PUBLISHED TO RECORD

THE UPS AND DOWNS

OF THE

KANSAS SOARING ASSOCIATION

May 2012 Editor: Tony Condon

Notes from the President

First, I'd like to say thanks for everyone's flexibility this month. We have seen some severe weather, and I was thinking of everyone's safety when I canceled the meeting and work day at Sunflower. This past Saturday, we had an extremely productive work day. And I think we are ready for an awesome soaring season.

I wanted to mention a couple of housekeeping items, some things that everyone who enjoys flying at Sunflower should keep in mind.

1. Show up for your assigned duty day. If you can't make it, find a substitute (trade with someone on a day that you can make it.) What about the weather? Well, rain at the field (that's not forecast to move on before noon) or weather below VFR minimums (1000', 3sm), severe thunderstorms, and high winds are about the only reasons not to show up. Talk to each other (LLM, Tow Pilot, CFIG) and make a decision. If it looks like a no-fly day, post a notice on the soar-kansas group.
2. What if I show up and no one wants to fly? Well, there's always grass to mow, rocks to sweep, gliders to wash, weeds to spray and bathrooms to clean. Pick something and make your drive up productive.
3. LLM – when you show up, please turn on the water for the bathrooms. It's the spigot at the end with the hose running to the restrooms. At the end of the day, please turn it off, especially on Sundays.
4. The Gator is for sweeping and spraying weeds. If you want to use it for moving gliders, remember there's a 5 mph speed limit with the brush installed. If you remove the brush, put it back on at the end of the day. The gator needs regular gas to operate. If you use it, consider filling up the gas can and topping off the tank. There's Round Up mixed in the spray tank. Spray it on any green weeds you see on the ramp or runway.

5. Tow planes should be at the front (closest to the door) of the hangar. Club gliders should be next, followed by private ships. If you have to move a glider out of the hangar to get another one out, please put the one not being flown back in the hangar.
6. Please put trash in the burn barrels. Let's all do our part at keeping the airport clean.

The second Saturday of each month, we will host a cookout at the field. Bring a side dish or dessert to share with your friends. Family is welcome, as well as guests that you're introducing to soaring.

Most importantly, let's make good decisions and fly safely this season.

Happy Landings,

Andrew Peters, 3T

2012 KSA CALENDAR

May 5th - First day of scheduled operations at Sunflower

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 16th - Fly In at Strother Field

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 - KSA Meeting, Cookout at Sunflower

August 11th - 12th - WWC: Prescribed Area Distance

August 18th-19th - IAC Chapter 15 Harold Neumann Barnstormer Aerobatic contest - Olathe, KS

September 8th - KSA Meeting, Cookout at Sunflower

September 8th - 9th - WWC: Lap Race

September 27th - 30th - Vintage Rally - Wichita Gliderport, Wichita, KS

October 27th - 28th - WWC: Last Man Down

Weekend Warrior Contest

by **Andrew Peters**

For complete Weekend Warrior rules see the April 2012 *Variometer*. Here is the description for the May task, Climb is King!

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.

Strother Seeds

March 31th: **Jeff Beam** and **Chris Swan** flew the Russia and Apis at KSA's old stomping grounds, Strother Field. Originally they planned to trailer to the Wichita Gliderport but discovered that Ed & Darla Neidert were travelling to Strother for some aerobatic instruction so they bummed a tow from Ed.

Jeff, Bruce, **Chris**, and the Apis

April 21st: **Rafael Soldan** reports: Did a tow checkout for **Jeff Beam** and **Chris Swan** in the C-172. **Chris** flew 3 flights in his Russia and **Jeff** got 2 flights in his Apis 13. Bruce Latvala jumped in and flew to 5K in the Apis 13 for about 1 hr. Did an excellent job! He was pretty close to being perfect. Bruce had a big smile in his face on his first glider single seat flight. I remember mine!!! Best feeling ever! We are planning on flying more this summer. Our goal is to take advantage of the weekdays. Everybody is welcome. South Side!!!

Sunflower Seeds

March 30th: **Mike Logback** applied some Sahara Herbicide on 3000 feet of the runway cracks at Sunflower

April 13th: **Mike Logback** returned to Sunflower for another 2000 feet of Sahara application and reports that the first application seemed to be working. Thanks **Mike**!

April 14th: Severe Weather postponed the Spring Work Day to April 28th. Sunflower had a good storm pass over but **Jerry Boone** reported that all was OK.

April 16th: After Tornado damage shut down Spirit AeroSystems, **Matt Gonitzke**, **Bob Hinson**, **Leah Condon**, and **Tony Condon** decided to go flying. **Bob Holliday** was kind enough to tow. Soaring conditions were good with **Bob** taking the first flight with **Tony** at noon lasting .8 hrs followed by **Matt** and **Leah** with an hour each. **Matt** made a few solo attempts for his B Badge and then **Bob** and **Tony** finished the day with a flight of 1.3 hrs. Max altitude was 6200 MSL.

April 21st: **Steve Leonard** and **Dennis Brown** went to Sunflower and moved the old 2-33 and the HP-14 from the T Hangars to the Firehouse. **Tony Condon** flew the Cherokee at the Wichita Gliderport, made 50 km, and landed out. Max altitude 5000 MSL.

April 28th: Work Day. Attending were at least **Andrew & Kinsey Peters,** Lee Peters, **Lauren Rezac, Matt Gonitzke, Jared Bixenman, Rich Stone, Tony Condon, Neal Pfeiffer, Bob Holliday, Keith & Gavin Smith,** future member Lucas with Dad John & Sister Hanna, **Jesse & David Aronstein,** and **Jack Seltman**.

Reprinted from the March 1960 *Soaring*

SOARING IN CENTRAL KANSAS

by H. Marshall Claybourn

The soaring enthusiasts in central Kansas are blessed with the usual number of eager reporters all fighting for the priviledge of informing the world of their activities. By virture of this happy state herewith is presented the red hot news of their soaring activity. Only a brief period of six months has transpired since they had a contest and already, here's a report on it. How's that for spot news coverage?

The soaring group formed in the Wichita area during the latter part of 1956. Prior to that time there were no suitable sailplanes or any organization to get the ball rolling but there were a number of pilots with a previous connection with soaring. Only one of these could have been considered a truly experienced sailplane pilot—Harland C. Ross. However, the others made up for their lack of experience by their eagerness and efforts.

