Silent-IN at the link below.

[http://www.alisport.com/pdf/ssa%20\(may%202003\).pdf](http://www.alisport.com/pdf/ssa%20(may%202003).pdf)

Email for more info.

Calls before 8:00PM eastern.

Kevin Anderson
Kevinsoar@gmail.com
[865-216-3459](tel:865-216-3459)

**Ben Greene and Wally Scott
discover Columbus and tell what it
was like the day they bagged the**

BIG ONE

By **WALLY SCOTT**
and **BEN GREENE**
Maps by **GIL PARCELL**

What is there for a competition pilot to do when the season ends? Break records, naturally. Breaking records naturally (please read without comma) must be Wally Scott's Thing. He's broken enough to satisfy the average record-seeker—if there is such. Since he reclaimed the World Goal Record from fellow-Texan Al Parker (see "Showdown Over Gila Bend," *Soaring*, Jan. 1970), he'd been eyeing the Big One—the World Distance Record, also held by Parker. Last summer, after the Internationals, he decided to give a try. He took a notion to have company. Would Ben Greene, his old buddy and '68 National Champ, like to come along for the fun? Ben was there from North Carolina before you could say "AS-W 12" twice.

When you're out to break a record it helps to know what to look for, and the place to begin looking is the weather office.

"We were watching for a trough on the charts," Ben explained. "When a low is west of Odessa and a high is to the east, they work like two big rotating gearwheels meshing together. The airflow between is squeezed and pinched until it squirts north. This bends the isobars and makes them look like the contour lines of a canyon on a geological relief map. It's like a big finger pointing 'This way!' and it meant we could count on strong following winds to push us north."

Wally Scott begins their story:

Ben and I had been looking for the day when we could go record-hunting together. Our plans were to declare a goal far enough out to win both distance and goal records at the same time. If we got separated, we agreed the first one to reach the goal should have the choice of either landing or going on for more distance—leaving the goal record to the other.

Our ships were in a constant state of preparedness. On the night of July 25th I called the weatherman on duty at the Midland-Odessa terminal. He said the next day looked promising . . .

Greene: The surface map had been improving for the last several days, but a low was moving eastward into the Dakotas trailing a cold front southwestward. On the 25th, when I checked the progs on this system, the troughing at higher altitudes necessary to produce the strong tailwinds we needed for a record flight was missing. It forecast a large high over the south central U.S. with little circulation aloft. But on the 26th when I

eastward. The optimum choice would be a goal attainable just at dusk, just ahead of the oncoming front, and preferably far enough west to keep us over the high ground in that direction. (For better convection and to minimize any altitude penalty.) Some choice! With his knowledge of weather and terrain north from Odessa, I could count on Wally for some good ideas on this. I stepped on the gas. . . .

500 feet and is diving back to the field!

Scott: Just after takeoff I realized I hadn't turned on my barograph, so I made a quick abort and landed without using the drag chute. Wally (Scott's namesake son who was acting as tow pilot and crewman) got on 122.8 and declared an emergency so that the endless stream of traffic would wait for us. All this took but a few minutes, but a feeling of guilt came



Ben Greene (left), and Wally Scott.

drove to the Weather Bureau it was exciting to observe the trough lines had formed on the *actual* chart! A check of the winds aloft to the north confirmed it. I reached for the telephone. . . .

Scott: Ben was more excited than usual when he called, but he was worried about the cold front moving into Nebraska — it could cut us off and shut the door north. We decided to meet at the airport.

Greene: During the fifteen-minute drive to Ector County Airport, my mind raced through the check list — carefully sealed barograph, meticulously prepared declaration, etc. — and kept returning to the problem of picking a goal. The front was already across the northwest corner of South Dakota and was forecast to move rapidly south-

Scott: When Ben drove up I was already securing my barograph, maps, and duffle in the AS-W 12. He was still slightly worried about the front cutting us off. Ben was for declaring Broken Bow, Nebraska, but I wanted Thedford because it was across the 700-mile line. We flipped a coin; it came out Thedford, so we both declared it for our goal. Ben insisted I take the first tow.

Greene: For years Wally and I had talked about making this flight, had prepared for it, had even started out a few times only to be turned back by the weather, yet here we were on the ground, with firm cu's popping 2000 feet overhead and moving rapidly northward.

