**Tour 3 Day 1, May 20th 2008**

Day 1 was primarily a positioning day but we did get to see a couple of decent mountain storms. We left Oklahoma City and headed west with the idea of chasing mountain storms in New Mexico on our way up to Colorado. We arrived in Raton, NM just as 2 or 3 high based mountain storms were coming off the Rockies. We elected to chase the southernmost storm, heading down as far as Springer, NM before blowing it off after it weakened and because it was moving due south at 5 MPH and didn't look like it was ever going to cross the highway. It did re-intensify and later was severe warned.

We then turned around to target another cell that was coming off the Rockies near Trinidad, CO and it went severe just as we closed in on it coming through the Raton pass. The storm dumped some small hail and heavy rain on us as we maneuvered through the pass, and then collapsed. We stopped once east of Trinidad to watch some lightning, but soon headed on to our stop for the night, Pueblo, CO.

Day 1 mileage: 663.

**Tour 3 Day 2, May 21st 2008**

From Pueblo, we headed up to Denver for lunch, then seeing that we were on the dry side of the dry-line headed for Sterling, CO with the intention of stopping in Julesburg on the CO / NE border. Storms began to fire on the dry line while we were on the way, and with storms also firing on the Laramie range in Wyoming, we elected to stop in Brush to see which would develop better. Eventually we decided to target the dry line storms coming up from Limon, which didn't look great but were moving into better air. Approaching from the north we were bombarded by dusty outflow which seriously cut down visibility, and were further hampered by a construction area east of Yuma. After finally getting through that, we dropped south on a county road and stopped to watch the storm go by to the east. It was nothing too exciting though, other than the opportunity to show the guests the various cloud features that thunderstorms exhibit.

We finally decided the storms were not going to do much of anything, and with more storms firing on the dry line to our south, decided to head that way since it was on the way to the hotel anyway. When we reached I-70, a large cell had gotten itself together to the west, so we went to intercept. This one was a much more impressive storm, showing HP supercell characteristics. It was highly electrified and had a nice shelf cloud and well defined base, with inflow winds constant at about 30 MPH to our back. We observed for quite some time west of Stratton, then as we were heading back to town observed rising scud which eventually attached itself to cloud base and appeared very low to the ground. At that point however the storm, which was moving northerly for the most part, suddenly started surging to the east and we pulled out. We actually didn't clear the core until we were in Burlington, almost 20 miles to the east.

Finally, we crossed into Kansas and stopped for about 30 minutes to watch lightning in Kanorado, KS, right on the border. The storm was very highly electrified and provided quite a show for awhile. There was enough lightning to be able to clearly make out the structure of the line approaching us, which featured a nicely developed laminar shelf cloud.

After we'd had enough, it was 60 miles to Colby, where we are tonight. The TIV and DOW and the rest of the Discovery Channel yahoo-fest were also at our hotel.

Mileage was 458 for the day.

**Tour 3 Day 3, May 22nd 2008**

A long, wild, and wooly chase day. Things started pretty slowly as we hung around the hotel until well after noon and had lunch. Then, all at once the dry line exploded from Dodge City all the way up to Colby. The better cells were to the south so we began our strategy of intercepting the storms then staying with them until they crossed the warm front to the north.

Our first storm was intercepted north of Scott City, and though it had a nice looking wall cloud with vivid rotation (every storm today was spinning like crazy), we proceeded south to the next, more intense cell lest we get cut off in the extremely limited road network. The southern storm was interesting but wasn't quite ready to do it's thing so we had to follow it north. To do so, we had to get to the east and to the only north-south option, which we did but that put us quite a way away from the storm. Ultimately, we followed it all the way back to I-70 and north of it. By the way, I should digress and mention that the chase convergence today was outrageous. They were everywhere, in every possible pull over at every turn.

We ultimately blew off this northern storm to target another storm that was right moving relative to the northbound flow of the day. We had to hurry to beat the storm to Dighton, as again we were at risk of being cut off. We paused on the way down to observe another cell with a clearly rotating wall cloud, but soon left it to head for our much beefier target storm. The one we blew off went on to produce at least 3 tornadoes intercepted by SLT guide Patrick Martin. We intercepted our next cell near Shields and were greeted with a large block of a wall cloud with rapid cascading rotation. At one point we had to evacuate our vantage point because a spinup occurred practically right on top of us. Roger at one point believed he saw a rain wrapped tornado before we had to pull out, but I couldn't see it.

