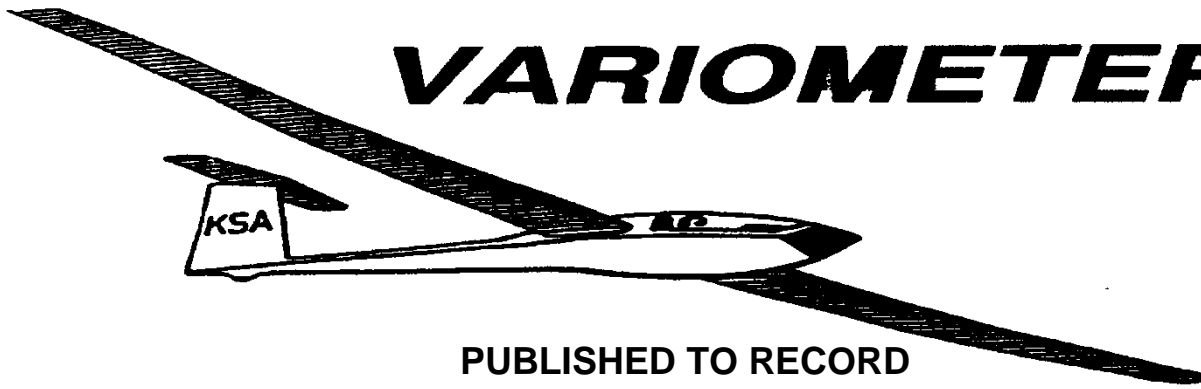


VARIOMETER



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

February 2011

Editor: Andrew Peters

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SUMMER GAJEWSKI (2011-2012)
DAVE WOODY (2010-2011)

NOTES FROM THE PRESIDENT

Wow, two days of 70+ degree weather, and then a winter snow storm. Forecast for the week ahead looks like more cold and snow. Is it ever going end?

I find myself thinking about the upcoming season, and my turn as your president. What goals should I set for myself? for the KSA? Are they SMART (Specific, Measureable, Achievable, Realistic, Timely)? What about you? What goals can you set for yourself this season? Maybe a new rating (Commercial, CFG?), maybe a badge or going after one of the KSA traveling awards? Maybe your first contest?

One of the things I love about the sport of soaring is that there's lots of goals you can set for yourself – and it's a great motivator to see progress. Flying longer, faster, higher – it takes practice to build your soaring skills so that you can achieve success.

I would like to challenge everyone reading this newsletter to at least fly a glider this year. If you are a bit rusty, take a CFG with you. If you have a buddy, partner with them to come out and fly. Who knows, maybe you'll get back in touch with that stirring inside you soul that first sparked your interest in soaring. And maybe you'll just have to come back, again and again, to try and fly longer, farther, faster, or higher.

See you at the field!

Happy Landings,
AP

KSA CALENDAR

2011

February 12th – 7:30 pm KSA Meeting at NIAR

March 12th – 7:30 pm KSA Meeting at NIAR

April 9th – 7:30 pm KSA Meeting at NIAR

May 14th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

June 11th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

July 9th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

August 13th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

September 10th – Evening KSA Cookout Meeting at Sunflower (5:30 pm)

October 8th – 7:30 pm KSA Meeting at NIAR (Elections)

November 12th – 7:30 pm KSA Meeting at NIAR

December 10th – 7:30 pm KSA Meeting at NIAR

SSA 2011 CALENDARS ARE AVAILABLE!

Neale Eyer still has a few calendars available for \$9. Get yours today!

2010 KSA AWARDS BANQUET

By 3T

January 8th, about 40 KSA members, wives, and children gathered at the Woodlawn Baptist Church for the annual awards banquet. The food was excellent, the conversation stimulating, and the awards were prodigious.

KSA was the leading club awarding SSA/FAI badges for all of Region 10 in 2010. We beat out some big names clubs – TSA, SCOH, GHSC, and Faultline Flyers – large Texas clubs. Thanks to Tony Condon for pushing that as the SSAI for our club. And congratulations to all that earned one or more badges this past year.



Certificates were handed out for achievements, as well as recognizing the results from the Weekend Warrior Contest. Congratulations to the individual task winners, and to Tony Condon, the 2010 Weekend Warrior Champion. Look for another WWC this season, details to come in this publication.

Dennis Brown took over the microphone to hand out certificates for Kansas State Records. Tony and Leah Condon were responsible for the deforestation of several trees in Georgia, so Dennis could have paper to print all of the records they achieved. A single flight in the Grob yielded something like 15 records for the couple! Bob Holiday and Keith Smith also set State records in 2010.



The following club members received the 2010 KSA awards and get to proudly display the travel trophies for the year.

