VARIOMETER

PUBLISHED TO RECORD

THE UPS AND DOWNS

OF THE

KANSAS SOARING ASSOCIATION

Editor: Tony Condon

Volume LV **April 2014** **Number 4**

Summer Gajewski at Sunflower on March 15th

KSA CALENDAR

April 12th - Work Day - Sunflower

April 19th - KSA Meeting - Annual Safety Meeting - Cabela's

May 10th - KSA Meeting - Cookout at Sunflower

June 10th-19th - 18 Meter Nationals - Minden, NV

June 12th - 21st - 1-26 Championships - Waynesville, OH

June 14th - KSA Meeting - Cookout at Sunflower

June 23rd - 30th - Region 9 - Moriarty, NM

June 24th-July 3rd - 15 Meter/Open Nationals - Montague, CA

June 25th-July 4th - Standard Class Nationals - Hobbs, NM

July 5th - July 11th - Region 10 North - Sunflower

July 12th - KSA Meeting - Cookout at Sunflower

July 15th-24th - Sports Class Nationals - Midlothian, TX

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

August 4th - 8th - Region 10 South - Waller, TX

August 9th - KSA Meeting - Cookout at Sunflower

September 13th - KSA Meeting - Cookout at Sunflower

September 25th - 28th - Great Plains Vintage Rally - Wichita Gliderport

Wellington Seeds

March 12th: **Tony Condon** got a tow in the Std. Cirrus (K) from **Rafael Soldan** while he was on lunch break. **John Wells** and **KC Alexander** helped with the launch and then chased **Tony** to Arkansas. Story elsewhere.

Harry Clayton, **Sue Erlenwein**, **Ron Blum**, and **Tony Condon** were talking gliders to kids on Spring Break at the Kansas Aviation Museum on March 19th

Notes from the President

April is here, and that means we are just a month away from starting scheduled operations at Sunflower! Have you signed up for your duty day's yet? If you have specific dates in mind, please contact **Don Jones,** d5519jones@yahoo.com; bring your calendars to the April 19th meeting. After the 19th, dates will be assigned randomly to complete the duty roster for the year.

Please note, the regular KSA meeting has been delayed one week from its normal time. April 19th is the day, 7:30 is the time, and Cabela's is the location. The topic is our annual safety talk. If you need a BFR this year, get your 1 hour of ground requirement met at the meeting.

Saturday, April 12th, will be our Spring Work Day. The SSF has given us a list of projects to help with maintaining the gliderport. Projects include:

a. Paint numbers on tie down spots
b. Raise Tee Hangar doors
c. Clean up debris from winter weather
d. Open up restrooms - restore water, fix pipes
e. Fill Cracks on floor of Hangar One
f. Securing entry way

Moving concrete barriers – two taxiways, other property
The day will start at 0800. Please bring mowers, weed wackers, work gloves, chain saws, wheel barrows, shovels, tool boxes, and any other tools or equipment that might be useful to get these projects complete.

We will plan to take a break at 12:30 and eat lunch at the Bullseye Grill in Yoder.

2014 promises to be another amazing year for soaring in Kansas. The Grob will be visiting airports around the area, giving rides and recruiting members. KSA is hosting another Regional Contest in July, doubling the number of classes from last year. There are badges to fly, state records to set, and adventures to be had. I look forward to sharing a thermal with you this season.

Happy landings,
Andrew

From the Editor

I would first like to thank everyone for all the submissions this month. I like seeing a lot of pages in the newsletter! We've had a very busy "off season" here in Kansas and I'm looking forward to a great summer of soaring.

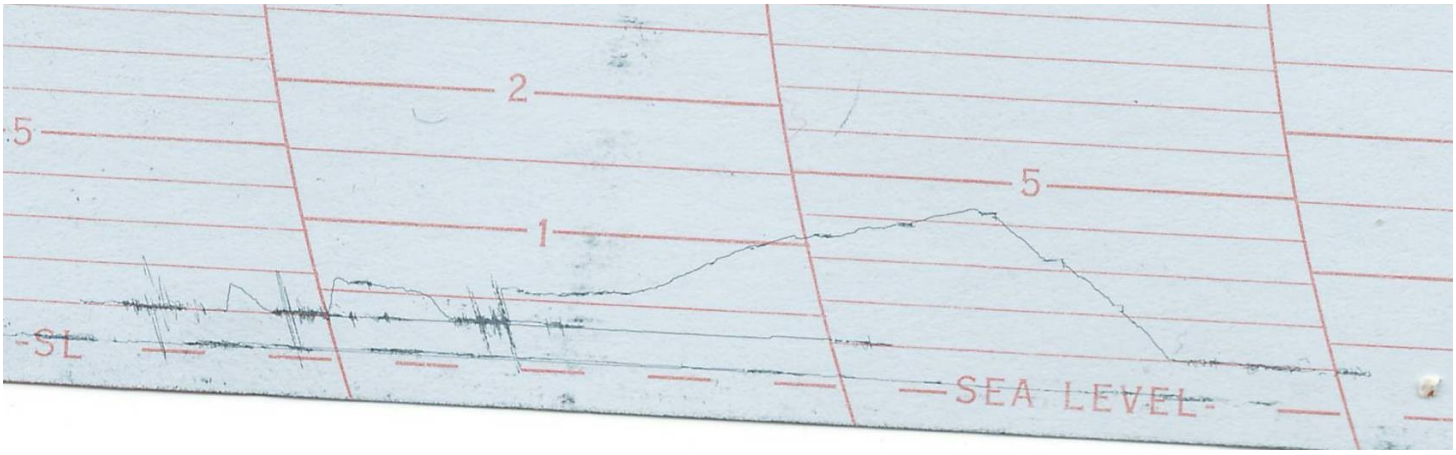
The Grob is sitting patiently in its trailer awaiting the season as well. Remember, this glider belongs to all of us so I think we all should think about how each can use it to their advantage. There is some work that it needs this spring, including replacing the aileron gap seals, general clean up, a new stick boot on the front stick, and anything else that can be done to improve the interior. It wouldn't hurt to give it a good polish and I think there are some areas that could use some Gel Coat touchup. On top of that the glider needs to be annualed. Sounds like a work party! If you're interested in helping, let me know. abcondon@gmail.com or 515-291-0089 to get ahold of me. If you don't call, I may call you! While we're at it I think we should take a good look at the trailer and make sure it is ready to hit the road this season, in case it is needed for a retrieve or transportation to a fly-in or contest.

