



**PUBLISHED TO RECORD  
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OF THE  
KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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**PRESIDENT – TONY CONDON (2015-2016)**

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**TIM DOUBLE (2016-2017)**



**Tony Condon's Cherokee II in front of the National Soaring Museum during IVSM**

## KSA CALENDAR

August 7<sup>th</sup>-15<sup>th</sup> - Sports Class Nationals - Uvalde, TX  
August 13<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
August 25<sup>th</sup> - Cloudstreet showing on KPTS at 7 PM  
September 10<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
September 11<sup>th</sup> - Adventurous Babes Society Rides - Sunflower  
September 22<sup>nd</sup> - 25<sup>th</sup> - Wichita Vintage Rally  
October 8<sup>th</sup> - KSA Meeting - Elections  
October 16<sup>th</sup> - Adventurous Babes Society Rain Date - Sunflower  
October 30<sup>th</sup> - Closing Day at Sunflower  
November 12<sup>th</sup> - KSA Meeting  
December 10<sup>th</sup> - KSA Meeting

### 2017

January 14<sup>th</sup> - KSA Banquet  
February 11<sup>th</sup> - KSA Meeting  
March 11<sup>th</sup> - KSA Meeting  
April 8<sup>th</sup> - KSA Meeting  
July 15<sup>th</sup> - Kansas Kowbell Klassic

### Member Achievements

**Steve Leonard** was recognized for having the longest distance flight at IVSM, of about 200 km in the BS-1. He split the award with Walt Cannon who flew a similar distance in his Zugvogel III

**Tony Condon** was recognized at IVSM for having the longest duration flight of the meet, with 5 hrs 8 minutes in the Cherokee II.

**An AED (Automated External Defibrillator)  
is now in the War Wagon.**

## Notes from the President

Greetings KSA! What a busy summer! It seems that on almost any nice day, there has been some sort of activity at Sunflower, whether that be flying, working on gliders, or working on the gliderport. And if we haven't been flying at Sunflower, we've been flying elsewhere. **Bob Holliday** has recently returned from his travels out west, flying at Parowan, UT and Ely, NV. He racked up some big OLC points out there, the longest flight being over 800 km! Wow! **Steve Leonard, Neal Pfeiffer, Mike Logback**, and myself attended the IVSM in Elmira, NY, enjoying a nice week of soaring. Meanwhile, almost every decent soaring day at Sunflower has been taken advantage of.

I want to take a moment to thank **Keith Dube** for printing up a whole box of tow tickets. No excuses for not having one now! They are in the hangar and on the war wagon. **Keith** and his son **Cooper** are new members. **Cooper** has been taking lessons with me in the 2-33 and should be plenty ready to solo by the time he turns 14. Speaking of 14 year old solo's, the FAA as come up with a process for 14 year olds to solo on their birthday again. This was in limbo since the April 1<sup>st</sup> implementation of plastic student pilot certificates which required a waiting period for a background check.

There were some questions that came up about club contact info. There is now at least two contact lists in the War Wagon. One is loose leaf and covers anyone who is a current WSA member. In the Emergency Response Plan, there is a KSA ICE contact list that was current this spring. It includes each members contact list as well as their ICE contact. We will try to get that updated regularly. I also try to keep a paper copy of the Variometer in the war wagon which should include the current schedule which also has phone numbers.

Mark your calendars! I understand that on August 25<sup>th</sup>, KPTS will once again be airing *Cloudstreet!* It should be on at 7:00 PM, check your local listings.

A note about the T-hangar doors. If you close the doors and can see yellow, you're doing it wrong. The yellow marks are supposed to be covered by the adjacent doors, providing some overlap. Also, like my grandma taught me, close the door when you leave. The wind has been known to blow at Sunflower, and the benefit of an enclosed hangar is not realized when the doors are left open and the wind is allowed to blow through. On that note, I think it's a good idea to close and lock the front gate behind you if you are going flying and there will not be anyone left on the ground.

Some of you may notice that a ridge of wheat is going up on the parallel runway. An article in the Hutchinson News says the local co-ops are piling 5 million bushels there over the next several weeks. Unfortunately it is not quite tall enough or aligned to the prevailing winds for us to start ridge soaring.

I would like to extend a big Thank You and a high five to all who made the flying at Mills Field happen this month. KSA supported the fly-in over there with glider rides on both days. It was a lot of work on the two hottest most miserable days of the summer.

October is KSA election month. If you are interested in serving the club please let me know. As you can see from the front page of the Variometer, most positions are up for election this year.

**Bob Holliday, Ron Leonard, Andrew Peters**, and myself are headed to Uvalde in early August for Sports Class Nationals. **Paul Sodamann** will be crewing for **Andrew**. We should have a really nice KSA presence at the contest. I'll send info out on Soar-Kansas on how to follow along.

See you at Sunflower!

**Tony**

## Sunflower Seeds

Note: Not too many Seeds reports received this month, so I just go off what I have heard and seen, and the OLC. If you witness activity at Sunflower, email me at [abcondon@gmail.com](mailto:abcondon@gmail.com) with a report!

July 9<sup>th</sup>: **Keith Smith** flew Tinkerbelle the PW-5 for about an hour and a half. I presume a good cookout took place, with a nice spread provided by **Paul Sodamann**.

July 16<sup>th</sup>: Weak late starting day. **Andrew Peters** (3T) flew the WSA Triangle and noted a lot of water in fields. **Keith Smith** flew Tinkerbelle and **Mike Orindgreff** (CAT) also flew.

July 21<sup>st</sup>: **Bob Holliday** (3D) and **Tony Condon** (JEN) self launched. Weak to start but eventually turned into a fair day

July 23<sup>rd</sup>: **Tony Condon** towed. **Mike Davis** and **Leah Condon** ran the line. **Dave Wilkus** was the only taker for a tow in SR. He flew about an hour and a half. Windy. **Steve Leonard**, **Bob Hinson**, **Dave Pauly**, and **Mike Orindgreff** were present. Becky Cole stopped by and **Andrew Peters** picked up 3T.

July 24<sup>th</sup>: **Ben Sorenson** was the towpilot. He arrived in his 450 hp Stearman with his grandson Ryan. **Mark Ross** arrived for scheduled line duty. **Dave Wilkus**, **Dave Pauly**, and **Steve Leonard** were around, as well as **Dave Woody**. **Tony Condon** (JEN) self launched late and encountered no lift.

July 26<sup>th</sup>: **Tony Condon** (JEN) self launched on a 100km triangle to Kingman and Plevna. Not a particularly high day with only a few trips above 3000 AGL.

July 27<sup>th</sup>: **Tony Condon** (JEN) self launched on a trip around Wichita, with Wellington and Stearman Field as turnpoints. Better than the day before with one low point over the Wichita Gliderport.

July 28<sup>th</sup>: **Tony Condon** (JEN) towed **Mike Orindgreff** (CAT) then self launched with a goal of Alva and Winfield. Thunderstorms prevented making it to Winfield, and resulted in starting the motor around Argonia. Ended up landing at Norwich and was aerotowed home by **Jerry Boone**.

July 30<sup>th</sup>: **Paul Sodamann** towed **Mike Orindgreff** (CAT) for a sled ride. That was the only flying activity I know of. **Harry Clayton** installed on the 2-33 and tailwheel spring on the Ka-6.

July 31<sup>st</sup>: No one scheduled to tow or work the line. No known activity.

## Mills Field Seeds

July 22<sup>nd</sup>: First day of Fly-In. **KC Alexander** towed. **Bob Holliday** and Matt Boone aerotowed over in the KSA Grob. Ride pilots rotated between **Bob**, **Tony Condon**, and **Charles Pate**. Help on the ground courtesy of Matt Boone, **David Kennedy**, and **Jerry Martin**.

July 23<sup>rd</sup>: More rides. **KC** and **Jerry Boone** towed. **Bob Holliday** was assisted with ride giving by **Jerry Boone** and **Charles Pate**. **Jerry Martin** helped on the ground. **Dave Pauly** visited briefly.

