



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

April 2012

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Notes from the President

Soaring season is almost here. In fact, according to **Steve, Bob, Tony** and **Matt**, it has started already. We have had our annual safety meeting, where we reviewed the rules that govern how we fly. This month, we have several guest speakers that will be sharing their experiences with spins, unusual attitude recoveries, and aerobatics. Definitely not a meeting you will want to miss.

March 17th we had a runway work party that morphed into a burn, roof, activate bathrooms, and assemble the Grob event. We also set up the spray equipment and put the brush on the Gator. Speaking of the Gator, the purpose of the Gator is to facilitate field maintenance. So, please leave the brush on it and the spray tank in the back. There are ropes that you can use with your personal vehicles to tow club gliders with, including the Grob. Please don't use the Gator for towing gliders.

The official Spring Workday will be Saturday April 14th, with a rain day of April 28th. Work will focus on the T-Hangar, cleaning the bath rooms, removing brush/limbs, washing towplanes and club gliders, and various other tasks that we are still defining. Work will start at 10 AM, with a break for lunch provided by me, your president. The day usually ends around 3 PM, depending on the work to be performed.

Hangar space is available in the T-hangar. If you are interested, please let me know. Can't remember the exact cost, but it's on the order of \$400/year. Trailer tie downs are also available, for now at no annual fee.

However, we do require that your axle be secured to a tie down via chain. This should minimize the possibility of severe weather causing an unsecured trailer to damage gliders around it.

We are continuing the cookouts on the second Saturdays of the month. KSA will supply the beef, please bring side dishes to share. The cookouts also correspond to the WWC contest weekends.

I am still working on the duty roster. I will bring a copy to the April meeting for you to sign up. You can also email me dates that you are not available to facilitate a workable version that will be released May 1st.

Thanks for everyone's help and involvement over the past two years. We have grown membership and activity, during a very difficult economic cycle. I am looking forward to seeing old friends flying again soon, and meeting new people that are interested in soaring. Maybe this year is the time to invite a friend to take a flight with you in a glider.

Happy Landings,

Andrew (3T)

2012 KSA CALENDAR

- April 14th - 10:00 AM Runway Work Party at Sunflower
- April 14th - 7:30 PM KSA Meeting at NIAR - Spins, etc. - Hosted by **Frank O'Donnell**
- April 28th - 10:00 AM Runway Work Party at Sunflower - Rain Date
- May 12th - KSA Meeting, Cookout at Sunflower
- May 12th-13th - WWC: Climb is King
- May 24th - 27th - Vintage Rally - Chilhowee Gliderport, Benton, TN
- June 9th - KSA Meeting, Cookout at Sunflower
- June 9th - 10th - WWC: MAT
- June 9th - 16th - Region 9 Club/Modern Class Super Regional - Moriarty, NM
- June 10th - 21st - Open Class Nationals - Minden, NV
- June 18th - 29th - Sports Class Nationals - Parowan, UT
- June 25th - 29th - WSPA Seminar, Chilhowee Gliderport, Benton, TN
- June 30th - July 7th - International Vintage Sailplane Meet - Elmira, NY
- July 7th - 50th annual Kansas Kowbell Klassic
- July 7th - 8th - WWC: Free Distance
- July 9th - 18th - 1-26 Championships/13.5 Meter Super Regional - Texas Soaring Association, Midlothian, TX
- July 14th - KSA Meeting, Cookout at Sunflower
- July 28th - August 19th - World Gliding Championships: Open, 15 Meter, 18 Meter - Uvalde, TX
- August 11th - 12th - WWC: Prescribed Area Distance
- September 8th - 9th - WWC: Lap Race
- September 27th - 30th - Vintage Rally - Wichita Gliderport, Wichita, KS
- October 27th - 28th - WWC: Last Man Down

Sunflower Seeds

March 3rd : **Steve Leonard** flew the FJ-1. **Tony Condon** towed, while **Dennis Brown** helped **Steve** rig. **Jerry** and **Matthew Boone** helped with the launch and picked up the family Zuni. Strong northwest wind. Here is **Steve's** report:



FJ-1 Instrument panel on March 3. Yes, the altimeter reads 10,200 feet.

