

# VARIOMETER



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

Editor: Tony Condon

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Number 4

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## Notes from the President

2013 is going to be a very important year for the history of soaring in Kansas. This is the year that the Sunflower Soaring Foundation was formed, to preserve, manage and develop the sport of soaring and the Sunflower Gliderport in Kansas. The Sunflower Soaring Foundation has incorporated under 501(c)(3) rules, however, we are not yet a qualified non-profit charitable corporation. That paperwork is in work, and hopefully soon we will be able to accept donations as a soaring charity.

So what does this mean to you?

First, you don't have to join another organization. The Sunflower Soaring Foundation has no membership. It is run by a board of directors, the foundation serves the WSA and KSA clubs that fly from the gliderport.

Second, you do still need to participate in the maintenance of the field. KSA will still carry out two work days each year. Grass will still need to get mowed. Weeds will need to get killed. These chores will fall on the membership of KSA and WSA.

Third, there is a chance the expense of soaring at Sunflower will increase. I know you don't want to hear that, but it's the truth, so prepare yourself. The Sunflower Soaring Foundation will need to set up a business model that becomes self-sustaining. We have all enjoyed the benevolence of **Bill Seed** for many years, and will continue to do so. But the kids are grown up, it's time to start demonstrating our independence.

Change is inevitable, all we can do is accept it and try to drive the change in a positive direction. This takes time, hard work, and team work. Your patience during this season of change is appreciated. I am excited to be on this path of change and look forward to seeing where it leads. I will do my best to communicate details of the process as they develop.

2013 promises to be a very significant year.

Happy Landings,

AP

## 2013 KSA CALENDAR

April 13<sup>th</sup> - KSA Meeting at NIAR - 7:30 PM - Spring Safety Meeting  
May 11<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
May 11<sup>th</sup>-12<sup>th</sup> - Weekend Warrior - Climb is King  
June 1<sup>st</sup>-8<sup>th</sup> - Region 9 Contest - Moriarty, NM  
June 8<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
June 8<sup>th</sup> - Kingman Fly-in  
June 8<sup>th</sup>-9<sup>th</sup> - Weekend Warrior  
June 15<sup>th</sup> - Strother Field Fly-in  
June 13<sup>th</sup>-16<sup>th</sup> - 17<sup>th</sup> Annual Midwest Vintage Rally - Lawrenceville, IL  
June 23<sup>rd</sup>-July 4<sup>th</sup> - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM  
June 29<sup>th</sup> - 51<sup>st</sup> Annual Kansas Kowbell Klassic  
June 30<sup>th</sup> - Kansas Kowbell Klassic Konsolation Kontest  
July 3<sup>rd</sup> - 7<sup>th</sup> - Region 10 Low Performance Contest - Sunflower  
July 13<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
July 8<sup>th</sup> - 12<sup>th</sup> - Women's Soaring Seminar - Moriarty, NM  
August 3<sup>rd</sup>-9<sup>th</sup> - Region 10 South - Waller, Tx  
August 10<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
August 20<sup>th</sup> - August 30<sup>th</sup> - 1-26 Championships/13.5 Meter Super Regionals - Moriarty, NM  
August 31<sup>st</sup> - September 2<sup>nd</sup> - Vintage Rally - Moriarty, NM  
August 31<sup>st</sup> - September 8<sup>th</sup> - Standard Class Nationals - Benton, TN  
September 7<sup>th</sup>-8<sup>th</sup> - Ace's High Aerobatic Contest - Newton, KS  
September 14<sup>th</sup> - KSA Meeting - Cookout at Sunflower  
September 19<sup>th</sup> - 22<sup>th</sup> - Great Plains Vintage/Classic Regatta - Wichita Gliderport  
September 21<sup>st</sup> - 27<sup>th</sup> - US National Aerobatic Championships  
September 28<sup>th</sup> - 29<sup>th</sup> - Wichita Flight Festival - Jabara Airport, Wichita, KS  
October 12<sup>th</sup> - KSA Meeting - Cookout at Sunflower

# A Blur of a Weekend

By **Don Jones**

I drove out to Colorado Springs Thursday afternoon and spent the night at my son's house. Four year-old Gavin was going to come along but his mom decided he might become a handful spending that many hours in the truck. So with only two travelling we decided to take my Tacoma rather than my son's F250.

We drove all day Friday. Had a delicious lunch in Hatch, NM prepared by a couple of elderly Latinas who appeared quite amused at the two pasty white guys wolfing down the spiciest stuff they could dish up. Arrived at our hotel in Marana around seven. In-n-Out burger for supper - first time for that since I left CA in '06.

Saturday morning we drove south to the Titan Missile Museum where we toured the only Titan II missile silo left in existence. Very cool. We had a couple Sonoran Dogs for lunch - great dogs but I wouldn't want to have my truck break down in that neighborhood...

