



**PUBLISHED TO RECORD
THE UPS AND DOWNS
OF THE**

KANSAS SOARING ASSOCIATION

October 2012

Editor: Tony Condon

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Cherokee II being flown by Mickey Jensen near Strother Field. From the cover of the Feb. 1961 *Soaring*

Notes from the President

By **Andrew Peters**

Well, the end of the soaring season is fast approaching. Meetings at NIAR start up again in October. We are looking for program ideas, so if you've got something to say or would like to learn more about, please send in your suggestions.

Elections are this month, please vote on line or in person at the meeting. Last Man Down will be the last weekend in October. As the end of the year approaches, start filling out the awards forms and claiming flights for the traveling trophies. The awards banquet will be coming up fast January 12th, again at the Cosmosphere.

I would also like to take a moment to thank the folks that worked really hard to make the runway project a success: **Don Jones, Luke Kicklighter, Bob Holliday, Tony and Leah Condon, Bob Hinson, Jared Bixenman, Andrew Peters, Mike Logback, John Wells, and Richard Kirkland.** The runway looks great.

It's been a fantastic year, with many epic flights and membership achievements. Please pay your tow bills and glider invoices. Most importantly, it's been a safe season. Please keep safety in mind these last couple of weekends - don't work weak lift close to the ground, don't stretch marginal glides back to the field, maintain good position on tow, be aware of glider launch operations going on around you, etc.

Happy Landings,

Andrew

KSA CALENDAR

2012

October 6th: Wings & Wheels Open House at Wellington Airport

October 13th: KSA Meeting at NIAR - 7:30 PM - KSA Elections and World Gliding Championships Review

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

November 4th: 21st Annual Wichita Frostbite Regatta - Riverside Park Tennis Center, Wichita KS

November 10th: Fall Work Day at Sunflower

November 10th: KSA Meeting at NIAR - 7:30 PM - Spins, Acro, etc.

November 17th: Fall Work Day rain date

December 8th: KSA Meeting at NIAR - 7:30 PM

2013

January 12th - KSA Awards Banquet - Kansas Cosmosphere, Hutchinson KS

February 9th - KSA Meeting at NIAR

March 9th - KSA Meeting at NIAR

April 13th - KSA Meeting at NIAR - Spring Safety Meeting

June 8th-15th - Region 9 Contest - Moriarty, NM

June 23rd-29th - Region 9 Super Regional - Hobbs, NM

July 8th - 12th - Women's Soaring Seminar - Moriarty, NM

KSA Elections

October is the month when we elect our leaders and the following members have been nominated:

President - Andrew Peters - I have been flying gliders since 1996, after I graduated high school in Indiana. I moved to Wichita in 2001 and flew at the WGP for a couple of years before joining KSA/WSA as an instructor and tow pilot. I bought my LS-3, 3T, in 2007 and enjoy flying XC and contests. I have served as the president of KSA for the past two years. During that time, I have worked with Bill Seed and the BOD to accomplish many tasks, including: bringing the 175 online as a second tow plane, organized spring, fall, and runway workdays, the awards banquet, evening cookouts, increased membership and active membership, and sealing/painting part of the runway. But that is only a start. I am asking that you vote for me for president, so that I may continue to contribute to forming a sustainable, thriving soaring club that continues to grow the sport of soaring.

Secretary/Treasurer - Neale Eyler - A member of KSA since 1997, Secretary/Treasurer since 2005. I am re-finishing a Duster sailplane.

Towplane Manager - Steve Leonard - I got started soaring in 1980, and am in my second term as KSA Towplane Manager. The first was from 1986 to 1994, and the second started in about 2001. I am not the ideal candidate for Towplane Manager, as I am not a tow pilot. However, I do know a few really good ones! I believe I am a good candidate, as I am somewhat mechanically inclined, am at the field most weekends, and have a good working relationship with Mark Weibe, the IA who has been maintaining the KSA Towplanes for many years. I have enjoyed serving as Towplane Manager for the past 11 years, and look forward to continuing to do so in the future.

VP West - Bob Hinson - As a youth I grew up around airplanes and Cessna. My first exposure to gliders was in 1973 at Sunflower when I took a ride in a German built forward swept wing two place glider. I knew then if I flew one again that I would be hooked. Fast forward to 2012 and I am once again exposed to gliders while helping out with moving some rowing equipment to **Tony** and **Leah's** garage. After finding out that how reasonable it is to fly at Sunflower I went for a flight instruction with **Tony** and was hooked. We are very fortunate to have a place like Sunflower to fly out of and it is the efforts of the many volunteers that make it possible for us to enjoy this sport. It is my plan to become more involved in soaring and as with my other hobbies I enjoy the "work" (a hobby is never really work) aspect that goes with keeping it going.

