



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

November 2011

Editor: Tony Condon

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**President's Notes**

At the October meeting, I presented membership and financial information for KSA, including the towplane accounts. There were two points I was trying to make:

We are in good shape financially.

Our future success is dependent on actions we take now.

KSA's business model has been one of sustainment, as compared to investment or growth. We have operated from public airports and private airfields. We have relied on others to provide and maintain the facilities we need to pursue the art of soaring. Over the past decade, we have found ourselves the caretakers of Sunflower, but without a clear direction of what that means or how we will maintain the field.

The two major upgrades to the field, the "new" hangar and most recent resurfacing of the runway, were both paid for by **Bill Seed**, the Sunflower owner. But these projects were just a beginning; we need to continue to invest in preserving the runway surface, building hangars and club facilities, and other projects. So that's the direction: maintain the runway, access to the runway, and the facilities needed by folks to use the runway.

There are two primary sources of "energy" to pursue this direction – Money and Sweat Equity. Of course, less of the later requires more of the former. And Time plays a role as well. The longer we wait to act, the more "energy" it will take to overcome the inertia of Mother Nature.

Did you know there were three original founders of Apple Computers? Steve Jobs and Steve Wozniak are familiar names, but the third person, Ronald Wayne, isn't as famous. Or perhaps he is. He sold his 10% share in the company after two weeks, for a grand total of \$2300. Today he'd be worth \$35 billion. He claimed that he did not regret selling the stock as he had made the "best decision with the information available to me at the time." He believed that Apple would be successful, but could not accept the risk journey it would take to reach success. He realizes, looking back, that he was at a turning point, at the beginning of something very revolutionary, but at the time he didn't know it.

I believe that KSA and Sunflower is at a turning point, right now. Our current trajectory does not ensure the ability to soar from Sunflower 30 years from now. And I for one really want to be flying gliders in Kansas when I am 63. So, I am asking each of you, will you participate in this moment of change?

Today, the need is for some Sweat Equity. November 5<sup>th</sup> will be the fall work day (19<sup>th</sup> will be the rain day). The list of projects is long: winterize bathrooms, seal up T hangar, replace fire house door, cut weeds/seal runway, burn trash/brush. We need tools – weed whackers, mowers, tool boxes, anti-freeze, an air chuck to blow water lines, etc. And we need people. The plan will be to work from 10 am to 3 pm, with food provided at the end of the day.

What about the Money? The Board of Directors is discussing it. I talked about it with several members this past Sunday. We can talk about it November 5<sup>th</sup>. It's being looked at, and I hope to have more to share in the coming months. Stay tuned.

Happy Landings,

Andrew

## KSA CALENDAR

### 2011

November 5<sup>th</sup> - Fall Work Day - **Bring Lawn Mowers, Weed Eaters, and anything else to help!**

November 12<sup>th</sup> – 7:30 pm KSA Meeting at NIAR - Buying your first glider

November 19<sup>th</sup> – Rain Date for Fall Work Day

December 3-4 - SSF Flight Instructor Refresher Clinic - Des Moines, IA

December 10<sup>th</sup> – 7:30 pm KSA Meeting at NIAR – James Wiebe and Be-lite Aircraft

### 2012

January 12<sup>th</sup> – 2011 KSA Awards Banquet - Cosmosphere, Hutchinson, KS

February 2<sup>nd</sup> - 4<sup>th</sup> - SSA Convention, Reno, NV

February 11<sup>th</sup> – 7:30 pm KSA Meeting at NIAR

March 10<sup>th</sup> – 7:30 pm KSA Meeting at NIAR

April 14<sup>th</sup> – 7:30 pm KSA Meeting at NIAR – Annual Safety Talk

July 8<sup>th</sup> - 18<sup>th</sup> - 1-26, World Class, and 13.5 meter Nationals - Texas Soaring Association, Midlothian, TX

Congratulations to **KC Alexander** and **Keith Smith** on being elected as KSA Directors for 2012-2013!

# Sunflower Seeds

October 8/9 - Rain

October 15 - **Anthony Geide**, **Matt Gonitske**, **David Kennedy**, and **Leah Condon** did 2 flights each with **Tony Condon** in the 2-22. No lift found. **Lauren Rezac** did 2 flights in his ASW-24 and tested his new one man rigger. Suzanne Rezac provided moral support. **Bob Park** did 2 flights in his freshly restored 1-26 #119 which was the center of attention. **Becky Cole** provided sandwiches and pop and cake for celebration of **Bob Park's** birthday. **KC Alexander** towed with the mighty 175. Also seen was **Dave Wilkus**, Dave Wiebe, **Bob Hall**, **Steve Leonard**, and **Dennis Brown**.