*Cloudstreet* on KPTS  
August 25th at 7 PM

# **FAA develops procedures to allow Student Pilot solo on their eligibility birthday.**

Notice Number: NOTC6635

As a result of the Student Pilot Application Requirement rule, which became effective April 1, 2016, student pilot applicants with intentions of exercising pilot in command privileges on their eligibility birthday were unable to do so because of the new TSA vetting requirements. The FAA recognized the unintended impact the new rule presented, and has published a notice that defines the procedures to allow student pilots to solo on their 16th birthday (or their 14th birthday when seeking a balloon or glider rating.)

Qualified individuals processing student pilot applications for applicants with intentions of exercising pilot in command privileges should encourage applicants to submit a paper FAA form 8710-1: Airman Certificate and/or Rating Application to a qualified individual through a face-to-face interaction up to 90 days prior to their 16th birthday when seeking an airplane, rotorcraft, airship, weight-shift-control, powered parachute, or powered lift rating privilege (or up to 90 days prior to their 14th birthday when seeking balloon or glider rating privileges.) The FAA cannot ensure adequate processing time for applications submitted less than 30 days prior to the applicant's eligibility birthday. All qualified individuals, including Certificated Flight Instructors, should forward the completed application to their jurisdictional Flight Standards District Office (FSDO). Typical processing time for a Student Pilot Certificate is approximately three weeks from the date the Airman Registry receives the application, provided they clear the TSA vetting process.

On the applicant's eligibility birthday, the applicant should print a temporary authorization to operate from the FAA online service at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement). This authorization allows the applicant to exercise pilot in command privileges for no more than 60 days or until the applicant's permanent student pilot certificate arrives via mail.

For a complete explanation of the procedures, the FAA Notice can be found at <http://fsims.faa.gov/PICDetail.aspx?docId=N%208900.371> or on the FAA Orders and Notices page at [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice)



Mills Field scene, July 22<sup>nd</sup>



# International Vintage Sailplane Meet

By **Tony Condon**

At least four KSA members participated in IVSM. **Steve Leonard** brought the BS-1, **Neal Pfeiffer** the Ka-2b, I brought the Cherokee II, and **Mike Logback** visited for a few days, at least getting one flight in the Ka-2b. Karen and Robert Pfeiffer accompanied Neal, and Michelle Logback accompanied Mike.

Somewhere northeast of Columbus, OH I spied a familiar vehicle in the mirror. It was **Neal** with the Ka-2b in tow! I matched speed and settled in behind him, and then noticed the familiar Red van of **Steve** in the rearview with the BS-1. With me and the Cherokee in the middle, we were quite the sight on the interstate! A few hours later, we arrived on Harris Hill. The birthplace of soaring in the US and home to the National Soaring Museum. It had been since 2009 that I was able to attend IVSM and a couple years since I had had a chance to visit the museum. Needless to say, it was nice to be back, and I was excited to have my own glider to fly during the meet this time.



KSA Caravan. **Tony Condon** picture

The first day was mostly spent rigging gliders and getting a field checkout. I had the pleasure of flying an ASK-21 and caught a thermal on my checkout flight. I was oriented to the local area and proved that I could land on top of the hill. The location of the auxiliary field in the valley was also pointed out. It was a nice, relatively short, flight. Sunday was forecast to have ridge winds and I was excited about that.

Sunday dawned and those of us with field checkouts launched shortly after the morning pilots meeting. The ridge was working nicely and soon a long line of vintage gliders was floating up and down the northwest face of the hill. At least 5 hang gliders also launched during the day. The color and variety of all the other gliders in attendance was great fun. I had it in mind to get a 5 hour flight and maybe get silver altitude so that I could get an early guarantee of a VSA Silver Coin. Thermals started to work and so every now and then I would take a climb and stay up high in smoother air for a while.

Back down on the ridge I would usually run along at 75-80 mph, which is pretty fast in the Cherokee, and close to the rough air speed. I'm told by some who watched me from the spectator area that it was pretty impressive to see and hear the Cherokee speed by.

On my last trip down to the ridge, I discovered that the wind had let up and the ridge was not quite working as good as earlier. There were some bursts of lift on the western end near the hang glider launch but not enough to sustain altitude. I would not have to worry about landing on top of the hill this flight, I ended up in the Auxiliary Field! It was nice and I quickly found a crew and it didn't take long to have YYY back on top of the hill and rigged again. I took comfort in the fact that a Ka-6 also landed down there. It was a fun way to start out the meet.



View from the Auxiliary Field. **Tony Condon** picture

*IVSM Cont.*

**Steve** flew the BS-1 on a nice flight about 20 miles to the Northwest. However, he landed back on top of the hill.

July 11<sup>th</sup> was forecast to be a good soaring day again. The area is suffering from a major drought. The grass on the hill is totally dormant and dead. As expected, this generally made for good soaring conditions. I generally stayed local to Harris Hill but enjoyed a 5 hour 8 minute flight and gained enough altitude to make Silver Gain as well. My coin was firmly in hand and I had redeemed myself from the day before! Quite a bit of the vintage fleet was airborne this day, and I particularly enjoyed thermalling with all the open cockpit gliders. This included Burt Compton in his ASK-13 with the “Cabriolet” canopy, the Rhonbussard, Kirby Kite, and Hutter 17. The LK-10 was also busy giving rides, all with the backseat pilot in the breeze.

**Steve** took the BS-1 to Dansville, Watkins Glen and back on a nice tour of the area. Walt Cannon also flew to Dansville and back in his Zugvogel III. They were recognized for the longest distance flights of the meet as a result of their efforts. My 5hr 8 min flight ended up earning me some recognition for the longest duration flight of the meet.



Burt Compton's ASK-13 flew 33 rides during the week



Herrie ten Cate's LK-10 stayed busy giving rides

Each day had a featured “glider of the day”. **Steve's** BS-1 along with the Phönix and a 301 Libelle was included one day to represent the Classic gliders that attended. The beautiful Slingsby Petrel took show center another day. Other days featured the LK-10, Utility Gliders, and the Prue 215. Each morning featured a presentation on the particular type showcased.

Evening entertainment was also arranged. Tours of the Glen Curtiss Museum, a dinner cruise on Seneca Lake, and International Night at the Youth Camp were among the events. Needless to say, we stayed very busy from about 9 AM to 9 PM most days with IVSM events and some flying in between!

After having completed my coin goal, I took July 12<sup>th</sup> off from flying YYY. Instead, I was given the opportunity by Hank Nixon to fly his 1-26! His club in Middletown, NY has 1-26 #002, the oldest flying 1-26. #001 is hanging in the shopping mall in Elmira. I had a nice flight of a little over an hour. Next in line after my flight was Walt Cannon. 61 years ago, Walt was the first “kid” to fly a 1-26, flying #002 from the Schweizer Soaring School as a 15 year old. He seemed to really enjoy his second flight in the glider!

I also got the chance on the 12th to go flying with Burt in his ASK-13. Burt has had the “Cabriolet” open cockpit canopy built for his glider. I had not flown an open cockpit glider since my first 1-26 flight back in Iowa. What a rush! The windshield did a nice job of blocking the breeze and it is hard to describe how much fun it is to yell and scream and say hello to people on the ground. We had a really fun time over the hill with the breeze in our hair.



The 14<sup>th</sup> provided another opportunity for a new type in my logbook. My friend Pete VonTresckow had offered a flight in his Libelle in exchange for the flights he's enjoyed previously in YYY. I am not one to argue such kind offers, and I enjoyed a little over an hour in the Libelle.

With two days left in the meet, I was back to flying the Cherokee. On the 15<sup>th</sup> I did take a chance in the morning to fly with Andy Brayer in his Bergfalke II. The wind picked up in the afternoon, unfortunately straight across the runway. Flying YYY, I was one of the last to get a tow before operations stopped, and enjoyed a little over an hour before landing.

The last day of the meet was the 16<sup>th</sup>. The weather was nice and lots of people were looking forward to finishing the week off with a nice flight. The takeoff line was long but the nice thing about a vintage meet is that there is not a big hurry. While the weather was nice, the soaring was not great. **Steve** had a sled ride in the BS-1. I waited a while to launch and was rewarded with a 30 minute flight. For the last flight of the meet, I let Andy take YYY up for a flight, he managed to get to about 5000 feet and stay up for 45 minutes.

