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Editor: Tony Condon

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MATT GONITZKE (2015-2016)

DON JONES (2016-2017)

TIM DOUBLE (2016-2017)



Don Jones - 5 hours!

KSA CALENDAR

July 9th - KSA Meeting - Cookout at Sunflower

July 9th - 16th - International Vintage Sailplane Meet - Elmira, NY

July 9th - 15th - Junior Nationals/Camp - Texas Soaring Association - Midlothian, TX

August 7th-15th - Sports Class Nationals - Uvalde, TX

August 13th - KSA Meeting - Cookout at Sunflower

September 10th - KSA Meeting - Cookout at Sunflower

September 11th - Adventurous Babes Society Rides - Sunflower

September 22nd - 25th - Wichita Vintage Rally

October 8th - KSA Meeting - Elections

October 16th - Adventurous Babes Society Rain Date - Sunflower

October 30th - Closing Day at Sunflower

November 12th - KSA Meeting

December 10th - KSA Meeting

2017

January 14th - KSA Banquet

February 11th - KSA Meeting

March 11th - KSA Meeting

April 8th - KSA Meeting

July 15th - Kansas Kowbell Klassic

2016 Kowbell Results

The 2016 Kansas Kowbell Klassic was held on June 25th. Results as follows:

Tony Condon - Standard Cirrus - 199 Miles - Eickhoff Strip near Falls City, NE

Steve Leonard - FJ-1 - 145 miles - Watonga, OK Airport

Andrew Peters - LS-3 - 145 miles - Watonga, OK Airport

Jerry Boone - Duster - ~22 miles - Near Inman, KS

Member Achievements

Don Jones flew his 5 hr duration flight, completing his Silver Badge.

Sunflower Seeds

June 3rd - **Bob Hinson** towed first. **Tony Condon** instructed in the Grob with **Steve Leonard** and **Brian Bird** flew the 2-33 with **Jimmy Prouty**. **Jimmy** also did the condition inspection on **Jerry Boone's** Duster. **Tony** took over tow duty at noon. **Jerry** flew the Duster to Texas, **Don Jones** flew a 5 hr duration flight in the Russia, **Chad Wille** had his first flights in his Nimbus 3, **Dave Wilkus** flew SR, **Steve Seibel** flew the Ka6, **Steve Leonard** flew the BS-1 up to Lucas and back. **Tim Double** and **Keith Smith** ran the line. Later in the afternoon, **Brian Bird** towed and **Tony** did a flight review with **Scott Williams** from OK City in the Grob, enjoying a 3 hr soaring flight. Cloudbase was over 9000 ft.

June 4th - **KC Alexander** towed. **David Kennedy** and **Bob Blanton** ran the line. **Chad Wille** flew the Nimbus. **Steve Leonard** flew the BS-1. **Dave Wilkus** flew SR, **Brian Silcott** solo'd the 2-22, **Tony Condon** flew the Grob, giving a ride to his friend Dave and instruction to **Mike Davis**. **Paul Sodamann** flew Betty Boop, **Bob Hinson** flew KD, **Tim Double** flew the 2-33, giving a ride to Wilder Parks. **Mike Orindgreff** self launched

June 5th - **Don Jones** flew to Anthony and back in the Russia. **Mike Orindgreff** self launched in F8.

June 11th - **Paul Sodamann** towed. **William Calderwood** ran the line with help from **Red Sigle**. **Andrew Peters** instructed **Matt Reese** in the 2-33. **Steve Leonard** flew the Nimbus, **Tony Condon** flew Kate, **Brian Bird** flew his Libelle, **Andrew Peters** flew 3T, **John Wells** flew KJ, **Dave Wilkus** flew SR, **Tim Double** had his first flight in the Ka6, **Bob Hinson** flew KD, **Michael Groszek** flew the Grob, **Matt Gonitzke** flew 6M, **David Kennedy** flew the 2-33, **Steve Seibel** took the Ka6 up after **Tim**, and **Mike Orindgreff** self launched in F8. **Tony & Andrew** flew together to Alva and back. **Steve** attempted a 750 km Out & Return and landed at Kingman. **Tony** and **William** aero-retrieved. Cookout was attended by almost everyone who flew plus **Mark & Poullette Schlegel**, **Don Jones**, **Lynn Hinson**, and **Brian Silcott**.

