

VARIOMETER



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OF THE
KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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Number 6

PRESIDENT – TONY CONDON (2017-2018)

SECRETARY/TREASURER – BRIAN SILCOTT (2017-2018)

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VICE PRESIDENT WEST – BOB HINSON (2017-2018)

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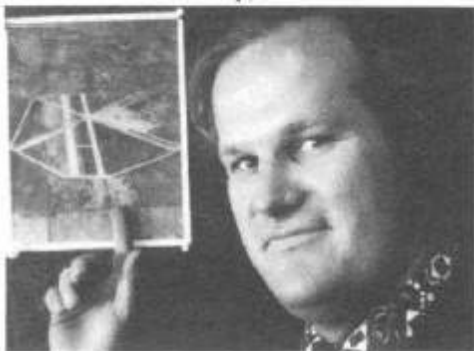
DON JONES (2016-2017)

TIM DOUBLE (2016-2017)

SUNFLOWER AERODROME

SSA'er Bill Seed is pointing to an aerial photo of what must be the world's largest gliderport. His gliderport. He calls it Sunflower Aerodrome. A neat name.

It has miles of concrete runways and taxistrips, hangars, a control tower, etc., and is located about 45 miles northwest of Wichita. It used to be called the Hutchinson Naval Air Station. Ordinarily, Kansas rainfall



can form large puddles in the great plains, but the recent drought dried everything up, perhaps prompting the U.S. Navy to move nearer to the water. At any rate, the sailors put it up for sale just when Bill was looking for someplace to fly his new *Blanik*. He was trailering his sailplane around when he spotted a couple of guys flying an old Slingsby *Swallow* on the 'drome just after the Navy moved out. It was from them he learned the place had just been put up for sale at an unbelievably low price.

Bill is a member of the Kansas Soaring Association and he knew they wouldn't meet for a month, and he also knew the Society had already spent years considering the advisability of a national soaring site. Time was of the essence, so Bill acted unilaterally and with dispatch, somehow raising the funds to swing the deal.

Word of the facility has gotten around and parachutists and car racing buffs have staged events at Sunflower Aerodrome, providing some revenue toward meeting expenses. But Bill insists his heart is in soaring and an article in the *Wichita Eagle* states that the airport "was bought as a gliderport

to hold regional and national championship meets and as a place for local glider pilots to go soaring."

In Memoriam

-

Bill Seed

KSA CALENDAR

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 16th - Kansas Kowbell Konsolation - Sunflower (Alternate date July 22nd, See Rules)
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

Notes from the President

Greetings from Szatymaz, Hungary! We have just started the 13.5m World Gliding Championships here so I'm sorry for the slight delay (again). I'm taking some good notes about the gliderport here and hope to come back to Sunflower re-energized with some ideas on how to make it an even better place to soar.

This month we mourn **Bill Seed**, who passed away on June 3rd at Sunflower. As many have noted, we owe **Bill** for his inspirational generosity to KSA. Without him we would not have the 175, the Grob, or Sunflower, our home. Thanks to his foresight, Sunflower is now owned and operated by glider pilots, for glider pilots. Now it is our job to continue the vision, improving the field and fulfilling **Bill's** vision for Sunflower.

Kowbell is right around the corner and I must say I am sad that I will miss it this month. I wish all the competitors good weather and long flights. For a refresher on the rules of this annual contest, read the next page! The rules for the Konsolation are also included, and lets make sure to have some Konsolation flights this year! This trophy has gone unclaimed for way too many years!

Please make sure to email me Sunflower Seeds, pictures, and stories to help fill up next months newsletter, fly safe, and have fun!

Tony

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.

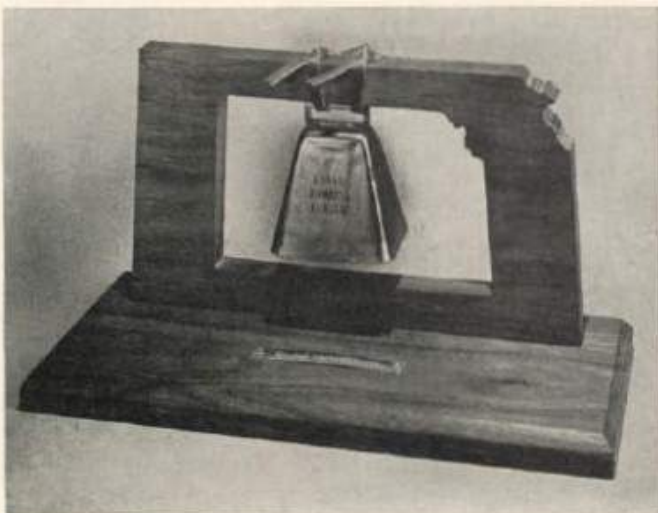
A good year seems ahead for this

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.