Our first outing may be at Hutchinson June 6th and 7th. More info as it becomes available. If anyone knows the dates for the Kingman or Strother Field fly-ins or any other area fly-ins, please advise.

Tony

Sunflower Seeds

March 7th: **Mike Logback, KC Alexander, John Wells, Keith Smith**, and **Tony Condon** gathered for some Auto Towing. **Mike** had a 3000' electrical pull rope, 3/4" wide Poly with a 2500 lb breaking strength to try out as well as some pulleys to try. The runway tore up the new rope pretty quickly so we switched back to the hollow braid and never experimented with the pulleys. 6 flights, **Tony** and **KC** got to 5000 MSL on their flight!



Barogram from Auto Towing March 7th. First flight is on 3000' rope. 2nd is on 2000' rope. 3rd is on 2000' rope with thermal to 5000 MSL

March 15th: More Auto Towing. **Bob Park** and **Charles Pate** started off the day to do **Bob**'s CFI Renewal. **Dennis Brown** and **Mike Logback** helped and **Tony Condon** towed. Once they were done **Tony** did instructional flights with **Summer Gajewski** and **Sebastien Pepin** while **Mike** drove. Many other people at the airport. **Matt Gontizke** did the condition inspection on **Don Jones** Russia. **Mike Orindgreff** had CAT out of the box. **Bob Hinson** and **Lyn Juby** pulled KD out of the hangar and back to its tiedown. **Steve Leonard** worked on his hangar. **Paul Sodamann** worked on the 1-26, possibly getting an annual from **Jimmy Prouty** who was also seen. **Jerry Martin** helped out and **Neal** and **Karen Pfeiffer** were also seen. There may have been more. Late in the afternoon, **Tony** brought the 175 back from Halstead.

5000 MSL on March 7th

Soaring Weather

John Wells gave an excellent talk at the March KSA meeting on Soaring Weather, including an outline of what to look for when keeping an eye on the forecast ahead of a potential flying day. **John** also worked up a weather briefing page that I've included. Questions? Let us know and we'll be happy to help, and I'd be happy to include articles in future *Variometers* on forecasting specifics.

ADDS: http://www.aviationweather.gov/adds

NWS: http://www.weather.gov

METAR: http://www.aviationweather.gov/metar

DR JACK: http://www.drjack.info/BLIP/univiewer.html

FSL SOUNDING: http://rucsoundings.noaa.gov/

RFC PRECIP ANALYSIS: http://www.srh.noaa.gov/ridge2/RFC_Precip/index.php?site=ict

DAY 1 (AM) (Thursday)

ADDS: General synoptic pattern, Radar, Satellite, Winds, Temperature. Look for cirrus.

NWS: Review forecast next three days, get expected high temp from Meteogram, save Meteogram for evening comparison, read forecasters comments.

DR JACK: Look at UNIVIEWER look at Thermal strength, Wind, Cu potential.

FSL SOUNDING: Compare wind gradient with Dr Jack , Evaluate sounding for inversion, use high temp from meteogram for trigger time and temperature.

DAY 1 (PM)

ADDS: Compare satellite with Dr Jack Cu prediction. Look for cirrus generators

METAR: compare Meteogram with reported temperatures

RFC PRECIP ANALYSIS: Identify any flight plan areas that have received rainfall

DAY 2 (AM) (Friday)

ADDS: General synoptic pattern, Radar, Satellite, Winds, Temperature. Look for cirrus.

NWS: Review forecast next two days, get expected high temp from Meteogram, save Meteogram for evening comparison, read forecasters comments.

DR JACK: Look at UNIVIEWER look at Thermal strength, Wind, Cu potential.

FSL SOUNDING: Compare wind gradient with Dr Jack , Evaluate sounding for inversion, use high temp from meteogram for trigger time and temperature.

DAY 2 (PM)

ADDS: Compare satellite with Dr Jack Cu prediction. Look for cirrus generators

METAR: compare Meteogram with reported temperatures

RFC PRECIP ANALYSIS: Identify any flight plan areas that have received rainfall

DAY 3 (AM) (Saturday)

ADDS: General synoptic pattern, Radar, Satellite, Winds, Temperature. Look for cirrus.

NWS: Review forecast next day, get expected high temp from Meteogram, save Meteogram for evening comparison, read forecasters comments.

FSL SOUNDING: Compare wind gradient with Dr Jack , Evaluate sounding for inversion, Use high temp from Meteogram for trigger time and temperature. Print copy of Sounding

RFC PRECIP ANALYSIS: Identify any flight plan areas that have received rainfall

Depart for gliderport.

Fly.

