

VARIOMETER



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

Editor: Tony Condon

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Number 1

PRESIDENT – ANDREW PETERS (2013-2014)

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VICE PRESIDENT WEST – BOB HINSON (2013-2014)

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DIRECTORS:

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

DON JONES (2014-2015)

RAY GIRARDO (PAST PRESIDENT)



Jeff Beam won the Praying Mantis last year. Who will win this year? Find out at the KSA awards banquet January 11th!

KSA CALENDAR

January 11th - KSA Awards Banquet - Kansas Aviation Museum
February 8th - KSA Meeting - Soaring Weather - Cabela's
February 25th - March 1st - SSA Convention - Reno, NV
March 8th - KSA Meeting - Badge & Record flying - Cabela's
April 12th - KSA Meeting - Annual Safety Meeting - Cabela's
June 10th-19th - 18 Meter Nationals - Minden, NV
June 12th - 21st - 1-26 Championships - Waynesville, OH
June 23rd - 30th - Region 9 - Moriarty, NM
June 24th-July 3rd - 15 Meter/Open Nationals - Montague, CA
June 25th-July 4th - Standard Class Nationals - Hobbs, NM
July 15th-24th - Sports Class Nationals - Midlothian, TX
July 19th - 52nd Kansas Kowbell Klassic - Sunflower
August 4th - 8th - Region 10 South - Waller, TX
August 25th-September 7th - 1st Pan-American Club Class Gliding Championships - Benton, TN

Notes from the President

Happy New Year! 2014 has arrived and I predict blue skies and cumulus in the year ahead! I think 2014 is going to be an exciting year for soaring in Kansas and KSA.

Please take a look at two of the articles in this newsletter. The first describe the various organizations at Sunflower and provides information about the Sunflower Soaring Foundation, created in 2013. The second describes a local soaring scholarship that is going to be awarded for the first time in 2014.

Don't forget about the banquet at the Kansas Aviation Museum on January 11th. Come hear stories about soaring in 2013 and find out who is taking home the various traveling trophies for their soaring achievements.

Happy Landings,

Andrew Peters

Contact **Neale Eyler** if you plan to attend the KSA Banquet. n_eyler@hotmail.com or 316-729-0659

Who's on First?

By **Andrew Peters**, KSA President and SSF Director

Ever get confused about which organizations do what at Sunflower? Hopefully this article will provide some useful information to help explain who does what around the gliderport, where all the bills are coming from, and how you can become more involved.

Kansas Soaring Association

KSA owns the two tow planes and the Grob Twin Astir high performance two place glider. Membership is required to take a tow or fly the Grob, and costs \$100/yr. KSA membership includes membership in the Soaring Society of America, a \$64 value. SSA membership is required by KSA's insurance policy in order to receive a tow. Members of KSA also provide labor for soaring operations and maintenance of the Sunflower Gliderport facility. KSA Dues are paid in January to the KSA Secretary/Treasurer, **Neale Eyster**.

From May 1st to October 31st on Saturdays, Sundays, and holidays (Memorial Day, Independence Day, and Labor Day) KSA schedules at least one Tow Pilot, two Launch Line Managers, and sometimes a Glider Flight Instructor to facilitate soaring operations from 12-5 PM. Typically, members give up four or five days a season to work the operation. In the spring and fall, before and after the soaring season, KSA members participate in a Work Day, where various projects are accomplished on the gliderport. Throughout the soaring season, certain chores are also performed by members, including mowing, weed control, and rock removal.

KSA operates the towplanes and Grob, which generate bills for members that use these aircraft. The Tow Plane Manager (**Steve Leonard**) usually sends out bills each month. Similarly, the Grob Manager (**Bob Hinson**) will send out bills throughout the soaring season.

KSA hosts meetings for members on the second Saturday of each month. May-September these are cook-outs at the Sunflower Gliderport, where you can bring side dishes to share. October-April, meetings are held at Cabela's in Wichita at 7:30 pm, where we discuss various subjects about the sport of soaring. Every January, KSA hosts an awards banquet where we award several travelling trophies for soaring achievements of the previous season.

