



**PUBLISHED TO RECORD
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KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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October 2015

Number 9

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DON JONES (2014-2015)

RAFAEL SOLDAN (2014-2015)



Alex Hunt in the 2-33. Photo by Travis Heying from the *Wichita Eagle* article

KSA CALENDAR

October 3rd - EAA Fly-In - Newton

October 10th - KSA Meeting - Elections & World Gliding Championship review - Cabela's - 6:30 PM

October 11th - Adventurous Babes Society - Sunflower

October 22nd - 25th - Talihina Ridge Camp

November 14th - KSA Meeting - Weather Forecasting - Cabela's - 6:30 PM

December 1st - 12th - 9th FAI Junior World Gliding Championships - Narromine, Australia

December 12th - KSA Meeting - *Cloudstreet* at the Cosmosphere

2016

January 9th - 2015 KSA Awards Banquet - Kansas Aviation Museum

February 13th - KSA Meeting - Wingsuit Flying - Cabela's - 6:30 PM

March 12th - KSA Meeting - Soaring Technique Roundtable - Cabela's - 6:30 PM

March 22nd - 31st - Sequatchie Valley Badge & Record Camp - Jasper, TN

April 9th - KSA Meeting - Spring Safety Meeting - Cabela's - 6:30 PM

May 11th - 20th - 18 Meter Nationals - Lancaster, SC

June 11th - 19th - Club Class Nationals - Wurtsboro, NY

June 21st - 30th - 15 Meter, Open, Standard Nationals - Nephi, UT

July 23rd - Kansas Kowbell Klassic

August 7th-15th - Sports Class Nationals - Uvalde, TX

KSA Ballot

Print this and bring it to the meeting on Saturday Oct. 10th

| |
|---------------------------------|
| Director Tim Double _____ |
| Director Don Jones _____ |

Cloudstreet at the Cosmosphere in December

KSA has arranged to show *Cloudstreet* at the Cosmosphere's Carey Digital Dome Theater on December 12th. This will take the place of our monthly meeting and should be a great show. Tickets will be required for admission. To get tickets for yourself or to sell to your friends, contact **Steve Leonard**. Cost will be \$10 each.

Sunflower Seeds

September 5th: **Tony Condon** and family started off the day with Auto Tows, thanks to **Mike Logback** towing. Rides for grandparents and some lessons for his sister **Josie**. **Brian Silcott** took over at 10 AM with **Mike Westemeir** instructing and **Bob Hinson** towing in the 182. **Andrew Peters** (3T) and **Steve Leonard** (BS-1 KN), **Bob Holliday** (3D), **Rich Stone** (Ka-6) and **Dave Wilkus** (SR) went soaring in the afternoon.

September 7th: **Mike Logback** towed. Lift was slow to start. **Bob Hinson** (KD), **Lyn Juby**, **Steve Leonard** (KN), **Bob Holliday** (3D), **Ruth Holliday**, **Tony Condon**, **Brian Silcott**, **Dave Wilkus** (SR), **Keith Smith** (LW), **John Wells**, and **Rich & Myra Stone** all gathered. **Ruth** brought the ice cream bicycle and thanks to some work by **Mike**, **Brian**, and **Bob**, Ice Cream was made and enjoyed by all. Flying started around 2 PM when cu finally popped. **Tony & Brian** flew to Anthony and back in the Grob. **Steve** went generally south. **Bob** flew to the Northwest. **Rich** flew the Ka-6. SR, LW, and KD stayed local. **Leah Condon** arrived late with watermelon. **Ed Neidert** also visited for the holiday. Thunderstorms approached shortly after 6 PM and arrived just after all gliders were put away for the night.

September 12th: **Bob Hinson** towed. **Leah Condon** and **Don Jones** ran the line. Activity started at 10 AM with **Alex Hunt** flying solo in the 2-33 and **Tony Condon** instructing **Tim Double** and **Brian Silcott** in the 2-22. **Tim** soloed! One of our neighbors to the south and his son and grandson visited. He took a ride in the 2-22. **Paul Sodamann** got a back seat checkout in the 2-33. **Dave Wilkus** flew the Diamant and **Paul** did a flight in Betty Boop. **Brian Bird** gave a ride in the Grob and then worked with **Bob Blanton** on his Grob checkout. **Dave Pauly** did many solo flights in the 2-22. A friend of **Alex's** got a ride in the 2-33. **Tony** flew a guest ride in the Grob for Jeff who read about us in the Wichita Eagle, soaring in weak lift to 5000 feet. **Alex** completed his B Badge on his last flight of the day. **Brian Bird** instructed **William Calderwood** in the 2-22. Flying finally ended after **Jerry Martin** took a few flights in the 2-22 with **Tony** and **Bob** soloed the Grob at 6:30 PM! 42 tows for the day! Following that about 20 people, including all mentioned plus at least the **Peters** family, **Jerry Boone**, **Bob Holliday**, **John Wells**, **KC Alexander**, and **Mike Logback** enjoyed an excellent cookout with great camaraderie and a celebration of **Don's** recent retirement.

