

VARIOMETER



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KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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PRESIDENT – ANDREW PETERS (2011-2012)

SECRETARY/TREASURER – NEALE EYLER (2011-2012)

VICE PRESIDENT EAST – BOB BLANTON (2011-2012)

VICE PRESIDENT WEST – BOB HALL (2011-2012)

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K.C. ALEXANDER (2012-2013)

SUMMER GAJEWSKI (2011-2012)

KEITH SMITH (2012-2013)



Matt Gonitzke's Standard Austria SH-1, 6M

Notes from the President

First, I'd like to take a moment to thank **Summer Gajewski**, **Dave Stanko**, **Bob Blanton**, and **Bob Hall** for their service over the past two years on the KSA Board. The past two years have seen many accomplishments and improvements that have laid a foundation for the future of KSA.

And I'd like to welcome **Tony Condon**, Matt Gonitzke, and **Bob Hinson** to the Board. **Bob Blanton** is also returning for another two year term, and **Steve Leonard** and **Neale Eyler** will continue to serve as Tow Plane Manager and Secretary/Treasurer. I look forward working with the Board to continue making changes and improvements to KSA.

Now for some things that need a little extra attention.

1. Work Day Changed to November 17th. Due to the number of members that want to hunt pheasants on the 10th, we have to change the date. There will be no rain date. However, please keep an eye out of work projects that will take place throughout the off season, usually on nicer weather days.
2. New Hangar Policy is being published and implemented for 2013. So, if you own an plane and store it at Sunflower, please read the policy. Send me any questions. Complaints can go to **Henry**.
3. 2013 KSA Dues are being increased and membership is moving to a calendar year – January to December. Please start planning to pay your dues by January 31st, 2013. Again, complaints can be sent to **Henry**.

Happy landings,

Andrew, 3T



Andrew's Halloween decoration



Henry Peters checks his bag of loot after trick or treating

From the Editor

As you might have noticed, I found a different *Variometer* letterhead, from 1964. I've finished scanning in 1960-1964 *Variometer's* so you can look forward to more vintage articles in the month's to come. Speaking of, send me your write-ups from your best flight of 2012! While you're at it fill out your application and nominations for KSA awards and send them to me and bring your travelling trophies to the November meeting.

-Tony

Hangar & Tie Down Policy

By **Andrew Peters**

Hangar policy highlights:

- No increase in rates for either hangar.
- Yearly rate applies for the calendar year.
- Need to communicate your desire for hangar space by December 15.
- Limited overnight spaces are available.
- Trailer tie down fee of \$20 is new for 2013.

The Kansas Soaring Association (KSA) recognizes the benefits to the membership of providing hangar space and trailer tie-downs. This policy statement shall define the terms, processes, and fees associated with hangars and tie-downs at Sunflower.

Definitions:

Year – January 1st to December 31st.

Month – Any calendar month

Day – either 1 calendar day or overnight

Hangar 1 – the T-hangar that was built a long time ago

Hangar 2 – the tan hangar built around 2005

Policy:

Hangar space for an airplane is available by request. KSA and WSA owned gliders and towplanes have priority. Requests for hangar space must be provided in writing (email is acceptable) to the KSA President or designated Board of Director not later than December 15th for the upcoming year. The request must specify the dates of occupancy and hangar preference. The KSA President or designated Board of Director will assign spaces. Priority will be given to people that currently occupy hangar space and pay the yearly rate. Each plane must rent its own space.

If there are more requests than available space, a waiting list will be maintained. As space becomes available, people on the waiting list will be contacted. If there is still space available after the December 15th deadline, space will be allocated on a first come, first served basis. If you are approved for hangar space you do not want, you are not obligated to pay for a hangar spot.

Overnight use of either hangar is permitted, if space is available. Phone call notification of the KSA President or designated BOD is needed prior to occupancy. If occupancy will last more than two days, you need to submit a written request asking for space.

Gliders stored on trailers are permitted, but hangar space must be rented for the plane. Trailers should not impede the ability of a flyable aircraft to enter or leave its assigned space. Trailer storage in the hangars is available at half the monthly rate between November 1st and March 1st. Requests for trailer storage space must be provided in writing not later than October 15th.

Trailers that are parked on the field must be secured by chain to tie downs in the concrete. They must be secured at two points (tongue and axle are preferred) at all times, unless in position to go on a retrieve.