Wichita Soaring Association

WSA operates gliders at Sunflower. Currently, they have a two place 2-22, a two place 2-33, and a single place Ka-6. Membership costs \$50 initially, and then \$2/mo. WSA sends out bills for dues and aircraft usage, and collects a \$1/flight for instructional flights. You have to be a member of WSA and SSA to operate one of their aircraft. The WSA leadership holds an annual meeting in the spring. WSA members provide assistance with maintaining the WSA gliders and trailers.

Sunflower Soaring Foundation

SSF was formed in 2013 as a public charity 501(c)(3) organization to own and operate the Sunflower Gliderport and to promote Soaring in the state of Kansas. The current owner, Bill Seed, plans to donate the facility to the foundation. The foundation has received its qualification letter from the IRS and can receive tax deductible donations from the public.

The SSF owns and operates the Sunflower Gliderport. It is run by a board of directors, who meet regularly to conduct the foundation's business. Hangar Rent and Trailer Tiedown fees are one source of income for the

foundation. SSF is managing occupancy of the two hangars on the field and the trailer tie downs. Bills are sent out at the first of the year, or after occupancy of the space begins.

SSF is responsible for maintaining the facilities, including the hangars, runway, rest rooms, and tower building. However, SSF relies on the members of KSA and WSA to provide labor to complete the necessary work.

Finally, SSF administers the Bill Seed Soaring Scholarship. This scholarship provides funds for youth learning to fly gliders. Scholarships are awarded annually.

I think that about covers it. Each organization is run by a Board of Directors and Officers. Some are elected by the membership, others are appointed or invited to participate. If you have questions or would like to talk about the different groups some more, just bring it up the next time you are at a meeting or hanging out under the sun shade at the gliderport.

The Bill Seed Soaring Scholarship

By **John Wells**

The Sunflower Soaring Foundation provides scholarships to support soaring as part of its actions as a non-profit activity. The scholarships provide training at Sunflower Gliderport and Aerodrome so that qualified youth are given the opportunity to obtain glider pilot licenses that permit participation toward growth and development in all phases of soaring flight.

Bill Seed is the original owner and operator of the Sunflower Gliderport and Aerodrome. **Bill** has supported soaring at the local, regional, and national level since the creation of the Sunflower Gliderport. This scholarship is created in the spirit of selflessness demonstrated over the many years by **Bill**.

The scholarship is awarded yearly to 14-22 year old non-pilot full time student with a minimum 2.5 GPA. The application requires an essay. The essay must present a convincing argument that the applicant desires to participate in soaring and has an appreciation for the nature of the sport and the effort required to obtain proficiency. The essay must be of a high quality that demonstrates communication skill. Applications must be received not later than April 1st 2014. The award will be announced by April 30th. The recipient may not reach their 23rd birthday prior to September 30th 2015.

The award will consist of one year membership in SSA, KSA, & WSA, KSA aerotows, WSA glider rental, and WSA instructor fees. The scholarship will be extended one year if the student has demonstrated consistent progress toward the glider pilot license goal.

The winner must participate in the SSA ABC badge program as they progress.

Applications may be obtained from and returned to the Sunflower Soaring Foundation Secretary;

Tony Condon
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Wichita, Kansas 67203

2013 CAP Report

By **Jerry Boone**

During the Civil Air Patrol cadet career, kids between the age 12 and 21 are permitted to take advantage of 5 USAF funded glider orientation flights. They also receive 5 right seat powered flights, typically in a newer model Cessna 182 and unlimited powered back seat flights. If that sounds like a good plan to get people into aviation, you should see the aerospace education opportunities, leadership mentoring, and moral character development agendas.

For 2013, 38 CAP cadets took advantage of the offer to travel to Sunflower and fly in our Schweizer 2-33. Some of the cadets that came out this year were taking their 2nd flight, in which we use a more advanced syllabus. It's not just a "fun day" for them, it actually involves learning and sometimes they team up drill practice for those waiting on their turn in the glider. These cadets sign up for increased discipline, they are far from your typical teenager. In fact, most of them are more courteous and professional than many of the adults I associate with.