Kowbell 2017
is July 15th
Don't miss it!



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

Sunflower Seeds

June 1st: **Mike Orindgreff** (F8) and **Tony Condon** (K) flew. **Jerry Boone** came out for the noon tow and **Matt Boone** helped rig. **Mike** flew about 200 km and **Tony** about 350 km triangle.

June 2nd: **Mike Orindgreff** (F8) and **Bob Holliday** (3D) self launched for 150km and 200km flights, respectively. **Jerry Boone** once again provided lunch time tow service and **Tony Condon** (K) enjoyed a 366 km flight working cloud streets between Sterling and Wellington.

June 4th: **Bob Holliday** towed. **KC Alexander** and **John Wells** completed flight reviews in the Grob with **Tony Condon** instructing. Some lift was found between rain showers. **Kirk Bittner** completed his Grob checkout. **Cooper Dube** and **Jerry Martin** took instruction in the 2-33, each getting some soaring in. **David Kennedy** ran wings. Also present were **Becky Cole**, **Steve Leonard**, **Keith Dube**, and **Jimmy Prouty**.

June 5th: **Mike** (F8), **Tony** (K), and **Bob** (3D) once again flew, with flights of 200, 400, and 575 km respectively. **Tony** tried a triangle to the North and Northeast, resulting in landing at Hutchinson with an aerotow retrieve. **Jerry Boone** served as towpilot for both flights. **Bob** flew to Ulysses!

June 7th: **Mike Orindgreff** self launched in F8 for a flight of 116 km.

June 8th: **Dave Wellbrock** and **Tony Condon** towed, finishing **Dave's** towpilot checkout. **Brian Bird** instructed to conduct a Grob checkout for **Robert Estagin**. With the checkout complete, **Robert** gave his sister **Maggie** a ride. **Eddie Estagin** ran wings.

June 14th: **Don Jones** (MB) flew, attempting a 300km triangle with a landing south of Pratt. **Tony Condon** towed. **Jerry Martin** retrieved him. **Mike Orindgreff** self launched in F8 and completed his goal of a 300km flight.

June 17th: **Dave Wilkus** flew in SR. No other reports!

June 18th: **Brian Bird** flew about 100km in his Libelle. **Mike Orindgreff** (F8) made about 150km.

June 20th: Cosmosphere rides! Crew assembled at 8 AM. **Paul Sodamann** flew the 182, **Jerry Boone** flew the 175. **Tony Condon** flew the Grob and **Brian Bird** flew the 2-33. **Robert Estagin** and **Mike Orindgreff** ran the line. By the end of the day, something like 52 rides had been given and everyone was tired but happy!

June 24th: **Bob Hinson** made a few flights in KD with a nice soaring flight on the second launch. **Mike Orindgreff** (F8) flew his 300km task again, this time declaring the task, hopefully good for some badge legs!

June 26th: **Mike Orindgreff** (F8) self launched for a 220 km flight.

From the November 1973 *Variometer*:

.....HEY ! HEY ! HEY !!Great News---Bill Seed has gone off the deep end and purchased 138 acres of the concrete farm at Hutchinson called the ex Naval Air Station with the idea that KSA will have a "home" almost exclusively for soaring. As mentioned in the last Variometer, Bill has acquired a Blanik to go along with his Cessna 180 towplane and will use this to set up at least a minimal commercial operation. Bill has planned a hanger to accomodate several sailplanes (and no powered birds to eliminate most of the fire hazard associated there with).

The old Hutch NAS is 30 miles from Wichita Northwest boundry and 9 miles straight south of Hutchinson. Lets get behind Bill on this---- remember the only way a turtle (like KSA ?) makes progress is with his neck out.

Wolf Hirth's 12 Commands for Glider Pilots

1st Command:

Whoever wants to become a soaring pilot must have a pure and strong desire to make the heavens a second home—as the sailor, the sea.

2nd Command:

And as the sailor must know and love the elements of the sea, thus must the soaring pilot know and love the elements of the sky; it's wind, clouds, storms, and dangers.

3rd Command:

You must fly for flying's sake.

4th Command:

You must also have an eye and heart for the beauty which flying opens up in the blue expanse of the sky with it's radiant mountains of clouds and the new strangely changed earth; otherwise your heart remains empty and you would be blind with seeing eyes.

