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OF THE

KANSAS SOARING ASSOCIATION

Editor: Tony Condon

Volume LIV **November 2014** **Number 11**

Summer Gajewski, Commercial Pilot Airplane!

KSA CALENDAR

November 8th - KSA Meeting - Cabela's - 6:30 PM - Matt Gonitzke, Vintage Rally Flights

December 13th - KSA Meeting - Cabela's - Steve Leonard

2015

January 10th - KSA Awards Banquet - Kansas Aviation Museum

February 14th - KSA Meeting - Cabela's

February 28th - SSA Board Meeting and Annual Membership Meeting - Greenville, SC

March 14th - KSA Meeting - Cabela's - Nate Mathews, Falconry

April 3rd - 17th - 1st Pan American Gliding Championships - Benton, TN

April 11th - KSA Meeting - Cabela's - Rafael Soldan, Safety Meeting

June 24th - July 3rd - Sports Class Nationals - Waynesville, OH

June 24th - July 3rd - 18 Meter, Open, and Club Class Nationals - Hobbs, NM

July 4th - Kansas Kowbell Klassic

July 2nd - July 9th - 1-26 Championships - Minden, NV

September 28th-30th - 2015 Fly Kansas Air Tour

Congratulations to **Summer Gajewski** for earning a pilot slot on the KC-135 with the Kansas Air National Guard!!!!

Notes from the President

The October meeting was very exciting, with elections and a discussion about the Sunflower Soaring Foundation.

First, congratulations to **Brian Bird**, who will be joining the KSA BOD in January. And thanks to **Tony** for taking on the President's role for KSA, and to the returning KSA Board members.

Next, if you missed the meeting, not to worry. The information presented has been transferred into an article that appears later in this newsletter.

Finally, November 8th is the fall work day. (The 15th is the rain day). We have a very ambitious project list, and will need everyone's help to make it a successful work day. **Paul Sodamann** has offered to provide some pulled pork and cheese cakes for the after work meal. Plan on getting started at 0900.

And don't forget to look forward to the annual awards banquet in January. Now is the time to submit your applications and nominations for KSA Awards too.

Happy landings,

Andrew

Member Achievements

Matt Gonitzke earned the Marion Unruh Memorial award for Best Workmanship at the EAA Fly In in Newton.

Keith Smith's Gold Distance claim has been approved for his flight to Guymon in May, completing his Gold Badge.

Summer Gajewski earned her Commercial Airplane Certificate at K-State.

Dave Anderson soloed!

Sunflower Seeds

October 4th: **Mike Orindgreff**, **Don Jones**, and **David Wilkus** all came out to give the soaring a try. **Mike** got the longest flight of the day on his first try, but then the cirrus got a little thicker, the air got smoother, and the remaining 5 flights were pretty much sled rides. **Jerry Boone** towed, **Steve Leonard** and **Lyn Boone** ran the launch line.

October 5th: **Mike Orindgreff**, **Don Jones**, and **Dennis Brown** all came up with intentions of flying, but decided not to. **Bob Holliday** showed up a little later, launched in his PIK, and was out for nearly 3 hours! **Mike Groszek** came out and took a friend up for a flight in the Grob. **Bob Hinson** towed and **Steve Leonard** worked the line. **Scott Dimick** did show up, but left when the original flyers headed out, so he wasn't aware that activity was about to happen. After the flying **Bob Hinson** and **Steve Leonard** spent some time cutting up the cottonwood tree that blew over at the end of August. Should make for some good, fast burning wood next winter!

October 11th: **Bob Hinson** towed. **Leah Condon** ran the line with help from **Paul Sodamann**. **Tony Condon** instructed students **Dave Pauly**, **Doug Brannan**, and **Dave Anderson**. All are making great progress and enjoyed a nice smooth day for practice. High overcast to start the day but the sun finally came out with highs around 60. A few thermals were found and **Dave P** enjoyed a 30 minutes of soaring on his second flight. **Paul** took two tows to end the day and managed to stay up for a little while on one of them as well.

