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Editor: Tony Condon

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DON JONES (2016-2017)

TIM DOUBLE (2016-2017)



Tony Condon, Bob Whelan, Kit Leonard, Ron Leonard, Bob Holliday, Andrew Peters, and Paul Sodamann at Uvalde

KSA CALENDAR

September 10th - KSA Meeting - Cookout at Sunflower
September 11th - Adventurous Babes Society Rides - Sunflower
September 22nd - 25th - Wichita Vintage Rally
October 1st - EAA Fly In - Newton
October 8th - KSA Meeting - Elections - Location TBA
October 30th - Closing Day at Sunflower
November 12th - KSA Meeting
December 10th - KSA Meeting

2017

January 14th - KSA Banquet
January 21st-22nd - SSF Flight Instructor Refresher Clinic - Wallis, TX - Info [here](#)
February 11th - KSA Meeting
March 11th - KSA Meeting
April 8th - KSA Meeting
May 29th - June 7th - 15 Meter, Open, Standard Nationals - Cordele, GA
June 21st - 30th - Club Class Nationals - Hobbs, NM
July 15th - Kansas Kowbell Klassic
August 6th - 15th - 18 Meter Nationals - Uvalde, TX
August 28th - September 2nd - Region 10 Championship - Waller, TX



Found at Sunflower. Contact **Andrew Peters**, apsoars@yahoo.com, if yours

KSA Sports Class Nationals Results

8th place - 3777 points - **Bob Holliday** - 3D - ASH 31mi
12th place - 3748 points - **Tony Condon** - JEN - Silent 2 Electro
28th place - 3431 points - **Ron Leonard** - 4A - HP-18
40th place - 2872 points - **Andrew Peters** - 3T - LS-3

Notes from the President

Greetings KSA! The *Variometer* is late this month and for that I apologize. I do want to thank everyone who contributed to this month's issue though, I like to see a full newsletter!

The National Weather Service currently has Wichita ranked at the 4th wettest year on record, and there is still quite a bit of year left. Activity was understandably down at Sunflower in August. Even Uvalde had to deal with rain shutting down the end of the contest! I for one am hoping that the wet pattern settles down and we have some nice fall soaring weather, as we've had the last few years. As we transition in to fall we start to look to the winter and think about preparations for next year.

The first step is KSA Elections, which will be held at next month's meeting. Up for election this year is President, Secretary/Treasurer, both VP positions, and two directors. If you are interested in serving, please contact me ASAP at 515-291-0089 or abcondon@gmail.com to get your name on the ballot.

There are plenty of other ways to get involved besides being on the board. Most of us have an idea or two on how we can make our club better. Don't be shy about getting your opinion out there and putting some work into executing an idea. A recent discussion on the Soar-Kansas Yahoo! Group about making club business cards is a nice example of that. We have a diverse and talented group of members, let's get them involved and spread the workload.

One perennial volunteer shortage is towpilots and instructors. Instruction has been sporadic this year with only **Brian**, **Andrew**, and I available. However we have made steady progress. A few students are close to solo, and **Mike Davis** went solo a few weeks ago.

We have had and still have a few holes in the towpilot schedule. A big thank you goes out to those who have stepped up to give up a soaring day to make sure others got to fly. Last winter we had a ground school for potential commercial glider pilots. So far we haven't converted anyone into a commercial pilot, yet. That is the first step to CFI-G. Maybe a training camp weekend for Commercial-Glider instruction in the glider and Towpilot instruction is in order??

The Vintage Rally at the Wichita Gliderport is coming up, as is the EAA Fly In at Newton. I know that a lot of us will be at the rally and I've heard rumblings of activity at Newton. The short story is there is still a good amount of season left and plenty of soaring activity to be had.

Awards season is just around the corner, so it is not too early to start putting together your best flights for submittal. **Aaron Maurer** has agreed to run the awards this year, so he will be the contact. Rules are in this issue.

We are in need of ideas for monthly meeting topics. What soaring topic do you have questions about? Have you read about an interesting project lately, or know of someone locally doing something cool aviation-wise? Get ahold of me so we can fill the schedule.



After a ~25 year break, **Mike Davis** completed his flight review and flew a glider solo again, on August 21st

Watch Mike's Tow here

Sunflower Seeds

August 3rd - **Tony Condon** (JEN) self launched on a short test flight before heading to Uvalde

August 13th - **Bob Hinson** towed. **Mike Orindgreff** (CAT) flew 3 hrs. **Dave Wilkus** (SR) made 2 hrs. **Tim Double** gave rides to his parents in the Grob

August 14th - **Bob Hinson** towed again. **Mike Orindgreff** (CAT), **Dave Wilkus** (SR), **Brian Bird**, **John Wells**, **Keith Smith** (LW) all flew their gliders. **David Kennedy** had 2 flights in the 2-33, one with a 45 minute duration, **Tim Double** flew the WSA triangle in the Ka-6, and **Bob Blanton** flew 4 flights in the Grob with a guest.

August 21st - **Mike Orindgreff** (CAT) flew 3 hrs, **Dave Wilkus** (SR) had two short flights

August 27th - **Mike Orindgreff** (CAT) logged two short flights. **Bob Holliday** (3D) flew to Harper and back and noted it was "wet and weak"

August 28th - **Mike Orindgreff** (CAT) flew two flights, **Keith Smith** (LW) and **Dave Wilkus** (SR) also flew

He Followed me home Mommy can I keep him? (or the care and feeding of your pilot)

by Paul "Sodie" Sodamann

Let's start off by saying that I have never had the opportunity to crew for someone at any soaring event let alone at a nationals. And when **Andrew** asked me if I would crew for him at the Sports Class Nationals at Uvalde, Texas I was not sure if I should accept or not. I always like a road trip and I knew I would learn at least a little bit about soaring just by hanging around so many pilots. But the responsibility of being a crew was something I was not sure I could do, at least not well.

