PUBLISHED TO RECORD

THE UPS AND DOWNS

OF THE

KANSAS SOARING ASSOCIATION

March 2012 Editor: Tony Condon

Notes from the President

Not much to say this month. Thank you to **Steve Leonard** and **Neal Pfeiffer** for sharing photos and stories from the SSA convention at February's meeting. The annual KSA safety meeting will be March 10. **Dave Stanko** will be presenting this year. This meeting can be used for the required 1 hour of ground for a biennial flight review, so don't forget your log book.

We have something very exciting planned for the April membership meeting. **Frank O'Donnell** has invited three guest speakers to come and talk to use about spins, spin recovery, and unusual attitudes (aerobatics).

We are collecting your 2012 dues now, so please send checks to **Neale Eyler** or bring your checkbook to the March meeting.

Soaring season is just around the corner. We will be having the Spring Work day in April. The May through September meetings will be cookouts at Sunflower. KSA will be providing the meat and the grill. The second Saturday of the month will be a great time to invite potential new members to checkout soaring.

Happy Landings,

Andrew

Anyone else notice that Tori Smith's story "Sublette Chase" from the January *Variometer* made the March *Soaring*? Check the Club News column.

Each year WSPA conducts a raffle to raise money for scholarships. This years raffle is a quilt project, which was started in 2006 with the gathering of squares. Squares were donated by over a dozen WSPA members and Arleen Coleson lovingly assembled and quilted this beautiful work of art. We are very excited to present this to the soaring community, and looking forward to it finding a loving and appreciative home. The quilt size is 48"x64" and can be used as a throw or a wall hanging (casing for a hanging rod is part of the quilt.)

Raffle tickets are $5/each and can be purchased from:

Frauke Elber
213 Anne Burras Lane
Newport News, VA 23606-3637

Make the check payable to WSPA and place *2012 Raffle* in the subject line. The drawing for the quilt will take place at the Women Soaring Pilots Association Annual Meeting at the Women Soaring Seminar in Benton, TN during the last week in June.

KSA CALENDAR

2012

March 10th – 7:30 pm KSA Meeting at NIAR - Annual Safety Talk - **Dave Stanko**

April 14th – 7:30 pm KSA Meeting at NIAR – Spins, etc. - Hosted by **Frank O'Donnell**

May 12th - KSA Meeting, Cookout at Sunflower

June 9th - KSA Meeting, Cookout at Sunflower

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 9th - 18th - 1-26 Championships/13.5 Meter Super Regional - Texas Soaring Association, Midlothian, TX

July 14th - KSA Meeting, Cookout at Sunflower

July 28th - August 19th - World Gliding Championships: Open, 15 Meter, 18 Meter - Uvalde, TX

Sunflower Seeds

February 1st : **Bob Holliday** reports: I launched the PIK at about 2pm just as the last of the high clouds were moving through. the lift was 1 knot for a while but i did find some 4 knot lift near Pretty Prairie. I landed after 3pm but could have flown another hour. Previous commitments can cut short the afternoon fun. PS: got up to 5,000msl.

February 21st : **Bob Park** did 3 flights in the 2-33 to get current

February 25th : **Bob Park, Charles Pate, Sandy MacKenzie, Jeff Beam,** and **Chris Swan** all gathered to do various duties associated with renewing **Bob**'s CFI-G via auto tow. Launching was done with **Bob**'s minivan into a brisk SE Wind. **Tony Condon** and **Matt Gonitzke** observed the end of operations. **Steve Leonard** was also around and was working on replacing the drag fitting in the Grob when we left.

February 28th - No flying but **Jerry** and **Lyn Boone** went out to Sunflower after the storms rolled through and report that all trailers and hangars are OK.

Glider Transponder Code - 1202

I'm not sure if anyone in Kansas is flying a glider with a transponder but if you are the following is something you should know: The FAA has assigned transponder code 1202 for use by gliders not in contact with an air traffic control (ATC) facility with an effective date of March 7, 2012. The notice was published in JO 7110.577, a copy of which is available on the FAA web site here: http://www.faa.gov/documentLibrary/media/Notice/N7110.577.pdf Gliders operating in areas where there is an agreement with local ATC to use a different code should contact the agreement sponsor for guidance on which code to use."

