



**PUBLISHED TO RECORD  
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KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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**RAFAEL SOLDAN (2014-2015)**



**Matt Gonitzke** has done a great job updating the KSA logo. Nice work!

## KSA CALENDAR

March 14<sup>th</sup> - KSA Meeting - Cabela's - Nate Mathews, Falconry  
April 3<sup>rd</sup> - 17<sup>th</sup> - 1<sup>st</sup> Pan American Gliding Championships - Benton, TN  
April 6<sup>th</sup> - 11<sup>th</sup> - Ridge/Wave Camp - Talihina, OK  
April 11<sup>th</sup> - KSA Meeting - Cabela's - Rafael Soldan, Safety Meeting  
April 18<sup>th</sup> - Opening Day at Sunflower  
May 1<sup>st</sup>-3<sup>rd</sup> - CAP Encampment at Sunflower  
May 18<sup>th</sup>-23<sup>rd</sup> - Region 7 - Albert Lea, MN  
June 12<sup>th</sup> - 15<sup>th</sup> - XC Camp - Sunflower  
June 15<sup>th</sup> - 19<sup>th</sup> - Women's Soaring Seminar - Minden, NV  
June 22<sup>nd</sup> - 25<sup>th</sup> - Women's Air Race Classic  
June 24<sup>th</sup> - July 3<sup>rd</sup> - Sports Class Nationals - Waynesville, OH  
June 24<sup>th</sup> - July 3<sup>rd</sup> - 18 Meter, Open, and Club Class Nationals - Hobbs, NM  
July 4<sup>th</sup> - Kansas Kowbell Klassic  
July 2<sup>nd</sup> - July 9<sup>th</sup> - 1-26 Championships - Minden, NV  
August 1<sup>st</sup> - 15<sup>th</sup> - 1<sup>st</sup> 13.5 Meter World Championships - Pociunai, Kaunas, Lithuania  
August 3<sup>rd</sup>-7<sup>th</sup> - Region 10 South - Waller, TX  
August 7<sup>th</sup> - 10<sup>th</sup> - Ratings Camp - Sunflower  
September 24<sup>th</sup> - 27<sup>th</sup> - Great Plains Vintage Rally - Wichita Gliderport  
September 28<sup>th</sup>-30<sup>th</sup> - 2015 Fly Kansas Air Tour

## Notes from the President

Greetings KSA! While it may not be prime soaring season, we have been busy! **Brian Bird** and I had the Cirrus on display two days at the Cosmosphere. It was a great way to talk gliding with a couple school groups in climate controlled comfort. We originally hoped to meet them at Sunflower but it was just too cold. A nice side effect was that we were able to strengthen our clubs ties with the Cosmosphere, hopefully we can work together in the future! **Harry Clayton** and **Sue Erlenwein** also had 8A on display at the Engineering Expo at Century II this month. They got quite a bit of space and a picture in the article in the Sunday Eagle about the event. As usual, February presented a few days that gave us a taste of the soaring season to come. I was very close to pulling Kate out to Ulysses on the 18<sup>th</sup>! As you can see from the front page, **Matt Gonitzke** has reworked the KSA logo into a digital format that we can use for screen printing and other merchandise. I plan to get a batch of vinyl decals made, hopefully in time for the March meeting. Any other merchandise requests? Let me know! **Don Jones** has begun compiling the duty roster for 2015 and you'll be able to sign up for dates at the March meeting. **Don** has also made it possible to sign up online between meetings, you can do so at the following link: <http://www.brownbearsw.com/cal/KSA>. **Neale** is working on getting the 2014 KSA financial report out, so keep an eye on your inbox for that. I'm looking forward very much to our March meeting. The speaker, Nate Mathews, is a falconer who uses his hawks to hunt Jackrabbits! Should be an interesting talk and in case you missed it see last months *Variometer* for more info on him. See you then!

**Tony**



The 2015 Soaring Season has begun. Ed Neidert sent me the following pictures from Ulysses on February 17<sup>th</sup>. The 18<sup>th</sup> also was a convective day and **Mike Logback** reported great thermals during a flight in his Whittman Tailwind on the 21<sup>st</sup>. Keep watching those forecasts, Spring Go South is right around the corner!