Today was AMAZING! I probably spent 2 hours in and out of tiny ice crystals. They kept blowing in through the vent. And if I closed the vents, the canopy would immediately start to frost over. Would have a climb up to cloudbase, and find that everything to the west was obscured for many thousands of feet below. Only clear area would be east or sometimes straight north or south. Found ways to poke around and not get blown down wind. Canopy pretty well frosted over inside a couple of times. Had a hard time seeing the ground a couple of times because of flying in the ice crystals. Was thinking that today would have been a good day to have had a transponder!

Was really odd to be flying in a clear area, cloud over the top, wall of white down most of the way to the ground almost 360 degrees around. Sometimes a mile or less away, other parts of the circle it would be 5-10 miles away. No sunshine for most of the first two hours.

When I landed, wind was only about 30 degrees off runway, 10-15 knots. What a way to open my soaring season! Barely went anywhere, but had more fun than I have had in a long time!

March 4th : **Tony Condon** and **Matt Gonitzke** were hoping to fly the 2-33 but were discouraged by the wind forecast. They met **Steve Leonard** at Sunflower in the morning. Some minor work was completed on the towplane and **Steve** did some work on the FJ-1. Cu started to pop at noon but was unorganized and the wind got stronger. **Bob Hall** showed up in case we needed a tow but **Steve**, **Matt**, and **Tony** put the FJ-1 in the trailer.

March 10th: **Tony Condon**, **Matt Gonitzke**, **Steve Leonard**, and **Lauren Rezac** met to inspect **Steve's** Standard Austria, which is now owned by **Matt**. Congrats! **Bob Holliday** did one flight in his PIK20E and reported lift. **Dennis Brown** also made an appearance at the field.

March 24th: **Andrew Peters** called a work day and the response was great! Those attending were **Andrew**, **Shea Zuckerman**, **Chris Swan**, **Jeff Beam**, **Keith Smith**, **Jerry Boone**, **Rich** and **Myra Stone**, **Steve Leonard**, **Mike Logback**, **David Kennedy**, **Tony** and **Leah Condon**, **Bob Holliday**, **Matt Gonitzke**, and **KC Alexander**. Work accomplished included burning the huge tree pile, roofing the firehouse, lots of weedeating, putting the wings back on the KSA Grob, getting the pull behind sprayer ready to go, unloading a lot of Glyphosate (Round Up) from **KC's** car for future weed killing, mowing around the tower, and turning the water back on in the bathrooms. **Tony** gave **Chris** a cockpit checkout in his new Russia and **Bob** agreed to fly the towplane. **Chris** took three flights including one where he thermalled off the fire up to 4600 feet! **Tony** took three tows in the 2-33 to get current and then did two instructional flights with **Matt**. All in all, a very productive day at Sunflower!

Sunflower Seeds

March 31st: **Tony Condon, Matt Gonitzke, Keith Smith, Bob Hall, Bob Hinson**, and Lynn Juby gathered at Sunflower. **Bob Hall** towed, **Tony** instructed in the 2-33. **Bob Hinson** got his first flights in a glider which included a climb to 4200 MSL. **Keith Smith** completed his spring checkout and flight review. **Matt Gonitzke** kept progressing towards his checkride. **Bob Holliday** came out and did one flight of about a half hour in the PIK. Lift was weak when you could find it.

Jared Bixenman passed his CFI-Airplane checkride. Congrats!

Everyone else catch **Rafael Soldan's** awesome pictures in the April *Soaring?* KSA represents again!



Let's Go Gliding!