February 22nd was very nice with a high of 73 in Wichita. **Leah** and I saw several cu to the North, East, and West when we left work, and **Jerry Boone** reported cu in Hutchinson as well. Driving home from work we spotted this wave formation after exiting 135. Storms that rolled through earlier in the week, the storms on the 28th and scenes like this remind us that Spring is coming!

Neal Pfeiffer continues to make progress on the LO-150. Looking good!

Tangerine Tours America!

By **Tony Turiano**

This is a rambling account of how I came to join you folks for the Kansas Kowbell Klassic, and how my expedition fared.

My wife, Martha, and I are pretty enamored of Colorado and have been toying with the idea of relocating there from Florida. In 2010 I started having some pretty nasty sciatic pain, which was a bit of a scare. So I got to thinking - why wait until our knees (or whatever other components) are shot to break new ground?

I had heard about the Kansas Kowbell Klassic that year, and I'm one of those that don't need an explanation – straight-out flights just touch me somehow (see my article in the November 2010 *Soaring*). So I started cobbling together a plan for 2011. I thought I'd fly Region 5 South and maybe squeeze in a Region 9 or 10 contest, and fly with you folks for the KKK. Unfortunately – but understandably – few regional contests are announced far enough in advance for me – I have to commit to my vacation days before the New Year even begins.

The November 1984 *Soaring* cover shows why **Tony**'s 1-35 is named "Tangerine"

So the plan gelled - here is the text of an e-mail I sent to the string for the Miami Glider Club and some other air-head friends at the very beginning of 2011:

_____

"Hey all – I just wanted to fill you in on the planned adventures of me and Tangerine:

1. We're flying as a guest/sniffer in the Seniors at Clermont, March 12-19th.

2. Some weekend between early April and Memorial Day we may try to make a straight-out flight from Clermont to Cordele, GA (or just pull the trailer). I figure the GTA event during Memorial Day weekend will be a good opportunity to practice for:

3. The Region 5 contest at Cordele, June 4-11.

4. If the weather looks promising, might try straight-out from Cordele to Mississippi on June 12.

5. Trailering to Wichita sometime between June 12 and July 14.

6. July 16 – The Kansas Kowbell Klassic: (http://home.earthlink.net/~hp18racer/Log1986_Cowbell.html) – Colorado or bust!

7. Tangerine will thereafter be living alone at Boulder, CO for several months (I think we'll have had enough of each other to last a while by then). Next year, who knows – Salida, Parowan, Air Sailing?

If you're interested in updates let me know.

Also, this message was not intended as a solicitation, but if you might be interested in:

1. Driving to Georgia the weekend of April 16 or 23 - these weekends I don't have coverage (weather dependent).

2. At the contests I don't "need" crew but if you're interested in being there for part of it I'd be willing to pick up expenses and whatnot, of course.

3. Willing to drive west from Georgia or Wichita? Could airline you home from Memphis, Denver, or...? Your Better World Club membership on me, too:

_____

I'm happy to report that the sciatic issue cleared up after I quit sitting on my wallet. As an air traffic controller, I have a fairly sedentary job, though I generally pace around when I am training someone.

Well, clean living must pay off – my friend Lea, a retired ATC supervisor, followed me in the Mustang on a 500k straight-out attempt from Seminole-Lake to Macon, Georgia – where his eldest daughter lives! I only made it to Tifton, GA, but it was a blast. His daughter and grandchildren drove down to meet us at Cordele for a nice reunion.

This flight would have broken my Florida free distance record (Sports Class), but I didn't bother to claim it – I like the idea that leaving my record standing out of Homestead promotes soaring *way* down South.

More serendipity – my friend Pete had to leave his Grumman Tiger at an airport in North Florida with a dead battery. So Lea and I did a favor for both Pete and ourselves when we drove back up to Georgia for the Memorial Day weekend – we picked up the airplane, left my car in Cordele, and flew home. I then hitched a ride back up to Cordele for the Regional with my friend Enrique Mertins. Having just come off the midnight shift, I slept most of the way.

The flying at Cordele was really great – nobody landed off airport during the GTA, the Regional, or the concurrent National contest. All the ants in my car died from the heat, and I was certainly heard to complain about the 102-degree readings - so I'm probably responsible for the record highs at Hutchinson! Nobody was available to follow me on another straight-out, so I headed for Sunflower at dawn the day after the Regional.

