



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

Editor: Tony Condon

Volume LVII

June 2017

Number 6

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DON JONES (2016-2017)

TIM DOUBLE (2016-2017)



Brian Bird (Towpilot & Recommending CFI-G), Charles Pate (DPE), and Robert Estagin after completing Robert's checkride. Congratulations!

KSA CALENDAR

June 5th - 14th - 15 Meter, Open, Standard Nationals - Cordele, GA
June 10th - KSA Meeting - Cookout at Sunflower
June 20th - Cosmosphere Rides at Sunflower
June 21st - 30th - Club Class Nationals - Hobbs, NM
Jun 29th - July 16th - 2nd FAI World 13.5m Class Gliding Championship - Szatymas, Hungary
July 1st - 8th - US Junior Camp & Contest - Elmira, NY
July 2nd - 8th - 2nd Annual Junior Nationals - Harris Hill, Elmira, NY
July 3rd - 7th - Women's Seminar - Chilhowee Gliderport - Benton, TN
July 8th - KSA Meeting - Cookout at Sunflower
July 15th - Kansas Kowbell Klassic - Sunflower
July 18th - 27th - Region 10 Low Performance Contest - Midlothian, TX
August 1st - 10th - 18 Meter Nationals - Uvalde, TX
August 12th - KSA Meeting - Cookout at Sunflower
August 28th - September 2nd - Region 10 Championship - Waller, TX
September 24th - Adventurous Babes Society
October 1st - Adventurous Babes Society Rain Date
October 7th - EAA Fly-In Newton, KS
October 29th - Closing Day at Sunflower
Nov 26th - Dec 8th - 2nd FAI Pan-American Gliding Championships - Santa Rosa de Conlara, Argentina

Member Accomplishments

Mitch Hudson earned Diamond Distance, 750km Diploma, and several State Records on May 4th

Mike Westbrook earned his 750km Diploma on May 4th

Tony Condon earned several State Records and National Standard Class Distance to a Goal Record May 4th

Keith Smith earned his Diamond Distance and a few State Records on May 4th

Robert Estagin passed his Private Pilot - Glider checkride on May 9th, his 16th Birthday

Bob Holliday and **Jerry Boone** earned at least one State Record in the Grob on May 24th

J Riedl soloed on May 29th

Michael Groszek earned his Tow Pilot endorsement

Bob Hinson earned Silver Altitude in his Duster on May 28th

Tim Double earned Silver Altitude in the KSA Grob on May 29th

Notes from the President

Greetings KSA! May turned out to be quite the month and it closed off with a fantastic weekend at Sunflower. The three day weekend featured good flying weather with several guest rides flown, a couple students gone solo, some new personal best flights, and some badge and state record claims.

Robert passed his checkride! Next time you see him give him a high five. I've only been instructing for 14 years but I've never had a student take their checkride on their birthday. The fact that **Robert** was able to pass the ride on his 16th birthday is a testament to a lot of effort that he's put in in the last year. Well done! It's a pretty special memory for him and how cool is it to be a licensed pilot before you can drive a car??

When we haven't been flying there has been a lot of work getting done at Sunflower. As **Kevin Riedl** mentioned the other day, there is always a project to work on at Sunflower. The grass has been getting mowed, rocks have been swept, hangar doors repaired, the ramp and runway have been sprayed with weed killer (and it worked great!), the well has been put back into commission. There is always something to do, and thanks to those of you who have stepped up already this spring and pitched in.

There is a small stock of blue KSA T-Shirts in the Towplane Hangar. They are in the clear plastic file cabinet along the East wall. Large and Extra Large sizes are available, for \$20. There are also KSA logo stickers in the drawer, for \$2. Leave money in the drawer. If you want some other club merchandise, perhaps a polo shirt or a new bucket hat, check out <http://www.yawstring.com/club-pages/kansas-soaring-association>

We have two new towpilots, **Kirk Bittner** and **Michael Groszek**. If you are looking for a tow, get ahold of them. We also will be working to bring **Bob Blanton** and **Kevin Riedl** online to tow here soon too. That should help get our towpilot corps back up to full strength.

There is a big opportunity coming up on June 20th. The Cosmosphere is hoping to bring out a full days worth of riders as part of their flight camp. We've been part of this program with them for the last several years and I think you'll find that the kids have at least as much fun as we do. We will need towpilots, commercial glider pilots, and ground crew help for this all day mission. Contact **Andrew Peters** apsoars@yahoo.com to help out.

See you at Sunflower!

Tony



Cold Front wave cloud on May 27th. Highly concave structure with middle of cloud at least 1000 feet higher than the leading edge

Sunflower Seeds

May 4th: **Mitch Hudson** (AAA), **Mike Westbrook** (5F), **Tony Condon** (K), and **Keith Smith** (LW) launched on downwind dashes. **Brian Bird** towed. **Kevin Riedl** and **Don Jones** ran wings. **Mike Orindgreff** (F8) flew.

May 5th: **Bob Holliday** towed **Don Jones** (MB) and then launched in 3D. **Mike Orindgreff** (F8) also flew.

May 6th: **Tony Condon** towed. **Michael Groszek** took towpilot training. **Mike Orindgreff** and **Brian Silcott** were line crew. **Dave Wilkus** (SR) took two tows.