There is no central, formal organization to soaring in Wichita as yet. The existing clubs in the area are the Wichita Soaring Club, the Wichita Soaring Association and the Cherokee Club (you guessed it) owns a self-built Cherokee II. The Wichita Soaring Association owns a TG-2 and an L-K. They have regular meetings and, in general, serve as the hub of activities. Tentative plans have been discussed to bring all these groups under a common heading, mostly because of the other sailplanes in the area. Privately owned in the area are the following: (1) L-K, (2) 1-26, (3) Cinema (being reconstructed in a nearby town (4) 1-26 (partly owned by a local resident and based here at present), and (5) *The* pride of all local members, the Ross R-6. Their pride is well justified since this sailplane earned three world soaring records in the multi-place category as well as earning the final two legs of the diamond badge for its designer, builder and pilot.

Operations are conducted at Strother Field, about 40 miles south of Wichita. Even in the "Air Capital of the World" soaring is relegated to an outlying field. However, there is compensation in that the operator welcomes us and supplies auto and aerial tows. The latter are accomplished with NEW Cessna 175's, 182's and Skylanes. Pretty fancy, huh? He also provides hangar space at a reasonable rate. All concerned are very proud of Mr. Norman Smyer's treatment of the group. Incidently, Strother Field, located between Winfield and Arkansas City ("R-Kansas" City, not R-kan-SAW), has three 5800 foot hard surface runways and a concrete ramp big enough for any sailplane operation. Needless to say, the country adjacent to it (that it, about 300 miles in any direction) is comparatively flat and excellent for soaring. In the three years of operation over 5000 launches have been accomplished.

Although soaring had started in '56 it was confined to local flights except for inadvertant landings across the fence and for Ross' expeditions to Odessa, Texas. As a consequence, a contest was planned to get the fledgling pilots out of the nest. The 1959 4th of July week-end was selected for the first contest. Immediately prior to the contest two of the local pilots did make a cross-country flight. Other than that only Claybourn and Ross had done any cross-country flying in sailplanes. Because of the limited amount of experience of the pilots it was decided that Commander Sharp's rules would provide the most equitable method of scoring the contest. The rules were slightly modified. Forty points were given for each auto-tow flight and the number of points allowed for a C Badge was reduced to 500. The rules committee felt that 5000 points for a C badge was excessively generous since that would be equivalent to establishment of a new National record, in points. Otherwise the rules were the same as suggested in the May-June '59 Issue of Soaring. A summary of the contest is as follows:

KANSAS CONTEST RECORD

Pilot — Sailplane	7 - 3	7 - 4	7 - 5	Total
Dave Blanton — L-K	56	121	602	779
Marshall Claybourn — 1-26	4601	4384	3771	12756
Faye Edwards — TG-2	147	74	73	294
Harry Higgins — TG-3A	404	4157	760	5321
Mickey Jensen — Cherokee II	51	233	—	284
V. E. Jones (Tulsa) — TG-2	—	308	69	377
H. Kennedy (Dodge City) TG-3A	153	2619	210	2982
Jim LeSueur — L-K	—	2980	—	2980
Web Moore — Cherokee II	77	828	—	905
Bob Nichols — R-100	136	—	—	136
Bert Overfield — Cherokee II	41	—	—	41
James Rhine (Tulsa) — TG-2	—	45	51	96
Harland Ross — R-6	145	829	—	974
Bill Thompson — L-K	309	886	3704	4899
Charley Walker — TG-2	55	55	168	278

KANSAS STATE SOARING RECORDS

		OPEN CLASS	SENIOR CLASS
DISTANCE:	Single-Place:	Claybourn - 192.5 Mi.	LeSueur - 38 Mi.
	Two-Place:	Higgins - 49.5 Mi.	Higgins - 49.5 Mi.
GOAL:	Single-Place:	Claybourn - 42.5 Mi.	None
	Two-Place:	None	None
ALTITUDE GAINED:	Single-Place:	4360 Ft. - Claybourn	4100 Ft. - LeSueur
	Two-Place:	5000 Ft. - LeSueur	5000 Ft. - LeSueur

Note: All of the above records were established during the contest except the 5000 foot altitude gained flight by LeSueur.

F.A.I. BADGES EARNED DURING CONTEST AND OTHER RECORDS & STATISTICS

2 C Badges - Blanton and Moore
2 Silver C Legs - Thompson (Dist.), Kennedy (Alt.)
5 Kansas State Soaring Records

Total flights: 51 - All airplane tows
Kansas State Championship - Claybourn (1-26)

FINAL CONTEST STANDINGS

Kansas Open Division
1st - Claybourn
2nd - Ross

H. E. "Mickey" Jensen takes a self portrait from his modified Cessna Primary while gliding over the original Beech hangar at Wichita in 1934.

Kansas Senior Class
1st - Higgins
2nd - Thompson
Kansas Team Championship
LeSueur and Thompson

In general, the conditions were weak and cloud base was low, a situation typical of the summer of 1959 in Kansas since it was a rather mild summer with above average rainfall. Consequently, no outstanding flights were made.

However, the contest did accomplish its objective of getting pilots to fly cross-country. Subsequent to the contest Dave Blanton and Paul Wilson made flights southwest (hurricane influence) into Oklahoma, Dave for 80 miles and Paul for 40 miles. Later Mickey Jensen and Faye Edwards went north for 70 and 104 miles, respectively. Jim LeSueur and Bib Nichols went to the Odessa camp — where Ross made his final two diamonds — and Jim made a 148 mile flight, completing his Silver C. Bob Nichols accomplished his 5 hours and a 38 mile flight for two legs of his Silver C at the same camp.

Recent elections saw Mickey Jensen acquire the duties of president from Jim LeSueur. Dave Blanton is the vice-president and Paul Wilson was again drafted to serve as Sec.-Treas.

As a result of the contest trophys were presented to the appropriate winners. Trophy bases were donated to the soaring group by the Wichawks, a model club that is very active in Wichita. WSA members fabricated beautiful sailplane models to mount on the trophies. Wichawks also furnished us with the invaluable aid of Mrs. Betty McNay who, calling on her background of contesting with the model club, did just about everything to keep the contest running under the direction of LeSueur and Ross.

Anyone visiting the Wichita area can get in touch with one of the Kite Knights by calling the Aerodynamics group at Cessna (Claybourn, LeSueur or Thompson), Beech (Ross), Boeing (Higgins or Nichols) or Javelin (Blanton) Aircraft Companies. Plans are, as previously mentioned, in the works to improve the organization so that it will be representative of all the many sailplane pilots in the area. They are also being made to attend the Tulsa Memorial Day meet and the U. S. Nationals as well as having a local contest again in July or on Labor Day.

Soaring pilots visiting this area are cordially invited to contact anyone of the local group as we are always anxious to meet those with kindred spirits.

New Members

David Kittle is a Product Designer who moved to Wichita last summer and found out about the club at the Flight Festival last Fall. He has taken a few glider rides in the Chicago area. Welcome **David**!

Anthony Hebert is an engineer at Cessna and friends with **Steve Leonard**. He is a former member, welcome back!