About 30 hours later, and a semi-frantic cellphone call to **Tony Condon**, I found the well-hidden ramp at Sunflower and strapped down my trailer. Then off to **Tony** and **Leah**'s driveway with the Mustang, a taxi to ICT and a flight home!

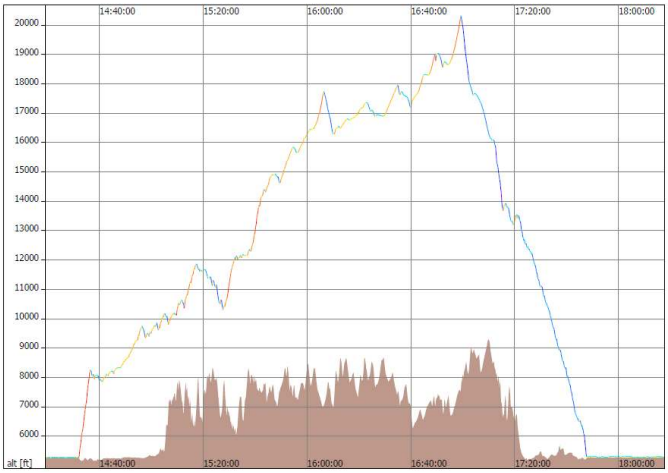
Tony and **Leah** got me in touch with **Matt Colclasure**, who was game to follow me on the KKK, so one more barrier down. On the day of the race, I took an unscientific guess at a good spot on the grid – and man, did it pay off! I think everyone that launched before me needed a relight, and I got up to about 9,000' on my first thermal and headed out. The flight went well – I knew that surface winds were supposed to be up a bit at the West end of the course, but didn't recognize just how stiff they were. I got impatient with a thermal just SE of Sharon Springs, thinking I could do better over the town – not so! I don't know if sticking with that last thermal would have made a difference or not, but I decided to drop into the duster strip just NW of town. I'm sure I could have made it across the state line, but couldn't see landing off-airport just for that claim.

Ultimately I'm really happy with that decision, because **Matt** didn't reach me until sunset, and disassembling on the airport was a pleasure, compared to a flashlight-and-headlight-in-a-field fiasco.

Since I couldn't reach anyone with the outfit that owned the strip that we were trespassing on, I decided we'd haul the ship back partway and park the trailer at a public-use airport.

After dropping **Matt** back at Sunflower, I went to get a room at the Huthcinson Quality (not) Inn. The desk was abandoned, and I rang the bell and halloooed repeatedly to no avail. So I slept on the couch in the lobby for a few hours. When the clerk woke me I gave him a piece of my mind, washed up and headed out.

That afternoon, Tangerine and I arrived in Boulder, CO. It was a pretty moist Summer in the Rockies, and overdevelopment in the mountains almost daily prevented me from doing anything other than some local sled rides. The gurus at Boulder tell me that the best time of year for soaring is the first few weeks of June.



Gold Altitude!

I went out to visit for a weekend in October. A blue, benign day, with light winds and shirtsleeve weather at the surface, yet the winds aloft seemed to offer the chance of wave. I had made a short local flight the day before, and was willing to settle for the same since the ship would be sitting for many months.

I released in a weak thermal near the airport, and sort of bumped my way across town to the Flatirons, where I figured to find a decent thermal off the sun-bathed rocks. There was some weak lift there, and after a while I realized that I was circling far too wide for it to be a thermal —

aha! I started tacking N & S, and although I never even saw 2 knots, I was positive it was wave.

I called Mile High Soaring on the radio so they could open the wave window. I'd never come close to getting Gold Altitude in the Southeast, and it was pretty much in the bag here if they'd let me up just a bit above 18,000'. I mistakenly remembered the Symons award was for breaking 20,000' (it's actually 25k), so asked for and received FL210. Once I was squared away in the window, I continued tacking N & S during the climb.

I had spent a fair amount of time successfully sealing my canopy etc. in Florida during the "winter" in preparation for the road trip, but some 70 hours of x-c flying had pretty well torn up my efforts. On the Southwesterly heading, my canopy was filled with sun and I was quite comfortable. Immediately upon rolling out on the Northwesterly heading, however, I was immediately shivering! I was really enjoying the flight, but didn't want to stay up too long in this unfamiliar environment, not having a clear view panel, etc.