May 7th: **Bob Holliday** towed. **Cooper Dube** had two instructional flights with **Brian Bird** in the 2-33. **Robert Estagin** flew two dual flights and two solo flights in preparation for his checkride. **Tim Double** gave 9 rides to friends in the Grob.

May 9th: **Brian Bird** towed. **Robert Estagin** passed his Private - Glider checkride with DPE **Charles Pate**. It was his 16th birthday. **Eddie Estagin** ran wings. **Don Jones** flew, landing at Stafford. **Bob Holliday** (3D) and **Mike Orindgreff** (F8) self launched.

May 12th: **Mike Orindgreff** (F8) flew. **Tony Condon** picked up the Cherokee II. **Dave Wilkus** washed SR with help from his grandson.

May 13th: **Mike Orindgreff** (F8) flew about 90 km.

May 21st: **Mike Orindgreff** (F8) and **Bob Holliday** (3D) self launched, flying 90 and 145 km.

May 23rd: **Bob Holliday** (3D) flew 170 km.

May 24th: **Bob Holliday** towed early. **Tony Condon** (K) got away from a 10:30 AM tow and landed in Center, TX for a flight of about 475 miles. **Matt Boone** chased. **Don Jones** (MB) and **Keith Smith** (LW) also flew. **Ben Sorenson** towed at noon and **Bob** and **Jerry Boone** flew the Grob to Seminole, OK for a flight of about 195 miles. **Mike Orindgreff** (F8) flew 286 km.

May 27th: **Paul Sodamann** towed. **Tony** gave rides in the Grob to Tim (KC-135 pilot in training) and Dan (Friend of **Ron Colbert**). Dan got to enjoy about an hour aloft as they surfed the passing cold front. **Kevin** and **J Riedl** worked on hangar doors. **J** and **Ron** took instruction in the 2-33. **Rich Stone** flew the WSA Ka6. **Steve Leonard** did a short flight in his Ka-6. **Dave Wilkus** ran the line. **Jim Frizzell** and **Hollis Stabler** were present. **Dave Pauly** worked on his hangar.

May 28th: **Paul Sodamann** towed. **Dave Wilkus** (SR), **Bob Hinson** (KD), **Dartanyan Ingram** (DT), **Steve Leonard** (Ka-6), **Matt Gonitzke** (6M), **Rich Stone** (WSA Ka-6), **David Kennedy** (2-33), **John Wells** (KJ), **Tony Condon** (K), and **Dave Pauly** (Pipistrel) all flew. **Bob Holliday** (3D) self launched. **Bob** earned Silver Altitude. **Tony** completed a 500 km triangle to Esplund Farm and Hays. **Mike Warbington** flew in his Cessna. **Harry Clayton** and **Sue Erlenwein** ran the line. I heard that **Harry** had a good soaring flight with **David** later in the afternoon. **Leah** and **Jerry Boone** flew the Grob around the WSA triangle and south of Cheney lake. Cloudbase was around 10,000 ft. **Dartanyan** went to McPherson and Lyons. **Steve** found wave and climbed to 14,000 ft!

May 29th: **Bob Hinson** towed early. **Tony Condon** instructed. **J Riedl** took solo'd by noon. **Kevin Riedl** ran wings. Congratulations! **Mike Warbington** got solo again in the 2-33 as well. **Tony** towed with **Michael Groszek** finishing his towpilot endorsement. **Kevin Ganoung** flew the 2-22 over 3 hrs in 2 flights! **Tim Double** flew the Grob, getting his Silver Altitude. **Steve Leonard** flew his Ka-6 to Lyons, Garden Plain, Kingman, and back. **Rich Stone** flew the WSA Ka-6. **Dave Wilkus** flew SR. **Dave Pauly** and **Bob Holliday** (3D) self launched. **Tony** gave a ride to **Keith Smith**'s friend **Dale** in the 2-33 and flew the WSA triangle.

May 30th: **Bob Holliday** (3D) flew 360 km

My Checkride

By **Robert Estagin**

On May 9th, 2017 **Charlie Pate** and I met up to complete my checkride to get my Private Pilot Glider Certificate. After having to use the complicated IACRA software and completing the oral exam we went out to the hangar and grabbed the 2-33 and complete the preflight inspection. After talking to the tow pilot (**Brian Bird**) we got into the glider did the pre-takeoff checklist. We hooked up to the tow plane and put our thumbs up and waggled the rudder to show we were ready. We were on the takeoff roll and we were airborne a couple of seconds later. Between 200-300 ft **Charlie** pulled the release and looking at my options and decided to do a left turn and land downwind. When I stopped we were within the 200ft maker but sadly it did not count for a precision landing.

When it came time to do our second flight we once again did the pre-takeoff checklist and once we were hooked up I gave the thumbs up and waggled the rudder and I feel the takeoff roll begin. We did a normal takeoff with no rope break but once we were around 2,000ft we boxed the wake and did it within 35 seconds.

After doing the maneuver we climbed another 500 ft and we did slack rope and once the slack was in I yawed away from the rope and once I could see the rope about to be tight I yawed back in so we wouldn't recreate the slack. After that we climbed another 500 ft and released from tow around 3,000ft. Shortly after releasing from tow we did some straight ahead stalls with no air brakes and with air brakes. Shortly after we did some left and right turn stalls. When doing the turns I noticed even though we stalled we only lost only 200ft so **Charlie** thought we could do two left 360 degree turns and see if we could thermal. During the turns I could see we weren't losing any alti-



Charles and Robert after the checkride was complete

tude so after completing the turn we shortly did two right 360 degree turns. After completing the turns we were at around 1,500ft AGL and decided to get ready to enter the traffic pattern. This landing was a precision landing and when on downwind and base I felt I was in the right position for an accurate landing but on final I was a little low but when I touched down and stopped I was 50ft from the ending point of the cone.