Let's Go Gliding! is an effort this year by the SSA to grow our sport. With the World Championships in Uvalde this summer we have a great opportunity to promote the sport. The www.letsogliding.com website will direct interested people to the SSA's "What is Soaring?", "Where to Fly", and "Fly A Sailplane Today" pages as well as give info on what training is required to become a pilot. Bill Daniels, chair of the SSA's Growth and Development Committee gave a presentation on Let's Go Gliding! at the convention and you can see it here: <http://soaringcafe.com/2012/02/ssas-lets-go-gliding-campaign/>. Brochures and Bumper Stickers (as shown above) are available for free from the SSA office, just contact them at 575-392-1177. Bumper Stickers should go on your daily driver so they are being seen by people! Also, trailer decals are available through the SSA Office for \$105. These rolling billboards will help advertise the sport and maybe slow down the "What's in the trailer?" questions. If you're planning on taking your glider on the road this season you should consider getting a set. I've ordered mine. Contact the SSA Office or Denise Layton directly at dlayton@ssa.org. Finally if you are Facebook be sure to "Like" the Let's Go Gliding page and share it with your non-soaring friends.



Osoba's Barringer Trophy Flight

Gary Osoba sent me a short write up and some pictures that were submitted for his Barringer Trophy winning flight that was reported in last months *Variometer*. I mis-reported the distance last month, actual distance was more like 565 miles instead of 637. None the less, a very impressive flight!

Dear Sirs:

Please find enclosed the required documentation for **Gary Osoba's** July 2, 2011 flight which was flown with his wife, Christine. The flight originated here in Zapata, TX, where I am the Airport Manager. I served as **Gary's** Official Observer. We are submitting the flight, which was approximately 565 miles long, in consideration for the annual Barringer Trophy.

The flight was pretty straightforward, besides a couple of wrinkles at the start and near the finish. At the start, **Gary** took a longer tow than normal in order to move several miles north due to wet ground from rains the day before. Even after doing so, his early start resulted in many miles of difficult conditions and 4 low saves early on. Near the finish, thunderstorms in the region of Lubbock and Amarillo cut the flight short by several hours. It was necessary to obtain permission from Amarillo International Airport to traverse their air-space in order to avoid microbursts to the south and likely severe turbulence if landing south of airspace. This was not a problem since they were not busy and the landing near Panhandle, TX in a wheat field was uneventful.

Sincerely,

Charles Avaritt
Zapata County Airport Manager
Official Observer



Gary and Wife Christine



Thunderstorms during flight located north of Lubbock and south of Amarillo



Marsden Gemini at Zapata, TX.

November Flight

by *Tonk Mills*

For many years, members of the Kansas Soaring Association have dreamed of, planned, and several times attempted, a "Go South" flight. A flight riding the north wind the day after the passage of a fast-moving cold front. The prime time for this event is best thought to be two weeks either side of April 1st. These conditions are described by Jim Lesueur in a January 1967 *Soaring* article.

The Kansas free distance record of 436 miles was set by Bernie Mohr in a BG-12 on April 2, 1971, using one of these cold fronts. The granddaddy of such days was in April of 1962 when convection was so strong that Cessna Aircraft Company suspended flight operations, calling it too turbulent to fly. Cloud base was 18,000 feet. This is the kind of day we dream of — cloud streets with high bases, strong early thermals, a tail wind of 20-30 knots on the surface and increasing to 60-90 knots at altitude. When that day comes, a gaggle of glass (and metal and wood) will arise from the Kansas plains and head south and east for — THE GULF OF MEXICO — "a piece of cake!"

November 4, 1988 — 5:45 a.m. the Weather Channel shows a low over Minnesota with the front sweeping south through Missouri, Arkansas and across central Texas. The front is predicted to reach the Gulf by evening. I call Wichita flight service. Not bad. Winds are a rather steady 30 knots from the north-northwest up to 12,000 feet. There will be enough convection to sustain flight about noon with maximum altitude of 9,000 feet.

The next call is to Fay Edwards to see if he can prepare the glider and provide a tow. He can! My wife Jayne cheerfully agrees to crew — after all, she has not "enjoyed" a retrieve since July.