Preying Mantis- Keith Smith
Tow Operations Award – Dennis Brown
KSA Maintenance Award – Gary Hurst
Wooden Wings Award – Tony Condon
KSA Flying Horse (Silver) – Not Awarded
KSA 200 KM – Dennis Brown
KSA Flying Horse (Gold) – Steve Leonard



Charles Henning (Cumulative Speed Trophy) – Tony Condon

Kansas Kowbell Klassic – Bob Holiday – *This was Bob's third consecutive win, the first person to achieve this accomplishment in the award's 48 year history! Bob gets to keep the traveling trophy, but plans to provide a replacement to continue the tradition of this classic race.*

Pilot of the Year (KSA Handicap Score Trophy) - Jerry Boone
Lead C – Not Awarded
Mamie Cup – Bob Holiday
Rex Hamilton Memorial Award – Keith Smith



The winners shared stories from some of their flights. Amazing what was accomplished. Thanks need to go out to all the crews that chased and retrieved the pilots after their flights – some of the retrieve stories were more amazing than the flights!

Thanks to Ray Sharp, Ray Girardo, and Neale Eyer for organizing the event.

History of the Preying Mantis Trophy

By Tony Condon

Hey everyone, last night after Keith accepted his award I mentioned to him that I had read a little about the history of the award recently. At the last meeting KC handed me a 3 ring binder full of old Variometers, most of them from the 90's, and I've been enjoying reading through these. One note in there was from Curt and Sue McNay announcing their donation of the Praying Mantis trophy. A few excerpts of interest:

History of materials in this trophy---

The Praying Mantis -Significant in that it represents the most fervent exercise in most cross country tries, i.e., "Please, just one more thermal so's I can get home"--is made of an OLD railroad spike contributed by Sue's 96 year old mother, Margaret Longwith, a firm believer in prayer power.

The walnut base -Contributed by our friend F.J. Urban who acquired a carload of gunstock walnut blocks at Topeka being shipped when WWII hostilities came to a screeching halt. They were aged and seasoned (Sat in his shed over 50 years). It is sealed and finished with 6 coats of clear lacquer

Women's Soaring Seminar 2010

By Summer Gajewski

The first day, err night, went well. Our airline flights went smoothly. Got me a window seat, just behind the wing, so I could see the fowler flaps for the first time since learning what they actually are and do. My parents split for their fancy hotel, and Leah and I went in search of the gliderport we would be staying at for the next week. We arrived at Air Sailing just as the sun was setting behind the west ridge (which we later learned was called the DogSkins).

We spent most of the second day roaming around trying to figure out what in the world we were supposed to do, who we were supposed to talk to, and most importantly when, what, and whom we could fly with. After a short amount of time, we ran across just the right people to answer all of those questions and more. Pete who claimed to be a CFI-G familiar with the area and more than willing to take up a couple of nice young ladies who were chomping at the bit to fly. So he sat us down and started going over the lay of the land, and norms to expect in the fabulous flying down (or rather "up" since Air Sailing's field elevation is a 2,800 ft above our own) in Nevada.

As it turned out, that first flight I had with Pete was my second best flight of the entire seminar, and boy, oh boy did it set a spark to what turned out to be an oil field of passion for flying at Air Sailing. Leah had a fabulous flight too. I won't summarize every single flight for you because I believe I had upwards of 12 flights that week, so I will just attempt to summarize the feel of the seminar.

When everyone finally arrived late Saturday/early Sunday things that had been sitting at a simmer quickly boiled over and the seemingly easy lounge pace of the seminar blew into a whirl wind of activity. Every day people were buzzing to and fro either to make their scheduled flight times, or go help out in some area that need it. Like with any glider folk you meet, every person was always willing to lend a hand and pitch in to help make the seminar work.

Every evening was filled with interesting and educational meetings to help further everyone's knowledge of safe and effective flying. Then there would always be a delicious, unique dinner following the meetings after which everyone would sit outside in the cool night air and, of course, do what pilots do best, "BS" about everything from here to kingdom come. I enjoyed every minute of it.

Other enjoyable things in the seminar included getting to camp out every night, the spectacular sun sets, waking up every morning to the sound of coyotes howling and feeling completely refreshed because I had slept like a complete rock. The seminar had a habit of doing that to everyone, you would go, go, go all day, and then as soon as you reached the comfort of your sleeping bag it was complete "not even a Kansas thunderstorm could wake me" lights out.

I know I said I would not summarize every flight, but I figured I would include a summary of my best flight of the seminar...

There was this new instructor (at least new to the Seminar) who was free to fly (probably because he was just a CFI and not a CFI-G), so I decided to go up with him in the Grob 103 that belonged to Monique (one of the coolest old fly ladies around). Once we were up I knew it was going to be a fabulous flight, not only because of how rough the tow was, but also because of how quiet the instructor was sitting in the back, my best flights when I was a student were always either by myself, or when the instructor shut their trap and let me fly (don't tell any of my CFIs I said that).