This was my final flight for the checkride. After taking off we did a normal tow and when we released **Charlie** asked me to do some steep right and left turns and after completing the turns **Charlie** told me he was satisfied and I could do whatever I want till we got into the pattern. I did some some turns and some stalls and once we hit traffic pattern altitude he told me to do a no airbrake approach. I could tell I too high on downwind, base and final. I was in a full left slip trying to burn altitude but wasn't able to get down fast enough. I was able to touch down where i stopped on my precision landing and rolled down the runway for a couple hundred feet. We got out of the 2-33 and he asked me if I wanted to keep on flying or put it away and I choose to put it away hoping I passed my checkride.

Later when we went back to the tow plane hanger to do the paperwork, he congratulated me on passing my checkride and getting my private pilot glider certificate.

Mineral Wells

By Keith Smith

We were about 7,500 MSL over Mineral Wells, Texas elevation 954MSL. We had been indicating around 83 kts groundspeed (woohoo – 83 kts GS in the PW-5!!). The Oudie showed a couple of private strips on each side of the screen and just green in the middle. In that part of Texas the green means scrub trees and thorny stuff. Besides, there was water everywhere, just like there had been since south of Cheney. I was just not happy about the prospects of a landout. As a matter of fact that was the biggest concern of the entire trip. How are two guys with bad backs going to get a glider out of the mud? Anyway, at this point I had used up the last apparent thermal. There was nothing but blue sky in front of us. So, I could have gone an easy 30 more miles based on altitude, and winds. But, underneath of me was a nice looking runway. With my virgin chase crew, Greg Swanson, an old crew chief buddy from the Huey days, texting he was 1:45 behind me due to my maladjustment westward that gave him trouble tracking the highways. I spiraled down gently around the airport area, keeping towards the upwind side. With 6,500 feet to burn it took a while and heading back north was just slightly above a hover. I landed on 36 and had a long push just to get a dry enough area of grass to get off the active while a powered plane used the SE/NW runway. The FBO manager drove over and helped me by holding up a wingtip to get TinkerBell over to the FBO area. We took the fuel truck back and I drove his pickup over to the FBO. Old school FBO courtesy.

Mineral Wells is the old Fort Wolters. It was a basic flight training location for what would become the massive numbers of Huey pilots for the Army during the Vietnam War. Greg made it. Tear down was in the dark with ramp lights to help on one side. It went slowly due to fatigue. I screwed up a couple of things that made it even slower.

Greg really made the flight happen. I can't tell you enough how talented this guy is with aircraft. When I flipped the master switch I turned on the logger and Oudie, and finally the radio. Oops, blank screen where the frequency appears. I quickly decided the flight was a NoGo and was ready to push off from the grid to the ramp and just call it a day. Greg diagnosed the problem and traced the culprit, a connector on the back of the radio. He trotted over to his truck, "Holy Smokes!", he came with a batch of connectors and crimping pliers. Ultimately, he had the wire stripped, connector crimped, and screwed back on in time to take off without busting my place in the grid. Actually I was last in line, but we still made it before the towplane landed from the first three tows!



In Flight Scene

I struggled on getting established in the first thermal. Then I struck out **Condon** style. It was slow going at first and then suddenly I was past Cheney Lake. As we crossed familiar landmarks I realized I was going to at least drift with the thermals and make some distance. At about Anthony I found some forward motion and managed a few dolphin stretches. Then central Oklahoma struck. I got down to less than 1,000 AGL and had a field picked out. I made a wide last transit looking over my right shoulder at my tiny, flooded wheat field (think \$\$ of wheat damage to deal with, plus a glider buried in mud) and got a hail Mary (mom's first name!)

thermal that put me back headed south. I barely skirted the edge of the Ft. Sill area with an Oudie warning. I wasn't too concerned about that because I was also over the main highway and it just edges the base housing and administrative buildings, not the ranges. I had been stationed there for a couple months when we had a six month mobilization for the Iraq deployment. Ah, crappy memories I pushed out of my mind in order to keep on task (I actually stayed in the same moldy barracks that my older brother stayed in sometime 68-69 before he went to Vietnam as an artillery plotter).

We also were close to Sheppard AFB base just south of there. Lots of Oudie warnings but no busted air-space. Just a long runway off to my right and on we went. The thermals were easy, but busy, and I wasted way too much time thermalling. Our distance could have been so much farther if I hadn't flown so conservatively.

I had decided I might divert towards Abilene, TX. My thirty minute SW diversion cost Greg lots of difficulty and put him much further behind since the roads don't just suddenly change direction like my mind. The sky blued out, clouds had much more blue between them and I chose to head back SE. As the clouds in front began to flatten and get more distance between them I texted Greg that I was going to land at Jacksboro, a man-made peninsular strip at a lake surrounded by trees. I was sure I could get down there but I was maintaining about 7,500 MSL and had 6,000 feet to spare. I remembered **Tony** saying I should be able to hit thirty miles in no lift with the available tailwinds so I pressed on. I poked towards one small town with a public strip and then made a slight correction towards Mineral Wells, TX. Good thing I did because it was a terrific place to stop. When Greg finally caught up to me we had to disassemble little Tinkerbelle in the half light of the ramp lights outside the FBO. As usual, adrenaline was coursing through all of my synapses and we took off with me driving as we relived the adventures of the day.