We continued east towards Utica with the wall cloud hot on our tail, and then started criss-crossing on the dirt county roads north of Utica. Finally, the storms rotation tightened and it appeared ready to tornado at any second. In fact, I firmly believe it had a tornado, as it had the soda can meso that was rapidly spinning and the tail cloud that was being reeled into the rotation like someone pulling in a fishing line. All we needed was the dirt kicked up by the RFD to clear out for a view and...... VAN 1 BLEW A TIRE!!!!! Off went our storm, to produce several tornadoes.....

Needless to say this was extremely demoralizing and even the ever-positive Roger was obviously bummed out. We changed the tire after a rather comical rendition of the "how many storm chasers does it take to change a tire" joke. We were extremely lucky that we were not a) in the direct path of the developing tornado and b) were clear of the precipitation cores such that we didn't get totally bogged down in mud. Once we'd finally changed the tire, we headed north on dirt roads all the way to Quinter, where we sort of called it a day... but didn't....

We stayed at the gas station there for at least an hour, sending the guests off to eat dinner and watching as a violent HP storm sailed by to our west. Then, Roger noted that there was a storm with a confirmed tornado on the ground heading for WaKeeney, and we went after it, beating it to Wakeeney by probably 20 minutes or so and heading south to get to the east side of the updraft. We quickly saw a very low wall cloud and after a few minutes it produced a brief elephant trunk tornado not far to our south. The tornado quickly became rain-wrapped and we ran to the north, suspecting that there might be a much larger tornado developing in the rain. We made it to the highway and bolted east, but as soon as we got to the highway, we saw that the RFD had surged ahead incredibly (almost logic defying) fast and Roger screamed into the radio "Get ready for a major a$$ kicking!!" Within a minute of that, it was all over us, blasting us with 80 or more MPH wind that nearly launched the lead van right off the highway when it first hit. The very first hail stone that hit my van nailed my passenger side wiper, twirling it like a board game spinner until it came to a stop backwards and inoperable. I was really lucky that it wasn't the driver side wiper. We got absolutely pummeled for about 5 minutes with golf ball hail, heavy winds, and blinding rain. There was a lot of screaming on the radio about stopping, but Roger answered that there was probably a major rain wrapped tornado in our immediate vicinity so stopping was not an option.

Finally, we escaped the core and watched the storm move off to the north. After taking a few minutes to regroup, we got back on the interstate heading west for the hotel, getting more hail from the next (and last) core in the line. As we passed WaKeeney, we could see a number of emergency vehicles around town and wondered if it had taken a tornado hit or at least straight-line damage. When we'd gotten one exit west of town, the last cell in the line got tornado warned and had a TVS indicator on radar, so we headed back to WaKeeney to chase it, even though it was now after dark. Passing through WaKeeney, our suspicions were confirmed: The north side of town definitely took a tornado hit. We noted many downed large trees, business signs knocked down, and a large storage building that apparently had been filled with wood completely destroyed and much of it distributed into the road.

We got north of town and eventually stopped and watched the storm as it headed off north, so completely illuminated with lightning that we could easily make out the cloud structure and massive block wall cloud. Eventually we headed back to the hotel, making one more lightning stop on the way.

An exhausting and adrenaline-pumping day, filled with the depths of despair and then success. Sadly, I didn't get much in the way of pictures of the tornado because I was on the wrong side of the van, and because we were in such a high lightning threat that I didn't want to get out of the van (we were repeatedly getting CG's within a mile of the van, close enough that you got the BANG!!! kind of thunder rather than a rumble).

Still, Tour 3 had its first tornado (and a couple of maybes). We returned back to the same hotel in Colby after making a big zig-zagging circle of 383 miles.