October 16 - Windy

October 22 - **Tony Condon** towed, **Leah Condon** and **John Baldessari** worked the line. **Mike Westmeier** flew the 2-33. **Bob Park** took the 1-26 home. **Dave Woody**, **Sue McNay**, and **Dennis Brown** were seen around the field. **Brian Bird** instructed. **Brian**, **Chris Swan**, and **Matt Gonitske** assembled the Ka-6. **Chris** got his Ka-6 checkout and did 2 flights. **Matt** took 2 solo flights in the 2-33. **Mike Logback** did several dual flights with **Brian** and flew his first glider solo for the last flight of the day. Congrats **Mike**!

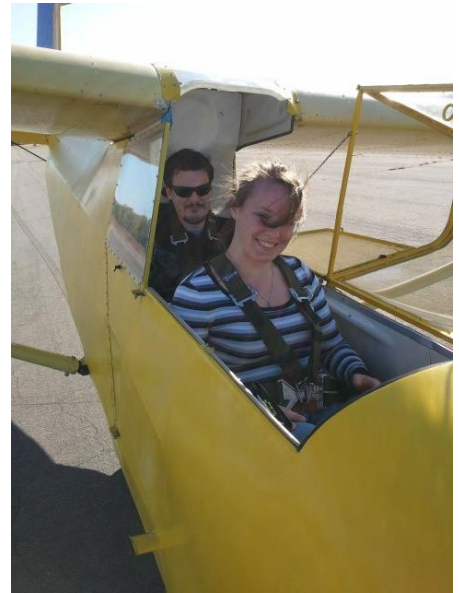
October 23 - First to launch was **Lauren Rezac** in the ASW 24 at about 2pm. He hung around for a while and flew the WSA triangle a couple of times arriving back around 5pm. **Dennis Brown** launched next and flew until about 5pm. **Steve Leonard** flew the FJ -1 and got a 100k run between Partridge and Cheney arriving back around 5:30pm. **Scott Dimick** brought his Mosquito out, assembled, and got an hour of flying in. Reported top of lift was between 7500 and 8700 msl.

October 29 - Windy, no flying. **Tony Condon**, **Dennis Brown**, and **Bob Park** observed activity. **Keith** and **Deb Smith** helped **Matt Colclasure** do the inspection on their PW-5. **Steve Leonard** got the inspection done on the 604 and Zuni. **Andrew Peters** and his Dad worked on getting a weed-eater running.



## Sunflower Seeds

October 30 - **Bob Holiday** towed, **Summer Gajewski** and **Steve Leonard** worked the line. **Lauren Rezac** was busy all day in the 2-33, flying with students **David Kennedy** and **Jesse Aronstein** as well as guest rides for Brett and Luke Reber and David Aronstein. **Dave Wilkus** did one flight in the Diamant. **Leah Condon** did 2 flights in the 2-22. **Tony Condon** did 2 flights in the Cherokee II. **Keith Smith** did 2 flights in Tinkerbelle the PW-5. **Dennis Brown** made a single flight in his Mosquito. **Summer** gave her friend Clint Redden from K-State a ride in the 2-33. **Keith** claimed to reach 5600 feet. Lift was weak and broken up by a 15-20 mph North wind. Other's seen at the field were Kent Gajewski, **Bob Park**, **Bob Hall**, and Deb Smith. **Keith** was the last man down with an exactly 30 minute flight on his second attempt. Full Weekend Warrior contest results will be in the December *Variometer*.



## New Editor

After a couple years of excellent work, **Andrew Peters** passed the baton off to me as the new editor of the *Variometer*. I'm excited to put together this monthly club communication. As always, you can help! Send me as many pictures and articles as you can about anything club related. Otherwise I'll have to start asking people for submissions. If that doesn't work I'll have to write stuff myself! Please make submissions to my email, [abcondon@gmail.com](mailto:abcondon@gmail.com).

**Will Jerry Boone repeat as the 2011 KSA Pilot of the Year???**



Find out at the Awards Banquet, January 12, 2012 at the Cosmosphere!

2012 SSA Calendars will be available at the November meeting for \$9



# 6th Annual Great Plains Vintage/Classic Sailplane Regatta

Report from Neal Pfeiffer

The 6<sup>th</sup> Great Plains Vintage/Classic Sailplane Regatta was held the last two days of September this year through the first two in October. The weather was clear and with the exception of winds above 20 mph on the first day, it was excellent. The skies were blue and the afternoon temperatures were in the mid 70s to mid 80s. Humidity was low and visibility was excellent with the horizon readily visible in any direction throughout the event.