I knew a crew was needed for recovery if the pilot lands out on a given task. I also knew that most crews and pilots are a little more tech savvy than am I. I don't have a smart phone, I do not text, I don't understand (or want to understand) social media so my ability to track and find a outlander would need to depend on old school techniques. However, Andrew was kind enough to have some techy devices to help me out and get me up to at least a functional speed should a recovery be needed. Other than recovery I was not sure what I would be doing or how useful I could be. But I think I learned the ropes fairly well while we were there.



Andrew Peters prepping 3T before a days flight

I don't mean this in a negative or belittling way but being a crew is kind of like being a butler, a valet or even at times a mom. Here is what I learned either by doing or by watching other crews. First and foremost make sure your pilot does not have anything else to worry about other than the soaring task at hand. They should not have to think about driving to and from the event location and the hotel. They should not be bothered with a lot of outside distractions. This works well for me because I am not that much of a talker and I like to drive. Second make sure your pilot is well hydrated. This means filling camelbak bladders, etc in the morning with ice and water so as to have enough to last for a multi hour flight as well as the before and after flight activities. My mornings would consist of getting up well before Andrew which is not a difficult task because I am usually up early, going to get ice for the cooler, eating my own breakfast and preparing his water, lunch and snacks for the day. Then making sure the car was loaded with the plane battery and other essential flight equipment as well as the food and water and driving us out to the field. By this time **Andrew** would have gotten up, eaten his breakfast and be ready to head out.



3T on tow the first day of the contest

Upon arrival at the glider tie down spot my routine would consist of getting the morning dew off the glider and removing any bugs and dirt which might affect performance of the glider. **Andrew** would take care of getting the battery in and the cockpit set up as he needed for the days flight. Then we would tow the glider out to the staging position for that day. We usually had a little time left over before the pilots meeting so we would either head back to the hotel room to relax or found someplace to just hang out for a while.

At the pilots meeting crew members tended to migrate to the back of the room, keep our mouths shut and just listen. Keeping my head down my mouth shut and trying not to be noticed is a skill that has been very difficult for me to master over the years just ask any of the principals I use to teach for (I am a retired teacher). However, with age comes experience and I think I am starting to get the hang of it and keeping out of trouble at least to some degree. When the meeting was over various pilots would gather and plan out the strategy for the day's task. After the plan of attack was set my job was to get **Andrew** to the plane, make sure he was well fed and watered, keep him as cool and shaded as possible and allow him to program the task into the flight computer. Then it was a waiting game until grid time and the launch. Here is where I may have dropped the ball a little. While observing other crews several of them had umbrellas to hold over their pilots to keep them in the shade and a little cooler before launch. OK, note to self, if I do this again bring a big ass umbrella! Most crews stayed around until the launch started to shade and assist their pilots as needed. **Andrew** usually excused me to take the car back over to the tie down area since I had no shade to provide and could do very little other than just stand around.

Here is where I differed from most other crews. Maybe it is because I am older or maybe it is because I have not had air conditioning in my home for thirty years, but I set up a sun shade and just hung out in the Uvalde heat at the airport to wait for the launch and eventual task completion. A lot of crews went back to the hotel rooms to stay in the AC and shade until needed----lightweights!. I made friends with Bob, **Tony's** crew, and a fellow mature gentleman who likewise did not mind hanging out under the canopy and waiting. We could solve all the worlds problems while drinking plenty of water and watching the tracks of our pilots on the Ipad **Andrew** left with me. What was interesting is that over the period of the week we were there other mature crew types found us and starting hanging out with us under the canopy as well. For future reference I see a great potential for crew camaraderie at these events just by modifying the sun shade a little to accommodate more chairs and coolers. Maybe even some "crew only" events set up during the contest where crews would not have to deal with those needy pilots for an evening or two.



Bob providing much needed shade to **Tony** prior to launch

As to land outs, fortunately **Andrew** is a fairly conservative pilot who would prefer not to land out and **Tony** had a small electrical motor which could be used to get him back to the field if needed. This meant that Bob and I did not need to make any retrieves during the event for which I was grateful. Not that I would have minded the drive or the work to disassemble the glider and put it in the trailer but it sure was nice to see you pilot roll into the tie down area at the end of each task. The only real work here was making sure the glider and pilot cleared the runway far enough to allow following gliders a chance to land without any obstacles in their way. To that end I would need to have the tail dolly and wing wheel ready to put on the glider when it landed so we could move it efficiently off the runway. Then tie it down while **Andrew** would download his flight log and then head over to sign in and submit the flight log for scoring.

Evenings for the crews consisted of getting the pilots back to the hotel, cleaned up and ready for the evening meal or scheduled event and then off to bed to repeat the process the next day. This was also the time for the crews to do laundry (yes, the pilot's laundry! This is the mom part of being a crew!) and making sure things like the battery were charging, etc. As it turns out crewing is really not much different than having and caring for a pet! Feed it, give it water, provide it bed to sleep in and make sure it can always find its way home if lost. And, to be honest, it was actually kind of fun! I think I am open to caring for a pilot aging in the future if a lost one ever decides to follow me home!