At the banquet that evening, **Steve** and I were recognized for our distance and duration flights. Most of the awards were for restoration efforts, all of which were well deserved. Particularly the west coast guys from Oregon and California were able to take home some nice well deserved recognition.

The rest of us enjoyed a nice meal and good fellowship, as we had all week. We said our goodbyes and prepped for the long drive home.

**Neal** and **Steve** came straight back to Wichita. I detoured to Tullahoma, TN to swap the Cherokee for the Silent 2 Electro that I'll be flying at Sports Class Nationals. That will be a story for next month!



Open cockpit flying - Gary Adams photo



Flying the Bergfalke - Andy Brayer photo



Andy in the Cherokee



IVSM Photo Album



**Steve Leonard in the BS-1 Mike Logback photo**



**Tony Condon in the Libelle Mike Logback photo**



**Slingsby Petrel - Almost ready to fly Neal Pfeiffer photo**



## IVSM Photo Album



Ka-2b on the grid **Mike Logback** photo

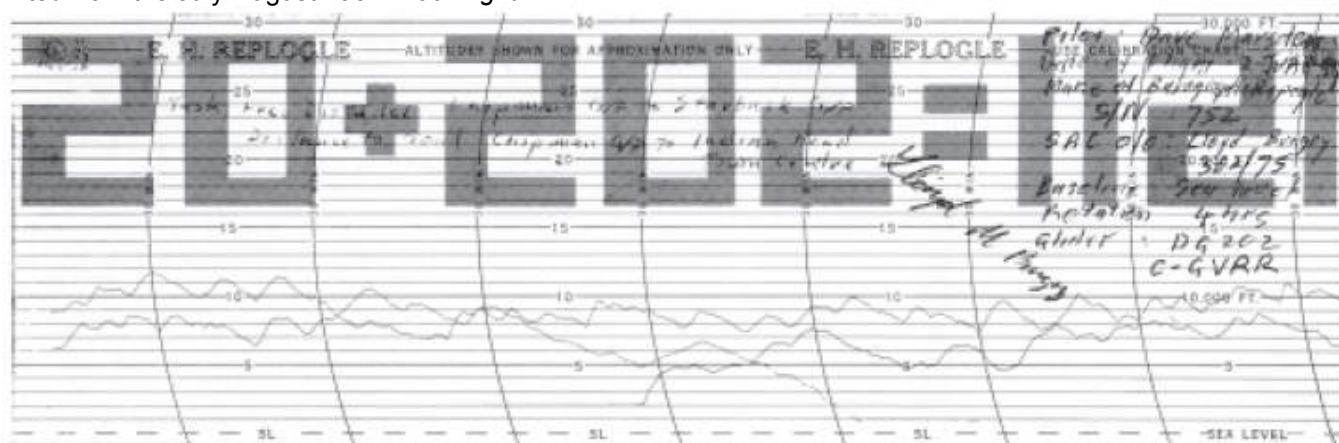


BS-1 with Grunau Baby, Rhonbussard, Cherokee II and the National Soaring Museum in the background. **Steve Leonard** photo



Cherokee RM N10124 and Cherokee II N373Y. Both built by the Ree Brothers in Philadelphia





Every soaring pilot dreams of making a great flight someday. The two pilots who now share the first 1000 km flight to be made in Canada showed that these dream flights are possible with a little planning. By seizing the opportunity presented by a low pressure system centred over the northern prairies, they exceeded their expectations, achieved a wild dream and found that had they dreamed even more wildly, even more would have been possible.

### Lloyd Bungey

Thursday and Friday at Chipman, Alberta were squally with winds up to 80 km/h, too blustery to even walk upright — let alone risk untying a glider. Saturday, June 2, was predicted to be less vigorous with clearing skies. Late on Friday night, Mike Apps was wondering if the weekend conditions might not be just what was needed for a long-discussed possibility of a flight to Manitoba.

After making a phone call to Dave Marsden suggesting a joint flight if conditions were suitable, Dave sought the latest weather information upon which to base the choice of day to go. The forecast was that a ridge in British Columbia would be feeding strong winds into a low pressure area in northern Manitoba resulting in strong winds (30 to 40 knots) from the northwest with unstable conditions creating thermal activity.

Mike decided to drive out to Chipman Gliderport and sleep overnight in order to be ready for an early start Saturday morning, while Dave would get the most current forecast in the morning and drive out to the gliderport with his DG-202 if conditions looked good.

With the ASW-20FP rigged and ready by 0915, Mike chewed his nails wondering if Dave would show. Finally, Dave showed at 0930 — the big trip was on!

A quick discussion resulted in a decision to declare Indian Head, Sask. as a goal — just far enough to break the existing goal record. If they made the goal, they would use the provision of the Sporting Code to photograph the finish point and then continue on in an attempt to fly the first 1000 kilometre soaring flight in Canada.

With winds of 20 kts gusting to 30 and the first signs of lift already present for over twenty minutes, Dave was first off, releas-

ing over the field at 1036. By the time Mike had released at 1050, Dave had already drifted out of sight. Shortly thereafter he radioed in that he was near Vegreville in a good thermal. Mike was not heard from. Shortly thereafter the retrieve crews hit the road, hoping to keep in touch by reports from the FSS. Back at the field, a cloud bank moved in, killing the soaring and leaving the main topic of interest, "I wonder how far Mike and Dave have got". It was to be a long wait before a call came — from Winnipeg.

The Great Circle distance from Chipman airfield to Starbuck gliderport is 1121 km. Because of the height penalties assessed, the distance claimed for the free distance will be 1097 km, and the distance to goal record claim will be 706 kilometres.

The story of this flight follows. It is edited by Tony Burton from an hour long taped conversation between Dave and Mike when they got back to Edmonton.

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**Lloyd** Where do we start?

**Dave** Well, during my launch, the tow-pilot started to go off downwind which was the direction of the task. I didn't want to be towed away from the field, so I got off in some weak lift and began drifting off downwind, but I was staying airborne.

**Mike** By the time I launched nobody could see you. I asked where you were, and I wondered what was the problem because I couldn't contact you on the radio. As soon as I was off tow I looked for you and called you again. There was nothing. I didn't know if your radio was bad, or mine or what, I didn't hear a thing. I guess by this time you were probably half way to Vegreville wondering what was going on. *[Mike's antenna became disconnected, and he had a useful range of only about a mile.]*

I worked myself up slowly, looking for the DG, then turned and flew back towards the field. I could see a glider on the launch — and I was concerned. I thought that you had landed and were taking a relight. I had to fly back up against the wind for a bit, then I recognized it wasn't the DG. I had a few moments of trepidation. I wondered what to do now. Then I thought he was probably going to go for it, so I'll go for it too. I felt dis-appointment with no radio contact. If Dave was going for it, and I was going for it, we were in a kind of racing situation and that just didn't feel very nice, because that's not the way we set it up. I was feeling miserable; thinking, "If I make it, I'm going to feel like a heel, and if he makes it I'm going to feel just as bad."

**Dave** I was feeling the same way.

**Mike** But, you know, I guess the old competitive urge comes up, and after I made that decision, I said to myself, "If my radio is playing up, how is my crew going to keep up, how am I going to call into the FSS stations?" I decided for this attempt it didn't matter anyway. Go for it: sort out the mess afterwards. It was the right decision as it turned out, everything worked. I didn't see you, Dave. I know I started to move along reasonably quickly; in fact I measured my time to Vegreville, and even with waffling around, I made the 50 km to Vegreville in one half hour. That isn't fast enough for the 1000, but it was still early. And then just beyond Vegreville I heard you call me, that you were just one thermal ahead. I was sure happy to hear you.

**Dave** And I was happy to see you.

**Mike** The lift was not good, and by the time we got down to north of Wainwright where we did our distance check, we had been on course one-and-a-half hours and had only gone 150 km. So we were only making 100 km/h.



Dave That's right, it was slow.

Mike The lift was only giving us 3 knots on the average. I was flying on MacCready and setting it on 2. We started to go a little faster just before Wainwright and we were starting to consider dolphin flying. One of the nice things is that we have often flown together before, so we have a great deal of confidence in each other. It's not necessary to say a lot on the radio when you have flown together a lot. You know what the other guy is thinking when he moves out. You'll say to me, This thermal is not very good," when I'm just about to say, "Let's leave."