The screenshot shows a flight information page for Keith Smith (US) on 04.05.2017. The flight was a PW 5 glider, starting at Sunflower (US / 10). The flight details include a total distance of 695.67 km, a speed of 100.4 km/h, and a duration of 05:52:12. The flight path is shown on a map, and the statistics table below provides a breakdown of the flight into six legs.

Distance (OLC-Classic)							
	s [km]	%circling	N _{thermals}	R/C [m/s]	E	V _g [km/h]	
Leg1	181.07	34.85	15	1.30	66.57	91.55	
Leg2	12.27	0.00	0	0.00	30.99	139.79	
Leg3	163.03	27.72	12	1.93	74.41	95.42	
Leg4	228.89	12.08	10	1.50	93.27	113.23	
Leg5	1.82	0.00	0	0.00	7.47	44.85	
Leg6	2.43	0.00	0	0.00	5.23	72.29	
Total	589.51	23.97	37	1.55	69.60	100.43	

Triangle (FAI-OLC)							
	s [km]	%circling	N _{thermals}	R/C [m/s]	E = Gleitwinkel	V _d [km/h]	
Leg1	0.00	0.00	0	0.00	0.00	0.00	
Leg2	2.15	0.00	0	0.00	9.02	70.23	
Leg3	1.68	0.00	0	0.00	5.16	37.62	

Nominations Sought for US Soaring Hall of Fame

The Hall of Fame recognizes individuals who have made the highest achievements in, or contributions to, the sport of soaring in the United States. The Hall of Fame is an institution of the SSA, which is administered by the National Soaring Museum.

Up to two candidates may be elected to the Hall of Fame each year. Any member of the SSA may submit an individual's name as a nominee to the National Soaring Museum for consideration. Each submission must be accompanied by a detailed statement setting out the achievements or contributions of the nominee justifying consideration for election to the Hall of Fame. Nominations submitted will be reviewed by a vetting board which will reduce the list of candidates in any year to not more than two. The Board of Directors of the SSA will vote on the persons on the list whose names, if approved, will be submitted for final approval by SSA Life Members and SSA members with 15 or more consecutive years of SSA membership.

Nominations, along with the detailed statement described above, must be received by the National Soaring Museum.

The long-standing defining statement is "The United States Soaring Hall of Fame, created in 1954, recognizes individuals who have made the highest achievements in, or contributions to, the sport of soaring in the United States of America."

Expanding on the underlined words:

Soaring: the achievements/contributions must be in the sport of soaring.

Fame: the individual must be widely recognized in the soaring community.

Individuals: only an individual (one person) may qualify for nomination. Two or more persons sharing achievements/contributions must be nominated separately.

Highest achievements in or contributions to: the achievements/contributions must be of outstanding significance. A single achievement or contribution is not sufficient - it must be achievements or contributions - note the use of the plural.

United States of America: the achievements/contributions must have nationwide significance in the United States of America.

A nominee's achievements/contributions must be (or have been) long-lasting for the sport of soaring in the United States.

Achievements/contributions as part of a substantial financial interest, or as part of compensated service to the SSA or its affiliates, are not qualifiers for the Hall of Fame. Routine and/or long-time voluntary efforts (such as service as instructors, tow pilots, committee members, contest helpers, etc.) may be considered as only ancillary to the prerequisite of highest achievements/contributions.

Please send nominating letters and support material to:

Trafford L. Doherty
Director, National Soaring Museum
51 Soaring Hill Drive
Elmira, NY 14903-9204

Questions? Please call (607) 734-3128.