Non-aviation items (boat trailers, campers, etc.) must be secured to the concrete (as appropriate) and cannot impede flyable aircraft, sailplanes assembly or access to the runway.

Aircraft stored on the field must be tied down.

Rates:

Members can pay for an entire year by January 31st at a fixed price of \$400 for Hangar 1 or \$600 for Hangar 2. After January 31st, the monthly rate of \$40 (1) or \$60 (2) is applied. The day rate is \$5 for either hangar. If your occupancy begins or ends on a day other than the first or last day of the month, you will be charged the lesser of the day rate or monthly rate that gets you onto the monthly schedule. Example: If occupancy in Hangar 1 starts on the 20th of April, you will pay \$40 to get onto the monthly rental, as that is less than 10 days at \$5 per day. If you move out on the 5th of the month, you would be charged \$25 for that month, as \$5 per day for 5 days is less than the full monthly rate of \$40.

You can only get a refund for time not used if you cancel a year rental term. You will be refunded based on % of year not used versus yearly rate paid. There will be no refunds or credits given for days or months not used during the yearly term.

Sailplane trailers parked on the airport for more than 30 days during the calendar year will pay a tiedown fee of \$20, for the year. This fee will be waived if the plane is kept in one of the Sunflower Hangars for at least one month.

Trailers other than sailplane trailers (i.e, car, boat, camper, etc) will pay a fee of \$5 per month (or any part of a month) that they are on the field.

Aircraft tied down on the field for more than 1 week will be subject to a \$10 per month tiedown fee.

Billing:

An invoice will be provided, using the information provided on the written request, in January. Payment is expected by the date of occupancy, if other than a yearly rental. If payment is not received within 60 days of occupancy, access to hangar space may be removed.

Anyone who is not currently on the January 1 to December 31 Yearly schedule will be permitted to get on this schedule by paying the remaining balance (per the normal, yearly rate schedule) by January 31, 2013.

New Members

Missed him last month but welcome to **Jimmy Prouty** who has been seen at Sunflower in the past doing condition inspections on gliders but has now joined the club and started training.

Jack Pelton has also joined. **Jack** has been doing his training at the Wichita Gliderport in the 2-33 this past season and has A,B, & C Badges. Welcome!

Wellington Open House

Tony & Leah Condon, Rafael Soldan, Chris Swan, & Jeff Beam had a good time on October 6th talking soaring at the Wellington Airport open house & fly-in. Weather conditions were cold and cloudy but the fly-in crowd was still good and with Kate the Standard Cirrus & Salto on display plus the Cirrus' trailer with Let's Go Gliding! Stickers. We attracted plenty of attention. Several current KSA members were there including **Jack Seltman & Mike Logback** and hopefully some new recruits as well.

KSA Election Results

Congratulations to **Andrew Peters, Neale Eyler, and Steve Leonard** for being re-elected to their positions of President, Secretary/Treasurer, and Towplane Manager, respectively. Also, **Bob Hinson** is our new West VP and **Bob Blanton** was re-elected as VP East. **Tony Condon & Matt Gontizke** are new Directors.

Bring your travelling trophies to the November meeting!

2013 KSA Dues

I have been talking about this for a year, and now it's come to pass. The BOD recently passed a motion to increase KSA membership dues. Previously, you were paying \$16/year for access to the runway, towplanes, and Grob. Now, you will be paying \$36/year. Before you start resigning your membership because the cost of flying is going up, please take moment to research what other clubs are charging. KSA is the lowest membership cost club that I could find, even at \$36/year.

Here's how things will break down:

Regular Membership = **\$100** (\$36 KSA/\$64 SSA)

Student Membership = **\$72** (\$36 KSA/\$36 SSA)

Family Membership (with one Regular Membership) = **\$72** (\$36 KSA/\$36 SSA)

If you want to maintain your SSA membership outside of KSA, your KSA membership dues will be **\$50**.

There are reasons for the additional amount. First, the club gets a portion of SSA membership dues back for being an SSA chapter. Second, because our insurance requires SSA membership, KSA has to verify that you are in fact an SSA member in good standing. This is an addition burden and could expose the club to an invalid insurance claim. Although not as good as the Regular Membership, this is still a good deal for access to the KSA equipment and Sunflower Facility.