June 12th - 14 tows. **Andrew Peters** gave instruction to **Jimmy Prouty** in the 2-33 starting about 11 AM. **Paul Sodamann** did 2 flights in Betty Boop. He also made us 4 brand new towropes. **Mike Orindgreff** flew F8. **Keith Smith** flew Tinkerbelle, **Matt Gonitzke** gave a friend a ride in the 2-33, **Steve Leonard** flew the Nimbus, **Steve Seibel** flew the Ka6, **John Wells** flew KJ, **Dave Wilkus** flew SR, and **Bob Hinson** flew KD, then flew the 2-33, giving Lynn a ride. **Aaron Maurer** took **Mark Ross** for a flight. Scott Gray from Colwich visited and observed.

June 14th - **Mike Logback** towed early, **Tony Condon** gave instruction to **Cooper Dube** in the 2-33 with help from his dad Keith. At noon, **Jerry Boone** towed **Tony** in Kate and **Mike** in his Phoebus. **Tony** flew out NW of Pratt and back.

June 15th - **Mike Orindgreff** had a short flight in F8

June 16th - Cosmosphere rides. **KC Alexander** towed. **Tony Condon** flew the Grob, **Andrew Peters** flew the 2-33. 15 rides. **Don Jones**, **Red Sigle**, and **Steve Seibel** worked the line.

June 17th - **Brian Bird** gave a few late day tows. **Tony Condon** flew the Grob with **Mike Warbington**. **Steve Seibel** flew the Ka6. **Tony & Mike** landed at Kingman, **Brian** aero-retrieved. **Steve** landed after 7 PM. **Michael Groszek** visited in his RV-4. **Steve Leonard** was also seen.

June 19th - **Jerry Boone** towed. **Steve Seibel** flew over 3 hrs in the Ka6. **Bob Hinson** took Lynn flying in the 2-33. **Dave Wilkus** flew SR and **Kevin Ganoung** flew the Grob.

June 21st - **Tony Condon** instructed **Cooper Dube** in the 2-33. **Paul Sodamann** towed. **Mike Warbinton** and **Mike Davis** also took instruction.

Sunflower Seeds, continued

June 25th - Kowbell - **Jerry Boone** flew ABB the Diamond Duster, **Tony Condon** flew Kate, **Steve Leonard** the FJ-1, and **Andrew Peters** 3T. **Paul Sodamann** (182) and **Dave Stanko** (175) provided Kowbell tows. **Michael Groszek** ran the line. **Dave Wilkus** flew SR later in the day. Visit from the Ercoupe from Hutchinson right before launch.

June 26th - Konsolation - No flights! **Mike Orindgreff** and **Matt Gonitzke** did the condition inspection on CAT, **Tony Condon**, **Tim Double**, and **Brian Silcott** replaced the tube on the Grob, **Mark Schlegel** showed up for tow duty. **Steve Leonard** and **Steve Seibel** were present

June 29th - Cosmosphere rides. **Paul Sodamann** towed. **Tony Condon**, **Jerry Boone**, and **Andrew Peters** flew rides in the Grob and 2-33. **Red Sigle** and **Jerry Martin** helped on the ground, along with **Paul's** wife Cindy. **KC Alexander** was also present. 16 campers got rides, along with 2 counselors, 2 rides for a reporter and photographer from the Hutchinson News, and a couple rides for **Jerry Martin's** daughter and her best friend.

Parowan Seeds

Bob Holliday (3D) and **Don Jones** (MB) are in Parowan, UT. Here's what they've been up to. Hopefully we'll get a full report from them for next month's *Variometer!*

June 26th - **Don** had his first flight there, a short local flight. **Bob** flew 791 km!

June 27th - **Don** flew 249 km, **Bob** flew 866 km! **Don** reports great difficulty staying below 18,000 feet.

Wellington Seeds

June 5th - **Rafael Soldan** towed **Tony Condon** in Kate. Flew to Kiowa, Anthony, and back for a 300 km triangle



Andrew and **Tony** with June 16th Cosmosphere Campers



Sunflower scene June 19th. Photo **Jerry Boone**. Burnout marks have not been located, yet.

