



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

Editor: Tony Condon

Volume LVII

December 2017

Number 11

PRESIDENT – TONY CONDON (2017-2018)

SECRETARY/TREASURER – BRIAN SILCOTT (2017-2018)

VICE PRESIDENT EAST – BOB BLANTON (2017-2018)

VICE PRESIDENT WEST – BOB HINSON (2017-2018)

TOW PLANE MANAGER – STEVE LEONARD (2017-2018)

DIRECTORS:

ANDREW PETERS (PAST PRESIDENT)

BRIAN BIRD (2017-2018)

MATT GONITZKE (2017-2018)

DON JONES (2016-2017)

TIM DOUBLE (2016-2017)



Grob work crew on December 3rd: **Bob Hinson, Steve Damon, Steve Seibel, Brian Bird, and Tony Condon** (not pictured)

KSA CALENDAR

November 4th - Fall Work Day at Sunflower

November 11th - KSA Meeting - Landing Out - Hutchinson Community College Science Center Room 103

Nov 26th - Dec 8th - 2nd FAI Pan-American Gliding Championships - Santa Rosa de Conlara, Argentina

December 9th - KSA Meeting

2018

January 13th - 2017 KSA Banquet - Kansas Cosmosphere

February 10th - KSA Meeting

March 1st-3rd - SSA Convention - Reno, NV

March 10th - KSA Meeting

April 14th - KSA Meeting

June 9th-16th - Region 10 North at Sunflower

June 30th - Kansas Kowbell Klassic - Sunflower

Paul Wants Photos

I have received several nice photos of KSA members in or around their gliders. However, I would like to receive as many members photos or videos either flying or around a/your glider as possible. I am trying to put together a video for the banquet in January.

sodie6390@gmail.com

Notes from the President

Greetings KSA! The weather outside is starting to turn chillier, but there are still nice days to be had! **Robert Estagin** took advantage on Dec. 2nd and flew the 2-33. Yes, we really can fly year round! Warm days have also provided opportunities to keep working on the Grob. The project is moving along nicely. We had a great work party on Dec. 3rd with 5 or 6 of us spending the afternoon sanding. The end result is that a large portion of the glider is now down to bare fiberglass. Let's keep the momentum going!

The 2017 banquet is right around the corner. We'll gather on January 13th at the Cosmosphere in Hutchinson to celebrate the achievements of 2017. I'm still looking forward to getting some trophy claims from some of you, and I'd like to see nominations for the non flight trophies from every KSA member! Flight traces can be submitted at the URL further on in the Newsletter. Nominations for the Praying Mantis, Towing Operations, and Maintenance trophies can be emailed to me at abcondon@gmail.com

Now is the time we start collecting dues for 2018. Come to the KSA meeting prepared! Dues are still a low low \$100 which includes your SSA dues. SSA Calendars will also be available at the meeting for \$10 and we'll be collecting advance payments for the banquet at \$25/person.

WSA has recently purchased a Ka-6E! **Leah** and I brought it back from Minnesota after Thanksgiving. This is a really nice glider with a good pulling trailer and I think it will be a great upgrade for the club. Leon Zeug, the previous owner, send me some notes on flying the glider and that is the feature article for this newsletter.

See you at Sunflower!

Tony

Flying the Ka-6E

By Leon Zeug, previous owner of RT

Assembly – Nothing special here except that the helper on the wing tip should hold the wing tip at chin level if he or she is 5'10 or so. Make sure that the separate horizontals are safely pinned via a CAC and a PCC.

Launching – This is the critical phase of flying the Ka6e because of the offset CG hook. You will have to consider the separate effects of the offset and then the CG locations of the Tost mechanism. This glider was originally designed to launch from a winch off a grass field and that might be cool but I'll bet that you are flying behind a tow plane from a paved runway at a municipal airport. That said, **always** fly with the tail wheel.

Because of the offset on the glider's left side, the glider will want to swerve to the right especially with a right crosswind. So, do this.

- Expect a swerve to the right because of the offset, so keep that part of the runway clear.
- Expect a more likely swerve to the right with a right crosswind.
- Set the trim by pushing the green handle all forward, and then bringing it back just a bit.
- Instruct the wing runner to launch like any other glider; never try to steer the glider with the wing tip.
- Start most tows with a neutral rudder for most winds, but some left rudder with a right crosswind.
- Correct a small swerve with the rudder.
- Release the towrope if the swerve increases or you feel uncomfortable with the swerve.
- Expect the tail to fly in a couple of seconds or sooner, almost eliminating any tendency to swerve. That's right, the takeoff gets easier after the tail flies until the CG factor affects the remainder of the tow.

Because of the Tost mechanism CG location, do this:

- Mitigate this hazard by keeping your left hand near the release handle. I did so by using my left hand on the front, low part of the stick, pressuring the stick to help my right hand. Some pilots cover the release handle, but not grip it.
- Pressure the stick back easily or in small increments to lift off.
- Expect the glider to kite because of the CG hook and faster tow plane speeds.
- Adjust the trim forward a bit when you get the chance if you think you need to. This will help lower the risk of kiting.
- Release the towrope if you lose sight of the tow plane. You gotta be quick to release just like the BGA instructs winch launches.
- Pressure the stick forward to regain airspeed if you have a PT3.