We met with John Nealon at El Tiro Glider Port at noon. Spent a couple hours going through assembly/disassembly. Fortunately Will was there to video most of the process. N991MB is pretty much as advertised. Almost no yellowing in the finish. Goes together pretty sweetly. John patiently explained everything in detail.

I had forgotten to ask about the trailer height. Turns out it sits fairly low - and my hitch ball rides on top of the bumper of my 4wd pickup. Nothing much to do at that point but take it as it was - with the tail end riding only a few inches above the ground. I left a number a nice scrapes in the pavement across the Southwest... Good thing we hadn't taken the F250 - that just plain wouldn't have worked without finding some kind of drop hitch.

We had planned on spending Saturday night in Tucson but the Sunday wind forecast for southern New Mexico kept bumping up to 30 mph+ gusts earlier and earlier into the day. Not being a terribly seasoned trailer hauler and having no experience with this particular truck-trailer combination, I decided to take off for Colorado Springs directly after picking up the plane.

We drove through beautiful conditions arriving at Albuquerque around nine pm. We were up and on the road by 6 AM Sunday morning. I had planned on staying with the kids Sunday night but now the Monday wind forecast for Kansas was looking not so good.

Sixteen years sitting in the desert sun northwest of Tucson has taking it's toll on the trailer wiring - which doesn't appear to have been that great to begin with. I spent an hour at my son's house patching up wiring then took off for Kansas. Drove straight through arriving home around midnight Sunday evening.



It was nice that I had already scheduled a vacation day today. I needed to decompress!

## Talihina Seeds

March 5<sup>th</sup>: **Jeff Beam** skipped work and joined Randy Teel, Kris Herrick, and Omri Kalinsky for a nice post-cold front day at Talihina. He flew over 400km OLC distance, climbed in ridge, wave, & thermal lift, and easily got his 5 hr silver duration completed. Good job **Jeff!**

## Member Accomplishments

**Rich Stone** was at it again. Marathon #20 is in the books. This one in Piney Point, MD. Time was 3:21:57, 3<sup>rd</sup> in his age group. Well done!



**Richard Kirkland's** Dart 17 is still for sale. Thanks to some work by **Lauren Rezac**, there is now an alternate means of compliance to the spar inspection AD. Now asking \$10,000 Negotiable. Contact **John Wells** for more information, [wombat27@sbcglobal.net](mailto:wombat27@sbcglobal.net)

## April 2012 KSA Calendar



**Andrew Peters** captured this image of the newly paved runway at Sunflower from the back seat of the 2-33 on his iPhone.



# WOW!

By Jeff Beam

“WOW....” That was the subject line in Randy Teel’s email on Sunday morning. Randy had scheduled a fast moving cold front to move through the Talihina area overnight Monday, and promised we’d have strong NNW winds all day Tuesday. His message finished with; “It might be a good time to use some vacation.” So Monday, I informed the boss what Randy said and headed off. Driving the five hours straight through was justified simply as good practice for a long flight Tuesday. Arriving at the Talihina airport just at dark found Tom Harris tying-down the Tulsa Skyhawk’s Pawnee and Kris Herrick and Omri Kalinsky unloading their ships. After assembling Kris’ Apis 15M (‘DB’ - he says the “M” stands for motorless), Omri’s new 304 (‘11H’) and my Apis (‘F1’) we headed to town for supper.

Omri had the word from the local police on a new place to try – the local pub with “great burgers” – so off we went. Unfortunately (or perhaps fortunately), the proprietor was reluctant to fire up the grill and the few enthroned patrons remarked that they weren’t aware that the pub served food. We left while they discussed the matter and back to Pam’s ‘Hateful Hussey’ Café we went. Randy wasn’t due to arrive until late, so we made plans without him for leisurely morning activities. As we finished supper, we got the call that Randy wanted to launch at sunrise, 6:50 – so much for sleeping in.



The front moved through overnight as scheduled and we woke to a strong north wind with overcast at 2500 feet. It also brought a bit of rain. Actually it was Okie Red Mud rain, so the gliders needed to be cleaned first. We launched Randy in his 304 (‘BU’) at 7:20 and I lunched in the Apis at 7:45. My launch was interesting because the canopy fogged over as soon as the towplane throttled-up. There was a small clear spot just over my feet so it was a matter of keeping the towplane between my toes. After release, a short lap along Tombstone Ridge proved the ridge was working great. Randy was already long gone on his DDD (Double Diamond Duration) and S2S (Sunrise to Sunset) quest.

I tootled east over to Three Sticks at 2300 feet and found a smallish and irregular blue hole with sign saying “come on in”. So I did and immediately found weak wave south of the Rich Mountain VOR. I was about half way up through the hole when the clouds started closing in. No way to get above before things got ugly, so I dove back out the bottom. The hole reopened with “you can make it” sign so back in I went. The hole would sort of cycle open and closed while I played dodge-ball with any clouds that blew through the hole. I eventually climbed out on top and looked around for other blue holes or wave markers but didn’t notice any.

