



**PUBLISHED TO RECORD
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KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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RAFAEL SOLDAN (2014-2015)



Jerry Boone clearing some brush around the tower on October 25th. **Matt Gonitzke** photo

KSA CALENDAR

November 7th - Fall Work Day - Sunflower

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

February 18th-20th - SSA Convention - Greenville, SC

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 9th - 16th - International Vintage Sailplane Meet - Elmira, NY

July 23rd - Kansas Kowbell Klassic

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

September 22nd - 25th - Wichita Vintage Rally

Fall Work Day

The Sunflower Soaring Foundation needs your help this Saturday November 7th with our Fall work day. (Rain day will be November 14th)

Here's a list of projects to accomplish, with the lead on each project:

1. Cleaning out Hangar One - **Andrew Peters**
2. Crack Seal Runway - **Mike Davis**
3. Remove/dispose of tires and debris - **Don Jones**
4. Installing a gate at the entry - **Jerry Boone**
5. Winterize mowers/gator - **Matt Gonitzke**
6. Winterize Bathrooms - **KC Alexander**

Contact the lead to see what you can bring to help. Plan on starting at 0900, will break for lunch (provided by SSF) and finish the day by 1600. Look forward to seeing you there!

Notes from the President

Greetings KSA! The fall flying season has been wonderful. Not a lot of soaring has taken place but we have really performed well as a club. Many students have soloed and taken (or soon will take) checkrides. We had a fantastic day giving rides to the Adventurous Babes Society. Thanks again to **Bob Hinson** for organizing that event. I hope that we will have more of them in the future. **Harry Clayton** and **Sue Erlenwein**, who are our tireless community relations team, once again had 8A, their Standard Cirrus, on display at the Newton EAA Fly-In. **Matt Gonitzke** also was there with his SH-1, 6M, and competed in the spot landing contest. Find out how he did in his article later in the Newsletter.

As we enjoy the unusually nice weather in early November, there is still some activity at Sunflower while students try to take full advantage of the warm temperatures and advance as far as possible. If you are looking to get instruction, do not be shy to email or call your instructors or towpilots. Use the Soar-Kansas Yahoo! Group too. Anything you can do to get the word out that you want to fly. There is no reason to quit flying in the winter, unless it is just too cold!

Don Jones will be presenting at the November meeting about weather forecasting. The meeting will be at our usual place, Cabela's in Wichita. We plan to have an election for the Secretary/Treasurer position at the November meeting. We are still seeking nominations for the job though, so if you think someone might be well suited or are interested yourself, contact me immediately. The November meeting will also be an opportunity for you to make plans for the upcoming KSA meetings. Our December meeting will be a showing of *Cloudstreet* at the Cosmosphere in Hutchinson. Tickets will be \$10 each and will be available at the November meeting. KSA has rented the theater for the showing, so be sure to get your tickets ahead of time and pick up a few extras for your friends and family, so we can share the stunning views of this film with everyone. 2016 SSA Calendars will also be available. Did you know that our own **Rafael Soldan** has a picture in this years Calendar?? Make sure to get your copy!

Our January meeting will be our annual awards banquet at the Kansas Aviation Museum. You will also be able to reserve your spot for the banquet at the November meeting. The banquet is where we recognize the achievements for the previous year. We have had a lot to celebrate in 2015! As a reminder, please take a few minutes to review the rules for each trophy and the Information Sheet in this issue, and make sure to apply for any trophies you qualify for and nominate deserving members for the Praying Mantis, Club Maintenance, Towpilot, and Rex Hamilton trophies. Send applications and nominations to me ASAP, abcon-don@gmail.com. If you have a travelling trophy from last year, call me at 515-291-0089 to arrange its return.

As we look to 2016, we should discuss our plans and goals for the upcoming year. We will have a lot of new soaring pilots coming into the ranks at the beginning of the year. There has been some discussion about the following events: Auto-Tow Camp, Weekend Safaris, Hosting a Regional Contest, Mass Attendance at a Regional Contest. What are you interested in participating in? What are you interested in helping organize? How can KSA help you advance in the sport? How can you help other club members advance?

I will unfortunately be unavailable to attend the November and December meetings. November I have a friends wedding and I will be crewing for the US Team at the Junior World Championships in Narromine, Australia in December.

See you at Sunflower!

Tony

Sunflower Seeds

October 4th: Some misunderstanding on the instructor schedule left **Tim Double**, **Alex Hunt**, and **Aaron Maurer** unable to fly, so they instead gave the 182 a well needed wash down. Thanks!