DAY 3 (PM)

ADDS: Compare predictions with in flight observations

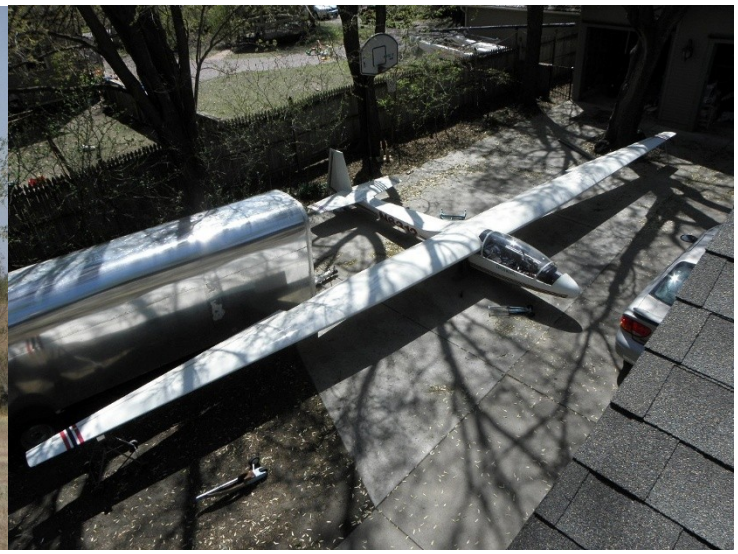
DR JACK: Compare predictions with in flight observations

METAR: Compare maximum predicted temperature with observed and reported temperatures

NG-1 For Sale

The Niedrauer NG-1 is available for sale. Experimental Amateur Built in 1971. ~870 Hours. N6312. All paperwork back to original receipts from the builder. Low to Mid 30's performance (builder claimed 35:1 at 55 mph). Based on the Briegleb BG-12, with shorter fuselage and NACA 4400 series airfoil. 50 foot wingspan with 1.24 handicap. Large deflection flaps for steep approaches and slow touchdown. Excellent glider for Wooden Wings trophy, which it won in 2011 with a 216 mile Kowbell flight and 2013 with 176.3 miles. Also flew Diamond Goal and State Record Triangle and Kansas State Free Out & Return Records in 2011. In 2012 contributed to a Henning Trophy win. Enclosed Schweizer trailer tows solid at all speeds. Excellent Tires. Trailer modifications complete that make rigging the glider much easier. Sealed extensively. Excellent TE Compensation on Mechanical Vario. Painted with Dupont Imron in 1990, still in good overall condition. Basic instruments plus Borgelt B40 Audio Vario. ~200 lb max pilot weight. Under 6'1" probably a good idea. Glider currently at the Sunflower and available for test fit. More reading at http://soaringcafe.com/2011/06/diamond-goal/, June 1975 *Soaring* and the Fall 2012 *Bungee Cord.* Many pictures in December 2012 RC Soaring Digest: http://www.rcsoaringdigest.com/pdfs/RCSD-2012/RCSD-2012-12.pdf $7000.

Contact **Tony Condon**, abcondon@gmail.com or 515-291-0089



KSA Weather Breifing

Date_____Time_____

ADDS: THUNDERSTORMS?_____ CIRRUS?_____FRONTS?_____
COMMENTS

METAR: Temp@ 1200_____1400_____1600_____1800_____1900_____CDST
COMMENTS

FSL SOUNDING: Trigger temperature_____F_____C TIME_____

MAX expected height_____@_____CDST

SURF WINDS 1200_____kts@_____ 1600 _____kts@_____1800_____kts@_____

WIND ALOFT 1200_____kts@_____ 1600_____kts@_____1800_____kts@_____

RAIN?_____

FOR TASK AREA_____
DR JACK

LIFT COMPARISON RUC/NAM

CU POTENTIAL RUC/NAM

POST FLIGHT
TO TIME_____LANDING TIME_____
TASK_____
CU COMPARISON SATELLITE vs DR JACK

WIND COMPARISON

LIFT OBSERVED MAX_____AVG_____
OTHER

Bultman Youth Flight Scholarship

Soaring Society of America's boost into advanced soaring for young ground crew.

Annual award of up to $1000 for soaring pilots. Application deadline is April 30th.

This is a "worker" award for a young soaring pilot who has made impressive contributions to a USA soaring Club or School. Someone who may be too financially strapped to buy tows for personal recreation or personal progress in the sport.

This award is intended to finance post-solo soaring by SSA members aged 14-22. This includes activities such as chasing badges, attending wave camps, entering contests, as opposed to flight training for FAA ratings.

Winners of this annual scholarship are selected from young **soaring-pilot** and **SSA member** applicants who are of great **service** at a USA gliderport, and who make a good case via an applicant's statement and letters of recommendation for their desire to progress in **soaring**, their **financial need**, and **promise** in other aspects of life.

Promotion of the program is a cooperation between SSA, which administers and judges the scholarship, and local soaring clubs and schools, who get credit for their charges. Also, they may well perform advanced training of the winner or collect fees for aircraft rental or services. When one of their ground-crew gang wins, they win.

The sponsors of this program, from throughout the USA soaring community, hope the scholarship will help a few more young people make the transition from basic glider flying to sport soaring. In the process, the word can grow that excellence as a soaring pilot need not require advanced age or a large bank account. Most importantly, this is a "thank you" to young ground-crew workers on whom the sport depends so much.