I suppose that as the surface heating dies off in the afternoon, the wave deepens – so now that I want to get down, I have to run around at high speed and find the down air. I took my time getting down – even though I don't have gelcoat, I think the factory-applied Bondo would probably start to fail if I made the temperature changes too rapidly. I was concerned about hitting rotor at high speed, since there were no clouds to mark it. I did hit some, but nothing too violent or intimidating.

For 2012 I am considering moving the ship to Parowan in late July and Salida around Labor Day for about a week each. The Soaring Society of Boulder does an encampment at Salida every year.

For 2013, who knows? If we're not leaving Florida, maybe we'll join you for the KKK again, heading the other way!

Top: (Left) Dean Gradwell's Ka-6E and (Right) the SZD Perkoz 2 seater. Photos from **Neal Pfeiffer**

SSA Convention Pictures

Bottom: (Left) Perlan Project mock up, (Center) Gordon Boettger's record setting Kestrel, (Right) Windward Performance's Duckhawk prototype. Photos from **Scott Dimick**

The KSA Duty Schedule

By **Andrew Peters**

One reason KSA is able to keep the cost of soaring at Sunflower so low is the use of club members to facilitate getting into the air. A commercial operation has to pay tow pilots, instructors, even wing runners, costs that are passed on to the soaring customers. In a club, members fill these roles. KSA manages this process through the Duty Schedule. First, I want to explain the different roles and responsibilities. Then I will explain how we set up the schedule. Finally, I will explain what the expectations are for fulfilling your assigned duty days.

Launch Line Manager is responsible for managing the launch line. They help get ready for the day's activity: laying out tow ropes, turning on the base radio, assisting members with getting gliders out of the hangars. The LLM determines the launch order, making sure no one cuts ahead in the line. And they keep the gliders pulled up to the launch line (the south edge of the intersection). They hook up gliders, run wings, signal the tow plane, monitor for traffic in the pattern, and keep safety in mind. They might ask the glider pilot, "Did you complete a positive control check?" Or check on the towpilot, "Are you drinking water?" The only skills needed are knowledge of the SSA signals used during launch operations.

Tow Pilot is responsible for getting the gliders into the air in an efficient manner. They will fly the desired tow speed, to the best of their ability. They will attempt to take you to lift, but they also expect you to release at the specified altitude. They will get the tow plane preflighted and fueled for the day's activity. They may provide reports on the lift and clouds, though past indications do not guarantee future performance. To be a tow pilot at KSA, you must be at least a Private Pilot, with a Single Engine Land rating. You need a High Performance endorsement, and a tow pilot endorsement. To get a tow endorsement, you'll need to perform 10 tows with an experienced tow pilot. There's a minimum total hour requirement, but I can't remember what it is off the top of my head. [Editor's note: I believe it's 500 hours but check with **Steve Leonard** for the final word]

The flight instructor (CFIG) provides flight instruction on the assigned days. Anyone wanting to receive dual instruction needs to contact the CFIG on duty, to let them know your desire to fly with them. Students pay $1 to WSA for dual flights. This fee is used to cover WSA membership dues for the CFIG. Fees for instruction in the KSA Grob are set by the instructor. Instructors can provide checkouts in club gliders, flight reviews, advanced instruction for Commercial or CFIG certificates, and just general dual to make everyone a better, safer pilot.

Everyone is responsible for conducting safe operations. However, the LLM, TP, and CFIG can decide to stop operations if the weather conditions become too extreme.

So, how does the schedule get created? Well, first, we start with any KSA member that took a tow in the previous year. We also look at new members or members that didn't fly but still worked the Duty Schedule from the previous year. The Duty Schedule runs from May to October. We attempt to have two LLM, a TP for each day of the weekend, plus the holidays (Memorial Day, 4th of July, Labor Day.) The CFIG's are assigned either a Saturday or a Sunday each weekend. The number of days divided by the number of people define how many days you'll have to work. We try to make it not more than one day per month.

At the March and April meetings, we circulate the blank Duty Schedule for members to sign up for the required number of days. After the April meeting, anyone who hasn't signed up gets dropped in a hat, and is randomly assigned days to work. This applies for everyone, LLM, Tow Pilot, CFIG.

