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Editor: Tony Condon

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PRESIDENT – TONY CONDON (2019-2020) **SECRETARY/TREASURER – KIRK BITTNER (2019-2020)**

VICE PRESIDENT EAST – BOB BLANTON (2019-2020) **VICE PRESIDENT WEST – BOB HINSON (2019-2020)**

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BRIAN BIRD (2019-2020)

MATT GONITZKE (2019-2020)

MIKE LOGBACK (2018-2019)

TIM DOUBLE (2018-2019)

Notes from the President

KSA,

We have had an incredible season. There has been some just absolutely stunning progress made in our membership regarding training through solo and checkrides and also new glider acquisitions and checkouts, beginning soaring achievements, and all around effort being put in to Sunflower. I'm really proud of everyone who's been involved.

The season is starting to get cooler but I still see a lot of flying in our future. The CAP has an L-23 based at Sunflower now and activity is just getting started with O-Rides for them. My crystal ball shows at least 3 or 4 more checkrides in the pipeline. Might have to bust out the long underwear and keep the trainers flying into December!!!

We will have the Fall Work Day on Saturday November 9th. November KSA Meeting will be the 19th at Sunflower. The KSA Banquet will be January 11th at Sunflower. You can reserve your spot at the November & December (Date TBA) meetings.

Looking ahead to 2020 we will host the 1-26 Championships in late June. Volunteers are needed so if you are interested in running the line, towing, scoring, or otherwise, let me know! If you're looking for a more near term volunteer opportunity we really need to get back to work on the Grob. Start bugging me about it so we can get the garage heated up and shoot some paint!

Tony

KSA Calendar

November 9th - Fall Work Day - Sunflower

November 19th - KSA Meeting - Sunflower

December XX - KSA Meeting - Sunflower

2020

January 11th - KSA Banquet - Sunflower

February XX - KSA Meeting - Sunflower

February 20th - 22nd, 2020 - SSA Convention - Little Rock Arkansas

March XX - KSA Meeting - Sunflower

April XX - KSA Meeting - Sunflower

May 3rd - 14th, 2020 - Club Class Nationals - Benton, TN

June 16th-25th - 1-26 Championships & Low Performance Regional - Sunflower

July 4th - 11th - International Vintage Sailplane Meet - Elmira, NY

July 11th - Kansas Kowbell Klassic - Sunflower

July 18th - Evolution Car Show - Sunflower

Kowbell Results

After weather related delays the Kowbell was held on July 27th. Results as follows:

Tony Condon - Std Cirrus - Imperial, NE - 268 Miles

Bob Holliday - ASH-31 - Colby, KS - 199 Miles

Jerry Boone - Zuni - Viola, KS - 29 Miles

Konsolation Results

Konsolation was held August 4th. Results:

TJ Rausch - Grob 102 - WSA Triangle - 32 Miles

Tom's 2-33 Tips

Doug Fisher came across this pamphlet and I think everyone in the club, student or otherwise, might find it interesting:

<http://www.soarccsc.com/wp-content/uploads/2016/01/Toms-Tip-Booklet.pdf>

Bill Seed Memorial Service

The Memorial Service for Bill Seed was held on September 1st in the evening after flying. Bill's Niece Cynthia Cheney was in attendance as well as other friends and KSA/WSA Members. Cynthia rode in the 175 tow-plane (which Bill donated to KSA) towing **Steve Leonard** & Kristin in the RHJ-9. Ashes were spread, appropriately, from both aircraft in flight over Sunflower. The service included memories and stories of Bill. A stone commemorating Bill was placed at the base of the flagpole outside of the Soaring Center.

Every pilot who enjoys Sunflower has Bill to thank for his generosity. While we are all sorry that he is no longer with us we all should thank him each time we go soaring.



(Left) Kristin, **Steve Leonard**, Cynthia, and **Andrew Peters**. (Right) Bill's last takeoff.