September 13th: No flying. Windy. **Tony & Leah Condon** and **Jerry Boone** were around in the early afternoon. **Bob Park** and **Dave Woody** worked on annualing Lil' Pumpkin. **KC Alexander** was out later working on the bathrooms. **Brian Bird** was also tinkering with his airplane.

September 26th: **Andrew Peters** reports: **Bob Holliday** towed, **John Peters** and **Neale Eyster** ran the line. **Mike Orindgreff** flew his glider. **Tim Double** flew the 2-33 4 solo flights, got one 0.8 flight in. **Ron Leonard** flew the RHJ-9. **Dave Wilkus** flew Diamant. Both took two tows. **Bob Hinson** flew with **Lyn** in the Grob, then he flew KD. **Jerry** came and helped with Cosmosphere rides in the 2-33 (4) and I flew the Grob (4). **KC** relieved **Bob** in the tie plane at the end of the day. **KC** burned some weeds too. Clouds were 6000', thermals were 4-6, nice big and smooth.

September 27th: **Brian Silcott** reports: **Brian Bird** instructed **David Kennedy** on precision landings in the 2-22. **David** flew several solo flights including some brief local thermaling mid afternoon. **Brian** also instructed **John Peters** in the 2-22 on Boxing the Wake. **Bob Holliday** flew all day in 3D (we had a nice conversation about cross-country soaring and Dusters that lasted until after sunset). **Brian Bird** gave 3 rides in the Grob, a birthday flight to a local and 2 to Mike Warbington who flew his 182 into SN76 and left us a membership application after his twilight departure. Mike spent the entire day at Sunflower and is excited to become a member! **Bob Hinson & Lyn** were out and **Bob** took a couple of hops in KD. **Ron Leonard** travelled down from KC this weekend and flew the RHJ-9 both Saturday & Sunday. He flew 3.5 hours Saturday and five +/- on Sunday. **John Wells** flew KJ all afternoon. **Dave Wilkus** flew his Diamant all afternoon. **Robert Estagin** flew a couple of flights in the 2-22 and they both helped out with line duty. Best flight of the Day: **Don Jones** was

Sunflower Seeds cont.

about 1,000 AGL at the large feed lot north of Pratt (not the feed lots next to the airport), so we were beginning to mobilize to retrieve **Don** on his land out. At this point we were radio contact with **Bob Holliday** who was reporting blue sky thermals and offering words of encouragement to **Don** to give it a go and head for home. (**Don** did sound dejected). **Don**, **Bob**, and **Ron** were the only three Sunflower points remaining aloft and launching operations had ceased so we began to discuss mobilizing a handout recovery. When I inquired on the status Bob mentioned that we should start to head to Pratt when **Don** radioed that he was above 7,000 and within final glide of Sunflower!

September 28th: **Bob Holliday** towed and then flew 3D. **Mike Orindgreff** flew F8. **Mike Logback** in his Duster and **Don Jones** in the Russia flew to Kingman and back, enjoying a nice fall soaring day!

Notes from the President

Greetings KSA! It's been a busy month of flying, our most active this year in fact. Several students have soloed and are getting close to their checkrides. We had some very nice soaring days, and many of us enjoyed another wonderful Vintage Rally at the end of the month. We had some great local media coverage too, with a front page article in the Eagle and Cloudstreet on KPTS all in the same week! We are back to our winter meetings now and will be meeting again this year at Cabela's in Wichita. 6:30 PM is the time on the second Saturday of the month. This month I'll be sharing stories and pictures from Lithuania. October is also KSA Elections. This year two director positions are up for grabs. **Tim Double** and **Don Jones** have expressed interest in the positions. **Rafael Soldan** has decided to retire from the Board. Thank you for your help the last two years **Rafael**! A Ballot is included in this issue, so please bring it to the meeting with you, or we will have some extras. Saturday, October 10th is the meeting date. Also up for discussion on Saturday night will be our plan for 2016. The board has talked about hosting another contest. Some have expressed interest in an organized Auto Tow camp, and talk has swirled about doing some multi-day soaring safaris. All input and suggestions are welcome. I will see you there!

October 11th is going to be a busy day at Sunflowerth with the Adventurous Babes Society on site throughout the day taking rides in the KSA Grob and the Skylarks Grob. We still have some nice weather coming up in October and plenty of opportunities to finish up that rating, get a towpilot endorsement, or start working on Commercial or CFI.