**Tour 3 Day 4, May 23rd 2008**

For a second straight day we started in Colby again and once again hedged our bets between the dry line and the warm front to the north. This day was clearly different though in that as soon as we started south we broke into the clear and immediately the temperature shot up into the 80's with high 50's dew points. We headed down to Scott City, stopping there for lunch and to wait for the action to start as the mesoanalysis page showed that there was little or no CIN left and it was clear that the atmosphere was ready to pop. Soon a storm blew up to our east and we went after it, heading north and then east on Route 4, going through Healy yet again. We had to punch the storm’s core and it had some small hail in it, no bigger than quarters at most, then got on the east side with a nice wall cloud developing right next to us. I was certain this storm was going to tornado, but it wasn't ready just yet. To keep up on it we went, yes, back on the gravel roads north of Utica again! This time the roads were swamped though and we became heavily slowed by the mud. We crawled along the roads for over an hour with the storm speeding away. Finally, we reached the highway at Collyer, the same place we popped out on I-70 the previous day and blasted west as the storm approached the highway. We were only on the road for a few miles as we headed into Quinter when we came to a screeching halt as a large multi-vortex tornado crossed the interstate just a few miles in front of us! The motion was amazing. We then proceeded into town and to the north where the tornado became a large wedge. Traffic in town was crazy as we tried to get north and the storm blasted away. Two of the vans made it north of town and observed power lines and poles knocked down.

Next, we moved to the east to regroup and refuel while we waited in WaKeeney for the next storm to come up. About an hour and a half later the storm was on the way and after playing on the dirt roads to the south again, we headed west on I-70 again knowing that the storm was reported to have a large tornado on the ground. About 5 miles from Quinter we looked to the south and there it was! A huge 3/4 mile wide wedge on the ground! The police shut down I-70 heading into Quinter so we were able to set up tripods right on the median of the highway and film for a good 15 minutes before the tornado finally became rain wrapped.

Luckily the tornado missed the town to the west. Meanwhile, there was a monster supercell coming up from Dodge City that we decided would be our next target. This one was a right mover and looked truly ominous on radar. We headed east on the highway planning to play the east-west on the interstate game again. We bolted east of Ellis and waited... and waited... looking to the west as it got darker and darker. We decided that we were too far east and proceeded along a paved side road almost all the way to Ellis, ready to evacuate east at a moment's notice. Finally, as darkness fell the tornado came rolling over the hills to our east, a large cone or small wedge, with an associated satellite or separate elephant trunk tornado just behind it. It was difficult to get a good look except during lightning or when there were power flashes. Ultimately the tornado knocked the power out in the town of Ellis and was apparently responsible for flipping some cars on I-70. After proceeding back west a bit, we went south on another gravel road to get to the top of the hills we'd been trying to get around as yet another hook came up with a reported tornado. We hung around for about 20 minutes as it came up and may have gotten a lightning illuminated glimpse of yet another tornado, but as yesterday the RFD threatened to wail on us and we had to bolt. This time around we escaped without getting cored and headed into Hays to try and get dinner, but arrived to hear the tornado sirens going off (even though there was no tornado threat) so none of the restaurants were taking customers. We grabbed food at a gas station and headed out for the 3-hour drive to North Platte, NE where we ended the night, having to punch a strong rain core for about the first 45 minutes of the ride.

A great day! I personally saw 4 tornadoes so that was 5 this tour already.

Mileage: 475 miles.

**Tour 3 Day 5, May 24th 2008**

Bustola! We left North Platte, NE for Grand Island, crossing the dry-line east of Kearney and observing an increase in dewpoints from the mid-40s to mid-60s almost immediately. We then spent time in Grand Island waiting for the boundary to light up but were immediately concerned that there was not as much CAPE as forecast in the area. Towers that went up were immediately sheared over by the high-speed upper level winds.

Eventually we decided to chase the better-looking storms at the north end of the line, intercepting two small LP storms near Madison, NE that actually looked pretty good from the bottom half down. Up top though they were bent over like a Slinky, and barely had tops over 35000 with no anvils. We eventually gave up, had a "real" dinner, and returned to the hotel in Grand Island, NE.

Mileage 366 for the day.

**Tour 3 Day 6, May 25th 2008**

From North Platte, we headed back into Kansas, making it all the way down to Hays before lunch. Our play was the dry line in west Kansas and a boundary draped along I-70. After stopping in Hays for lunch, we headed west and dropped south out of WaKeeney, yes on the exact same roads we'd been driving up and down all tour. Leaving WaKeeney we saw clear evidence of wind damage caused either by the straight-line winds associated with the RFD surge we got caught in, or the tornado itself on Day 3. We headed for Ness City, but ended up turning west to intercept the first big supercell of the day. It was closest to the boundary, and I suspected that it would go bonkers once it got there. We barely beat the storm into Scott City and came around from the south while a wall cloud developed to our north. It looked for a bit like it could tornado, but lost focus as the storm moved off to the north and the storm fell apart. There was a large RFD kick up of dirt to our south around this time, and one of the storm chase tour companies reported it as a tornado, but it was certainly NOT.