A Dream Comes True!
By Paul "Sodie" Sodamann

As a kid Andrew Peters was very interested in WWII aircraft and did some class reports on them for some of his assignments. A P 51 Mustang was probably at the top of his list of planes he dreamed about. While at Uvalde and the Sports Class Nationals a ride in a P 51 was being auctioned off as a fund raiser for the U.S. Soaring Team. As luck would have it Andrew won the bid and was treated to his dream ride of a life time. I am not sure I have every witnessed a grinning kid showing through an adults face so much as I did in Uvalde.



Preflight briefing



Taxi to take off.



Fly Over before landing.

Make sure you ask Andrew to tell you about the ride. He has lots of other photos and videos along with the great experience.



Oshkosh 2016

By **Matt Gonitzke**

My traditional summer vacation is to return to Illinois to visit my parents, and then head up to EAA Airventure Oshkosh with them for a couple of days. This year, I went Thursday/Friday, and for the first time in a long time, it tried to rain both days, and we nearly froze to death since the temperature was in the upper 60s, and I packed clothes for the forecast mid-80s highs. Live and learn...

What follows is more of a pictorial journey through Oshkosh of things I saw that I figured might interest KSA members.



When we first arrived on Thursday, there was a rather large crowd around one of the B-17s parked in Boeing Plaza (formerly known as Aeroshell Square for anyone that's been attending for a long time). When we got closer we realized the crowd was due to a bunch of beautiful women throwing shirts and hats into the crowd. I caught a hat and shirt (my height is useful, for once) and got out of the swarm to let some others have their chance. It reminded me of when you go to the zoo and stand on the bridge looking over the river, and all of the fish/turtles/geese/etc. start swimming towards you because they think you have food.



Glider-related item #1: a very rare PZL-102B (Yes, it's the same PZL that made the PW-5, SZD-55, and mechanical variometers, my Austria's included). There are only 3 in existence, and this is both the only one in the USA, and the only one in the world that still flies. It was built between 1958 and 1962, and it powered by a Continental A-65, if I remember correctly.



Here's something you don't see every day: Two F-4s. Actually, they are now QF-4s, with the rear ejection seat removed, as they have been turned into target drones. These were the last two flyable QF-4s in USAF inventory, and have likely been destroyed by now.



This isn't really glider-related, but is Wichita-related. Notice anything familiar about the pilot's name painted on the canopy frame? This F-86 is painted to represent one that James Jabara flew in the Korean War.



Here's one for Don Jones: In all my years going to Oshkosh, I have never seen a Coast Guard helicopter demo. It was something different for a change.



Here is something else you don't see every day: A C-123 Provider. I have never seen one of these in person, and I can't imagine there are too many flying. I talked to one of the crewmembers for awhile, and learned that the C-123 was originally designed in the late 1940s as an assault glider (a la CG-4A), and engines were added later. Consequently, there is no fuel provision in the wings, so what looks like drop tanks are actually the only fuel tanks for the aircraft. The pod between the radial engine nacelle and fuel tank originally contained a jet engine. Those were removed from this particular example.



I did manage to find a glider fuselage hanging from the ceiling at Pioneer Airport, the small grass strip on the same property as Wittman Field.



Here's yet still another thing you don't see every day, A U-2. Several people around me mistook this for a glider until the pilot firewalled the throttle and went into a brief near-vertical climb.



This is a Schweizer SGM 2-37 (TG-7A), a motor glider that is a combination of 1-36 and 2-32 parts, with the firewall forward installation from a Piper Tomahawk.



This is not in any way glider-related, but was the star of the show this year. It is a WWII-era Martin Mars sea-plane, converted into a water bomber, and is the last of its kind flying. There is one other complete, non-airworthy one. I think only 5 were built. It has four Wright R-3350 radial engines, and because the exhaust system is all short straight stacks instead of a collector ring like most other aircraft that use this engine, it has a unique sound and is much louder than a B-29, DC-7, or similar aircraft with four of these engines. For scale, the wingspan is similar to that of a 747, but it weighs far less.



I got to see the last water drop demo; the next day, they had an engine problem (false alarm), made an emergency landing while full of water, and hit something on the bottom of Lake Winnebago and put a hole in the hull.

I was so busy looking at all of the unique stuff that I never even made it to the SSA tent! All in all it was a fun trip, and hopefully next year will have some better weather.

Glider Training Webinar

Please pass to your CFI-G's.

"Glider Instructor Forum and Online Meeting - Scenarios and the Soaring Safety Foundation (SSF)"

Topic: Scenarios in training, the SSF Flight Instructor Refresher Clinics (FIRC) and the SSF Scenario Database.
On Monday, September 19, 2016 at 19:00 Eastern Daylight Time (16:00 PDT, 17:00 MDT, 18:00 CDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Select Number:

EA6171135

Description:

This quarter, special guests, Richard Carlson and Glenn Collins of the Soaring Safety Foundation (SSF) will discuss using scenarios in training, the SSF Flight Instructor Refresher Clinics (FIRC) and the SSF Scenario Database.

This will take place in two parts; part one will be "What is New" and part two will be our Special Guests and subject. An opportunity to demonstrate your knowledge. There will be a 10 minute break between the two parts. This is not to be missed!