October 15th: **David Kennedy** did 4 solo flights on a nice Wednesday afternoon. **Tony Condon** towed.

October 18th: - **Andrew** instructed, **Jerry** towed, **Lyn Boone** and **David Wilkus** tended the line duties and **Steve Leonard** helped as well. **Dave Anderson** completed his solo flight in the 2-33. He had **Andrew** all to himself along with perfect weather conditions for training. Way to go **Dave**!

Dave also mentioned that he recently went to Florida and flew on floats at Jack Brown's Seaplane Base. They told him that there are a couple different kind of pilots that they find easier to train, one of course being glider pilots! **Rafael** and **Bruce** must have set the bar pretty high after their trip there last year.

October 26th: **Brian Bird** did one instructional flight each with **Doug Brannan** and **David Kennedy**. **KC Alexander** towed. It was pretty windy so there was no other flying activity. **Bob Park**, **Becky Cole**, **Tony Condon, Dennis Brown**, **Kevin Ganoung**, **Bob Hinson**, **Don Jones**, and **Michael Groszek** were among the spectators. **Tony, Bob, Don, Brian, David, Doug, Kevin,** and **Michael** all contributed to the effort of putting the Grob back in its trailer and painting the back door of the trailer.

Wichita Gliderport Seeds

October 28th: **Tony Condon** attempted some post frontal soaring but high clouds and low temperatures prevented much useful lift. 30 minutes spent drifting down from a 2000 foot tow.

The Sunflower Soaring Foundation

By **Andrew Peters**

There's a new organization in Kansas dedicated to serving the soaring community, including KSA. The Sunflower Soaring Foundation was founded 2013, and received the Sunflower Gliderport from Bill Seed in 2014. The SSF is a Kansas corporation and a qualified 501(c)3 public charity with the IRS. The SSF has several purposes:

- Offer educational classes and training to teach youth and the public about the sport of soaring
- Provide scholarship support of these activities
- Foster national and international competition in the sport of soaring by developing amateur athletes to compete in such competition
- Acquisition and maintenance of real property for the purpose of operating Sunflower Gliderport for use in supporting these activities and access to the public for general aviation aircraft

The SSF is governed by a board of directors, which currently includes: **Andrew Peters**, **John Wells**, **Tony Condon**, **Jerry Boone**, **Steve Leonard**, **KC Alexander**, **Mike Davis** and **Keith Smith**. The BOD has identified several priorities for the Foundation: maintaining the 501(c)3 status, managing the Sunflower Gliderport, maintaining the runway, preserving access to the runway, developing robust revenue streams, building relationships with KSA, WSA, farmers and general public, and sustaining the Sunflower Gliderport facilities for future soaring activities.

Why a new organization? The time frame given by Bill Seed required prompt action, changing the structure of KSA or WSA was too difficult. Why a 501(c)3? Property Taxes are cut in half for a public charity, and being a qualified organization allows for people to take the Charitable Donation Tax Deduction, which opens up new sources of revenue for the Foundation.

Just take a look around the next time you are at Sunflower, it's obvious that mother nature is relentless and without action will eventually win. The SSF wants to preserve Sunflower for future soaring activities in the decades to come!

The SSF BOD has identified several projects that reflect the priorities previously mentioned. The Foundation wants to remove the tower building, expand the scholarship program, secure the property, provide a club house, develop a charitable giving program, maintain the runway and replace the Tee Hangar. But these are the ideas of just 8 of us. What would you like to see happen at Sunflower? Those in attendance at the October KSA meeting mentioned a storm shelter and trimming trees as additional project ideas.

The SSF is here to serve the members of KSA and WSA. You can communicate your ideas through your respective presidents, both of whom are invited to serve on the SSF BOD. You can also talk to an SSF director. The SSF will use several methods to communicate with you: direct communication with individuals that have agreements with SSF, through the KSA Variometer, and eventually through an SSF website.

How will SSF accomplish all of this? The answer is multifaceted. It includes controlling costs, using volunteer labor from KSA/WSA members, establishing business agreements and policies, and developing multiple robust revenue streams.