With that storm falling apart, we targeted the next storm down the line which looked much beefier and was in better air. The storm was already tornado warned and there was a report of a tornado from the groups that were already on the storm. We made an easy intercept as the storm moved across the road right as we got there, so we were able to get into position around the south end of the storm without trouble. As we got there we immediately spotted a very large rotating wall cloud. We got right up to it as it spun wildly and were in the perfect spot if it had tornadoed, but sadly we didn't see it from our vantage. There was a report of a brief spin-up, but we didn’t see it. This occurred west of Alexander. As that wall cloud fell apart, a second cell had crashed into our storm and soon developed its own wall cloud just east of Rush Center. The wall cloud fell apart, and we proceeded east but just as we left our observation spot Andy noticed a white horizontal funnel running along side the vans and shortly there after the nose of the funnel dipped and a large debris cloud formed less than 1/2 a mile from us! We quickly stopped and observed the tornado for a few minutes as the tornado sirens in Timken began to sound. It was a strange looking tornado, with a long kind of cork-screwed wall cloud. We eventually decided it was a landspout.

We then followed along as the wall cloud recycled, then charged north to see if it would tornado again, once again getting a wild ride on muddy gravel roads through Otis and Galatia. Once we arrived in Galatia, the storm had died and the next storm in line had become a big HP, so we watched for about 20 minutes as a nice shelf cloud zoomed forward towards us. Finally, we gave up and headed to Hoisington to refuel and keep an eye towards the south to see if anything would come together, but by now the storms had merged into a very long linear MCS and the tornado threat was over. We called it a night and went to the hotel in Salina, KS.

A very interesting chase day with a lot of neat cloud structure, of course topped off by a very close tornado. The only thing separating the day from a big tornado day in Kansas was the lack of backed surface wind. At this point we’d seen at least 7 tornadoes all within about 50 miles of each other on 3 separate days.

 Today's mileage: 577

**Tour 3 Day 7, May 26th 2008**

We started the day in Salina liking the setup down near Dodge City, so that was the initial target. As we headed that way, it became pretty clear that Dodge was at or even behind the developing dry line, so we elected to stop at Larned for lunch and to reassess the target. Some analysis indicated that we shouldn't continue farther west, so we dropped down to Kinsler and then Greensburg. A year after being practically being erased from the map by an EF5, it's still very sobering. Lots of obvious destruction still, with closed roads, bare trees, wrecked buildings, and temporary housing everywhere. There was also massive chaser convergence there. I was kind of happy when we decided to head south as storms started to explode all around us. We ended up running up and down the Rt. 183 south of Greensburg, finally targeting a beefy updraft just south of town. We pulled over to observe under a severe lightning threat and watched as a wall cloud developed very low to the ground and twisted up, passing just to our north but not producing a tornado. As it went by another cell had blown up just to the south of it and we were suddenly in a serious hail threat and had to run for it.

We charged north and then west with the idea of letting the core come by and picking up the storm from the south. The storm was getting stronger with a well defined hook though, so we elected to push into the core a little at a time until we got into big hail so as to close ground as fast as possible. This took us back through Greensburg as we headed east. Well, so much for a little of the core at a time though! Once we got into the area where there was hail, we were totally committed to a core punch, with mesocyclone markers on radar to our southwest so there was no turning back! We took quite a whuppin' as we smashed through the core for about 20 minutes. No visibility and hail occasionally up to tennis ball / base ball sized were the main features. To make matters worse, the storm surged east so it seemed like it took forever to get out of it. We actually passed through two towns along the way, and talking to some of the guests afterwards they had no idea, that is how bad visibility was! Once we finally broke out we assessed the damage, lots of fresh hail dents, and the rear van now has a nice one-foot diameter spiral break across the front windshield, luckily not on the driver's side!

Now near Coats, we watched what was now an HP moose of a supercell head northeast and observed that the whole set of storms had turned into a major linear MCS. Heading north and starting to think about heading for the hotel, we noted that there had just been a couple of brief tornadoes reported east of Pratt, which was along our path anyway. Roger, clearly from his voice sort of out of chase mode said "Oh well, let's go see if we can drive into a tornado".....