As it turned out, that flight ended up just being like flying with a sandbag in the back, and ended up lasting about an hour and a half (could have stayed up longer, but it would have been rude), but that wasn't the amazing part, because you see, fairly early into the flight we started to get kind of low, I had been looking for lift along all the "good spots" that I had been shown, but nothing really seemed to be developing. Right when we were getting around 1100AGL, I hit a fantastic thermal just out of the blue, it wasn't near any of the ridges, or contours of the earth, it was just over some of the flat lands of the valley we were in. I ended up climbing that baby (plus another one or two) for over 5,700 ft! I was truly on cloud nine after that flight, even the stoic military CFI who had been riding in the back said he was impressed with the way I attacked those thermals. Lord, I was one happy camper after that.

Well, come end of the week I was more than ready to sleep in an actual bed and not run around in powder fine dust all day, so with a deep sadness my folks and I left the seminar on Friday evening. We actually left slightly early so that we could catch our plane for a weekend in Vegas...but that's another story all together...

The 2011 WSPA Seminar will be held July 18-22 in Waynesville OH, contact Lucy Anne McKosky at lmckosky@sbcglobal.net or (973) 435-1576 or visit <http://www.womensoaring.org/>

KSA AWARD RULES

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 Klassic.

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 2007 season, the SSA 2009 Handicap list, as amended/added to below, will be used (the 2009 list is available on the SSA web page, www.ssa.org):

Marsden Gemini .975
Marsden Sigma .880
Maupin Woodstock (11.9 meter) 1.480
Schreder HP-18 1.02
Slingsby T-45 Swallow 1.54

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

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 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.

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.

PILOT OF THE YEAR (KSA Handicap Score Trophy)

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 need 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 $\frac{1}{4}$ 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.

RULES FOR THE ANNUAL KANSAS KOWBELL KLASSIC

(As re-printed from the May 1963 issue of SOARING)

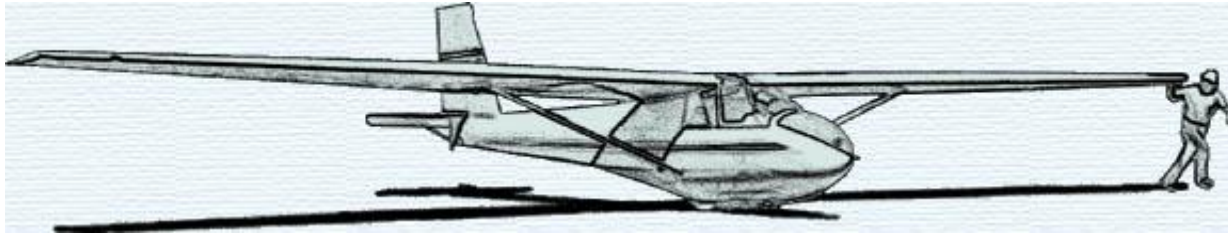
- 1) Any soaring pilot and sailplane may enter.
- 2) Only one flight per pilot will be eligible for consideration, and the flight must be made on the date selected for the Kowbell Klassic.
- 3) The winner each year will be the pilot who makes the longest flight, as measured on US Coast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA Landing Form. In case of any dispute on measurement of the distance, said dispute will be steered by Indian "rasslin," (Texas Rules).
- 4) The release altitude will be no higher than 2000 feet above the contest site.
- 5) The release point will be vertically above the contest site.
- 6) The Annual Klassic will be held each year on the first Saturday after the first full moon that falls on or after the summer solstice (i.e., the first point of the sign of Kancer)
- 7) Normal adverse soaring weather, i.e., rain, overcast sky, lack of thermal, etc shall not constitute a valid reason for postponement of the Kowbell Klassic. If the weather is unsafe for glider flight, then the next Saturday during which unsafe weather is not present shall be the date of the Kowbell Klassic.
- 8) A suitable trophy has been fabricated by Mickey Jensen and Marshall Claybourn, and the aforementioned trophy shall be placed in the possession of the Officers of the Kansas Soaring Association who will be charged with its annual presentation, in accordance with these rules.
- 9) Any person who wins the Kowbell Klassic thrice in succession shall become the permanent owner of the trophy and a replacement will be provided by the original source.

RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLATION

The rules for the Kansas Kowbell Klassic Konsolation are the same as for the Kansas Kowbell Klassic, except as amended below.

- 1) Any soaring pilot and sailplane may enter, except for the winner of the previous days Kowbell Klassic.
- 2) The winner each year will be the pilot who completes the longest pre-declared task, as measured on US Coast and Geodetic sectional charts, from the release point, through any pre-declared turnpoints, to his point of landing, as verified on a Standard SSA Landing Form.
- 6) The Annual Kowbell Klassic Konsolation will be held each year on the Sunday following the Annual Kowbell Klassic, unless the second place competitor in the Kowbell Klassic flew farther than 200 miles. In this case, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

KSA VARIOMETER
5101 E27TH STREET N
WICHITA, KS 67220
apsoars@yahoo.com



MONTHLY KSA MEETING

MOVIE NIGHT

The Boy Who Flew With Condors

Saturday February 12, 2011

7:30 PM

AT

NIAR

Sponsored by Steve Leonard