Jayne picks me up in beautiful downtown Wichita at 11:30 and we head west for Yoder and Bill Seed's Sunflower Aerodrome. The 50 minute drive gives me a chance to study the maps and consider the November prospects. With sunset at 5:30 p.m., the maximum flight time will be 4 and 1/2 hours versus a potential 10 hours in April; top of lift is predicted to be 9,000 versus the hoped for 15,000+. Winds are a steady 30 knots versus the expected 60-90 knots at altitude. This is obviously not "the day" for



a trip to the ocean, but perhaps it is good enough to fly across Oklahoma and reach Texas.

About 15 miles from Yoder, we drive out from under the cloud shelf that has covered Wichita all morning. We are greeted with a bright blue sky and a few wisps forming. Wow! Mr. Edwards has the Discus fully ballasted and ready to

launch. The barograph is sealed, drinking water, maps and sandwiches are on board, preflight is completed. Hook up, waggle the rudder, Jayne runs the wing and Delta Three is off just before one o'clock. The air is lively. Off tow at 1,800 feet, working a 2-knot thermal, I remember Fay's admonition to notch the barograph. Clouds are beginning to form

to the southwest and I tiptoe the 10 miles to them.

Meanwhile, back on the ground, Fay hooks up the trailer and Jayne starts her trek south. D3 drifts along at 2000-3000 over the ground until near Norwich (33 miles on track). There I join 8 cranes and climb at 5 knots to 8,500 feet (7,000 above the ground). The air is crystal clear! The view is exhilarating! A few clouds are forming on course (downwind), so I call Jayne on 123.3 and confirm that our unofficial goal of Paris, Texas, appears possible.

The next radio transmission finds me at the Oklahoma border with Jayne coming up to the turnpike entrance at Wichita. Now, it turns blue on course and the good thermals are gone. D3 is gliding lower and is now out of radio range. Fifteen miles south of Stillwater, Oklahoma, and 1500 feet over the Cimarron River, I dump the water and begin the first of a series of 1- to 2-knot climbs, expecting each one to be the last. Although these are not strong climbs to great heights, I savor each one. The visibility is still great and I enjoy the view. The trees in Wichita this year are a brilliant yellow; these are reddish (and numerous).

The last climb of the day is a smooth three knots to 4,500 feet near Calvin, Oklahoma. The sun is low. Delta Three won't make Texas today. But my Cambridge giz-whiz says I can drive the 40 miles to Atoka, Oklahoma, and sure enough I arrive over the airport with enough altitude to do a few wingovers (clearing for traffic, first) and land at 5:00 p.m. Three hours later, Jayne arrives with the trailer and we are home at 2:30 a.m. I log 265 miles in 4 hours in the Discus and Jayne logs 768 miles and 15 hours in the van.

Although this wasn't D3's fastest or longest flight of 1988, it may have been the most enjoyable. An unexpected pleasure. A November flight! ■



Rafael Soldan passed his CFI-G add on checkride on March 30th at the Wichita Gliderport with DPE **Charles Pate**. Congrats **Rafael!**

New Members

Bob Hinson is a friend of **Leah** and **Tony Condon** from the Wichita Rowing Association and a private airplane pilot, although he hasn't flown airplanes since the 80's. We look forward to seeing him at Sunflower and helping him get his glider rating!

Mark Ross is a friend of **Jerry Boone** from Civil Air Patrol and is joining with a chief interest in flying the towplane. Welcome **Mark!**

Summer Gajewksi has enlisted in the Kansas Air National Guard 190th Air Refueling Wing at Forbes Field in Topeka. She'll be heading to boot camp sometime after mid summer and working in Aero Maintenance - Flight Line.

Parachute Repack

It is that time of year again, repack your chute this month and it will be legal to use into October. Usually we send a group of parachutes to the rigger every spring. Price is \$50. Contact **Harry Clayton** hclayton@niar.wichita.edu

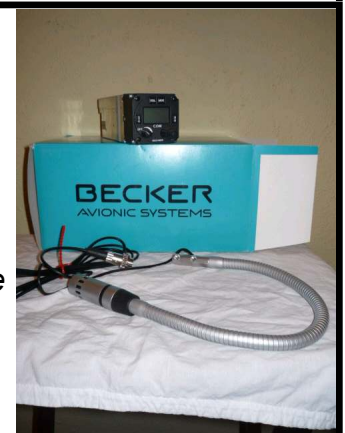
For Sale

Bob Drennon is selling:

Becker AR 4201 Radio and Becker gooseneck microphone, never installed, purchased new shortly before he quit flying. Price: \$1300.