Neale Eyler has Let's Go Gliding! bumper stickers, contact him at n_eyler@hotmail.com or get yours at the May meeting at Sunflower

Steve Leonard started the month (and the season) off right with a trip to Marfa, TX with the 604. He flew 6 days in a row, averaging about 300 kilometers a day.

Matt Gonitzke has been working on the Standard Austria. As you can see he has committed to refinishing the wings

ASSISTING THE PILOT WITH THE PRE-TAKEOFF CHECKLIST

From the SSF's Online Wing Runner Course

Introduction

Once the glider has been checked to ensure that it is airworthy (see Assisting the Pilot with Pre-Flight Preparations) and has been positioned for takeoff (see Positioning the Glider for Takeoff), the pilot and passenger must enter the glider, make any necessary cockpit preparations and carry out the pre-takeoff checks before the towline is attached. The wing runner may be required to assist the pilot in some or all of these tasks. The following sections discuss typical tasks that may require help from the wing runner.

General

The wing runner should ask the pilot what assistance he or she requires. If unfamiliar with the task, ask the pilot and get whatever information is required before assisting.

Parachutes

If a parachute is to be used, the pilot normally puts it on before getting in the glider. This substantially reduces the risk of getting the parachute straps tangled with the seat belts. The pilot will usually stand well clear of the glider when donning the parachute to prevent the parachute strap buckles from inadvertently hitting the glider. The wing runner may be asked to assist the pilot in donning the parachute.

The parachute container (with canopy inside) is normally put on much like a sleeveless coat with the arms going through the harness armholes. The top of the harness goes over the pilot's shoulders. The wing runner may be required to help the pilot 'get into' the harness, usually by holding it up so that the pilot's arms can be placed through the armholes.

Once the pilot has put on the harness, the parachute straps will need to be secured and adjusted. Different models of parachutes may have multiple straps that are required to be attached. Almost without exception, these include two straps attached to the lower back of the harness, which require to be passed through between the pilot's legs and attached around the thighs or elsewhere to the front of the harness. The wing runner may be required to locate these straps, pass them to the pilot, or attach them for the pilot. It may also be necessary to assist in adjusting the straps so the harness fits snugly.

Preparation for Entering the Glider

To enable the pilot to be properly seated in the glider, the seating area needs to be free of objects (e.g., maps) that the pilot would sit on if not removed. In particular, the seat belts should be moved clear of the seat pan. The wing runner can assist the pilot in these tasks and, if necessary, hold the seat belts clear while the pilot enters the cockpit.

Entering the Glider

Some models of glider (usually those which have a nose wheel or skid resting on the ground when the pilot is aboard but rest with the tail on the ground when unoccupied) may tip forward as the pilot enters the cockpit. In these cases it is customary to lower the nose until it rests on the ground before the pilot gets in, thus preventing the nose from striking the ground and possibly damaging the airframe. The wing runner may be asked to assist by holding down on the nose of the glider or at some other point on the airframe (if safe to do so) until the pilot has entered the cockpit. The two-place Schweizer 2-33 has a telescopic metal handle fitted in the extreme nose. This can be extended and used as a lever to push and hold the nose down. If unfamiliar with the specific model of glider, it is important to determine the proper places to push on the airframe. The pilot-in-command will be able to provide this information.

In the Glider

Once the pilot is seated in the glider, the wing runner can assist by positioning seat belts and shoulder harness. Assistance may also be provided in helping the pilot get organized in the cockpit - positioning and

securing maps, water bottles, oxygen masks and other items. Once the pilot and passengers have their seat belts attached and adjusted and the cockpit is properly organized, the pre-takeoff checklist will be initiated.

Pre-Takeoff Checklist

It is important that the pilot is not distracted or interrupted while conducting the pre-takeoff checklist. The wing runner should not talk, nor be talking to the pilot while the checklist is being conducted. However, the pilot may require assistance to conduct these checks properly. The wing runner may be asked to assist in checking the following items:

Controls

The pilot will check the glider's controls for proper operation (i.e. ensuring that the control surfaces move in the correct direction in response to control movements in the cockpit). If the pilot cannot see the control surface being checked from his or her position in the cockpit, the wing runner may be asked to report to the pilot the position of the control surface. For example, if the pilot cannot see the ailerons at the wingtips, he or she will move the control stick to one side and state the proper positions of the control surfaces. The wing runner should look at the control surface and verify its position. This will be repeated for each control surface: the ailerons, rudder, and elevator. Additional checks may be required for the secondary controls surfaces including the trim, spoilers, and flaps if installed.

The pilot is relying on the wing runner to observe and report any abnormalities. Should the control surface not move, or if it moves in an unusual or improper way, the wing runner should immediately report this observation this to the pilot.

When checking the flaps, it is important to check that the surfaces on each side move together and with the same amount of travel. Airbrakes/spoilers should also move in a uniform manner. In the case of spoilers (which are hinged at and pivot around their front edge) the wing runner may need to look from the side, along the wing, to see that the surfaces remain in line. Once the airbrake/spoiler check has been completed (unless the pilot indicates differently) they should also be checked to ensure they are closed and flush with the wing surface. Every year, glider incidents and accidents occur because the pilot has failed to lock the airbrakes closed prior to flight. You can help prevent this by making this check.

Canopy

One important item of the pre-takeoff checklist is the canopy. If the canopy is detached from the glider, the wing runner will need to pick it up (carefully, only handling the frame) and, with the pilot's assistance, correctly place it over the cockpit. In every case the canopy needs to be locked in position by the pilot. It may be necessary for some pressure to be applied to the canopy frame while the pilot secures it.

Some gliders have locking handles/levers that are visible from outside the canopy. It is important to be familiar with these to be able to make a visual check to ensure the canopy is locked once it has been closed. Gliders have been destroyed and the occupants fatally injured as a result of the pilot failing to properly secure the canopy before flight. The wing runner can be instrumental in helping to prevent accidents by making this visual check and advising the pilot if the canopy is not locked.

Towline

The wing runner will be responsible for attaching the towline to the glider (see Connecting the Towline). The towline should not be attached, nor offered to the pilot for attachment, until the pre-takeoff checks have been completed.

Summary

- Ask the pilot what assistance is required.
- If unfamiliar with a particular glider or procedure, always ask the pilot in command before assisting.
- Be able to identify each of the glider's control surfaces and know its correct movement/position.
- Handle the canopy with care using the frame, not the Plexiglas®.
- Allow the pilot to control the pace of the operation, particularly by waiting for the pre-takeoff checks to be completed before attaching the towline.

Windward Performance

By **Lauren Rezac**

Perlan entry not like ASW-24, but worth the effort

I recently had the opportunity to visit Greg Cole, an old friend of mine who lives in Bend, OR. Greg and his wife Neva own and run Windward Performance, an engineering consulting and composite manufacturing company. They have several projects currently underway. The two that were the most interesting to me were the Perlan project and the Duckhawk.