Earlier this year I was told that the KS wing would likely be receiving a CAP owned glider to use for cadet orientation flights. I expected this to take several years, however word got out that I had ordered 50 of the SSA/CAP glider flight certificates from the SSA office in Hobbs and had nearly 20 flights already by May (no other CAP glider program in the USA had achieved any flights by then), things began to accelerate. The word is that the CAP 2-33 was annualized recently and arrangements to transport it to Sunflower are being made. So, be sure to welcome the new bird to Sunflower!

I also provided 14 demo flights to visitors, for a total of 52 flights for the purpose of expanding and educating people about soaring. I only wish I knew how many of those pictures taken went on Facebook and were viewed by countless others. My phone is fairly busy during our season with new pilots calling my number from our website. I sure hope all of this effort is making a difference!

In all, despite the wet August I had a fairly good year. I added 87 hours of glider time to the logbook, plus a towpilot checkout.



Jerry Boone with Cadet Dalana Dutton from the Howard Williams Composite Squadron, Salina, KS

Soaring over the Flint Hills

By Tony Condon

One of my favorite flights of 2013 was one that allowed me to explore some new territory, parts of Kansas which I have never seen from the cockpit of a glider. Many KSA members will recall that July 19th, 2013 was "The Day" of 2013. Several pilots flew at Sunflower on long flights and/or record or badge attempts. At that time the NG-1 was in its trailer at the Wichita Gliderport so I decided to fly from there. I was very grateful for the help of **Leah** and **Gavin Smith** who both helped me rig the glider on Thursday night in preparation for the flight the next day. I emailed my boss to let him know not to expect me at work on Friday, and Bill Ashby agreed to give me a tow. My task was going to be a 300km triangle, aiming for a KSA speed trophy and a Wooden Wings claim. Turnpoints would be Emporia and Fredonia

First cu showed about 10:00 AM on the south horizon and by the time I got to the gliderport the sky looked bombastic. My first turnpoint was Emporia about 80 miles up I-35 and the clouds were forming short streets in that direction. I launched at 1:00 PM and immediately found a good climb and was on course, downwind to Emporia.



View down the first leg when I arrived at the Gliderport. Time to fly!

There were no real low points on the way as I followed the Kansas Turnpike. I was usually running between 3500 and 4500 MSL with an occasional climb to cloudbase which was just over 6000 at that time. My lowest point was just before Cassoday but a series of climbs between there and the Matfield Green service station kept me moving along and then a 5 knot climb to cloudbase made me a happy glider pilot. I quickly was to Emporia and turned around the airport, headed for my second turnpoint of Fredonia.