We are also going to change our membership to a calendar year, and we will be transitioning your SSA memberships to follow suit. Your dues will be **due January 31st**. Early payment is appreciated.

The website and membership applications will be updated accordingly.

Andrew Peters
KSA President

KSA CALENDAR

2012

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

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

November 17th: Fall Work Day Rain or Shine

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 - 7:30 PM - Long soaring flights in Kansas

March 9th - KSA Meeting at NIAR - 7:30 PM

April 13th - KSA Meeting at NIAR - 7:30 PM - Spring Safety Meeting

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

June 23rd-July 4th - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM

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

August 31st - September 8th - Standard Class Nationals - Benton, TN

Member Achievements

Tony Condon, Matt Gonitzke, Jared Bixenman, & Mike Logback all earned Ground Launch endorsements on October 27th



Bob Holliday finishes Hannah dog's ASG-29 checkout



Summer Gajewski has graduated from Air Force Basic Training and is on to Tech School at Sheppard AFB. Her internet access is limited, her new address is:

A1C, Summer M Gajewski
1291

527 I Ave. Box 958
Sheppard AFB, TX 76311-9999



On October 21st, **Matt Gonitzke**, with help from **Lauren Rezac**, completed the annual on 6M

OLC Report

The 2012 OLC season has ended and KSA had another good one. 191 clubs scored points in the US and KSA was 36th. In Region 10 we were 3rd behind TSA and the Soaring Club of Houston. 13 KSA pilots logged 121 flights to score a total of 28,359.76 points. The top 5 KSA individuals were as follows, US rankings are out of 1107 pilots:

Steve Leonard 3595.67 pts, 94th in the US

Bob Holliday 3081.23 pts, 167th in the US

Tony Condon 2799.35 pts, 207th in the US

Lauren Rezac 2100.73 pts, 345th in the US

Jerry Boone 1765.09 pts, 443rd in the US

Also scoring flights of at least 50 points this year were **Ron Leonard, Andrew Peters, Keith Smith, KC Alexander, John Bird, Rafael Soldan, Jeff Beam, and Leah Condon.**

Kiamichi Ridge Soaring in Talihina, OK

Oct 26-29, 2012

By **Jeff Beam** (F1)

Friday – Low ceiling, strong north wind (~20-25 kts) and cold.

The Tulsa Skyhawk Pawnee had arrived Thursday evening with hope that the launches would begin at dawn. While we were assured that the conditions were excellent and the ceiling would improve in the afternoon, no one took advantage of the opportunity of launching early. There was also a promising Foehn gap downwind of the Buffalo Ridge. The opening varied in size all morning but never closed and it would have been a good wave day.



Buffalo Ridge Foehn Gap on Friday

After assembling gliders, Randy Teel escorted the newbies on a land-out tour. The valley is relatively open but most of the promising areas are not landable due to numerous mounds, trees and barbed-wire. Its seven miles from the Talihina airport to the Kiamichi Ridge and Randy provided us with two well spaced landout areas. Randy has done a very nice job of scouting and documenting landout areas. Anyone going to Talihina for the first (second-third-etc.) time would be well served to study up.

Launches started around noon and we towed directly to Tombstone ridge, just upwind of Kiamichi. As we released our towpilot, warned us not to fly between Tombstone and Kiamichi due to the downwash. A few wandered into that area and found trouble as a result. There were no landouts however.

The Apis flew comfortably at 60-65 kts at 3000' (about 1000' above the ridge and 2000' above the valley) and uncomfortably at 80 kts down closer to the ridge. The ridge would really have been fun with higher wing-loading and a well-sealed cockpit. After locating the landouts, cruising and exploring the ridge was undemanding and became a comfortable sight-seeing trip after an hour or so. The eastern half of the ridge seemed to work best, but the western half worked well too. Two of the hardier pilots jumped upwind to the Black Fork Ridge which was working well, but with zero landout options. The overcast started to break up around 2:00 and cleared completely by 3:00. Gliders began returning to the airport around 4:30 pm. Last glider down was at 6:30 and everyone made it back to the airport. There was one tree-top approach but that particular pilot claimed it was a piece of cake.

Interestingly, there were at least two and maybe three waves available in the area on Friday – Buffalo and Kiamichi for sure and maybe Mena – but no one made contact with wave.