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAA Safety Team**

The following credit(s) are available for the WINGS/AMT Programs:

Advanced Knowledge 2 - 1 Credit

Master Knowledge 1 - 1 Credit

[Click here to view the WINGS help page](#)

The Flight Home

By Tony Condon

The Sports Class Nationals started off with a bang. Four days of pedal to the metal racing with clouds everywhere, some streeting, occasional 10 knot averages, and most of everything you read about when you read about Uvalde. Then we had a couple days called and then it started to rain. So while the contest started strong it ended in sort of a disappointing whimper. On what was to be the final day, Bob and I woke early, hooked the trailer up in the rain, and started driving north through the Hill Country.

The batteries were charged up and everything was ready to go. Scouring the Blipmaps and TopMeteo the night before it looked like we might be able to get to sunshine at Winters, TX. Winters had a nice little municipal airport. The next airport to the north was Abilene. Abilene was a Class C airport so I figured it might be a challenge self launching from there. That put the next reasonable launch point past Winters well to the north at Hamlin, TX, a far enough drive that I would miss the beginning of the soaring day if I needed to go there.

So as we drove through the rain, our necks started aching looking for a ray of Sunshine. Winters was getting close. An hour out, the rain stopped. Good sign! Cloudbase was steadily rising and pretty soon only high cirrus remained, a reminder of the stationary front that had ended the contest. Within 20 miles of Winters, we could see sun breaking through, the edge of the Cirrus, and faintly see cumulus clouds to the west, in sunshine. Hooray! A quick stop at the gas station in town to fill up the tank and grab some food, and we were headed to the airport.



View to the NW of Winters upon arrival - 10:30 AM

Winters airport is a pretty sleepy place. A few hangars, a small ramp, evidence of some spray plane activity, and that is about it. With the practice we had at Uvalde, it took about 15 minutes to have the Electro assembled. The cumulus field to the northwest of the airport was rapidly developing and there was no time to waste. Checklists were run, glider was loaded, trailer secured, car readied, and we were quickly on the walk out to the end of the runway. The guy mowing the grass at the airport must have found it all somewhat interesting.

The runway is advertised at 50 feet wide. Unfortunately the lawnmower man was working on the other end of the runway. I held the centerline on takeoff and was sort of happy that I didn't have a 15 meter glider! I caught a weak thermal over the airport while Bob walked back to the car and a helicopter landed on the taxiway. Quite a bit of activity all the sudden!



Same view after rigging - 11:00 AM

The plan was to try to get to Ulysses, KS. That is where Bob and I had met before the contest, so he needed to go back to get his car. The hospitality provided by Ed & Darla Neidert is second to none and I was looking forward to getting to see them again on the way home.

I was reserving the right to go further if the day was good. From what I could tell, a flight to Interstate 70 would get me very close to the lead for the Barringer Trophy for 2016, but a flight to Interstate 80 would be required to approach the 1000km line. That was a stretch for sure but its good to plan big just in case. I made sure the turnpoint file in the computer was prepared for that kind of distance. I decided to take the middle of the road and my official declaration was from Winters to Oakley, KS.

The first climb got me high enough to make it to the clouds. It wasn't noon yet but I caught some good climbs under them and started working north. The wind was out of the east with a slight headwind component. I had to stay west anyway to go around the Class C airspace at Dyess Air Force Base. First climbs got me up to cloudbase around 6000 feet. Respectable for 11:45 AM!

With ground elevation averaging about 2000 feet, the first couple hours were a bit dicey, with several trips below 4000, and one down to 3000. The terrain was a little rough, lots of wind turbines and the clouds were thinning as I went north of Abilene. Combine all that with the crosswind and I was having trouble finding the cores. As I dug out from the lowest low point and settled in, I noticed a paraglider thermalling just south of me! At least I wasn't the only person enjoying this soaring day.

As I continued northwest, the clouds evaporated, and my top of climbs increased to around 8000 feet. The low points also got higher, which was good because the terrain was slowly rising too! I was flying along the eastern edge of the Caprock escarpment. The terrain immediately around me was about a 50/50 mix of rough river drainage and farm fields. To the west I could see the flat mesa that most of us think about when we think of the Texas Panhandle. An endless grid of flat, landable farm fields. There also were cumulus clouds over there. I tried to continue to angle that way, avoiding making a big deviation. The whole time wondering if I should just bite the bullet and make a sharp turn for the clouds.

However, I could also see clouds ahead on course, well in the distance. To help boost my confidence, I had blundered into a thermal that averaged 10 knots for a while and showed 7.7 bottom to top. That was my first trip to 8000. After that there were a couple weak thermals and some floundering around to stay at a reasonable altitude. After that frustrating stretch I was able to get connected pretty well and managed to fly the next 55 miles staying between 6000 and 8000 feet. I was feeling much better. This took place east of Lubbock, and during that run the wind finally shifted from an easterly crosswind to a southeasterly tailwind. Hallelujah!

It was about 3:00 PM when I made it to the 200 mile mark, half way to Ulysses. I was not setting any speed records in the blue here, but was feeling pretty good about the rest of the afternoon and my chances of making it. The average speed was ticking up as I enjoyed a 10-15 mph tailwind. Clouds were ahead. The only big obstacle in my way was the Canadian River.



