



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

February 2012

Editor: Tony Condon

PRESIDENT – ANDREW PETERS (2011-2012)

SECRETARY/TREASURER – NEALE EYLER (2011-2012)

VICE PRESIDENT EAST – BOB BLANTON (2011-2012)

VICE PRESIDENT WEST – BOB HALL (2011-2012)

TOW PLANE MANAGER – STEVE LEONARD (2011-2012)

DIRECTORS:

RAY GIRARDO (PAST PRESIDENT)

DAVE STANKO (2011-2012)

K.C. ALEXANDER (2012-2013)

SUMMER GAJEWSKI (2011-2012)

KEITH SMITH (2012-2013)

President's Notes

Wanted to express my gratitude to **Steve Leonard, Dennis Brown, Matt Gonitzke** and **Neale Eyer** for their hard work on the annual awards banquet. The trophies were handed out and several members were recognized for setting state records. We all really enjoyed the slide show of photos taken throughout the year.

Just a couple of announcements. Please pay your dues for 2012 this month. March will be the annual safety meeting, with CFG **Dave Stanko** providing the information this year. At the March meeting, we will be starting to assemble the LLM/TP/CFG schedule for 2012. So, please bring your calendars. Keep an eye out for one more Runway Chain Gang to clear off more of the runway, probably sometime in February. The Spring work day will be sometime in March/April. And first operations are planned for beginning of May.

I for one am looking forward to getting back in the air!

Happy landings,

Andrew

From the Editor

Thanks to everyone who submitted something for this month's *Variometer*, this makes my job a lot easier and gives everyone some more interesting reading. Even though it is Winter according to the calendar it has been hard to tell by going outside lately. Hopefully this is a good omen for another great soaring season. Did anyone else notice how well represented KSA was in the February *Soaring*? I was very pleased to see that not only did my downwind dash article get published but also **Rafael Soldan's** story "Aerobatic BLISS!" made it in the club news, **Andrew Peter's** Gold Distance and Gold Badge and **Tony Turiano's** Gold Altitude and Gold Badge were listed. I think it's awesome and we should try to keep it up! I've included another classic Kansas related article this month from the *Soaring* archives. I like reading these old articles and I hope that you do too because I'm planning on trying to include one a month until I run out of material. If you have something that was printed in a long gone *Variometer*, send it to me and I'll reprint it. The great thing about soaring stories is that they are timeless!. We still have a few months before we start making stories again for 2012 so think about a good (or not so good) flight you had in 2011 and send it to me. Thanks!

Tony

Pay your KSA Dues before it's too late! Send your check to:

KSA

2114 N Shefford St.

Wichita, KS 67212

KSA CALENDAR

2012

February 2nd - 4th - SSA Convention, Reno, NV

February 11th - 7:30 pm KSA Meeting at NIAR

March 10th - 7:30 pm KSA Meeting at NIAR

April 14th - 7:30 pm KSA Meeting at NIAR - Annual Safety Talk

June 9th - 16th - Region 9 Club/Modern Class Super Regional - Moriarty, NM

June 10th - 21st - Open Class Nationals - Minden, NV

June 18th - 29th - Sports Class Nationals - Parowan, UT

June 25th - 29th - WSPA Seminar, Chilhowee Gliderport, Benton, TN

June 30th - July 7th - International Vintage Sailplane Meet - Elmira, NY

July 7th - 50th annual Kansas Kowbell Klassic

July 8th - 18th - 1-26 Championships/13.5 Meter Super Regional - Texas Soaring Association, Midlothian, TX

Sunflower Seeds

January 1: **Steve Leonard, Ron Blum, Dennis Brown, and Bob Park** (at least) gathered at Sunflower to celebrate the new year but no flying took place.

At the Wichita Gliderport, **Rafael Soldan** and Bruce Latvala took the Lark up for a flight or two. Bruce gave a ride in the Lark, and **Kevin Ganoung** flew the 2-33. At right is **Rafael** and Bruce in the Lark.



Through **Steve Leonard** and **Andrew Peters**, I received the following note from Dave Coggins, member of the Greater Houston Soaring Association. We all know that we can get strong enough winds here in Kansas for this sort of thing to happen. It's happened to me, I'm probably not the only one. Make sure your trailers are tied down and tied down securely!