VP East - Bob Blanton

Director - Matt Gonitzke - I started flying when I was 13 while living in Rockford IL. I attended Embry-Riddle University, earning a Bachelor's and Master's Degree in Aerospace Engineering. Now I work at Spirit Aero-systems and have just earned my Private Glider certificate and am in the middle of restoring my Standard Austria. I'm an experienced small engine mechanic and intend to work to keep everything running at Sunflower so we can easily keep the field maintained and looking good.

Director - Tony Condon - I started flying gliders while at Iowa State in Ames, IA. I also have a commercial single engine and ATP Multi rating, and most importantly a tow pilot endorsement. I enjoy instructing in gliders and helping pilots achieve their soaring goals. I've been a member of KSA since moving to Wichita in 2009 and look forward to serving on the Board.

Elections will take place during the October KSA meeting at NIAR. Online voting will take place at <http://www.surveymonkey.com/s/99MXXQY> for those who can't make the meeting. Online voting will close at noon on October 13th.

Sunflower Seeds

September 1st: **Don Jones, Luke Marquardt, Jared Bixenman, and Andrew Peters** met early to work on runway cleanup in anticipation of the sealant application later this month. **Brian Bird** instructed and **Jared** got solo'd again.

September 2nd: **Mike Logback** reports 7 tows. **David Kennedy** ran the line. **Matt Gonitzke** gave rides to his parents in the 2-33 before launching in the Ka-6 and finally getting a good barograph trace for his Silver Altitude. **John Wells (KJ), Dennis Brown (LY), and Dave Wilkus (SR)** all flew. Someone flew the Grob. Altitudes around 12,000 feet reported.

September 3rd: **Jerry Boone** was doing CAP orientation glider flights again. The cadets were from the Pittsburg, KS area and drove half the night just to get to Sunflower! Also, two of the adults who accompanied the group took demo rides. **Sarah Wildman** towed and did a great job. **Bill Seed** was there and signaled the tow-plane on the first flight. Steve Stacy gave a couple of Young Eagle flights in his airplane. **Frank O'Donnell** took over in the 2-33, giving a few rides I think. **Don Jones** and **Richard Boone** ran the line while **Lauren Rezac** towed for the afternoon. **Keith Smith (LW), Dennis Brown (LY), Tony Condon (K), John Wells (KJ), Dave Wilkus (SR), and KC Alexander (XW)** all launched into Cu filled skies. Most seemed to get above 11,000 at least once based on radio chatter and Kingman and Harper were popular turnpoints. **Tony** went down to Strother Field and landed at Wellington. Last I heard **KC** was headed for Pratt. Also seen at the airport was **Bob Park, Dave Woody, Becky Cole, & Sue McNay**.

September 8th: **Andrew Peters, Don Jones, Luke Marquardt, Bob Holliday, Tony & Leah Condon, & Bob Hinson** met early to work on runway cleanup. An army of weed eaters and one scraper went into action and the rest of the runway was cleared for sealant in a few weeks. **Bob Hall** towed and **Lauren Rezac** instructed, flying with **Bob Hinson** in the Grob and in the 2-33 with **Luke, Don, and Anthony Geide**. **Sue McNay** observed operations. **Bob Holliday** flew OO, **Dave Wilkus** in SR, **Jerry Boone** in K7, and **Tony & Leah** flew the Grob ET. **Dave Woody & Bob Park** flew **Bob's** Grob twice. Max Altitudes were around 6000. **Bob Hinson** flew the Ka-6. **Tony & Leah** landed at Mills field while attempting the Lap Race and **Andrew** towed **Tony** out of there with the 175. **Dennis Brown** retrieved **Leah** who ran the wing. **Tony** made it around the triangle on the second flight. **Andrew, Don, Bob, Bob, Tony, Leah, Anthony, & Dave** enjoyed the cookout, joined by **Kinsey & Henry Peters, Brian Bird, and Lynn Juby**.

September 9th: **Jerry and Matt Boone** had lots of Cadets from the Pittsburg, KS area out to fly. A couple of adults with the group also took demo flights. Later in the day, **Jerry and Sarah Wildman** went up in the Grob for almost an hour as did **Bob Holiday (OO), Dennis Brown (LY), and Rich Stone** in the K6. Lift was a little tough to find and an inversion cap was stopping climbs at 4500'. **Jared Bixenman** and **Mike Davis** were on line duty. **Bob Hall** volunteered to tow again for the blank spot on the schedule.