After the Duty Schedule is published in the Variometer, added to the online calendar, and posted up at Sunflower, it is the responsibility of every member to show up on their assigned day. If you can't be there, it is your responsibility to find a substitute. Call someone from the Sub list, post a notice on Soar-Kansas,

call to swap with someone on a day you can work. Ideally, you will communicate changes to the *Variometer* editor, change the online calendar, or at least pencil the change in on the posted schedule at Sunflower.

What about the weather? Well, the best I can tell you is to use your judgment. If it's raining and it's going to rain all day, you don't need to waste the drive to Sunflower. Winds greater than 30 mph are also a good sign that no flying will take place. However, over cast days, while there may not be lift, could still be productive flying days. If you are concerned about the weather, call the other LLM, TP, and CFIG, and find out what they are thinking.

And if you do drive up, but no one shows up to fly, there's grass to mow, gliders to wash, concrete to sweep, tow ropes to repair, etc. Please take the time to make something of your duty day.

So, there you have it, some explanation about each role on the Duty Schedule, how the schedule is made, and what to do when your duty day arrives. If you have any questions, please ask me, a board member, or any other member. I am looking forward to another successful and exciting soaring season.

Barringer Trophy

At the SSA Awards Banquet following the convention in Reno, **Gary Osoba** was announced as the winner of the 2011 Barringer Trophy. The Barringer Trophy is awarded for the greatest straight-line distance soaring flight during the previous calendar year, other than the U.S. National Championships. **Gary** won the trophy for a flight with his wife Christine in his Marsden Gemini two-seater from Zapata, TX to a wheat field near Amarillo, TX, about 637 miles! Hopefully **Gary** will be sending in a report on this flight for a future *Variometer* (nudge nudge). See the flight here: http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=1952809

The WSA 2-33 takes off on an auto tow Feb. 25 during **Bob Park**'s CFI-G renewal. Photo by **Matt Gonitzke**

New Glider in Kansas

Chris Swan and **Jeff Beam** made a marathon drive to New Hampshire and back, 4 days round trip (perhaps adventurous enough to merit a Variometer article??) to pick up **Chris**' new to him Russia AC-4A. Your editor is looking forward to having another "short wing" glider on the field to go with the Cherokees, **Keith Smith**"s PW-5, and **Jeff**'s Apis. Can't wait to see the new glider this spring!

Reprinted from the Sept/Oct 1958 *Soaring*

SANDBAGGING THE ROSS RACER

by PAUL A. WILSON

According to Mickey Jensen, "That ship of Harland's goes like a slippery watermelon seed!"

The ship in question is the Ross R-6; and Mickey ought to know because he was the passenger on two of Harland's recent series of three world-record flights.

This is an account of what must surely be one of the most remarkable episodes in the whole history of soaring. In the middle part of August, this year, Harland Ross took the latest of the famous Ross line of sailplanes into the skies at Odessa, Texas, and on three successive days broke all three world two-place speed records. The fourth day of the series was something of an anti-climax. Since there are only three speed courses established by the F.A.I.— 100, 200 and 300 kilometer triangles — and therefore no more speed marks to shoot at, it was decided that the fourth day's effort would be an attempt on the American two-place Goal and Return distance record. It is history now that this fourth day's effort was also crowned with success. The old mark of 217.038 miles, held by Harold Hutchinson of California, was broken by a flight of 234 miles. All four of these records are subject to homologation by the F.A.I.

The Ross expedition, out of Wichita, Kansas, arrived in Odessa, Texas, Sunday afternoon, August 10th. The party consisted of Harland Ross and two volunteer crewmen, Mickey Jensen and myself, Operations Officer and President, respectively, of the Wichita Soaring Association. Both crewmen were C pilots and qualified by the SSA to act as Official Observers.

At Odessa, the party met Alvin Parker who acted as tow pilot and host extra-ordinary by making the hangar and living quarters at his field available for the week. Al is not only one of the most enthusiastic sailplane pilots anywhere, but he is also equipped with one of the ruggedest tow planes in existence— a modified BT-13 with a 600 horsepower Pratt & Whitney up front. With this monster on the other end of the rope, the launch is guaranteed not to be boring.