The SSF plans on 5 year event horizons, where funds are saved over 5 years and then a large project can be accomplished. In 2012, KSA spend $40,000 to seal and paint the runway. Remember the list of projects mentioned previously? Each one requires a significant amount of funds to accomplish.

The SSF is proud to announce some of its accomplishments in its short history.

1. The Bill Seed Soaring Scholarship program was created in 2014 to provide funds to qualified youth pursuing a glider pilot license and facilitate participation, growth, and development in all phases of soaring flight. Currently, $500 is the amount awarded annually, with 2014 designating two youth to receive the scholarship, **Matt Boone** and **Luke Marquardt**.
2. The SSF has written agreements for the cultivated and pasture land on the Sunflower property.
3. The SSF has a written agreement for the storage of aircraft and trailers in the two hangars owned by SSF. There is space for 18 aircraft in the two hangars, and the rates will remain the same for 2015.
4. A written agreement is in work to document the requirements and details for storing glider trailers at Sunflower.
5. The SSF has a Private Hangar Lease Agreement, for anyone interested in building a hangar for their private use on the Sunflower Gliderport. The term of the agreement is 10 years, but it is renewable. It provides for three options at the end of the term: remove the hangar, sell the hangar, or donate the hangar (and sublet some space if desired). The current lease rate is $0.09/sqft based on the hangar's area. Steve Leonard is currently building a hangar for his glider fleet!

This is a very exciting time for Sunflower, the SSF, and for soaring in Kansas. If you have ideas, questions, or concerns, please feel free to contact your president or another SSF Director and tell them what's on your mind.

Harry Clayton, **Sue Erlenwein**, and **Matt Gonitzke** were promoting Soaring with static displays of 8A and 6M at the Newton EAA Fly In.

Deadly Mind Traps

By Jeff Wise, from *Psychology Today*

The hiker who leaves a well-marked trail and wanders off, cross-country. The pilot who flies his perfectly maintained airplane into the ground. The kayaker who dives into a hydraulic whitewater "grinder" even though he's just seen it suck three buddies to their doom. "Gee," you think when you hear such tales, "*I'd* never do something like that."

But would you? We like to think of ourselves as pretty rational, but that's hardly how we seem from the perspective of accident investigators and search-and-rescue crews.

People who deal with the aftermath of human error can tell you all too well that otherwise normal, healthy individuals are exceptionally predisposed to making the kind of mistake best described as boneheaded. Intriguingly, research into this kind of self-defeating behavior shows that it is usually far from random. When we make mistakes, we tend to make them in ways that cluster under a few categories of screwup. There's a method to our mindlessness. Most of the time, we're on autopilot, relying on habit and time-saving rules of thumb known as heuristics

For the most part, these rules work just fine, and when they don't, the penalty is nothing worse than a scraped knee or a bruised ego. But when the stakes are higher, when a career is in jeopardy or a life is on the line, they can lead us into mental traps from which there is no escape. One slipup leads to another, and to another, in an ever-worsening spiral. The pressure ratchets up, and our ability to make sound decisions withers.

These cognitive errors are most dangerous in a potentially lethal environment like the wilderness or the cockpit of an aircraft, but versions of them can crop up in everyday life, too, such as when making decisions about what to eat, whom to date, or how to invest. The best defense? Just knowing they exist. When you recognize yourself starting to glide into one of these mind traps, stop, take a breath, and turn on your rational brain.

1: Redlining
Mountain climbing at high altitudes is a race against time. Human endurance is severely limited in the face of extreme cold and limited oxygen, and windows of good weather can shut abruptly. Lingering too long is an invitation to disaster, so when preparing a final push to the summit, mountaineers need to set a turnaround time and strictly abide by it.

The consequence of failing to heed this sacred rule was made gruesomely manifest on May 10, 1996. On that date an unprecedented number of climbers were preparing to make the final stage of their ascent of Everest, including two commercial teams of 16 customers who had paid as much as $65,000 each to reach the top of the world. For expedition leader Rob Hall, getting his clients safely to the top and back meant abiding by a turnaround time of 2 p.m. But all morning, miscommunication slowed the climbers' progress.

