



**PUBLISHED TO RECORD
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Editor: Tony Condon

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RAFAEL SOLDAN (2014-2015)



Don Jones - 2014 Praying Mantis!

KSA CALENDAR

February 5th - Maize South High School visit - Sunflower
February 7th - KSA Meeting - Brian Bird - Working at NASA - Cabela's
February 28th - SSA Board Meeting and Annual Membership Meeting - Greenville, SC
March 14th - KSA Meeting - Cabela's - Nate Mathews, Falconry
April 3rd - 17th - 1st Pan American Gliding Championships - Benton, TN
April 11th - KSA Meeting - Cabela's - Rafael Soldan, Safety Meeting
April 18th - Opening Day at Sunflower
May 1st-3rd - CAP Encampment at Sunflower
May 18th-23rd - Region 7 - Albert Lea, MN
June 12th - 15th - XC Camp - Sunflower
June 22nd - 25th - Women's Air Race Classic
June 24th - July 3rd - Sports Class Nationals - Waynesville, OH
June 24th - July 3rd - 18 Meter, Open, and Club Class Nationals - Hobbs, NM
July 4th - Kansas Kowbell Klassic
July 2nd - July 9th - 1-26 Championships - Minden, NV
August 1st - 15th - 1st 13.5 Meter World Championships - Pociunai, Kaunas, Lithuania
August 3rd-7th - Region 10 South - Waller, TX
August 7th - 10th - Ratings Camp - Sunflower
September 28th-30th - 2015 Fly Kansas Air Tour



Do you know who's trailer this is? Contact **Andrew Peters**, apsoars@yahoo.com

Follow Up

by Paul Sodamann

Last month I posted a couple of small articles in the Variometer, one dealing with setting up a new glider and one concerning parachute use. I will admit that they were for my own personal gain. Hopefully some of the information I gathered will also help other up and coming glider pilots who are considering a glider of their own someday.

By asking for feedback from the more experienced pilots in the newsletter it saved me the time of finding each of you at your glider and bothering you with these questions when you are trying to get set up to fly. Most of the feedback I received was not surprising or unexpected. However, there were a few comments that made me pause and think a little.

As to my question on instruments the obvious basics are a must, ASI, Altimeter, Compass. Beyond that there appears to be some consensus that an energy compensated variometer should be a major consideration. As to whether or not it is audible is a little up for debate. Many responses indicated the audible feature helps in centering in thermals. However, one response was adamant about not wanting or needing the distraction of the noise. Personally I tend to lean towards the quiet side of instrumentation as well. My 1-35 has a Cambridge Variometer but I will probably start by leaving the speaker turned off. Some respondents indicated using multiple variometers both mechanical and electrical. However, it appears that multiple variometers may produce multiple readings so which one is right? I will probably lean towards starting with one and trying to figure it out before adding others (if at all). A logger is another consideration, at least in the not too distant future, and the Nano is by far and away the top choice of the respondents. Most of my flying has been "Old School" so the suggestion of GPS and moving maps is something I will have to consider (although a good paper map is hard to beat). For radio consideration it was fairly unanimous that a hand held is not the best way to go. Some form of a boom microphone and push to talk button sounds like the best way to go with a good radio.

Oxygen systems were the second question I posed. The replies were almost unanimous that for most local flying an oxygen system was not needed. Unless the extra oxygen helps keep you a little more alert and comfortable maybe save it for higher elevation fields or wave soaring. Also, a less expensive constant flow system may require more frequent bottle fills but they may be more cost effective than an on demand system for the average flyer.

Comfort while flying was a third consideration. Not only was I aiming for personal relief systems for my older man bladder but also considerations for longer flights. I think the "drain tube" through the wheel well may be the way to go over the zip lock bag system. I had not considered food items and it was interesting to note that chocolate should not be considered as it melts and makes a mess. That is something I had not considered. At least I have a good hydration system for my Grand Canyon hikes that will also double as a water system while flying.

As a rigger and someone who has made numerous skydives I was most interested in the responses concerning parachutes. Finding one that fits well and is comfortable in the cockpit is important. The shocking part is that pilots have little to no plans to actually use it. I will be the first to admit that staying out of trouble is priority. However, I would sure like to have the option available should the situation arise that a parachute might help save my life. I will try to get a copy of the new video being produced for pilots who wear parachutes and bring it to a club meeting sometime.