September 15th: **Mike Logback** managed to find a break in the clouds late afternoon to fly his checkride. **Charles Pate** was DPE, **Jack Seltman** towed and **Brian Bird** and **Dennis Brown** ran the line. **Mike** passed, congrats!!! **Lauren Rezac** worked with **Richard Kirkland** to get his Dart annualized. **John Wells** helped.



Mike Logback, Brian Bird, Charles Pate, Jack Seltman - Checkride complete!

Sunflower Seeds

September 16th: **Tony Condon** towed, **Leah Condon & Matt Gonitzke** ran the line. Low clouds at the beginning of the day. **Dennis Brown** flew LY and **Keith Smith** flew Tinkerbell around the WSA triangle. **John Wells** flew KJ and **Bob Hall** did 3 flights in the Grob, longest about an hour, and he flew up to Hutch to check out the State Fair. **Bob Hinson** gave Lyn Juby a couple rides in the 2-33, staying up about 45 minutes on the second one. Jimmy Prouty did the annual inspections on **Steve Leonard's** Nimbus and BS-1. **Bob Park, Sue McNay, Dave Woody, and Becky Cole** observed operations. **Dennis** finished the day by giving Jimmy a ride in the 2-33. **Mike Davis** and his wife along with some friends showed up on their motorcycles towards the end of the day. **Mike Logback** spent the entire day spraying weeds on the runway in preparation for sealing.

September 21st: **Andrew Peters** spent his Friday off work painting lines on the new runway surface. **John Wells** and **Richard Kirkland** provided much needed and appreciated help. Looks good!

September 22nd: **Andrew Peters, Richard Boone, Sarah Wildman, and Tony Condon** met early for some morning flying. **Andrew** instructed and **Tony** towed. **Bob Hinson** also came out early for his line duty day. **Steve Leonard** was also out in the morning. Students started showing up including **Don Jones, Jared Bixenman, Garrett Alleven, Dan Ullrich, and Anthony Geide**. **KC Alexander** towed. **Dennis Brown** observed and **Dave Wilkus** helped run the line. **Tony** launched in the Ka-6 about 3:45 and **Steve** followed shortly after in the Nimbus. Both managed 2 hr flights in the local area, max altitude of 5200 MSL. **Andrew** did 22 flights with students! Bravo!!

September 23rd: **KC Alexander** towed. **Kevin Ganoung** did 3 flights in the KSA Grob and **Dave Woody & Sue McNay** flew their Grob. **Dennis Brown** also flew once with **Dave**. **Mark Weibe** and **Steve Leonard** were also present, as well as **Lauren Rezac** and probably others.

September 26th: Angel Schmutz and **Jerry Boone** took a flight after 5pm, her husband arranged this for her birthday surprise. **Bob Hall** towed, thanks **Bob!**



Angel & Jerry

September 29th: **Andrew Peters** reports 9 dual flights and 14 tows total. Not sure who all flew although I think that new member **Jimmy Prouty** did get his first flights in with **Andrew**.



David Kennedy - Solo!

September 30th: Not sure who all was there and who all flew but I did get word from **Mike Logback** that **David Kennedy** had his first solo in the 2-33 with **Frank O'Donnell** instructing. Congrats **David!!!**

Pfeiffer Grandchild

Neal & Karen Pfeiffer are grandparents again, this time courtesy of Megan & Dan. The new guy's name is Karl Gustav Larkin. Congrats to all!



Glasflugel AD Revised

The FAA is revising an existing AD for Glasflugel Models Standard Libelle-201B, Club Libelle 205, Mosquito, and Kestrel gliders to include clarification that the replacement control rod has an additional drain hole at the rod bottom between the forks and is the acceptable configuration for compliance. This AD results from mandatory continuing airworthiness information (MCAI) describing corrosion damage to the elevator control rod that could lead to failure of the rod, possibly resulting in loss of control of the glider.

This announcement may be reviewed in its entirety at the following link: <http://www.gpo.gov/fdsys/pkg/FR-2012-09-10/html/2012-22039.htm>

New Members

Dan Ullrich took a ride with his friend **Matt Gontizke** a few weeks ago and has joined the club. Welcome!

Garrett Allevan is a student from Marion, welcome!