July Cookout

Paul Sodamann

The 9th of July is the monthly cookout and I hope everyone considers attending even if not flying that day. I plan to bring enough pulled pork, cheesecake and homebrewed adult beverage for all who show up. Yes, **Mike D.**, I also hope to bring some of my spicy dill pickles! If I can work it in I will also bring some homemade baked beans. Why? Because I want to. Maybe someone else can bring buns and some other sides to go with the pork. The weather is always unpredictable but I intend to be there come rain or shine. We can eat in the hangar if the weather goes bad. Load your favorite lawn chair and anything you might want to drink besides what I am bringing. See you all on the 9th of July.

PW-5 Racing in Littlefield

We have a plan to be racing PW-5s in Littlefield Texas on 18 to 22 August 2016. Littlefield is one of the few places in the world to combine high desert, big air, soaring with very landable terrain. If the weather is on, 6 to 12 knot thermals to 9 to 15 thousand feet are common. The land around Littlefield is cultivated and most of the fields are not fenced. For some reason, one design racing has proven to be social and fun in both the sailing and gliding worlds.

Bill Snead
6W
800 772 8272 office

Leaving the Nest (...Sort of)

By Tim Double

Ever since I received my glider add-on last November, I had been anxiously awaiting the opportunity to get my hands on the controls of the WSA Ka-6. Besides its relatively good performance and acclaimed handling qualities, there was something glamorous about flying a single-seat aircraft for the first time that I really craved. You really have to learn its tendencies on your own, instead of relying on an instructor to spoon feed them to you. The first step, of course, was getting acclimated to higher performance sailplanes via the KSA Grob. After a few humbling instructional flights with Tony, I was confident I had gotten the hang of it.

June 11th was turning into a pretty good soaring day. The winds were out of the south at about 10 knots, and the cloud base was around 8,000 feet. After pulling the glider out of the hangar and bugging Tony for a cockpit checkout, I was ready to go. My initial plan was to not have a plan at all. I intended on my usual habit of meandering around looking for lift, and logging a .5 before returning to terra firma. Fortunately, Paul Sodemann was nearby to talk some sense into me, suggesting I keep the WSA triangle in mind. I initially brushed it off, thinking I was no match for such a heroic feat, but his closing words “well why not?” got me thinking. I scribbled a few dots and lines on my sectional and strolled over to the flight line.

After a humorously short ground roll (seriously, it seemed like 20 feet!), the Ka-6 and I had slipped the surly bonds and were airborne. An uneventful tow ended in a release just southwest of SN76. Lifting air seemed to be all around, and there was no shortage of opportunities to practice thermalling. I maintained 5,000 feet for about 15 minutes, watching the yaw string swing back and forth like a pendulum (well, maybe not *that* bad), and after around 20 minutes of admittedly dodgy circling, I decided it was time to head back. The 20 knot winds aloft had pushed me to the HUT VOR, and I was approaching the downwind knock-it-off altitude I had designated for that position. Just as I began my despondent return to the pattern, I dumbed into a tremendous 800-900 fpm thermal all the way up to cloudbase – the highest I’d ever managed without an engine.

It was here, glancing at some concentric circles on my chart, that I realized how feasible the WSA triangle (or at least a clockwise derivative) would be on such a day for a newbie like me. I was already at the VOR, so if I could make the upwind leg to Haven without going below 5,000 feet, I was in great shape and could make the crosswind leg to Sunflower if needed. Who would have thought you could go places in a glider? Armed with this analysis, I steered along the highway and pushed for a good penetrating speed. With plenty of thermal help, I made it to the elevators at Haven and turned to the west, taking thermals along the way to keep my L/D to Sunflower in the single digits (which I now realize was overly conservative considering the downwind return leg). Castleton, which turns out to be not much more than two dirt roads and a grain elevator, was reached at about 6,500 feet. This left one final downwind leg back to the HUT VOR to complete the triangle, where the same monstrous thermal was waiting to take me back up to cloudbase.