On last October’s trip there was a very nice wave southeast towards Mena but I didn’t see anything to suggest it was there this time. It was a slow climb to 6000 feet and I couldn’t fly any slower than 50 kts without going backwards. Although it was sunny on top, I was getting cold and going nowhere. So a quick dive back below the clouds put me back on the ridge as Omri and Kris were joining the fun. Tom headed back to Tulsa in the Pawnee, hoping to make it home in time make his afternoon classes at OSU-Tulsa.



"Come on in" – Finally on top!



Clouds Breaking Up – Looking West  
Curtis Haizom's runway is the boomerang shaped grass strip in the center



Flying sideways at a breathtaking 11 kts.  
Sometimes the compass pointed North while the iGlide pointed South

With the clouds dissipating, I flew to the west end of Kiamichi at 2600'. Randy had already jumped to the Flagstaff ridge at Sardis Lake and suggested that the Apis could make it if I could get to 4000 feet. I never got to 4000', so I gave it a try starting at 3500'. I was about half way when the "chicken-out" light started flashing and went back. An hour later, after a run to Arkansas and back, I gave it another try and did even worse.

Back east at Three Sticks, Randy coached me on making the jump upwind from Kiamichi to Rich Mountain and Black Fork Ridge. Omri warned on the radio of strong sink just downwind of Rich Mountain. Leaving Kiamichi at 4000' the first 3/4 of the trip was easy. Then things got interesting in Omri's sink with the vario needle glued to the "you're about to die" peg! Man, I wanted to go back! Too late now, it's the ridge or the trees! The data says different, but I'm very sure that I just barely snuck around the corner of the ridge and scared all the wildlife. At least that's how it felt at the time.



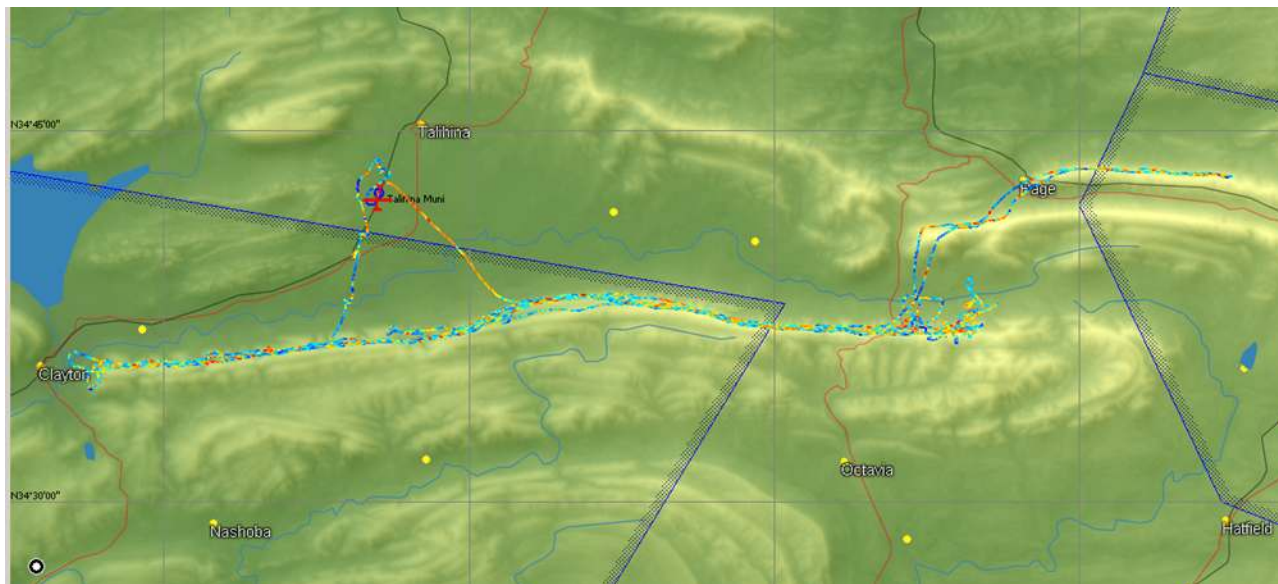
Jumping ridges in a half-pint glider -- what was I thinking?  
See the BRS Handle over my right shoulder? – Yup!!!

What a huge reward, though. After a short run on Rich Mountain to regain some altitude (and some attitude) a short upwind jump to Black Fork Ridge provide the best soaring of the day. Upwind, the terrain is relatively unobstructed while the ridge is very regularly shaped – very nice indeed. The soaring was fantastic and the view was unbelievable in all directions. I would have stayed on Black Fork longer, but I had overspent my reserve of ambition on that upwind jump. Moving back down to Rich Mountain I slowed to gain altitude before jumping back to Kiamichi.