5th Command:

You must want to know the element of air better and better, to be an investigator eager for knowledge so that each flight leads to ever greater performances, opening up all possibilities of the air-ocean.

6th Command:

You must love the struggle with the forces of nature and there must be an obstinacy within to be stronger than the storm and tempest.

7th Command:

Never should you risk more than can be accomplished.

8th Command:

You should offer a pure being to the pure element, air. When you climb into your plane you should be in top form, bodily, mentally, and spiritually.

9th Command:

As sailors their ships, and riders, their horses, you must know and control your plane exactly, you must know its flying characteristics and limits of performance, and its special inclinations and aversions.

10th Command:

And as sailors carefully care for and maintain their ships, and riders, their horses, you must do the same for your plane. You must foster it, take care of it, and be fond of it as a living thing.

11th Command:

You must gradually become one with your plane as if the wings were your own.

12th Command:

One must be able to recognize soaring pilots not only by the white gull on a blue background but also by the bright free glance, the ever helpful comradeship, and the complete lack of vanity and petty convictions. Then we can be found anywhere among the people and unite.; we will form the beginning of a new nobility, and at the same time be the first citizens of a free, peaceful, and unified world.

Bill Seed

By **Steve Leonard**

The soaring community lost a colorful character on June 3, 2017, when **Bill Seed** passed away at his beloved Sunflower Aerodrome and Gliderport near Hutchinson, Kansas. He was 73 years old.

Bill was known to many in the soaring community for various things, but he was known most to me for three major accomplishments and contributions.

First, in late 1973, he got wind of the pending sale of the former Naval Air Station south of Hutchinson, Kansas. He had fallen in love with sailplane racing after attending the Nationals that were held at Liberal, Kansas, earlier in the year. **Bill** told me that seeing Tom Brandes in his giant 604, coming in flat out, on the deck, dumping water as he crossed the finish line just got his heart racing like nothing ever had before. He was a member of the Kansas Soaring Association, and knew we were looking for a place to call "home". He also knew that the club would not be able to react quick enough to be able to bid on NAS Hutchinson, so he bid on it himself. He won the bid, and invited KSA to move to his new home, Sunflower Aerodrome and Gliderport. KSA and a sister club, the Wichita Soaring Association, have operated at Sunflower since 1974.

Second, **Bill** got involved in competition, raced successfully for many years, and also developed many friendships along the way. One of those friendships was with Wally Scott. **Bill** crewed for Wally during one of the Smirnoff Derby events, and completed his Diamond Distance on a flight from Odessa to Springer, New Mexico, on a day that Wally said "wasn't good enough". In 1982, **Bill** won the Barringer Trophy, along with his good friend, Wally Scott, with a flight from Brownsville, Texas, to Bowie, Texas.

Third, and most important to a lot of people, I believe that **Bill Seed** was the true pioneer of soaring out in the Great Basin of Nevada. He saw the potential in Tonopah and points further into the Basin, and even established his own camp at Tonopah. Must have been quite the sight to see, with **Bill** in his pickup, with his 5th wheel camper trailer, and the sailplane trailer behind it heading down the highway! He told me that he had been told that it was not the right location for soaring, and why it was wrong, but he went there anyway. Without a towplane on site, his first flights were via auto tow. You can imagine the truck speed needed to launch an ASW-20, on a 100 degree day, at 5,400 foot field elevation! Due to not having flown auto tow in a while, his first tow was handled conservatively, and only got him to 700 feet AGL. He set up on downwind, hit a thermal, and just a few minutes later, was going through 12,000 feet and looking for his oxygen mask!

In July of 1994, **Bill** went on to establish a US Motorglider record for speed over an out and return course of 300 KM from Tonopah. The record is 104.97 MPH, and was established in a DG-600M, flying without water ballast.

In 2002, after much persuading, **Bill** finally was able to get a contest to be held in Tonopah. He was not involved with running it, but it was held due in large part, to his efforts and telling people "You just won't believe how amazing it is out there." It was a memorable (both good and bad, I believe) event for all that were present. Average daily winning speed was over 100 MPH, and done in thermals. It was not long after this contest, that soaring in the Great Basin really took off. Others may dispute the sequence of events, but to me, **Bill** was the person that got soaring out into the Great Basin.

High cloud bases, strong thermals, and tailwinds for you, **Bill!**

Destination Crazytown!

By Jerry Boone

Given **Tony's** successful weather calls for downwind days, I decided to finally latch onto one. Both of my ships are out of annual and going through some changes this year, so the Grob seemed like an interesting challenge to me. After all, the multiplace records set by Arnold Peters were recorded in 1970, 47 years ago! Crazy, right?