The WSA Ka-6 eagerly awaiting a tow

Leaving the Nest...Continued

In debriefing the flight, I was able to extract a few lessons and observations:

1. I found strategic decision making to be somewhat of a challenge, even for a short beginner task. Understanding exactly when to circle or cruise is no simple matter. Unsurprisingly, I landed from this flight with more questions than answers.
2. Aviation tends to teach us to be prepared for the worst, but there's also value in being prepared for the best. In this case, I nearly took off with no plans or goals other than to get to know the aircraft. Conditions were such that I managed to scrap together an excellent learning experience, which I wouldn't have had if I had been too apprehensive to try anything new.
3. Actually getting away from the nest and covering distance (however modest) in a glider is a much bigger high (pun intended) than I had ever imagined! I am very much looking forward to wading further into cross country soaring.

Notes from the President

What a busy month! We've had some good weather, a lot of weekday soaring, and a lot of student activity at Sunflower this month. It's been great! We've seen a lot of really great flights this month, some badge achievements, personal bests, and just downright fun. If you've had a good one or learned something new, be sure to send a report to abcondon@gmail.com for the next issue!

The Kowbell featured a good soaring day which is always nice. One thing I like about the Kowbell is that you realize just how far you can go on a day that you might not otherwise take a tow. Start making plans to fly next year, July 15th!

In the category of "KSA Abroad", **Don Jones** and **Bob Holliday** are out in Parowan, UT right now enjoying big tall thermals and great views. **Leah Condon** is in Varese, Italy for the Women's Seminar. **Steve Leonard**, **Neal Pfeiffer**, and myself will be representing KSA at the IVSM next month. I think **Mike Logback** will be there too for a few days. I'm looking forward to flying the Cherokee off Harris Hill. In August, **Andrew Peters**, **Ron Leonard**, and myself will be flying Sports Class Nationals in Uvalde.

Volunteer-wise, **Brian Silcott** has submitted our chapter renewal with SSA, **Paul Sodamann** assembled a new set of towropes, Keith Dube supplied a cordless drill for use in rewinding ropes onto the War Wagon, **Jerry Boone** and crew did a bunch of work on the hangar doors, and that is just what I can remember off the top of my head. Long story short, members are constantly putting effort into making things better for the rest of the club. Lets keep it going!

Hopefully you all read the article about my February flight in the last *Soaring* magazine. *Soaring* is always looking for articles and photos, so sharpen your pencils, submit something to me for the *Variometer* and send it on to the magazine too.

Looking ahead...2016 is a big election year for KSA, with all positions except two director slots up for re-election. If you are interested in serving on the board, let me know. Also, we are always in need of ideas for winter meeting topics.

You may notice there are a number of holes in the schedule coming up in the next few months. Need exists for both line crew and towpilots. If you are able to fill in a gap, contact **Don Jones**.

See you at Sunflower!

Tony

Hesston Education Event

By Sue Erlenwein

Melisa Webb, daughter of Dennis Brown, requested a glider for the Hesston Library Sports Summer Event. **Harry Clayton** and **Sue Erlenwein** volunteered to attend the event and represent WSA. They went to Hesston ahead of time to scope out an area for the glider near the library. A perfect grass area between two buildings was found.

Sue created a PowerPoint on Flight and worked soaring competition into the Summer Sports theme. She also worked in how the gliders preceded power aircraft and how the Wright Brothers studied and read other works to help in their first power flight, thus tying in the library.

Sue gave the presentations in the library and then the kids and parents moved out to see the glider and make paper gliders and fly them. There were many great questions from the kids and a lot of interest.

The Soaring part of the Sports Summer Event was the first of many summer programs for the library. The local Hesston newspaper printed a story prior to the event with the title "Soaring into Summer". Harry and Sue took time off from work to be there two days, on June 7th and 9th, for two presentations to different age groups. Over 50 kids and 35 adults attended the event. They also had adults show up to view the glider after reading the article in the local newspaper.

Programs like this are important in introducing future generations to aviation. If we can instill the interest of flight at a young age, we might see the kids again when they are ready to learn how to fly. It also did not hurt that some parents showed an interest now after learning about gliders.