The turnaround time came and went. One by one, climbers straggled to the top, briefly celebrated, then descended. Hall remained, waiting for the last of his clients to summit. Finally, at 4 p.m., the final straggler arrived, and Hall headed down. But it was too late. Already, a deadly storm system had begun to close in, lashing the mountain with hurricane-force winds and whiteout snow. Stuck on Everest's exposed face, eight climbers died, one by one. Hall was one of the last to succumb. Trapped a few hundred feet below the summit, paralyzed by the cold and a lack of oxygen, he radioed his colleagues at base camp and was patched through via satellite to his wife back home in New Zealand. "Sleep well, my sweetheart," he told her. "Please don't worry too much." Today his body remains where he sat.

Hall fell victim to a simple but insidious cognitive error common to many types of high-pressure undertakings. I call it "redlining." Anytime we plan a mission that requires us to set a safety parameter, there's a risk that in the heat of the moment we'll be tempted to overstep it. Divers see an interesting wreck or coral formation just beyond the maximum limit of their dive tables. Airplane pilots descend through clouds to their minimum safe altitude, fail to see the runway, and decide to go just a little bit lower.

It's easy to think: *I'll just go over the redline a little bit*. *What difference will it make?* The problem is that once we do, there are no more cues reminding us that we're heading in the wrong direction. A little bit becomes a little bit more, and at some point it becomes too much. Nothing's calling you back to the safe side.
A related phenomenon has been dubbed the "what-the-hell effect," which can occur when dieters try to control their impulses by setting hard-and-fast daily limits on their eating, a kind of nutritional redline. One day, they slip up, eat a sundae, and boom—they're over the line. "Now they're in no-man's-land," says Art Markman, professor of psychology at the University of Texas at Austin, "so they're just going to blow the diet completely. They're going to binge."

As in mountain climbing, the best response to passing a redline is to recognize what you've done, stop, and calmly steer yourself back toward the right side. "Focus on the outcome," says Markman. "For dieters, what's important is the long-term process, not what happens on any individual day."

2: The Domino Effect
The problem began with a minor malfunction. Scott Showalter, a 34-year-old Virginia dairy farmer, was trying to transfer manure from one holding pit to another when the pipe between them became clogged. As he'd done before, he climbed down to free the obstruction. What he neither saw nor sensed was the invisible layer of methane gas that filled the bottom of the pit. Deprived of oxygen, he keeled over within seconds. When an employee, Amous Stoltzfus, climbed down to Showalter's aid, he too succumbed, but not before his shouts drew the attention of Showalter's wife and two of their daughters, aged 9 and 11. One by one, each climbed down to rescue the others, and each one died in turn. Within minutes, five people were dead. "It was a domino effect," Sheriff Don Farley later told reporters.

Similar tragedies play out time and again when people try to rescue companions. A teen jumps from a dangerous waterfall and disappears; his buddies follow, one after the other, until they all drown. A firefighter goes into a burning building to rescue a comrade; another goes in after him, then another.

In each case, the domino effect results from a deep-seated emotion: the need to help others. Altruism offers an evolutionary advantage but can compel us to throw our lives away for little purpose. "In stressful situations, you see a failure in the working memory, which is involved in inhibiting impulses," says Sian Beilock, a psychology professor at the University of Chicago. "People lose the ability to think about the long-term consequences of their actions."

If you ever find yourself in an unfolding tragedy like the Showalters', Beilock recommends pausing for a moment and taking a deep breath. "Even taking one step back sometimes allows you to see it in a different light, to maybe think, *My efforts would be better spent running to get help*. I imagine that in these situations, that's an alternative that isn't even considered."

Something similar unfolds in some romantic relationships, when partners, perhaps unwittingly, enable or get sucked into their partner's addictions or narcissism. "You end up doing things for the other person even though it's not in your own best interest," Beilock says, "or even in the interest of the relationship." That kind of love is like a manure pit: The only way you can save yourself is to get the hell out.