Hurrah! Wally is on tow at last — or is he? No, he has released at

over me when I saw Ben standing there watching the skies blossom with beautiful cu's.

After the second tow I immediately started cruising north at high speed. Ben came over the radio on tow and said, "Take me to the same place your dad released." Ben was only a few minutes behind.

Conditions were good from the start; we were being helped along by a brisk following wind. There were widely spaced cu's, but no streeting yet. Pretty soon Ben called me,

"How's it going buddy, and where are you?"

I relayed my position.

"Have you taken a look at our ground speeds?"

I knew we were over 70 miles out and had not yet been gone an

hour, so I answered,

"Pretty good, I reckon, but they should get better."

About 200 miles out the cloudbases rose and some streeting started. The only trouble was they ran slightly west of our course-line heading. I followed them nevertheless. Ben came on the radio again:

"Where are you now?"

I told him.

"You're flying pretty far left of course."

Ben had drawn a line to our goal, and I had failed to do so. I asked him where the course line lay in reference to Amarillo, which was about 75 miles south of the Oklahoma border.

"It is practically over Amarillo."

I was above Dimmitt nearly twenty-five miles west of the flight line. I radioed Ben:

"Okay, I'll get back on course."

There was a rather wide hole of clear air east of the cloudstreet where I was cruising, but I had plenty of altitude so I crossed without trouble. By the time I reached the little town of Canyon, 20 miles south of Amarillo, the lift was still stronger and the bases higher. It was Sunday. We had radio conversations with glider pilots flying locally around the Panhandle area. They wished us luck. We were making good time and passed Amarillo a little after 1:00 p.m.

Greene: The weather for the next 200 miles north of Amarillo was classic. Cloudstreets ran parallel to our course with frequent areas of strong lift. I was cruising at red-line. Pushing this hard would eventually get me 2000 feet or so

below the cloudstreet base, and I would simply hook into the next 800-1000 fpm thermal and climb rapidly to reposition myself under the bottoms.

Scott: We could make 20 and 30-minute glides at high speed and then get back the altitude lost with just a few turns in the strong lift. Cloudbases were never much above 10,000 or 10,500 msl all day.

Greene: I felt I was flying pretty well; my timing seemed good, and when it was necessary to thermal, centering was prompt. "Surely I'm