I think the real benefit in pair flying is you feel good. Because somebody is there to share the joys with, to share the cu with, and take some of the nerves away, and also to stimulate the highs, if there are any.

Dave Cloudbase was not very high to start, I guess 8500 feet, and we were probably operating between five to six thousand and cloudbase.

Mike We never got low. There was never any scary parts on the flight at all. There was the thing of getting separated. The only time it was a bit worrisome was northwest of Regina, where I led us needlessly to the south in a little jog down towards Moose Jaw. It looked to me that there was a solid bank of cloud ahead. It was not the bases I was looking at, it was the tops. It looked like solid CBs were sitting there that we would have to go around. The low was to the north, so the logical direction to get around it was to the south. In addition there were some reasonably good looking cu down south. But we made

the jog which Dave didn't really want to do. Looking back I think we could really have gone straight ahead. I don't think it cost us very much, we were making pretty good time anyway by virtue of the wind.

Dave I could see you out ahead of me about a half mile. I wanted to go straight east but you were going south already and I knew if I didn't follow you we would get separated. I couldn't take a chance on losing radio contact.

Mike I had the better maps and also had frequencies for the Flight Service Stations, but I was unable to talk to them, so I gave the information to Dave and he would communicate with FSS, relaying to me their response.

Lloyd How often did you call them?

Dave We called them in Lloydminster, Regina, Brandon and Winnipeg, and got a good reception from all of them.

Mike The trick is you have to file a flight itinerary, not a flight plan. This itinerary is filed with your crew and they can check in with the FSS. This worked beautifully with Morvyn Patterson who was crewing for me. She didn't phone home or the glider field, and she showed up at Winnipeg club Sunday morning never having spoken to anybody except FSS. All through the night she knew exactly where we were. Of course, she had a small advantage, she used to work for them.

Dave When we were down around Unity, Saskatchewan, I could hear Hal Werneburg on the radio. I don't know where they were exactly, but after a while I heard

Hal say he was going by Arrowwood, but he was giving it up. So conditions were not as good down there in southern Alberta. [Hal had started on an O&R record attempt from Cu-Nim. ed.]

Mike Well, I must confess if it hadn't been for the wind, I would not have set the task and I wouldn't have had the confidence. The flight started about 10:30 but that's too late to go for 1000 km under normal conditions. Without the wind you need at least ten hours and with thermals only 3 to 4 knots you just can't do it. But the winds gave us that little extra push.

We deliberately set a goal that just marginally increased the existing goal record. There were two reasons for doing that: we were not sure how the weather was going to be further east although we were fairly confident up to Regina, and we didn't want a retrieve for nothing... anyway, by the time it was 1330 we were south of North Battleford, and had 300 km in hand. On the horizon it looked like there were all sorts of grass fires ahead. I'd seen that a little bit earlier. It wasn't until we got a little closer that we realized the whole darn farmland was blowing away into the sky. No wonder Manitoba has such good soil — it all comes from Saskatchewan. There was a whole line of dust, it was almost like a roll cloud on a cold front. As we approached it, the lift increased fairly substantially from 3 knots to 5-6 knots average. The thermals were very easy to use. It was when we neared Saskatoon close to the dust that the lift really picked up. From that point on, dolphin flying was the order of the day. You only stopped to turn to verify your position and look at the landscape, and make sure that the other glider was in view.

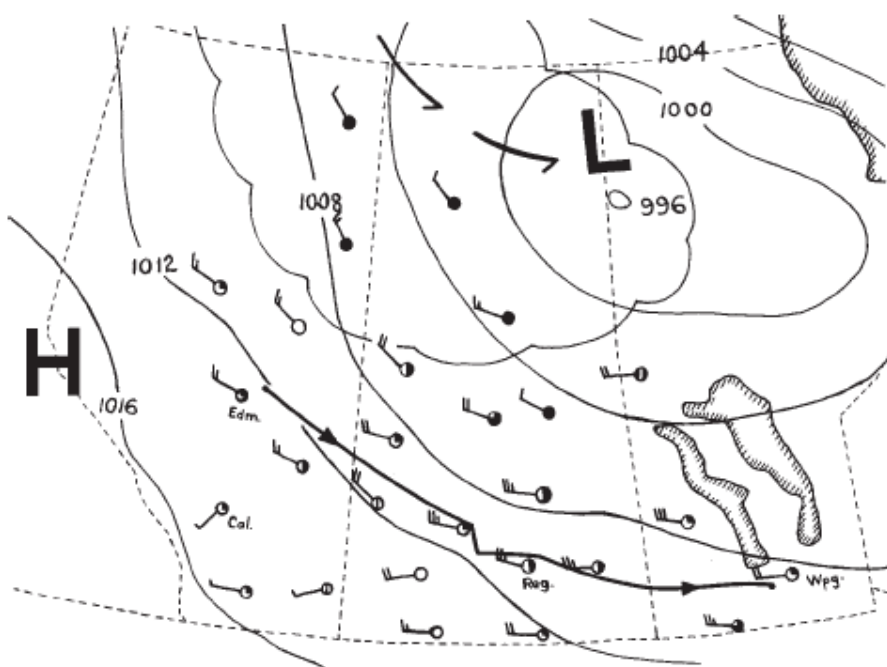
Dave Both of us went without water, which was probably a mistake. The thing was we didn't want to waste time throwing water on board that morning. And judging from what happened at Chipman shortly after our launch, it was probably a good job we went when we did.

Mike Anyway, we got to the edge of the dust storm, and at that point we didn't know exactly where we were.

Dave There was a big blank space where there was nothing [to navigate by].

Mike We got south and we were making rash statements like, "That's the North Saskatchewan River", when it's a hundred miles to the north. We were a little bit lost, but it was no problem, because just by heading south you hit the Trans-Canada.

We finally discovered our exact position a little north of Buffalo Pound Lake. If it had been a normal day, without the virga hanging down, and the heavy cloud cover all over the sky, we would have been able to see very clearly both Moose Jaw and Regina. We were at 10-12,000 feet, but the horizontal visibility was abysmal. You could see maybe 20-30 miles in a narrow cone downwards.



2 June Surface Analysis at 1200 MST. Cloud cover at reporting stations is indicated by the amount the circle is filled in. Wind direction is shown by the orientation of the "tail", and strength by the number of strokes on the tail (each full stroke represents 10 knots). The flight path is indicated by the thick line.

continued on next page



We got into the real strong convection as we approached Regina. In fact, 30 km beyond Regina, virga formed under the clouds, and the clouds were really well developed. At that time we did dolphin flying for 40-50 miles at a stretch.

Once we made Regina, we were back to the Trans-Canada and we had an easy landmark to follow. The navigation from then on was simply ticking off the towns as they went by, and they sure went by quickly from that point on. We must have been going well in excess of 150 km/h because our average speed over the whole flight was 137 km/h, and I don't think we had been averaging 100 up to Saskatoon.

**Dave** We certainly started to move at that point. It seemed like you'd go 40-50 miles and the altimeter would still be showing the same. We were picking goals, we got to Regina — that was past the previous distance mark — then we went on a little further and we were at Indian Head, which was our declared goal, and then we were a little beyond Virden — a 1000 km — a real cause for celebration.

**Mike** There was some difficulty identifying Indian Head because of this navigation problem of not being able to see far enough. Dave got permission to go across Regina. It was a thrill to look down at Regina and see the airport and everything and wave bye, bye. It went very quickly behind us. Indian Head is quite a significant distance out from Regina. I was at first confusing it for Qu'Appelle which is about 20 miles closer. At this point, very little sun was reaching the ground, but the lift conditions were still phenomenally good. We were flying a speed ring setting 6 and just zipping along. We stopped and turned just beyond the goal which enabled us to take the photographs in thermals which is the right way to do it. I shot about five photographs, three of them had Dave's DG and Indian Head framed by my winglet.

The next milestone was the Manitoba border. Certainly the towns were just clicking by. There goes another one, there goes another one, just rolling under the wing.

**Dave** There was a gap in my maps, I had a good sectional to Regina only, then I only had a road map for Manitoba, so I was a little anxious about where the Manitoba border was.