Greg is a principal in the Perlan project. The Perlan project is a pressurized glider they plan to soar to 90,000 ft. in wave lift. The Perlan has an 84 ft. wing span; so long that they have leased two aircraft hangars, and cut a hole in between to fit the wing mold.

I had an opportunity to sit in the mockup. It was roomy once you got in, but fitting through the access hole was a challenge. The Perlan should have its first flight sometime this fall, with the record attempt to follow. http://perlanproject.org/

The other interesting project is the Duckhawk. Windward Performance currently builds and sells the Sparrowhawk, an ultralight glider with an 11 meter wingspan. The Sparrowhawk nicely fills the Ultralight niche market, but Greg wanted to try producing a 15 meter glider without the constraints of the current designs. The Duckhawk uses full span flaperons and has a 30:1 aspect ratio.

Duckhawk on display in Bend

The Duckhawk uses the same fuselage molds as the Sparrowhawk, but due to the strength requirements all of the internal structure has been updated to withstand the additional loads. The wings are all new and due to the very narrow chord the internals of are very compact to allow for the flaperon and dive brake controls.

I was on hand when Greg and his company had the first public demonstration of the Duckhawk on April 21st. The Duckhawk has a projected best L/D of 52:1 and a V_{ne} of 200 knots (depending on model). After watching the flight I am sure Greg will meet all of his goals.

http://windward-performance.com/

Greg and his family are great people and if you have a chance you should visit them and tour their company. It would be time well spent.

Reprinted from the March 2012 *Sport Aviation*

KANSAS SPARROWHAWK

I ORIGINALLY BOUGHT THE SPARROWHAWK as an ultra-light sailplane (less than 155 pounds empty). My quest was to use this wonderful platform for a self-launching glider/ultralight. My criteria were simple: design and build a "power pack" that could be installed and removed with no impact to CG or the operation of the ballistic parachute. What emerged was experimental N37LD. Both engines are 120-cc (9-hp) model airplane engines turning 26-by-12 pusher props. The power pack mounts by means of a saddle on the CG of the aircraft. It attaches with four pins, two control cable pins, and two electrical plugs. The engine strut houses all of the control cables, electrical wiring, and fuel. It takes about 20 minutes to set up from a trailer and another five minutes to install the power pack, which has a dry weight of 24 pounds (wet is 5 pounds more). Takeoff weight is typically less than 400 pounds. I received the airworthiness certificate in the fall of 2010 and flew one week later.

Richard Boone, EAA 670161; Wichita, Kansas; E-mail: *richard@boonefly.com*

2012 Duty Schedule

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

Date	Tow Pilot	Line Managers	Instructor
Sat May 5	Bob Hall 620-727-1273	Neale Eyler 729-0659 Dennis Brown 722-8351	
Sun May 6	Andrew Peters 393-2261	Leah Condon 249-3535 Matt Gonitzke 815-980-6944	Tony Condon 515-291-0089
Sat May 12 Cookout	KC Alexander 943-7641	Jerry Boone 620-662-5330 Matt Colclasure	Andrew Peters 393-2261
Sun May 13	KC Alexander 943-7641	Dave Wilkus 788-0932 Dennis Brown 722-8351	
Sat May 19	Bob Holliday 641-6178	Richard Boone351-7133 Mike Davis 316-772-8535	Dave Stanko 393-6249
Sun May 20	Andrew Peters 393-2261	Keith Smith 785-643-6817 Steve Leonard 249-7248	
Sat May 26	Steve Wenke 684-7774	Dave Wilkus 788-0932 Scott Dimick 733-5678	
Sun May 27	Bruce Latvala 912-258-3488	Harry Clayton 744-2389 Al Flesberg 913-856-7187	Lauren Rezac 526-5304
Mon May 28	Andrew Peters 393-2261	Summer Gajewski 620-662-5256 Anthony Geide 620-921-0254	
Sat June 2	Tony Condon 515-291-0089	Leah Condon 249-3535 Matt Gonitzke 815-980-6944	Brian Bird 620-664-7844
Sun June 3	Bob Hall 620-727-1273	Neale Eyler 729-0659 Jennifer Grabendike	
Sat June 9 Cookout	Jack Seltman 636-4218	Jerry Boone 620-662-5330 Summer Gajewski 620-662-5256	Dave Stanko 393-6249
Sun June 10	Bob Holliday 641-6178	Ray Girardo 942-0638 Mike Logback 620-241-8486	
Sat June 16	KC Alexander 943-7641	Bob Blanton 683-9759 Robbie Grabendike 680-0622	
Sun June 17	KC Alexander 943-7641	Ron Blum 295-7812 Jerome Martin 620-259-7827	Lauren Rezac 526-5304
Sat June 23	Mark Schlegel 641-5093	John Baldessari Jeff Beam 620-441-8116	Tony Condon 515-291-0089
Sun June 24	Mark Schlegel 641-5093	Harry Clayton 644-9117 Summer Gajewski 620-662-5256	
Sat June 30	Mark Ross 214-1464	Bob Hinson 841-5561 Brian Nichols 412-303-5654	Andrew Peters 393-2261
Sun July 1	Rafael Soldan 706-255-9909	David Kennedy 841-2912 Summer Gajewski 620-662-5256	
Wed July 4	Bernie Mohr 733-4524	John Peters 620-367-3711 Neal Pfeiffer 686-4306	