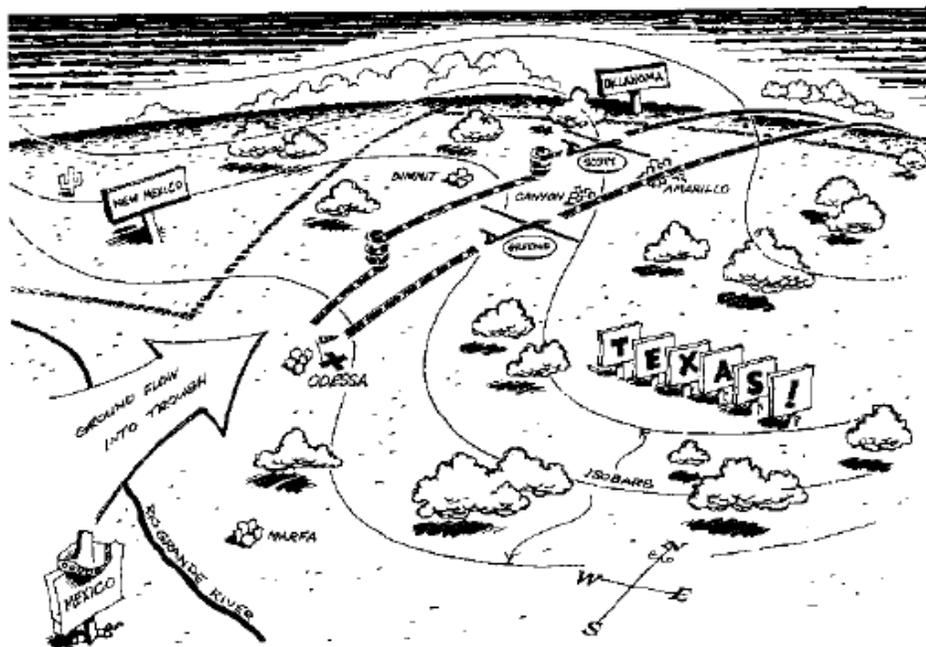
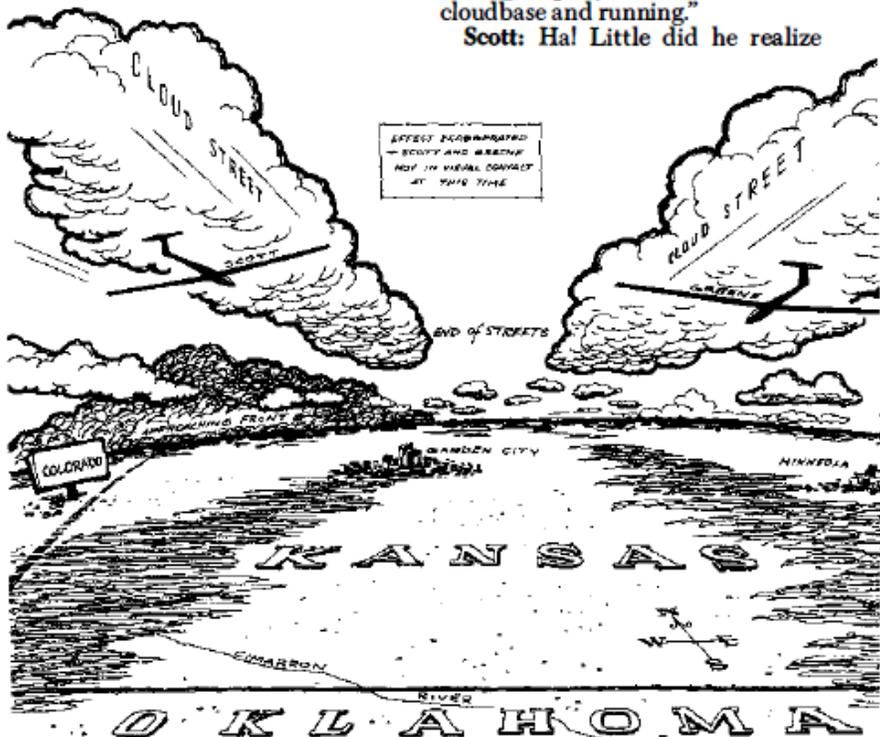
catching of Wally now," I thought. He had been an annoying 15 or 20 miles ahead of me all day; it would be great fun to pass him. Having flown with that guy as much as I have, I should have known better. I called him on the radio:

"Say fellow, where are you now?"

"Over the lake due west of Berger (a Texas Panhandle town 50 miles south of the Oklahoma border). How are you doing?"

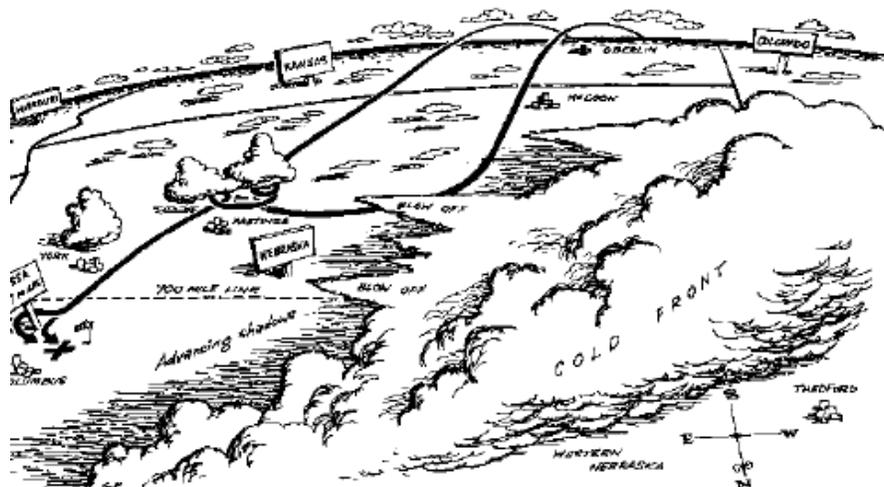
"A little behind, but I will be closing rapidly now as I am at cloudbase and running."

Scott: Ha! Little did he realize



that I was at base and running, too.