We had a tornado com through on Monday and caused significant damage to many of our members. No damage to the Hangar and a few roof shingles pulled up on the Aviation center. However, several members lost trailers (~7 trailers, plane in hangar), 2 to 3 trailers with some damage but usable and one member lost both of his ships/trailers. Found several 5/16 chain with 3' anchors remaining attached to the trailers. See the link for photos.

<https://picasaweb.google.com/114644688065280187611/OrchardTornadoJan2012?authkey=Gv1sRgClekrPTVncaRqgE&feat=email>



This trailer flew 120 yards, over 3 other trailers. A new XC record

PHOTO BY ROBERT LEE MOORE



sonal observations revealed strong cumulus forming about 8 A.M. on days such as these. In Wichita we were still only talking about this and not doing much serious thinking or planning.

On April 13, 1964, cumulus formed at 8 A.M. at Wichita. Cloud base was 16,000 to 18,000 feet. It was uncomfortably rough riding in an airplane and the wind aloft was from the northwest at about 40 knots all the way up. Conditions like these demand very serious looking into.

Going back over the Wichita local climatological data from the past eight years, which was the only information readily available, revealed no pattern to predict this phenomenon but it did seem to indicate that at least one and as many as five of these strong soaring days occur during the last two weeks of March and the first two weeks of April, with more probability of occurrence in the second week of April.

Distance in the Spring

James L. LeSueur

In the springtime the thoughts of glider pilots turn to Diamonds. These are thoughts of 16,000-ft. altitude gains, mountain waves, lenticulars, oxygen, etc. Their thoughts are only of altitude Diamonds. Distance has not even entered their minds yet; that won't come till about June. However, a few people in Wichita, with memories of past spring weather, are thinking of fast-moving cold fronts, 40-knot winds aloft and strong looking cumulus clouds with bases above 10,000 feet. These also add up to Diamonds.

These conditions exist only a few times during the spring and are rather hard to predict. I was quite lucky in that everything fell right into place on my first real attempt to soar in such conditions. The flight, 313 miles in six hours, was made in WSA's newly acquired Schweizer 1-23 from McCook, Nebraska, almost straight south, to Roll, Oklahoma. This was not conducted along a cold front as we so often dream of, but in the cold air mass behind the front. Since weather played a predominate roll, let us look at the conditions which made this flight possible.

On April 1, 1961, Paul Wilson soared behind a cold front from Strother Field, Kansas, to Fort Smith, Arkansas, for a Diamond goal. This started several of us talking. On April 14, 1962, I observed strong, 8,000-ft.-base cumulus that stayed with me while flying from southwestern Minnesota to Wichita, Kansas, with a direct tailwind of about 30 knots. Other per-

With this in mind, I took my vacation the second week of April and made my own private soaring expedition to McCook, Nebraska, to meet the spring cold air mass halfway.

Just after midnight of the 14th the north wind charged through McCook at a terrific pace. I thought this was too late in the night for a frontal passage to do me much good because the front wouldn't be far enough ahead of me the next day. I was even more discouraged when the morning light revealed an overcast sky. I was convinced that this was a wet air mass instead of the dry one I was looking for. Before the hour of 10 A.M. those eager, enthusiastic hosts of the National Contest, Don Morgan and Len Boyd were trying insistently to push me out of the nest into an overcast sky. I was quite hesitant because the book says you can't soar when the sky is overcast. Incidentally, I subsequently learned from a power pilot that it was extremely rough and possibly soarable under the overcast as early as 8 A.M.

After 11 A.M. I finally gave in when some breaks appeared. By take-off time at 11:35 the sky was stripped with long continuous rows of clouds. These were not streets of cumulus clouds but strips of the former dull, grey overcast. After releasing at 1800 feet AGL in moderate lift and gaining about 1000 ft. I turned the 1-23 down the cloud strip pushed by a 30-knot wind. Weak lift was continuous under the

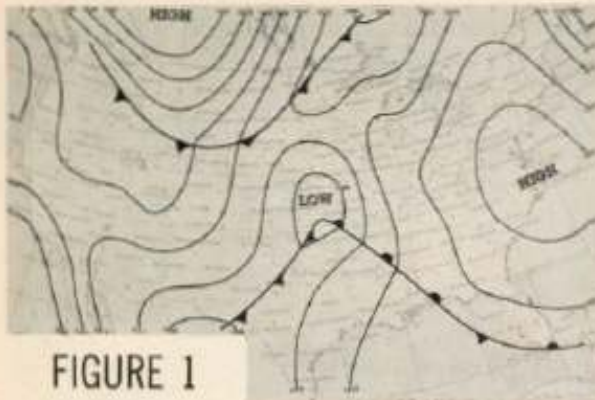


FIGURE 1

cloud strip and I floated off for about the next ten minutes without losing any altitude. After about a half hour the clouds developed into the more classical streets of cumulus. Then almost immediately all the cumulus around started to dissipate.