Clouds in sight - 3:00 PM

I have observed the Canadian a few times from the air in gliders. Both times in the Cherokee. Once during a XC camp at Dalhart and another time on Kowbell. Both times it was pretty clear that crossing it was not going to be happening for me that day. As I headed north, I was grateful to have a much higher performance glider and a tailwind to help. I had had a climb to 10,000 feet, followed by a low point and another climb to 10,000, staying high as I went over the valley. I was pretty happy that the LX Zeus said I had plenty of altitude to make it all the way across. I was back to the clouds too which were greatly appreciated, and **Jerry Boone** had texted me to make sure I knew that the Mesa Vista Ranch, which I would be flying right past, was T. Boone Pickens private airfield, and plenty long and wide (6000x100) for a sailplane landing. It is even equipped with its own ILS. Good to know!

With the Canadian in my rear view mirror, the wind straight out of the south, and clouds ahead, I was on cruise control. After sweating all summer in Wichita and sweating all week in Uvalde, the cold air at 11,000 feet was a welcome relief.

The flat expanse of the Texas panhandle, Oklahoma, and SW Kansas was a welcome and familiar sight. I had an easy glide to Hooker, OK, my old friend from Kowbell 2012, and after another climb to 11,000, had Hugoton made. With a glider to Hugoton, I knew I had enough electric power to make it to Ulysses if needed. However, a few more weak thermals were encountered as the day went blue once again which allowed me enough altitude for a long slow smooth glider to Ulysses, with an arrival at about 1500 feet AGL after floating in the bubble coming off town. Landing was at 7:06 PM for a total flight time of 7 hours 50 minutes.

I had been in contact with Bob very occasionally during the flight, the last time when he was near Liberal. By that time I knew that I would make it to Ulysses and informed him of that fact. 15 minutes after landing, he arrived at the airport. If not for a delay as he diverted for the Liberal airport (before we made contact), he thought he could've caught my wing on landing.



After landing in Ulysses



Cruising - 4:50 PM

The glider was quickly in the trailer and Ed, Darla, Bob, and I ran into town before the last restaurant closed. I had exceeded the 400 mile mark just before I turned base leg to land. Thanks to Bob's willingness to chase, I had a much more fun trip home!

New Soaring Book

Available September 20

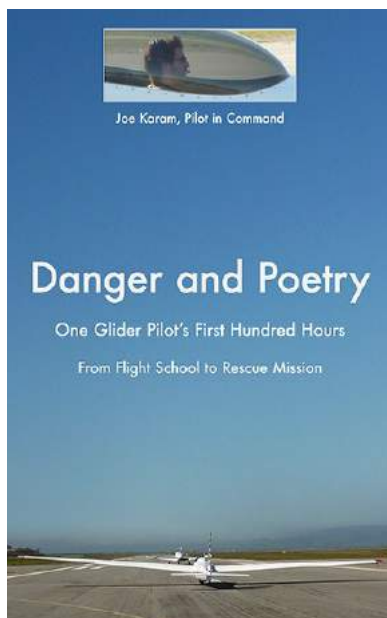
Reviewed in September *Soaring*

Thomas L. Knauff (Soaring Hall of Fame) characterizes this tale of "one man's discovery into soaring flight" as "insightful" and "revealing"

I am a glider pilot based in West Hollywood, CA, and am contacting you today as the publisher and author of *Danger and Poetry* (coming out September 20 and now on pre-order), a short aviation memoir that could potentially benefit your local soaring community - particularly novice pilots, student pilots, and prospective pilots who may have been thinking about taking the leap. Subtitled *One Glider Pilot's First Hundred Hours, from Flight School to Rescue Mission*, this introspective first-person account tells the kind of visceral story I wish had been available to me when I was first researching what it would feel like to become a glider pilot.

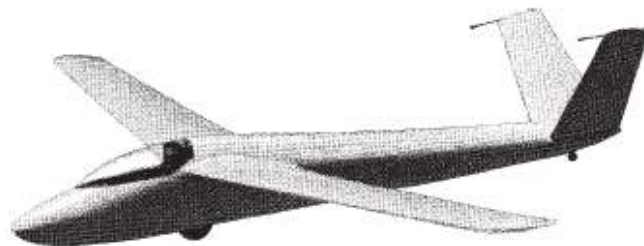
More info at

www.dangerandpoetry.com



Filleting the Austria

Reprinted from May 1994 *Free Flight*



George Graham
Bluenose Soaring

NO, THIS ISN'T AN ARTICLE about improving performance by reducing the fuselage wetted area. It is testimony that glider owners get the fidgets when the bleak mid-winter cometh, and is a humble admission that such fidgets sometimes result in real gains.

Even before Christmas I got the urge to reshape the wing leading edges of C-FPHH, an Austria SH-1 that Chris Purcell and I own. Talks about the project with seasoned veterans of the fettle game: Dick Vine, Peter Myers, and partner Chris, did not convince me to go away and wait until the madness passed. Instead, Mother Nature paid me what I didn't recognize as a great favour at the time, in the guise of a dread "Blue Northerner" that visited in early December, marooning the Austria behind a protecting barricade of ten foot snow drifts, and leaving me, well, mad.

The blizzards kept on coming, reducing my options to short and simple projects — but what? Peter Myers is a doer, willing to furnish more than moral support. In the midst of another winter storm (this one properly coming its allotted month, January), I dusted the snow off my mail box to find good information on profiling wings plus a copy of Peter Masak's admirable book on coaxing new performance out of gliders, *Performance Enhancements of Modern Sailplanes*. A first reading revealed a treasure box of fine tuning tricks; more important, it had a chapter called "Quick and Dirty Performance Gainers." Since winter was blitzing by, and since I am no craftsman, I settled down to serious study.