(Two states farther north in Kansas another soaring pilot was eavesdropping as he also rode the wind northward. By coincidence Frank Lilly, who was trying for both his Diamond Distance leg and the Kansas Soaring Association's "Kon-solation Kowbell", overheard some of the Scott-Greene exchanges. Lilly had started his flight near the southern border of Kansas and had passed Dodge City. He wrote: "123.3 was busy. I picked up glider pilots in Wichita, Tulsa, and over in Colorado. Then I heard somebody say, 'We are in Oklahoma, old buddy,' and some soft voice answered, 'Right, partner.' They



sounded familiar. Who were they?")

Scott: I started having trouble with my radio. To save the battery I decided to turn it off and check with Ben every fifteen minutes. The good clouds and streets lasted across Oklahoma but ended about 60 miles after we crossed the border into Kansas. We started using individual clouds that still looked fairly decent, but the lift was getting weaker. At one point in the northern part of the state I had to make a long glide to reach what appeared to be a promising cumulus. The cloud looked as if it were beginning to evaporate and I began to worry. My misgivings were shortlived, however, and over Hoxie I centered 700-fpm lift that stayed good right up to base.

Greene: It became apparent the weather pattern was changing, and for the worse. The cloudstreets had given way to soft-looking scattered cumulus, and ahead to the north the tops and blow-off of the cold front were clearly visible. I called Flight Service. They told me the front was passing over the North Platte area in Nebraska. Thedford, our goal was still sixty miles north of North Platte. The flight path to our goal seemed blocked. I changed course to the northeast and called Wally. . . .

Scott: The front and its associated clouds had grown until their anvils and easterly blowoff had hidden the ground below. These shadows were obscuring whatever clouds were beneath. I wanted a first-hand look before abandoning our goal, so when Ben called I said, "Say buddy, that front looks as if it is about over McCook (just across the Nebraska border). We might consider heading more to the east. I'll go a little farther to see how bad the front looks and then de-

side. Will call you in a few minutes."

The closer I got the worse it looked. I was out in the wide void preceding the front and began to worry that I might have worked myself into a trap. I was saved by a weak dry thermal that put me back up to 9500 feet. I called Ben, "Well, buddy, it don't look too good. I'm heading east to try for the clouds on our right."

Ben wanted me to make my own choice; He said, "Don't let me talk you into anything. You might be able to make our goal, but North Platte is on our course line and I just called Flight Service there. They reported thunderstorms in all quadrants with lightning cloud to ground, ground to cloud, cloud to cloud — the only thing they left out was cloud to glider." I told him his change of heading to the northeast was the right decision, "We may not be able to go as far as we would like," I said, "but I think it's the only way." Ben fired right back, "We ain't through yet."

(Earlier Frank Lilly had noted the demarcation in the weather. He wrote, "The clouds seem to fizzle out ahead of me, and large cu'nims are showing towards my goal. I call Roy, my crew, and tell him to change to Columbus. Then I hear the radio say, Ben, we have 500 miles in. Now I recognize Wally Scott's voice. He must be on a good one with Ben Greene! Then it sinks in. My gosh! Them guys are out of Odessa, Texas, and are catching me!")

Greene: The flight out of Kansas and into Nebraska became a race to stay over sunlit ground. The sinking western sun accelerated the speed of the shadows before the oncoming clouds. About forty miles into Nebraska I spotted a promis-

ing cu near Hastings. Trying to reach it I increased my speed to 70 and then 80 knots as I tried to keep ahead of the lengthening shadows.

Scott: We had been separated by many miles, but when Ben told me he was heading toward a good-looking cloud at Hastings I was close enough to see it. From my vantage point in the west I could tell the clouds to the north were decaying and motionless. Ben's cloud was the only active one around, and it was a beauty. I relayed that I was working toward the same cloud. Ben figured I was throwing miles away and radioed, "No, no! Don't come back. Keep going!" But it was a necessity. It was the only good one around.

Greene: As I raced toward the cu I scanned the sky to the northwest. There was an unmistakable flash of sunlight on white wings and for the first time in eight hours and 600 miles we were in visual contact. It was the kind of experience that made my hair stand right up on the back of my neck. Moments later we were circling together in the lift the cloud had promised. I got out my charts and saw we were crossing the pencilled red line I had marked for a World Record Distance.