On Rich Mountain looking South East  
Rich Mountain VOR on lower left, Kiamichi in background

The jump from Rich Mountain back to Kiamichi was fun, sink and all. Just point the nose at the Three Sticks monument and go like a scalded dog. A slow run west on the Kiamichi put me at 4000' past the Old Indian Highway, so I called it a day, headed back to the airport and messed around in a few thermals along the way. The landing was 3:30 – 6½ hours of soaring and 350 miles on the odometer. WOW!!!



Apis 'F1' Flight 05 March 2013



Tom Harris was our tow pilot for the outing. Tom was gracious enough to fly the Pawnee down from Tulsa Monday evening so we could get early launches. With low ceilings Tuesday morning, we were fortunate that he did. Tom is quite an accomplished young man – an airplane, glider and helicopter pilot, owns & operates a landscaping business and is paying his way through college at OSU-Tulsa.

## Wellington Seeds

March 31<sup>st</sup>: **Jeff Beam** flew the Apis, **Rafael** the Salto, and **Tony Condon** the Cirrus. **Bruce** towed with **Rafael's** 172. **Leah Condon** ran wings and Franck Dumont also showed up to help. The three glider pilots attempted a task to Strother, Harper, and back. Lift was tricky and blue west of the Turnpike but there were good clouds and thermals to the east. No one made it around the course, **Jeff & Rafael** gave up soon enough to make it back, **Tony** landed out. **Leah** enjoyed an aerobatic flight with **Jack Seltman** in his Decathlon after getting the gliders launched.



# Kowbell 2012 or We Break 500, Kansas Style!

By Steve Leonard

Kowbell 2012 had many similarities to past Kowbells. It was early July. It was hot. The weather had been fantastic leading up to it. The forecast for soaring in the desired direction changed drastically between Friday night and Saturday morning.

The week leading up to Kowbell had provided some of the best soaring seen in Kansas in years. The atmosphere had been on a low boil all through June, with a strong, capping inversion preventing any heat from escaping. Something had changed early in the morning of July 1<sup>st</sup>, and the soaring kicked into high gear. The wind had kicked up early in the week, but had been steadily dropping as the week went along. There was a weak front forecast to move in from the northwest late on Kowbell Day. Forecast winds were light from the southeast. The soaring forecast showed spectacular conditions to the south and southwest. All through the week, the cu had built in from south through southwest, across Sunflower and on further north. Things looked great for a run south by southwest. There had been overdevelopment along the north-south Texas-New Mexico border on Friday night, so a bit more southerly would likely be prudent for Kowbell. The forecasts seemed to support this. At least, they did on Friday night.

I spent what time I had Friday adding more airports to my database, and trying to figure out where I wanted to go. In 2011, I had declared Moriarty as my goal on Kowbell. All summer long in 2011, I had been declaring big tasks, and having the days fall short of supporting the attempted tasks. For the past two flying days, I had “dialed it back” just a bit, and the days had supported the tasks. I decided on Friday evening that Lamesa, Texas, would be a good goal for Kowbell. The current Kansas State Distance to a Goal record was 397 miles. Lamesa was 423 miles from Sunflower. I had done three other flights of over 400 miles, and the forecast looked good, so I thought it should be possible. Time for bed.

As with the night before most Kowbells, I didn't sleep all that well. Nervous, anticipating, wanting or whatever. It is not just another flight. It is special. When I woke, I went straight to Dr. Jack to see if he was still saying it was a “GO”. Oh, my. The forecast for thermals across western Oklahoma and the panhandle of Texas was terrible! Instead of the 7-9 knots of last night's forecast, this morning's showed 2-3 knots. What was going on?!? Then, to ADDS to have a look at the radar. Crap. Big rains that started near Tulsa, now over Oklahoma City, and tracking West. Tops are blowing off west, too. Sun is shining bright here, so nothing else to do but head to Sunflower, meet my crew, and get the Nimbus ready.

I get there later than most, and finally get to the “waiting room” out by the runway. We all discuss the forecast, what we can see with our eyes, and what we can see on the computers. Cu start to form to the west and north of the field by about 11:30. We are all nervous about going too early, and nobody is willing to get in line. Finally, the first brave soul (**Lauren Rezac**) pushes out and the race to the grid is on! I am sitting on the ground, about 6-7 planes back, and **Lauren** reports he has topped out at 10,000 and is heading west. It is about 12:50 PM. Boy, we all really blew it; could have been up probably 45 minutes earlier. Oh, well. The race is on now!