Evolution Car Show

The 1st Evolution Car Show was held on July 13th at Sunflower. The event exceeded both ours and the organizers expectations with 170 show cars plus a couple gliders on display. **Matt Gonitzke** took home honors for the best aircraft on display for his SH-1 Standard Austria. We gave glider rides until sunset and from the sounds of things all the 300 visiting car enthusiasts enjoyed the event and the location. We look forward to having them back next year on July 18th!



Jerry Boone got his drone out and got this shot of the event. Wow!



Mike Warren presents SSF President **Bob Hinson** with a plaque as a thank you for hosting

KSA Election Results

At the October 19th KSA Meeting at Sunflower, **Aaron Maurer** and **Doug Fisher** were unanimously elected to serve as KSA Directors for 2020-2021. Thank you to **Tim Double** and **Mike Logback** for their efforts the last two years.

CAP North Central Regional Glider Academy

Doug Dutton towed at the CAP's North Central Regional Glider Academy in New Ulm, MN for 10 days in mid-July. They had at least 4 cadets make their first solos. Here are a couple news articles about the event:

<https://www.nujournal.com/news/local-news/2019/07/16/civil-air-patrol-cadets-get-stick-time/>

https://www.mankatofreepress.com/news/local_news/teens-introduced-to-flying-through-cap-flight-academy/article_9e1eb0b8-a819-11e9-8c03-97a6774cc131.html

2020 SSA Calendars

KSA Secretary **Kirk Bittner** should have SSA Calendars available at the November & December meetings. Contact him at kirk.bittner@gmail.com if you're interested so he makes sure to have enough.

2019 KSA OLC Results

The 2019 OLC Season has come to a close. Here are the top 5 scoring KSA Members in the OLC-Champion ranking:

Bob Holliday - 4848.75 Points

Tony Condon - 3082.00 Points

Steve Leonard - 2720.83 Points

Mike Orindgreff - 2148.59 Points

Jerry Boone - 508.55 Points

Fall Work Day

Fall Work Day will be November 9th!

Runway Sealing, Hangar Work, Winterizing, and Comraderie!

See you There!

National Aerobatic Championships

The IAC held their National Championships at Salina this year. **Doug Dutton** volunteered some at the event and spent the rest of his time drooling over the Air Force Academy's DG-1000's. Here are the results for the Glider competitors:

Sportsman Glider

Pilot	Airplane	Known	Free	Unknown	Total
★ Alexander Presley (12)	DG Flugzeugbau DG-1001 N502DG	1041.77 76.60% (1)	1035.07 76.11% (2)	1059.29 77.89% (1)	3136.13 76.87% (1)
★ Warren Quinlan (12)	DG Flugzeugbau DG-1001 N502DG	1009.07 74.20% (2)	1042.43 76.65% (1)	990.71 72.85% (5)	3042.21 74.56% (2)
Joel Bernal (12)	DG Flugzeugbau DG-1001 N502DG	998.67 73.43% (4)	972.69 71.52% (4)	1006.57 74.01% (2)	2977.93 72.99% (3)
★ Robert Gansrow (12)	DG Flugzeugbau DG-1001 N502DG	965.11 70.96% (6)	982.14 72.22% (3)	993.50 73.05% (4)	2940.75 72.08% (4)
Connor Neal (12)	DG Flugzeugbau DG-1001 N502DG	1005.57 73.94% (3)	872.80 64.18% (5)	1005.66 73.95% (3)	2884.03 70.69% (5)
Robert O'Conner (12)	DG Flugzeugbau DG-1001 N502DG	967.81 71.16% (5)	821.43 60.40% (7)	940.93 69.19% (7)	2730.17 66.92% (6)
John Saydah (12)	DG Flugzeugbau DG-1001 N502DG	904.14 66.48% (7)	844.64 62.11% (6)	960.99 70.66% (6)	2709.77 66.42% (7)