As we got into the town itself, there was another tornado report just east of town, reporting a touchdown 1/4 mile south of the road, 4 miles out of town. I figured that given the report being a couple of minutes ago, and the tornado only a 1/4 mile south of the road, it must have passed over it by now. We proceeded on in punching the hook from the west. As we got into the hook, the wind was blowing strongly from the north, consistent with what I would expect being on the southwestern side of the hook. Suddenly, we were in a VERY recent damage path! Multiple trees down, one of those long irrigation devices you see in the fields all the time flipped over at the edge of the road, and I'm told there was also an overturned car as well. Off to the left, there was a dark lowering but it was impossible to tell if it was still on the ground (I don't think it was). Then the winds suddenly shifted to the north and I knew we'd passed the main rotation. We probably missed the tornado by at most a couple of minutes. If we hadn't stopped to ponder our move prior to driving through Pratt, it might have been a very close call.

We stuck with the storm a bit longer, but it was clear the show was over and the MCS that was developing now covered most of Kansas. We had an extremely wet drive back to the hotel in Salina.

Mileage for the day: 418.

**Tour 3 Day 8, May 27th 2008**

This day was a lower stress chase day than the rest of the tour. Starting in Salina, KS, we blasted south and west all the way to Snyder, OK, playing storms on the cold front as the outflow boundary from yesterday's MCS in Kansas collided with it. Wind support was minimal so we had low expectations for tornadoes.

Once we got to Snyder, we were presented with a tough decision: To our north in the probably better air an isolated LP storm that from our vantage looked pretty good, and to our southwest a storm that had just gotten it's act together after a cell merger that was in a good wind shear environment but was in danger of having it's inflow cutoff by storms moving in from the south. We bounced back and forth trying to decide which storm to target, and finally close to go for the one to our west near Altus as there was a report of a funnel cloud and a well defined notch area on radar.

By the time we'd gotten to the south of the storm, it was an HP ice machine, with a nice shelf area and RFD blowing dirt away from the storm. It was our first scenic HP storm of the tour. As the storms congealed into a big line, we headed south into Texas and eventually called it a night, driving along a magnificent shelf cloud as we made our way to the hotel in Wichita Falls, TX.

Mileage for the day was 601.

**Tour 3 Day 9, May 28th 2008**

We faced an interesting decision on this day with the option of a minor play in Eastern New Mexico, or a travel day for what could potentially be a big chase day in Nebraska followed by a long drive home to the hotel on day 10. We chose the latter so this day was a travel day back, yet again, to Salina, KS.

As it turned out, we probably could actually have played New Mexico, where there was an enormous hailer near Tucumcari, and still chased the southern line of storms on day 10. But of course, we had no way of knowing that, and frankly at this point I think the down day did everyone from drivers to guest a lot of good. Energy was pretty low the evening of day 8 from constant chasing, but nearly everyone was back ready for more the next day. In fact, when we talked about going to Nebraska with the option of dropping people off at the airport on the way if they didn’t want to do it, just about everyone in my van was ready to go home, but by the following morning, all but one of the tour guests stayed. It would be worth it…..

So, it was a driving day from Wichita Falls, TX to Salina, KS. Mileage: 381.

**Tour 3 Day 10, May 29th 2008**

Starting in Salina (again) we headed north with an initial target of Red Cloud, NE. As we got up there, we decided to go farther west to Holdrege, NE. We got there and stopped for lunch, waiting for the explosion that was obviously going to happen based on the data we were getting. The guests actually got kind of impatient as we sat there baking in the mid-80's temps, with dew points around 70. When initiation occurred, the storms went severe instantly. There were two groups of storms on the day, one that ended up along I-80 in Nebraska, and a second one down in Kansas.