Sunday night, the R-6 was unloaded and rigged for solo, in order to test the new radio antenna installation, oxygen system and other flight instruments. It should be explained here that the R-6 is, in effect, a convertible job. It was originally designed as a two-place, but installation of the aft cockpit was not completed until Monday night. When flown solo, the aft cockpit bubble is replaced by a flat sheet of aluminum and 30 pounds of ballast is secured in the tail to obtain the proper balance.

Monday afternoon, Harland took the ship up for a four hour shakedown, familiarizing himself with the local area and getting in some practice. Later the ship was rigged for two-place, oxygen topped, batteries charged and new skid installed so everything would be ready for the next day.

Tuesday was to be the first record attempt day. After listening to the hourly weather reports from Wink and taking a look at the sky, the 200 kilometer course was decided upon. Wink, Texas, airport and the Eunice, N.M., (Lea County) airport were picked for turning points. Start and finish were to be at Al Parker's private airport, which is located 11 miles west of Odessa. Mickey drew the honor of being the first passenger in the two-place configuration.

Take-off was in an enormous cloud of dust. Al's runway is scraped out of the red dirt and caliche of the semi-desert of the great plains country. When those 600 horses get the full throttle, the area back of the tow plane for several hundred feet looks like the tail-end of a Texas tornado. In all the launches made that week, nobody, including sailplane pilot Ross, ever saw the actual take-off. When the dust cloud began to settle, onlookers could spot the tow plane and sailplane about 100 feet in the air, going up like a pair of crop dusters in tandem.

The R-6 behaved perfectly as a two-place and in a few minutes Harland had gained altitude, released and was ready for the start of the speed run. The dive across the starting plane at 120 mph was clocked at 13:31. The first thermal was picked up almost immediately and, climbing at 800 fpm, soon reached 9,000 feet (6,000 above terrain). At the first turn, Wink airport, 38 miles out, Harland was not pleased with the ground speed of only 43 mph. He called out to Mickey: "We will have to go faster than that," as he headed north toward the second turn at Eunice, 47 miles away.

A portrait of the record breakers; Harland Ross at the nose of the R-6 and "sandbags" Mickey Jensen at the wingtip and Paul Wilson at the tail.

Photo: Alvin H. Parker

Photo: Harland C. Ross

The Ross R-6 sailplane, designed and built by Harland C. Ross who flew it to three new world multi-place soaring speed records in three days.

Lift was scarce on this leg, weak and hard to work. At times the issue was seriously in doubt. Altitude at one point was down to 2000 feet above the ground. But thanks to the excellent glide ratio of the R-6 and Harland's nose for thermals, this "no man's land" was finally negotiated and the second turn made. Although ground speed on the second leg was low, cumulative time to this point was still good enough and when strong lift was snagged shortly after heading for home, it became obvious that the record was a real possibility. The third leg of 55.5 miles was made in 54 minutes against a light headwind.

Meanwhile, back at the ranch, I was standing by on the radio while searching the mesquite brush for the launching dolly, lost in the take-off dust storm.

By all reasonable reckoning, the ship by this time should be just about rounding the far turn— if, indeed, it isn't down in the desert— so a routine call is made: "KBO2 calling 34-Hotel." Imagine my surprise to get a response loud and clear: "This is 34-Hotel, now over Goldsmith."

Goldsmith! Goldsmith is only 9 miles out!

"I think we've got a record if we can make it in!" continues Harland. " . . . if we can make it in!" Sounds like he's just dragging the deck, stretching that last glide.

"What's your altitude, 34-Hotel?"

"Seventy-five hundred, indicating 95." (TAS 108 mph.)

Seventy-five hundred! That's forty-five hundred above the terrain. Allow for 1000 feet over the finish line, that leaves thirty-five hundred to make nine miles. That's only a glide of 13 to 1!

"Harland, you could make it from there in Al's P-51, dead stick! Pour on the coal!"

And pour it on he does. The final five miles are done at 110 mph. indicated (TAS 120 mph). The finish line is crossed at 16:17 for an elapsed time of 2 hours, 45 minutes, 50 seconds. Distance, 140 miles, which gave an average speed of 50.6 mph! That's almost 10 miles per hour better than tht listed world record of 41.04 mph held by Poland with a Bocian sailplane.