Saturday – Clear and cold with a light north wind.

No one was planning to launch so I drove to the top of Buffalo Ridge to sight see. From the hang glider launch area it was easy to see why this ridge would be so desirable with a south wind. It has an unobstructed south face and the airport would be an easy glide from anywhere on the ridge. This would probably be the best place in the area for the first time ridge flyer.



Top of Buffalo Ridge looking south from the Hang Glider Launch site.
Keyhole shaped patch is the Hang Glider landing area.
Potato Hills are in the foreground. Kiamichi Ridge is on the horizon.

Back at the airport, the launches began – some stayed local and thermaled, some tried for Buffalo wave and some went to Kiamichi ridge. The wind was northerly at 10 kts. and the temperature peaked at 52 degrees. Thermals in the valley were tight and strong but not reliable – 8-10 kts at times peaking at 3800'. No one made serious contact with wave although they found rotor. The Kiamichi Ridge was probably the best bet for the day. The traditional ridge lift was not particularly good with the light wind, but as the thermals swept across the valley and up the ridge, terrific local areas of lift were created. It was easy to cruise from thermal to thermal all along the ridge.

After the day's regular flying, Randy Teel set up for reverse auto tows -- one Suburban stationary at the north end with a pulley in the receiver hitch, another Suburban as the tow vehicle with a release and 3500' of Dacron tow line with a recovery chute. When ready, the tow vehicle headed south with the glider launching north. The first launch went well with the glider reaching maybe 600 or 700 feet. The second launch was more aggressive and resulted in a rope break as Randy tried to improve the altitude.



Reverse Auto Tow – note the tow vehicle headlights.
Rope break occurred five seconds after this shot

Sunday – clear, cold (29 F), light north wind

After church I headed to the airport and found a parade of gliders headed to the launch area. Rather than take a late launch, I decided to do more sight seeing (and retirement property hunting!) before driving home. Driving up the valley to Big Cedar and Mena, I was happy to see gliders working the ridge thermals much like the previous day.



Kiamichi Ridge – looking south from Rich Mountain
Big Cedar is the open area in the center of the photo

Next time I will....

Launch early (and come back late!)

Reserve a motel room early if it's Fall Foliage Festival weekend (last weekend of October)

Soar the ridge even if the wind is light -- if the sun is out to generate thermals.

If Buffalo is soarable, take someone new....



Even the chicken houses form wave clouds
in Talihina

Sunflower Seeds

October 6th: No report, cloudy and cold.

October 7th: **Tony & Leah Condon** arrived early to assemble the NG-1. **Matt Gontizke & Tony** put the Ka-6 together. **Dennis Brown** flew LY. **Lauren Rezac** was around and got **David Kennedy** off on a couple solo flights in the 2-33 and then flew with **Mike Logback** in the Grob. **Mike** arrived in style in his sharp looking Tailwind. **Bob Hall** towed & **Kevin Ganoung** ran the line with help from whoever else was around. Cold day with high on the ground in the mid 50's but max altitudes were about 6500 MSL.

October 13th: No report, cloudy and rainy

October 14th: **Jerry Boone** reports: Many arrived today to 16mph winds gusting to 24, but nobody flew even though some CU started popping around 3pm. **Jerry** and **Rafael** changed to oil in the sweeper.

Note: The sweeper had gasoline in the engine that seeped in through the carb (apparently needs needle, seat, or float) and the oil was flooded with gasoline. Please shut the gas off to the sweeper after using and always check the oil each time before using any of the equipment at Sunflower, had the engine been started and used, it would have certainly been ruined.

October 20th: **Bob Hinson** had his first flight in his new-to-him Duster, KD. **Mike Logback** also did his first flight in his Duster as well! **Brian Bird** was there.



Bob Hinson after his first flight in KD



Mike Logback is all smiles in his Duster.

October 21st: **Chris Swan** towed. **Matt Gontizke & Leah Condon** ran the line. **Tony Condon** instructed. Day started off with low overcast which burnt off as the wind picked up. **Dan Ullrich** did 2 flights in the 2-33 after **Mike Logback** took the first tow in his Duster. **David Kennedy** did one flight with **Tony**. **Jeff Beam** flew in in the Express with a friend from Winfield, Brian, who took a guest ride. **Mike Davis, Sue McNay, Dave Woody, & Dennis Brown** observed operations for a while. **Steve Leonard** was working on BS-1 trailer problems. **Bob Hinson** practiced one man rigging & de-rigging KD with his friend Rob. **Anthony Geide** got the last flight in the 2-33 with **Tony**. Smoke from the towplane and less

than desired climb rate while smoking led to the end of flying for the day.

