

VARIOMETER



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

Editor: Tony Condon

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Number 12

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Notes from president

Happy Holidays! 2013 is drawing to a close, and 2014 is fast approaching. So what does that mean for you and KSA?

To close out 2013, you need to submit flights for the KSA trophies to **Tony Condon**, give photos to **Matt Gonitzke**, and purchase tickets to the annual banquet on January 11th.

To prepare for 2014, you should submit hangar requests to **Bob Hinson** - everyone needs to do this, even if you have a spot currently in one of the hangars. You can do a yearly rental or a monthly rental. Also, we will be collecting your 2014 KSA dues in January. And we will be creating a 2014 duty roster for tow pilots, line managers and instructors, so start thinking about when you'd like to serve your fellow members.

We still have an open director position on the KSA board that needs to be filled, we are always in need of program ideas for our monthly meetings, and would like to increase our membership. We need your help to accomplish these things. Please contact me if you have any ideas.

Blue skies,

Andrew Peters

KSA CALENDAR

December 7th-8th - SSF Flight Instructor Refresher Clinic - Des Moines, IA

December 14th - KSA Meeting - Cabela's - Glider Maintenance

2014

January 11th - KSA Awards Banquet - Kansas Aviation Museum

February 8th - KSA Meeting - Soaring Weather

February 25th - March 2nd - SSA Convention - Reno, NV

March 8th - KSA Meeting - Badge & Record flying

April 12th - KSA Meeting - Annual Safety Meeting

June 10th-19th - 18 Meter Nationals - Minden, NV

June 12th-21st - 1-26 Championships - Waynesville, OH

June 24th-July 3rd - 15 Meter/Open Nationals - Montague, CA

June 25th-July 4th - Standard Class Nationals - Hobbs, NM

July 15th-24th - Sports Class Nationals - Midlothian, TX

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

August 25th-September 7th - 1st Pan-American Club Class Gliding Championships - Benton, TN

Member Accomplishments

Tony Condon renewed his CFI Certificate

Rafael Soldan earned his ground launch endorsement

The WSPA 2014 raffle to benefit the scholarship funds will be the wire sculpture by George Popa "Spirit of Flight". Raffle tickets are \$5.00 each and they will go on sale on January 1, 2014.

To buy tickets contact

Frauke Elber

213 Anne Burras Lane

Newport News, VA 23606

Fandw_elber@cox.net



In Memoriam

Bill Brown reports that former KSA member Leo Saurenman passed away. Bill recalls Leo checking out in Gliders and the Towplane. Leo flew Vought Corsair's in Korea and was shot down twice, once by a MIG-15. KSA's deepest sympathies are extended to Leo's family at this time

Sunflower Seeds

November 15th: **Bob Park, Tony Condon, Charles Pate, and Mike Logback** gathered in the morning for some auto towing. Primary mission was to renew **Tony's** CFI certificate. Everyone did some flying and some driving. **Rafael Soldan** showed up a little later and flew enough to earn his Ground Launch Endorsment. 16 auto tows were completed in the 2-33, most behind **Tony's** pickup and a few behind **Rafael's** SUV.

November 16th: Work Day! Very nice temperatures but windy. LOTS of people arrived and a lot of work was accomplished. No attempt to document the attendees will be made as there were too many. Work completed included a lot of tree removal, putting the Grob in the trailer, lots of mowing around the tower and the runway, more quick-crete on the hangar floor, winterizing the bathrooms, and probably more. Thank you everyone!

Talihina Seeds

November 12th: **Bob Holliday** made the trek to Talihina, OK, following a cold front, for a good day of soaring on the Kiamichi Ridge



Leo Benetti-Longhini took this picture of **Tony Condon** flying Leo's JS-1A over Tullahoma, TN. This helps explain why this month's *Variometer* is so late!

Submit your 2013 photos for the banquet slideshow here:

<http://form.jotform.us/form/23433679373158>

Hangar & Tie Down Policy

By **Andrew Peters**

The Sunflower Soaring Foundation (SSF) 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. Club owned gliders and towplanes have priority. Requests for hangar space must be provided in writing (email is acceptable) to the SSF President or designated person not later than December 15th for the upcoming year. The request must specify the dates of occupancy and hangar preference. The SSF President or designated person 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 SSF President or designated person 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.

Hangar Policy cont.

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. 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 (winter storage of trailer in hangar does not waive tiedown fee).

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.

**Now is the time to reserve hangar spots for 2014.
Contact Bob Hinson at rhinson1@cox.net**

Pay your 2014 Dues now! Mail checks made out to KSA:

Neale Eyer

2114 N Shefford St.

Wichita, KS 67212

\$100 Regular Membership, \$72 Student or Family.

Includes SSA Membership

RULES FOR KSA FLYING AWARDS, 2013

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 2013 season, the SSA 2013 Handicap list, as amended/added to below, will be used (the 2013 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.

Applications to Tony Condon at abcondon@gmail.com by Dec. 15

2013 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 you 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 _____

Why are gliders pilots more intelligent ?