Dan Blairis has re-joined, welcome back **Dan!**

Ulysses Seeds

Several KSA members spent some or all of Memorial Day weekend out in Ulysses. Wonderful hosts again were Ed & Darla Neidert. Here is the report.

August 31st: **Jeff Beam** (F1), **Steve Leonard**, (ZS 604) and **Lauren Rezac** (YA), drove out Friday morning and all enjoyed good late afternoon flights. I believe they all landed in order to go to supper. **Tony & Leah Condon** (K) arrived in the evening.

September 1st: **Jeff, Steve, Lauren, & Tony** all flew. Sebastien Ramus (ii) from the KC Eagles Club in Gardner, KS arrived early in the morning with his Pegasus. **Bob Holliday** (OO) arrived early afternoon and took a late flight. Gary Hurst arrived with his PIK and flew as well. He's working in Minneola now, it was nice to see him! Ed flew his PIK. **Tony** did a 300km out & return to Stratford, TX and back. **Jeff** flew the Apis to Liberal and back on a Silver distance attempt (barograph failure). Blue day with narrow rough thermals when you could find them.

September 2nd: First launch was **Lauren & Jeff** around 12:30. Too early though and they both landed back. **Jeff & Bob** were next at about 1:30 and everyone else followed them. **Lauren & Gary** both decided to de-rig and head home early. Sebastien had also had to leave, with vows to return next year. **Tony** attempted a 300km triangle but landed out up by Tribune. It was a tough day, blue again, slightly smoother, but not quite as high. **Jeff Beam** landed out at the airport in Moscow, KS but got a good trace for Silver Altitude. **Leah** retrieved **Jeff** and they both retrieved **Tony**.

September 3rd: **Tony & Leah** decided to leave early for Sunflower based on the forecast. **Bob & Steve** flew with **Bob** flying a little over 300km and getting to nearly 14,000 feet. **Jeff** mainly stayed local and Ed once again flew his PIK.

Runway Update

By **Andrew Peters**

If you have been to Sunflower recently, you might have noticed something different. There's a bunch of black on the runway! That's right, PCI completed the runway sealing and it looks great. And thanks to John Wells, Richard Kirkland, and Andrew Peters, there is a white centerline as well as yellow bump markings on the new surface.

Just to recap (and calibrate yourselves), the new blacktop is 2000' by 150'. The runway is 200' wide, so you can land on either side of the centerline and still have plenty of room for a 15 glider. Even Steve's Nimbus 3 only needs half the runway width. The centerline strips are 60' long, with 40' spaces, so you now have a way to judge your accuracy landings. And the yellow is really just there to provide a heads up. The bumps on the runway are less severe than a speed bump in your neighborhood, but they can be hard on nose skids, wing tips, and landing gear. So, be aware that they are there.

The sealant that was applied should hold up pretty well. Wear and tear will shorten its life. So, please do not drive any vehicles onto the blacktop. If you are coming in from the north, there's a 25' unsealed section that leads to the north edge of the intersection. Please cross the black top at the north edge, and onto the concrete, before proceeding south to the sunshade. And if gliders are landed short, please keep the vehicles that retrieve them off the black top, again using the 25' unsealed surface on either edge of the runway. Thanks for your cooperation.



New blacktop from the back seat of the 2-33

Member Achievements

Tony Condon earned a few state records for his September 1st flight at Ulysses

Jeff Beam earned Silver Altitude September 2nd at Ulysses

Matt Gonitzke Silver Altitude September 2nd at Sunflower

Mike Logback passed his Private Glider checkride September 15th

David Kennedy soloed the 2-33 on September 30th

Weekend Warrior Contest

by **Andrew Peters**

For complete Weekend Warrior rules see the April 2012 *Variometer*. Here is the description for the October task, Last Man (or Woman) Down!

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.

Wichita Vintage Rally

Here are a few pictures from the Vintage Rally. Look for a full report in the next *Variometer*. All pictures from **Matt Gonitzke**



Neal Pfeiffer's Ka-2b



Jim Short's MG-23



Gaggle over the airport



Tony Condon's Cherokee II



John Hardy's Ka8



Richard Kirkland's Dart makes its first flight since 1987

Weekend Warrior September

September Results are as follows:

Pilot	Glider	Points	Comments
Tony Condon	Grob	1100	1 Lap
Bob Holliday	Ventus 2	971	2 Laps
Jerry Boone	Zuni	817	1 Lap

Weekend Warrior Cumulative

Cumulative Standings are as follows:

Pilot	Glider	Points
Bob Holliday	Ventus 2, Duster	3614
Jerry Boone	Zuni	2823
Tony Condon	Cherokee II, Grob	2324
Steve Leonard	Nimbus 3, Zuni II	2025
Andrew Peters	LS-3	706
Lauren Rezac	ASW-24	632
KC Alexander	PIK-20D	508
Keith Smith	PW-5	153

From the Editor

Well we have another good month of soaring ahead of us. The 2012 season is one that will go down in the record books for many reasons. Many of us have had interesting, personal best, or just plain fun flights.