Intermediate Glider

Pilot	Airplane	Known	Free	Unknown	Total
Joseph Gerner (5)	MDM MDM-1 Fox N1499F	1117.86 74.52% (1)	1221.06 78.78% (1)	1174.29 81.55% (1)	3513.21 78.25% (1)
Vincent Sabin (12)	DG Flugzeugbau DG-1001 N502DG	1019.40 67.96% (3)	1070.33 69.96% (4)	1078.47 74.89% (3)	3168.20 70.88% (2)
Michael Clonginger (12)	DG Flugzeugbau DG-1001 N502DG	1032.70 68.85% (2)	1128.49 73.76% (2)	939.54 65.25% (6)	3100.73 69.37% (3)
Karl-Erik VanHedgewald (12)	DG Flugzeugbau DG-1001 N502DG	958.36 63.89% (4)	1112.47 72.71% (3)	944.29 65.58% (5)	3015.12 67.45% (4)
Triston Berringer (12)	DG Flugzeugbau DG-1001 N502DG	825.64 55.04% (7)	904.26 59.10% (6)	1060.64 73.66% (4)	2790.54 62.43% (5)
Kristen Cianfaglione (12)	DG Flugzeugbau DG-1001 N502DG	865.81 57.72% (6)	984.71 64.36% (5)	626.07 43.48% (8)	2476.59 55.40% (6)
Benjamin Jury (12)	DG Flugzeugbau DG-1001 N502DG	873.90 58.26% (5)	776.93 50.78% (7)	814.14 56.54% (7)	2464.97 55.14% (7)
Andre Gerner (5)	MDM MDM-1 Fox N1499F	112.26 7.48% (8)	551.73 35.60% (8)	1135.21 78.83% (2)	1799.20 40.07% (8)

Advanced Glider

Pilot	Airplane	Known	Free	Unknown	Total
Mallory Lynch (38)	MDM MDM-1 Fox N1499F	709.29 36.00% (2)	1373.84 65.42% (1)	1356.04 82.18% (1)	3439.17 60.13% (1)
Laura Radigan (1)	Allstar SZD-59 Acro N77ZD	798.54 40.54% (1)	1272.21 60.58% (2)	989.77 59.99% (2)	3060.52 53.51% (2)



Sunflower Seeds

July 9th - **Tim Double** towed, **Tony** instructed **Camden** in 2-33. 4 flights. **Adam Schneider** ran wings

July 13th - **Michael Groszek** towed. **Travis Lattin** (Beloit) and friend Paul (Hastings, NE) flew in in their 180/5's. Paul got towpilot checkout. **Travis** checked out in 2-33 and soared over an hour. **Tony** and **Jerry** gave rides to car show participants. **Mike O** ran wings. **Keith Smith**, **Matt Gonitzke**, and **Steve Leonard** (Kestrel) flew. **Steve Matt** and **Leah** picked up line duty after their flights, thanks! **Rob Rippy** had good solo flight in 2-33. **Colten** took two instructional flights with **Tony**. **Leah** took one instructional flight. **Mike Davis** worked the car show crowd. **Matt Gonitzke's** SH-1 won an award. **Bob & Lynn Hinson**, **Lyn Boone**, Julie Rippy, and Linda Davis were all present. 160 cars for the show, 20+ rides. 33 tows.

July 14th - **Bob Blanton** towed. **Tony** instructed **Camden** in 2-22 on 1 hr 50 min flight. **Travis Lattin** flew the 2-33. **Michael Groszek** had good flight in the Libelle. **Steve Leonard**, **Dave Wilkus**, **Jerry Boone**, **Bob Hinson** (2 flights) all flew, most with good soaring.

July 20th Kowbell. **Jerry Boone** & his parents, **Tony** & **Rob Rippy**, **Bob Holliday**, **Mike Davis**, **KC Alexander** & cousin Robin, and **Matt Gonitzke** gathered. Windy. Kowbell Kancelled. **Mark Schlegel** was scheduled towpilot. **Kirk Bittner** visited. **Matt**, **Steve**, **Tony**, and **Rob** worked on 175. **Bob** self launched but found no lift.