Neale Eyster has expressed that he would like to turn over the job of Secretary/Treasurer to someone else. **Neale** has been serving for about a decade and I thank him for that incredible service to the club. This is an elected position, so there will be a special election at the November meeting to replace him for the remainder of his term. If you are interested in taking over this job or have a suggestion, please let me know as soon as possible.

Our December meeting will be held at the Cosmosphere and feature a showing of *Cloudstreet* on the dome theater there. The guys at the Cosmosphere did a test run of the Blu-Ray on the screen a few weeks ago and told me that the view was stunning. It should be one not to miss. KSA did put some money up to rent the theater for the night so tickets will be \$10 each. January will be our annual awards banquet at the Kansas Aviation Museum. It should be a good time as always so be sure to plan to make it and bring a friend. Please take the time to look through your flights for 2015 and fill out an application or nominate someone for awards. The form is included in this issue along with the rules. Send your applications and nominations to me at abcondon@gmail.com.

Tony

Big Q Aviation will be conducting a Talihina ridge camp Thursday, October 22nd through Sunday, October 25th. Mark your calendars! For the ridge newbie, the Grob 103 2-seater will be available along with an instructor. There will also be a ridge/Talihina ground school at Midway airport shortly before the actual camp. For the ridge veteran, the Grob 102 single seater will be available for rent or bring and soar in your own ship. More details will follow shortly. For any questions, please contact Omri Kalinsky at omri@omrikalinsky.com or [972-499-0360](tel:972-499-0360).



<http://ssaconvention.org>

Member Achievements

Tim Double Soloed the 2-22 on September 12th!

Alex Hunt earned his B Badge in the 2-33 on September 12th.

Aaron Maurer soloed September 19th!



Happy Retirement **Don Jones!**

Look for a full Vintage Rally Report in November *Variometer!*

Carolina Wave Project

Event Location: Shiflet Field, Marion NC

Dates: 2/21/2016 - 3/2/2016

Description: Fly in wave to FL260 (weather permitting) from Shiflet Field (9A9), a wide grass strip near the base of Mt. Mitchell, highest point east of the Mississippi. Upon registration and payment, your spot is secure and materials and full info will be sent.

Dual Instruction: Instructional flights with John Good in his Duo Discus are available throughout the camp. \$50 registration fee applies. Reserve with John at: john.f.good@gmail.com.

Fees: \$245. Includes all oxygen fills in your tank(s) and field use fee. Tows additional. Make check payable to CSA.
Mail check to:

CSA
PO Box 53
Benton, TN 37307

Turnpoints: <http://soaringweb.org/TP/Shiflet> - .sua file includes wave window box.

Website: <http://wavecamp.chilhowee.com>

Online Registration: <https://www.surveymonkey.com/r/DPVDJFY>

Contact: Sarah Arnold info@chilhowee.com Phone: (423) 506-9015

Summary of Sporting Code 3 & Annex C Changes (Concerning Badges) as of October 2015

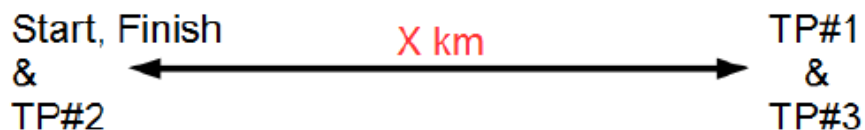
This document is intended to highlight the changes concerning Badges that are effective as of 1st October 2015 in the Sporting Code Section 3 (Gliding) together with Annex C. It is not intended to be a word-by-word comparison, rather an overview how the changes affects pilots, analysts and Approvals for FRs & PRs.

1. Separate Chapters in SC3 for Badges (2) & Records (3).
References in other documents to SC3 & SC3 Annex C are likely to be invalid.
2. SC3 Appendix A to Chapter 4 in the previous Code (PRs for Silver / Gold badges) has been replaced by SC3 Section 2.6. Note that many existing PR approval documents refer to Chapter 4 Appendix A and will thus require updating.
3. Where a declared start/finish is made the 90 degree sectors are deleted.
Now we have just the Start / Finish line.
This affects the Diamond Goal Badge where declared Start = Finish is required.
4. There is no longer any minimum distance between Turn Points (previously 10 km).
5. Silver Distance redefined (SC3, Section 2.1.1.a):
A straight distance flight of at least 50 km from the release point.
6. SC3 Annex C Section 1.5 is now clear about post-flight corrections only applying to Silver / Gold badge claims.
7. SC3 Annex C Section 3.4 now allows a PR with pressure sensor (eg Flarm) to have that pressure sensor ignored & the GPS altitude used.
8. SC3 Section 2.4.3b states that FRs with out-of-date calibration MAY be treated as a PR (the FR is already approved, it is just used in a "degraded" mode).
If a NAC wishes to make use of this possibility, there is no requirement to submit a "PR-Approval" document – publication e.g. on the NAC's website is sufficient.
9. Stand-alone barographs (whether mechanical or electronic) are no longer permitted as documentation evidence.