October 7th: **Mike Orindgreff** had a short flight in F8

October 8th: **Mike Orindgreff** flew 156 km in F8

October 9th: **Mike Logback** towed, **David Kennedy** flew the 2-33 with DPE **Charles Pate** to complete his Private Pilot checkride. He passed. Congratulations **David!**

October 11th: Adventurous Babes Society. **Tony Condon** flew rides in the KSA Grob (ET). **Rafael Soldan**

flew the Skylarks Grob. Something like 31 rides were given in total, starting at 9 AM and continuing through the afternoon. Line help provided by at least **Jerry Martin**, **Mark Ross**, **Leah Condon**, and **Paul Sodamann**. Towing provided by **Bob Hinson** (175) and **KC Alexander** (182). **Dave Pauly** and **Aaron Maurer** did solo flights in the 2-33. **Paul Sodamann** did a flight in Betty Boop. **John Wells** was seen at the field.

October 18th: **Bob Holliday** towed. **Tim Double** and **Alex Hunt** flew the 2-33 with **Tony Condon** instructing. First launch shortly after 8 AM. Both were deemed ready for Private Pilot checkrides before the wind increased above limits. **Mike Logback** and **Michael Groszek** arrived for their scheduled tow/line duty but with the wind blowing hard, no flying took place.

October 25th: No report on flying activity but I know that **Jerry Boone** and **Matt Gonitzke** cleared some brush around the tower building and disposed of Ray Sharp's old trailer.

October 31st: **Robert Estagin** flew the 2-33 with **Brian Bird**. **Brian** also checked **Alex Hunt** out in the Grob and **Alex** gave a friend a ride. **Kevin Ganoung**, **Eddie Estagin**, **Mike Logback**, and **Tony Condon** were also around. **Bob Hinson** towed. **Paul Sodamann** put Betty Boop back in the trailer for the winter.



Ames Seeds

October 1st: **Tony Condon** was in Ames, IA with Kate the Cirrus as part of his post-World Championships speaking tour. Luckily, good soaring conditions and towplane availability aligned with his visit. 101 mile relatively local flight was made, running a couple of really nice cloud streets before the day blued out.

KSA Elections

Congratulations to **Don Jones** and **Tim Double** for being elected to KSA Director positions for 2016-2017!

Member Accomplishments

David Kennedy passed his Private Pilot Checkride. Congratulations David!!

Alex Hunt passed his Private Pilot Checkride. Congratulations!

Matt Gonitzke once again earned the Marion Unruh "Best Workmanship" Award at the EAA Fly-In



Very happy **David Kennedy** after his Private Pilot Checkride, with DPE **Charles Pate**. Way to go **David!**



Alex Hunt - Private Pilot!



KC Alexander has been hard at work this summer doing weed control. Here he is doing some burning near the entrance. Thank You **KC!**



The USAF Academy flew in the Newton, KS Aerobatic Contest October 10th weekend. Here is one of their DG-1000's at the contest

Newton Fly-In

By **Matt Gonitzke**

KSA was fairly well represented at the EAA fly-in at the Newton Airport on October 3rd. I had 6M on display, and **Harry Clayton** and **Sue Erlenwein** had 8A right next to it. As usual, **Bob Blanton** was all over the place keeping the fly-in running smoothly. Eventually, **Bob Hinson** towed **Andrew Peters** and **Robert Estagin** over in the Grob, and **Eddie Estagin** followed with a car full of support equipment. **Don Jones**, **Mike Davis**, and **Lynn Juby** helped us sell tickets and promote KSA and WSA. I think we sold 10 rides.

For several years now I have taken the Austria to display at the fly-in and watched all of the powered planes compete in the estimated takeoff distance and spot landing contest. Most of the contestants use a strategy consisting of flying the most unstable, crappy approach to the end of the runway, then hang it off the prop halfway down the runway until crossing the scoring line, at which point they chop the power and plop it on the runway. I've threatened to fly 6M in it a couple times, and this year I finally followed through, after asking **Bob** for a tow, since the towplane was there already and we weren't flying rides during the competition.

The first component of this is to estimate the distance required to lift off of the runway. I didn't think I'd be able to do well at this, so I wrote down 250' for lack of anything better. Between Bob setting the flaps on the towplane wrong, and me setting the trim in the glider wrong, the takeoff was 'interesting', yet close enough to 250' for me to get around 3rd for the estimated takeoff distance portion.

I got off at 1000' AGL and did a few 360s to position myself for pattern entry. As I am turning base, it occurs to me that this landing is going to be a lot different than a typical landing since instead of trying to stop at a certain point, I am trying to touch down at a certain point. It was also not helping that I knew dozens of people were watching, and I didn't want to look like an idiot by landing short and disqualifying myself. I floated in ground effect over the scoring line, then opened the airbrakes and touched down fairly gently, but not as immediately as I'd hoped. After the fly-in was over, **Brian Bird** and **Jerry Martin** appeared and helped me de-rig.

As I later found out at the banquet, I floated 80', which was good enough for 2nd place! Not too bad for my first attempt at this. I was certainly the only pilot that flew a power-off approach. For the second year in a row, my restoration of 6M was awarded the Marion Unruh 'Best Workmanship' award.