July 21st - **Mark Schlegel** towed. Paulette observed. **Tony** gave **Mike Flynn** intro flight and two instruction flights with **Camden**. **Mike Davis** got a 1-26 checkout and made two flights. **Rob Rippy** made one 1-26 flight. **Bob Hinson** flew the 2-33. **Dave Pauly** flew the Libelle. **Mike O** self launched. **Bob Holliday** flew in to visit. **Steve Leonard** hung out. **Brian Bird** showed up later. Wilder Parks visited early. **Harry Clayton** and **Sue Erlenwein** worked on the Libelle. **Tony** flew Kate and turned Hillsboro and WGP but landed out 6 miles short after outflow boundary passage and strong winds wiped out the lift. **Steve** retrieved.

July 27th - Kowbell. **Jerry Boone**, **Tony Condon**, and **Bob Holliday** Kompeted. Results elsewhere.

August 3rd - **Kirk Bittner** towed. **Mike Davis** worked on the lagoon in morning. **Tony**, **Kirk**, & **Camden Schneider** helped finish laying down erosion mat. **Rob Rippy** & **Camden** took instruction in the 2-33. **Mike Flynn** ran wings. **Doug Fisher** & Nadeen drove in, **Doug** took one flight. **Bob Hinson** flew KD and **Steve Leonard** had a nice flight in the club Libelle. **Tony** & **Bob** went soaring in the 2-33 to finish the day.

Aug 4th - **Bob Blanton** towed. **Tony** flew Kate to Meade and back. **Paul Sodamann** flew Betty Boop. **Matt Gonitzke** and Lauren Rezac annualled 6M and flew. **Bob Hinson** flew KD, **Dave Pauly** flew the Pipistrel. **Kirk** and **Tim** flew 2-33. **Ben Sorenson** flew something. **TJ Rausch** flew WSA triangle in his Grob 102. **Steve Leonard** flew the Kestrel and landed at Pratt. **Mike Davis** flew the 1-26. **Steve Damon** visited in his 150

August 5th - Former member Dan Simpson visited. He's retired from Spirit and is moving to New Mexico, hoping to get back into Soaring at White Sands.

Aug 6th - **Mike Davis** mowed

Aug 10th - **Bob Hinson** and **Doug Dutton** towed. **Tony** instructed **Doug Fisher** in 2-33 and **Camden Schneider**. Checked out **Doug Dutton** in 2-22. **Doug Dutton** and **Ed Grabman** soloed the 1-26. Instructed **Ryan Grabman** in 2-33. 26 tows total. Everyone helped out. Dustin and Derek from Hutch visited, **Leah** showed them around. Gary Gardner also pitched in.

Aug 11th - **Kirk** towed. **Mike O** self launched. **Tony** instructed **David Kennedy** and **Ed Grabman** and **Ryan Grabman**. **Mike Davis** and **Doug Dutton** flew the 1-26. **Doug Fisher** took instruction in the 2-22. **Dave Pauly** flew KJ. **Steve Seibel** flew the 1-26. **Camden** & **Adam Schneider** and friend Andy visited. **Jerry Boone** gave guest rides. **Tony** gave his cousin Gary a glider ride.

August 18th - Many gathered but no flying due to wind. **Ed & Ryan Grabman, Doug Dutton, Rob Rippy, Doug Fisher, Steve Leonard** & Kristen & Delvin the Dog, **Tony & Leah Condon, Steve Seibel**, and probably others. Several stuck around to grill and socialize in the evening. Fun time and some good ground school sessions.

August 23rd - Evening instruction **Tony** with **Colten Coughlin** (solo 2-33), **Doug Fisher** (solo!) and **Rob Rippy** checkride prep. **Matt Schmid** and **Brian Bird** towed. Nadene Fisher observed.

August 24th - **Matt Schmid & Paul Sodamann** tow. **Matt Gonitzke** and **Mike Davis** did yard work. **Ed Grabman** passed his commercial checkride with Charles Pate. **Doug Fisher** did some flying. **Jerry Boone** fixed the skid on 2-22. **Colten Coughlin** soloed the 2-22 and 1-26. **Steve Seibel** ran the line. **Steve Leonard** seen.