Evidently the random distribution of the individual thermal cycles was not yet established and the first cu's which had all formed at the same time, now all dissipated together. I held on to a weak thermal at about 2,000 feet AGL until some activity developed ahead and it looked safe to proceed.

The cloud streets weren't as continuous now as I charged on working the strongest lift and cruising at about 80 m.p.h. in between. As the street would gap or dissipate I would jump to the street to the west and continue. I was never in trouble the rest of the flight, working most of the time between 7,500 and 9,500 feet MSL in 500 to 700 f.p.m. lift.

About 2 P.M. the tail wind had died to about 10 knots and the cu no longer were lined up in streets. So, from that point classical thermal soaring was employed, jumping from one cu to the next and to an early landing at 5:35 P.M.

To give a better idea of the weather, two surface weather maps are shown. The first (6 P.M. CST 14 April) shows a cold front dipping into Wyoming and the Dakotas with the high pressure system poised behind it in Canada. Twenty-four hours later (Figure 2) the high-pressure area of Continental Polar (Cp) air has pushed deep into the southland. This Cp air mass was formed over the west-central snow-covered plains of Canada and is cold and stable. As it charges southward over the great plains of the U.S. it is heated from below to produce soarable lift even at night. Since there is no overnight inversion to break, the early solar heating can start thermal convection or enhance the thermals already in progress. This gives one the very distinct advantage of an early start, maybe as early as 7 or 8 A.M.

After studying the meteorological situation that occurred several days prior to the flight, I believe

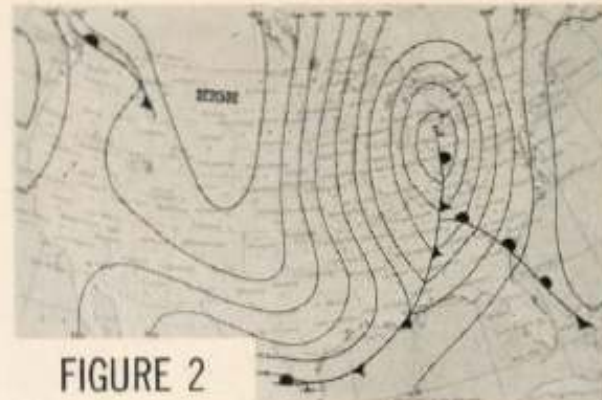


FIGURE 2

this surge of cold air can be predicted from the 500-mb charts. From Figure 3 it is seen that a low aloft is centered over South Dakota at 6 P.M. CST on April 14. The low had moved up from southern California in the past 48 hours. This closed low aloft produces the motivating power to draw a surge of cold air from Canada. The air is drawn southward down the back side of the low and piles up as a high in Texas. The low aloft moved rapidly east and turned into a trough. The strong northwest winds were relatively short-lived in this case. However, the cold air had already covered the plains and the instability remained good enough to complete this respectable soaring flight.



FIGURE 3

All you unfortunate sailplane pilots who, like myself, can't seem to get your Diamond distance during the record-breaking conditions in July and August, should give spring soaring a try. The possibilities seem almost fantastic. Just consider starting as early as 8 A.M., and possibly staying aloft until 6 P.M. in good thermal conditions with a 30-knot tail wind. Add to that a 30-m.p.h. average in still air, which might be done in even a 1-26. This should add up to—600 miles!

[GLIDER WINCH CLINIC IN SO CAL](#) • \$375 • Instruction on flight and operations of winch launching with a modern winch built by Roman Wrosz. Space limited. March 9-11, 2012. Fly-in or drive to Jacumba, CA (L78). The demonstration and training flights performed in the beautiful Schweizer 2-33. Four hours of ground instruction, followed by two days of flight school. • Contact [Bud Robinson](#) - [ASSOCIATED GLIDER CLUBS OF SOUTHERN CALIFORNIA](#), Friend of Owner - located San Diego, CA USA • Telephone: 619-436-8010

2011 KSA Awards Banquet

The Banquet at the Cosmosphere was well attended and plenty of fun was had. Many of us showed up early to take a tour through the exhibits. It had been a few years since I had been there and I enjoyed looking at everything again. Did you know the L/D of the Apollo Command Module is 0.368? Yes, the decimal is in the right location. We've found something that descends steeper than the 2-22!