RULES for the BULTMAN Scholarship Contest

- **OPEN TO AGES 14-22**, inclusive, as of April 30. *(A reasonable overlap of the limits of "school age", SSA Youth membership, and FAA regulations)*
- **OPEN TO SOARING PILOTS**: Flying experience of at least FAA Student Certificate (solo pilot) in sailplanes *(Soaring starts where basic glider flying leaves off)*
- **OPEN TO SSA MEMBERS**: Folks who have shown a commitment to the USA soaring community and are ready to work up the SSA/FAI badge system. *(The Soaring Society of America is the USA governing body for the sport of soaring in sailplanes)*
- **FIRST PRIZE** (up to 2): Up to $1000 in the form of a check, co-written to the winner and/or the US Soaring Club or Commercial Operator that sponsors the entry. *(The prize must be used for soaring activities: ship rental, badge attempts, contest entry fees,... Not flight training for FAA ratings, not college expenses)*
- **SECOND PRIZE** (up to 3): On occasion, a close runner-up may be recognized with textbooks or T-shirts and encouraged to apply again.
- **ENTRY DEADLINE** is April 30. Awards should be announced by mid Summer.
- **JUDGING** will be by the "Bultman Scholarship" Committee within the SSA Youth Committee. *(The number of prizes awarded may vary based on entries received)*
- **APPLICATION** is to include a STATEMENT, in the form of an essay, detailing the applicant's experience with and goals for future soaring. *(Reference to specific ship checkouts, camps, contests... is highly recommended. Care should be taken to document all soaring participation--ground or air--and financial need)*. Also, one or more RECOMMENDATIONS are needed from Club Officers, Flight Instructors or other mentors *(Care should be taken to document the quality and quantity of the applicant's service to a Club or School)*
- **COMPLETED APPLICATIONS** must be witnessed by a member of a soaring club or gliderport staff, and sent to:

BULTMAN Youth Flight Scholarship
Soaring Society of America
PO Box 2100
Hobbs, NM 88241-2100

Application at www.ssa.org/Youth

Spring Go South

By **Tony Condon**

Spring Go South. KSA members have been saying that for decades. Since well before Jim LeSeuer wrote his article “Distance in the Spring” in the March 1967 *Soaring*, pilots in Kansas have been watching spring cold fronts pass, watch the weather behind them closely, and occasionally chase one towards the Gulf of Mexico. **Bernie Mohr** followed just such a front on his flight in his modified BG-12 on April 2, 1971 from Newton, KS to Osceola, AR, a flight of 436 miles that stood as the Kansas State Record for over 40 years. Tonk Mills described a post cold front flight in the Fall in his September 1989 *Soaring* article “November Flight” where he flew 265 miles in 4 hours.

In my early days of Cross Country soaring in my Cherokee II I was often looking for a cold front to chase. While almost all of my flights in the Cherokee were downwind dashes, none of them that I remember were post frontal and my best distance flown in Iowa was about 100 miles. After moving to Kansas my flights got longer but that elusive cold front just hadn’t worked out. **Steve Leonard**, **Andrew Peters**, and I would spend each spring analyzing the upcoming fronts and then watching them go by while watching the Satellite pictures from our desks at work. It seems that these fronts tend to happen Monday through Friday.

Since I have been liberated from desk duty for the time being, I had one roadblock out of the way to attempt a flight. The week before the flight I had noticed strong north winds forecast for the Talihina, OK area on Wednesday and wished that it would be reasonable to get a towplane there for a long day of ridge soaring. After **John Wells** gave an excellent presentation on Saturday night about Soaring Weather, I realized that that cold front on Wednesday just might be bringing good thermal conditions. I contacted **John** on Saturday night to see his thoughts on the Weather. On Sunday I asked him if he’d like to chase me. The forecast was indicating that the soaring would definitely be good and with due north wind. I started looking at routes down towards Dallas and further on and started working on getting everything ready for a potential flight.

On Monday, I arranged with **John** and **KC** to chase. That was a big relief to have a good experienced crew available, and well in advance of the flight. **Leah** and I went down to Wellington after work to assemble the glider, our Standard Cirrus “Kate”, and I hoped to change the tires on the trailer and do some other work. We got the glider assembled and in the hangar and then spent the rest of the evening repairing the lights on the trailer. The forecasts still all looked good although without as many clouds as I would’ve liked.

KC and **John**, “Kate Ground”

On Tuesday morning, **Steve** sent an email out about the weather. Looked pretty good for a go south flight and it was good for me to know that his opinion on the weather matched mine. I returned to Wellington and with help from my partner **Rafael Soldan** we repacked the bearings on the trailer and put new tires on it. I also did as much prep work on the glider as possible so that I could minimize the number of tasks required on Wednesday. The cold front hit early afternoon with wind gusts in Wichita recorded at 53 mph. I was sure glad the glider had already been assembled and was safe and sound in a hangar. The forecast updates were showing a more northwesterly wind and I was starting to wonder about the possibility of soaring to the Talihina area and using the ridges there to extend my distance. On Tuesday night, Randy Teel posted a wind forecast on the Talhina Soaring Facebook group and wished that he wasn't busy with airline simulator training that week. I mentioned I was hoping to fly there from Kansas and he recommended a turnpoint to join the west end of the ridges, near Daisy, OK. I had never flown that far west on the ridges there and his information and shared experience was important in my confidence on the route.

Some trailer work required before the flight

Tuesday night I confirmed with **John** and **KC** that we would meet at my house at 9 AM to head for Wellington. **KC** had a lot of confidence in me as he said he would pack an extra pair of clothes in case we ended up at the Gulf of Mexico. Optimism. I like it. I spent the rest of the night getting batteries charged, looking at forecasts, finding maps and developing a task for the day. I decided that a launch at noon would be about right and set a task from Wellington to Cochrane Ranch airport near Daisy, OK and then to the Three Sticks monument on the Kiamichi Ridge and then to Texarkana, TX. Total distance was 360 miles. I figured 6 hrs at 60 mph would be a spectacular flight for March 12th, but decided to declare big or go home. Since I have never flown south of the ridges I also spent some time looking at the route between Three Sticks and Texarkana. There are a lot of trees down there, but an airport at De Queen, Arkansas was about halfway, which made me feel better.