**Mike** I knew we were coming up on it, but I wanted to be sure. Because if we reached the Manitoba border and we could still see thermal activity ahead, we had the 1000 km in the bag. I didn't want to ease up on the pressure on either of us by making a premature announcement. When we crossed the border, when I was very sure we were there, I remarked on the radio, "Dave, did you see the dotted line?" He didn't know what was going on. I said, that line that runs north-south there on the ground". At that point he twigged what I was talking about. We were there, we were

in Manitoba! I guess the only really dramatic part of the flight after that was when we got separated at Virden.

I hit a great thermal 10 miles out of Virden, the averager read 8-1/2 knots, and both variometers were pegged right up to the cloud-base. At Virden there was this long curtain of virga north and south, which meant a significant deviation to go around. I saw a cloud on the far side through the virga. I announced on the radio I would head there, but I didn't hear anything from Dave at that point. We were having these problems of reduced communication and clarity when we moved too far away from each other. So I announced that I would simply circle on this side of the virga, so Dave could find me. But he couldn't see me and I couldn't see him because he was on the other side of the virga, not knowing how to regroup because it was sort of a grey sky. There were patches of sun, the cloud cover had to be greater than 8/10, Don't you agree?

**Dave** I think there was significantly more cloud. We were about 12,000 at that point.

**Mike** We had lost contact and this was the moment of trauma for me, and probably for you too. We know we have 1000 km, we know we have the Canadian record for distance, and now one of us is going to leave the other one behind. We have flown this distance together, pair flying, sharing all the thrills and all the experiences, and now suddenly when we were right on the threshold, we lose contact. There is no way to be sure that we could land together and be able to claim the record together. I was feeling very disappointed.

**Dave** I guess you felt the same way, not knowing quite what to do. That was the low point of the flight — 12,000 feet above the ground.

Then I heard, "crackle, crackle, hiss, hiss, I'm pushing on." I thought, "Dave, that's the right decision." I pushed through the virga and could see the course again, and saw a cloud. This proves Dave and I have flown together and know each other, because we both headed to the same point of the same cloud, and we were back in communication.

Within a matter of five minutes of the anxiety we had regrouped. We could have gone in different directions, but I guess we think alike in our decision points like that.

**Dave** That was the low point apart from the one that started the flight, which only lasted for 50 miles.

**Mike** After Virden, things were really a piece of cake. The whole flight was. This was one of the easiest cross-country flights that I have made. Except that all through the flight we had to keep the pressure up. We couldn't dawdle. We were conscious that we were setting a very good Canadian record; we were really going for it. But there were no technical difficulties. Nearing Brandon, we called FSS because we had to cross over restricted areas.

**Dave** When Brandon answered me he asked if we were aware of the restricted zone of Camp Shiloh. I replied I wasn't because I was using a road map. So he told me where it was.

**Mike** From Brandon I don't remember stopping for any thermals. We were conscious of having made our goal of 1000 km. I remember asking you if we should land at Portage because I didn't have any idea where the gliding field was at Winnipeg.

**Dave** The thermals weren't as strong by now as they had been.

**Mike** I was very conscious of easing up. We could see Portage ahead, and on my map there was a restricted zone over the military base, ceiling 7000 feet. You asked whether I had enough height to clear it. There was a good well-developed cloud right over the base which I thought we would get to at about 7500 and suggested that Dave contact the tower and get permission to cross right over the zone. I arrived at that cloud at 7100 feet and it wasn't working much at all. I had visions of these F-18s, scrambling and blowing us out of the sky for violating their airspace, because I have these winglets and look like an alien aircraft. I maintained altitude and even gained a little. By this time Dave was back on the frequency: the base flying training was off during the weekend.

We then set off and tried to figure what we should do. I said, what the hell, let's go to Winnipeg. We can make it there with a final glide without any problems. We set course for some well-defined clouds by the Trans-Canada and sure enough when we got to them, they were two knots if you worked at it. However at this time we were just trying to maintain and sort ourselves out while Dave talked to that tower. At this point we made a strategic error for "Canadian Soaring", the tower asked us if we intended to land at the International — we should have said yes, but we didn't. It would have been great publicity for the sport; but we were fatigued and neither of us felt confident about landing at the airport and possibly making bad decisions. But can you picture these two fiberglass sailplanes; mine with the winglets, Dave's with the long wings, parked between a 747 and 767. Dave asked for directions on how to get to the Winnipeg Gliding Club instead.

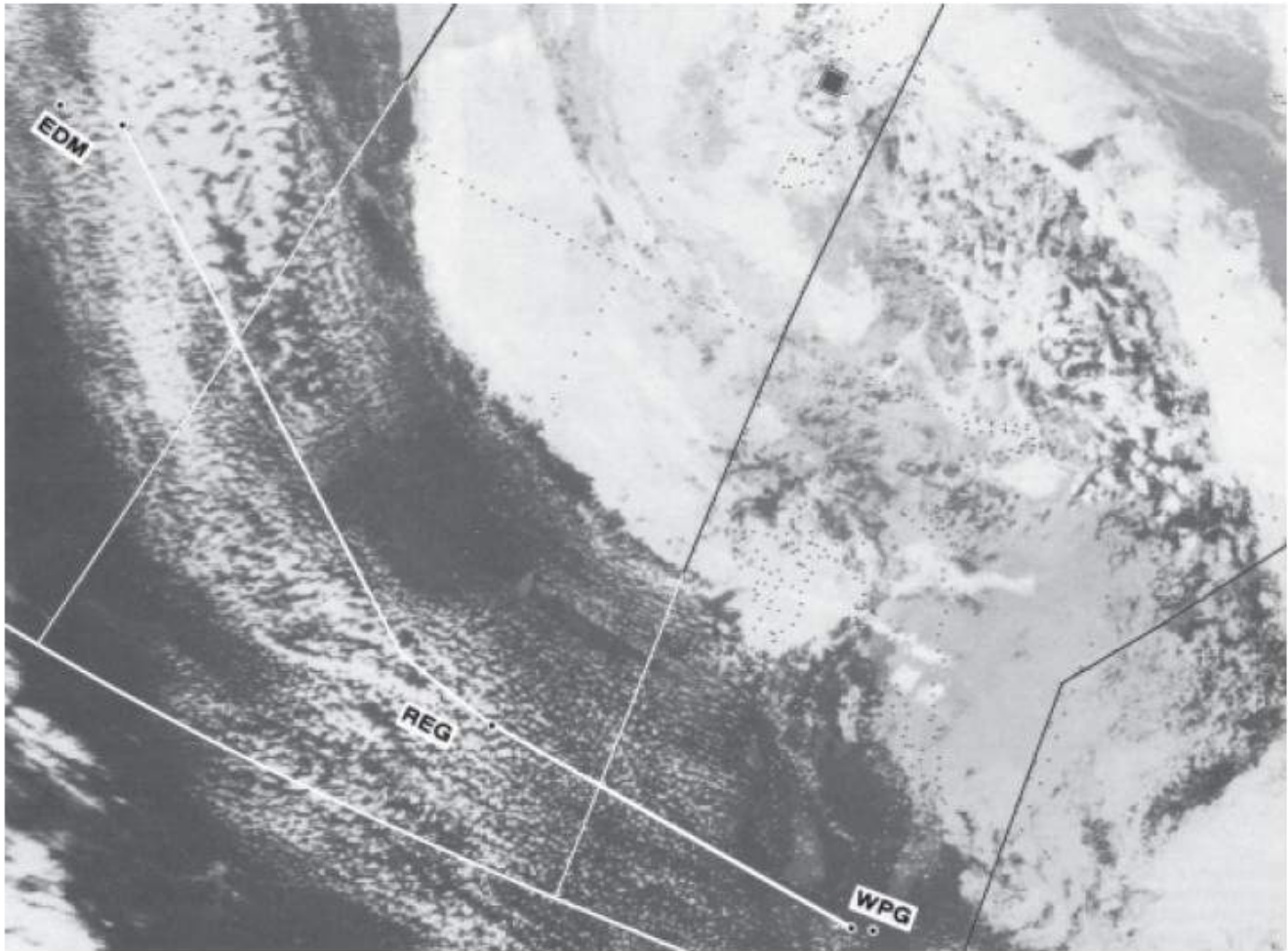
**Dave** I said I didn't know where the club was and they gave me a heading. They had us on radar.