Implication of item (4) above:

From 1 October 2015, there is no specified minimum distance between Turn Points. On a 3-Turn Point task, for example, the same location may be declared as TP1 and as TP3.

This means that the course below is acceptable. If **X** is at least 75 km, it is valid for Gold Distance; if **X** is at least 125 km, it is valid for Diamond Distance... etc.



The following rules are unchanged but to serve as a reminder:

- Triangle leg length limitations (25% / 28% etc.) do not apply to Badge claims.
- The Start, Finish and all Turn Points must be included in the task declaration prior to take-off.
If a Turn Point is used twice it must appear twice in the task declaration.

13.5 Meter World Championships

By **Tony Condon**

The experience that **Leah** and I had at the 13.5 Meter World Championships was really incredible and we have KSA to thank for helping us make the trip. This all started with **Jeff Beam** letting my fly his Apis in Sports Class Nationals last year, included a lot of financial donations from KSA members, and a lot of help in other ways, like **Matt Boone** crewing for me in Cordele this summer and **Matt Gonitzke** letting me borrow his parachute. So, first things first, THANK YOU KSA for being a part of this competition and helping make it successful for us.

After I had an interesting tour of Europe, **Leah** and I met at the Pociūnai Aerodrome in southern Lithuania. We spent the first few days getting the glider ready. Contest ID's still needed stuck on, the FLARM that we were borrowing from LX Navigation needed installed and checked, and several other detail items needed attended to on the glider. The nice thing was that the practice period for the contest featured generally poor soaring weather. By the time we were ready to fly, there was not much lift present, with overcast skies, cool temperatures, and occasional rain being the main features. I did get a few test flights in to test out the motor, instruments, and get a look around the airport. On the last day, Francois and I flew out and did a practice final glide home. As best we could tell we were ready to compete.

Someone told the weather gods that the contest was starting and the switch was flipped. We received excellent daily weather briefings from a Lithuanian Weather Service forecaster who had the assistance of a tow-plane produced sounding each morning. Such luxury! She did a spot on job for the entire contest and the task setter was very good and producing a challenging task for each day. Day 1 was a 317 km racing task.

The benefit of the practice that Francois and I had in Cordele became very apparent immediately. We communicated well, worked together well, knew each others strengths and weaknesses, and had a great showing out the gate with 2nd and 3rd on Day 1! It turns out that Lithuania is quite similar to the Cordele area. About half of the land is covered in farm fields and half trees. The areas with trees seem to put off the best thermals, especially over clear cut areas, which is the same thing that we found in Cordele. Many of the farm fields in southern and western Lithuania, where we were flying, were planted with wheat, and harvest was in full swing during the contest. Early on landable fields were tough but as the contest went on plenty opened up. It was just one way that I was reminded of flying in Kansas!

Another reminder of home was the HEAT! Europe was having quite the heat wave. Instead of the average 75 degree temps for August, we were having temps in the mid 90's and the hottest day pushed 100. Leah and I were right at home although disappointed that we had missed out on our hoped-for escape from the summer heat. Thankfully for me at least, the thermals were proportional to the heat so I got to cool off at cloudbase each afternoon.



KSA logo on Vertical Stabilizer



2015 1st FAI
**World 13.5m Class
Gliding Championships**
Pociūnai, Lithuania

The host club at Pociunai had a fleet of 8 Wilga towplanes. With 12 competitors in the 13.5 meter class and usually 3 or 4 self launching each day, they made quick work of the grid. There was never much of a wait for the start gate to open. By the way, there is no need for anyone to determine the task “Fair and Safe” like in the US before opening the gate. Once the last guy was up, it was 20 minutes until the gate opened, regardless of the soaring conditions.

I self launched on one of the practice days but took aerotows for the contest. I wanted a full battery in case I needed it to get home! The ropes were advertised at 50 meters but I’m not sure they were that long. The short ropes we had early this season at Sunflower ended up being good practice. My Electro had a CG hook only but the aerotow was just fine.

In general, airspace in Lithuania is Class G up to FL95. We did have a few shelves of lower airspace that surrounded the Vilnius and Kaunas airports. The overlying airspace was all Class C I believe. There was a definite segregation of flying activity in the country. There was a lot of sport and recreational flying going on around Pociunai. A very active parachute club operated every day on the other side of the airfield, we saw quite a bit of micro-light traffic and some Cessna and Cirrus traffic. Many evenings we watched hot air balloons launch as the day cooled down. My distinct impression was that “recreational” flying took place only in the Class G and IFR traffic only in the Class C and there was no overlap. When I asked what code I should squawk on my gliders transponder, the suggestion was “OFF”.