**Brian Bird** and **Tony Condon** had Kate the Cirrus on display Feb. 4<sup>th</sup> and 5<sup>th</sup> at the Cosmosphere and talked Soaring to two school groups, including the Maize South Aerospace Engineering Class

## **Free Checkrides for Glider Ratings and a Free Room at Marfa, Texas.**

**(Including Flight Instructor-Glider renewals and reinstatements.)**

*For immediate publication and distribution, from Burt Compton.*

**The Deal.** We need to "grow soaring" in the USA and one method is to facilitate the checkride process to help SSA members finish their FAA Private, Commercial glider ratings (initial or "add-on" to your FAA Pilot Certificate.) And cultivate more CFG's.

**FREE.** If you have met the FAA solo requirements, I'll offer a FREE checkride in my new ASK-21 glider for qualified applicants between now and JUNE 30, 2015.

**FREE.** NO Examiner Fee, NO Tow Fees, NO Glider Rental Fee for the checkride flights.

**FREE.** In addition, I'm offering a **FREE ROOM** in my small "studio" cottage (two beds, kitchenette and bath) next to my home in Marfa, 3 miles from the Marfa Airport (KMRF),

**The free checkride flights and free room may save you as much as \$1,200.**

**The Catch?** You must have logged all of the FAR part 61 required minimum solo flights at your home soaring site. Pre-checkride instruction must also be logged per FAR part 61 either at your home site or at Marfa at my regular rates, unchanged since 2010.

If required for an initial PVT rating, the FAA "**written**" (now called the "Aeronautical Knowledge Test") must be taken at your home FAA authorized computer center. Contact me for advice on taking the "written." **Add-on ratings to a FAA PVT, COM, ATP pilot certificate do NOT require a written test.** An add-on glider rating to a Flight Instructor certificate WILL need to take a short glider add-on written. Adding the Glider category rating to your expired Flight Instructor certificate will reinstate all CFI ratings!

**Location:** Marfa is located on a grassy plateau at 5,000' above sea level, near the scenic Davis Mountains, between Carlsbad and Big Bend National Parks

in southwest Texas. The closest airline terminal is El Paso (ELP).

**Good training conditions:** I fly year-round. Marfa has three long runways and very little airplane traffic. I have a huge hangar and two towplanes ready to work.

*Note:* "Free" doesn't mean we will shortcut the FAA Practical Test Standards.

Your FAA "Practical Test" a/k/a checkride will be comprehensive and "by the book."

Do your homework, read the FAA Practical Test Standards online. Buy Bob Wander's "Checkride Made Easy" book along with my other recommended texts and handouts.

E-mail me today at marfagliders at aol dot com to start working out the dates and details for your glider pilot rating or your CFI-G renewal / reinstatement. First come, first served.

*"SOMEDAY" is NOW. "Someday I'll finish my glider rating" can happen at Marfa.*

Burt Compton, SSA Master Flight Instructor, FAA Designated Pilot Examiner

Marfa Gliders Soaring Center, West Texas      [www.flygliders.com](http://www.flygliders.com)

# Weather Seminar

By **Tony Condon**

At least **John Wells**, **Don Jones**, and myself were in attendance for the NWS Aviation Weather Seminar in Wichita on Jan. 31. The presentations were very good and I'll try to cover what was discussed from my notes and memories.

First up was Jay Prater, KAKE Meteorologist and Cessna 172 pilot. His talk was titled "Your briefing...before you call the briefer". His first recommendation was the Model Analyses and Guidance section of the NCEP web page, <http://mag.ncep.noaa.gov/>. Click "Model Guidance" then select "NAMER". Jay recommends the NAM and GFS models. NAM goes out 84 hours and the GFS for 240 hrs in 3 hr increments or 384 hours in 12 hour increments. After selecting the model you can select several different parameters of interest and then select a specific forecast time or a loop.

I also notice that if you select the "CENT-US" Model Area, the HRRR (High Resolution Rapid Refresh) model is available, which has some parameters available that are particular interesting to aviation, especially Ceiling and Visibility plus a forecast radar image.

Another tool that Jay and the other forecasters at the local NWS office use a lot is BUFKIT. I have been learning BUFKIT this winter under the tutelage of Walt Rogers to prepare for my job as weather man at the Pan Americans. It is a great tool and I recommend you learn it. BUFKIT is basically a forecast sounding analysis tool and with it can forecast the mixed layer height, cloud layers, precip type and amount, and many many other parameters. It can be downloaded here: <http://www.wdtb.noaa.gov/tools/BUFKIT/>. BUFKIT input files are processed from the typical NAM, GFS, RAP, and other models. The raw data does have to be converted into the .buf format and files for selected locations (including KICT and KHUT) are available at the following Iowa State University website: <http://www.meteor.iastate.edu/~ckarsten/bufkit/data/>. If you are more of a Big 10 fan, Penn State also has a site: <http://www.meteo.psu.edu/bufkit>.