August 25th - **Matt Schmid & Brian Bird** towed. **Matt** went solo. **Camden Schneider & Doug Fisher** did solo flights in 2-33. **Harry Clayton & Sue Erlenwein** ran line after changing tire on 1-26. **Steve Seibel** flew 1-26 & Libelle. **Steve Leonard** seen.

August 31st - **Doug Dutton** made 4 flights in the 1-26. **Matt Schmid** towed. **Paul Sodamann** helped out and **Steve Leonard** (I think) ran the line. **Brian Bird** instructed a couple people in the 2-33, including **Derald Wright**.. 17 tows

September 2nd - **Steve Seibel** ran wings. **Dave Wilkus** (SR), **Keith Smith** (Tinkerbell), **Doug Dutton** (CAP L-23), **Bob Blanton** (1-34), and someone in the 1-26 all flew.

September 7th - **Matt Schmid** towed. **Dave Wilkus** ran the line. **Tony** instructed in 2-33 with **Zack Wilkinson** and **Jon DeGuire**. **Kevin Ganoung** flew solo. Mitch Hudson handed over the 1-26 to **Colten Coughlin**, who made 5 flights. Mark from Melbourne, Australia visited and went for a flight. Intro flight for Tim from Haven. **Steve Leonard** worked on the RHJ-9. **Mike Davis** was seen early. 19 tows

September 8th - **Tim Double** towed. **Tony** instructed **Preston Gover & Adam Schneider** in the 2-33. **Jerry Boone** gave rides in the 2-22. **Doug Fisher** got checked out and soloed the 2-22. **Rob Rippy** made three flights in the 1-26 with his new license. **Camden Schneider** and **Doug Fisher** soloed in the 2-33. **Doug Dutton** flew the CAP L-23. **Steve Leonard** & Scott Williams from Oklahoma were around. Everyone pitched in nicely to cover line duty. 22 tows.

Sept 15th **Mike Logback** towed. **Steve Leonard & Jerry Martin** ran line. **David Kennedy** flew the 2-33, **Tony** checked out & solo **Derald Wright** in 2-22, **Ed Grabman** soloed one hour in the 1-26. **Mike Davis** flew the 1-26. **Mike O** and **Bob Holliday** self launched. **Jerry Boone** flew the Zuni. **Steve Seibel** soared in the WSA Libelle. **Robbie Grabendike** and **Doug Fisher** soloed the 2-33. **Steve Damon** knocked rust off w/**Tony** in the 2-22. **Liam Collins** had his first lessons in 2-22. **Bob Hinson** flew his Duster. 25 tows. Kristin & Rose Collins (with 2 week old Lavrans) observed.

October 5th - Crew gathered early in the rain for checkrides. **Matt Schmid** towed. **Jonathan DeGuire** and **Kirk Bittner** were the applicants for Commercial rides. Rain ended and was quickly followed by wind. Charles retreated to Wichita while the rest of us worked on small projects around the hangar & Soaring Center waiting for the wind to die. When that happened, **Tony** did a flight with Jon and three with **Kirk**. Tony also gave an intro ride to **Matt's** friend Julian, a WSU student from Malaysia. Charles then conducted the practical tests (both successful). Congrats!

October 6th - **Matt Schmid** towed. **Jerry Martin** ran line with help from many. Day started with staging gliders for KSN news. They were filming for a feature. **Kirk Bittner & Bob Hinson** came out to help. **Jerry & Tony** were interviewed around the WSA Libelle and Jerry took the reporter for a ride in the 2-33. Lots of student activity. **Doug Dutton** flew the L-23. **Jerry** flew the 2-33. **Tony** gave instruction to **Preston Gover** (2-33), **Zack Wilkinson** (2-22), & **Liam Collins** (2-33). Intro flights for Rose Collins & her Father Patrick. Patrick got to go soaring with a thermal to 5,300 MSL! **Camden Schneider** did one solo each in 2-22 & 2-33. **Derald Wright** soloed 4 flights in the 2-22. **Zack** did 3 or 4 in the 1-26. **Dave Pauly** made a flight in KJ. **Matt** ended up with 27 tows.