Date	Tow Pilot	Line Managers	Instructor
Sat July 7 Kowbell	Jack Seltman 636-4218	Richard Boone 351-7133 Jim Taulman 913-837-0062	Mike Westemier 729-2551
Sun July 8	Steve Wenke 684-7774	Doug Wilson 733-5537 Dave Woody 682-1895	
Sat July 14 Cookout	Mark Schlegel 641-5093	Bob Blanton 683-9759 Robbie Grabendike 680-0622	David Stanko 393-6249
Sun July 15	Mark Schlegel 641-5093	Ray Girardo 942-0638 Bob Hinson 841-5561	
Sat July 21	Bruce Latvala 912-258-3488	Steve Leonard 249-7248 Ron Blum 295-7812	Tony Condon 515-291-0089
Sun July 22	Chris Swan 513-410-2418	Jeff Beam 620-441-8116 Matt Colclasure	
Sat July 28	Dave Stanko 393-6249	Mike Davis 772-8535 Scott Dimick 733-5678	Mike Westemier 729-2551
Sun July 29	Mike Westemier 729-2551	Keith Smith 785-643-6817 Kevin Ganoung 785-536-4540	
Sat Aug 4	Bob Hall 620-727-1273	Anthony Geide 620-921-0254 Mike Logback 620-241-8486	
Sun Aug 5	Brian Bird 620-664-7844	Jerome Martin 620-259-7827 Brian Nichols 412-303-5654	Lauren Rezac 526-5304
Sat Aug 11 Cookout	Mark Ross 214-1464	Bob Blanton 683-9759 Keith Smith 785-643-6817	Brian Bird 620-664-7844
Sun Aug 12	Steve Wenke 684-7774	Bob Hinson 841-5561 David Kennedy 841-2912	
Sat Aug 18	Chris Swan 513-410-2418	Ron Blum 295-7812 Jeff Beam 620-441-8116	
Sun Aug 19	David Stanko 393-6249	Ray Girardo 942-0638 John Peters 620-367-3711	Andrew Peters 393-2261
Sat Aug 25	Jack Seltman 636-4218	Neal Pfeiffer 686-4306 Jim Taulman 913-837-0062	David Stanko 393-6249
Sun Aug 26	Rafael Soldan 706-255-9909	Harry Clayton 644-9117 Jerry Boone 620-662-5330	
Sat Sep 1	Mike Westemier 729-2551	Jared Bixenman 785-443-2457 Doug Wilson 733-6484	Brian Bird 620-664-7844
Sun Sep 2	Steve Wenke 684-7774	Dave Woody 682-1895 David Kennedy 841-2912	
Mon Sep 3	Lauren Rezac 526-5304	Richard Boone 351-7133 Matt Colclasure	

Date	Tow Pilot	Line Managers	Instructor
Sat Sep 8 Cookout	Bernie Mohr 733-4524	Steve Leonard 249-7248 Kevin Ganoung 785-536-4540	Lauren Rezac 526-5304
Sun Sep 9	Bruce Latvala 912-258-3488	Jared Bixenman 785-443-2457 Mike Davis 316-772-8535	
Sat Sep 15	Jack Seltman 636-4218	Ron Blum 295-7812 David Wilkus 788-0932	Mike Westemier 729-2551
Sun Sep 16	Tony Condon 515-291-0089	Leah Condon 249-3535 Matt Gonitzke 815-980-6944	
Sat Sep 22	KC Alexander 943-7641	John Baldessari Bob Hinson 729-8296	Tony Condon 515-291-0089
Sun Sep 23	KC Alexander 943-7641	David Kennedy 841-2912 Scott Dimick 733-5678	
Sat Sep 29	Chris Swan 513-410-2418	Jeff Beam 620-441-8116 Jared Bixenman 785-443-2457	Andrew Peters 393-2261
Sun Sep 30	Mark Ross 214-1464	Ray Girardo 942-0638 Mike Logback 620-241-8486	
Sat Oct 6	Bob Holliday 641-6178	Doug Wilson 733-5537 Jared Bixenman 785-443-2457	Brian Bird 620-664-7844
Sun Oct 7	Bob Hall 620-727-1273	Keith Smith 785-643-6817 Kevin Ganoung 785-536-4540	
Sat Oct 13	Bruce Latvala 912-258-3488	Dave Wilkus 788-0932 Richard Boone 351-7133	Mike Westemier 729-2551
Sun Oct 14	Jack Seltman 636-4218	Harry Clayton 644-9117 Jerry Boone 620-662-5330	
Sat Oct 20	Rafael Soldan 706-255-9909	Bob Blanton 683-9759 Robbie Grabendike 680-0622	
Sun Oct 21	Chris Swan 513-410-2418	Leah Condon 249-3535 Matt Gonitzke 815-980-6944	Tony Condon 515-291-0089
Sat Oct 27	Bob Holliday 641-6178	Steve Leonard 249-7248 Kevin Ganoung 785-536-4540	Brian Bird 620-664-7844
Sun Oct 28	Bruce Latvala 912-258-3488	Neale Eyler 729-0659 Mike Logback 620-241-8486	

Sub List: Rich Stone (LLM) 612-2008, Frank O'Donnell (CFIG, Tow Pilot) 316-788-3224

Editor's Note

I hope everyone has been doing well. I know I'm excited for the start of the season. I've included copies of SSA Badge & Record paperwork as well as the current Kansas State Records and the rules for State Records. They are all also available at www.ssa.org. Just something to provide a little motivation when thinking about what flights we should attempt this season. Thanks to everyone who submitted something this month.

Kansas State Distance Records

	Free Distance	Free Out and Return Distance	Free 3-Turnpoint Distance	Free Triangle Distance	Straight Distance to a Goal	Out and Return Distance	Distance up to 3 TPs	Triangle Distance
Open Class Singleplace	436.1mi Bernie Mohr 1/1/1970	197.3mi Jerry Boone 5/5/2011	442.2mi Steven Leonard 7/16/2011	198.4mi Tony Condon 6/5/2011	397mi Robert Jackson 8/3/1974	362.2mi Steven Leonard 6/21/1995	210.9mi Tony Condon 9/11/2011	340.03mi Steven Leonard 8/29/2000
Open Class Multiplace	217.3mi Arnold Peters 1/1/1970		40.86mi Tony & Leah Condon 9/18/2010	32.1mi Tony & Leah Condon 9/18/2010	116.4mi Arnold Peters 1/1/1976	43mi Tonk Mills 10/16/1982	30.3mi Tony & Leah Condon 9/18/2010	30.3mi Tony & Leah Condon 9/18/2010
Motorglider Singleplace								142.4mi Robert Holliday 8/6/2010
Motorglider Multiplace								
15-Meter Class	403mi John Mills 1/1/1980	197.3mi Jerry Boone 5/5/2011	214.4mi Tony Condon 5/2/2010		81.55mi Steven Leonard 8/2/1982	362.2mi Steven Leonard 6/21/1995	194.8mi Jerry Boone 5/5/2011	340.03mi Steven Leonard 8/29/2000
Standard Class	264.73mi Tonk Mills 11/4/1988		214.4mi Tony Condon 5/2/2010			228.6mi Tonk Mills 7/14/1984		324.97mi Tonk Mills 7/24/1987
World Class Glider	181.7mi Keith Smith 7/1/2010		194.4mi Keith Smith 7/1/2010					
Ultralight Glider								
Sports Class	298.9mi Tony Condon 5/2/2010	221.5mi Tony Condon 9/11/2011	331.1mi Tony Condon 5/2/2010	246mi Tony Condon 6/5/2011		354.96mi Steven Leonard 6/21/1995	261.5mi Tony Condon 9/11/2011	329.83mi Steven Leonard 8/29/2000