From www.mentalpilote.com



Now what ? There would be pilots more intelligent than others? And on top of that these are pilots flying in a 500 kg machine with three clocks on their control panel when I have twenty times more in my Boeing ? They go flying with just a map under their arm when I have to carry a 10 kg case full of papers to cross the Atlantic, and I'm not even mentioning all the stuff inside the plane! And they are probably having barbecue behind the hangar on summer nights when I have to deal with updates, revise procedures and what more. And I'm not talking about flight preparation. Ok sure they master better than I do the pseudo potential adiabatic of the wet thermometer, as for the rest! I would like to understand.

Well, here is why glider pilots are more intelligent than: ULM, helicopter, passenger plane pilots... and most of all how they become so.

Intelligence and performance

Behind that concept of intelligence, it is performance we are interested in, but what performance are we talking about? Here we have to do a little side stepping to compare the sporting performance of a glider pilot with the safety performance of all other pilots, whatever their field of activity. **This comparison is possible because the glider pilot, to be able to fly for a long time and fast, must possess the same competence and abilities as the other pilots to fly safely.**

Competence, decision and safety

What are the recurrent contributing factors in air accidents? Bad decisions based most of the time on a wrong or incomplete representation of the reality and complexity of the environment. If you only make good decisions nothing will ever happen to you. In the worst case, you will decide one day not to fly or to turn around, or take on an extra 10 tons of fuel! The one making the best decisions in his glider wins the championship; and in his Airbus he will arrive without damage in spite of extreme conditions.

Thinking well

Intelligence of the pilot is:

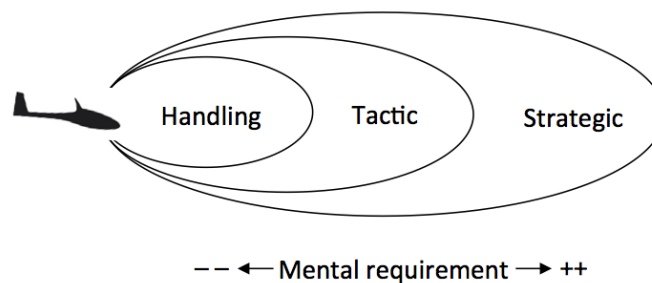
1. To gather information;
2. To find out what links them to understand the situation;
3. To use it to make the best decisions.

There is a cloud forming over Le Cheval Blanc, with the return from the East it might be difficult, I'll go a bit more West.

The weather forecast says there might be a storm in Washington, and in New York the probability of it is even higher. If the sky gets clear over Washington there will be a queue to land there, so I'm going to take an extra 10 tons of fuel.

Intelligence and relation to time

The last two examples tend to prove that intelligence is useless if you do not make use of the information you gathered to prepare your decisions. Now, the decisions you are going to make are not the same if they are about management of your machine : of the systems, the piloting ; or the management of your environment with its cumulus and its bad weather. If you project yourself far ahead in time, you are in a tactical and strategic attitude, with a lot of unknowns, of conditional elements: if... then... but maybe... so... and if... A gliding champion sees far ahead and speculates a lot.



Thinking well and fast

If he wants to be the first to arrive the glider pilot sometimes has to make decisions very quickly. I am at the ceiling and things are going well with 50 km to go. Let's see how things present themselves ahead: the shadows of clouds on the ground, the shape of cumulus... There is a nice street of clouds on the right but taking me out of my route. I have to decide now. I estimate a 30° route alteration, the wind is coming slightly from the South, I'm going to end up towards... Let's go left.

I'm arriving in Geneva from the North, the weather today is really bad. Ok, there is quite a bit of traffic, the controller will probably take me quite far in the tailwind before the base stage towards the ILS. « Camembert 72, would you be ready to turn right towards the ILS in 3 nm? ». S... we are still on FL 150 ! I'm at 20 nm in the north of the field, I'll have 15 nm left in the final approach, therefore 4500ft, plus 1500ft of altitude, I can lose 5000 ft in the base leg... it's a bit just (Time Pressure and Public Transport: 50% of accidents).

Ok, until now it's a nil-nil draw, with maybe a little advantage to the glider pilot.

Thinking well, fast and often

Glider pilots are not the only ones thinking ; other people deep in their research have listed the pilot mental activity into six levels of requirements in an increasing order of difficulty. The first three levels roughly mean : « do as usual » ! 1600 m at La Vaumuse, I head for Authon (sorry if I get it wrong that was a few years back). The weather is good in Washington, so let's take 110 tons of fuel. In the last three levels you have to think, with the last level dealing with the complex situations without obvious solutions. And that's where neurons have to come into action to fly fast and to fly safe. **Now, the more often you agitate the neurons the easier it is, and the less you do it the more viscous they become.** In other words, the more the pilot's higher mental codes (intelligence) are solicited, the more they become easily accessible and efficient.



Solicitation of intelligence

How many decisions engaging higher modes, said intelligent, a glider pilot has to make in a 5h flight ? Hundreds, more or less elaborate. How many decisions engaging higher modes, said intelligent, an airline pilot has to make in a 5h flight ? Do you know the answer? Not a lot? That's right, not a lot, but ... but that depends on which pilots. Some will dissect their flight and analyze a multitude of little things, probabilities... in short they think. Others will have a more relax approach, with the decision of the day being to have their coffee with or without sugar.