Like a whale emerging from the depths to spout water and take in air, I emerged from under this ocean of advice spouting, "Fillets, that's what I need to tame unruly air and improve performance." Fillets, I knew, represented about my limits when it came to fabricating things aviaional, and the book said they were more in the advanced category of performance enhancers.

But first, speaking of unruly air, I decided to take Peter Masak's advice and do something about the conniving zephyrs that slip in under the Austria's canopy, as well as places unmentionable, only to shriek insults as they pour out the slots of the tail actuators. Yes, I would make air enter by the appointed ventilation door, have it cool my brow, and then sent it packing via some official exit.

I struggled through the snow and retrieved the tailcone. I first drilled two half inch holes in the end (the Austria's tailcone is a no-load fairing), as well as through its plywood stiffener. Later, with spring whispering enticing promises, I sealed the canopy edges, gear doors, and renewed the wing root seals.

Did this work? Well, the first flight produced — at pedal to the metal volume — the truest International A note (440 Hertz) than I've heard this side of a pipe organ. Turns out the tailcone holes were really pulling air, so much so that it couldn't get in the front vent fast enough. A redesign of the vent stopper calmed the music and revealed just a modicum of wind noise.

Now for those pesky fillets. Off I went to the experts. Both Masak's book and Peter Myers suggested tuft studies to determine the fillet's design. But hey, when I say quick and dirty, I mean quick and dirty.

Partner Chris allowed that studies on fillets say they work best when the fuselage curls away from the wing at angles substantially less than 90 degrees. Since most of the Austria's lower wing meets the wing at nearly right angles, this directed my musings to the upper wing/fuselage junction, more particularly to the aft 50% of the chord of the upper wing surface. Later, with the gliding season underway and the Austria on the flight line, Chris let a dangerous genie out of the bottle. Said he (roughly), "When it comes to fillets — if it looks about right, it probably works about right."

Now that's licence! I immediately accredited myself as an aircraft designer, => p22

FAI badges

Walter Weir

3 Sumac Court, Burketon, ON L0B 1B0 (905) 263-4374

The following Badges and Badge legs were recorded in the Canadian Soaring Register during the period 28 June to 4 September 1994.

DIAMOND BADGE

83 David Mercoer Cold Lake

GOLD BADGE

268 Colin Campin Vancouver

SILVER BADGE

847 Colin Campin Vancouver
848 Ian Chaun Vancouver

DIAMOND DISTANCE

Norman MacSween	Vancouver	503.4 km	DG-400	Invermere, BC
David Mercoer	Cold Lake	517.5 km	RS-15	Cold Lake, AB

GOLD DISTANCE

Colin Campin	Vancouver	303.3 km	Grob Astir	Invermere, BC
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SILVER DISTANCE

Colin Campin	Vancouver	55.2 km	Grob Astir	Invermere, BC
Ian Chaun	Vancouver	52.6 km	Grob 102	Hope, BC

SILVER ALTITUDE

Cameron Maclean	Erin	1100 m	1-26E	Grand Valley, ON
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SILVER DURATION

Peter Vados	SOSA	5:39 h	1-26	Rockton, ON
Patrick Gamble	London	5:01 h	1-23G	Embro, ON

C BADGE

2425 Dirk Schmekel	Montreal	1:54 h	Astir CS	Hawkesbury, ON
2426 Donald Kuehn	COSA	1:28 h	2-33	Omenee, ON
2427 Matt Chislett	Winnipeg	1:44 h	2-33	Starbuck, MB
2428 Lindsay Masters	Gatineau	2:25 h	1-26	Pendleton, ON
2429 Jim Trevisan	Rideau Valley	1:40 h	1-26	Kars, ON
2430 Patrick Gamble	London	5:01 h	1-23G	Embro, ON
2431 Scott Russell	Cu Nim	1:03 h	Blanik L-13	Black Diamond, AB
2432 Cameron Maclean	Erin	1:04	1-26E	Grand Valley, ON

Charles Holst of Rideau Valley Soaring reports that he flew a Silver distance flight of 62 km in France on June 16. The claim was registered with and approved by the BGA.

Filleting the Austria

continued from page 5

and ran off to find a sheet of aluminum and a pair of tin snips. Later, down in the basement, I sculpted my Mark 1 design, aiming it to start just aft of the spar and spread out to about seven inches wide at the trailing edge. I allowed for a generous curl-back from the trailing edge, following that well-known Texan adage, "If some's good, more's better." The fillets looked like a man's tie cut up the middle from tip to knot.

Now for those bends. The bend, intended to smooth the fuselage to the wing, sent me seeking that perfect bending form (okay, okay, so I used the nearest jack post). Getting the aluminum sheet to bend two ways at once was another matter. Here I remembered the advice of old hand and charter Bluenose member, Dan Morrison, whom I once had the good fortune of watching "spoon" metal into a compound curve. Unfortunately, Dan succumbed to cancer over ten years ago, but his comments remained to guide me and allowed me to hammer out a passable job, or to phrase it as Dan often did about his own work, "That will look okay to a man running by with a bear after him."

Duct tape, or five-hundred-mph tape as it is called when used by flyers, fixed the fillets to the Austria and I was ready to try these epaulets. Now fitters all dream of reporting magical transformations resulting from minimal work, and amazingly, the Austria was truly transformed.