Kansas State Speed Records

	Out & Return Speed 300km	Out & Return Speed 500km	Triangle Speed 100km	Triangle Speed 200km	Triangle Speed 300km	Triangle Speed 500km
Open Class Singleplace	71.75 mph Tonk Mills 7/30/1988	59.7 mph Steven Leonard 6/21/1995	70.9 mph Tonk Mills 1/1/1980	83.48 mph Robert Holliday 8/24/2003	76.57 mph Robert Holliday 9/6/2004	
Open Class Multiplace			52.84 mph Steven Leonard 8/10/2005	46.14 mph Tonk Mills 7/31/1982	43.5 mph Tonk Mills 1/1/1985	
Motorglider Singleplace				51.4 mph Robert Holliday 8/6/2010		
Motorglider Multiplace						
15-Meter Class	71.75 mph Tonk Mills 7/30/1988	59.7 mph Steven Leonard 6/21/1995	70.9 mph Tonk Mills 1/1/1980	83.48 mph Robert Holliday 8/24/2003	76.57 mph Robert Holliday 9/6/2004	65.6 mph Steven Leonard 8/29/2000
Standard Class	71.75 mph Tonk Mills 7/30/1988		70.42 mph Tonk Mills 7/30/1989	39.45 mph Robert Leonard 9/1/1990	56.67 mph Tonk Mills 7/22/1987	60.93 mph Tonk Mills 7/24/1987
World Class Glider						
Ultralight Glider						
Sports Class	33.75 mph Jerry Boone 5/5/2011	58.5 mph Steven Leonard 6/21/1995	60.24 mph Steven Leonard 8/10/2005	64.18 mph Steven Leonard 9/6/2004	39 mph Tony Condon 6/5/2011	63.63 mph Steven Leonard 8/29/2000

SSA Award Application

Soaring Society of America

Submit by mail to:
SSA, PO Box 2100
Hobbs, NM 88241
Attn: Badge Claims

For any flight documented by barograph or approved data recorder, please attach both pages of a completed SSA Badge & Record Worksheet

I. PILOT INFORMATION: *non-members please enclose $20 fee for processing FAI badge claims*

(a) Pilot: _____ Date of Birth: _____ SSA Member #: _____

(b) Address: _____ City: _____ State: _____ Zip: _____

(c) E-mail: _____ NAC e-mail, if not SSA: _____

II. PILOT CERTIFICATION: *I hereby certify this flight was conducted in accordance with the FAI Sporting Code, in compliance with all the glider manufacturer's and national operating limitations, and in accordance with national flight regulations respecting airspace use, night flight, etc. I apply for the award(s) (circled) below.*

Pilot Signature: _____ **Date:** _____

Altitude Claim(s):	*Silver*	*Gold*	*Diamond*	*Symons Wave ($40 fee applies)*
Duration Claim:	*Silver/Gold*			
Distance Claim(s):	*Silver*	*Gold*	*Diamond Goal*	*Diamond Distance*
Diplome Claim:	*750 km*	*1000 km*	*1250 km*	*Other Diplome: _____km*
Other Awards	*Barringer Trophy*		*Century Award (Pilot age 20 or younger)*	
**See program rules*	**State Record(s)*		**SSA Distance Award ($10 fee applies)*	

III. FLIGHT DATA SUMMARY

(a) Flight Date: _____ Is the aircraft a motor glider? (Circle one:) YES NO

(b) Aircraft Make & Model: _____ N#: _____

(c) Take Off Site: _____ State: _____ Elevation: _____ MSL

(d) Time of release (or last motor glider Means of Propulsion use), Local time: _____

(e) Landing Site: _____ State: _____ Elevation: _____ MSL

(f) Landing time (end of the ground roll), Local time: _____

IV. OBSERVER CERTIFICATION: *Check ONE and complete:*

☐ Barograph and/or GPS data supports this application; I provided supervision of this flight as required by Sporting Code Section 3, and have attached the SSA Badge & Record Worksheet I completed.

☐ This application is for Silver Duration only and I provided the continual attention required to confirm 5 hours were flown, with Loss of Height less than 3280' from release to landing.

OBSERVER'S NAME *(please print)*_____ **SSA MEMBER #:** _____

SIGNATURE: _____ **E-MAIL:** _____

Office Use Only

_____	_____	_____	_____	_____	_____	_____
Hold Date	Approval Date	By	Letter Date	Soaring Pub	Denial Date	SC3 Reason

FAI Defined Soaring Performances

SOARING PERFORMANCE	SC3 Citation	Task Choices	GENERAL REQUIREMENTS			START ALTERNATIVES			FINISH ALTERNATIVES		
			Items required in declaration	*Maximum # of TPs declared / claimed*	*Course Legs claimed*	*FR START Fix*	*Release or MoP stop*	*Start Line or declared Start Point (OZ radius)*	*By Landing (1.2.11a)*	*Finish Line or declared Finish Point (OZ radius)*	*Using a Finish Fix (1.2.11d)*
Straight Distance	1.4.3	Badge	4.2.1 a to g as appropriate	3 / 0	1	No	OK	OK (unlimited)	OK anywhere	OK (unlimited)	OK anywhere
Distance using up to 3 Turn Points	1.4.5	Badge or Record		3 / 3	2 to 4						
Distance to a Goal	1.4.4	Record		3 / 0	1		Only if declared as the START POINT	Required (1000 m)	Only in FINISH OZ Sector	Required (1000 m)	Only in FINISH OZ Sector
Out & Return flight	1.4.6a 2.1.3b	Badge or Record **Choices for: Diamond Goal and Speed Records**		1 / 1	2				Only in FINISH OZ Sector at declared START POINT	Same as declared START POINT (1000 m)	Only in FINISH OZ Sector at declared START POINT
Triangle flight (2 Turn Points)	1.4.6b(i) 2.1.3b			2 / 2	3						
Triangle flight (3 Turn Points))	1.4.6b(ii) 2.1.3b			3 / 3	3						
Free Straight Distance	1.4.7a	Distance Record	4.2.1 a to d	3 / 0	1	OK	OK	OK (unlimited)	OK anywhere	OK (unlimited)	OK anywhere
Free Distance using up to 3 Turn Points	1.4.7b			3 / 3	2 to 4						
Free Out & Return Distance	1.4.8a			3 / 1	2			OK (1000 m)	OK in FINISH OZ Sector at claimed START POINT	OK at declared START POINT (1000 m)	OK in FINISH OZ Sector at claimed START POINT
Free Triangle Distance (2 Turn Points)	1.4.8b(i)			3 / 2	3						
Free Triangle Distance (3 Turn Points)	1.4.8b(ii)			3 / 3	3						
Absolute Altitude	1.4.2 3.1.2b	Record	Items 4.2.1a to 1g as appropriate	**N O T E S** • When a start or finish line is used there is no OZ in effect. • GPS position recorders are permitted as provided for in the Appendix to Chapter 4. • 3-TP triangle distance for badges and records is measured: TP1 - TP2 - TP3 - TP1. • For records, minimum leg length for any triangle less than 750 km is 28% of official distance. For courses 750 km or longer, no leg may be less than 25% or more than 45% of the official distance.						
Gain of Height	1.3.5 1.4.2	Badge or Record									
Duration	1.3.3 1.4.2	Badge									