Four Hundred Ninety Nine Point Six Five

By Jerry Boone, Duster ABB



Duster ABB, N38JS after landing outside Truscott TX

Four hundred ninety nine point six five. These were the numbers that defined the distance in kilometers between my furthest two flown points on June 4th, 2016. I have trouble writing them in numeric value. You see, had I flown about 10 more seconds to the south before turning back to land (which would have been easy), this flight would have qualified the experience as a “Diamond Distance” flight, 500KM. Regardless it will go down in my logbook as one of the most memorable to date, and possibly forever. Read on and see if you agree.

The day prior to the flight, a cold front with strong north winds was in the NAM forecast. I figured that there would be big downwind potential in that forecast. Plus, Lyn was ready and excited about the prospects of driving far away, she craves travel. Only issue, neither of my gliders were in annual. I’m a busy guy. My commitments have piled on pretty thick over the last couple of years. Good grief, why do I have to be so busy that I can’t even get an annual done on a glider before the good weather shows up? Guess I don’t have my priorities straight again. I nearly gave up on soaring the next day right there. Lyn insisted that I finding a way to get an annual done on the Duster and go fly.

After finding that **Matt Gonitzke** was out of the state, I sent **Jimmy Prouty** an email to see if he would be available for an annual on the Duster and decided to go to bed. After some sleep, I woke up at 6 AM and immediately checked my email. He was available and would meet me there. My rustling around woke Lyn up, she said “why are you up so early... come back to bed.” I whispered “I gotta plug in all of my devices that need charged, be right back”. Well, I never made it back! The struggle to find all the chargers, get the old cell phone running with XCSoar, update maps, and find a sim card for my Nano was time consuming. I had “borrowed” the sim card from the Nano last year for something else, glad I remembered where my backup

files for the Nano were to restore to the new card. It seemed that I should just forget it and go back to bed.

I ate breakfast on the way to Sunflower, which would be the only food I would have for the rest of the day. I typically store a few extra pounds of bio mass, so if I had to use some reserves, probably best for everyone. After arriving, Jimmy and I got the Duster off the trailer piece by piece and started going over everything. While removing the seat, I discovered a new use for old wing tape, you know... the stuff you peeled off from the last flight? Sometimes I just toss it in the glider. Turns out it is pretty good at catching garter snakes. The critter had snuck into the glider at some point over the last year and became intertwined. We had a good laugh over that and finished the annual. Jimmy signed it off and now I just had to wait for the weather to get good.



"Garter Snake Catcher" Tape

The soaring gods spoke to me at about 12:30pm. I was sitting in the Jeep looking over my plans to go south when it happened. A thermal gust shot through the area and about 100 pages from my Duster log binder blew out everywhere and were rising and flying! I was running for the next 5 minutes chasing down all the papers. Trigger temperature was upon me and this 40 year old wooden wonder, time to get in the air!



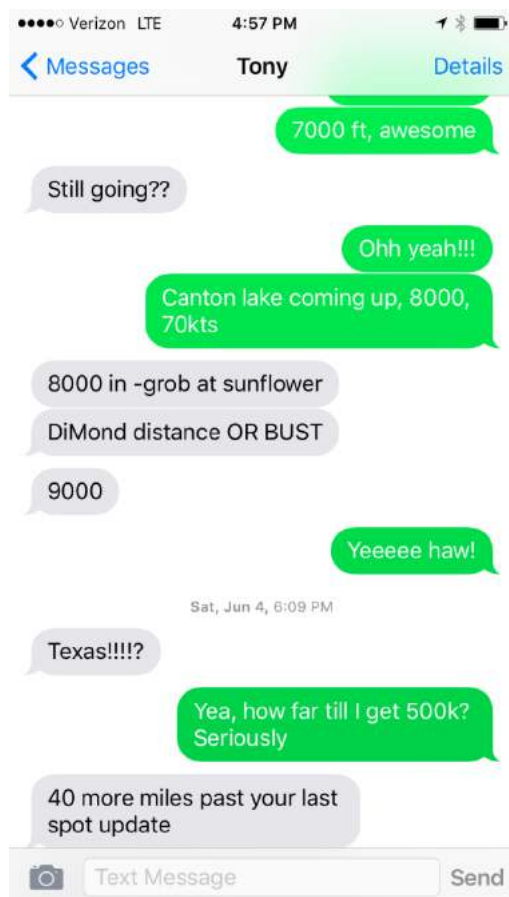
Staged on the runway, I hopped in the glider, turned on all things GPS and everything locked on... what a miracle, I was ready to go. It was a smooth tow with one notable bump to the north. After releasing I peeled off and went after it, a hawk was marking the lift which made it easy to find. By the time I reached 6000 ft I was already 6.5 miles south, yikes! CU was popping and I gave up heading back up wind toward Haven and settled on the fact that there would be new ones coming up south. The wind was picking up fast, 20-30 mph out of the north, for sure probably out of range of the gliderport and knew it was time to head out, time was ticking. Over Cheney Lake, heading south, southwest. I had spotted a storm system in the OKC area on the GOES satellite earlier, so I knew I couldn't fly directly south or I would wind up on the ground pretty quick. Southwest it was.