For those of us starting to consider leaving the safety of the nest and heading out on longer duration and distance flights maybe this will provide some information to consider. As for advancing skills the badge program through SSA establishes a good set of stepping stones to follow. A couple of respondents made the commits of just fly, fly often, learn something from every flight and practice every landing as if it were an out landing. It is very obvious to me that I have a great group of experienced pilots from whom I can learn a lot. It is reassuring to me that everyone is willing to share their knowledge and views on soaring. I enjoy the fact that there are differences of opinion on subjects and an acceptance that there is more than one way to accomplish the same goal.

Thank you all for sharing. I am sure I and other "newbies" will continue to bug you more experienced pilots for information. It is comforting to know that you will all willingly share what you know. See you at Sunflower this season.

Notes from the President

Greetings KSA! Thank you to all who attended the banquet last month and thanks again to everyone who helped! If you missed it or need a reminder, awards results and pictures are elsewhere in this issue. Thank you to **Matt Gonitzke** for all the photos. The KSA board met at the end of January and discussed the upcoming year. I'll summarize the big news.

First, **Bob Hinson** has agreed to be the Grob Manager for this year. He'll be the primary contact for all things Grob. Thanks **Bob!**

We spent a lot of time talking about the 2015 schedule. **Don Jones** will once again compile the duty schedule, so look forward to signing up at the upcoming meetings. The first weekend of scheduled operations will be the April 18th weekend. The CAP is planning to have an encampment from May 1st - 3rd at Sunflower and we will support that with tows on the mornings of the 2nd and 3rd. Another thing that was discussed was scheduled long weeknds. We decided to plan a couple of long weekends this year instead of a week-long event such as a contest or camp. The first weekend will be the June 13th weekend, and it will be treated as a 4 day mini cross country camp. July 4th weekend is Kowbell and will be a 3 day weekend, Fri - Sun. The last long weekend is right now targeted for August 7th weekend and will be a 4 day ratings camp to help students take their checkrides. If it turns out that our students need more time, we reserve the right to push this weekend back to later in the season.

We will continue to have cookouts at Sunflower on the 2nd Saturday of the month, and look forward to seeing you there!

One of the more exciting developments from the board meeting is that, thanks to lower gas prices, tow prices for 2015 will remain at previous levels!

In the more short term, **Brian Bird** and I plan to meet with the Maize South High School Aerospace Engineering class on Feb. 5th. If you're available to help, contact me ASAP at abcondon@gmail.com.

Brian is also our featured speaker for the February meeting, discussing his experience working for NASA in Houston.

You can read more about our March speaker, Nate Mathews, in an article included in this issue. Yes, he will have his hunting bird at the meeting. Don't miss it!

Tony

KSA Banquet

The KSA banquet was once again a great success and kudos to **Bob Blanton** for organizing the event at the Kansas Aviation Museum. The food was wonderful and so was the company. **Tony Condon** presented the travelling trophies with **Jerry Boone** awarding the Rex Hamilton Memorial Trophy. **Steve Leonard**, Kansas state record keeper, recognized state records won by **Tony Condon**. Here are the trophy winners for the 2014 season:

Wooden Wings:

Tony Condon - 121.2 Miles - Cherokee II

Mamie Cup:

Tony Condon - 525 Miles - Std. Cirrus

100 KM Speed:

Steve Leonard - 50.2 MPH - FJ-1

200 KM Speed:

Tony Condon - 50.0 MPH - Std. Cirrus

300 KM Speed:

Jerry Boone - 53.5 MPH - Zuni

Pilot of the Year:

Tony Condon - 3470 Points

Henning Memorial Trophy:

Steve Leonard - 50.0 MPH - BS-1

Praying Mantis:

Don Jones

Kansas Kowbell Klassic:

Jerry Boone - 81.9 Miles - Duster

Kansas Kowbell Klassic Konsolation:

No claims

WSA Triangle:

Michael Groszek - Ka-6

Club Maintenance:

Bob Hinson

Tow Operations:

Jack Seltman

Rex Hamilton Memorial Trophy:

Bill Seed - For Donating the Sunflower Aerodrome to the Sunflower Soaring Foundation



Steve Leonard - 100 km Speed



Bob Hinson - Club Maintenance



Don Jones - C Badge & Bronze Badge



Rafael Soldan - Silver Badge



Matt Gonitzke - Bronze Badge & Silver Badge



Mike Logback - Silver Duration

Falconer has an eagle as a hunting bird

By Michael Pearce
The Wichita Eagle
December 4, 2013

With wide, long wings, the golden eagle launched itself fast enough to leave Nate Mathews amid a backwash of stirred air.