Myself – I never had problems keeping the tow plane just where I needed it, and my occasional swerve ended after flying with the tailwheel, but still imagine that the glider might swerve or kite, so be vigilant.

Level Flight – Because of the all-flying horizontal, you may need to use two hands to safely control pitch at speeds faster than 65 mph or so. Always keep one hand on the stick at

higher speeds, because if you remove both hands the glider will pitch-up violently. Of course, the trim helps.

Thermalling – Just pretty darn good. I set the Tasman at its *Fast* response and *R2*.

Landing – Fly the pattern normally at 50 mph and adjust as needed because of winds. The airbrakes will steepen the approach and slow the glider just like the CR. Grease the landings, because a hard landing may load the spar and compress/damage its bottom.

Fly well and safely.

Leon

Soaring Safety Foundation Flight Instructor Refresher Clinic

Location: Southwest Soaring Museum, Moriarty, NM

Date: January 13-14, 2018

Status: Firm

[On-line Registration Form](#)

Local Contact: Colleen Koenig (hv2flyg at gmail.com)

Location: Moriarty, NM

Southwest Soaring Museum

918 Rt 66

Moriarty NM

Phone: 505-832-9222

Member Achievements

Bob Blanton earned the FAA's Wright Brothers Master Pilot Award for 50 years of safe flying. Congratulations **Bob!**



SSA Convention March 1-3, 2018

www.ssaconvention.org

RULES FOR KSA FLYING AWARDS, 2017

Unless otherwise noted, the following applies to all awards:

For definition of bold terms, refer to the FAI Sporting Code Section 3-Gliding.

Awards are to be made for SOARING PERFORMANCES with a START POINT in the state of Kansas.

On distance and speed flights, the maximum LOSS OF HEIGHT allowed is 1000 meters (3281 feet)

For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors.

If disposable ballast is on board at takeoff, any handicap will be further multiplied by .92.

Flight documentation shall be submitted in .igc format

Task Declarations may be electronic, written, or verbal

TURNPOINTS will be attained by entering an OBSERVATION ZONE

Wooden Wings

The Wooden Wings Trophy is awarded for the longest distance SOARING PERFORMANCE in a wooden winged sailplane. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

Mamie Cup

The Mamie Cup is awarded for the longest distance SOARING PERFORMANCE of the year. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

KSA Flying Horse (Silver)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 100km and less than 200km.

Dennis Brown Memorial

The Dennis Brown Memorial Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 200km and less than 300km.

KSA Flying Horse (Gold)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 300km.

Curt McNay Pilot of the Year

The Curt McNay Pilot of the Year Trophy is awarded for the best combined score in four tasks - DURATION (6 hours maximum), GAIN OF HEIGHT, Handicapped Distance, and Handicapped Speed. Each task will be scored from a different SOARING PERFORMANCE.

The Distance task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

The speed task must be a CLOSED COURSE with an OFFICIAL DISTANCE of at least 100 KM. However, a 3 TURN POINT DISTANCE of at least 200 KM may be used if you are flying a sailplane with a handicap of 1.36 or greater. In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

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.

Charles Henning Award

The intent of this trophy is to encourage more people to fly cross country.

- 1) The cross country task will be a CLOSED COURSE with any number of TURNPOINTS.
- 2) Handicapped Speed will be determined by the DURATION or 2 Hours, whichever is greater.
- 3) There is no limit on start or finish altitude.
- 5) TURNPOINTS may be any TURNPOINT published in the KSA Turnpoint File or a public use airport marked on a Sectional Chart.
- 6) 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

The Praying Mantis is 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. The Praying Mantis selection committee consists of the KSA President, WSA President, *Variometer* Editor, WSA Chief Instructor, and the SSA State Governor for Kansas.

Towing Operations

The Towing Operations trophy is awarded to the person making the most significant contribution to the operation of the KSA Towplanes for the year.

Maintenance Trophy

The Maintenance Trophy is awarded to the person making the greatest contribution via maintaining equipment related to soaring flight during the year.

Submit flights at

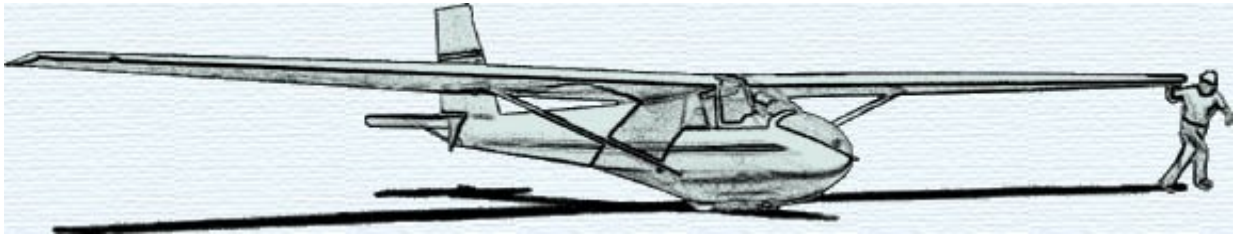
<http://www.soarkansas.org/soar/scoring.aspx>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting

December 9th 6:00 PM

Hutchinson Community College

Science Center Room 103

Adjacent to Cosmosphere

Tony Condon - XC Flight Planning

SSA Calendars - \$10

KSA Dues - \$100

KSA Banquet Tickets - \$25