Email: director@soaringmuseum.org

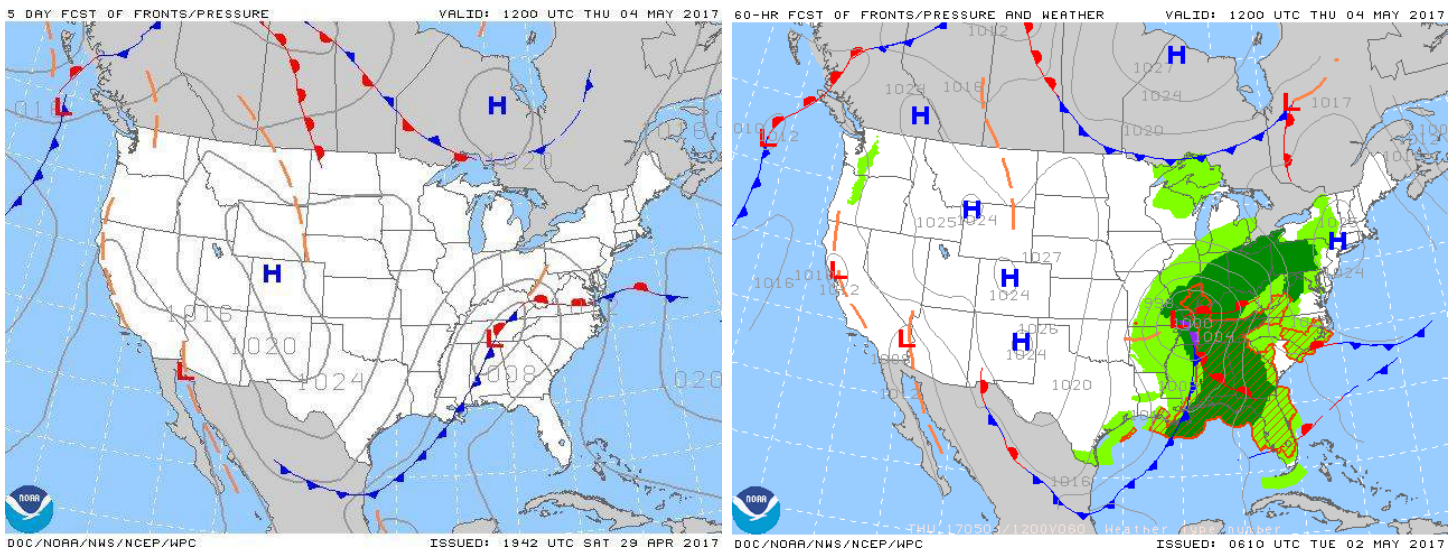
Nomination letters and support documents (10 copies) should be submitted in a single mailing. Please do not ask others to send support letters separately - they should all be included with the nominating letter. **Nomination deadline is June 30th.**

LaGrange

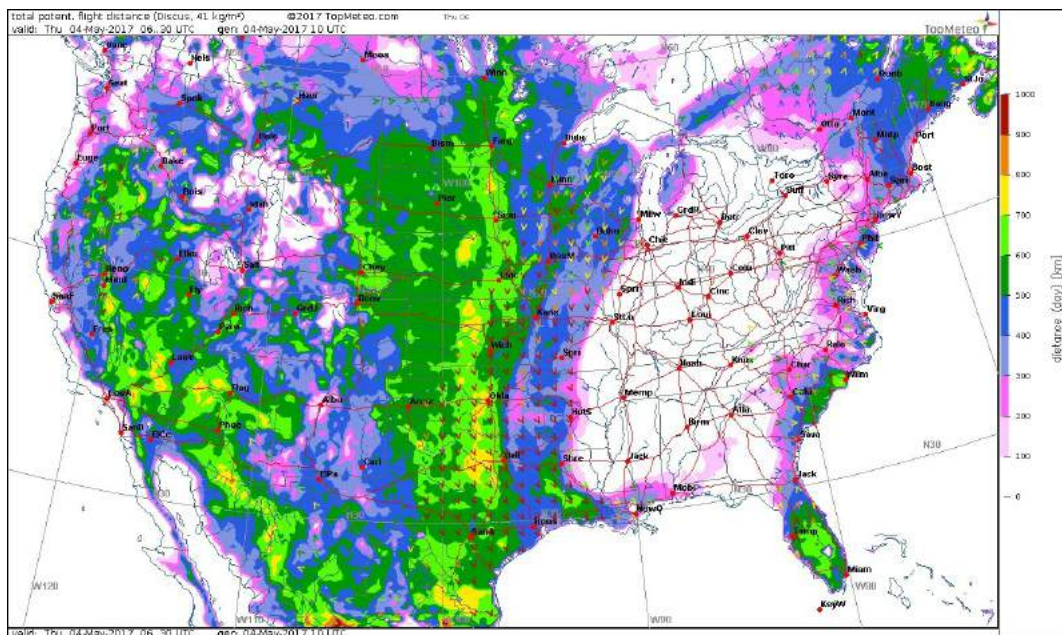
By Tony Condon

On April 29th, I noticed the 7 day Prog Chart showed a familiar pattern. The setup looked almost exactly like April 8th, 2014 when I flew to DeQuincy, LA from Wellington. The wheels of motion were set into progress. The Standard Cirrus “Kate” was ready to go, still in the driveway from the March 1st flight to Paris, TX. The first call was to **John Wells** and **KC Alexander**. Could they chase? Yes! Whew! Now, how about a towpilot? As it works out, **Brian Bird** has a long lunch hour on Thursdays between his classes at Hutch Community College, so he could come out during the launch window and get us airborne.

Mitch Hudson and **Mike Westbrook** had shown some interest in joining in on one of the downwind dashes this spring, so I sent them a message. Sure enough, the schedule worked out that they could both join. **Mitch** would drive over from Colorado and **Mike** come up from the Dallas area. They were both looking to get a long flight in and join in on the fun. **Keith Smith** also decided to join in flying Tinkerbell, his PW-5. A few other KSA members offered to help with launching. The plan came together pretty smoothly.



Prog Charts: 7 Days out (left) and 2 days out (right). Forecast stayed very consistent for the week.



TopMeteo Predicted Flight Distance for May 4th

On the evening of May 3rd, **Mitch** and **Mike** arrived at Sunflower. **Mitch** had his friend Nate crewing for him. **Mike** brought along his dad, Mick. It was raining at Sunflower. In fact, it HAD been raining at Sunflower. About 1.25" of rain fell in south central Kansas and northern Oklahoma that day. I was not sure what to make about that. The forecasts still showed good. Two conclusions could be drawn. Either the day was going to be so good that the rain wouldn't matter or the forecasts were wrong and did not account for the rain. Honestly I was leaning towards the second option. We had supper at Carriage Crossing while waiting for the rain to quit. Then as the sun went down we assembled the gliders, put them in the hangar for the night, and get some sleep.