Seems like any other time I fly downwind I run out of CU and end up in a dead zone with no lift after a few hours. The mind was saying... here we go, good thing coming to an end any time now... but the amazing little Duster and I just kept hitting tremendous lift. I hit a superb thermal down by Watonga, OK that put me at 10,000 ft in short order. I was having 20 mile glides between thermals down there and it just got better as I went. One glide was 30 miles before I decided to stop for more, unbelievable. It started to dawn on me that I didn't really know how far from Sunflower I was. After fiddling with the GPS for a while I gave up on getting takeoff distance measurement turned on. I knew I had to keep my mind on flying, I sure wish I would have spent another minute or so to figure that out. I kept texting Lyn what town I was heading for next, she also had a beat on my SPOT tracker. Trailing a couple hours behind me, I was outrunning her with a 60mph average direct for northwest TX! I grinned, we're going to Texas baby, gas up the Jeep!

As the Arbuckle Mountains of southern OK arrived in my canopy, a tingle in my stomach began. They look intimidating to a flatlander. But it was easy to stay between 6000-9000ft msl while flying over them, they are pretty amazing.

Shortly after crossing into Texas, I knew I had to be getting close to 500km. But how close was I? Drats, I just didn't know. Oddly enough, I was texting and flying with **Tony Condon** (who was having a decent flight in the Grob) and I decided to see if he could figure out how far away I was. He thought another 40 miles and I would be good.

Conversation with **Tony** from my phone (my comments in green):



Climbing to 10,000ft by Watonga OK, in a hurry

Town by town went by after entering Texas. Looking ahead, things were pretty rough. I could see the end of the CU and what looked to be depleting storm cells. The terrain was not getting any better either, less fields, more trees. As I passed by the tiny town of Truscott TX at around 3500ft, I contemplated what my potential was to make it another 20 miles, it didn't compute. Rough terrain was appearing and landout options were sketchy ahead. Well, Truscott looked like the place to be stranded, so I turned back, made a pass or two over the little town and picked a field to land in. Everything was sopping wet, but a cut wheat field appeared to be the best option. As I touched down, not much after the wheel grazed the mud everything came to nearly an immediate halt! Cell phones left my lap and went flying and settled somewhere around the rudder pedals. As our old friend Dennis would have said, "it was an arrival!" and everything looked good, ex-

cept for all this Texas mud and standing water. Holy smokes, where did all this rain come from? Apparently I just landed where the storm cell had emptied itself.

The field was right next to the town, so I went knocking on doors to figure out who owned it. It took many tries, but I finally found someone who apparently wasn't attending the rodeo. Snap! I will have to remember to Google rodeo events next time while choosing my Saturday night soaring destination! Nobody I talked to could say for sure who owned the field but was certain I didn't have to worry too much about it.

Lyn was several hours behind, so I had time to explore. I had spotted a community center upon my fly-by of the town, so I had a place to hang out. She arrived at around 9:30pm and I made the decision to go into the field with the Jeep and trailer to rescue ABB the Duster from the mud. Bad idea. While the inner monster truck driver inside me was loving it, I was scaring my wife and as soon as I slowed approaching the glider, everything came to a muddy halt. Wheat stubble was balled up in the trailer fender wells and the Jeep wasn't going anywhere. I ended up unhooking the trailer and working desperately to get the Jeep moving. Finally, I broke loose and got on top of some wheat stubble and hot footed it out of the field, "Jerry, slow down!, don't wreck us, this is NOT a good idea" sliding sideways, mudding through some real soup.