**Lloyd** Do you think you could have gone another 200 km if you had complete maps and knew what was up ahead?

**Mike** Speculation is cheap. But even given the day from our point there, I would have said at least a 100 km without any problems at all, even with the decaying thermals of the day. We still had that tail wind, you know.

**Lloyd** You lost time by not carrying water.





Satellite photo of cloud conditions on the afternoon of the flight. Thanks to Alex Aldunate of the AES Satellite Data Lab in Toronto and to Dave Hennigar for providing the photo. The extent and density of the cumulus field on the flight path is evident. The flight from Chipman to Starbuck followed the circulation around the low centered on Reindeer Lake in NE Saskatchewan [square]. Time: 2053Z (1453MST). Scale is about 1:8,000,000 on this page.

**Mike** You're right. So I think 200 km is a nice round number. I think we might have done 200 even from the point where we were at, we were 7000 feet above the ground and there were still usable thermals. We stoozed around for another 45 minutes quite apart from the time we lost not having water. So I think 200 km was really reasonable, and I think another 100 km during the overall flight would have been possible. I think that if had we really gone for it with water and better preparation, we could have made an assault on the world record [1461 km].

**Dave** We would have had to continue straight southeast into the States. From Regina we were going due east and would have been stopped east of Winnipeg by the poor country. [A larger scale satellite photo shows good cumulus extending as far southeast as St. Paul-Minneapolis. Editor]

**Lloyd** Now I understand when you got to the Winnipeg Gliding Club there was an almighty reception.

**Mike** Dave Baker of VSA wrote about that when he made his extraordinary flight

in a Grunau Baby from Chipman to North Battleford: you land and you think the mayor and the band is going to be there, the dancing girls are going to be there, with hundreds of people cheering and applauding and saying, "well done." What an anticlimax! Three people were there to witness our arrival.

**Dave** When we came across the field, it looked like there was nobody around. What surprised me were the triangular runways, all nicely laid out, and the club has been there less than a year. It turned out they hadn't been operating all day, the winds were very strong with dust storms, so there was only Jeff and Helen Tinkler and Jim Oke present, and Jim came out with a bottle of beer for us each...

**Mike** There are a couple of things we should finish off with. We should consider writing an article on the pleasures and techniques we are evolving in pair flying; and we should recommend to the FAI that all distance records should have the crew listed first, not the pilots. That would make the records more meaningful for the hardest workers in this effort.

In my case it was Morvyn Patterson, a young lady who I am sure will take some records of her own. She drove all day and night to get me, as did Dave's wife Kathy.

"The retrieve was something else. It sure goes by under the wings fast, but under the wheels it takes forever."

I guess to put the flight in perspective in round terms, it took us 8 hours to fly it: we can easily forget that our crews drove 16 hours to get to us, and then immediately 16 hours back. □

*What's left for the straight-out distance hopefuls if they want to stay in Canada? Well, Steinbach airport, 50 km southeast of Winnipeg is the last decent airstrip before you start running into bush and swamp out there, although there are landable fields for another 40 km or so towards Lake-of-the-Woods. So: Chipman-Steinbach is 1192 km, Cu-Nim-Steinbach is 1252, and Grande Prairie-Steinbach is 1616. Passing the current world record is possible within Canada. Editor.*

# Women's Seminar Report

By Leah Condon

You know you aren't in Kansas anymore when your airport briefing includes being told to land in the lake. Ok, so we were told in the pre-flight briefing on the first day to land straight ahead in case of rope break under the metric equivalent of 200 feet agl. That is pretty standard, however in the case of the Aero Club Adele Orsi at the Calcinatè del Pesce gliderport that plops you right into Lago di Varese. As this information was revealed I couldn't help but try to count the number of rope breaks that have occurred at Sunflower that would have resulted in a lake out landing. One of the pilots from Canada asked the question that we all were thinking. "How often do ropes break?"

I almost didn't attend the Women Soaring Pilots Association's 39<sup>th</sup> Women Soaring Seminar. The seminar was held June 27 – July 1 2016 at the Aero Club Adel Orsi "ACAO", Calcinatè del Pesce, Varese, Italy. Due to a busy schedule coaching rowing, learning to ride horses and the fact that I scared myself twice on solo flights in 2014 I have not flown much since that summer. I still loved flying dual but I had lost some of the confidence that comes with flying frequently enough to be both current and proficient. I hadn't felt that since the 2-years after I got my certificate. While this is my second term serving as Secretary of WSPA, I had only attended one seminar. As student pilots, Summer Gajewski and I attended the 2010 WSPA seminar at Air Sailing outside of Reno, NV. I felt like Italy was a long way to travel for a recreational pilot like myself. I felt that only "real" pilots should be the ones to make the journey across the pond.

I met Jennifer Benetti-Longhini for the first time at the SSA Convention in Greenville, SC. Jen and I have been in the same circle of mutual friends for a while but had not met before the convention. Tony had met her, and we knew of each other. On the convention floor I mentioned that the WSPA seminar would be in Italy this year. I thought this might be of interest to Jen as in addition to having a commercial glider rating, she also has family in Italy. It turns out family only three hours away from Varese. Some of you may be familiar with Jen's glider "JEN" the Silent 2 Electro which **Tony** flew in last year's WGC in Lithuania. Jen (the human not the glider), due to graduate school and everyday life, also wasn't glider current. We both made the circular peer pressure decision that we would attend the seminar if the other one did. In

So that is how I ended up spending two weeks in a foreign country with a traveling partner I only vaguely knew. I told everyone that by the end of the trip we would either be best friends or .... I can happily report that we are still on speaking terms. In order to fly solo in Italy there was paperwork required to convert our USA

license along with requiring a medical. As I was a noncurrent flat land pilot I chose to fly dual at the seminar. We arrived in Varese the day before the seminar began after spending the previous week with Jen's family in Asiago which is in the mountains North of Venice. The Aero Club Adele Orsi and the city of Varese know how to throw a party. The evening before the official start of the seminar the Aero Club Adele Orsi and the city of Varese threw a welcome party for the WSPA participants at a local palace. Forty-two WSPA pilots from nine-countries were warmly welcomed to Varese. Many local dignitaries spoke and welcomed us and then we had a nice meet and greet afterwards. Complete with local prosecco, cured meats and various cheeses.



Leah and Jen





ACAO Clubhouse

ACAO is led by President Margherita Acquaderni, Margot (as she is called) was our gracious hostess for the 2016 WSPA seminar. The Calcinate del Pesce gliderport which ACAO operates out of is on the shore of lake Varese and right next to the Alpine foothills or prealps. There is a very nice club house, complete with downstairs bar and upstairs classroom, lounge and office. A beautiful mural of gliders soaring and hidden in the landscape greets visitors upon entering the club house. The gliderport is also home to an unaffiliated restaurant, hangars, airport wide Wi-Fi, trailer parking area, campground, and parallel grass and paved runways. There is a row of yellow roses planted Namibia style for each 1,000 km diploma or record flight. The gliderport is named in honor of the Varese's champion pilot Adel Orsi

who along with her husband Giorgio established the Calcinate airport (now ACAO) and developed an infrastructure that promoted the sport of gliding with Italy. According to the WSPA website "Today, ACAO is the biggest gliding club in the nation, with more than 230 pilot members and a flight school that licenses between twenty and thirty pilots a year." ACAO had the following gliders available for our use: Duo Discus (two), ASK21 (four), and an ASK21-Mi (motor glider) which is used to train pilots so had engine controls both in the front and back seat. Local pilots also shared their personal gliders with us: Arcus M, Arcus Turbo, ASH 25, Janus, and ASG 32. The club has seven tow-planes though typically only two or three were used at a time. Standard club operating procedure is to take-off from the pavement runway and to use the parallel grass runway for landing. The tow-planes would drop the rope in the grass. No lake landouts for us during this seminar. They claim that it has been a few years since they have experienced a rope break.