We intercepted our first storm west of Elwood, stopping there and waiting for the mesocyclone to come to us. It was big and well defined, but a little high based and raggedy. We stayed there as long as we could, then followed the storm to the east side of Elwood. Here the wall cloud really wrapped up and appeared to have a good chance of tornadoing right in front of us. It got more or less on top of us so we headed east again, stair-stepping north and east on county roads (mostly gravel), passing through Bertrand and Loomis, trying to stay up with the wall cloud, which soon was a monster low-hanging block wall cloud. RFD wrapped around and kicked up a ton to dirt. We finally headed north on Rt. 44 towards Kearney with a monster rain wrapped wall cloud possibly producing a tornado to our west. I noted a couple of gustnadoes to our southwest as this was going on, and Roger thought he could pick out an elephant trunk tornado in the rain. As we got to Kearney it was clearer: the meso was a spinning soda can with a rain wrapped cone tornado that you could occasionally catch a glimpse of. As we entered town from the south we saw numerous power flashes as the tornado sirens blared. We pulled over on the ramp for I-80 and since I was in the navigator seat of my van at the time I stood on the door and took video over the roof of the van, and my lucky tornado had got blown off my head and I had to run and get it! We later found out that significant damage was done to the north side of town, including a coal train being flipped over, several buildings destroyed, power lines down and power out in the town, and possibly injuries. We stayed ahead of the storm all the way to Shelton, then decided to dive south towards Hastings and check out the tail end of the line segment, passing near another big meso that was on the southern tip of the hook echo as we moved south. We soon decided to let that storm go and head south since we needed to be back in Oklahoma City that night. The northern group of storms went on to hit Grand Island, Aurora, and Fairbury, doing significant damage and closing portions of I-80 in Nebraska.

As we charged south we weaved through a big chaser gaggle including the DOW and the rest of the Discovery Channel circus. There were two storms in line that we were going after that had already produced tornadoes near Hoxie, KS. As we crossed the state line, it was a race to Mankato, KS to beat the core of the first storm there. We skirted the front flank core of the storm, but it was falling apart while we closed on it, so we decided to drop down to Beloit, KS and go for the second storm which had an unbelievable hook echo on radar. We charged west towards Tipton, cutting through the southern edge of the core. As we came through I was a little confused. The meso looked really close, but on radar it was apparently still quite far away. Then I realized: The meso was HUGE!! The largest, meanest looking mesocyclone I think I've ever seen. As soon as I figured it out, I knew we were in for a violent tornado. We closed to a cross-roads south of Glen Elder and pulled over. We were there for only a minute or two when the wall cloud dropped a massive multi-vortex tornado right in front of us and coming our way. It was AMAZING! The contrast with it getting towards dark but with enough light to make it easy to see made it look really ominous. It was only about a mile or two away when it formed and it was a surreal sight with multiple suction vortices scuttling this way and that and one after another satellite tornado forming to the left, to the right, everywhere and all different forms and sizes. Meanwhile numerous CG lightning strikes were occurring right near the tornado. I really have no idea how many tornadoes I saw over that 20 or so minutes but it had to be at least 5 or 6. Pretty soon the tornado was only 300-400 yards or so from us so we had to run for it as the wind suddenly started pulling violently towards the tornado. There were a bunch of chasers around there and the traffic jam made for a pretty tense escape.

We charged east and stopped briefly, then ran off again and I watched an elephant trunk tornado in my rear-view mirror flying around the north side of the main tornado looking kind of like the wizard of oz tornado skidding sideways like it did in the movie. The tornado crossed the road and we were able to stop and jump out and film the tornadoes for several minutes as they churned across the fields north of us, throwing up a nice dirt debris cloud. While we were there, the TIV and its apparent evil-twin black TIV went charging off to make an intercept.

We ended up charging north and stair-stepping on dirt roads that were so curvy they were like a slalom course. It looked like the tornado had solidified into a big cone or wedge off to our north as it became rain wrapped and got away from us. We later heard that it had skirted the town of Glen Elder, doing some damage, but then hit the little town of Jewell very hard, apparently with some injuries.

If you look at the storm reports for the day, you'll see that the storms cut two swaths of damage almost the entire length of both Kansas and Nebraska.

We finally broke off and headed back to Oklahoma City, ending the tour. The 20 minutes around the multi-vortex tornado may have been the most exciting chase moments I've had in my 8 years at it.

Thus ended Tour 3, the most successful tour I’ve had since I've been chasing. I am not even sure what my final count for tornadoes was, but it was around 14 or 15 and I probably missed several more in my driver duties. Also on this tour I saw:

The largest tornado I've seen: 3/4 - 1 mile wide.
The strongest tornado I've seen, the EF4 rated second Quinter wedge (just being able to say "second wedge" on the same tour is amazing enough!)
The closest I've been to a tornado: 300 yards.
Oddly enough, I'd never seen a good tornado in Kansas, and now I've seen more tornadoes in Kansas than in any other state, passing Colorado as my record holder.

Mileage today: 867 miles. Tour total: 5189 miles.