



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

Editor: Tony Condon

Volume LVI

January 2016

Number 1

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 (2016-2017)

TIM DOUBLE (2016-2017)



Brian Silcott - Solo!

KSA CALENDAR

January 9th - 2015 KSA Awards Banquet - Kansas Aviation Museum
January 14th - 18th - Talihina Ridge Camp
February 13th - KSA Meeting - Wingsuit Flying - Cabela's - 6:30 PM
February 18th-20th - SSA Convention - Greenville, SC
March 12th - KSA Meeting - Soaring Technique Roundtable - Cabela's - 6:30 PM
March 22nd - 31st - Sequatchie Valley Badge & Record Camp - Jasper, TN
April 9th - KSA Meeting - Spring Safety Meeting - Cabela's - 6:30 PM
May 11th - 20th - 18 Meter Nationals - Lancaster, SC
June 11th - 19th - Club Class Nationals - Wurtsboro, NY
June 21st - 30th - 15 Meter, Open, Standard Nationals - Nephi, UT
July 9th - 16th - International Vintage Sailplane Meet - Elmira, NY
July 23rd - Kansas Kowbell Klassic
August 7th-15th - Sports Class Nationals - Uvalde, TX
September 22nd - 25th - Wichita Vintage Rally

Notes from the President

Well 2015 has come to a close, and what a year it has been for KSA. We had a banner year for student achievement, with many solos and checkrides completed. Badge flights were completed, personal bests notched, new gliders flown, a few state records fell, and many, many people were introduced to gliding. Please make plans to join us on January 9th to remember and celebrate the season. If you haven't already, RSVP to **Neale Eyler** n_eyler@hotmail.com or [316-729-0659](tel:316-729-0659).

Speaking of **Neale**, we are still in need of someone to take over as Secretary/Treasurer. If you are interested and available, please contact me as soon as possible. Email at abcondon@gmail.com or call 515-291-0089.

As we flip over the first of the year, I'd like to welcome **Tim Double** on board as a KSA Director and thank **Rafael Soldan** for the work he's done for the club. **Don Jones** has continued for another term.

Looking forward to 2016, I see a strong crop of new pilots who will be looking to learn how to soar and start going cross country, a few new towpilots, and hopefully a couple commercial glider pilots and maybe a CFI-G. There should be many opportunities for our competitive pilots to race and for anyone curious about competition to give it a try. Perhaps we'll see a few new gliders at the field as well as a few new glider pilots. It takes every one of us to help the club grow and thrive.

I enjoyed 3 weeks of warm weather in Narromine, New South Wales, Australia while I crewed for JP Stewart at the Junior World Gliding Championships. The USA had a good team of three pilots, all flying Standard Cirrus gliders in the Club Class. They enjoyed generally good soaring weather and stout competition. I look forward to returning and getting to do some flying of my own.

I hope you all had a Merry Christmas and Happy New Year! See you at the Banquet.

Tony

Sunflower Seeds

November 6th: **Tony Condon** and **Paul Sodamann** started out towing, with **Paul** earning his Towpilot Endorsement by mid-day. First up was **Tim Double**'s checkride, which he passed. **Dave Pauly** was next and he also earned his Private Certificate. Then **Aaron Maurer** completed his required solo flights. By this time **Paul** was blessed as a towpilot so **Tony** moved from the towplane to the 2-33 and completed checkride prep flights. **Charles Pate** was still on-site from performing the earlier checkrides and was recruited to fly with **Aaron** who completed the flight portion of his checkride. **Mike Orindgreff** arrived and did a short flight in F8. **Aaron** did manage a 1000 foot gain on one of his solo flights. Later, **Tony**, **Paul**, **Aaron**, and **Charles** put the KSA Grob in its trailer for the winter.

November 7th: Work Day! Lots of activity, chronicled elsewhere in this issue

November 8th: **Brian Silcott**, **Alex Hunt**, **Tony Condon**, and **Mike Logback** gathered for some auto towing. They were joined by Kyle who is an airplane pilot and had been racing auto cross on the other runway. **Mike**'s pulleys were put to use with launches in the 2-33 achieving 1400 to 1600 AGL. **Tony** was able to thermal to 5000 MSL on the first launch and 4000 MSL on the second.

November 13th: **Bob Holliday** towed. **Don Jones** ran line. **Brian Silcott** flew 10 instructional flights in the 2-33 with **Tony Condon**. Weak lift was encountered on 3 flights .