October 19th - **Matt Schmid** towed, making his 200th tow of the fall. **Tony** instructed **Zack Wilkinson, Derald Wright, & Doug Fisher** for checkride prep. Guest rides went to Andy Arnold & brother in law Scott, and Anthony from Ohio who was visiting family in Yoder. **Mike O** self launched, **Dave Wilkus** flew SR, **Keith Smith** went soaring in Tinkerbell, and **Michael Groszek** flew the WSA Libelle. Pleasant fall soaring conditions prevailed with tops of thermals near 6000 ft and thermals full of migrating Franklin Gulls. **Dave Pauly** worked on his hangar. Additional attendees for the cookout & meeting were **Steve Leonard & Kristin, Kirk Bittner & Rob Rippy**.

Member Achievements

1-26 Checkouts: **Ed Grabman, Colten Coughlin, Zack Wilkinson, Doug Dutton, Doug Fisher**

Solo (A Badge) Flights: **Ryan Grabman, Camden Schneider, Doug Fisher, Zack Wilkinson**

B Badges: **Doug Dutton, Dave Pauly, Travis Lattin**

C Badges: **Travis Lattin, Ed Grabman**

Private Pilot Checkride: **Rob Rippy**

Commercial Pilot Checkride: **Ed Grabman, Kirk Bittner, Jonathan DeGuire**

Towpilot Checkout: **Matt Schmid, Ed Grabman**

Pending State Record: **Tony Condon** Std Class O&R Dist 283.3 Miles, Std/15m Free O&R Dist 284.83 Miles



<https://ssaconvention.org/>



Ed Grabman (Left) and **Doug Dutton** (Below) went solo in the 1-26 on August 10th.
Colten Coughlin (Right) had his turn in the 1-26 on August 24th.





Ryan Grabman made his first solo in the 2-22 on August 11th. His Dad **Ed** was in the towplane!



Camden Schneider , age 14, went solo on August 18th! Congratulations!!



Doug Fisher went solo in the 2-33 on August 23rd



Colten Coughlin took delivery of and flew his own 1-26 on September 7th. Cool!



Ed Grabman passed his Commercial Checkride on August 24th!



Rob Rippy passed his Private Pilot Checkride on September 5th. Way to go **Rob!**



Zack Wilkinson went solo in the 2-33 on September 15th and the 1-26 on October 6th



Kirk Bittner (above) and **Jonathan Deguire** (below) both passed their Commercial Checkrides on October 5th. Congrats!



LeSeueur Trophy

KSA awards the James LeSeueur Trophy annually to the pilot closest to perfect in their class at the northern-most Region 10 contest. The only Region 10 contest this year was in Houston and Matt Sorenson (left) was the closest to perfect pilot. There are four glider pilots on the Sorenson Family and three of them have now won the LeSeueur Trophy. That would be Ken, Danny, and Matt.



KSN News goes Gliding

Emily Younger from KSN News in Wichita visited Sunflower on October 6th. We had a nice display of gliders ready for them. **Jerry Boone** and **Tony Condon** were interviewed around and in the WSA Libelle. **Jerry** took Emily up for a ride in the 2-33 which she thoroughly enjoyed. They got a lot of footage and should have a 90 second spot on the Thursday night news soon!



Soaring Weather Presentation

On August 20th, **Tony Condon** presented to the local chapter of the American Meteorological Society & National Weather Association on the topic of Forecasting for Soaring Flight. The group of local meteorologists from the Weather Service, TV Stations, local Emergency response, & commercial weather providers seemed to find the discussion interesting about the particular way that soaring pilots look at the weather.