President **Andrew Peters** started off with recognizing students who soloed this season, **Mike Logback**, **Jared Bixenman**, and **Matt Gonitske**. **Matt** was present to receive his certificate. Next were checkrides and recognized with a certificate was **John Bird** who earned his Commercial Glider certificate this summer. Accepting was his Mom, Lori. **Summer Gajewski** was given a certificate commemorating her first land-out in the WSA Ka-6. **Andrew** then announced the winners of the Weekend Warrior contest. Individual task winners were **Steve Leonard**, **Keith Smith**, and **Andrew Peters**. The overall winner was **Steve Leonard**. We then recounted the number of KSA members who participated in SSA Contests and earned Silver, Gold, and Diamond Badge legs. We had a good season!

Dennis Brown took the podium to issue certificates for state records. **Jerry Boone** earned 7 records on his flight to Hays and back in May. **Steve Leonard** earned one state record for his Kowbell flight to Santa Rosa, NM. **Tony Condon** earned 7 state records in two flights in the NG-1. Noted was that on his first flight **Tony** beat one of **Jerry's** records and on his second flight **Tony** beat himself for the same record again.

Next up was the trophy presentations and the winners were as follows:

Praying Mantis: **Rafael Soldan**

Towing Operations: **Bob Holliday**

Club Maintenance: **Andrew Peters**

Wooden Wings: **Tony Condon** (NG-1, 216 Miles)

Kansas Kowbell Klassic: **Steve Leonard** (Nimbus 3, 427 Miles)

Kansas Kowbell Klassic Konsolation: **Jerry Boone** (Zuni, 198.7 Miles)

KSA Flying Horse (Silver, 100 km): Not Claimed

KSA 200 km: **Jerry Boone** (Zuni, 51.1 mph)

KSA Flying Horse (Gold, 300 km): **Jerry Boone** (Zuni, 33.8 mph)

Mamie Cup: **Steve Leonard** (Nimbus 3, 427 Miles)

Charles Henning Cumulative Speed Trophy: **Jerry Boone** (Zuni, 47.69 mph average)

KSA Handicap Score Trophy: **Steve Leonard** (3791 points)

Rex Hamilton Memorial Award: **Matt Colclasure**



Rafael Soldan accepts the Praying Mantis



Steve Leonard with the Rex Hamilton Trophy; This years recipient was **Matt Colclasure** for his 7:55 flight in the WSA Ka-6



Jerry Boone enjoys 7 state records

K
S
A
B
A
N
Q
U
E
T



Andrew & Kinsey Peters and **Keith & Deb Smith**



Gerry Sibley, Steve Leonard, Bob Park, Becky Cole, Phil Ciholas, Ron Blum, Harry Clayton, Sue Erlenwein



Variometer staff photographer **Leah Condon** with the SR-71

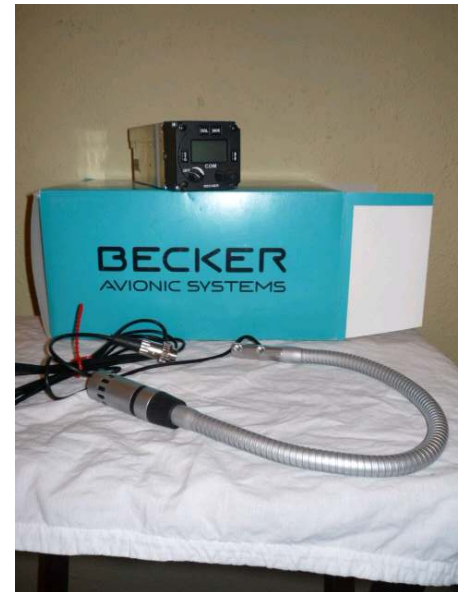
For Sale

Bob Drennon is selling:

Becker AR 4201 Radio and Becker gooseneck microphone, never installed, purchased new shortly before he quit flying. Price: \$1300.