Once the model is imported the Overview button provides a cross section view of the atmosphere over time. Many many many parameters can be plotted throughout the length of time covered by the forecast model. I'll try to write future articles about using BUFKIT, especially once I have more opportunity to use it on soaring days.

Jays final subject was about satellite imagery. He prefers the data at <http://www.ghcc.msfc.nasa.gov>.

Next up was Eric Schminke, NWS Forecaster, who talked about microbursts and turbulence.

Dry Microbursts typically have a dry layer of 12-18,000 feet, an "inverted V" or "A Frame" sounding profile that we see on a typical good soaring day, and Virga. As the Virga evaporates into the dry air, the cooling effect accelerates the air downward. Vertical Speeds of 60-120 mph are possible.

Wet Microbursts are mostly found in the South and Southeast. They typically have <3500 ft dry layer with a moist layer above. Wet microbursts are caused when precipitation falling from a thunderstorm literally drags the air down with it.

Eric also talked quite a bit about the low level jet, which typically forms between 10 PM and 10 AM just above the inversion and features southerly winds of 50-60 knots. This is sometimes indicated in the TAF with

a wind shear forecast. The format is WS XXX/YY where XXX is the height and YY is the velocity.

Next up was Jesse Sparks, the Lead Forecaster at the Aviation Weather Center and he talked about forecasting convection. He mostly talked about a couple products they produce, the CCFP and ECFP, which are available here <http://www.aviationweather.gov/convection>. These tools are used to help Air Traffic Control plan routes to avoid expected areas of forecast convection. He also mentioned that the Area Forecast product is going away within the next year.

For forecasting convection they look at the infrared satellite quite a bit and watch the cloud top temperatures. Colder tops indicate higher cloud tops and intensifying storms. Lightning detection and Doppler Radar are also used.

He reminded us that we should be looking to the north of the warm front at night and along the dry line or cold front during the day for convective activity.

Ken Cook, a local NWS Forecaster, was another presenter who talked about Radar Interpretation. Ken talked quite a bit about the range of information that can be gathered with the latest radar systems, including precipitation types, vertical air movement, and freezing levels aloft. Ken also spent a little time talking about Undular Bore waves and how they show up on radar. These are atmospheric waves that occur upwind of the outflow of a thunderstorm. This is the same atmospheric phenomenon that causes the famous Morning Glory cloud in Australia. Ken told me that he would expect about half of the overnight thunderstorms to generate Undular Bores. Forecasting them was another matter though!

The next presenter was Andy Kleinsasser, also a local NWS Forecaster, and he talked about forecasting Fog. As he mentioned, fog is one of the most difficult phenomenon to forecast. He covered the main types of fog, Radiation, Advection, and Upslope. He also showed some interesting charts about how many days a year ICT has dense fog (2.5-3 per year I think) and what the predominant wind is when we have dense fog (calm or light out of the southeast).

The seminar in general was high quality and was definitely well attended. We were able to visit with several of the presenters about soaring weather. These guys are writing the local forecast, forecast discussion, and TAF. We talked about the parameters that we're interested in as glider pilots and the idea of getting that information included in forecast discussions. Hopefully!

One thing I asked specifically about was the mixing layer height which we've noticed under the fire weather data on the hourly tabular forecast available at the local forecast page through [www.weather.gov](http://www.weather.gov). Andy told me that that is basically an automated forecast based on the forecast model. It is the thermal layer height though and Andy was not surprised that it probably seems to tend higher than reality. One thing to remember is that if there are cumulus clouds, the mixing height goes to the top of clouds.