October 27th: Auto tow day. **Brian Bird** offered to instruct, **Steve Leonard** drove his van. Students included **Tony Condon, Matt Gontizke, Jared Bixenman, Don Jones, & Mike Logback**. **Tony, Matt, Jared, & Mike** all received their endorsements. **Tony** also did a launch with **Leah Condon**. Helping out on the ground were **Bob Hinson & Kevin Ganoung**. **Keith Smith** put Tinkerbell in her trailer for the winter, with some help from **Dennis Brown**. **Bob Holliday** assembled his new-to-him ASG-29 with help from **Bernie Mohr**. Also seen was **Andrew Peters, Bob Blanton, & KC Alexander**. **Tony & Matt** weighed the Standard Austria in anticipation of its first flight.



2-33 launching on October 27th

Sunflower Seeds

October 28th: The last scheduled day of the season held many firsts for several KSA'ers. Luckily for everyone, **Bob Holliday** offered his 180 hp 172 to tow. **Tony Condon** took the first tow in **Matt Gonitzke's** Standard Austria, 6M, for it's first flight after refinishing the wings and tail. It flew great and next up was **Matt** for his first flight in his own glider. He landed with a big smile on his face. Next up was **Bob** for his first flight in his new-to-him ASG-29, 3D. **Tony** took over tow duty and **Bob** managed to stay up for around 2 hours. He also landed with a big grin! The third first was that **Jerry Boone** made his first flight in his new-to-him Duster, ABB. He did 2 flights, managed to do some thermalling, and was very pleased with how the new ship flies. Also flying two flights each were **Bob Hinson** in KD and **Mike Logback** in his Duster. It was a Duster tri-fecta!!! The flying wasn't the only thing going on though, **Steve Leonard** spent most of the day burning stuff, mostly trees I think. **Dennis Brown, Bob Park, Becky Cole, Ruth Holliday, & Lynn Juby** were also around, and probably others that I missed. **Harry Clayton, Sue Erlenwein, and Robbie Grabendike** kept the line running smoothly. While we de-rigged after the day was over we were treated to a group of 4 KC-135's flying in trail over Sunflower headed for Wichita.



Duster row. **Jerry's, Bob Hinson's, & Mike's** all lined up. **Bob Holliday's** ASG-29 and **Matt's** Standard Austria in the background



Matt in 6M thermalling over Sunflower



Bob was very happy after flying his ASG-29

7th Annual Great Plains Vintage/Classic Sailplane Regatta

By **Neal Pfeiffer**

During September, two events were held at Wichita Gliderport. On Tuesday September 25th, the Wichita section of the American Institute of Aeronautics and Astronautics (AIAA) held their monthly dinner meeting at the Gliderport. Two days later, gliders and pilots started to arrive for the annual vintage sailplane meet.

For the AIAA meeting, the hangar was emptied on the lawn in front of the door so that over 50 attendees could walk around up close and personal with the gliders. These included **Neal's** Ka2b, the Wichita Skylark's Grob 103 Acro and IS-28B2 Lark, and **Charles Pate's** 2-33 and towplanes. **Harry** and **Sue** brought the Cirrus 8A by ahead of time and assembled it that afternoon for the group to check out as well. **Neal's** Ka6BR was assembled from its trailer during the meeting to show the group how simple it can be to put one of these long-wing aircraft together. He was assisted by his sons Robert & Kevin, **Tony Condon**, **Steve Leonard**, and **Harry Clayton**. James Wiebe had one of his Belite ultralight aircraft on display as well and even gave a short flight demonstration.

Just before dinner, Neal gave a presentation in his shop to describe the variety of gliders and some of their design features. He used wood glider pieces as examples of light-weight construction, which is different than most of these engineers are familiar with. There was a good amount of discussion in the question and answers session that followed and **Steve**, **Harry** and **Tony** helped **Neal** answer the many questions. Flyers describing KSA, WSA, and the Skylarks were handed out to several people.