Sunflower on the evening of May 3rd

Building on previous experience on these long flights, and considering that I thought this would be a good opportunity to go long, **KC** and **John** had a different approach to chasing. Instead of them chasing me, I would chase them! They wanted to minimize the time it took them to get to me at the end of the day by leaving well before me. They met me at the house at 8:30 AM. With Kate already assembled at Sunflower, they took my car and trailer and headed south. I took **KC's** car to Sunflower and prepped for launch. There is of course a big risk in this plan. What if the intrepid pilot encounters trouble early and has to land? Now the retrieve crew is several hours AHEAD of the pilot and has to backtrack. The guys weren't too concerned about that, even with the rainfall on the first 100 miles of the course. I appreciated the confidence they had in me. I told them to pack their swim suits in case we made it to the Gulf.



KC and **John** ready to depart, 8:30 AM May 4th

This would be my 6th Spring Go South attempt since 2014. Those flights had taken place in the months of January, February, March, and April, with the latest flight being on April 8th. Having the opportunity to fly in May offered a few advantages. A big one was the longer daylight hours providing the opportunity for longer duration. The other big advantage was warmer temperatures. Not only would serious cold weather not be required but temperatures aloft would also allow me to carry water ballast. **Mitch** and **Mike** opted to fly their Discii dry. **Mitch's** is a b model and **Mike** has a 2b. We decided this would give us the best opportunity to stay together and that should improve the performance of the group.

There was still a bit of standing water on the ramp at Sunflower when we met in the morning. We prepped the gliders and once they were not needed, Nate and Mick were headed south to get a head start on their pilots. **Mitch** and I declared a task with a turnpoint at Weatherford, TX and a finish at Giddings, TX. Distance to the goal was around 537 statute miles. This would be good for the National Standard Class Distance to a Goal record. TopMeteo said we could get there with the available day but not much further.

I launched first about 11:30. **KC** and **John** were already in Oklahoma City. **Kevin Riedl** and **Don Jones** were there to help with the launch. Thanks guys! Cu had been in the area for about 30 minutes and I immediately found a weak climb that I took to about 6000 ft. **Mitch** and **Mike** quickly followed and then **Keith** launched. The next few climbs were much better and it soon became apparent that the day was, in fact, as good as forecast. Never mind the fact that we could see standing water reflecting up in the rows of the wheat fields. We were headed due south.

The rain had not reached much further south than Enid. As we came past Vance AFB I was hopeful that the day would get even better with now dry ground underneath us. Instead, I suddenly couldn't find anything worth circling in!

Lower and lower I sunk. I had been pacing the guys by 8-10 miles so radioed back to them that it was getting soft. They slowed up and took what they could to stay high. **KC** and **John** were approaching the Dallas metroplex. This was bad. Really bad. I was not even to Interstate 40 yet as the altimeter kept unwinding. Soon I was picking fields. My hand was starting to go for the water dump when I felt a nibble. Left wing lifted a touch. Slight bank. Solid Surge. Crank left! 4 knots! PRAISE THE SOARING GODS, I'VE BEEN SAVED! Don't get too confident yet, you're still at 1500 AGL. "Kate, how's it going up there" comes a call over the radio. "Climbing. Busy." is the response from me. The thermal averaged 4.5 knots to 4600 MSL. I'm still not out of the woods. There is one more glide below 2000 AGL and then 5.4 knots gets me back to 6600 MSL. I'm back in business with an incredibly efficient save. Let's try really hard not to do that again!



Scene just before launch. Photo **Mike Westbrook**

Meanwhile, **Mitch** and **Mike** are staying together and by the time we get to Chickasha, OK we are all within sight of each other. We even share a few thermals although there is still pretty good vertical separation between me and them. Climbs are still alright but the going is not as good as we had hoped. As we cross the Red River into Texas, the switch flips again. We are off to the races.



Mike flying off **Mitch's** wingtip

I found a really good line as we approached the Dallas area and pulled back out to about 10 miles ahead of the guys. As we rounded the turnpoint, **Mike** split off to finish his declared 750km flight and land near home. He had to be back to work as a Flight Sim Instructor at 3 AM the next morning. **Mitch** and I managed to join up just after passing Lake Whitney. We were in the task area for TSA, where I had flown a couple contests. It was nice to have some familiar landmarks. It was a little after 5 PM and a good time to have a team mate. We started to focus on staying plenty high. Clouds were starting to thin out as we headed for Giddings. Tops had increased to about 7000 feet though, sometimes 7500. The wind was almost right on our tail between 25 and 30 mph. Life was Good!



Mitch off my wing at the end of the day

As we got our last good climb and made a comfortable glide to Giddings, conversation shifted to the idea of flying further. I recalled (incorrectly) that **Steve's** state distance record was 552 miles. If we could find another climb maybe we could make the next airport past Giddings. **Mitch** raced ahead while I slowed down and conserved altitude. He crossed over Giddings and started searching around.

I came through the finish line and looked down. What was that?? **John** and **KC** were there!! Holy cow, the plan worked! I later learned that they were standing by the runway awaiting my landing, ready with the camera and everything.