Lee and Mary Cowie brought their Grunau Baby IIB in from Missouri on Wednesday afternoon and we all pitched in to assemble it in the front of the hangar on Thursday morning. Lee has spent the last couple of years doing a complete restoration on this glider with the able assistance of Dave Schuur over at Lawrenceville, Illinois. This glider was originally built by the Royal Navy and Lee was able to get background information on it through the Vintage Glider Club. It is now painted in a period scheme from when it was new. Leeland Jr. was also able to come down from NE Kansas where is currently stationed for an evening and one day.



The Ka2b that was previously owned by Jim & Simine Short is nearly ready for flight. It was originally built by the Sportflieger-Club "Balgo" E.V. Balingen in 1958. This glider was damaged in its trailer on the way to the 2007 SSA convention and has had extensive repairs done to the wings, fuselage, and tail, as well as a general restoration by the current owner, **Neal Pfeiffer**. A couple of last minute snags with the instrument panels and finishing the weight and balance kept it from flying during the meet, but it should see a full year of service in 2012.

Dave and Betty Schuur brought their Ka6E over from Lawrenceville and it was joined by **Neal Pfeiffer's** Ka6BR and Ka6E as well as a Ka6CR owned by the Wichita Soaring Association (WSA). **Bob Holliday** brought his Duster, **Jerry Boone** brought his Zuni, **Tony and Leah Condon** brought one of their two Cherokee IIs and a modified BG-12, and **Richard Kirkland** brought his restored 17m Slingsby Dart. **Rafael Soldan** flew his Salto and rides were given in the local 2-33, Grob and Lark. **Matt Colclasure** took an acro ride in the Grob 103 with Bruce Latvala and is still smiling.

Jim and Simine Short drove in from the Chicago area, Peter von Tresckow flew commercial in from Wisconsin, Matt Michael flew his Fly Baby homebuilt airplane in from Iowa, Hank Claybourn brought Bill Coit and another friend up from the Soaring Sooners in Hinton, OK. Randy Teel and his son Caleb drove up from Tulsa, OK.

There were several good flights during the event with four VSA coins being claimed. Leeland Jr. remarked on how cold it was at 6000' in the open cockpit GB IIB. Lee Cowie claimed Silver altitude gain in the GB IIB, **Tony Condon** claimed a Silver distance flight in the WSA Ka6CR, Peter von Tresckow did both Silver distance and altitude in Tony's Cherokee II, landing out at a grass strip near Rosalia. Matt Michael did Silver Altitude in Neal's Ka6BR. **Charles Pate**, John McMaster, and **Bob Holliday** provided towplanes to get everyone airborne.

An informal seminar was held on Saturday morning with presentations from Simine Short (excerpts from her book on Octave Chanute), **Tony Condon** (flying a vintage glider in a sports class contest), **John Wells** (building a motorglider starting with classic Schweizer pieces, **Ron Blum** (details of the 1911 Wright glider), and Jim Short (introduction to the Soaring 100 event).

**Harry Clayton** and his wife **Sue Erlenwein** planned out food for the whole event, however, during the weekdays of the event, Harry was called for jury duty. So lunch was provided for three days and on Saturday night there was a large cookout at the hanger for around 40 people. On other evenings, everyone enjoyed the local flavors at restaurants that could seat a group of twenty happy glider pilots.

## Our Projects

**Tony and Leah Condon** have started back to work on Leah's Cherokee II after taking the summer off due to soaring and the heat. More mouse damage was discovered in the leading edge of the right wing which has led to the removal of 3 feet of leading edge and a few ribs. Control cables in the fuselage have been replaced. Aileron and Airbrake cables still need to be made. Then a new wheel/brake combo needs to be installed and then perhaps it will be time for new fabric and paint, finally!



**Neal Pfeiffer** provides the following excellent news:

I completed the panel installation (complete with Flarm facsimile) so it now has no interference with the control stick. I also installed the nosecone with two simple aluminum levers to latch it in place. It was an excellent Halloween afternoon with temperature about 70 deg F and light to moderate wind down the runway at Wichita Gliderport. Bill Ashby was there to tow and **John Wells**, my wife Karen, and son Kevin were there to provide ground support.

I first took a pattern tow to 1000' to check the basics. This was followed by a 2000' tow with circling both left and right and slow flight down to near stall. Everything seems to work with the flight controls. These two flights made me current, so **John** joined me in the back seat for a third flight to 3000'. We managed to find a good amount of zero sink and even a little bit of lift. We stayed up for half an hour. Not bad on Oct 31st.



I still need to check out the wiring to get the Borgelt & ATR720 working correctly, but a handheld worked for today.