Collection of *Soaring Magazine* from 1961 to July 2006. Also some *Sailplane & Gliding* and *Sailplane Builder*. 9 Boxes. \$300

Contact Bob at bdrennon@cox.net or 316-838-7770



KSA Turnpoints

The following turnpoints are the only turnpoints that can be used for the Henning Trophy and Weekend Warrior Contest. Available from 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

The Russia is Coming!

By Chris Swan

What is the definition of a good wingman and retrieve crew member? How about one that will spend 4 days and 3450 miles with you to retrieve your new sailplane! That's exactly what fellow KSA member **Jeff Beam** did for me when we went from Winfield, KS to Jackson, NH to pick up my new to me Russia AC4A. Only a dedicated sailplane junkie would sign up for such abuse. Oh and did I mention I was fighting a severe chest and head cold? If I had not been driving to get the ship, I would have stayed home from work sick!

We started our adventure bright and early on Thursday, Feb 16, leaving Winfield at 6 AM. Our goal was to get to the other side of Cleveland that night. After cough and hacking our way through the Midwest, we made over 1000 miles and had a nice meal with one of my college/flying buddies.

Our plan on Friday was to get an early start, and because we would be going right by Wings and Wheels, we thought we would stop by and spend a few minutes visiting with Tim Mara, and then get to Jackson that night.

Well, the few minutes with Tim turned into a very educational and entertaining 3 hours. Realizing that we would not get all the way to Jackson that night, we decided to find someplace just short of Jackson. That's when we realized we were heading right into the middle of Ski County in Vermont and New Hampshire. Thank goodness for smart phone applications; I found us a Comfort Inn at a reasonable price and only an hour away from Jackson. Of course the last hour of our GPS guided journey that night was up and over several mountain ranges, in the dark, in what can best be described as logging trails. In fact when we checked into the hotel for the night, the attendant laughed and said "the Moose do not even use those roads!"

Saturday dawned bright and sunny and we quickly found our way to the seller's house. After being trapped with me for two days in my truck, **Jeff** had succumbed to my cold as well. No good deed goes unpunished!

The good news on Saturday was that the glider was as advertised and after a quick inspection and rigging, **Jeff** and I were on the road for home before noon.



Chris Swan is all smiles after his first flight in the Russia

Thinking that it was all down hill (or should I say final glide?) from there the travel devil reared his ugly head. We were reminded once again that we were in the middle of weekend ski country. Endless traffic in small town after small town.

Finally some hope as we hit the interstates going into New York; time to make some time. Just what is "best speed to fly " in a Toyota truck? No time to find out as there was 8 hours of lake effect snow ahead. The roads cleared; we entered Ohio to spend the night.

Sunday dawned bright and sunny. After a long day we made it home by 9 PM. 4 days, 3450 miles, lots of cough drops and Kleenex, but N797E was home!

Was it worth it? Heck yes!! The club needs another short wing glider (Tony made me write that) (*Actually, I didn't, but I didn't edit it out either!- Ed*). I made my first flights in the glider on March 24 and am very pleased with the performance and handling. I'm looking forward to a great soaring season.

Oh, and by the way, why the Russia? I wanted something that was easy to rig and has full automatic control hook-ups. I know I will be trailing it a lot between Winfield, Sunflower, and the Wichita Gliderport so easy and safe rigging is a must!! Plus I think it is cool and unique!

Special thanks again to **Jeff** for taking the time away from work and family to go on the trip - of course he is also quick to remind me that two Russia's are for sale in Denver, a mere 8 hours away...