Once out of the mud, I stood outside with the headlights on the trailer and glider reflecting on the fact that now I had two thirds of my major objects stuck in the mud instead of just one! Better than all three I suppose. We made the decision to find a hotel and come back in the morning, nearest hotel, 40 miles north. I was so hungry I almost gained an appetite for Lyn's strange potato chips, but that ended after I ate one, yuk! Arriving in Quanah, TX nearly an hour later I must say that the friendly site of a Sonic drive-in was the first essential stop, next would be the Best Western hotel.

I didn't sleep very well for a couple of reasons. **Tony** had texted me that the distance was tight and that was echoing in my head like a hammer hitting a metal pipe. The other thought involved trying to figure out how many sheets of plywood (and feet of rope) I would need to get everything out of the field. After sleeping on it, Lyn woke up with a better idea. "Stone Soup" she said. We will do that and everyone will pitch in, they won't be able to resist. The story "Stone Soup" is a brilliant folk tale of curious people bringing their talents and food ingredients, uniting for a tasty dinner. Good story if you haven't read it; oddly, we were the ones that brought the stones in this story! Pretty much everyone from Truscott was at a nearby rodeo that night, but word had spread throughout the crowd about the glider landing in their nearby town and by morning, we were well known.

Lyn's idea was a winner. Upon arrival, we met up with a guy who had been bucked off a bull at the rodeo, and then soon after, Mr. Jimmy Bird walked up. In another minute or so, Mike Carlson (who happens to farm the field) pulls up in his truck. So, 5 minutes later I had permission to the field from Mike's friend who owns the field and some nice folks helping out, and one more on the way.

Decisions were made to open the wire fence next to the power substation (shown in the background of the first photo), rather than drive through the entire muddy field. I suppose we shortened the distance to retrieve ABB and her trailer by around 500ft, and avoided the 'sippi hole' swamp at the head of the field. About the time we were done opening the fence up, a slick truck with a sharp dressed Texas cowboy emerged. "Hi, I'm Jerry Bob Daniel, shoot, if we'd known ya'll was here we would of put you up in the lodge last night!". Later I found that he was referring to his world class hunting outfitter lodge and horse breeding enterprise, the "Circle Bar Ranch". He was ready to help, in fact he was just almost a little too helpful. As I was walking by Mike, he could see that I didn't "have the whole story" so he stopped me and said "hey, that's Jerry Bob Daniel, he married the heiress of the Anheuser Busch estate, he's a gazillionaire". You don't say! Mike continued, "well yeah, he lives in a castle over on the west side of town, can't miss it". How fun is that? I'm being helped out by a Texas gazillionaire.

Mike's wife Trenna soon arrived with their enormous 4x4 ATV, which featured enormous tires and a dog bed on the back in which their furry pet remained for the majority of the rescue. Using the ATV, she fetched the trailer out of the field without breaking a sweat. Piece by piece, Mike, Jerry Bob Daniel, and I carried the glider out of the field to the trailer. Many interesting conversations followed, like Sunday morning glider quarterback of where I "should" have landed and that we need to come back for the next rodeo.



Trenna Carlson and her trusty dog holding down the ATV end of the trailer rescue. Mike (far), Jerry Bob Daniel (near), me (facing away)



Mike Carlson (left), Jimmy Bird (near), and Jerry Bob Daniel (far)

Once we were packed and ready, Mike asked me a question. He said, “hey, you know what those rumble strips on the highway are for?”. I replied, well, I reckon you’re about to tell me they are for something besides staying in my lane, so go ahead! With a spark in his eye, he said “why, those are for knockin’ the mud off your tires!”, and boy was he right! We must have left $\frac{1}{2}$ a mile of mud on the highway departing Truscott, in fact you could say the Boone’s left their mark on that 10 house, 1 castle, Texas town.