Wednesday morning I made a quick check of the forecasts. Everything looked the same, the sounding still showed that noon would be a good takeoff time and the forecasts still showed clouds until Interstate 40 with a slight chance of clouds after that. Further east into Arkansas the clouds may extend further south so I felt that my plan of cutting east on the ridges was a good plan. As we drove towards Wellington, the first flush of low altitude cumulus arrived. The mood in the car was pretty high. It didn't take long to get the glider ready. **Rafael** asked me to bring the towplane over and after some searching we found the plane and discovered that its battery was dead. No fear though, Air Plains had a cable for jump starting. Whew! I pulled the glider out about 11:30 AM and could see the first cumulus wisps on the horizon. Good timing. **Mike Logback** texted me at 11:45 AM to let me know that there was Cu in McPherson, Northwest of Wichita. **KC** and **John** got the towplane started and I launched at 12:14 PM, just as the first Cu wisps were arriving over Wellington. Perfect timing.

I found lift immediately off tow, went through my start line, and told Kate Ground to head out. They had just finished hooking up the trailer and were on their way. I tiptoed very carefully at first, taking any lift going up and waiting for the cloud field to develop in front of me. I had had several flights in the Cherokee where I pushed out too hard to start and spent the rest of the afternoon watching a beautiful soaring day go by. I was not going to repeat that! By the time I crossed the Oklahoma border the sky looked much better and I was usually between 4000 and 5000 feet. About an hour and a half into the flight I got the first really good climb, 4.3 knots to nearly cloudbase at 6700 feet.

Liftoff. Note Cu wisps.

The clouds were not streeting so I couldn't take advantage of long straight runs. I was still flying pretty carefully, as I've had a lot of experience trying to dig out in from low spots on windy days in torn up thermals and I preferred not to add to that experience. The 20 mph wind was blowing right down my course line so I figured even a weak thermal was still allowing me to make good progress on course and was worth taking.

I passed Interstate 40 west of Henryetta as the clouds started to thin. Base had been rising and the clouds getting thinner and thinner. Beyond I-40 there were just a few faint wisps or haze domes and solid blue beyond. I initially was inclined to turn more East and follow the clouds but out in the distance to the east the clouds didn't really look a lot better. There had been a series of large fires with more on course in the blue and I was confident I could find lift in the blue. So I stuck with the task. Shortly after that I had my last radio communication with my crew. A few climbs from fires allowed me enough altitude to make it to McAlester. Nearing McAlester I saw no more fires but blundered into a good climb that gave me enough altitude to make the turnpoint. Alright! Shortly after I found a 4.7 knot climb that got me back up over 7000 feet and gave me plenty of margin to get to the turnpoint and get down on the ridge.

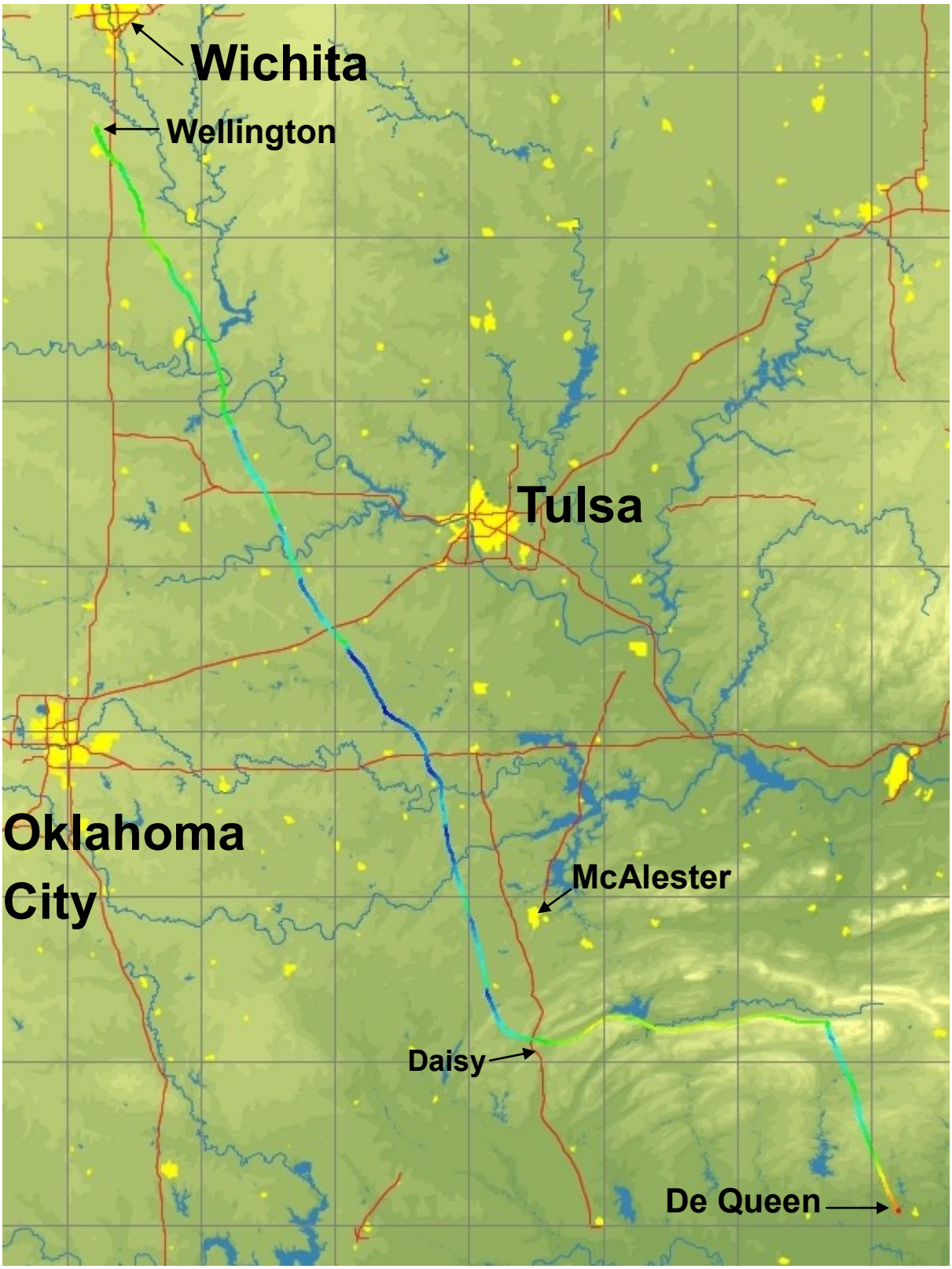
I joined the ridge east of Daisy. With the strong surface wind it was not a challenge to maintiain over 1000 feet over the top. I passed by Sardis Lake as the ridge turned east and took 3 turns in that averaged 6.5 knots which made the gap at Clayton no sweat. I joined up with the familiar Kiamichi Ridge and ran east to Three Sticks. The ridge leg was a piece of cake and gave me plenty of time to game plan for the last leg of the flight. Ideally I wanted to get a really tall climb right at the turnpoint, at least get high enough to make De Queen and then hope to find another few climbs to make Texarkana. There were still thermals coming off the ridge so I hoped that the day still had something left.