3: Situational Blindness
In December 2009, John Rhoads and his wife, Starry Bush-Rhoads, headed back to their home in Nevada after a visit to Portland, Oregon. Following the directions of their GPS, they drove south on U.S. Highway 97 through Bend, then turned left on Oregon Highway 31, passing through a dramatic high desert landscape before connecting with the highway to Reno near the California border.

Near the town of Silver Lake, Oregon, their GPS told them to turn off the highway, onto a little-used forest road. If they'd continued straight, they'd have been home in five hours. But the GPS was set to "shortest route," not "fastest." The dirt road took them into ever-deepening snow. After driving more than 30 miles, they got stuck, managed to dig themselves out, drove further, then got stuck again. They tried calling 911, but couldn't get cell phone reception. For three days, they huddled for warmth, until they finally managed to get a signal and call for help. A sheriff's deputy came to winch out their car. "Who knows what would have happened if they would have been up there for a few more days?" the deputy told reporters.

As GPS units and satellite navigation apps have flourished over the past few years, there's been a spate of similar cases, in which travelers follow their devices blindly and wind up getting badly lost. In each case, the underlying mistake is not merely technological but perceptual: the failure to remain aware of one's environment, what aviation psychologists call situational awareness, or SA. People have always had difficulties maintaining SA, psychologists say, but the proliferation of electronics, and our blind faith that it will keep us safe, has led to an epidemic of absentmindedness.

"A big element in SA is paying attention to cues," says Jason Kring, president of The Society for Human Performance in Extreme Environments. "If you're focusing just on that GPS unit, and you see that little icon moving down the road, and say to yourself, *OK, I know where I am, technically*, that can be a big problem, because you're not looking at the world passing by your windshield."

Full situational awareness requires incorporating outside information into a model of your environment, and using that model to predict how the situation might change. If all you're doing is following the line of the GPS, and it turns out to be wrong, you'll be completely clueless about what to do next.

In daily life we rely on what Beth Blickensderfer, a professor of applied psychology at Embry-Riddle Aeronautical University, calls "social SA" to navigate our way through the human maze. When you miss social cues, says Blickensderfer, an embarrassing faux pas can occur. "Using swear words is completely fine in some settings," she says. "In others, it's not." As the stranger in a crowd, you'll have to pay attention to figure out what's appropriate.

4: Double or Nothing

In February 2003, a group of foreign tourists visiting northern California prepared to watch a hot-air balloon take off at the Domaine Chandon vineyard near Yountville. Shortly before 8 a.m., the ground crew were untethering the inflated balloon when one of the tourists, a 33-year-old Scot named Brian Stevenson, grabbed hold of the basket, apparently in an attempt to help. The pilot lit the propane burners, and with a roar of gas and flame the balloon began to rise.

Stevenson held on, despite a chorus of shouts from the ground urging him to let go. The balloon rose quickly: 10 feet, 20, 40, 100. The empty air below Stevenson's dangling feet stretched to a horrifying distance. At 300 feet, he could hold on no longer. His fellow tourists watched helplessly as their companion's body plummeted fatally to the earth.

If a balloon unexpectedly begins to rise, a person hanging on can follow a deadly logic: When he's only been lifted a foot or two into the air, he may think, *Oh, that's no big deal, I can just step down if I need to.* Then suddenly he's at six feet, and thinks, *I could twist an ankle, I'd better hang on and wait until it gets lower.* Before he knows it, he's at 25 feet, realizing that a jump would cause serious injury at best.

To avoid this predicament, balloon ground-handling crews are trained always to observe an inviolable rule: Never let both feet leave the ground.