Let's talk first about the pre-fillet days. We winch launch at Stanley, and on the wire, with its nose up in the air 50 degrees courtesy of a gear-mounted Tost hook (SHK mod), the Austria felt like it was balanced on the tip of a needle, giving this venerable pilot a vulnerable feeling. Off the wire, even with the new ventilation system, the air noise was above that of a modern glass slipper. Any speed less than 47 knots caused a light tail buffet, which got more noticeable as the speed decayed. When circling in rough thermals, speeds under 47 knots could result in a wing drop. Even in a good thermal, the achieved rate of climb seemed below that of a good pilot in another glider. Any roughness in interthermal air made the ship wander. The Austria defined the term "all flying tail" for me (it means you fly them all the time).

The rough air of the margins of a thermal vigorously rattled the tail surfaces. I remember a pilot who likened thermals to bars — some were good, some nasty, all were fun. If such is so, then the bouncers of the thermal bars that I visited all tossed me out as if I had ordered one updraft beyond my cash resources, while the bouncer of the next thermal shook me by the heels until enough change rolled out to let me in.

Okay, now grab a draft and humour me whilst I do a little apres-soar, après-fettle bragging. With the fillets in place, the Austria motored up the launch with a solidarity I had not felt since I flew a Skylark 4. Off the wire, the sound level reminded me of the Astir 102. The Austria is still by no means silent, but the noise was a soft whisper of its old rambunctious self.

The first buffeting quiver now appears at 43 knots, instead of 47 knots. The minimum sink speed seems to be reduced to 45 knots from about 49 before. I cannot in all fairness report any appreciable difference in the stall speed (around 35-37 knots), partly because of the fluttery nature of the ASI in the stall speed range (our ASI needs a new centering spring, and seems to overread about five knots in the 40-55 knot range). At any rate, fillets are only fillets, not lifting surfaces.

C-FPHH feels simply buoyant in the climb now. I finally got the fillets ready in August, but August hazed over, so I've only flown for a few soaring days with fillets affixed. In Nova Scotia, soaring days are so different one from another that subjective reports are fairly treated with scepticism. I didn't get to compare climb rates with other gliders often enough, as cloudstreets let me vanish off into distant regions exploring my "new" machine. But the Austria feels as if it wants to reach for the sky, whereas before it had to be coaxed into playing the climbing game. Dashing down the cloudstreets, the Austria displays a never-before-beheld stability. It lets me take out a map, unfold it, refold, lose my place, find my reading glasses, peer about to finally find where I was going, and take a drink, all without dropping a wing, a nose, or five hundred feet. Just as important, the thermals now treat me with the kind of respect afforded the rich and famous. They waft me up in cushiony comfort; they bid me adieu down carpeted stairs.

No doubt my enthusiasm makes any statement suspicious, but PHH seems to glide further at high speed now, at least I can do long glides at 75-90 knots with what seems to be less loss of altitude. One thing is sure — it flies fast with a lot less fuss and rattle.

As I bowed the wings in the late afternoon sun one Saturday, lining up final for runway 27, the presumptuous thought struck me that these amazingly simple fillets made the Austria the sailplane its designers hoped it would be. Talking over the change, Chris Purcell suggested that the air in the wing/fuselage junction area must have been turbulent at all speeds. The fillets smoothed the air, improving the performance just as Peter Masak promised. Chris noted that the fillets must deliver smoother air to the tail surfaces, not only making the Austria more stable, but also quieting the air noise at the tail/fuselage junction.

Winter now flies base leg. If any of you ponder transforming your magic carpet, get yourself a copy of Peter Masak's book. If any Austria owner wants to talk fillets, I'm at (902) 678-9857. •

RULES FOR KSA FLYING AWARDS, 2016

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2014 season, the SSA 2014 Handicap list, as amended/added to below, will be used (the 2014 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

Awarded for the longest flight in a wooden winged sailplane. The task may be free distance, or if turnpoints are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

Mamie Cup

Awarded for the greatest distance flown from a Kansas departure. The task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

Dennis Brown Memorial

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

Curt McNay Pilot of the Year

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Charles Henning Award

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Praying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

2016 KSA SCHEDULE

DATE	NAME	CELL PHONE	HOME PHONE	TOWPILOT	PHONE #
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
Monday, Sept 5, 2016					
Saturday, Sept 10, 2016	Dave Wilkus	316-706-9261	316-788-0932	Paul Sodamann	785-456-5654
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		Andrew Peters	316-393-2261
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			
Saturday, Oct 1, 2016				Paul Sodamann	785-456-5654
Sunday, Oct 2, 2016	Jerry Martin	620-259-7827		Jerry Boone	620-474-4177
Saturday, Oct 8, 2016	Aaron Maurer	316-300-6741		Mike Logback	620-755-1786
Sunday Oct 9, 2016	Keith Smith	785-643-6817		Jerry Boone	620-474-4177
	Mike Orindgreff	316-773-7154			
Saturday Oct 15, 2016	Leah Condon	316-249-3535		Tony Condon	515-291-0089
Sunday Oct 16, 2016	Keith Smith	785-643-6817		Jerry Boone	620-474-4177
	Mike Orindgreff	316-773-7154			
Saturday Oct 22, 2016	David Wilkus	316-706-9261	316-788-0932	Andrew Peters	316-393-2261
Sunday Oct 23, 2016	Matt Gonitzke	815-980-6944		Bob Holliday	316-641-6178
	Brian Silcott	316-794-3497			
Saturday Oct 29, 2016	Kevin Ganoung	785-536-4540		Mike Logback	620-755-1786
Sunday Oct 30, 2016	Steve Leonard			Bob Hinson	316-841-5561
	Bob Blanton				