Weekend Warrior Contest

by **Andrew Peters**

The Weekend Warrior Contest is back for 2012! Previous champions include **Tony Condon** and **Steve Leonard**. Who will it be this year?

One weekend a month will be designated as a Warrior Contest Weekend. For 2012, those weekends are:

May 12-13 – Climb is King

June 9-10 – Modified Assigned Task (MAT)

July 7-8 – Free Distance (Kowbell)

August 11-12 – Prescribed Area Distance (PAD)

September 8-9 – Lap Race

October 27-28 – Last Man Down.

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.

May 12-13th – 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.

June 9-10th – Modified Assigned Task (MAT)

The Modified Assigned Task (MAT) is a type of speed task used in glider US glider competitions. Some parts of the task are assigned by the Contest Director. Other parts of the task are up to the individual competitors.

For the WWC, here is the MAT task:

Minimum Time: 2 hour

Start Point: Overhead Sunflower

Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)

Maximum number of turn points: 11 (does not include start or finish points)

Repeating turn points is acceptable.

Photos: Must be taken looking back towards Sunflower.

GPS: Must go to the far side of the turn point from Sunflower.

Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS. The list of turn points is also included in this edition of the *Variometer*.

Task Explanation

The start will be over Sunflower (plan to cross the runway or imagine a line from the tower to the wind sock to cross on your way to the first turn point.) Note your time crossing the start line. Also, remember that the maximum start height is 1582 + 3500 x your handicap. You need to cross the line below this altitude. Call in your start time on 123.5.

Fly to the far side of the turn point (reference Sunflower), take a photo or use GPS. Proceed to the next turn point of your choosing. Make sure you record the turn point name/number and the order that you arrive at them. Repeating turn points is acceptable. Continue to fly to turn points until the minimum time has passed since your start. You must return to Sunflower to receive speed points.

You can only list 11 turn points, not including the start and finish points. Remember, if photos are being used to verify your task, you need to be oriented looking back at Sunflower and the landmarks must be distinguishable on Google Earth or Google Maps. Your distance will be the total of the distances between all the turn points you declare after the flight.

Your distance will be divided by time to compute your speed. If you return before the minimum time, your distance is divided by the minimum time. If you fly longer than the minimum time, your actual time flown is used.

Low finishes are not going to be encouraged. Therefore, you should plan on arriving back overhead Sunflower no lower than 500' AGL (2082' MSL). If anyone observes unsafe or low finishes, disqualification or penalties may result.

July 7-8th – Free Distance

The Free Distance task goes back to the old glory days of soaring, where the goal was to fly as far as possible, in any direction you chose, and not come back to the original point of departure. This task coincides with the Kowbell. For the WWC, there are some additional scoring opportunities. If Sunday qualifies for the Konsolation, your Konsolation task distance will be added to your free distance flight.

Scoring:

The person flying the longest handicapped distance will receive 1000 pts. Scores for the other competitors will be a percentage of the winners, based on the ration of the handicapped distances. Landing at an airport will result in a 25 point bonus. The other bonus point opportunities also apply (see general rules.) Konsolation distance will be added to any additional free distance miles.

Landing location needs to be submitted to the Scorer by midnight Monday, July 9th. Latitude and Longitude, airport identifier, etc. A logger is not required, but there must be some means to verify your landing location.

August 11-12th – Prescribed Area Distance Task (PAD)

The Prescribed Area Distance Task (PAD) is a type of distance task that was used in US glider competitions. It is a distance task, which means the competitor flying the furthest handicapped distance wins the day. You must stay within the boundaries defined by the turnpoints furthest from Sunflower (Herrington, Lucas, Ness City, Ulysses, Satanta, Alva, Blackwell, and Winfield)

You accumulate distance by flying to different turnpoints in the prescribed area. You may only fly to a way point once (Sunflower is both a turn point and a finish point, so you can fly to it, then to one more turnpoint, then return and land.)

For the WWC, here is the PAD task:

- Start Point: Overhead Sunflower
- Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)
- Repeating turn points is NOT acceptable.
- Photos: Must be taken looking back towards Sunflower.
- GPS: Must go to the far side of the turn point from Sunflower.
- Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS. The list of turn points is also included in this edition of the *Variometer*.