Wondering if an MOA is active? Check out  
[www.seeandavoid.org](http://www.seeandavoid.org)

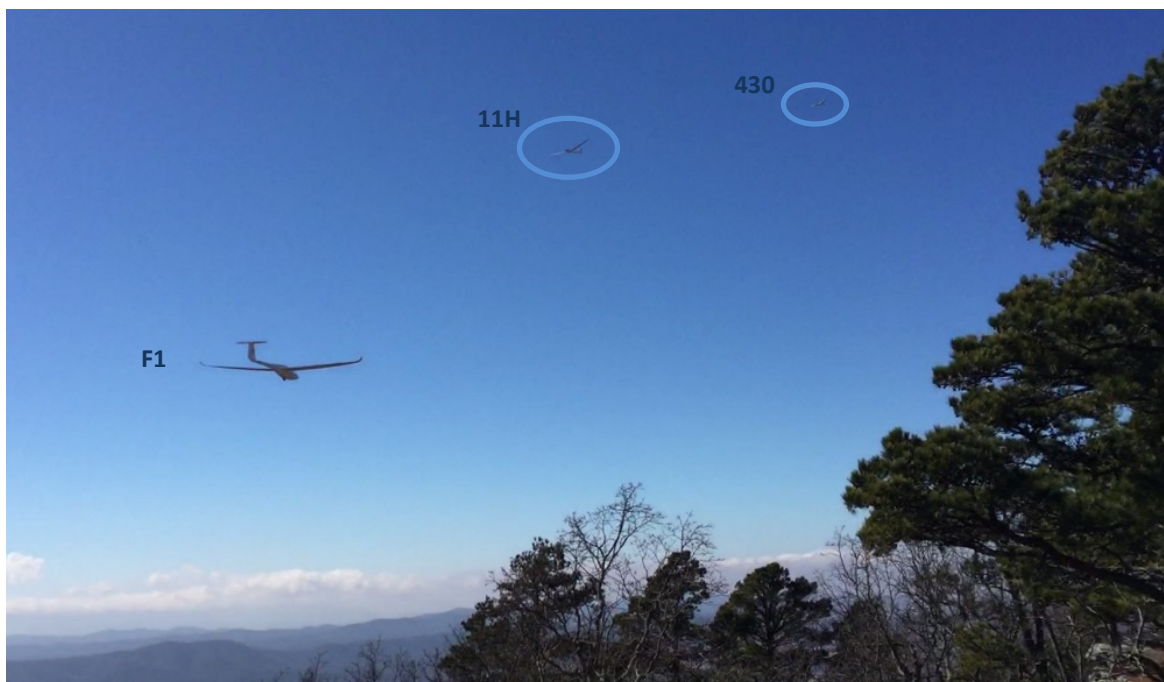


## Riding Buffalo

by **Jeff Beam** (Apis "F1")

The Talihina gang gathered on Saturday, February 7 2015, for an awesome day of ridge and wave soaring on the Buffalo ridge and in the Kiamichi Valley. It was a gorgeous day with a 20 mph surface wind from the south and the mid-day temperature reaching nearly 70 degrees. My crew (son, Justin) and I arrived at 8:30 am to find four other gliders from Texas being rigged on the ramp; Doug Hite with his Libelle, Gary Matthews with a Carat motorglider, Jacob Fairbairn and his dad with a 1-26 ("430"), and Omri Kalinski with his 304CZ ("11H"). The Towplane was expected to arrive from Texas around 9:45, so Justin and I snapped the Apis together, towed it to the launch area and went sight-seeing for an hour.

Omri launched first in the 304 shortly after 10:00 and the Apis was on the Buffalo by 10:30. Ridgetop winds were much stronger than in the valley so lift on the ridge was working nicely. Interestingly, the ridge lift transitioned into wave lift directly over Buffalo and it was easy to climb 5000 feet or more. Wind aloft in the wave was southwest at 40+ mph.



After exploring the wave and upper ridge lift for a while, it was time to tighten the belts and drop down to ride the Buffalo. The western half of the ridge was working particularly well and, at ridgetop, the Apis would cruise at 80-90 kts with the flaps reflexed. The ride was bumpy, but not too rough – my melon only bonked the canopy a couple of times.

After an hour or so on the ridge it was time to climb and explore the wave again. After reaching 6000 feet, I pushed upwind toward the Kiamichi ridge hopping from one wave to the next to find the primary wave over the Kiamichi River. Incredibly, there were four waves between Buffalo and Kiamichi so it was a fairly easy trip east of the Potato Hills and across the Kiamichi River valley. Omri soon followed and head east along the Tombstone Ridge while I headed west towards Clayton. At times, the lift was as strong as five knots but, overall, it seemed to average around 1.5 kts. Three times I maxed out at to 9300 feet. Several hours were spent exploring the wave which extended west to Lake Sardis. I was hoping to ride the Buffalo some more, but radio traffic indicated that the ridge conditions had softened somewhat. So, I tootled around the valley for another hour or so before returning to the airport. Flight time was just over five hours. After de-rigging, we all headed to Pam's "Hateful Hussy" café for dinner and (f)lying.