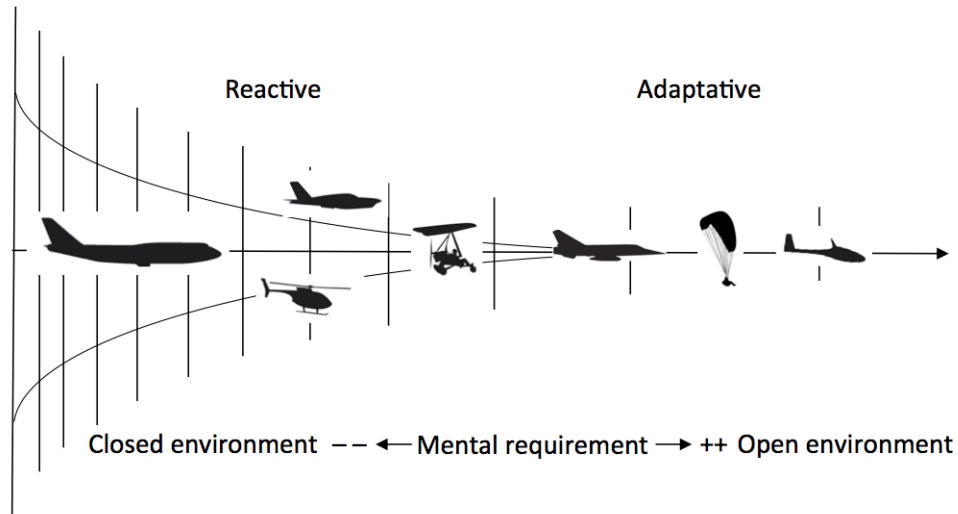
Here the glider pilot is clearly ahead of the pack.

Level of proceduralization of activities

There are still other researchers who have showed, surprisingly, that **competence was inversely proportional to the degree of proceduralization of the activity** (ref. Guy Le Boterf). In a word, the more work is done for you, the less you have to think, the more difficult it is to do so. So, the less proceduralized it is, the more intelligent we are, and the more proceduralized it is... with due respect! Let's have a closer look at the different activities under the angle of degree of freedom left to the pilot to solicit and so develop his adaptive skills (intelligence), and this is what we get:

A pilot has to think fast, in an open environment where he is mostly left to himself; with the speed dimension, the fighter pilot also has to make use of his neurons. Obviously the problematic faced by the pilot of a hot air balloon is not the same, but as anticipation is concerned he has to be on top of things.

An airline pilot operates in a very closed environment with very little place for adjustment, whereas a glider pilot flies in an open environment in which he has to adapt constantly. If he doesn't think a minimum, he is on the ground a few minutes later! When the A320 Airbus started its career, the journalists told us anybody could fly these planes. And if the journalists say so!



Intelligence can be trained

The intelligence of the pilot can be trained. In fact it is one of the objectives of training that can be found in many programs around the world and says : « At the end of his training the pilot will be able to face a new situation ». We have to link things together. It is also the development of the higher mental modes in the trainee pilot that's part of the objectives of some trainings (for the ones who know, there is a problem resolution module in the training for passenger plane pilots regarding the cabin crew resources: one or two sugars?).

Good news if your are not a glider pilot, not everything is lost!

There is a risk management concept called Threat and Error Management which has the particularity of asking the pilot to think, to project himself ahead in time to prevent some extreme threats from disturbing the flight and bringing undesired situations. **The mental approach necessary for this « proactive » risk management is the same as the one used by the glider pilot**, who deals with risks to obtain a sport performance. You have to think well, fast, and project yourself into the future.

Glider pilots therefore are in fact the most clever ones, and they can keep eating barbecue behind the shed, being well ahead. And as the Mentalpilote team is nice, if you are not a glider pilot, we give you an idea ([click here](#)) for you to become an intelligent pilot too.

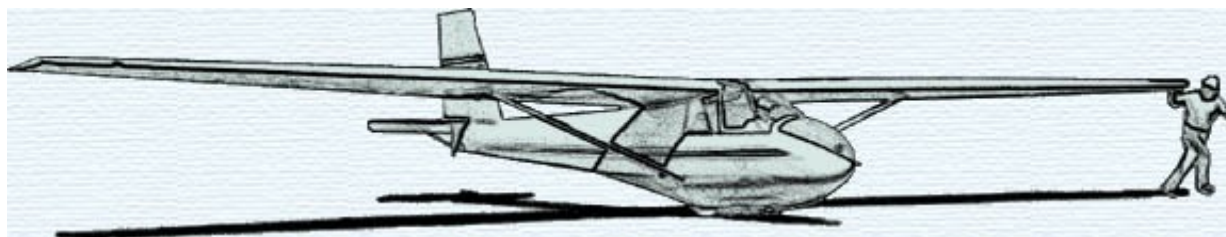
Have a good flight

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Glider Maintenance - Matt Gonitzke

Saturday December 14th, 2013, 7:30 PM

Wichita Cabela's, K-96 & Greenwich

SSA Calendars available, \$10