I decide that today is my final Go Big or Go Home day, and declare Lamesa, Texas, as my goal. I had gone back and forth through the morning between, “I am not going to push today” and “I really should try to get the goal record up over 400 miles.” My crew and I agree that Lamesa is the goal, and the best way there for them will be to take 54 to Stratford, then turn south.



View down the runway (Left) and on course (Right)

I was airborne at just before 1:00, and got a little thermal right over the airport. After some trouble getting the gear to lock in the up position, I got up to about 4500 MSL, and started to the better clouds to the west. A couple of unsuccessful attempts and I joined a really good thermal with **Bob Holliday** in his Ventus. We went up at 7-8 knots to about 10,000 MSL, and went our separate ways.

I had a really great run out to Pratt, where there was a small shower starting. No problem, as I skirted around the southeast side of it and off into a sky full of beautiful cu.



About 1:40 PM, east of Pratt. Shower at Pratt at far right

By 2:00, about an hour into the flight, I was about 15 miles southwest of Pratt. I was making good time and thinking that if things held up, I might be able to make it to Lamesa. 6 hours at 70 MPH should get me there by 7:00, and I was off to a good start. By 3:00, I was almost to the Texas-Oklahoma panhandle corner. Things were really going good, but I was approaching the area that Dr. Jack had said would be weak. What would it bring?

Well, it wasn't weak. That is for sure. In fact, I started getting nervous about how much further I would be able to go. There appeared to be east-west lines of storms developing ahead of me. The good news is, there were gaps in the lines. And the gaps were close to where I wanted to go. Things worked out exceptionally well for me, as I was able to get through a gap, get high, glide across the weak area outside of the showers, and on into the next bit of good convection.



Sort of Pan-O-Rama at about 3:45. Heading is south by southwest.

I was passing near Pampa, Texas, at 4:00, and had another encounter with a developing line of storms. I was once again fortunate enough to get through before the gap closed. I got high and crossed I-40 at about 4:20. This was the start of the long glide across Palo Duro Canyon. For those who have not flown over this area, you only want to do it if you are very high. It is about 30 miles of nothing. I mean nothing. No roads. No houses. No ranches. No windmills. No landable terrain. Nothing. Even in the Nimbus, I was nervous setting out across this area. Especially since it looked like showers were developing on the far side.

I took the first scraps of lift when I got to the far side of the canyon. I was not yet low, but I really didn't want to push on, as the sky was looking darker. I knew I couldn't wait too long to push on through, but I did not want to do it too low. The first climb was a bit of a struggle, and was in light rain. But, I picked up about 1000 feet, and pressed back into the darker clouds, and got another good climb to push me out from under this area of showers.

It was now after 5:00. I was up and going fast again. The showers were getting a bit more frequent, but less like complete lines and more like individual cells. By 5:30, I am south of Plainview, and the goal of Lamesa is clearly in reach. The sky still looks fabulous. The overdevelopment is actually starting to fade away, and the sky is just full of really good looking clouds. There isn't much wind, but the clouds seem to be organizing on a sort of NE-SW line. Maybe it is a bit of the famous Marfa Dry Line? Not sure, but it sure was fun to run along under great clouds in fantastic lift!



View from east through south at about 5:20

By 6:00, Lamesa was in the bag. I was way above what I needed to final glide in to the airport, and didn't really want to come down. There were nearly 3 hours of daylight remaining. I got to Lamesa at about 6:45, at about 11,000 MSL, with a beautiful cloudstreet pointing off to the southwest calling out to me "500 miles can be had if you follow me!" I had been wondering what I would do if I got to Lamesa before the day was done. I had started looking at my maps, trying to figure out where I had airports in my database, and what I should do. After rounding the goal at Lamesa, I did what any glider pilot would do. I followed the cloudstreet to the southwest.



7 miles north of the Goal, Lamesa, Texas at 6:39. How could I even consider landing with the sky looking like that?

The good lift continued. I stayed high, and kept going. Past Andrews, and I began to wonder about going in to Odessa - Schlemeyer Field in Odessa. This was the departure point used by Wally Scott on so many flights up into Kansas and Nebraska. However, Monahans would be further, and I could get there without risk of going into the controlled airspace from the Midland-Odessa airport. Plus, there were nice looking cu out towards Monahans.

On the glide from Andrews towards Monahans, I thought I would check the distance back to Sunflower. Would you believe it? I dialed up Sunflower and the distance to Sunflower read 500.0 miles!!! I had done it! A 500 mile flight from Kansas! I got to Monahans with plenty of altitude, and came under some more cu. There was a small shower over town just south of the airport. I wouldn't really want to land near a west Texas rain shower if I could help it. Surely, there must be some lift under these clouds, if there is rain a couple of miles away.