Achievements have ranged from first solo's to 750 km Diplomas and everything in between. I'd like to be getting stories from all of you on your most memorable flight of the year. This will give me some good stories for the *Variometer* and give us all something to help get us through the winter! Send them, no matter the length or writing quality, to abcondon@gmail.com.

We also have several club members working on projects this winter. I've got **Leah's** Cherokee II to finish, **Matt G** plans to continue working on his Austria. **Jerry, Mike, & Neale** all have Duster's that need work, **Harry** is waist deep and **Sue** has a couple 1-19's. **Steve** has his ASW-12 and some BS-1's that need to get in the air. **Kevin** is still working on his BG-12A. I've probably missed a few too. While we're working this winter make sure to take a few pictures and send them on so we all can keep track of the progress.

- **Tony**

October 2012 Duty Schedule

Sat Oct 6	Bob Holliday 641-6178	Doug Wilson 733-5537	Brian Bird 636-4218
		Jared Bixenman 785-443-2457	
Sun Oct 7	Bob Hall 636-4218	Keith Smith 785-643-6817	
		Kevin Ganoung 785-536-4540	
Sat Oct 13		David Wilkus 788-0932	Mike Westemier 729-2551
		Richard Boone 351-7133	
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	Tony Condon 515-291-0089
		Matt Gonitzke 815-980-6944	
Sat Oct 27	Bob Holliday 641-6178	Steve Leonard 249-7248	Brian Bird 636-4218
		Kevin Ganoung 785-536-4540	
Sun Oct 28		Neale Eyler 729-0659	
		Mike Logback 620-241-8486	

RULES FOR KSA FLYING AWARDS, 2012

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2012 season, the SSA 2012 Handicap list, as amended/added to below, will be used (the 2012 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

Awarded for the longest flight in a wooden winged sailplane. The task may be free distance, or if turnpoints are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

Mamie Cup

Awarded for the greatest distance flown from a Kansas departure. The task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

KSA 200 KM

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

KSA Handicap Score Trophy (Pilot of the Year)

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Cumulative Speed Trophy (Charles Henning Award)

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Preying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

2012 KSA AWARDS INFORMATION SHEET

Pilot's Name _____ Date _____

AWARD	DATE OF FLIGHT	SAILPLANE	SPECIFICS
Preying Mantis (Nominate Someone)			
Towing Operations (Nominate Someone)			
Club Maintenance (Nominate Someone)			
Wooden Wings			Distance Flown
Flying Horse Silver (100 KM Speed Task)			Speed in MPH
Flying Horse Crystal (200 KM Speed Task)			Speed in MPH
Flying Horse Gold (300 KM Speed Task)			Speed in MPH
Charles Henning Memorial Award (two flights required)	Flight 1 Date	Flight 1 Sailplane	Flight 1 Speed (and time)
	Flight 2 Date	Flight 2 Sailplane	Flight 2 Speed (and time)
Kansas Kowbell Klassic	Landing Location		Distance
Kansas Kowbell Klassic Kon- solation	Pre-declared Task (must have been completed to count!)		Distance
Mamie Cup			Distance
Pilot of the Year by Handicap Score	Altitude		(feet)
	Duration		(hours:minutes)
	Speed*		(MPH)
	Distance*		(Statute miles)
Rex Hamilton Memorial Award			(Nominate Someone)
Other Significant Accomplish- ments (First Solo, First soar- ing flight, FAI Badge Leg, completion of an FAI Badge, 100 th flight, 1000 th tow, etc.			

Documentation required for all flights, per rules published in the *Variometer*.

*If you had disposable ballast on board at takeoff of the Speed or Distance flight for consideration, you must put a "B" next to your claimed speed or distance. This affects the handicap number used for evaluating your performance.

"I certify that all flight claims made above were launched in Kansas and are properly documented (does not apply to "Other Significant Accomplishments" category).