We arrived back in Hutchinson after sunset, but I still had no certainty that I did or did not make 500km by FAI Diamond Distance rules. In fact, there were two ways to measure the distance in SeeYou. Using WGS84 method or FAI Spheroid. The FAI Spheroid was showing I had the flight made by $\frac{1}{4}$ mile, but the WGS84 method showed that I was $\frac{1}{4}$ mile short! Can’t we just split the distance already? Apparently not. **Tony** confirmed with the SSA Badge Dude that WGS84 was the right method and that I was a fraction of a mile short, and that was that, sorry Charlie!

In all, the flight actually measured around 520km (after deviation) and seems to have scored me a couple of state records in the 13.5 meter category. It scored #1 on the OLC for Saturday 6/4/16 and 8th worldwide in points. I’m so proud of the glider and thankful for my wife, and appreciative of all the phenomenal people who taught me to fly gliders and continue to coach me along the way. And especially for those Texans who never gave a second thought about paying a good deed forward.



Jerry Bob Daniel

2016 KSA SCHEDULE

DATE	NAME	CELL PHONE	HOME PHONE	TOWPILOT	PHONE #
Saturday, July 02, 2016	Aaron Maurer		316-300-6741	Ben Sorenson	316-655-0257
	Tim Double	724-954-2938			
Sunday, July 03, 2016	Bob Blanton		316-683-9759	Brian Bird	620-664-7844
Monday, July 04, 2016 Fourth of July				KC Alexander	316-308-8498
Saturday, July 09, 2016 Cookout	William Calderwood	316-617-0301		Mark Schlegel	316-308-8498
Sunday, July 10, 2016	Bob Blanton		316-683-9759	Jack Seltman	316-636-4218
	Robbie Grabendike	316-686-8859			
Saturday, July 16, 2016	Kevin Ganoung	785-536-4540			
Sunday, July 17, 2016	Susan Erlenwein	316-644-9117		Jack Seltman	316-636-4218
	Harry Clayton	316-644-9117			
Saturday, July 23, 2016	Leah Condon	316-249-3535		Tony Condon	515-291-0089
Sunday, July 24, 2016	Mark Ross	316-214-1464		Ben Sorenson	316-655-0257
Saturday, July 30, 2016					
Sunday, July 31, 2016					
Saturday, August 6, 2016	Robert Estagin		316-573-5881	Mark Schlegel	316-308-8498
Sunday August 7, 2016	Keith Smith	785-643-6817		Mark Schlegel	316-308-8498
	Don Jones	620-960-6444			
Saturday August 13, 2016 Cookout	Michael Groszek	206-412-2985			
Sunday August 14, 2016				Bob Hinson	316-841-5561
Saturday August 20, 2016	Aaron Maurer		316-300-6741	Jack Seltman	316-636-4218
Sunday August 21, 2016	Steve Leonard	316-249-7248	316-729-0356		
	Bob Blanton		316-683-9759		
Saturday August 27, 2016				Mike Logback	620-755-1786
Sunday August 28, 2016	Jerry Martin	620-259-7827		Tony Condon	515-291-0089

Schedule available online at

<http://www.brownbearsw.com/cal/KSA>

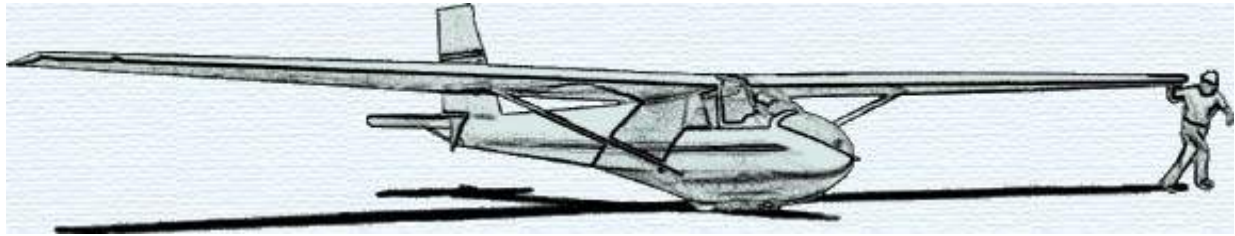
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____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

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
Cookout at Sunflower
July 9th after flying