Yet it wasn't the fear of being beaten by a powerful wing, or grazed by a long, sharp claw that had Mathews nervous.

It was not knowing whether his hunting buddy would return to his gloved hand.

"I honestly don't know what to expect; he may take off and go," Mathews said minutes before. "I've waited three long years to get to this point, so we have to do it, but I just don't know."

What is known is that Mathews, a Wichita, Kan., falconer, had invested much of his life caring for the male golden eagle he had named Isaiah.

"The king of birds"

Mathews was raised an outdoorsman and had successfully hunted everything from doves to deer by the time he was in college in 2001. That's when he considered falconry, which is hunting small game with birds of prey.

"I'd shot about everything and was looking for something to really get my heart pumping again," he said. "The more I learned, the more fascinated I became with these birds."

After passing many federal requirements and working with experienced falconers, Mathews was allowed to trap and train a young red-tailed hawk he named Kate. Together they successfully hunted rabbits and other rodents. He has since spent time working with other birds of prey, including Cooper's and Harris' hawks.

It was a natural progression that led to a serious interest in golden eagles in 2010.

"I just realized that all other birds are inferior when it comes to catching jackrabbits, and they're about the biggest and hardest prey to catch (in Kansas)," Mathews said. "But that's a golden eagle's main diet."

Mathews said goldens have been referred to as "the king of birds" in northern Asia and Europe for centuries. Using them for falconry was often reserved for royalty, which sometimes used them for hunting things bigger than bunnies.

"A golden eagle has to eat warm, fuzzy things every day, and they'll take on some sizable animals," he said. "In some (countries) they use them to hunt coyotes and foxes and (small) deer."

They've been documented killing antelope in western Kansas and other states. It was the species' fondness for some domestic meats that led Mathews to Isaiah.

For decades across the American West, golden eagles have feasted on young cattle and sheep. The ease of getting tender lambs has caused major financial losses in some areas; Mathews said it is common for up to a dozen young goldens to set up hunting grounds where big herds of sheep are bearing young.

Federal wildlife officers often spend hundreds of hours and thousands of dollars trying to drive such eagles to other areas and natural foods.

In spring 2011, Mathews was given the chance to take a young golden eagle from such an area.

"I think there are probably only about seven or eight people hunting with golden eagles," he said. "I'm pretty sure I know them all."

In 2011, only six people were given permits to attempt to trap problem golden eagles in Wyoming, the only state that allows the practice for falconers. It took a week for Mathews and some helpers to capture Isaiah in a live trap. Training began in June, as Mathews taught the bird to be calm around people and to associate sitting on his gloved hand as a natural perch from which food (meat scraps) could be obtained.

Isaiah was a quick study and adapted so well that Mathews hoped to start the bird on jackrabbits that October. A few days before the big first hunt, the golden eagle escaped Mathews' facility.

"I was beyond heartbroken," Mathews said. "I felt like I lost a kid.

"I got online and did everything I could to find the bird, but I knew the odds weren't good."

In March, about 18 months after the bird's escape, Mathews heard of a golden eagle captured in Arizona that was wearing falconry equipment. The big bird had been trying to kill chickens and was beaten when it was trapped inside a coop.

Mathews got a friend with the Arizona wildlife department to verify whether the eagle was his. It was, but the news wasn't good.

The bird had become reclusive around people, and most of its feathers were broken from being repeatedly captured in a fishing net.

Mathews said his friend was appalled by the treatment but pleased when the eagle hopped onto a hand covered with a falconer's glove.

"Even with all he'd been through, and all that time, he remembered the good things that happen with a glove," Mathews said. "That's just amazing."

For much of this spring and summer, Mathews worked with Isaiah, getting his weight back up to a healthy 81/2 pounds and regaining the bird's trust and willingness to return to a meat-baited glove while on a thin rope.

The first hunt

A week ago, Mathews made the two-hour drive to west of Lyons, Kan., to some broad and flat short-grass fields that jackrabbits love.

When the bird's hood was removed, the eagle alertly began looking around. Mathews noted the bird had its wings tucked in, a sign that it was ready to fly and not fatigued.

It sat on Mathews' gloved left hand as he walked a field of withered alfalfa. When a jackrabbit flushed, Mathews hollered "Ho, ho, ho," the sound the eagle had been trained to associate with food.

The eagle launched into flight but could not get up enough speed to pursue when the rabbit headed into the stiff wind. It landed about 50 yards from Mathews.