500.0 Miles. Happy Day!

Sure enough, there was. I got a nice climb up to a bit over 10,000 MSL, and set out on a final glide into the blue towards Pecos, Texas. I could have gone higher, but the next airport I knew of was Van Horn, Texas and it was 70 miles west of Pecos. It was after 8:00, and I was already 2000 feet above the altitude I needed to get to Pecos. No point in climbing higher, as I will not fly any further.



Monahans, Texas. Another West Texas shower, and another climb. Rainbow off in the distance. Hurd Memorial Airport visible at the bottom of the picture, just left of center.

The glide to Pecos was just about smooth as silk. I got to the airport, and decided to glide on past it before turning around to go back and land. Log a few extra OLC miles! I made a smooth landing at the Pecos airport about 20 minutes before official sunset. Great circle distance back to Sunflower was 552 miles. 7:35 in the air. It was a beautiful end to an amazing day.



On the ground at Pecos, Texas.

My crew, **Dennis Brown** and **Becky Cole**, spent the night in Tulia, Texas, and arrived at Pecos about noon on Sunday. We loaded the Nimbus in the trailer, and started the long journey home. We made it to Sunflower about 2:00 AM on Monday, and I finally got home at a little after 3:00 AM. I called my boss to tell him “I am going to be a little late getting in. I will explain later.”

## Hutchinson Control Tower

The tower in Hutchinson is one of the many slated to close this spring. Details regarding the closure have been requested by the airport manager but had not been provided in time for this month's newsletter. That info will be shared as soon as it is available.

## Coldwater Seeds

March 30<sup>th</sup>: **Rafael Soldan** and **Tony Condon** saw promising forecasts from Dr. Jack and decided that west was best. **Bruce Latvala** was willing to fly **Rafael's** 172 towplane over and Franck Dumont tagged along to help out ground operations. The Comanche County airport was found to be a nice launch location, no traffic, long runway and some lift. Winds were strong out of the northwest though and it proved difficult to make progress into the wind. **Tony** gave up before the inevitable landout and made it back to the airport. **Rafael** pressed on and landed out at Bucklin, getting aerotowed back by **Bruce**.

## Sunflower Seeds

March 30<sup>th</sup>: **Brian Bird**, **Jerry Boone**, **Charles Pate**, **Kevin Ganoung**, **Don Jones**, and perhaps some others gathered in the morning for some auto towing. **Brian** completed his flight review with **Charles** and I believe that **Jerry** and maybe a few others got some auto tows in too.

March 31<sup>st</sup>: **Steve Leonard** flew the Zuni for a couple hours, he ventured out to the north for a total OLC distance of just over 100km. **Dennis Brown** tried to fly but was foiled with towplane problems.

## May 2013 Duty Schedule

*Scheduled Work Day is 12:00 to 5:00 pm*

Date	Tow Pilot	Line Managers	Instructor
Sat May 4	K.C Alexander 316-943-7641	David Wilkus 316-788-0932	Rafael Soldan 706-255-9909
		Scott Dimick 316-461-8196	
Sun May 5	K.C Alexander 316-943-7641	Steve Leonard 316-249-7248	
		Keith Smith 785-643-6817	
Sat May 11 WW + Cookout	Jack Seltman 316-636-4218	Matt Gonitzke 815-980-6944	Tony Condon 515-291-0089
		Leah Condon 316-249-3535	
Sun May 12 Weekend Warrior	Tony Condon 515-291-0089	Matt Gonitzke 815-980-6944	
		Leah Condon 316-249-3535	
Sat May 18	Chris Swan 620-218-9315	Anthony Geide 620-921-0254	
		Jeff Beam 620-441-8116	
Sun May 19	Mike Logback 620-755-1786	Neale Eyler	Lauren Rezac 316-619-3207
		Jeff Braden 620-897-7185	
Sat May 25	Bob Hall 620-727-1273	David Wilkus 316-788-0932	Mike Westemeir 316-729-2551
		Luke Marquardt 316-253-6059	
Sun May 26	Sarah Wildman 937-360-4639	Harry Clayton 316-644-9117	
		Sue Erlenwein 316-644-4586	
Mon May 27 Memorial Day		David Kennedy	
		Keith Smith 785-643-6817	

# Weekend Warrior Contest

by **Andrew Peters**

The Weekend Warrior Contest is back for 2013! Previous champions include **Tony Condon**, **Bob Holliday**, and **Steve Leonard**. Who will it be this year?

Any member has two days to complete the task. Tasks can be performed more than once – only the fastest – longest – highest will count.

Your contest record must be submitted to the Scorer (**Andrew Peters**, 3T) by midnight on the Monday following the contest weekend. The contestant with the best task will receive 1000 points. Other contestants will receive points as a percentage of their task compared to the winners. All speed and distance tasks will be handicapped (SSA handicaps will be used – if one doesn't exist for your glider, one will be assigned based on the experience of the glider owner and other experienced competition pilots.)