As the first week continued, the weather got better. Our longest task Day 5 with 362 km. That day presented an interesting challenge and for us was sort of a case study in risk/reward. The morning briefing showed a slow moving front out by the Russian border. The task of course took us out that way for a south to north run before returning. We were concerned about the effect of the front on the soaring conditions so we left as soon as we could, the first ones out of the gate. That is almost never the best strategic choice but we decided the best



Lithuania. Tasks took us along the Belarus and Russia borders and into Northeast Poland. Pociunai just North of Alytus at the big S in the Nemunas river

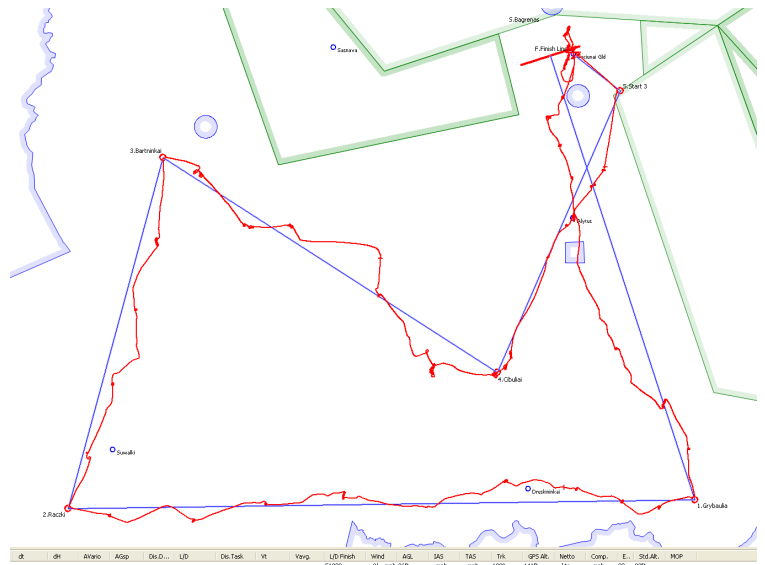


Hooking up to a Wilga on a Practice Day



Aerial view of Lithuania with Francois by my side

course was to minimize the risk of having trouble out west. We made it to the frontal area and we were right on the western edge of the cu field before a very large blue hole. In the distance we could see a few cumulus clouds but they were much lower than we were. We were happy to not be any later! After getting the northern turnpoint we made it home without too much trouble. The guys who started 15 minutes after us were able to make it through and do it a little faster. The faster gliders who started 30 minutes later really struggled though and ended up in the middle of the pack when they usually were winning each day by about 10%. We weren't too upset about being at the bottom of the scoresheet for the day. The strategy for the first week was to not blow the contest and fly conservatively to stay in the hunt. We had succeeded in that.



Day 5 Task

The variety in sailplanes at the contest was pretty interesting. There were 6 Silent 2 Electro's like Francois and I flew, and one Silent Targa. The Silent right now has the best combination of availability and fair performance, and especially with the simple and easy to use electric motor, was a popular choice. The rest of the field consisted of basically one-off gliders that were designed for the 13.5 meter class but were the only examples of their types. The winner of the Championship was the Diana 2 Versvs that Stephano Georgia modified and flew. It was a 15 meter Diana 2 with the wingtip modified to accept 13.5 meter tips. I understand that he could also still fly it at the 15 meter span. Similarly, second place went to the Mini-LAK which was built across the street from Pociunai at the LAK factory and was a 13.5 meter version of the normally 15 meter span LAK-17. Both of these gliders had the same wing area, aspect ratio, presumably flew at the same weight, and seemed to me to have basically the same performance, which was quite a bit better than the Silent 2 I was flying. We learned very early on that trying to keep up with them would only end poorly for us. By the 3rd contest day we knew that the rest of us were racing for 3rd place.

The Russians brought two new gliders. Both had the same simple straight taper wing planform. One was a fiberglass glider without flaps and the other had flaps and was built from carbon fiber. They seemed nicely built and my impression was that their performance was on par with the Silent.

The other new glider at the contest was the Windward Performance Sparrowhawk R, flown by Australian Morgan Sandercock. My understanding is this glider is built in the same molds as the 15 meter Duckhawk but with the structure scaled down for the 13.5 Meter span. It seemed to have very good performance although maybe not quite up to the Versvs and Mini-LAK. There were many days that Morgan was able to hang with those guys pretty well though. Morgan had his glider built to be able to fly in the FAI Ultralight Class so it had a fixed gear and did not have a water ballast system. I feel that a Sparrowhawk R built for racing and with water would be pretty attractive in this class. A second good option, which has now been advertised for sale, would be a Mini-LAK with FES. LAK seems to think that they can build it and still meet the 35 kg/m² wing loading limit. I think that glider would be hard to beat competitively and be very nice for recreational soaring too.