SSA BADGE & RECORD WORKSHEET

COMPLETE ALL ITEMS *use N/A for " Not Applicable."*

The written declaration below is valid for all but World Records, if completed *and signed before takeoff* and, if using an IGC Approved Flight Recorder, *after (1) turning the FR on; (2) entering an electronic task if desired - then leave the FR on!*

SC3 4.2.1,4.5.5a,4.5.6a;FR Approval

PRE-FLIGHT DECLARATION & EQUIPMENT CHECK

FLIGHT DATE: _____ **OO NAME:** _____

PILOT NAME: _____ **AIRCRAFT Make/Model:** _____

IN-FLIGHT CREW: _____ **AIRCRAFT Registration #:** _____

BAROGRAPH / FR MAKE: _____ **BAROGRAPH / FR SERIAL #:** _____

OO: Complete for Barograph Claim

☐ 1. Barograph serial # checked; pre-flight ID mark added to barogram

AND

☐ 2. Barograph wound & sealed, installed in the glider, inaccessible to the pilot

OO: Complete for GPS Claim

☐ 1a. Recorder serial # & installation checked; recorder sealed to the glider

OR

☐ 1b. Recorder serial # & installation checked and aircraft continuously observed until take off

TASK required for all distance flights except (1) Straight Distance from release to landing or Finish Fix; or (2) Free records

Way Point	Location Name	Latitude (DD:MM.mmm)	Longitude (DDD:MM.mmm)
1. Start Point	_____	___ ___:___ ___: ___ ___ ___	___ ___ ___:___ ___:___ ___ ___
2. Turn Point	_____	___ ___:___ ___: ___ ___ ___	___ ___ ___:___ ___:___ ___ ___
3. Turn Point	_____	___ ___:___ ___: ___ ___ ___	___ ___ ___:___ ___:___ ___ ___
4. Turn Point	_____	___ ___:___ ___: ___ ___ ___	___ ___ ___:___ ___:___ ___ ___
5. Finish Point	_____	___ ___:___ ___: ___ ___ ___	___ ___ ___:___ ___:___ ___ ___

Pre-Flight signatures are required, with date and time Certified by the OO

Pilot Signature: _____

OO Signature: _____ ***Date & time of OO's Signature:*** _____

SC3 4.5.5 b,d; 4.5.6 b,d; FR Approval

POST-FLIGHT EQUIPMENT CHECK

OO: Complete for Barograph Claim

The pilot may remove the barograph from the glider prior to a ground retrieve. The OO must verify both:

☐ 1. Seal & pre-flight ID mark intact, serial # checked

☐ 2. Barogram prepared for evaluation, with the following added to it:

- Flight date
- Pilot name
- Aircraft make, model & registration
- Baro make, serial # & range
- Altitude of release
- OO post-flight signature
- *for Altitude records,* pre-flight ground level pressure QFE at take off site

OO: Complete for GPS Claim

☐ 1a. *If Recorder/aircraft seal applied pre-flight,* the seal was intact post-flight

OR

☐ 1b. *If no pre-flight Recorder check was done,* continuous observation was provided from landing until the post-flight installation check

Each of the following is required:

☐ 2. Performed or supervised download & retained the original data file(s)

☐ 3. File security checked using proper software

☐ 4. Take off & landing time(s) & location(s) confirmed (Provide details on page 2)

FLIGHT DATE: _____ **OO NAME:** _____

PILOT NAME: _____ **AIRCRAFT Registration #:** _____

SC3 4.3.3c, 5.3.2d **OFF-FIELD LANDING: Certification by 1 Observer or 2 other witnesses** **As Needed**

I hereby certify I witnessed the above pilot and aircraft at the date, time and location shown below:

Date: _____ **Local Time:** _____ **Location:** _____

Signature: _____ **Signature:** _____

Name: _____ **Name:** _____

Address: _____ **Address:** _____

SC3 4.5.5b, 4.5.6b **OO CONFIRMATION OF TAKE OFF & LANDING TIMES & LOCATIONS** **Required**

Take off Time (Local): _____ **Take off Site:** _____

Take off Site Elevation MSL: _____ **Nearest City:** _____ **State:** _____

Confirmed by: (Circle) OO's Personal Observation Soaring Site log Witness

Landing Time (Local): _____ **Landing Site :** _____

Landing Site Elevation MSL: _____ **Nearest City:** _____ **State:** _____

Confirmed by: (Circle) OO's Personal Observation Soaring Site log Witness

SC3 4.5.2a **CONFIRMATION OF RELEASE LOCATION** **As Needed**

Required if: (1) no release "notch" is evident in barograph-recorded data; or (2) the time & location of release are not evident in FR-recorded data. List the location as accurately as possible; if overhead at an airport, list published airport coordinates.

I hereby certify the following as the release location for the flight listed at the top of this page:

Latitude (DD:MM.mmm): _____ **Longitude (DD:MM.mmm):** _____

Tow Pilot / Launch Supervisor Name: _____

Tow Pilot / Launch Supervisor Signature: _____

SC3 4.3.3, 4.5.3, 4.5.5e **ALTITUDE EVALUATION** **Required**

Refer to the SSA Badge & Record Guide to find altitudes MSL, corrected for both instrument error and non-standard pressure

ALL CLAIMS: **Release:** _____ ***ALTITUDE CLAIMS:*** **Low Point:** _____ **High Point:** _____

DISTANCE CLAIMS: **Start Altitude:** _____ **Finish Altitude:** _____

SC3 4.4.4, 4.3.3c, 5.2.3d, 4.3.2, 4.5.5e, 4.5.6e **OO 's Claim Submission Checklist** **Required**

- ☐ 1. Barograph or Flight Recorder calibration is current
- ☐ 2. Recorded data proves soaring performance consistent with the Badge leg(s) and/or Record(s) sought
- ☐ 3. Materials submitted to SSA:
  - **BOTH pages of this worksheet**
  - **SSA Award Application** and, if applicable: record form(s), SSA Distance Award Application
  - Data recorded in flight (eg: original foil or paper barogram; CD, memory stick or memory card)
  - A copy of FR calibration data or, if altitude gain or Loss of Height is within 300 feet of an FAI limit and the flight was recorded by mechanical barograph, its ORIGINAL calibration graph.
  - The OO's written explanation for any unusual aspect of the flight or its documentation

US National & State Record Rules

Valid through 1 October 2010

1. Applicability: Except as provided by these rules, US National and SSA State Records shall comply with the FAI Sporting Code General Section and Section 3 ("SC3"), as in effect on the date of flight.