Mitch found a climb coming off town. Weak, a little over 100 fpm but it was worth trying. I dumped the water and joined him. We slowly climbed and drifted. The next airport was Fayette County Regional in LaGrange, TX. **Mitch** started singing the ZZ Top song "LaGrange" on the radio. We had enough to make it comfortably. I enjoyed a smooth glide and arrived with a couple thousand feet. **John** and **KC** were a bit disappointed to get the text saying to go to the next airport south. We landed at about 7:30, almost exactly when TopMeteo had said the day would die.

With about 560 miles achieved from the release point, we had exceeded the state distance record, but only by 2.5 miles. Whew! A whole bunch of other state records had fallen. I had a good start and finish to make a claim for the National Record. Crews were there relatively quickly and food secured before the last local restaurants closed. We checked into the local hotel and rested up before the drive home the next day.

It turned out to be a fantastic flight. Just a little short of the 1000km goal and not quite to the Gulf of Mexico. Those will have to wait for another day. Getting to have such an incredible flight and share it with a few friends was a great experience I hope to repeat soon.



Greetings from LaGrange, TX

New Members

Welcome to the following new members:

Mitch Hudson

Mike Westbrook

Dartanyan Ingram

Hollis Stabler



Kate in Center, TX on May 24th



J Riedl solo on May 29th

RULES FOR KSA FLYING AWARDS, 2017

Unless otherwise noted, the following applies to all awards:

For definition of bold terms, refer to the FAI Sporting Code Section 3-Gliding.

Awards are to be made for SOARING PERFORMANCES with a START POINT in the state of Kansas.

On distance and speed flights, the maximum LOSS OF HEIGHT allowed is 1000 meters (3281 feet)

For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors.

If disposable ballast is on board at takeoff, any handicap will be further multiplied by .92.

Flight documentation shall be submitted in .igc format

Task Declarations may be electronic, written, or verbal

TURNPOINTS will be attained by entering an OBSERVATION ZONE

Wooden Wings

The Wooden Wings Trophy is awarded for the longest distance SOARING PERFORMANCE in a wooden winged sailplane. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

Mamie Cup

The Mamie Cup is awarded for the longest distance SOARING PERFORMANCE of the year. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

KSA Flying Horse (Silver)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 100km and less than 200km.

Dennis Brown Memorial

The Dennis Brown Memorial Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 200km and less than 300km.

KSA Flying Horse (Gold)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 300km.

Curt McNay Pilot of the Year

The Curt McNay Pilot of the Year Trophy is awarded for the best combined score in four tasks - DURATION (6 hours maximum), GAIN OF HEIGHT, Handicapped Distance, and Handicapped Speed. Each task will be scored from a different SOARING PERFORMANCE.

The Distance task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

The speed task must be a CLOSED COURSE with an OFFICIAL DISTANCE of at least 100 KM. However, a 3 TURN POINT DISTANCE of at least 200 KM may be used if you are flying a sailplane with a handicap of 1.36 or greater. In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Charles Henning Award

The intent of this trophy is to encourage more people to fly cross country.

- 1) The cross country task will be a CLOSED COURSE with any number of TURNPOINTS.
- 2) Handicapped Speed will be determined by the DURATION or 2 Hours, whichever is greater.
- 3) There is no limit on start or finish altitude.
- 5) TURNPOINTS may be any TURNPOINT published in the KSA Turnpoint File or a public use airport marked on a Sectional Chart.
- 6) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Praying Mantis

The Praying Mantis is awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year. The Praying Mantis selection committee consists of the KSA President, WSA President, *Variometer* Editor, WSA Chief Instructor, and the SSA State Governor for Kansas.

Towing Operations

The Towing Operations trophy is awarded to the person making the most significant contribution to the operation of the KSA Towplanes for the year.

Maintenance Trophy

The Maintenance Trophy is awarded to the person making the greatest contribution via maintaining equipment related to soaring flight during the year.

Submit flights at

<http://www.soarkansas.org/soar/scoring.aspx>

KSA Schedule 2017

Date	Line Managers	Towpilot
Saturday, June 3	Jimmy Prouty 316-305-5835	Bob Hinson 316-841-5561
Sunday, June 4	David Kennedy 316-841-2912	Michael Groszek 206-412-285
Saturday, June 10	Brian Silcott 620-204-0051	Paul Sodamann 785-456-5654
Sunday, June 11	Tim Double 724-954-2938	Paul Sodamann 785-456-5654
Saturday, June 17	Kevin Ganoung 785-536-4540	Mark Schlegel 316-641-5093
Sunday, June 18		Bob Blanton 316-841-2921
Saturday, June 24		Paul Sodamann 785-456-5654
Sunday, June 25	Steve Leonard 316-249-7248 Leah Condon 316-249-3535	Bob Hinson 316-841-5561
Saturday July 1	Jimmy Prouty 316-305-5835	Ben Sorenson 316-655-0257
Sunday July 2		
Monday July 3		
Tuesday July 4		
Saturday July 8	Don Jones 620-960-6444	Mark Schlegel 316-641-5093
Sunday July 9	Harry Clayton 316-644-9117 Sue Erlenwein 316-644-9117	Mark Schlegel 316-641-5093
Saturday July 15 Kowbell		
Sunday July 16 Konsolation		Bob Blanton 316-841-2921
Saturday July 22	Jimmy Prouty 316-305-5835	
Sunday July 23		Bob Hinson 316-841-5561
Saturday July 29		Mark Schlegel 316-641-5093
Sunday July 30		Mark Schlegel 316-641-5093