This year's Talihina glider camp is moved back a month with hope of more reasonable weather than last year's camp experienced. Camp is planned for April 6-11. A couple of two-place gliders are planned for those thinking about flying Talihina for the first time. Check the "Talihina Soaring" Yahoo group for updates. <http://youtu.be/iJ4T9CQA0UM>



On February 20<sup>th</sup>, the New Mexico State Legislature named the Applebay Zuni the Official State Glider. Cool!



# SUNFLOWER GLIDERPORT

Est. 1976

## The Bill Seed Soaring Scholarship

The Sunflower Soaring Foundation provides scholarships to support soaring as part of its actions as a non-profit activity. This scholarship provides training at Sunflower Gliderport and Aerodrome so that qualified youth are given the opportunity to obtain glider pilot licenses that permit participation toward growth and development in all phases of soaring flight.

Bill Seed is the original owner and operator of the Sunflower Gliderport and Aerodrome. Bill has supported soaring at the local, regional, and national level since the creation of the Sunflower Gliderport. This scholarship is created in the spirit of selflessness demonstrated over the many years by Bill.

The scholarship is awarded yearly to a 14-22 year old non-pilot full time student with a minimum 2.5 GPA. The application requires an essay, which must present a convincing argument that the applicant desires to participate in soaring and has an appreciation for the nature of the sport and the effort required to obtain proficiency. The essay must be of a high quality that demonstrates communication skills. Applications must be received not later than April 1<sup>st</sup> 2015. The award will be announced by April 30<sup>th</sup>. The recipient may not reach their 23<sup>rd</sup> birthday prior to September 30<sup>th</sup> 2016.

The award will consist of one year membership in SSA & Club Dues, Tow fees, Glider rental, and Instruction fees. The scholarship will be extended one year if the student has demonstrated consistent progress toward the glider pilot license goal.

The winner must participate in the SSA ABC badge program as they progress.

Applications may be obtained from and returned to the Sunflower Soaring Foundation Secretary:

Tony Condon  
911 N Gilman  
Wichita, Kansas 67203  
abcondon@gmail.com

Sunflower Soaring Foundation  
Bill Seed Soaring Scholarship Application

Date \_\_\_\_\_

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_ Street \_\_\_\_\_ DOB \_\_\_\_\_

\_\_\_\_\_ City \_\_\_\_\_ Gender \_\_\_\_\_

\_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ E-Mail \_\_\_\_\_

School of enrollment \_\_\_\_\_ Grade \_\_\_\_\_ GPA \_\_\_\_\_

Expand answers onto separate pages if necessary. Attach Essay to this application.

Flying Experience

Experience associated with soaring

Soaring Goals

Other related Aviation Activities

Other activities, honors, and awards

Financial Need

Recommended by \_\_\_\_\_ SSA#(not req'd) \_\_\_\_\_ Date \_\_\_\_\_



# 35th **WOMEN** **SOARING** Seminar

Minden, NV

June 15-19, 2015

Hosted by SoaringNV • [SoaringNV.com](http://SoaringNV.com)

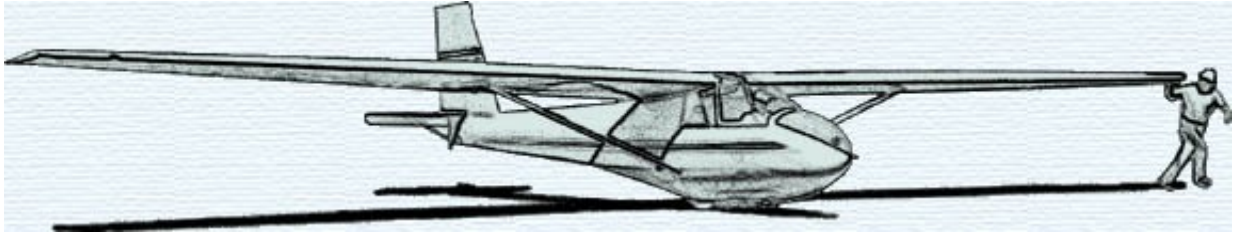
Women Soaring Pilots Association • [womensoaring.org](http://womensoaring.org)

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

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**KSA Meeting**

**March 14<sup>th</sup>, 2015**

**6:30 PM**

**Nate Mathews - Falconry**

**Cabela's in Wichita**