Neal Pfeiffer's award winning Ka-2b giving a ride at the rally

For the vintage meet, out of town pilots and gliders started arriving on Thursday September 27th. Mike Weatherford came up from Oklahoma early enough to complete a commercial check ride with **Charles Pate** during the day. Jim Short, Dave Schuur, and Lee Cowie brought Jim's "new" Oberlerchner MG-23 glider over from Illinois. Pete vonTresckow, a friend of **Tony** and **Leah**, flew in commercial from Wisconsin and Dave Ochsner from the Detroit area also flew in commercial. Dave has a show quality Ka-6B that he restored and takes to closer events. Hank Claybourn and Steve Hard also come up from the Soaring Sooners club near Oklahoma City. Everyone got together at **Tony** and **Leah's** home in Riverside for an evening cookout. They provided an abundance of food and drink. It was a good opportunity to check on the progress on **Leah's** Cherokee II restoration in the shop and **Matt Gonitzke's** progress on his SH-1 Austria. A good number of the Wichita crowd was there as well.

Friday saw more pilots and crew arriving. From Iowa, Chad Wille arrived by car. From Oklahoma, Jim Duea, Gustavo Fontana, Scott Williams, and his girlfriend Stacy Pattilo drove up. John Hardy drove up from the Dallas - Ft. Worth area with his Ka-8B in tow. The weather was a little unsettled, but several flights were made. Jim Short and John Hardy flew and were able to sustain for a long time under an over-running cloud line before heading back to the airport. **Neal** flew with Dave Ochsner in the Ka2b and released along the edge of the cloud line about two miles north of the airport. It was clear and sunny to the north, but after about 15 minutes it became clear that precipitation was growing under the cloud. They made a hasty turn back to the airport and landed shortly after John. The Ka-2b touched down with water streaming over the canopy. All the gliders found places in the two hangars and everyone headed for a dinner at a very long table in the back room at El Rodeo Mexican restaurant.

Saturday morning started with an informal symposium in **Neal's** shop. Jim Short gave a summary of the Soaring 100 event that was held at the outer banks of North Carolina in October 2011. He then started a presentation on the International Vintage Sailplane Meet at Elmira this past July. Other participants added to the discussion. Jim had good photos of both events. The third talk was given by **Matt Gonitzke** on his restoration of his SH-1 Austria. Shortly after the talks were over, Corey O'Neel and Matt Michael arrived in a Cessna 150 from Iowa.

The weather was much better and although the thermals were not high, they were relatively reliable. Jim Short stayed up for two hours in the MG-23, Dave Schuur and Lee Cowie flew the Ka-2b for an hour, and Chad Wille flew John Hardy's Ka-8B for 1.7 hours. These three gliders had a great time sharing the same thermal just north of the airport for quite a while. They even shared it with a hawk for a time. Pete flew **Tony's** Cherokee II, Matt G. flew the WSA Ka-6CR, **Tony** flew his Cirrus, and Matt M. flew **Tony's** NG-1. **Rafael** came out and assembled his Salto and then gave an aerobatic ride to Cory O'Neel in the Skylarks IS28B2 Lark.



John Wells came out with **Richard Kirkland** and they assembled Richard's Dart for the first time in many years. **Lauren Rezac** finished the inspection and the glider was found to be airworthy. **John** flew the Dart later that afternoon and had a delightful time. This would be a really nice glider for someone.

Jerry Boone used the hangar to assemble his "new" Duster and get it weighed. **Steve Leonard** also brought his "new" toy, an ASW-12, by for a check assembly and for everyone to admire. I just wish it had a taller gear.

ASW-12, Ka-2b, WSA Ka-6cr, and others

Both hangars were filled to the brim with gliders for the night. Then we adjourned for the evening cookout at the north hangar. **Harry** and **Sue** coordinated the cooking of the food and **Bob Holliday** graciously provided the very tasty deer meat for the main course. **Harry** and **Sue** also provided the lunch food for everyone from Friday through Sunday. I give special thanks to **Harry**, **Sue**, and **Bob** for their help.

When everyone was full, we held an informal movie night with short videos from the web projected on a screen. These showed vintage to modern glider flight. These included a Ka-6CR on a snowy day, a T-31 Tandem Tutor flying the ridge at the beach in Holland, a wave camp in Norway, winching onto the ridge in the Alps with a ASK-13, and many others.