One notable glider that was missing was the Polish built GP-14. This glider is purpose built for the 13.5 meter class and highly optimized with very high performance expected, claiming in the mid 40's L/D. Sebastian Kawa was supposed to fly one in Pociunai but the glider wasn't complete in time. I suspect there will be a few of them at the next World Championship.

After a weather day and a rest day, we were back for the second week of flying. Francois and I had slipped gradually through the first week in our daily finishes and after 6 days we were in 8th and 9th overall. That sounds worse than it was, as Francois was about 400 points out of 3rd while I needed 500 to get there. We were still within striking distance, as was almost everyone else. We had tried to keep ourselves rested and hydrated and ready to go for the second week.

Day 7 was a disaster for me. We got split up right after the start and I started to have trouble finding much lift. Then we crossed the reliably weak area around the Polish border. It seemed that only the top half of the thermal layer actually had thermals in it, and I was in the bottom half. Eventually I was down around a huge

wind turbine farm in Northeast Poland and the motor came on and I headed home. I hadn't even made the first turnpoint, with about 85 km on task. I climbed up and soared a little, then another short motor run got me into some good lift and I soared back to Pociunai. The hour or so spent getting home gave me time to get the frustration out of my system. With no hope to get myself on the podium, I still had a lot of work to do to help Francois get the best finish he could and see if I could gain any ground back.

As the second week wore on our daily standings gradually improved. Day 8 was a distance day where only Stephano finished. The rest of us landed out or motored home. The 340 km task was OK but we were slower than expected and the day died on the last few legs home. Leah modified our tradition of Ice Cream payment for a retrieve. Instead, whenever I used the FES to make it home, she would buy Luka Znidarsic (Designer of the FES System and Slovenian pilot) some Ice Cream from the airport Café! He didn't mind at all.

Day 10 was another interesting day. Cloudbase early was VERY low, 800 meters AGL initially. After 45 minutes though, it dropped to 700 meters AGL! We were all gaggled up over the airport, not high enough to get too far away. No one was too interested in starting out on task with cloudbase that low, so we waited and waited. Two hours after launch, we were finally up to a respectable altitude and started the 310 km task. Francois and I had a great flight and placed 2nd and 3rd for the day. Morgan had started the task earlier with the lower cloudbases and was really slow. His firm grip on 3rd had slipped and now the rest of us had a chance again at the podium. The last two days would be interesting! We were tied for 5th and only 130 points out of 3rd.

Day 11 was a 347 km task. We had a great team flight, staying with each other the entire day. Our team flying technique was to try to stay side by side as much as possible and constantly communicate about the lift or sink conditions that we were in. This way we could sweep a pretty wide swath of air and try to find the best line between thermals. Once one of us decided to turn the other would sweep around them to see if there was anything better. We could very quickly core thermals this way and maximize our climb rate. Our reward for the day was a 5th and 6th place finish, behind the French and the top 2 gliders. We essentially tied with two other gliders. There were 2 points separating 5th and the tie for 7th for the day! In the WGC scoring formula, a minute is worth between 5 and 10 points. You start to think hard about taking an extra turn and using up another 25 seconds!

The French Pilot Antoine Havet had moved into 3rd now, and we were about 200 points behind him. That is a tough deficit to make up on one day, we needed him to get 90% of our speed and we also needed to beat two others by enough to make the podium. They were all doing their best too of course. The task was a 3 hour



JEN ready to fly



We flew Day 5 with LY on the tail in memory of **Dennis Brown**

area task. We had only flown one other area task during the contest, with great weather making racing tasks the normal call. It was a blue day with a fair wind from the southeast. Finding thermals was a challenge. After having no trouble staying up before the start, we got through the line and felt like we had jumped off the high dive. Nothing like starting the day off with a major low point and a weak climb to recover. That sort of set the tone for the day, although it did improve.

The only way to gain that many points on the day is to do something drastically different than your competitor. Of course the defensive move for Antoine was to keep everyone behind him in sight so they couldn't gain on him. We were able to get separated from the gaggle before the start and get out on our own. He of course

stayed with the gaggle and they made their way around the course. We were willing to take the risk off flying alone in the blue. It was the last day, we were in 6th and 9th overall, 4th place sucks, and it was the right time to take the chance. We also had gained a lot of confidence flying together. This was our 24th flight together for the summer and we had had good success in the blue before.