I called one of the top guys I can count on with the guts to fly the Grob XC with me, **Bob Holliday**. Since my wife Lyn was out of teaching school for the summer, she volunteered (with great excitement) to pull the Grob trailer and chase us. Our day started at 6AM on that Wednesday morning with checklists and packing equipment and needs. Chargers, moving maps, airspace files, and so on. On the ramp I studied the weather potential and picked Ada, OK. I filled out the declaration forms and **Keith Smith** signed them. That would give us enough distance to set 3 new records, however we needed to get going pretty quick. The blipmaps were showing that the westerly winds were going to push the good stuff to the east in the afternoon. **Bob** gave **Tony** an early tow and **Ben Sorensen** arrived after that to give us tow us, along with **Keith Smith** and **Don Jones**.

I find most things that **Bob** gets upset about to generally be something we can always laugh about. He has a special way of putting things. During the hard parts of the flight (and there were a-plenty), things just didn't "suck", they really @#@\$% #\$\$@! sucked! The two of us cussed like pirates 5 miles north of Norwich on our first low point at 1200 AGL. **Bob** locked onto some lift and saved it with a 3-5 kt thermal. He kept saying "we are not landing this !#\$\$%J@# in a field!". Good thing he felt strongly about that, I couldn't have !@\$@!#\$ agreed more! We may have insulted a few clouds along the way, but we certainly couldn't blame the insanity on hypoxia. You know, flying at an oxygen rich 6000 ft max.

After crossing into Oklahoma, the clouds started paying off. We found better lift and were able to really start flying well our way past Blackwell and down to Stillwater. When we hit Stillwater, I told **Bob** where we were and he said "Oh \$\$\$%t, we are NOT flying over there, that's a dam sink hole!". So we took a more southerly route and spent some time trying to get back up high. Looking West I could see the CU dying and weaker conditioning coming right at us. Arriving over Seminole OK, I could see Ada (our goal) just 30 more miles ahead. It looked so close! However, the clouds were now just wisps and we couldn't get enough lift to provide peace of mind that we could make it. There route was socked in with trees all along the entire route. Had we been able to get back up to 5000 AGL and had consistent thermals, we would have made it but after 10 minutes trying to work fading CU, it just wasn't meant to be. After a 4.5 hr flight, **Bob** lined the ship up for the runway at Seminole and landed in comfort, while I readjusted my back for the 64th time! For those that haven't spent 4.5hrs in the back seat of the Grob, I assure you that you have made the wiser choice.

Lyn arrived only about 30 minutes later. During that time **Bob** and I chatted with the line people at Seminole who had lots of questions for us. Nice folks, great airport, but no putting it off any longer. The next thing to do was to disassemble the BEAST. It took 2 full hours and lots of reflections on "what the hell we were thinking" before we finally were able to get the wings separated. Loading the glider in the trailer wasn't much better, lots of muscle and patience were involved at a time when both were a scarce commodity. I took the wheel and set my sights on Bricktown in OKC to treat **Lyn** to some Cajun seafood for chasing us. After dropping the Grob off at Sunflower and parting ways with **Bob**, **Lyn** and I arrived home at 3AM. In hindsight, a hotel would have been the better choice. The next day we re-assembled the Grob and again it didn't disappoint us in its ability to be overly complicated!

In the end we did improve one state record, but missed on the other two that have stood for 47 years. Arnold Peters, WE SALUTE YOU. Till we meet again!

Grob XC Team

Bob Holliday (pilot) and **Jerry Boone** (nav)



Washing the wings before takeoff—**Jerry Boone** photo



Ready to Launch! **Dave Pauly** photo



Nice climb! **Jerry Boone** photo

KSA Schedule 2017

Date	Line Managers	Towpilot
Saturday July 1	Jimmy Prouty 316-305-5835	Ben Sorenson 316-655-0257
Sunday July 2	Mike Davis 316-772-8535	
Monday July 3		
Tuesday July 4		Michael Groszek 206-412-285
Saturday July 8	Don Jones 620-960-6444	
Sunday July 9	Harry Clayton 316-644-9117 Sue Erlenwein 316-644-9117	
Saturday July 15 Kowbell	William Calderwood	
Sunday July 16 Konsolation	Tim Double 724-954-2938	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
Saturday August 5		Bob Blanton 316-841-2921
Sunday August 6	Harry Clayton 316-644-9117 Sue Erlenwein 316-644-9117	Ben Sorenson 316-655-0257
Saturday August 12	Jimmy Prouty 316-305-5835	Jerry Boone
Sunday August 13	Tim Double 724-954-2938	Bob Hinson 316-841-5561
Saturday August 19	Tim Double 724-954-2938	Paul Sodamann 785-456-5654
Sunday August 20	Keith Smith 785-643-6817 Leah Condon 316-249-3535	Kirk Bittner 860-670-5544
Saturday August 26		Bob Blanton 316-841-2921
Sunday August 27	Steve Leonard 316-249-7248 Jimmy Prouty 316-305-5835	Mark Schlegel 316-641-5093