On the Kiamichi Ridge

The plan worked partially. I found a good thermal right at the turnpoint and took it to 6400 feet, which wasn't quite enough to make De Queen. However the thermal was dead so I set out. Shortly after that I found another climb which was very weak but was going up so I held on as long as I could. I gained 1300 feet and drifted 5 miles and my Oudie now said I could make De Queen at over 1000 AGL. I set out and found a spectacular river of sink in the blue and the margin started to disappear. Landable fields were few and far between but there were a few and I was pretty happy to find some zero sink about 7 miles away from the airport at 1500 AGL. I didn't gain much altitude but drifted a mile and a half and was in a much better place. The last few miles presented no problems and I was happy to land at the airport in De Queen, even if the runway was straight across the wind. Task distance worked out to 318 miles in 5.5 hours. A good day!

The airport was equipped with a nice leather recliner so I relaxed and started to catch up on several texts and emails that I had received during the flight. Word had gotten out thanks to my friends notifying the world on rec.aviation.soaring, Facebook, and by email and several people had been following along on the SSA Sailplane Tracker. I contacted my crew and they were about 2 hours behind in Talihina after having some trouble finding a good route through the ridges in SE Oklahoma. They arrived shortly after sunset, the local Sheriff's Deputy let them in the airport and we were on the road a little after 9 PM. We arrived back in Wichita at 4 AM and I was wide awake riding the high of a great flight for at least another hour.

At the De Queen, AR airport


Wichita
Wellington
Tulsa
Oklahoma City
McAlester
Daisy
De Queen

RULES FOR KSA FLYING AWARDS, 2014

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 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.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.

KSA Turnpoints

The following turnpoints are the only turnpoints that can be used for the Henning Trophy, Weekend Warrior, and Low Performance Contest. Available from soaringweb.org/TP/Hutchinson, get the "Control Points" file. Now is the time to start planning those flights!