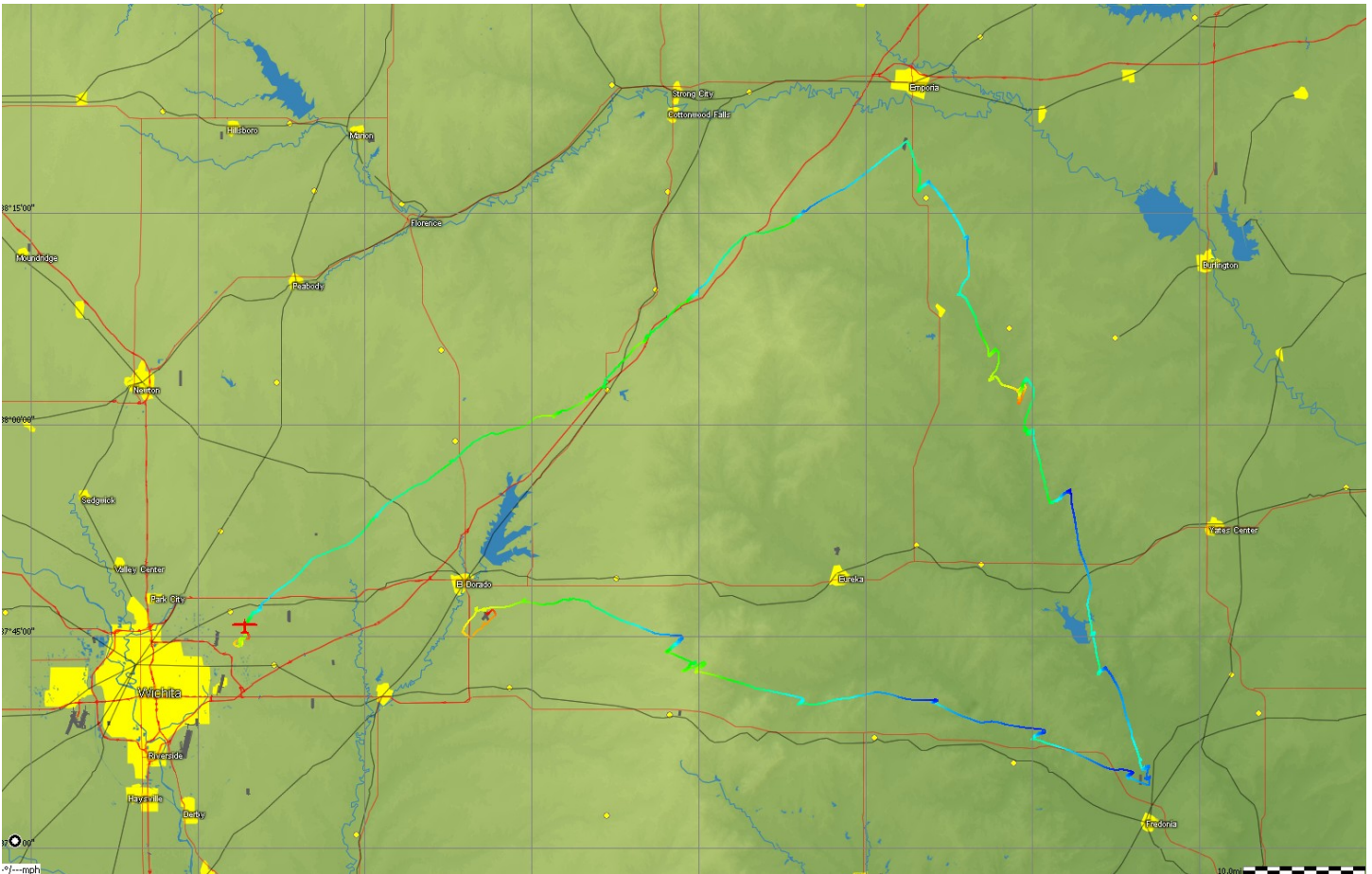
This was only my second flight in the NG-1 for 2013; the first was a struggle for a little over an hour resulting in a landout. The 2012 season with the NG-1 had also been less than inspiring. I hadn't gotten it out until late in the season and had a couple of short flights in weak thermals at the end of the season. This was shaping up to be my first good flight in the glider since the flight to Dodge City and almost back in September 2011. Sometime on the first leg, the yaw string decided it had had enough of my uncoordinated thermalling and decided to depart the aircraft. In some ways I think this actually helped me get tuned into the glider as I remembered how it likes to be flown.

My course was taking me on a tour around the Flint Hills where cattle grazing and pasture land dominate instead of the endless wheat fields west of Wichita. The only other time I had seen this area from the air was from the comfort of a Cessna. However there were enough landable fields available that I was never nervous about having a good place to land if needed.

After the great run to Emporia I got a little too brave turning south. I now had a quartering headwind instead of the direct tailwind and I quickly found that my estimate of how fast I should fly based on the conditions ahead were way off. Down I came, running too fast between thermals, skipping a few that I should have stopped for, hoping for something better ahead, and then having trouble finding the thermals as I became disconnected from the clouds. There was a nice set of fields ahead though north of the little town of Virgil. As sometimes happens I was now married to those fields and had one picked out that would be my landing site. Luckily not only was the wheat stubble field a good place to land but it was also generating a thermal. I was able to climb

away from 1000 AGL, back up to a respectable altitude, with a new respect of what to expect from the day and a reminder to "get high and stay high"!