If you don't yet have your Silver badge and you want to compete, you will get a 100 point bonus added to your score. If a multi-place glider is used, and you take another pilot with you who has not completed their Silver badge, a 100 point bonus will be earned. Landing at a chartered airport will earn a 25 point airfield bonus.

At least two people need to compete for the weekend to be a valid contest weekend. A winner for each weekend will be published in the Variometer. The Weekend Warrior Champion will be the member with the highest cumulative score for all valid contest weekends at the end of the season.

Expensive GPS recorders are not required, although might make it easier on the scorer. A paper record and digital photo's can be used. Just make sure the photo contains sufficient detail that Google Maps can verify your location and orientation to Sunflower. Any GPS that will record your coordinates can also be used – SPOT, running watches, even some smart phones have tracking capability.

A complete Weekend Warrior task listing and explanation will be included in the May *Variometer*. For now, here is the task for May so you can get ready.

## **May 11-12<sup>th</sup> – Climb is King (Height Gained in 1 hour)**

The task for May is called Climb is King. How much altitude can you gain in any 60 minute period during a flight?

This one doesn't require and special recording device. Simply tap the altimeter, record the reading and start the stopwatch. Record your altitude at the top of your climb (after another tap of the altimeter.) Pull the dive brakes, get low again, and repeat the process over. At the end of 1 hour, total up your altitude gained in the climbs.

This task will not be handicapped by glider. And don't forget the 100 point bonuses. Of course, a barograph or other altitude recording device will make it easier to calculate and track your altitude gained, but one is not required.



Salto on the ramp at Coldwater. Sky says "Time to Launch" Photo by **Rafael Soldan**

# KSA Turnpoints

The following turnpoints are the only turnpoints that can be used for the Henning Trophy, Weekend Warrior, and Low Performance Contest. Available from [soaringweb.org/TP/Hutchinson](http://soaringweb.org/TP/Hutchinson), get the "Control Points" file.

Now is the time to start planning those flights!