It was really nice to get it back into the air. Now to work a few more cosmetic details and have it fully ready for the VSA events in 2012.

..... Neal

Have a Travelling Trophy from 2010? Bring it to the November Meeting!

# **RULES FOR KSA FLYING AWARDS, 2011**

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 2011 season, the SSA 2011 Handicap list, as amended/added to below, will be used (the 2011 list is available on the SSA web page, [www.ssa.org](http://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 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.

### **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.

### **Preying 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.

**Submit your applications to Steve Leonard, [zuni228@yahoo.com](mailto:zuni228@yahoo.com)**



# 2011 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 Accom- plishments (First Solo, First soaring flight, FAI Badge Leg, completion of an FAI Badge, 100 <sup>th</sup> flight, 1000 <sup>th</sup> 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 your 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 \_\_\_\_\_



The Soaring Safety Foundation is presenting a Flight Instructor Refresher Clinic on December 3<sup>rd</sup> and 4<sup>th</sup> in Des Moines, IA, hosted by the Silent Knights glider club of Ames, IA. This is a great opportunity for CFI's who need to renew or would like a refresher at a meeting of the minds of CFI-G's from around the Midwest. The SSF also strongly encourages non-instructors to attend as the clinic makes a fantastic weekend ground school on all things soaring. Cost is \$150 for the clinic, contact Darrel Mullins, darrelmullins@me.com, if interested and let me know as well at abcondon@gmail.com. So far **Tony Condon**, **Summer Gajewski**, and **Leah Condon** are planning on attending. A KSA car or plane-pool to Des Moines would be most efficient!



Most of us celebrate the new year on January 1 but some of us know that the OLC year ended on October 10. This year was a great year for KSA! We ended the year ranked 24<sup>th</sup> in the USA with 39,541.27 points based on 146 flights submitted by 10 pilots. We flew 36,699.80 kilometers. Here are a few statistics I found notable:

**Steve Leonard** (8) and **Bob Holiday** (5) combined for 13 flights in excess of 500 km

15 flights were submitted between 400 and 500 km

**Steve Leonard** had the longest flight of the year, 724.80 km

Overall OLC-Champion ranking as follows

- 1) **Bob Holiday** - 3448.53 points - #77 in the US
- 2) **Steve Leonard** - 3370.49 points - #85 in the US
- 3) **Tony Condon** - 3236.96 points - #98 in the US
- 4) **Jerry Boone** - 2228.16 points - #279 in the US
- 5) **Andrew Peters** - 2168.07 points - #290 in the US

Others who submitted flights worth at least 50 points were **Keith Smith**, **Ron Leonard**, **Scott Dimick**, and **Summer Gajewski**

## Member Accomplishments

**Matt Colclasure** - Gold Distance approved for flight in WSA Ka-6 from Sunflower to Dodge City to landout near Nickerson

**Mike Logback** - First Glider Solo

**Steve Leonard** - State Record approved for Kowbell flight in Nimbus 2 from Sunflower to Santa Rosa, NM

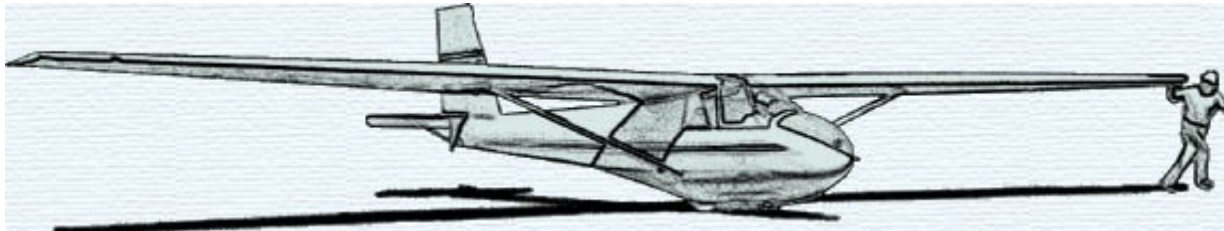
**Tony Condon** - State Records approved for flight in NG-1 form Sunflower to Dodge City to landout near Arlington

**Summer Gajewski** - First Airplane solo at K-State in Salina

**Rich Stone** - Ran his 16th marathon in Omaha - Wow!

If you own a Lawnmower or Weed-Eater, bring them to the Sunflower Work Day November 5th.

KSA VARIOMETER  
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**MONTHLY KSA MEETING**

# **Buying your First Glider**

**Tony Condon, Keith Smith, Lauren Rezac, Scott Dimick**

**Saturday November 12th, 2011**

**7:30 PM**

**Room 307**

**NIAR Bldg at WSU**

**Bring your travelling trophies!**