November 19th: **Bob Holliday** towed and **Don Jones** once again ran wings. **KC Alexander** was also present, hoisting the new windsock and continuing to do cleanup work at the field. **Brian Silcott** flew several instructional flights with **Tony Condon** in the 2-22, followed by his first solo! Congratulations **Brian**!

Talihina Seeds

November 21st: **Bob Holliday** flew 400 km on the Kiamichi Ridge, enjoying a nice North Wind day.

Talihina Ridge Camp

Big Q Aviation will be conducting another Talihina ridge camp Thursday, January 14th thru Monday, January 18th. For the ridge newbie, the Grob 103 2-seater will be available along with an instructor. There will also be a ridge/Talihina ground school at Midway airport shortly before the actual camp. For the ridge veteran, the Grob 102 single seater will be available for rent or bring and soar in your own ship. If you're interested in joining in on the fun, please RSVP below:

<http://www.sogosurvey.com/k/RQsTYRXTsUsPsPsP>

See below for the price list:

Grob 103 2 seater with instructor: \$130/hour

Grob 102 single seater: \$60/hour

Aerotow up to 1500' AGL: \$50, \$1/100' above (should be about \$50-\$55 for a ridge tow, \$60-\$70 for a wave tow)

Talihina/ridge ground school at Midway Airport(JWY): \$120 (class will be about 2 hours, date yet to be announced)

For any questions, please contact Omri directly at omri@omrikalinsky.com or [972-499-0360](tel:972-499-0360).

Pulley Launch

By Tony Condon

On November 8th, a crew was formed to do some auto towing. **Mike Logback**, **Tony Condon**, **Alex Hunt**, and **Brian Silcott** were among the participants. We flew the 2-33, our usual Auto-Tow glider. Instead of our usual straight auto tow method, which has reliably served our club for decades, today was a day for something new. A few years ago, **Mike** had constructed a set of pulleys for ground launching use.

Tony had found a good deal on 3/8" polypropylene on Amazon and purchased 4000 feet. We used **Mike's** Ford F-150 as an anchor vehicle and ran the rope through the pulley on **Tony's** Subaru Outback and then back to the glider. The arrangement was similar to that described in [John Campbell's Ground Launching Notes](#).

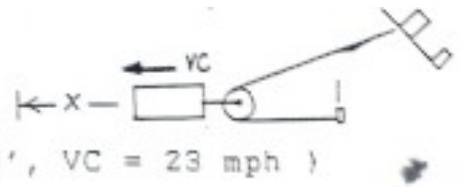
AUTO-PULLEY-TOW. (Best for $R < 2,500'$)

$H = 1/2 D$. $H = 4/5 (D - X)$. $R = 11/8 D$.

$X = 3/8 D$ (0 wind). $VC = 1/2$ of straight tow.

(Ex: $D = 1,600'$, $H = 800'$, $R = 2,200'$, $X = 600'$, $VC = 23$ mph)

($H = .36 R$, most height/space)



Using John's math, the height achieved on a CG hook should be half the line distance, or 2000 feet in our case. He also noted that a nose hook glider like the 2-33 will achieve 75% of this value, which matches very closely with what we experienced, averaging 1500 feet on our launches.

Tony made the first few flights with **Mike** driving. A few things were noted immediately. One was that the acceleration at the glider was very fast. Much faster than we've experienced with straight auto tows. We expected this. Another was that **Mike** realized that since the car was only accelerating to half of the "normal" speed, there was no need to accelerate quickly at the car end. In fact he found the driving side to be much more relaxed. More care is required as the driver though because any mistake in speed is amplified by a factor of two. Communication between the glider and car is critical. We also stationed someone at the anchor car, as it had the tow release on it. That person also had a radio and was ready to pull the release if something went wrong.

The first few flights of the day were early enough that some weak thermals were encountered. **Tony** soared to 5000 MSL on the first flight and 4000 MSL on the second flight, which allowed plenty of time for the ground crew to reset the launch.

After the glider released the driver would stop the Subaru. The axle of the pulley was easily removed, so the driver could easily remove the rope from the pulley. Then the person manning the F-150 would simply drive their end of the rope back to the launch point. Very similar to how we re-set our regular auto tows. With the rope laid out straight we would station both cars near the end of the rope, running the rope back through the pulley and anchoring the end back to the F-150. We would start the launch with the Subaru about 100 feet or so down the runway from the F-150 and off to the side enough that there was no concern about the pickup interfering with the rope during the launch. The pulley has the ability to pivot side to side so that can handle some side load.