<https://www.brownbearsw.com/cal/ksa>

KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

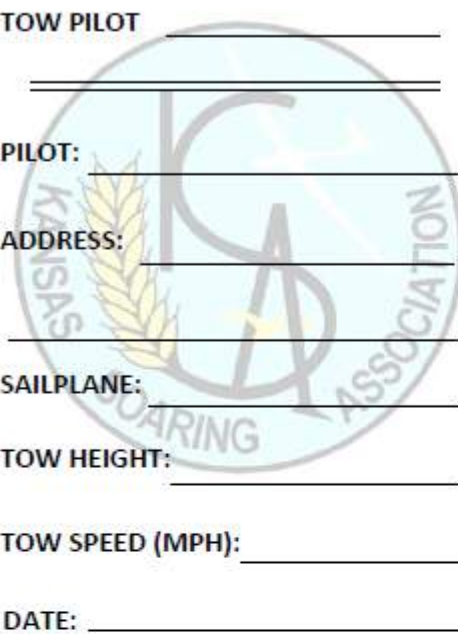
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

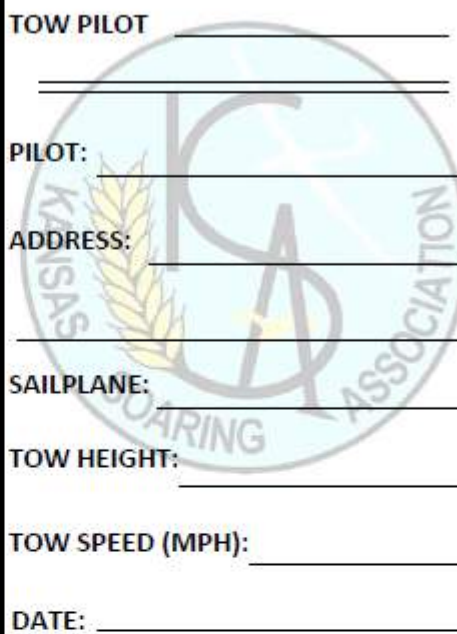
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

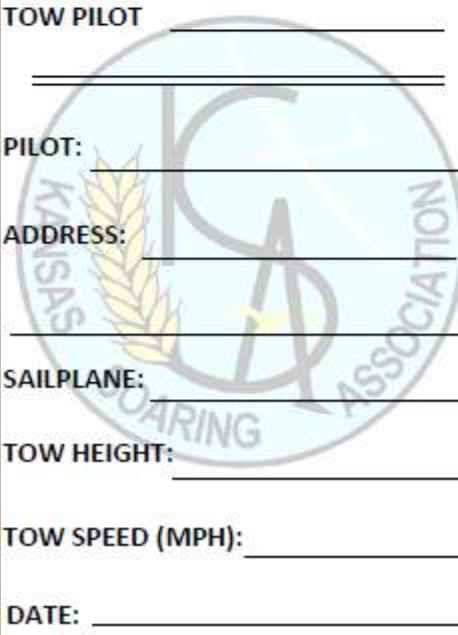
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

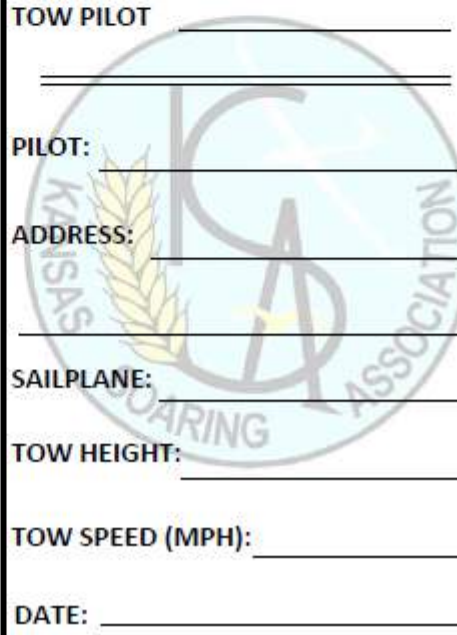
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____

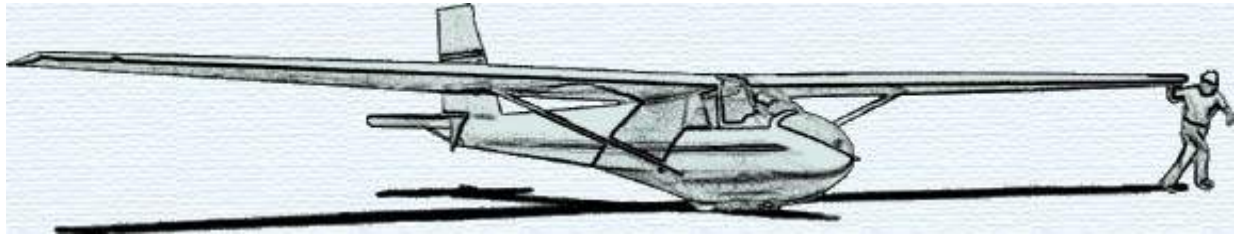


KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
June 10th - After Flying
Cookout at Sunflower