Task Explanation

The start will be over Sunflower (plan to cross the runway or imagine a line from the tower to the wind sock to cross on your way to the first turn point.) Note your time crossing the start line. Also, remember that the maximum start height is 1582 + 3500 x your handicap. You need to cross the line below this altitude. Call in your start time on 123.5. "3T 1540"

Fly to the far side of the turn point (reference Sunflower), take a photo or use GPS. Proceed to the next turn point of your choosing. Make sure you record the turn point name/number and the order that you arrive at them. Repeating turn points is NOT acceptable. Continue to fly to turn points until you land. You do not have to return to Sunflower, however Sunflower is both a turnpoint and a finish point, so it is possible to fly over it twice, if you do land there.

Remember, if photos are being used to verify your task, you need to be oriented looking back at Sunflower and the landmarks must be distinguishable on Google Earth or Google Maps. Your distance will be the total of the distances between all the turn points you declare after the flight.

If you land out, your distance will be the total for all the turnpoints achieved, plus the distance from your last valid waypoint to your point of landing. However, your landing point must be within the boundaries of the Prescribed Area.

Low finishes are not going to be encouraged. Therefore, you should plan on arriving back overhead Sunflower no lower than 500' AGL (2082' MSL). If anyone observes unsafe or low finishes, disqualification or penalties may result.

September 8-9th – WSA Triangle Lap Race

The lap race is a speed task around the WSA triangle is defined by the Castleton, Haven, and HUT VOR turnpoints. The WSA triangle was intended to help club members develop XC skills while staying within gliding distance of Sunflower. This task is similar to the Assigned Speed Task used in competition.

For the WWC, here is the Lap Race task:

- Start Point: Overhead Sunflower, from the east.
- Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)
- Must fly to the turn points defining the WSA Triangle, in the order given below for the traffic flow at Sunflower.
 - North Flow (TO/L Rwy 35): Sunflower – Castleton – Haven – HUT VOR – Sunflower
Note: this sets you up for Right Hand Traffic to land on Runway 35.
 - South Flow (TO/L Rwy 17): Sunflower – HUT VOR – Haven – Castleton – Sunflower
- Competitors may fly multiple laps around the course. However, to have a valid speed lap, you must start below the maximum start height.
- No points will be scored for partial laps.
- Photos are not required, if you don't have a GPS logger. You will need to verify start times with an observer on the ground.
- Treat the turnpoints like pylons, you must go around the outside of the turnpoints (around the pylon.)

Scoring:

1st lap = 500 pts

Fastest Handicapped speed = 500 pts

Fastest Raw Speed = 100 pts

Additional Laps = 100 pts each (up to maximum of 200 pts.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS.

Task Explanation

The start will be over Sunflower from the east side of the field (plan to cross the runway over the sunshade on your way to the first turn.) Note your time crossing the start line. Also, remember that the maximum start height is 1582 + 3500 x your handicap. You need to cross the line below this altitude. Call in your start time on 123.5, "3T 1540." If you don't have a GPS, ask an observer on the ground to watch your start. Ask to borrow a hand held radio.

Fly around the first turn point (either Castleton or HUT VOR), then proceed to the next turn point (Haven), then to the last turn point (either HUT VOR or Castleton) and return to Sunflower. Cross the runway from the west at least 500' AGL (2082' MSL), at the sunshade and announce your finish time. You can land, or run the course again. If landing to the north (runway 35), plan on right traffic patterns.

Remember to fly around the turnpoints, as if they were pylons. The HUT VOR is the white traffic cone just west of Mills field (grass North/South runway.) The Haven turnpoint is the center of town, at the intersection of Main street and Kansas Avenue. Castleton's turnpoint is south of Castleton Road, at Main Street and Front Street. Check them out on Google Maps .

Plan on making a radio call after passing the last turn point, "3T HUT VOR inbound for a speed finish."