Flying the launch was not significantly different from the usual Auto Tow. Besides the quicker acceleration, the most notable difference was that the noise from the rope during the launch seemed higher than usual. Could be slight differences in rope, could be that a higher tension is achieved using this launch style.

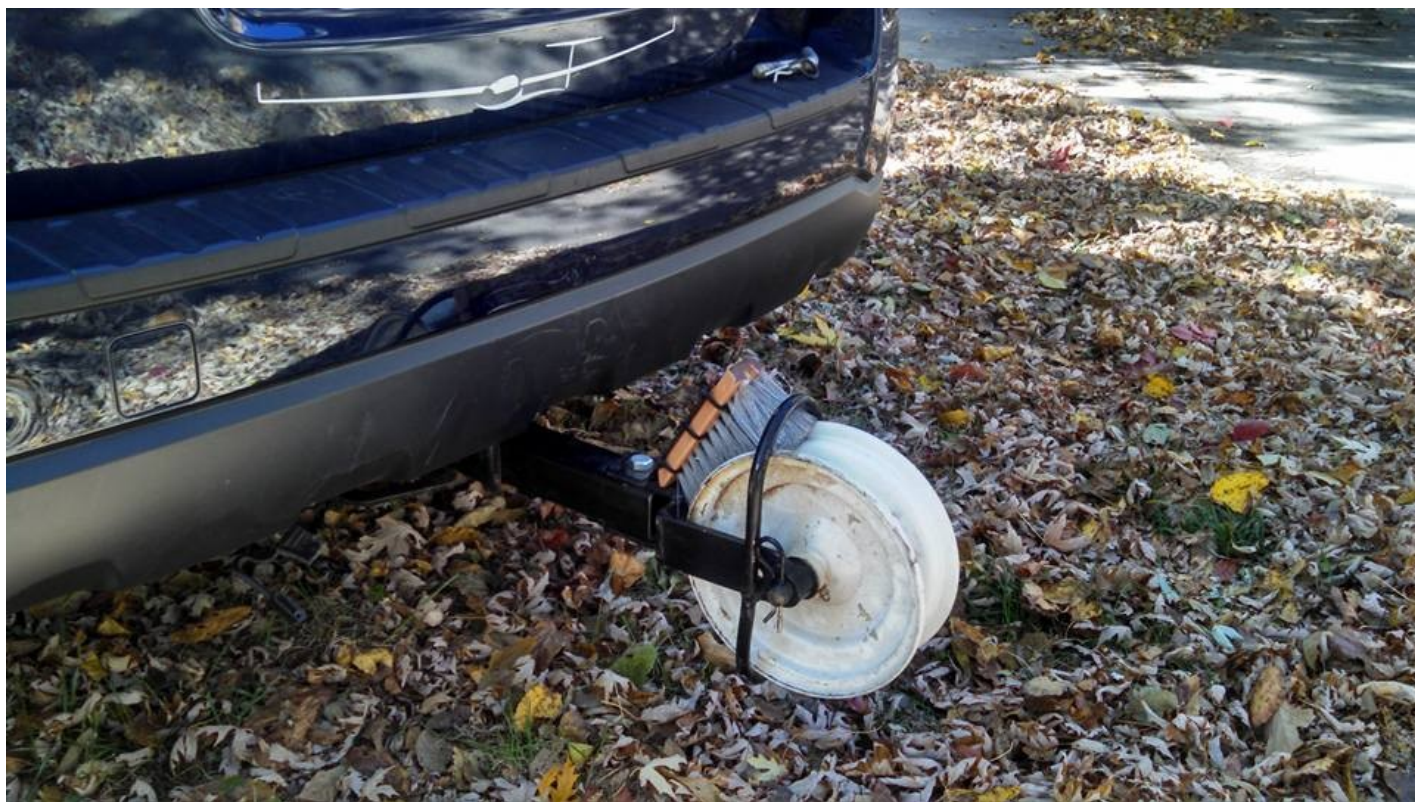
Alex, Mike, and Tony all took their turns driving, with **Tony** and **Mike** flying. For the last flight of the day, **Tony** took a passenger. Kyle Brady had arrived and was helping with and observing the launches. He's a Private airplane pilot who was racing auto cross on the other runway and saw us flying. He got a video from the backseat of the 2-33, showing 1:30 to reach 1500 AGL, a nice 1000 fpm average climb rate for the launch.