The moment of truth was at hand. Would the bird return or set off for parts unknown? Mathews placed a bit of raw rabbit meat on his hand, tooted a high-pitched whistle, and Isaiah flew back to his leathery perch and gobbled up the meat.

Isaiah did not kill a jackrabbit in those few hours of hunting, but he pursued several and returned to Mathews' glove after every chase.

"He should have caught some of those, but he will eventually," Mathews said as he headed for his truck. "I'm pleased with what I saw."

A few steps later, Mathews didn't see a cottontail rabbit that flushed nearby, but Isaiah certainly did and launched with no verbal encouragement.

Mathews was even more proud after that failed flight.

"I honestly couldn't be more pleased," he said. "I'm as happy as if I'd just killed a big buck myself."

Nate will be the speaker at the March 14th KSA Meeting

PRESS RELEASE

Scheduled and mandatory firmware update to all FLARM and PowerFLARM devices; New TrackingServer

Baar, Switzerland – January 28, 2015 – FLARM Technology today announced that a scheduled and mandatory firmware update is soon to be released for all FLARM devices. The update is required for all FLARM-compatible designs. It includes classic FLARM, PowerFLARM and FLARM manufactured by LXNAV, LX Navigation, Garrecht/AIR Avionics, Triadis, Ediatec, Flytec/Bräuniger, OzFlarm and others.

The update will be released by early March 2015 on www.flarm.com at no cost. It includes safety features that increase the effectiveness and robustness of collision warnings, further decreasing nuisance alarms, for example by taking into account wind. It also includes new features to alert about temporary danger areas such as skydiver drop zones, RC plane- and UAV zones. Position and message encoding with newly introduced optional no-tracking setting will address privacy for ground-based tracking solutions while improving performance and system integrity. Some regions will see a change in operating frequency, to improve range. The new obstacle database now handles additional obstacle areas and types. Old obstacle database versions are obsolete and will no longer work. Obstacle database and functionality extension licenses can be purchased from shop.flarm.com.

This scheduled update has been announced with the last major firmware update in 2011, and is part of the FLARM system maintenance concept since FLARM was introduced to the market in 2004.

If the free FLARM update is not applied, the device will no longer be operational and stop to operate after March 31, 2015.

Every FLARM device must be updated to the latest firmware and obstacle database version at least once per year, which should be part of the regular aircraft maintenance program. Failure to do so may render the device fully or partially inoperable.

FLARM TrackingServer

In spring 2015, FLARM Technology will introduce a scalable TrackingServer service, connecting FLARM ground stations and 3rd party receivers. This will enable tracking of participating aircraft, for example during competitions and by permitting flying clubs to track their own aircraft. It will fully support the new no-tracking setting and existing FLARM “Stealth Mode” for full global privacy. Search & Rescue operations (SAR) will have fast and comprehensive access to the data. TrackingServer is designed to combine various sources of tracking data such as FLARM radio packages (raw and dataport), smart phone tracking, SPOT, FlarmNet and other sources, with its core data and service accessible for everybody at no cost. FLARM ground stations and airborne systems will eventually rebroadcast data received from other sources to ensure maximal coverage regardless of the technology used, using FLARM’s innovative, patented mesh-technology. FLARM Technology welcomes other data sources and service enablers to collaborate with TrackingServer.

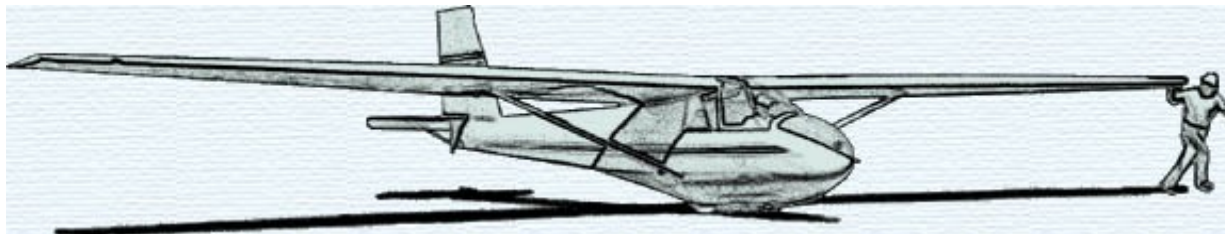
2015 Tow Rate - \$20 to 2000 Feet

KSA VARIOMETER

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KSA Meeting

February 7th, 2015

6:30 PM

Brian Bird - Working at NASA

Cabela's in Wichita