Sunflower Scene on September 2nd, courtesy of **Doug Dutton**

Ridge Soaring in Pennsylvania

By **Brian Bird**

In early August my wife Lori and I went to State College Pennsylvania for our son John's graduation. As we were driving in, he sent us a text informing us that he wouldn't be home since he was spending the day at the gliderport (no surprise there). We pulled in to Ridge Soaring gliderport around noonish as I recall and found John and another young man pre-flying a Grob-103. With his impending departure from Pennsylvania, John was busy giving rides to friends to whom he had promised glider rides. They took off into a sky full of cu's but not much wind at least not by Kansas standards. They returned after about 45 minutes and reported fairly decent thermal lift, but I don't think they made any attempt at ridge soaring. So, John asked if I wanted to give it a go. Well, I am used to thermal soaring, but why not, it is always fun to fly at a new place.

The climb out from take-off was interesting to say the least. Ridge Soaring gliderport is situated in the bottom of a narrow valley with a rather high ridge parallel to the runway immediately to the southeast. The runway is about 3000 feet long and while there are no trees at the end of the runway like Sunflower, there are trees just about everywhere else I looked. I am pretty sure that there are more trees in that part of Pennsylvania than there are in the entire state of Kansas. John warned me that there is a gap, where for maybe 20 seconds or so on tow, if the rope broke, you didn't really have a viable landing option. I declined to have him elaborate on what the emergency plan was for an early tow termination. The towplane turned towards the ridge soon after take-off and it appeared that we were heading right into the trees on the side of the ridge. But once we had a little altitude, we turned back towards the valley, but that tree lined ridge sure looked close out my left wing.

We flew around in thermal lift for maybe 30 or 45 minutes reaching a 6000' cloudbase a couple of times. From that height we could see over into the next valley and several miles up and down the Bald Eagle Ridge. I could also see millions more trees. Eventually we decided to drop down onto the ridge and see if it was working. John was not optimistic since the winds were not too strong that day, but they were in a favorable direction. To my delight, the ridge was working, although it was not too strong. We were able to maintain our altitude while flying at 60 kts at maybe a 100 feet above the ridge. On a good day, he said you can either fly much higher or, if you prefer, run a lot faster down low. We flew up and down the ridge 3 or 4 times. At one point we passed Mark Maughmer (well known aerodynamicist and one of John's thesis advisors) coming up the ridge the other way. We flew over to Karl Streideck's place which is just a few miles down the ridge from Ridge Soaring gliderport. And as a final bonus, we passed by a bald eagle working the ridge. That seemed appropriate given that we were on the Bald Eagle Ridge.

It was an incredible experience. In my line of work, I am accustomed to flying and maneuvering below 100 feet, but I generally have an engine and there aren't so many trees everywhere. I think this ridge soaring might take a little getting used to.

After flying I got a chance to visit with Tom Knauff and Doris Grove and Doris' daughter Rosalie. I had met all of them years earlier and it was good to get reacquainted. Doris had nothing but high praises for my son who helped revitalize the Penn State Soaring club. They were all very sad to see him go and to lose one of their best CFG's. Now if I can just get him to find a job in the Wichita area.

Ridge Soaring in
Pennsylvania



RULES FOR KSA FLYING AWARDS, 2019

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 and nominations to

Aaron Maurer:

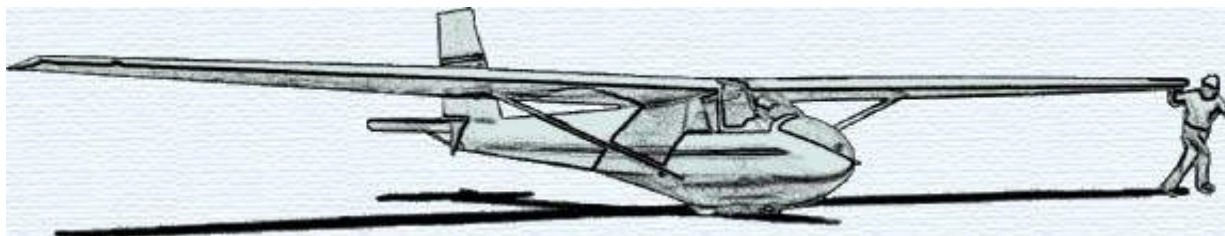
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KSA Meeting
KSA & SSF Update
Sunflower Soaring Center
November 19th
SSA Calendars - \$10