Besides an increase in launch height, one hoped-for advantage of this style launch is less wear and tear on the rope. The rope between the anchor car and the driving car is not moving during the launch and the rope between the car and the glider is very quickly lifted off the ground thanks to the higher acceleration. The most significant wear and tear will take place during the reset of the launch. Time will tell if we can get more launches using this method before rope breaks become an issue.

Dealing with such a long piece of rope can become difficult, especially when unwinding or winding up the rope to begin and end the day. A larger version of **Mike's** rope rewinder, with a large enough drum to hold the longer rope, is definitely in the cards.

Mike had also built a combination tow release and pulley which, if used, could have offered a 3:1 speed reduction. We decided we need a lot more practice with the 2:1 system before further reducing the gear ratio. Having the speed reduction is nice for acceleration but requires more training and care on the part of the driver.

All in all we had a good day, explored a new twist on an old launch method, and had some fun doing it. I intend to continue refining the system, and look forward to getting a few launches in Kate to see if 2000 AGL can be achieved in a clean sailplane with a CG hook.



Mike Logback's Pulley

Work Day

We ended the year with a very productive work day. From distant memory, here is a recollection of the people who were there and the work accomplished. Please forgive me if I forgot or added anything incorrect. Major work projects:

Runway Crack Sealing

Mowing

Tire Collection

Gate Installation

Bathroom Closing

Participants:

Matt Gonitzke, Jerry Martin, Mike Davis, Tony Condon, Andrew Peters, Don Jones, Robert & Eddie Estagin, Jerry Boone, Kevin Ganoung, Paul Sodamann, and probably many more.

SSF provided lunch. We were lucky to have a very nice day to work and made a lot of headway.



Mike Davis sealing cracks on the runway

When the Airplane Breaks

By Nigel Hopkins

There was an airframe failure at the 2015 World Aerobatic Championships in France. You can find lots of news reports and internet discussion on the incident.

Nigel Hopkins of South Africa was the pilot flying the MX-2. Mr Hopkins successfully left the aircraft and deployed his parachute. He has generously offered some insights into why he was prepared and survived. We can all learn from his account.

The last few weeks after the incident have been a bit of a blur and also time to reflect. I've avoided too much discussion mainly to stay away from sensationalism and to take some time out. Although we still wait for the investigation to hopefully reveal some answers I have been asked many questions about what lessons can be learned from it all. Still trying to make sense of the life lessons here but we can certainly take some positives and if the following "article" can save one life then it will be of service. Please feel free to share if it may benefit safety within your operation.

Evidence or Scenario based training, touch drills or muscle memory. Whichever way one looks at it, as Pilots, there comes a time where dynamic decision-making and instinctive reactions are required to handle an unexpected situation. For many years the industry has developed decision-making and risk management tools, which hopefully become ingrained as actions rather than checks! Over the last few years the industry has focused on handling the startle factor. Loss of control in flight is aviation's biggest threat and current upset training programs have highlighted the need for a strategy to assist in handling the startle factor and applying time critical handling procedures to regain control.

Over the past few weeks I have been asked many questions about the thought process and actions after the structural failure of my aircraft. What went through your mind? You must have got one serious fright? Did you do specific bail out training? Do you believe your previous sky diving experience helped? What training do you think we should do now? So if I may, I will share some of the answers and thought processes with you. Have a little thought about your own activities and flying operations and consider how these could relate to your own preparedness and decision making processes. As for my aerobatic friends if these answers can save just one life then the job is done!

As a start, there was no warning of any failure. There was a loud bang followed by a loss of control, STARTLE FACTOR! There are times, as with a structural failure where the assessment of the failure is easy, time is critical. In this instance muscle memory was key! There was no time or need for checklist procedures. Unlatch the canopy, release the seat belts, evacuate the plane, locate and pull the ripcord. A scenario played out on occasions but I have to admit there was never specific training for this kind of scenario. Within about 5 seconds I found myself hanging under a parachute, something I always considered to be a very expensive cushion and certainly had no expectation of using. Now what? It took a few seconds to realize the extent of what had just happened, it had been 24 years since my last parachute jump, and that one was intentional! Although there was a huge feeling of relief there were also some questions, do I have control of this round parachute, which way is the wind blowing, where am I going to land and how hard will the touchdown be?

So what can Aerobatic Pilots do to prepare themselves? Is there a strategy or touch drill exercise or can we develop an emergency checklist? There is no substitute for actual experience so a skydiving course is obviously first prize!