Adventurous Babes Society

By **Bob Hinson**

As part of our getting soaring more exposure to more people KSA hosted an Adventurous Babes Society (ABS) event at Sunflower. We started with offering 15 flights in the Grob (flights were posted on the ABS web-site where members could sign up) and those 15 flights quickly sold out. Fortunately the Skylarks were interested in participating and with the use of their Grob we were able to up the total flights to 30 which sold out well in advance of the event. Of course any flying event success is largely dependent on weather and we were fortunate to have a great warm day to fly. Several of our students flew the 2-33 as well which provided more expose to the participants. Our event ranked in the top 10 for many of the ABS participants and they are excited about repeating next year with a spring and fall event. Many thanks to those who worked to make this event happen: KSA Grob pilot **Tony Condon**, Skylark Grob pilots **Rafael Soldan**, Tow pilots **KC Alexander** and **Bob Hinson**, Ground crew (very important job since they are the first ones the participants talk to) **Leah Condon**, **Paul Sodamann**, **Mark Ross**, **Scott Dimick**, and the very patient Students flying the 2-33. A total of 42 flights that day... a good day at Sunflower!



Adventurous Babes and a couple pilots

VSA Regatta

By **Matt Gonitzke**

For the second year in a row, the Great Plains VSA Regatta held at the Wichita Gliderport, September 24-27 actually had fairly decent soaring weather. Once all of the out of town VSA folks showed up, I, with the help of my parents, who were in town, hosted the traditional Thursday night BBQ. In addition to the VSA crowd consisting of Dave Oschner, Jim Short, Paul Rabourn, Lee Cowie, Hank Claybourn, and Chad Wille, KSA members in attendance were **Steve Leonard**, **Tony** and **Leah Condon**, **Harry Clayton** and **Sue Erlenwein**, **Bob Holliday**, **Brian Silcott**, **Don Jones**, **Dave Pauly**, **John Wells** and his wife, and **Mike Logback** and his wife. (Hope I didn't forget anybody...)

Friday arrived with the threat of afternoon thunderstorms, but thankfully, the weather never progressed beyond some rather overdeveloped cu until long after dark. The clouds were big, dark, and everywhere, and lift was strong, with 6-8 kt average lift in places, with 4kt being extremely common, and altitudes above 7000' MSL were no problem. Just about everyone that flew was able to get a silver altitude gain in order to get a VSA challenge coin. Most people stayed fairly close to home since the skies looked like rain could have started at any time. **Tony Condon** and **Brian Silcott** enjoyed a 2.5 hour flight in Chad Wille's Bergfalke. Pete VonTresckow flew **Tony's** Cherokee II.

Saturday started off with nice cu, but the cu faded at about 3:15pm or so when the lift cycled, and the clouds never returned. Lift was still decent, but a bit harder to find. A single glider thermalling would quickly turn into a crowd. Altitudes achieved were 7500'+ MSL locally, and 8500' MSL or so to the south. **Tony** declared WGP – Wellington – El Dorado and made it to Wellington in YYY, but the weather over in El Dorado was not favorable, and he ended up rejoining the local activity before landing. **Steve Leonard** flew the FS-24 Phönix T for the first time, and had a nice 3-hour, 115-mile flight. I stayed local and had fun gagging with everyone else that stuck around. **Mike Logback** flew the Phoebus, Pete VonTresckow flew one of **Neal's** Ka-6's. Chad Wille gave several rides in the Bergfalke. **Harry Clayton** flew 8A, among others.

Sunday was more or less an entirely blue day. It took awhile to develop, and it was a struggle at first for some of those who chose to launch before 2pm. **Steve** flew the BS1, Chad Wille flew the Bergfalke, **Neal Pfeiffer** flew the Phönix, and there were a few others I can't remember. I don't recall being able to get much above 4500' MSL. That's two years in a row now with decent weather; here's hoping for another next year!



Many vintage gliders. **Matt Gonitzke** photo



SH-1 and Cherokee II in flight. Photo **Brian Silcott**

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
Praying 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).

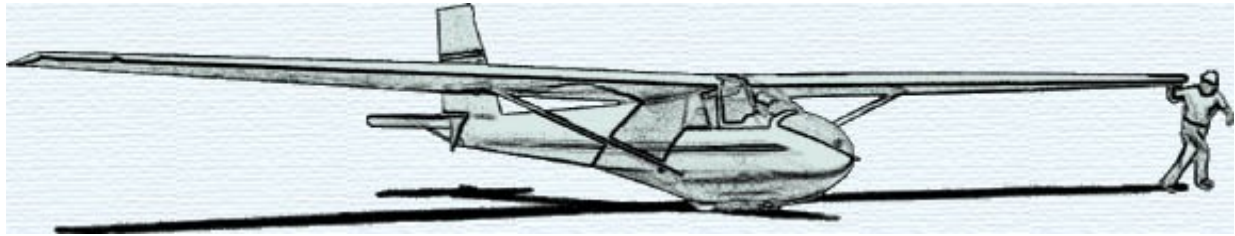
Signed _____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting

November 14th, 2015

6:30 PM - Cabela's

2016 SSA Calendars!

Weather Forecasting - Don Jones