The flight was fairly straightforward. We didn't push very hard and I spent most of the flight feeling like we could've been going faster. We made it around without too much trouble, spent most of the day fighting to stay upwind of the course line, tried to follow the lines of trees between the circles as best we could, and made it home just a few minutes over minimum time. It was sort of textbook and felt like a really solid way to end the contest. Then as the scores started to roll in we realized that we had beaten a few of the pilots that we expected to be faster than us. This was pretty distracting as Francois was shown 3rd but the French scores weren't in. I was refreshing the scoresheet constantly on my phone, when we saw that we had won the day and taken 250 points on them and had made the podium! Wahoo! It was hard to contain the excitement in the tiedown area and getting any progress made towards packing up the gliders and preparing for the farewell party or the trip home the next day was very difficult.



Two VERY HAPPY glider pilots

We enjoyed some fine champagne that night at the farewell party and made it up in time for the opening ceremonies the next morning. Francois stood on the podium for his individual medal and I took the podium for our 3rd place Team Cup finish. There were the obligatory speeches and some music and then they unveiled the carved totem that had been made to commemorate the competition. Plenty of pictures and farewells and we were on the road to Slovenia to return the glider, then Germany to return the car and visit the Wasserkuppe. Then Leah and I enjoyed an actual vacation for a few days in Sweden before returning to the USA. It was nice to be home.



Call for Presentations
Soaring Society of America Annual Convention
Greenville, South Carolina
February 18-20, 2016

OSTIV Track

Presentations are being sought for the International Organization for the Science and Technology of Soaring's (OSTIV) speaker tracks at the Soaring Society of America's Annual Convention. The desired presentations can address any scientific or technical aspects of soaring flight including:

Technical Presentations

Aerodynamics, Structures, Materials, Design, and Maintenance

Scientific Presentations

Meteorology, Climatology, and Atmospheric Physics as related to soaring flight.

Training and Safety Presentations

Training and Safety, Coaching, Health, and Physiology

General Interest Topics of a Technical Nature

In addition to topics that deal with conventional sailplanes, presentations are welcome that are concerned with motor gliding, hang gliding, paragliding, ultralight sailplanes, and model sailplanes. Topics that focus on instrumentation, electronics, safety, statistics and other system technologies will be included in the sessions for which the application of the technology is most relevant.

It is hoped that qualifying presentations will be later written up and submitted for possible publication in the online OSTIV Journal, *Technical Soaring*.

Please submit a title and a short summary of your proposed presentation to mdm@psu.edu or:

Mark D. Maughmer
229 Hammond Building
University Park, PA, 16802

Registration instructions and additional convention information are available at: <http://www.ssa.org/convention>

Speakers should register, although the registration fee for speakers is free.

Free Checkrides for Glider Ratings and a Free Room at Marfa, Texas.

(Including Flight Instructor-Glider add-ons, renewals and reinstatements.)

The Deal. We need to "grow soaring" in the USA and one method is to facilitate the checkride process to help SSA members **finish** their FAA **Private, Commercial glider ratings** or the glider "add-on" to a Flight Instructor Certificate to generate more CFIG's.

FREE. If you have met the FAA solo requirements, I'll offer a FREE checkride in my ASK-21 glider for qualified applicants between now and **MARCH 31, 2016.**

FREE. NO Examiner Fee, NO Tow Fees, NO Glider Rental Fee for the checkride flights.

FREE. In addition, I'm offering a **FREE ROOM** in my guesthouse (two beds, kitchenette and bath) next to my home in Marfa, 3 miles from the Marfa Airport (KMRF),

The free checkride flights and free room may save you as much as \$1,200.

The Catch? You must have logged all of the FAR part 61 required minimum solo flights at your home club before coming to Marfa. Pre-Checkride instruction must also be logged per FAR part 61 either at your home site or you can take instruction and local orientation flights with me at Marfa at my regular rates, unchanged since 2010.

If required for an initial PVT or COM glider rating, the FAA "**written**" (called the "Aeronautical Knowledge Test") must be taken at your home FAA authorized computer center. Contact me for advice on taking the "written." **Add-on ratings to a FAA PVT, COM, ATP pilot certificate do NOT require a written test.** An add-on glider rating to a Flight Instructor certificate WILL require a glider add-on written. Adding the Glider category rating to your expired Flight Instructor certificate will reinstate all CFI ratings!

Location: Marfa is located high on a grassy plateau at 5,000' above sea level, near the scenic Davis Mountains, between Carlsbad Caverns and Big Bend National Parks

in southwest Texas. The closest airline terminal is El Paso, TX (ELP).

Good training conditions: I fly year-round. Marfa has two paved runways and very little airplane traffic. I have a large hangar and two towplanes ready to work.

Note: "Free" doesn't mean we will shortcut the FAA Practical Test Standards.