When Sunday dawned, it was apparent that the weather would be even nicer than Saturday. It was so nice that the Illinois contingent delayed their return home to fly the whole day. Pete flew **Tony's** Cherokee II, **Tony** flew the NG-1, and Matt G. flew the WSA Ka-6CR. John McMaster also pulled out his classic Grob Astir for a flight. **Neal** flew the Ka-2b with **Richard Kirkland** in the front seat. It was nice to return the favor since **Neal** took his first introductory rides with **Richard** in 1985 at Sunflower in the WSA TG-3A and the 2-22.

So this meet hosted pilots from Michigan, Wisconsin, Illinois, Missouri, Oklahoma, Texas, and Kansas. We had lots of nice flights, good conversations, and renewed friendships with our out of town visitors.

I would especially like to thank the Wichita group for their support, especially **Harry** and **Sue**, **Tony** and **Leah**, **Bob Holliday**, Bill Ashby for making the tows, **Charles Pate** for providing the towplane, and John McMaster for letting us use the airport again. I also appreciate the support from all the KSA and WSA members that made it by. Finally, thanks to all the visitors who made the trip to Wichita.

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.

Send your applications to Tony Condon at abcondon@gmail.com

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 _____

Kansas State Soaring Records

2012 was a great year. Here are the current state record tables. Time to start planning those 2013 flights!

Distance

	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	557.5mi Steve Leonard 7/7/2012	428.6mi Steve Leonard 7/4/2012	581.2mi Steve Leonard 7/7/2012	425.2mi Steve Leonard 7/6/2012	422.8mi Steve Leonard 7/7/2012	425.4mi Steve Leonard 7/4/2012	560.8mi Steve Leonard 7/7/2012	419.2mi Steve Leonard 7/6/2012
Open Class Multiplace	217.3mi Arnold Peters 1/1/1970		59.1mi Tony Condon & Chris Swan 6/16/2012	55.5mi Tony Condon & Chris Swan 6/16/2012	116.4mi Arnold Peters 1/1/1976	43mi Tonk Mills 10/16/1982	52.3mi Tony Condon & Chris Swan 6/16/2012	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	261.39mi Tony Condon 7/7/2012	234.7mi Steve Leonard 5/13/2012	81.55mi Steve Leonard 8/2/1982	362.2mi Steve Leonard 6/21/1995	232.1mi Steve Leonard 5/13/2012	340.03mi Steven Leonard 8/29/2000
Standard Class	264.73mi Tonk Mills 11/4/1988	191.8mi Tony Condon 9/1/2012	261.39mi Tony Condon 7/7/2012	190.9mi Tony Condon 7/6/2012		228.6mi Tonk Mills 7/14/1984	188.3mi Tony Condon 7/6/2012	324.97mi Tonk Mills 7/24/1987
World Class Glider	181.7mi Keith Smith 7/1/2010	109.3mi Keith Smith 7/12/2012	194.4mi Keith Smith 7/1/2010			107.6mi Keith Smith 7/12/2012		
Ultralight Glider								
Sports Class	374.67mi Tony Condon 7/7/2012	221.5mi Tony Condon 9/11/2011	403.32mi Tony Condon 7/7/2012	294.56mi Tony Condon 7/6/2012		354.96mi Steve Leonard 6/21/1995	290.55mi Tony Condon 7/6/2012	329.83mi Steve Leonard 8/29/2000

Speed

	300km Out & Return Speed	500km Out & Return Speed	100km Triangle Speed	200km Triangle Speed	300km Triangle Speed	500km Triangle Speed
Open Class Singleplace	71.75 mph Tonk Mills 7/30/1988	71.2 mph Steve Leonard 7/4/2012	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	75.88 mph Steve Leonard 7/6/2012
Open Class Multiplace			52.84 mph Steve 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 Bob Holliday 8/6/2010		
Motorglider Multiplace						
15-Meter Class	71.75 mph Tonk Mills 7/30/1988	59.7 mph Steve Leonard 6/21/1995	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	65.6 mph Steve Leonard 8/29/2000
Standard Class	71.75 mph Tonk Mills 7/30/1988		70.42 mph Tonk Mills 7/30/1989	58.47 mph Tony Condon 8/19/2012	56.67 mph Tonk Mills 7/22/1987	60.93 mph Tonk Mills 7/24/1987
World Class Glider						
Ultralight Glider						
Sports Class	53.44 mph Tony Condon 9/1/2012	58.5 mph Steve Leonard 6/21/1995	60.24 mph Steve Leonard 8/10/2005	64.18 mph Steve Leonard 9/6/2004	64.54 mph Tony Condon 7/6/2012	63.63 Steve Leonard 8/29/2000