<i>Number</i>	<i>Name</i>	<i>Latitude</i> ° ' "	<i>Longitude</i> ° ' "	<i>Latitude</i> ° '	<i>Longitude</i> ° '	<i>Elevation</i> <i>Feet</i>
1	Sunflower	37 55 35 N	97 54 22 W	37 55.583 N	97 54.367 W	1582
2	Alva	36 46 23 N	98 40 12 W	36 46.383 N	98 40.200 W	1473
3	Andale	37 47 26 N	97 37 46 W	37 47.433 N	97 37.770 W	1438
4	Anthony	37 09 31 N	98 04 47 W	37 09.517 N	98 04.783 W	1340
5	Arlington	37 53 48 N	98 10 43 W	37 53.801 N	98 10.721 W	1595
6	Ashland	37 10 00 N	99 46 30 W	37 10.000 N	99 46.500 W	1951
7	Blackwell Tonkawa	36 44 42 N	97 20 59 W	36 44.700 N	97 20.983 W	1030
8	Buhler	38 08 04 N	97 46 12 W	38 08.067 N	97 46.205 W	1477
9	Burrton	38 01 26 N	97 40 11 W	38 01.436 N	97 40.188 W	1451
10	Castleton	37 52 00 N	97 58 11 W	37 51.999 N	97 58.181 W	1472
11	Coldwater	37 13 41 N	99 19 51 W	37 13.683 N	99 19.850 W	2085
12	Ellsworth	38 45 01 N	98 13 45 W	38 45.017 N	98 13.750 W	1615
13	Garden Plain	37 39 30 N	97 41 01 W	37 39.501 N	97 41.019 W	1450
14	Great Bend	38 20 39 N	98 51 33 W	38 20.650 N	98 51.550 W	1887
15	Halstead	38 01 53 N	97 30 33 W	38 01.883 N	97 30.550 W	1412
16	Harper	37 16 41 N	98 02 37 W	37 16.683 N	98 02.617 W	1427
17	Haven	37 54 04 N	97 46 58 W	37 54.066 N	97 46.962 W	1481
18	Haviland	37 36 30 N	99 06 56 W	37 36.500 N	99 06.933 W	2162
19	Herington	38 41 41 N	96 48 29 W	38 41.683 N	96 48.483 W	1480
20	Holyrood	38 35 15 N	98 24 17 W	38 35.250 N	98 24.283 W	1805
21	HUT VOR	37 59 49 N	97 56 03 W	37 59.815 N	97 56.049 W	1541
22	Inman	38 13 55 N	97 46 24 W	38 13.918 N	97 46.405 W	1522
23	Kanopolis	38 36 31 N	97 57 53 W	38 36.523 N	97 57.879 W	1523
24	Kingman	37 40 09 N	98 07 26 W	37 40.150 N	98 07.433 W	1595
25	Kinsley	37 54 32 N	99 24 11 W	37 54.533 N	99 24.183 W	2170
26	Kiowa	37 00 55 N	98 29 45 W	37 00.920 N	98 29.758 W	1327
27	Larned-Pawnee	38 12 31 N	99 05 10 W	38 12.517 N	99 05.167 W	2010
28	Lucas	39 03 43 N	98 31 31 W	39 03.717 N	98 31.517 W	1487
29	Lyons-Rice	38 20 34 N	98 13 37 W	38 20.567 N	98 13.617 W	1685
30	Marion	38 20 15 N	96 59 30 W	38 20.250 N	96 59.500 W	1383
31	McPherson	38 21 09 N	97 41 29 W	38 21.150 N	97 41.483 W	1492
32	Meade	37 16 37 N	100 21 23 W	37 16.617 N	100 21.383 W	2510
33	Medicine Lodge	37 15 45 N	98 32 46 W	37 15.750 N	98 32.767 W	1508
34	Moundridge	38 12 33 N	97 30 10 W	38 12.550 N	97 30.167 W	1491
35	Ness City	38 28 16 N	99 54 29 W	38 28.267 N	99 54.483 W	2294
36	Newton	38 03 30 N	97 16 28 W	38 03.500 N	97 16.467 W	1528
37	Nickerson	38 08 50 N	98 05 01 W	38 08.836 N	98 05.019 W	1593
38	Norwich	37 27 20 N	97 50 01 W	37 27.333 N	97 50.017 W	1487
39	Plevna	37 58 20 N	98 18 31 W	37 58.335 N	98 18.521 W	1689
40	Pratt	37 42 09 N	98 44 49 W	37 42.150 N	98 44.817 W	1942
41	Prtty Prarie	37 46 48 N	98 01 12 W	37 46.805 N	98 01.192 W	1571
42	Russell	38 52 17 N	98 48 42 W	38 52.283 N	98 48.700 W	1862
43	Sterling	38 12 36 N	98 12 25 W	38 12.603 N	98 12.423 W	1641
44	Turon	37 48 26 N	98 25 36 W	37 48.435 N	98 25.606 W	1762
45	Wellington	37 19 25 N	97 23 18 W	37 19.417 N	97 23.300 W	1270
46	Winfield	37 10 07 N	97 02 15 W	37 10.117 N	97 02.250 W	1154
47	Start E	37 55 49 N	97 48 54 W	37 55.821 N	97 48.905 W	1491
48	Start S	37 53 02 N	97 54 23 W	37 53.028 N	97 54.383 W	1491
49	Start W	37 55 56 N	97 59 54 W	37 55.938 N	97 59.907 W	1551
50	Finish	37 55 35 N	97 54 22 W	37 55.583 N	97 54.367 W	1582
51	Dodge City	37 45 47 N	99 57 56 W	37 45.783 N	99 57.933 W	2594
52	Cimarron	37 49 50 N	100 21 02 W	37 49.833 N	100 21.033 W	2752
53	Garden City	37 55 39 N	100 43 28 W	37 55.650 N	100 43.467 W	2891
54	Montezuma	37 35 08 N	100 28 13 W	37 35.133 N	100 28.217 W	2780
55	Sublette	37 29 49 N	100 49 58 W	37 29.817 N	100 49.967 W	2907
56	Satanta	37 27 24 N	100 59 05 W	37 27.400 N	100 59.083 W	2976
57	Ulysses	37 36 14 N	101 22 25 W	37 36.233 N	101 22.417 W	3067



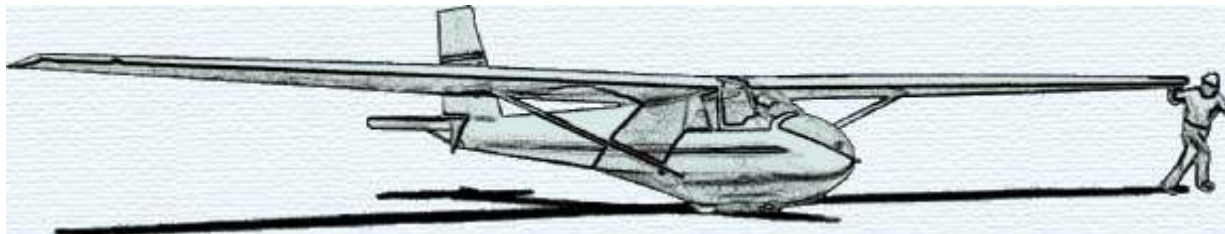
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER    START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER    START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE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

KSA VARIOMETER

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**MONTHLY KSA MEETING**  
**Spring Safety Meeting - Tony Condon, CFG**  
**Saturday April 13<sup>th</sup>, 2013**  
**7:30 PM**  
**Room 307**  
**NIAR Bldg at WSU**