When he skids to a stop a few minutes later on the up-hill end of the runway, Harland shucks off the canopy with a big grin and proclaims; "Boy, I've been waiting twenty years for this!"

After that first record flight, the crew headed in to town for a "Victory Dinner," not knowing and hardly hoping there would be another world record to celebrate the very next evening and still another the evening after that.

My turn as sandbagger came the next day, Wednesday. The objective was the 300 kilometer triangle speed course. Much of Tuesday night was occupied with the 1001 preparations necessary for a flight of this kind. Barographs were smoked (three were carried on each flight). Cameras were loaded and sealed (two were carried). Oxygen bottles were topped off, etc.

Turn points were selected at Eunice, N.M., airport and LaMesa, Texas (KPET radio tower), for a total distance of 201 miles. Thermals started to pop at noon so take-off was made at 12:40 and the starting plane crossed at 12:56.

Again the first leg was fast, 55.5 miles in 55 minutes. A very light wind was some help. This same light wind condition prevailed all week.

The flight almost came to an end shortly after the first turn. A wide open space in the midst of the general condition, which was a one-tenth cover of medium size cumulus, bases at 12,000 msl. After a considerable struggle, enough altitude was gained to warrant a dash out across the open area. Here for the first time I was exposed to one of the lessons of competitive speed flying. You have to go ahead. You can never turn back to pick up previously located lift. You can't even go very far off course to work something that looks good. To do so is to ruin your average ground speed. It is do-or-die, shoot-the-moon, go-for-broke. Strike out straight ahead. Work lift where you find it on or very close to course. When you have a comfortable bit of altitude in hand, pass up the weak ones. Even in the moderate ones, you can't waste all day trying to locate the center. If two or three turns don't pay off, write that one off as no good. Go on to the next one. It may be better. If not, you're beat anyway. You might as well land as fiddle the afternoon away on 100-foot-per-minute thermals. If your objective is to avoid a retrieve, play it conservatively. But if you want a record, you must be bold.

The turn at Lamesa was rushed in order to beat a thunderstorm moving in about 6 miles north of the city. Excellent lift a few miles ahead of the turn was abandoned to make a fast dash around the point, hoping to pick up another good thermal after the turn. As it was, precious time was consumed in four wide sweeping turns trying to locate the turn point, the antenna tower of KPET radio station. The tower was finally spotted and pictures were snapped like crazy before heading southwest for the finish line.

Better lift was found on the way home and the trip was completed at 16:52. Two hundred-one miles in 3 hours 55 minutes for an average speed of 51.1 mph and another world record. This was 11.2 mph better

(*Concluded on Page* 19)

SANDBAGGING

(*Concluded from Page* 3)

than the present world record of 39.9 mph held by Yugoslavia with a Kosava sailplane. In fact, it is 3.5 mph faster than the world single-place record of 47.619 mph set by Tony Goodhart of Great Britain with a LO-150 in Australia.

Thursday dawned much like Tuesady and Wednesday. Clear sky with a slight wind from the southeast. The first timid culumus appeared about two o'clock. Fairly good prospects by three and good, strong clouds by four o'clock. Who ever heard of taking off at four o'clock for a record try?

The objective was the 100 kilometer triangle. Turn points selected were prominent highway intersections, with a total distance of 65.5 miles. As the BT-13 warmed up, Harland and Mickey completed the check-off list in the 95 degree temperature.

The flight was almost uneventful. Five thermals and one hour 13 minutes later they crossed the finish line for an average speed of 53.9 miles per hour. This exceeded the old record of 49.920 mph by 4 mph, which was established in 1952 by Ernst-Gunter Haase, the present World Soaring Champion, of West Germany in a Condor IV sailplane.

As related before, the fourth day, Friday, was dedicated to a goal and return flight. The goal was Levelland, Texas, 177 miles to the north. Thermal lift was good for about 80 miles out, but in the immediate vicinity of Levelland there were large areas of cloudless sky. This may have been caused by an extensive area of irrigated farm land.

At any rate, the mad dash in to the turn point and back failed to regain the cloud cover and there was an anxious half-hour spent hanging on to first one little dust-devil and then another until we could get in range of a baby cumulus.