**Addendum to the Memorandum of Agreement
Between
The Soaring Society of America, Inc.
And
The Civil Air Patrol**

This Addendum to the current MOA is executed and delivered between The Soaring Society of America, Inc. (SSA) and the Civil Air Patrol (CAP). This Addendum builds on and supports the current MOA between the aforementioned parties.

- I. Purpose: The purpose of this Addendum to the current MOA is to further define and establish procedures and practices for cooperation between the SSA and CAP, to promote soaring, aerospace education, and aviation development of America's youth.**
- II. Mutual Cooperation: With the activities and privileges listed below the SSA agrees to support and promote CAP's cadet soaring activities and programs. In return the CAP agrees to make reasonable efforts to implement and promote the programs identified in this Addendum to the current MOA.**
- III. Description of "SSA Cadet Membership".**
 - A. Sometime after a cadet's first CAP glider flight the cadet shall be presented a certificate from the SSA. This SSA certificate recognizes the cadet's achievement.**
 - B. In addition to the certificate, the cadet shall be provided instructions (accompanying the SSA Certificate) on how to register for a free SSA Cadet Membership in the Soaring Society of America. This membership shall carry all privileges afforded "full membership" in the SSA with the exception of a printed copy of the monthly magazine.**
 - C. The above membership shall remain in effect until the cadet's 18th birthday provided the cadet remains an active member in the CAP.**
 - D. The SSA Cadet Membership will support Cadet Glider activity by giving access to the SSA Badge Program IAW SSA rules. The SSA Cadet Membership will also allow full access to SSA electronic communication to include full website access, email news letter, and Soaring Society of America's Facebook page.**
- IV. Term & Cancellation: This Addendum to the current MOA shall remain in effect with the current MOA and may be cancelled by either party upon the mailing of written notice of cancellation to the other party at the following address. Cancellation shall be effective at noon on the thirtieth day after mailing.**

Chairman of the Board of Directors
The Soaring Society of America, Inc.
P.O. Box 2100
Hobbs, NM 88241-2100

Executive Director
Civil Air Patrol
105 S. Hansell St., Bldg. 714
Maxwell AFB, AL 36112

Nothing in the Agreement shall modify or substitute for applicable organizational regulations, bylaws or operating policy of either party.



Allison Tyler
Chairman of the Board of Directors
The Soaring Society of America, Inc.



Major Gen Charles L. Carr
National Commander
Civil Air Patrol



Denise Layton
Chief Administrative Officer
The Soaring Society of America, Inc.



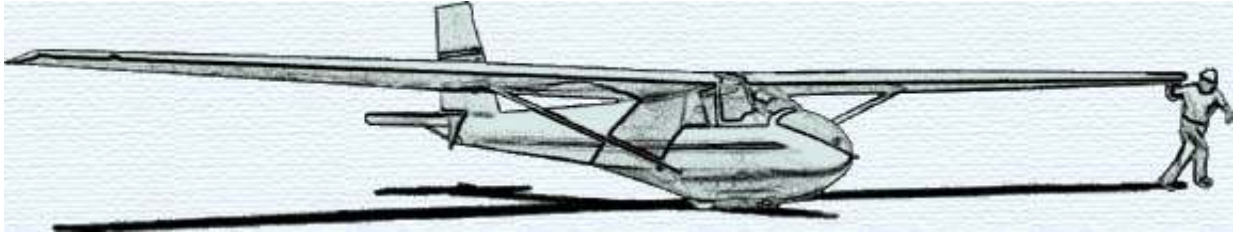
Mr. Don R. Rowland
Executive Director
Civil Air Patrol

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Spins, Acro, etc.

SSA Calendars - \$9! Bring Travelling Trophies!

Saturday November 10th, 2012

7:30 PM

Room 307

NIAR Bldg at WSU