I was really impressed with one way that the ACAO works to retain those members who are no longer student pilots but are not yet proficient cross-country pilots. They discovered that this was the stage where they failed to keep pilots engaged in the club. The "Brutti & Buoni" or "Uglies and Beauties" where teams of one experience cross-country pilot and one licensed but lower time pilot are paired together to team fly against other like pairings in cross-country tasks. The trick is that only the lower experienced pilot gets points for the team so it is up to the more experienced pilot to coach them through the task. Margot confided to us that the experienced pilots make up most of the land-outs which occur at the event. Maybe this is an idea for KSA/WSA's next Weekend Warrior contest!

Each day of the seminar started off with a gift from one of the seminar sponsors. Lindt was a great favorite as they provided chocolate bars on three of the mornings. In addition to the day's weather briefing a lecture on a soaring topic was presented. ACAO was amazing and live streamed these lectures which are now posted on YouTube (in English) for anyone to watch. If you are interested in learning how to host a qualifying and final Grand Prix, how to fly safely in the mountains, wave flying, aeromedical factors for pilots, x-country soaring and more please visit <https://www.youtube.com/channel/UCxTXioSyE1ubrksKeuC9xNw/videos>

or search for Aero Cub Adele Orsi and find ACAO's channel. All WSPA videos start with "WSPA" but I highly recommend also watching the "FAI Sailplane Grand Prix, Final 2015, AeroClub Adele Orsi, Varese" video as well.



Seminar attendees



At check-in each flying participant received a card which would give us access to the runway, and would act as a credit card of sorts at the tow ticket ATM (what I called it) and the clubhouse bar. I thought the tow ticket ATM was pretty neat. Each morning after signing up for a glider flight slot the pilot would scan their card at a machine which looked to me like an ATM. The pilot then selected the glider from a drop down list along with the tow height for the flight. There was also a field for the club safety pilot or instructor if applicable. A tow ticket was then printed out with the pilot's name and glider listed. The ticket would then be torn and half given to the line manager/tow pilot. After the flight was completed the glider pilot would record the flight's duration and then return their ticket to the billing office. It worked out pretty well except that the Italian culture is a little or relaxed and less schedule based. I learned pretty quickly that if I wanted to fly a specific glider that I needed to sign up for the first flight slot at noon. The better weather was typically the 3:00pm time slot but there wasn't any guarantee that the glider you signed up for at 3pm would be back our not. Two out of four days I learned to wait outside at the shaded picnic tables and jump into any glider that was available when Margot asked those of us outside who wanted to fly.

One of the highlights of the ACAO facilities for me was their flight simulator. A projector put the X Plane Google Earth like local scenery onto a wraparound screen. The pilot sat in an actual modified fuselage which was stationary. While the fuselage didn't move, all the instruments (altimeter, airspeed, variometer etc) were functional and tied into the simulator. This €20,000 flight simulator built by ACAO volunteers did have some drawbacks. It did not accurately simulate the tow. This was a norm short coming so the pilot was started at altitude. As such, the simulator could not be used to teach students how to fly the tow as in Condor. The thermals generated were random so they did not appear in the areas local pilots could find the various house thermals. With these disclaimers in mind, my decision to fly the simulator on the first day before taking off in a real glider was one of the best decisions I made all week. Area familiarization was the main goal of my 30-minute session. Matteo, the simulator instructor, pointed out the typical tow pattern where the tow-pilots drop the gliders off near the Campo dei Fiori ridge. Here pilots can either work ridge lift or try to catch the house thermal over the Sacre Monte pilgrimage site on one end of the short mountain ridge. Matteo used a laser pointer to identify the important peaks by name along with the few and far between land out options among the landscape dominated by water, rock and trees. He pointed out the circular horse track that is used as holding zone area for pilots to descend to the appropriate altitude before entering the pattern. From the simulator's vantage point Matteo instructed me to use a certain peninsula as a guide for my downwind point. This area familiarization in a mountainous environment is the best use of the simulator. Alberto Sironi is a local pilot who represented Italy in the 13.5 m last summer in Lithuania. He used the simulator to practice ridge jumping and determine land out options for his 1600 km flight in the Alps this year.

Over the course of the week I had two simulator sessions and flew four flights. The first flight was a short area familiarization flight. As I wasn't current and I wasn't with an instructor I sat in the back seat of the ASK21. I flew with Matteo who ran the simulator earlier in the day. The ridge was working and I had never flown in ridge lift. There were two other gliders on the ridge and I was worried I would run into them as I didn't know what I was doing so I turned down Matteo's first offer to let me fly. I wanted to watch him fly a few lengths of the ridge to better understand how it worked. The third time he offered me the controls I accepted and flew 3-down and back lengths of the ridge. Soon two other gliders joined bring the total to five pilots on what was starting to feel like an increasingly smaller ridge. I was intimidated by the traffic so handed the controls back to Matteo.



**Leah** and the ASK-21

This exchange of controls made me question something that I assumed was a universal procedure. The stick shake when trading controls the “Your plane” stick shake, “My plane” stick shake method for the exchange of controls isn’t in fact universal. Or at least it isn’t common practice in Italy. At first I just thought it was due to the fact that I was more of a passenger on this flight but speaking to others on the ground we all experienced something like this.

Italian: “Your Plane”

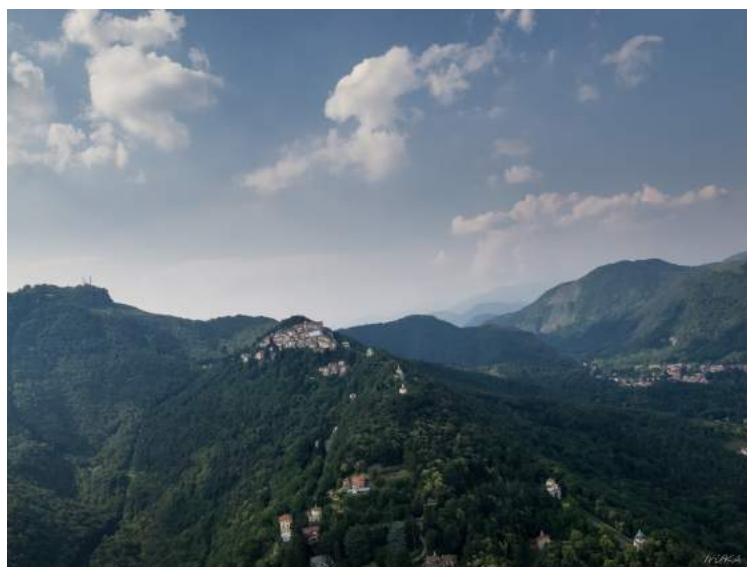
WSPA: Takes control of the glider.....things go smoothly until the Italian wants to take over to make a correction....in which case instead of asking for controls they typically get on the stick and move the glider where they want and then reply with.

Italian “Your Plane”

You can rest assured that this difference in flying cultures was discussed that first evening during our safety debrief.

My other flights were amazing all in their own way. The second day I flew the whole flight from take-off to landing. I was really pleased with how well I flew the tow (front seat on this flight). It was a thermalling day which is more in my comfort zone than the previous day’s ridge lift. The flight stayed mostly local and I was proud that I was still able to pick out the gliderport from all the different angles. We had to open the airbrakes at one point so we did not climb into Lugano Switzerland’s airspace. Flight duration was 1.5 hours and we only landed because we were radioed back home to switch pilots.

Flight number three was in the ASK21 motor glider. This glider is used by the club for self-launching endorsement training. As such I was able to fly from the front seat with an instructor in the back. I got to fly the glider during the tow while the instructor was in charge of the motor. It is a weird feeling not to have a tow plane in front of you during the climb. I have experienced this before while auto-towing out at Sunflower, but the car still dictates the flight path in the tow. About the time I started to wonder where I should take us the instructor talked me through a climb over the lake until we hit a thermal near shore and were able to circle and use the thermal to help us climb. After the climb to altitude I was able to gain some experience thermalling in a gaggle with two other gliders. Becoming more comfortable in gaggles was one of my seminar goals and this flight went a long ways toward building my confidence in this skill. The instructor seemed impressed with how well I was flying given that I only have 40-hours of flight time. This was a good ego boost even if I skeptically thought that he might tell all his students this.