Collection of *Soaring Magazine* from 1961 to July 2006. Also some *Sailplane & Gliding* and *Sailplane Builder*. 9 Boxes. \$300

Contact Bob at bdrennon@cox.net or 316-838-7770



Member Accomplishments

Rich Stone completed another marathon, his 17th, on January 8th. This one was at Disney World and a new personal best of 3:18:56. Good job **Rich!!**

Airplane Single Engine Land

By **Summer Gajewski**

For those of you who don't already know, I am currently attending K-State Salina's School of Aviation and Technology and majoring in Aeronautical Technology (a fancy way of saying that I'm going to school to be a pilot) and minoring in Business. I have recently just passed a rather large check point in my training, completing my Private Pilot Airplane Single Engine rating.

My training and entrance into "the actual college experience" has been, to say the least, amazing, formidably challenging, and extreme. K-State Salina is a wonderful college with the benefit of a smaller campus feel, and what's more, it has a great program for it's Aviation Students and the program is growing and bettering itself every day. The staff here are always helpful and eager to see their students succeed.

Now I know I sound like I'm typing a PR article for a K-State Salina magazine, but I honestly do mean what I am saying. Now that is not to say that this program is PERFECT; there ARE some areas that have been...frustrating at times, but overall K-State Salina has proven to be a great school and program so far.

Just some general notes for anyone who might be interested. K-State Salina is a Part 141 Pilot School (don't be lazy, look it up in your CURRENT FAR/AIM). Our fleet consists of twenty C172s, six Bonanzas, two Barons, two ASK-21 gliders, one helicopter, and one King Air C-90. Anyway, the training that led up to my rating consisted of somewhere around 30ish lessons that included 3 different progress checks by advanced CFIs. And let me just say, YES class and homework up here ROCK.

Ok, ok, so I'm sure you are all probably all wondering about how the checkride went so here's a short summary of it.

Obtaining a checkride was probably the most difficult part of the whole program. The semester ended before I could quite finish up my rating, so after Christmas I called our Chief Pilot who is also our Designated Pilot Examiner and scheduled a check ride for the week following Christmas. He gave me his weight and the weight of the baggage we would be taking, and told me what destination he wanted me to plan for and I planned out and reviewed for what I was hoping was going to be the perfect cross country.

However, the DAY before my checkride was to happen, Bill (the DPE) called me up and said, "I'm sorry to have to do this to you but, I have to hand your checkride over to a FAA inspector who is currently examining our school, so please scrap the cross country I gave you and plan two new Cross Countries. One will be planned for during the day and the other will be into Class B airspace at night, but you will only actually be flying the day one."

What I actually said was, "Okie Dokie, sounds great!"

My thoughts after he hung up? "Oh S***!"

Anyway, I showed up the next day, and walked into the room where the FAA examiner sat with a deceptive smile on his face. He invited me to sit across the table from him, and then began to review my logbook, syllabus, and other required documents for a Part 141 checkride. While he was doing so he tried to make small talk in what I'm guessing was an effort to calm me down. It didn't work. I shook like a leaf the whole time. Well as he was reviewing my syllabus he noticed that my 3rd Progress Checker had forgotten to initial the bottom of my Progress Check sheet. So he went to talk to our chief flight instructor for what felt like half an hour. Then when he came back he informed me that we would not be able to take the Checkride that day until he could contact and get the INITIALS of my progress checker on that sheet. I was just a LITTLE disappointed and frustrated on the drive back home..."

Well, all in all, it took TWO WEEKS to reschedule that dang check ride, but I finally was able to call the inspector back in and take the checkride this last Wednesday. This time, I was still nervous, but no where near where I was the first time. I went in sat down and aced the oral. He never asked me a question that I was unable to answer or that I got wrong.

The flight pretty much followed suit. The only areas in need of improvement were my use of trim, better clearing turns, and the fact that I need to be more vocal about what I am doing and actually say the checklists OUTLOUD rather than just doing them.

Well, that's the short and sweet of it! I will be staring my instrument rating on January 30th!

I owe at least half of my gratitude to KSA. You guys provided the base for me to spring off. You all also planted the seed and cultivated my love of aviation. Without you guys, especially all of the volunteer CFI-Gs, I would NOT be where I am today. Thank you guys, I will never forget where I started.