(Ninety miles northeast, Frank Lilly was only half-listening to his radio as he sweated out marginal lift and let the tailwinds carry him toward Columbus. He had been following some river bluffs determined to find lift, or sink into the stream itself when his radio suddenly came alive with some giggles and an exclamation, "We got him! We got him!" But his attention was diverted when the smooth air came to life.)

Greene: Anyone on 123.3 mhz at that time might have been concerned by the "Ya-hoo's," "Whoo-ee's," and generally silly giggles and comments coming from two adults; but this was an unusual occasion.

Scott: There was some other banter and at one point I offered to throw some food over to Ben who had eaten the last of his space sticks hours before.

Greene: "Wish I could pitch my turn-and-bank over to you."

Scott: I had forgotten about his Peravia gyro. Lordy, lordy. We were still under the cloud. If he climbed in he could reach perhaps



20,000 feet, and I would have to stay below base. I apologized and told him to take the next thermal on up.

Greene: "Nothing stirring. Not after you came back. We will stay together."

Scott: I told Ben, "I didn't want to, I had to." And really, I did.

Greene: I was carrying a new Peravia horizon with a backup turn-and-bank. Earlier in the day, during an "easy-cruise" portion of the flight, I had posed the question of a climb clearance with a Flight Service Station. The man said that if the occasion arose to call and, traffic permitting, I might expect clearance to flight level 240. (With the day's weather, 24,000 feet in an AS-W 12 would have meant a downwind glide of about 240 miles!) But the opportunity did not present itself; conditions were such that cloud flying either was not possible because of weak lift at altitude, or afforded no advantage when it could have been done.

So it was easy to sound noble while circling with Wally near cloudbase where the lift had deteriorated to little better than zero sink. (I wonder what I would have said to my friend if the lift had been 800 fpm as we neared the base? I'm glad I didn't have to make that decision . . . I think.)

(Frank Lilly had found enough lift in a tiny thermal to dribble along in the strong ground winds. He wrote, "Finally, 10 miles out

and 2000 feet up I leave the sweet little thing and thank Him from whom all thermals flow. I call my friends at Columbus and tell them I'll soon be there and be needing landing witnesses." A few minutes later with only enough altitude left for a feeble pass and pull-up, Lilly's Sisu rolled to a stop on the airport. The approaching front had denied him the Konsolation Kowbell, by closing off his declared goal to the west, but he had flown 320 miles — more than enough for his Diamond Distance. With his witness forms signed he rolled the Sisu in a hangar. West, north, and east the horizon was obscured by dark cloud masses. Only the south was clear.)

Greene: We were moving into a "v"-shaped convergence between the cold front coming from the west and a warm front paralleling the Iowa border. There were some towering cu's above York, but zero sink was the best they could give. Evidently there was no lapse rate below base due to the influence of the warm front zone.

Frank Lilly called on his radio and said, "Where are you guys?" We told him, and he said, "Well, if you'll come into Columbus we've got hangar space and can put you in out of the weather."

Scott: I guess Lilly had been listening to us for hours. After he secured his Sisu he flew out in a plane trying to find us. We never did see him, but we decided to try to make Columbus, too. Ben and I were a long way out and we wor-

ried about making it in a flat glide. We went to flap position 3 and I began to relax as I looked down and watched the ground fairly scooting by. Bless those tailwinds.

Greene: We got to the airport with 2000 feet. We could have gone on. Allowing 1000 feet to find a landing spot, that much altitude could mean another 20 miles. But the trouble was that would have put us right up in the rain and lightning belt. We talked about it for awhile. Our crews were at least a half-day behind, and we might have found ourselves trying to hold our ships down in the rain and wind in the middle of nowhere. We decided to land at Columbus.

Then it occurred to us that if we didn't both land at exactly the same time the one who touched down first would hold the record and the other would have to fly 10 more kilometers to beat him.

Scott: I said, "Great, we'll make a no-chute landing. Come in long, Ben, I'll trail behind. Let me know when you are ready to touch down."

Greene: Dark clouds and rain lay north and west, and light rain was a few miles east of the field as Wally slid into position and we turned on a long downwind leg to set up a no-drag-chute formation landing.

Scott: When we flared out on the air cushion above the runway I waited until I heard Ben key his mike, then I dobed the '12 on the asphalt. He said, "I'm on," and I said, "Me too."