Schedule available online at

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

KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

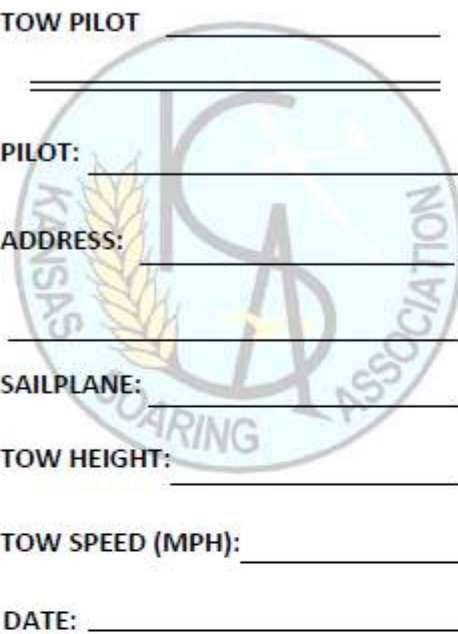
ADDRESS: _____

SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

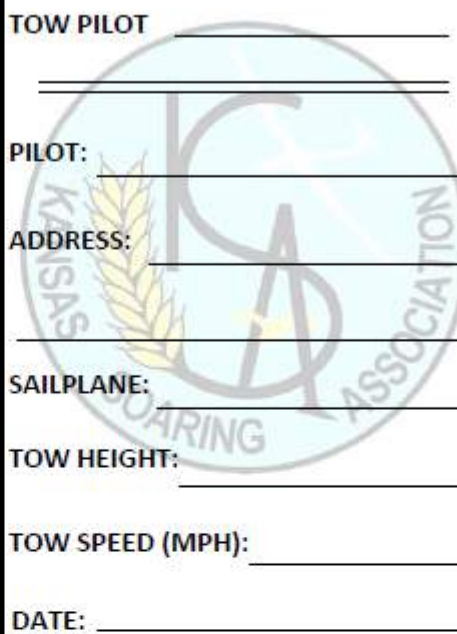
ADDRESS: _____

SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

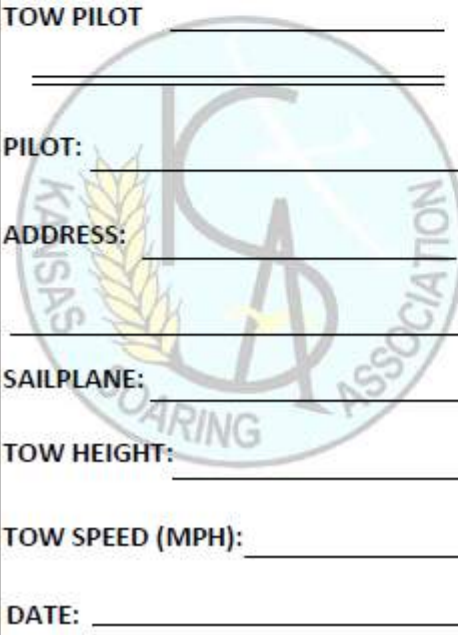
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____



KSA TOWCARD

TOW NUMBER START TACH TIME

TOW PILOT _____

PILOT: _____

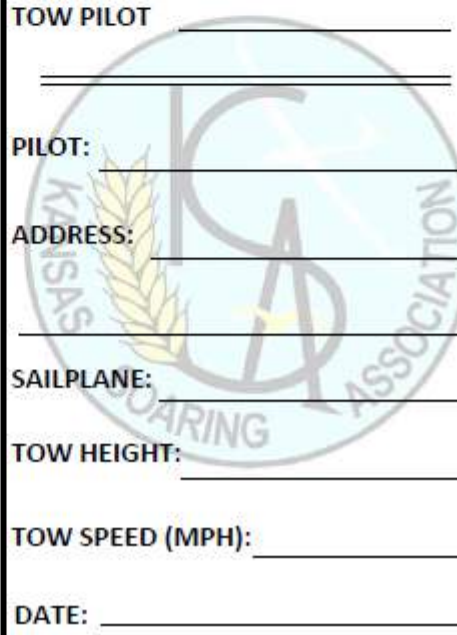
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SAILPLANE: _____

TOW HEIGHT: _____

TOW SPEED (MPH): _____

DATE: _____

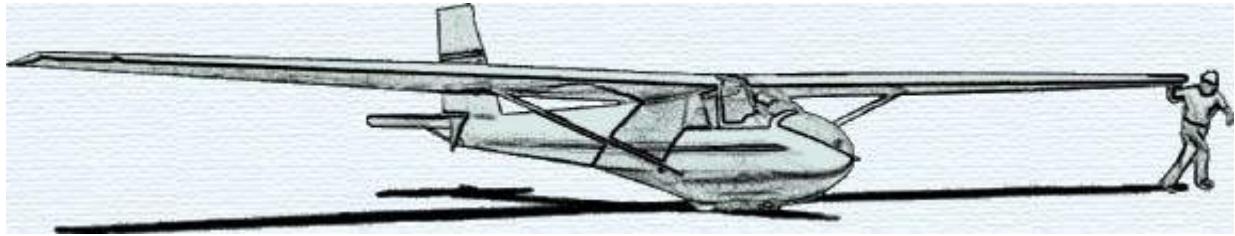


KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
Cookout at Sunflower
September 10th after flying