Summer sporting her new bars with instructor Christopher Rogers

Projects

Kevin Ganoung sends along the following:

Well, Tom Fifer and **Kevin Ganoung**, the proud new owners of this project BG12A almost have the trailer unloaded. We flagged A&P KSU-Salina graduate **Matt Colclasure** down on his national job hunt travels long enough to give us an initial inspection report. We succeeded in getting **Matt's** services by bribing him with a Sunday home cooked meal at **Kevin &** wife Linda's house. I well remember those days of bachelorhood and never turning down a home-cooked meal. **Matt's** opinion was measuredly optimistic in that all the parts of the glider are there, but some of the glue joints of the fuselage will need reworked. We tried not to think of completely dismantling the whole plane since he did say the wing glue joints seemed to be in better shape. We will stay optimistic with the Sept'12 reassembly projection and plan on working on it a lot during weekends. Tom's wanting to start glider training at Sunflower this Spring so I'll plan on getting some Grob 103 time in while Tom is taking lessons with an instructor. Tom's goal is to complete glider and powered pilot training too, in whatever order it happens. Working on this BG12A is a means to that end by becoming hands-on familiar with everything about the plane. We'll start next week by giving a complete cleaning to all parts inside and out. We're thinking the inside cleaning is going to be the hardest since there's a lot of bird nest and mud dauber evidence. We may have to peel back some wing panel areas just to get it clean but that'll solve the glue joint questions too. We're planning on using **Harry Clayton** and **Tony Condon** as expert resource people, though I know several others of you also have extensive wooden bird rebuild experience too. Please feel free to e-mail us your pertinent helpful hints and procedures. Right now we're looking to start rebuilding the main gear which has collapsed inward due to a hard landing. Does anyone have ideas on incorporating aluminum angle spanning both bulkheads to strengthen the axle assembly area? I did take pictures of **Harry's** spare BG12's axle and wheel area at the ICT gliderport's hanger. His BG has a beefier axle support than ours by far. Talk about a hanger full of beautiful birds; I'd be glad to fly any of them given the chance. Oh, that's right, I did fly the 2-33 there at ICT Jan 1, 2012. I wasn't the only one having fun gliding that day. Anyway, thanks for any info on our ambitious project. (**Kevin Ganoung**..e-mail casey_b3@yahoo.com) P.S. after unloading the middle wing section I'm thinking we'll mount a cherry-picker hoist on the trailer to carry that load, 250 lbs maybe?



Tom and **Matt** inspect the BG-12A



Neal Pfiesser, with help from son Kevin and **John Wells**, has a great rotisserie system and has started to work on one of the LO-150's. For KSA history buffs, the LO-150 next to the one in the rotisserie won the US Nationals hosted by KSA in 1961 at Wichita Mid-Continent Airport, flown by AJ Smith.

Women Soaring Seminars!

 **Chilhowee Gliderport**
Benton, Tennessee, June 25-29, 2012



Logo: Ulrike Franz

Seminar Hosts: Sarah Kelly Arnold info@chilhowee.com
and Lynda Lee LaBerge lyndaleelaberge@bellsouth.net

 **Albuquerque Soaring Club**
Moriarty, New Mexico, July 8-12, 2013

Seminar Host: Connie Buenafe
buenafe.connieandemie@gmail.com

 **Accepting proposals for Seminar**

2014 and 2015!

Seminar Coordinator: Maja Djurisc
info@womensoaring.org



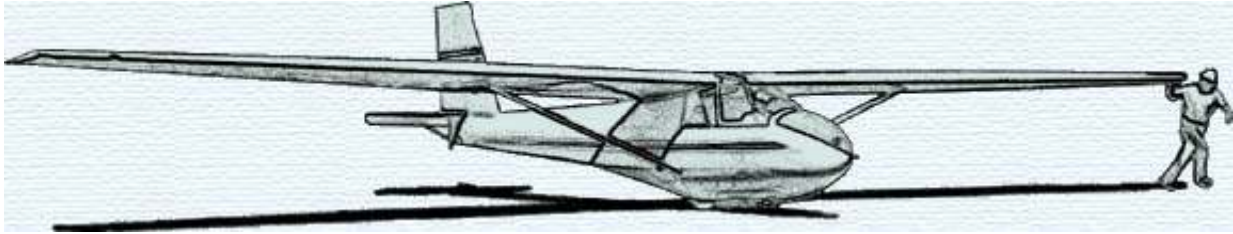
womensoaring.org

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

SSA Convention Report

Steve Leonard

Saturday February 11th, 2012

7:30 PM

Room 307

NIAR Building at Wichita State