Greene: I used the last of my momentum to turn off on the hangar taxiway, and as I stopped the raucous sound of another wing tip grating on the asphalt confirmed that Wally was still beside me.

I sat for a moment engulfed in the after-flight silence; then tilting my head, I listened for the faint reassuring ticking of the barograph stowed behind me. As I punched the flight clock off at nine plus hours elapsed time, the first drops of rain rattled a crisp, metallic sound across the canopy. Now voices came from the direction of the hangar whose front, already lighted against the approaching gloom, proclaimed: "Welcome to Columbus, Nebraska."

Slowly, stiffly at first, I walked, then ran to join Wally.



KSA Duty Schedule

Fri, Jul 3, 15 Holiday			
Sat, Jul 4, 15 Holiday	Dave Stanko	Bob Blanton 316-683-9759 Robbie Grabendike 316-680-0622	
Sun, Jul 5, 15 Holiday		Neale Eyler 316-729-0659	
Sat, Jul 11, 15 Cookout	Mark Schlegel 316-641-5093	Jerry Martin 620-960-5418 Paul Sodaman 785-456-5654	Mike Westemeir 316-729-2551
Sun, Jul 12, 15	Mark Schlegel 316-641-5093	Harry Clayton 316-644-9117 Susan Erlenwein 316-644-4586	
Sat, Jul 18, 15	Bob Hinson 316-841-5561	Aaron Maurer 316-300-6741	
Sun, Jul 19, 15	Ben Sorensen	Scott Dimick 316-461-8196 Mark Ross 316-214-1464	
Sat, Jul 25, 15		Dana Duckworth 316-722-2078	
Sun, Jul 26, 15		Harry Clayton 316-644-9117 Susan Erlenwein 316-644-4586	
Sat, Aug 1, 15		Mike Davis 316-772-8535	Mike Westemeir 316-729-2551
Sun, Aug 2, 15	Jack Seltman 316-636-4218	Aaron Maurer 316-300-6741	
Fri, Aug 7, 15 Ratings Camp			
Sat, Aug 8, 15 Ratings Camp/Cookout	Andrew Peters 316-393-2261		
Sun, Aug 9, 15 Ratings Camp	Mike Logback 620-241-8486	Mark Ross 316-214-1464 David Pauly 316-250-2045	
Mon, Aug 10, 15 Ratings Camp			
Sat, Aug 15, 15	Bob Hinson 316-841-5561	Paul Sodaman 785-456-5654 Brian Silcott 620-204-0051	
Sun, Aug 16, 15	Jerry Boone 620-662-5330	Matt Boone 620-662-3849 David Pauly 316-250-2045	
Sat, Aug 22, 15		Don Jones 620-960-6444 Neale Eyler 316-729-0659	Andrew Peters 316-393-2261
Sun, Aug 23, 15	Jack Seltman 316-636-4218	Harry Clayton 316-644-9117 Susan Erlenwein 316-644-4586	
Sat, Aug 29, 15	Bob Hinson 316-841-5561	Bob Blanton 316-683-9759 Robbie Grabendike 316-680-0622	
Sun, Aug 30, 15	Bob Holliday 316-641-6178	Steve Leonard 316-729-0356 Brian Silcott 620-204-0051	

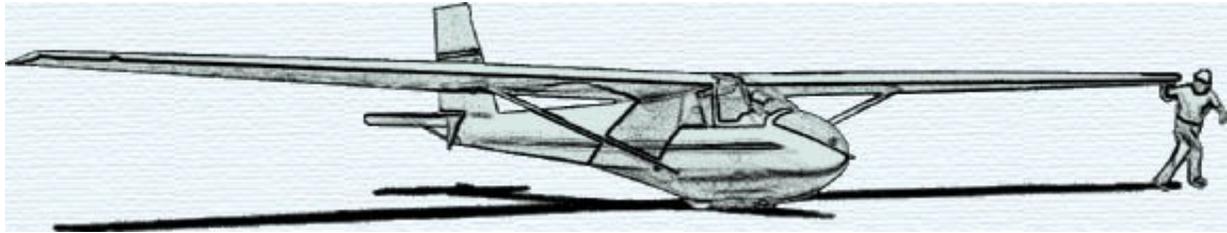
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____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

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
July 11th, 2015
Cookout at Sunflower