Your FAA "Practical Test" a/k/a checkride will be comprehensive and "by the book."

Do your homework, read the FAA Practical Test Standards online. Buy Bob Wander's "Checkride Made Easy" book along with my other recommended texts and handouts.

E-mail me today at marfagliders at aol dot com to start working out the dates and details for your glider pilot rating or your CFI-G renewal / reinstatement. First come, first served.

"SOMEDAY" is NOW. Yes, "*someday I'll finish my glider rating*" can happen at Marfa.

Burt Compton, Master Flight Instructor, FAA Designated Pilot Examiner

Marfa Gliders Soaring Center, west Texas www.flygliders.com

Watch a short video of flying at Marfa: <https://vimeo.com/67137849>

KSA Duty Schedule

| | | | |
|-----------------|---------------------------|--|-----------------------------|
| Sat, Oct 3, 15 | Bob Hinson 316-841-5561 | Jerry Martin 620-960-5418 John Peters 620-755-3161 | |
| Sun, Oct 4, 15 | Mike Logback 620-241-8486 | Keith Smith 785-643-6817 Scott Dimick 316-461-8196 | Brian Bird 620-728-1341 |
| Sat, Oct 10, 15 | KC Alexander 316-308-8498 | Bob Blanton 316-683-9759 Michael Groszek 206-412-2985 | |
| Sun, Oct 11, 15 | KC Alexander 316-308-8498 | Mike Orindgreff 316-773-7154 Mark Ross 316-214-1464 | |
| Sat, Oct 17, 15 | Bob Holliday 316-641-6178 | Don Jones 620-960-6444 David Wilkus 316-788-0932 | Andrew Peters 316-393-2261 |
| Sun, Oct 18, 15 | Mike Logback 620-241-8486 | Keith Smith 785-643-6817 Mike Orindgreff 316-773-7154 | |
| Sat, Oct 24, 15 | Jerry Boone 620-662-5330 | Matt Boone 620-662-3849 Brian Silcott 620-204-0051 | Mike Westemeir 316-729-2551 |
| Sun, Oct 25, 15 | Bob Hinson 316-841-5561 | Matt Gonitzke 815-980-6944 Steve Leonard 316-729-0356 | |
| Sat, Oct 31, 15 | Jerry Boone 620-662-5330 | Matt Boone 620-662-3849 Kevin Ganoung 785-536-4540 | Brian Bird 620-728-1341 |

Sequatchie Badge & Record Camp

Event Location: Marion County Airport (KAPT) - Jasper, TN

Dates: March 22-31, 2016

Description: Fly the famous Sequatchie ridge, and learn from the best at evening seminars. Upon registration and payment, your spot is secure and materials and full information will be sent.

Dual Instruction: Instructional flights with John Good in his Duo Discus are available throughout the camp. \$50 registration fee applies. Reserve with John at: john.f.good@gmail.com.

Fees: \$150. Official observer service included. Tows additional. Make check payable to CSA. Mail check to:

CSA
PO Box 53
Benton, TN 37307

Turnpoints: http://soaringweb.org/TP/Marion_co

Online Registration: <https://www.surveymonkey.com/r/SSM9PSN>

Contact: Sarah Arnold info@chilhowee.com Phone: (423) 506-9015

RULES FOR KSA FLYING AWARDS, 2015

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 2014 season, the SSA 2014 Handicap list, as amended/added to below, will be used (the 2014 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.

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.

Praying 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 Application to abcondon@gmail.com

2015 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 _____

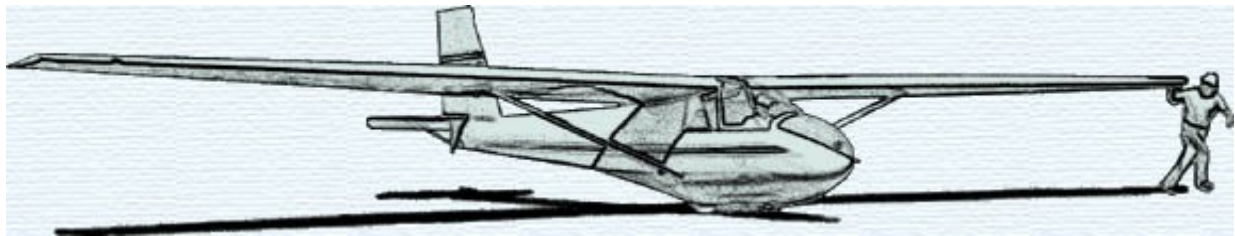
| | |
|--|--|
| <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> | <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> |
| <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> | <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> |
| <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> | <p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p> |
| <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> | <p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p> |

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
October 10th, 2015
6:30 PM - Cabela's
Elections

13.5 Meter World Championships Report