But how rapidly fortunes can change! Twenty minutes later the ship had been glided 10 miles west of course where lift was plentiful and strong. A short time later in a strong lift area, 60 miles from home, the greatest altitude of the trip was attained, 16,850 feet. With this much air under the wings, it was just a matter of a fast glide, which turned out to be 88.5 mph ground speed all the way to the starting site. Despite the light cross wind, the average ground speed was 50 mph for the round trip.

What a week! In four days flying, the R-6 had broken three world speed records and the American Goal and Return record for two-place sailplanes. And it was Harland's show all the way. He had designed the ship, built it, and flew it. No wonder he was a supremely happy guy.

The expedition had to end the next day. Vacation time was up and all hands had to be back at work in Wichita on Monday. Prospects for any kind of a record distance in the direction of Kansas were extremely poor. A front with rain showers was predicted to move into the Texas panhandle.

"But we've been lucky so far," said the Boss Man, "maybe another miracle will happen. Let's shoot for my Diamond distance leg, solo. If we don't make it, we'll be just that far on the way toward home."

So the suitcases were packed, the covered trailer was hitched on the back of the Ford, and goodbyes were said to that sturdy comrade and perfect host, Al Parker. The flight began under weak cu at 11:30 and bravely headed north. Jensen and Wilson kept pace with the trailer and maintained radio contact intermittently. Eventually it was obvious the flight must fall short of the hoped for distance. Rather than venture fruitlessly out across about 40 miles of no man's land with nothing ahead but open sky and rain on the horizon, the decision was made to put in at the Littlefield, Texas, airport. After a successful landing alongside the paved runway (to save the skid) and an hour's sweating labor derigging and loading the glider, the reunited party was finally on its way home. There was much good natured banter to the effect that Harland seems to do real well as long as he has "expert" coaching from the back seat, but falls on his face when attempting to go alone.

A full account of the many sidelights of an expedition of this kind would make another long story. All concerned felt it was the greatest soaring experience they had ever had. There was regret that the undertaking was limited to only the eight days that could be arranged out of vacation time.

It must be recorded here that, while soaring conditions were generally good, they were not really exceptional, since this was one of the wettest years in west Texas and everything was green, including the mesquite brush. Credit for the accomplishments of the week goes to the outstanding performance capabilities of the R-6 and the skill and experience of the pilot.

The Ross R-6 is a logical development of the Ross-Johnson RJ-5, since Harland designed and built both ships. As a matter of fact, they both have exactly the same wing. The R-6 is all metal, 55 feet from tip to tip and 24 feet long. Wing loading was approximately 9 pounds per square foot in the two-place configuration.

We are already planning next year's outing and hope to capture some more records if conditions are favorable.

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.connieandernie@gmail.com

Accepting proposals for Seminar 2014 and 2015!

Seminar Coordinator: Maja Djurisic
info@womensoaring.org

womensoaring.org

June 30th to July 7th 2012

National Soaring Museum
Vintage Soaring Association
Harris Hill Soaring Corp.

Harris Hill - Elmira, NY USA

PHONE: (607) 734-3128 - FAX: (607) 732-6745
E-MAIL: NSM@SOARINGMUSEUM.ORG
WWW.SOARINGMUSEUM.ORG

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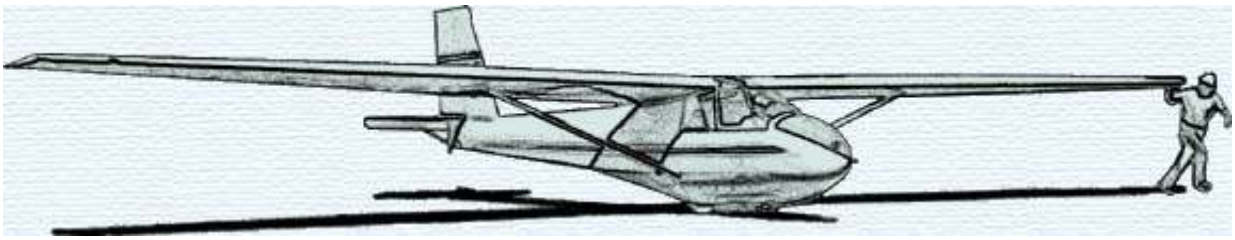

MONTHLY KSA MEETING

Annual Safety Meeting - Dave Stanko CFIG

Saturday March 10th, 2012

7:30 PM

Room 307

NIAR Building at Wichita State