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

KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

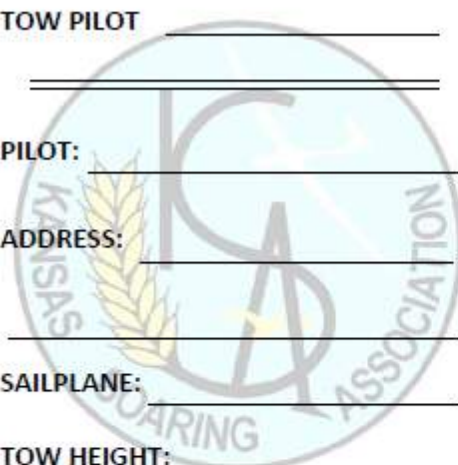
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

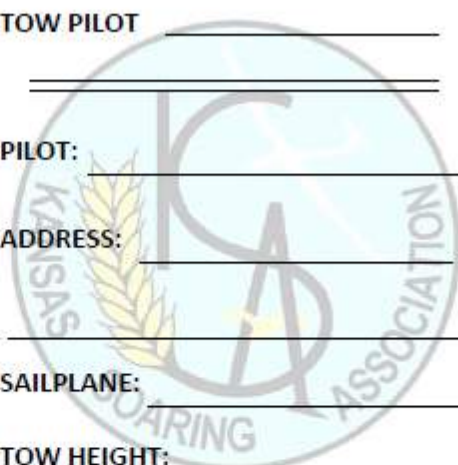
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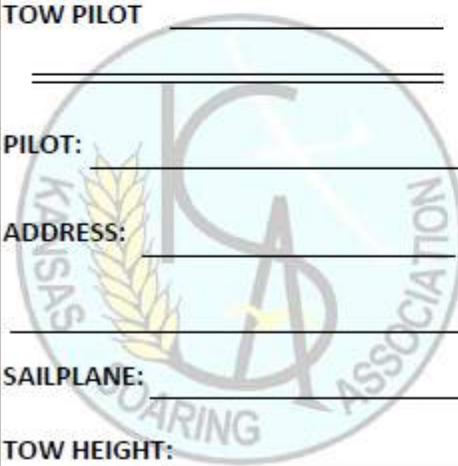
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TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

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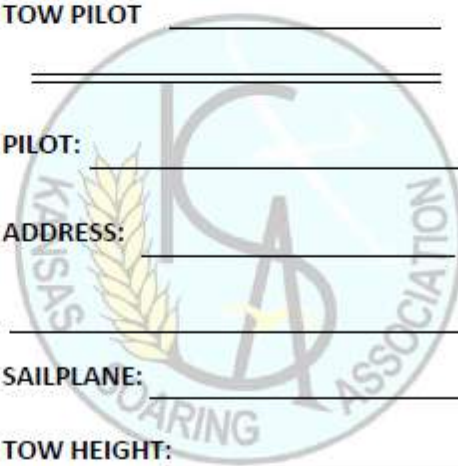
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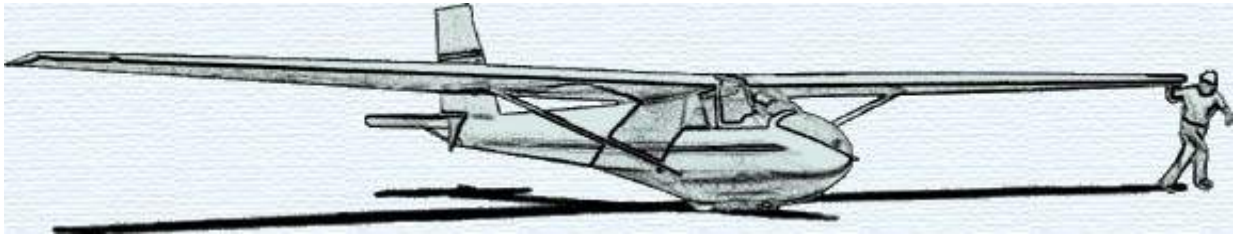


KSA VARIOMETER

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abcondon@gmail.com



KSA Meeting
July 8th - After Flying
Cookout at Sunflower