If anyone observes unsafe or low finishes, disqualification or penalties may result.

October 27-28th – Last Man (or Woman) Down

Last Man Down contest - object is to be the last glider to land back at Sunflower at the conclusion of the day.

Rules:

1. Must takeoff and land at Sunflower. All tows shall not exceed 2000' AGL.
2. Official Observer (he/she that has possession of the Official Clipboard) shall record takeoff and landing time. Pilot should also record start and stop time.
3. Discrepancies between time keeping devices will be settled by ground observation of landings.

4. Flight Time must be longer than 30 minutes.
5. Launch line closes at 1630, according to the OO, LLM or TP's time keeping device. All contestants must on the runway, ready to launch by 1630. Launch will continue until all contestants have received a tow.
6. Normal radio calls shall be made in the traffic pattern.

Scoring:

1. Last Man Down will receive 1000 points.
2. There will be a 5 pt/min penalty for landing within 30 minutes before the LMD.
3. There will be an additional 1 pt/min penalty for landing greater than 31 minutes before LMD.
4. Since WSA/KSA club ships are limited to 1 hour flights (if more than one member wants to fly), the club ships will be handicapped. They will receive a 5 pt/min bonus for flight time exceeding 30 minutes but not exceeding 60 minutes. If the flight time exceeds 60 minutes and a member has to wait, the bonus will not be awarded.
5. 100 point bonuses are available for pilots or passengers that do not have a Silver badge (at the beginning of the season.)
6. The highest score between the two days shall be used.

Task Explanation:

The name really says it all. The last person to land after flying 30 minutes wins. For the KSA/WSA gliders, there are some bonus points available for flying longer than 30 minutes. This task will require some help from the Official Observer. Someone needs to man the clip board to record takeoff and landing times. If you are under the sun shade, please offer to help out.

Fly safe, fly far, fly fast! - 3T

Spring Trailer Tips

- If your trailer has been sitting since the fall, now is a great time to check the wheels and bearings.
- Make sure the trailer tires are in good shape. Most trailers sit for long periods of time and the tires go bad. Not something you want to find out on the highway!
- Is your towing vehicle ready? Oil change, tires, brakes, lights – have they been checked before you hook up the trailer for the first trip?
- Spend time with your novice trailer drivers! An empty trailer and a large parking lot (or the ramp at Sunflower), followed by local roads and highways are a must for new drivers.
- Check the fittings for the glider and make sure everything secure and in tip-top shape
- Check the connection between the hitch and trailer, again, and make sure the lights are working, again.
- Before you go cross country, make sure your trailer is ready to hit the road for
- First gas stop, check the bearings and glider fittings just to make sure nothing has changed on the road

Spend April 14th with KSA! Runway Work Party at Sunflower at 10 AM and monthly meeting at NIAR in Wichita at 7:30 PM

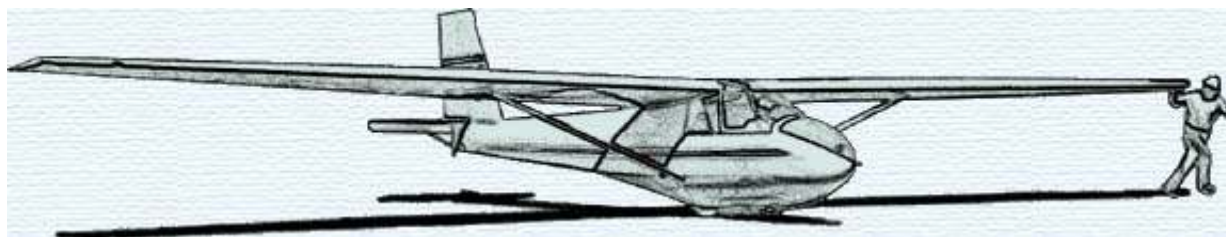
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KSA VARIOMETER

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Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Spins, etc. - Hosted by Frank O'Donnell

Saturday April 14th, 2012

7:30 PM

Room 307

NIAR Building at Wichita State