Signed _____

300 km Triangle in the Cherokee II

By Tony Condon

On July 6th I declared a 300km FAI Triangle from Sunflower to Anthony to Haviland and back to Sunflower. The forecast was looking good, **Mike Logback** volunteered to tow, so i took the day off work. There were 6 of us who flew today, **Steve, Bob Holliday, Lauren, Jerry, & John Wells**.

I took the first launch, shortly after the first few cu briefly appeared. **Steve** was quick to point out that with the current temp/dewpoint those cu were up around 8000 feet so I pulled onto the runway and got ready. I got a perfectly located climb to get me a good run through the start gate and another few climbs right away to get up and going. The first leg was directly into a 15 mph wind.

Like last Sunday, the run into the wind was not too tough as there were lots of thermals and 'mini' streets where I could run straight ahead while climbing. I averaged about 34 mph to Anthony and had no major low points. I did have one great thermal just west of the dump at Harper, a well known lift generator. Turning west from Anthony there was a fairly good sized blue hole to cross, the "Vee of Death" caused by the salt flats down in northern OK. There was still lift in the blue though and a few cloud wisps led the way across. **Lauren Rezac**, YA, out on the same task for his Gold Distance and Diamond Goal, mentioned that that was a pretty big blue hole. I noted that it was a lot bigger for me than it was for him!

Back in cloud-land i lined up several clouds and was able to run for several miles while climbing straight ahead. I wasn't particularly high, 5-6000 feet but since I wasn't really going down I wasn't too worried. Finally after running along that I hit a thermal that was showing 8 knots for a while so I decided it would be worth it to stop and climb. **Bob Holliday** in OO joined in under me and we both enjoyed a great climb. It weakened to less than 5 knots at 10,000 feet and I cracked open the oxygen bottle for the first time this year. Unfortunately that would end up being my high point for the flight as I was never able to find lift that stayed strong enough to go that high. Usually the thermals were weakening around 8000 feet.

I got to Haviland without too much trouble and it was familiar skies back to Sunflower. I was making great time and there were still lots of clouds along the way, not totally blue like last weekend. I got to the Pratt airport and carried on. I had a slight tailwind which was helping and I was trying to avoid getting blown north of Sunflower and having to backtrack into the wind. I did have my only real nervous low point, down to about 2000 AGL 25 miles from Sunflower, however I found a weak climb and got back to within 1000 feet of final glide. I needed 25:1 to make Sunflower so I started to fly very carefully and between the lift and the tailwind was actually doing better than that. I was down to a 23:1 glide at Anthony where I found a 4 knot thermal and took it until the computer was showing me 800 feet over a 500 foot arrival. I bombed away and finished at 1500 AGL after running the last 15 miles at 80 mph.



YYY back home after a great flight

The flight was awesome for me in many ways. I have always wanted to do a Diamond Goal flight in the Cherokee just to prove that it can be done. I had a lot of fun finishing another good closed course flight in the glider and it was great practice for the upcoming 13.5 meter contest. The most amazing thing about the flight today was just how easy it was! With such fantastic conditions I was able to fly nearly 200 miles without ever being too concerned about not making it back. Incredible! I averaged 42 mph for the flight and my circling % on task was a mere 27%. Statistically I think only my flight on the last day at Region 10 can beat this one and really for me the flights are in the same category.

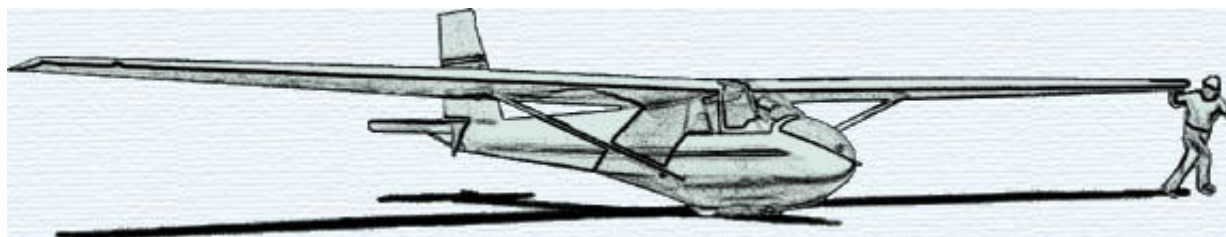
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KSA VARIOMETER

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MONTHLY KSA MEETING
KSA Elections and WGC Review

Saturday October 13th, 2012

7:30 PM

Room 307

NIAR Bldg at WSU