Number	*Name*	*Latitude* ° ' "	*Longitude* ° ' "	*Latitude* ° '	*Longitude* ° '	*Elevation Feet*
1	**Sunflower**	37 55 35 N	97 54 22 W	37 55.583 N	97 54.367 W	1582
2	Alva	36 46 23 N	98 40 12 W	36 46.383 N	98 40.200 W	1473
3	Andale	37 47 26 N	97 37 46 W	37 47.433 N	97 37.770 W	1438
4	Anthony	37 09 31 N	98 04 47 W	37 09.517 N	98 04.783 W	1340
5	Arlington	37 53 48 N	98 10 43 W	37 53.801 N	98 10.721 W	1595
6	Ashland	37 10 00 N	99 46 30 W	37 10.000 N	99 46.500 W	1951
7	Blackwell Tonkawa	36 44 42 N	97 20 59 W	36 44.700 N	97 20.983 W	1030
8	Buhler	38 08 04 N	97 46 12 W	38 08.067 N	97 46.205 W	1477
9	Burrton	38 01 26 N	97 40 11 W	38 01.436 N	97 40.188 W	1451
10	Castleton	37 52 00 N	97 58 11 W	37 51.999 N	97 58.181 W	1472
11	Coldwater	37 13 41 N	99 19 51 W	37 13.683 N	99 19.850 W	2085
12	Ellsworth	38 45 01 N	98 13 45 W	38 45.017 N	98 13.750 W	1615
13	Garden Plain	37 39 30 N	97 41 01 W	37 39.501 N	97 41.019 W	1450
14	Great Bend	38 20 39 N	98 51 33 W	38 20.650 N	98 51.550 W	1887
15	Halstead	38 01 53 N	97 30 33 W	38 01.883 N	97 30.550 W	1412
16	Harper	37 16 41 N	98 02 37 W	37 16.683 N	98 02.617 W	1427
17	Haven	37 54 04 N	97 46 58 W	37 54.066 N	97 46.962 W	1481
18	Haviland	37 36 30 N	99 06 56 W	37 36.500 N	99 06.933 W	2162
19	Herington	38 41 41 N	96 48 29 W	38 41.683 N	96 48.483 W	1480
20	Holyrood	38 35 15 N	98 24 17 W	38 35.250 N	98 24.283 W	1805
21	HUT VOR	37 59 49 N	97 56 03 W	37 59.815 N	97 56.049 W	1541
22	Inman	38 13 55 N	97 46 24 W	38 13.918 N	97 46.405 W	1522
23	Kanopolis	38 36 31 N	97 57 53 W	38 36.523 N	97 57.879 W	1523
24	Kingman	37 40 09 N	98 07 26 W	37 40.150 N	98 07.433 W	1595
25	Kinsley	37 54 32 N	99 24 11 W	37 54.533 N	99 24.183 W	2170
26	Kiowa	37 00 55 N	98 29 45 W	37 00.920 N	98 29.758 W	1327
27	Larned-Pawnee	38 12 31 N	99 05 10 W	38 12.517 N	99 05.167 W	2010
28	Lucas	39 03 43 N	98 31 31 W	39 03.717 N	98 31.517 W	1487
29	Lyons-Rice	38 20 34 N	98 13 37 W	38 20.567 N	98 13.617 W	1685
30	Marion	38 20 15 N	96 59 30 W	38 20.250 N	96 59.500 W	1383
31	McPherson	38 21 09 N	97 41 29 W	38 21.150 N	97 41.483 W	1492
32	Meade	37 16 37 N	100 21 23 W	37 16.617 N	100 21.383 W	2510
33	Medicine Lodge	37 15 45 N	98 32 46 W	37 15.750 N	98 32.767 W	1508
34	Moundridge	38 12 33 N	97 30 10 W	38 12.550 N	97 30.167 W	1491
35	Ness City	38 28 16 N	99 54 29 W	38 28.267 N	99 54.483 W	2294
36	Newton	38 03 30 N	97 16 28 W	38 03.500 N	97 16.467 W	1528
37	Nickerson	38 08 50 N	98 05 01 W	38 08.836 N	98 05.019 W	1593
38	Norwich	37 27 20 N	97 50 01 W	37 27.333 N	97 50.017 W	1487
39	Plevna	37 58 20 N	98 18 31 W	37 58.335 N	98 18.521 W	1689
40	Pratt	37 42 09 N	98 44 49 W	37 42.150 N	98 44.817 W	1942
41	Prtty Prarie	37 46 48 N	98 01 12 W	37 46.805 N	98 01.192 W	1571
42	Russell	38 52 17 N	98 48 42 W	38 52.283 N	98 48.700 W	1862
43	Sterling	38 12 36 N	98 12 25 W	38 12.603 N	98 12.423 W	1641
44	Turon	37 48 26 N	98 25 36 W	37 48.435 N	98 25.606 W	1762
45	Wellington	37 19 25 N	97 23 18 W	37 19.417 N	97 23.300 W	1270
46	Winfield	37 10 07 N	97 02 15 W	37 10.117 N	97 02.250 W	1154
47	*Start E*	37 55 49 N	97 48 54 W	37 55.821 N	97 48.905 W	1491
48	*Start S*	37 53 02 N	97 54 23 W	37 53.028 N	97 54.383 W	1491
49	*Start W*	37 55 56 N	97 59 54 W	37 55.938 N	97 59.907 W	1551
50	*Finish*	37 55 35 N	97 54 22 W	37 55.583 N	97 54.367 W	1582
51	Dodge City	37 45 47 N	99 57 56 W	37 45.783 N	99 57.933 W	2594
52	Cimarron	37 49 50 N	100 21 02 W	37 49.833 N	100 21.033 W	2752
53	Garden City	37 55 39 N	100 43 28 W	37 55.650 N	100 43.467 W	2891
54	Montezuma	37 35 08 N	100 28 13 W	37 35.133 N	100 28.217 W	2780
55	Sublette	37 29 49 N	100 49 58 W	37 29.817 N	100 49.967 W	2907
56	Satanta	37 27 24 N	100 59 05 W	37 27.400 N	100 59.083 W	2976
57	Ulysses	37 36 14 N	101 22 25 W	37 36.233 N	101 22.417 W	3067

Kansas State Soaring Records

Distance

	Free Distance	Free Out and Return Distance	Free 3-Turnpoint Distance	Free Triangle Distance	Straight Distance to a Goal	Out and Return Distance	Distance up to 3 TPs	Triangle Distance
Open Class Singleplace	557.5mi Steve Leonard 7/7/2012	428.6mi Steve Leonard 7/4/2012	581.2mi Steve Leonard 7/7/2012	425.2mi Steve Leonard 7/6/2012	422.8mi Steve Leonard 7/7/2012	425.4mi Steve Leonard 7/4/2012	560.8mi Steve Leonard 7/7/2012	419.2mi Steve Leonard 7/6/2012
Open Class Multiplace	217.3mi Arnold Peters 1/1/1970	43.3mi Tony & Leah Condon 6/6/2013	59.1mi Tony Condon & Chris Swan 6/16/2012	55.5mi Tony Condon & Chris Swan 6/16/2012	116.4mi Arnold Peters 1/1/1976	43mi Tonk Mills 10/16/1982	52.3mi Tony Condon & Chris Swan 6/16/2012	30.3mi Tony & Leah Condon 9/18/2010
Motorglider Singleplace								142.4mi Robert Holliday 8/6/2010
Motorglider Multiplace								
15-Meter Class	403mi John Mills 1/1/1980	197.3mi Jerry Boone 5/5/2011	360.02 Tony Condon 6/29/2013	234.7mi Steve Leonard 5/13/2012	81.55mi Steve Leonard 8/2/1982	362.2mi Steve Leonard 6/21/1995	318.0mi Tony Condon 3/12/2014	340.03mi Steven Leonard 8/29/2000
Standard Class	320.02mi Tony Condon 6/29/2013	191.8mi Tony Condon 9/1/2012	360.02mi Tony Condon 6/29/2013	190.9mi Tony Condon 7/6/2012		228.6mi Tonk Mills 7/14/1984	318.0mi Tony Condon 3/12/2014	324.97mi Tonk Mills 7/24/1987
World Class Glider	181.7mi Keith Smith 7/1/2010	109.3mi Keith Smith 7/12/2012	194.4mi Keith Smith 7/1/2010	90.9mi Keith Smith 6/16/2013		107.6mi Keith Smith 7/12/2012		
Ultralight Glider								
Sports Class	374.67mi Tony Condon 7/7/2012	221.5mi Tony Condon 9/11/2011	403.32mi Tony Condon 7/7/2012	294.56mi Tony Condon 7/6/2012		354.96mi Steve Leonard 6/21/1995	318.0mi Tony Condon 3/12/2014	329.83mi Steve Leonard 8/29/2000