1. Equip yourself and know your safety equipment:

Parachutes are designed to be lifesavers so equip yourself with a life saving tool and ensure that you look after it. The fact that we sit on these devices means they need to be inspected and repacked regularly. Manufacturers recommend every 6 months. As the Pilot you should inspect the chute regularly by checking the ripcord and pin that holds in the Pilot chute and ensure they are not obstructed.

2. Know how to use your safety equipment:

ICARUS AIRWEAR has been responsible for packing my chute over the last 5 years. Something that they insisted on is that I deliver the chute myself, that I physically pull the ripcord and release the Pilot chute when I arrive. Two reasons for this, firstly I now know that they will have to repack it, but more importantly it's the only opportunity to develop a muscle memory of locating the cord, understanding how to pull it, with which hand and also how far I need to pull it for the cord to release the chute!

- Strapping in and Unstrapping:

Here is an opportunity to develop that muscle memory. Always ensure that your parachute is fitted properly and the straps are secure. After you secure the parachute, before climbing in to the plane, grab and feel the position of the ripcord and have a mental picture of how you will pull it. When you fasten your seatbelts ensure that they do not obstruct or interfere with the parachute. Test the operation of the canopy latch system and if fitted locate the quick release mechanism. As you close the canopy before start do a quick touch drill by locating the canopy latches, the seatbelts and the ripcord! After shutdown this is the perfect opportunity to practice the procedure for real. Open the canopy, release the seatbelts, stand up and locate the ripcord!

As far as the actual bailout goes every scenario will be different. Some have had to physically stand up and oppose the forces of an unstable aircraft and then have to jump clear. The aircraft may very well be stable which will make the exit easier. It may be inverted, zero or negatively G loaded in which case the Pilot will "float" or be "thrown" from the aircraft as soon as the seatbelts are released. These are all scenarios to consider and have a basic plan for. As far as how much altitude is needed, once again every situation is different based on the stability of the aircraft at the time. But one thing is for sure, if you are not ready, or stay with the aircraft, the outcome is not going to be favorable. You cannot avoid the startle factor, especially when you are in another state of mind such as focusing on the maneuver you're about to do, there is little opportunity to mitigate that but how you react in the time constraints is paramount to survival in some cases. Life is risky, the things we choose to do in life are risky but how we manage the risks is what is important!

Remember, Confidence comes from discipline and Training!

PW-5 for sale. 715 hr TT.

- Standard Airworthiness Certificate (i.e., suitable for commercial operations).
- 6-yr maintenance just completed (Nov. 2015). Fresh annual (Nov. 2015).
- Impeccable long-lasting paint (NOT gelcoat) and surface finish.
- Standard instruments (ASI, Altimeter, mech. Vario, compass) + Electric Cambridge Vario with audio + 760-channel VHF with boom mike and PTT.
- Nicks TE probe, measured accurate within 1 knot.
- Special seat with headrest. Several spare parts (tire, inner tubes, etc.) + wingwheel.
- Very practical clamshell all-aluminum trailer, with ramp and fuselage-lifting hand-actuated dolly.
- Always stored in trailer under shed. Excellent condition.
- Several times National Champion. Ready for badges or races.
- Located at Chilhowee Gliderport, TN. Will consider half-way delivery.

\$25K. (865) 584-2810. Pinf@aol.com

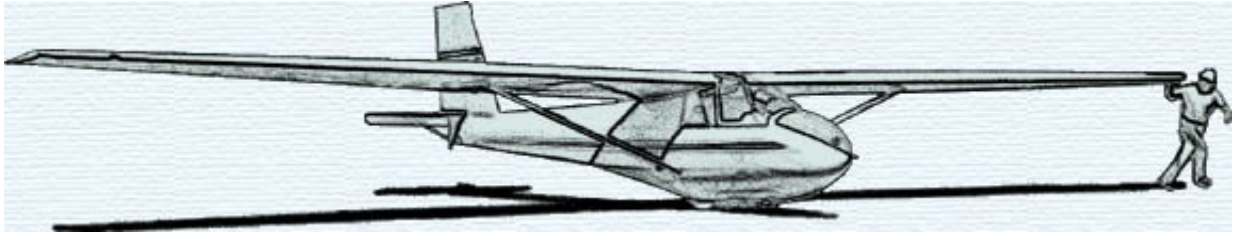


KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting

Kansas Aviation Museum

January 9th, 2016

5:00 PM Social

6:00 PM Supper, Annual Awards Banquet to follow

SSA Calendars, Pay your 2016 Dues!