2. Record Categories: World, US National and SSA State record Categories are "General" encompassing all pilots, and "Feminine," where the pilot and flight crew, if any, is/are female. SSA State records provide a "Junior" category for pilots and flight crews whose 25th birthday occurs on or after January 1 in the calendar year during which the record flight is made.

3. Record Classes & Categories:

FAI RECORD CLASSES	US RECORD CLASSES	RECORD CATEGORIES		
		General	Feminine	Junior State Only
(DO) Open Class	Open Class Singleplace	X	X	X
	Open Class Multiplace	X	X	X
	Motorglider Singleplace	X	X	
	Motorglider Multiplace	X	X	
(D15) 15 Meter Class	15-Meter Class	X	X	
	Standard Class	X	--	
(DW) World Class Glider	World Class Glider	X	X	
(DU) Ultralight Glider	Ultralight Glider	X	X	
(No equivalent)	*State Records Only* Sports Class *(Handicapped)***	X	---	

**** Disposable ballast is prohibited except when necessary in the tail for weight & balance purposes. See Handicapping procedures at rule 6.3d in this document**

4. Motorglider claims: Motorglider pilots may claim records in Motorglider or other classes:

a. Motorglider classes require an MoP recorder or the use of seals destroyed by MoP use;

b. Other classes require removal of a critical MoP part or the use of mechanical lock(s) preventing MoP use during the soaring performance.

5. US National & State Record Types: Except as noted below, each record TYPE is available in any combination of Category and Class (* indicates a TYPE NOT recognized for World Records)

ALTITUDE SC3 Reference; Type	DISTANCE SC3 Reference; Type	OUT & RETURN SPEED SC3 1.4.6(a)	TRIANGLE SPEED SC3 1.4.6(b)
1.4.2; Absolute Altitude	1.4.4; Straight Distance to a Goal	300 km*	100 km
1.4.2; Altitude Gain	1.4.5; Distance Using Up to 3 TPs	500 km	200 km (State ONLY)
	1.4.6(a); Out & Return Distance	750 km	300 km
Available only in these	1.4.6(b); Triangle Distance	1000 km	500 km
Categories & Classes:	1.4.7(a); Free Straight Distance	1250 km	750 km
	1.4.7(b); Free Distance Using Up to 3 TPs	1500 km	1000 km
General, Open Singleplace	1.4.8(a); Free Out & Return Distance		1250 km
General, Open Multiplace	1.4.8(b); Free Triangle Distance		1500 km
Feminine, Open Singleplace		... and higher intervals at	... and higher intervals at
Feminine, Open Multiplace		multiples of 500 km	multiples of 500 km

US National & State Record Rules

Valid through 1 October 2010

6. General Requirements & Procedures:

6.1. For both National and State Records:

a. The calibration requirements of SC3 4.4.7 must be met

b. Course leg distances shall be calculated per http://www.fai.org/distance_calculation/

c. Any/all conversions from metric to English units shall be based on 3.2808399 feet per meter

d. Multi-place aircraft flown solo will only be considered in the appropriate single-place class.

e. All Motorglider claims require a completed FAI/SSA Claim Form D

f. No valid record claim can be made when an in-flight accident rendered the aircraft unairworthy, or resulted in pilot or passenger injury requiring hospitalization.

6.2. For National Records:

a. The pilot in command must hold an NAA-issued Sporting License

b. Documentation must be provided by a Flight Recorder IGC-approved at the "All Flights", "All Badges" or "Up to Diamonds" level (See list at http://www.fai.org/gliding/documents.asp)

c. Multiple distance and speed record Types in each applicable Category and Class may be claimed for a single flight.

6.3. For State Records:

a. Documentation may be provided by any means acceptable for FAI Silver badge flights.

b. Multiple speed records may be claimed only for the record Type(s) immediately less than the official course distance flown; multiple distance records may be claimed as in 6.2(b).

c. The Start Point location determines the State in which the record is claimed. The pilot need not be a resident of that State but must be a voting member of SSA and a US citizen or resident alien.

d. For Sports Class Records: at ssa.org, use "Sailplane Racing" and "Resources" links to find the current listing for the aircraft flown and note the figure in the HANDICAP FACTOR column. Then:

i. Calculate Handicapped Distance: Multiply Official Distance (SC3 1.2.13) by the current handicap. On the State record claim form, annotate the result as "HMI"

ii. Calculate Handicapped Speed: Verify that the Handicapped Distance is not less than the required record task length. Divide the Handicapped Distance by the Duration (SC3 1.2.5). On the State record claim form, annotate the result as "HMPH"

7. Application Procedures:

7.1. Post-Flight Notification by the pilot is required for ALL records;

a. National Records; notify the SSA FAI Awards Coordinator by e-mail within 72 hours

b. State Records: notify the State Record Keeper within 10 days; phone notification may be accepted at the individual Record Keeper's discretion

7.2. Application materials must be postmarked within 45 days after the flight, or within 15 days of any required post-flight calibration.

a. For US National Record Claims and State Records concurrent with any FAI Badge: send original flight documentation, completed FAI Record form(s) if applicable, State Record Application and an SSA Awards Application Master Form to SSA; PO Box 2100; Hobbs, NM 88241; ATTN: RECORD CLAIM

b. For State Record claims without a National Record or FAI Badge claim: send original flight documentation, a completed SSA Awards Application Master Form, an SSA State Record Application and, if applicable, SSA Form D for motorgliders to the State Record Keeper

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

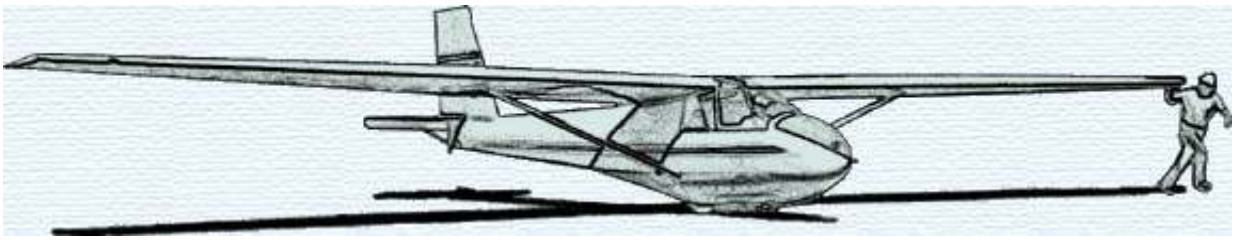
DATE _____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Cookout at Sunflower

Saturday May 12th, 2012

Grill lights at 5:30 PM

Meat provided by KSA, bring a side dish to share!

Get your Let's Go Gliding! bumper stickers