Varese View



Leah flying the tow

I also spent some time in the simulator for the second time on day number three. My goal for this day was to work on the flying mechanics and better understand the techniques for ridge soaring. The main lessons learned were:

- Start the figure eight turn while you are still in lift but after the intensity of the lift has started to decrease.
- Always turn away from the ridge and keep your airspeed up. The closer you fly to the ridge the more you increase your speed.
- At the end of the figure eight turn, allow the wind to blow the glider close to the ridge until you hit the peak lift. Then establish the crab angle.

At first I was flying conservatively (or what this flat land pilot felt was conservative) and did not let myself get close enough to the mountain to be in ridge lift. My simulator time helped me to figure this out and extend my comfort zone, well at least a bit.

We woke up to rain on the fourth day of the seminar. This had been anticipated and a sightseeing excursion was planned to a nearby Villa and garden along with a tour of the Santa Maria dell Sasso hermitage which is on a cliff overlooking Lago (lake) Maggiore.

The final day on my fourth flight I had the good luck of getting to fly an Arcus M with Alberto Sironi. We did not self-launch but as the glider had the motor I flew from the backseat. My expectations for this flight were to watch and observe Alberto's approach to flying while enjoying the local scenery. Alberto had other plans. After the first hundred feet into the tow he handed me the controls. I have only flown a tow from the back seat on one occasion. And it was in a glider I was familiar with. Not in a super ship with 6'7" international competition pilot blocking my view. I have a new profound respect for all those commercial glider pilots out there who fly from the back seat. I was able to angle off to the left side of the tow plane so I could see it from the side of the canopy. I took away a few things from my flight with Alberto. Number one was that his was an amazing coach. While not technically an instructor I feel like I learned the most from him out of all of my flights. He had me follow along as he worked the flaps (I had never before flown a flapped glider or airplane) so that by the end of the flight I was mostly able to work the flaps myself. He also showed me how the Arcus had to have a steep bank in a turn to be able to

share a gaggle with shorter winged gliders and to climb at the same rate at them. At first I expected the glider to try and steepen the already sharp bank angle like the ASK21s but the Arcus felt very stable to me at the minimum 45° bank. He also taught me that in order to quickly core a thermal, the thermals have to be anticipated. What this meant was that I needed to slow my speed when entering a potentially thermal rich environment so that I was already going at my ideal circling speed when I felt that first bump. This way I did not fly out of the good stuff and was able to narrow down the core sooner. I didn't feel a strong lift of the wing in the Arcus with its long wings. He also demonstrated how in weak lift to make small "S" turns to feel the air and climb a bit under clouds which were not streeting. We flew at 150 km/hour between thermals and circled around 110 km/hour. I was able to get a nice IGC trace of this flight using my phone app to log this 1.5 hour flight. Tony posted it to the OLC. Alberto demonstrated a final glide in which we approached 200 km/hour. So fast and fun to watch the ridge fly past. After this I tried my hand at some ridge flying, but I had a hard time



Leah and Alberto

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following the changes in the ridge crest line due to both hazy conditions and the tall pilot in front of me. We finished the flight with him demonstrating a spiral dive to help us burn off some extra altitude.

Our day ended with a banquet dinner at the restaurant adjoining the clubhouse. Awards followed the delicious meal in which I found out that I had won the limerick contest. This is a WSPA tradition where each participant is encouraged to write a limerick poem and the seminar attendees all get to vote for their favorite. I was honored and thrilled at first until I became horrified at the thought of safely bringing the Flying Goddess trophy home to KS from Italy without injury. My fears were soon put aside as I was shown her carrying case and how to disassemble her. This whole experience exceeded my expectations. There is always a special camaraderie among glider pilots but to be in a group of predominately female pilots was extra special. For the vast majority of us we are the only woman actively flying at most of our clubs. With Summer no longer in KS I now fall into this group. As an introverted engineer I was surprised by how natural it felt for me to mix and mingle amongst this group of women. I already am trying to figure out how I can pull off attending next year's seminar at Chilhowee, TN.

Once upon Campo dei Fiori  
I accepted the stick with a "si"!  
Although a bit ridge shy,  
Took control in the sky  
And soared like Adele Orsi





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

FLIGHT STANDARDS DISTRICT OFFICE  
8032 AVIATION PLACE  
DALLAS, TEXAS 75235  
TEL: 214-357-0142

July 14, 1988


Mr. Marvin Willis  
713 Waggoner Dr.  
Arlington, TX 76013

Dear Mr. Willis:

This will confirm our telephone conversation of Tuesday, June 28, 1988. The FAA does not consider an off-airport landing by a sailplane/glider as a reportable incident if there is no damage to the aircraft, property of another, or injury to any person.

We appreciate your concern for safety and for discussing this matter with us prior to holding the Texas Soaring Association National Competitions in our area. We wish you a safe and successful competition on July 20, 1988, through July 27, 1988, and again on August 1, 1988, through August 5, 1988.

Sincerely,

  
Richard A. Small  
Supervisor, Operations Unit

OPEN HOUSE

# SMOKY HILL

AIR NATIONAL GUARD

## Aerial Gunnery Demonstrations

Fighter and Bomber Aircraft

# August 06, 2016

10 a.m. - 3 p.m.

Gates open at 8 a.m.

Take Hwy 140 west out of Salina. Turn left onto Link headed south then left on Ferrelly headed east to Smoky Hill main gate.

For visitors coming from the south, the east Falun gate located 1/2 mi west of 735 on Falun Rd will be open, weather permitting.

Food, refreshments, and memorabilia will be available for purchase.

Coverage is not provided.

Alcohol is prohibited.

Gun protection provided.

Motorcyclists must wear helmets.

No pets/non-service animals.

Questions:

No Firearms.

No Alcohol.

Call: 316-759-8525

Inclement weather message - 316-759-8556





Any reasonable offer will be  
Walter Cannon (650) 321-  
<walterbcannon@gmail.com>

FOR SALE  
13-Meter Woodstock



Newly completed.  
Wings proof-loaded to 5g's.  
Airworthiness certificate.

Contact Jerry Gross  
Any reasonable offer will be considered  
814-308-9547  
jgross27@comcast.net



# 2016 KSA SCHEDULE

DATE	NAME	CELL PHONE	HOME PHONE	TOWPILOT	PHONE #
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
Saturday, Sept 3, 2016	Matt Gonitzke	815-980-6944		KC Alexander	316-943-7641
Sunday, Sept 4, 2016	Jerry Martin	620-259-7827		KC Alexander	316-943-7641
Monday, Sept 5, 2016				KC Alexander	316-943-7641
Saturday, Sept 10, 2016 Cookout	Dave Wilkus	316-706-9261	316-788-0932	Andrew Peters	316-393-2261
Sunday Sept 11, 2016	Jerry Martin	620-259-7827		Bob Hinson	316-841-5561
	David Kennedy	316-841-2912			
Saturday Sept 17, 2016	Matt Gonitzke	815-980-6944		Jerry Boone	620-474-4177
Sunday Sept 18, 2016	Sue Erlenwein	316-644-9117		Jack Seltman	316-636-4218
	Harry Clayton	316-644-9117			
Saturday Sept 24, 2016					
Sunday Sept 25, 2016	Keith Smith	785-643-6817			
	Don Jones	620-960-6444			

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>
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<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>

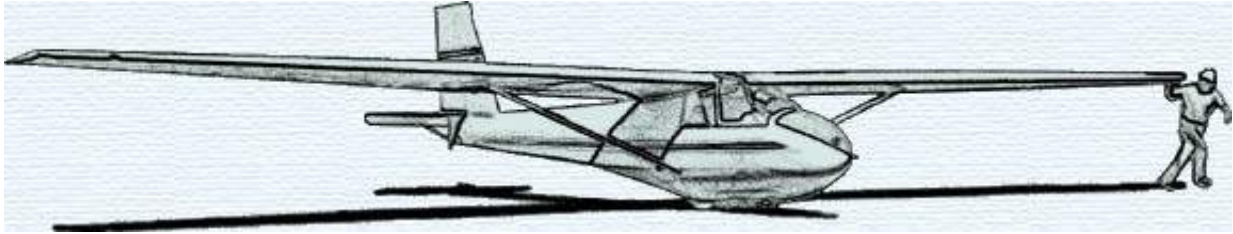


KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



**KSA Meeting**  
**Cookout at Sunflower**  
**August 13<sup>th</sup> after flying**