Speed

	300km Out & Return Speed	500km Out & Return Speed	100km Triangle Speed	200km Triangle Speed	300km Triangle Speed	500km Triangle Speed
Open Class Singleplace	71.75 mph Tonk Mills 7/30/1988	71.2 mph Steve Leonard 7/4/2012	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	75.88 mph Steve Leonard 7/6/2012
Open Class Multiplace			52.84 mph Steve Leonard 8/10/2005	46.14 mph Tonk Mills 7/31/1982	43.5 mph Tonk Mills 1/1/1985	
Motorglider Singleplace				51.4 mph Bob Holliday 8/6/2010		
Motorglider Multiplace						
15-Meter Class	71.75 mph Tonk Mills 7/30/1988	59.7 mph Steve Leonard 6/21/1995	70.9 mph Tonk Mills 1/1/1980	83.48 mph Bob Holliday 8/24/2003	76.57 mph Bob Holliday 9/6/2004	65.6 mph Steve Leonard 8/29/2000
Standard Class	71.75 mph Tonk Mills 7/30/1988		70.42 mph Tonk Mills 7/30/1989	58.47 mph Tony Condon 8/19/2012	56.67 mph Tonk Mills 7/22/1987	60.93 mph Tonk Mills 7/24/1987
World Class Glider						
Ultralight Glider						
Sports Class	53.44 mph Tony Condon 9/1/2012	58.5 mph Steve Leonard 6/21/1995	60.24 mph Steve Leonard 8/10/2005	64.18 mph Steve Leonard 9/6/2004	64.54 mph Tony Condon 7/6/2012	63.63 Steve Leonard 8/29/2000

KSA Duty Roster May/June 2014

Full Schedule will be posted in the May *Variometer*, after the schedule is filled up!

DATE	TOW PILOT		LINE MANAGERS		INSTRUCTOR	
Sat, May 3, 14	Mike Logback	620-755-1786	Don Jones	620-960-6444		
Sun, May 4, 14	Mike Logback	620-755-1786	Keith Smith	785-643-6817		
			Neale Eyler	316-729-0659		
Sat, May 10, 14	Bob Holliday	316-733-5403	Don Jones	620-960-6444		
			Matt Gonitzke	815-980-6944		
Sun, May 11, 14	Bob Holliday	316-733-5403	Steve Leonard	316-249-7248		
			Mike Orindgreff	316-200-5046		
Sat, May 17, 14	Jerry Boone	620-662-5330	David Wilkus	316-788-0932		
			Matt Boone	620-662-5330		
Sun, May 18, 14	Jack Seltman	316-636-4218	Keith Smith	785-643-6817		
			Mike Orindgreff	316-200-5046		
Sat, May 24, 14			Don Jones	620-960-6444		
			Mike Davis	316-772-8535		
Sun, May 25, 14						
Mon, May 26, 14						
Sat, May 31, 14	Bob Holliday	316-733-5403	David Wilkus	316-788-0932	Tony Condon	515-291-0089
			Matt Gonitzke	815-980-6944		
Sun, Jun 1, 14	Tony Condon	515-291-0089	Don Jones	620-960-6444		
			Leah Condon	316-249-3535		
Sat, Jun 7, 14						
Sun, Jun 8, 14			Neale Eyler	316-729-0659		
Sat, Jun 14, 14	Jerry Boone	620-662-5330	Paul Sodamann	?		
			Matt Boone	620-662-5330		
Sun, Jun 15, 14	Jack Seltman	316-636-4218	Mike Davis	316-772-8535		
			Paul Sodamann	?		
Sat, Jun 21, 14	KC Alexander	316-308-8498				
Sun, Jun 22, 14	KC Alexander	316-308-8498				
Sat, Jun 28, 14						
Sun, Jun 29, 14						

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

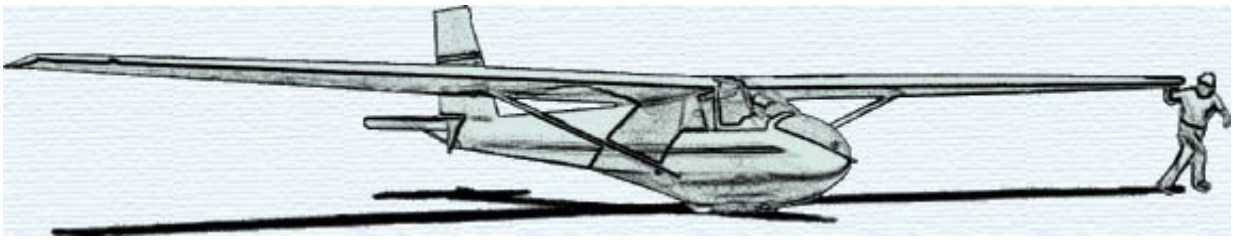
DATE _____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Annual Safety Meeting

Saturday April 19th, 2014, 7:30 PM

Wichita Cabela's, K-96 & Greenwich