The rest of the run to the Fredonia airport was good. Shortly after the low save I reached my high point for the flight, just over 8000 feet. While planning the flight I had looked up the information for the Fredonia airport and noted that the runway was only 45 feet wide. The wingspan of the NG-1 is 50 feet so I remembered that if a landing was required at the airport it might be a better idea to do so in the field next to the runway. However I was now taking just about every thermal I encountered and staying up in the 6000-7500 foot range most of the time. I turned west towards Wichita where I would generally need to follow US Highway 400 back home. I had 75 miles to go, it was 4:30 PM, and I was feeling really good about the prospects for the flight.



After a few good climbs, the sky started to soften. Cu still marked the landscape but the climbs weren't there. I was starting to creep lower as I got near the Beaumont Hotel, and I was careful to keep it in range. I figured it would be a nice place to land plus I could get some supper while I waited for the retrieve. However that wouldn't be necessary as just north of the airport a few miles I found a couple good climbs that got me back up to cloudbase. Whew! I had about 35 or 40 miles left now, and really just needed one more good climb to be able to get home. The clouds however were starting to thin out. I had the El Dorado airport in range so off we went.

Unfortunately I wasn't able to find anything workable and arrived at El Dorado with about 2000 feet AGL. That would be enough to extend maybe another 10 miles so I set off towards what I could guess would be the most likely thermal locations, analyzing the terrain, coloring, and the locations of the now wimpy looking clouds. It was now pushing 6 PM; digging out at Beaumont had really slowed me down. A few miles past El

Dorado and I hadn't found anything that inspired any optimism so I decided that my best bet would be to stay local to the airport and either find something or land. Unfortunately for me that meant landing. The approach was fun though as I got to practice a full flap approach, which provides astounding sink rates, a very steep approach, and I was able to roll right up to the taxiway.

The good news is that my crew for the day, Jacob Frye, lives only a few miles from the El Dorado airport so he drove over and got me, we secured the glider, then he drove me to the Gliderport to get the trailer. We were derigged by sunset and after some trailer wiring fixing I was on the way home.

All in all it was a great flight, 5 hours and 12 minutes takeoff to landing, 176 miles covered. It was nice to get another good long flight in the NG-1 and to get comfortable in the glider again, remembering a few of its quirks. Not only that but I was able to cover some new territory and enjoy a very good day of soaring in Kansas!



Greetings from El Dorado!



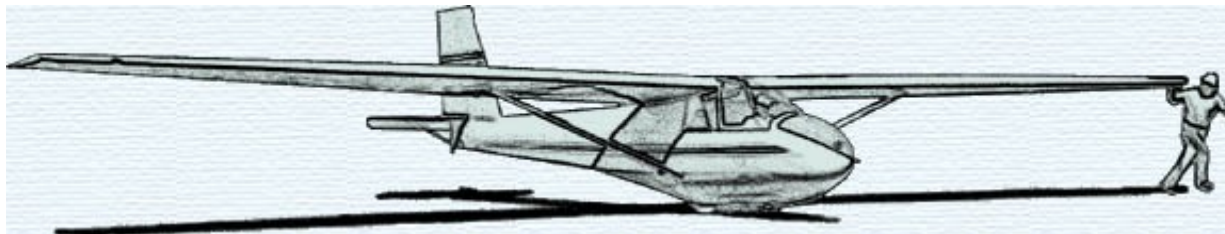
The SSA Convention is back in Reno, NV for 2014, from February 27th - March 1st. The host hotel is the Atlantis Casino Resort Spa, 3800 S Virginia St, Reno, NV 89502. Room Rate for a single/double is \$109/night. 800-723-6500 (ask for SSA rate). The Soaring Safety Foundation will host a FIRC preceding the convention on February 25th and 26th. Jim Payne is scheduled to be the keynote speaker at the Banquet on March 1st.

KSA VARIOMETER

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2013 KSA Awards Banquet

Kansas Aviation Museum - Wichita, KS

January 11th, 2014

5 PM Social, 6 PM Supper