The runaway-balloon problem is a manifestation of our irrational assessment of risks and rewards. As Daniel Kahneman and Amos Tversky first pointed out back in 1979, we tend to avoid risk when contemplating potential gains but seek risk to avoid losses. For instance, if you offer people a choice between a certain loss of $1,000 and a 50-50 chance of losing $2,500, the majority will opt for the riskier option, to avoid a definite financial hit. From the perspective of someone dangling 20 feet in the air, the gamble that they might be able to ride the gondola safely back down to the ground seems preferable to a guaranteed pair of broken legs. But in the moment, they can't factor in the price they'll pay if they lose.

Casinos make a good profit from our propensity for risk-seeking behavior. Gamblers wind up in a hole, then instinctively take bigger and bigger risks in an attempt to recoup the losses. Most go in hoping for the best, but to a veteran in the field of applied psychology, it's a foregone conclusion. Says Markman: "I always tell my students, if you're tempted to go to Vegas, just write me a check instead."

5: Bending the Map
Our minds recoil from uncertainty; we are wired to find order in randomness. We look at clouds and see sheep. This can be a useful trait when it comes to making decisions, since we're helpless without a theory that makes sense of our quandary. Unfortunately, once we form a theory, we tend to see everything through its lens. It's hard to let go of a fixed belief. A consequence is that when people get lost in the back country, they can convince themselves that they know exactly where they are, a problem known in the search-and-rescue community as "bending the map."

A few years ago three twentysomething skiers went out-of-bounds at the Teton Springs Ski Area in Idaho. Looking for fresh powder in Rock Creek Canyon, they took a wrong turn, headed north instead of south, and wound up at the bottom of Granite Canyon. If they'd been where they thought they were, the stream should have been flowing right to left, and heading left would have taken them back to the ski area. Instead, they found the stream flowing left to right. They knew they needed to go left to get home, but based on the topography of where they thought they were, they also had to go downhill. Eventually, they decided on a solution: In this particular case, the water had to be flowing *uphill*.

They marched upstream, away from the ski area, and wound up having to spend the night in the snow without any survival gear. The next morning, they reconsidered their earlier logic, and decided that, yes, the stream must indeed be flowing uphill. They'd bushwhacked another quarter mile in the wrong direction before a rescue helicopter found them and flew them to safety.

Such errors of overconfidence are due to a phenomenon psychologists call confirmation bias. "When trying to solve a problem or troubleshoot a problem, we get fixated on a specific option or hypothesis," explains Kring, "and ignore contradictory evidence and other information that could help us make a better decision."

A vast collective error of confirmation bias unfolded in the past decade as investors, analysts, and financial advisers all managed to convince themselves that legions of financial derivatives based on subprime mortgages were all fundamentally sound. There was plenty of evidence to the contrary, and many commentators pointed out the facts. But the money was so good that too many found it easier to believe. They kept convincing themselves right up until the roof caved in.

How can you avoid confirmation bias? You can employ some of the same strategies for sidestepping other mind traps. Take yourself off autopilot. Become aware of your environment. Make a habit of skepticism, including skepticism toward your own assumptions and gut feelings. "Don't use your intuition to convince yourself that things are going right, use it to alert you to potential problems," says Jeff Haack, search-and-rescue specialist for Emergency Management British Columbia. "Listen to those niggling doubts."

Newton Seeds

October 4th: **Andrew Peters** flew rides during the EAA Fly-In. **Bob Hinson** towed. **Mike Davis** ran wings.

Interested in a 2015 Cross Country Camp?

Come to the November KSA Meeting!

Congratulations to **Tony Condon** for being named to the 2015 13.5 Meter US Team.

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.

KSA Flying Horse (Gold)

Awarded for the best speed achieved around a 300 KM pre-declared closed course with a maximum of two turnpoints.

KSA Handicap Score Trophy (Pilot of the Year)

Awarded for the best combined score in four tasks - Duration (not handicapped, but 6 hours max scored), Altitude Gain (not handicapped), Distance, and Speed. Distance and speed are handicapped per SSA Handicaps or the KSA amended/added handicap. Departure point for all flights must be in Kansas. Data must be taken from four flights (i.e., one flight per task).

The distance task may be free distance, or if turnpoint are to be used, they must be declared in advance of the flight and in the sequence to be used. The task declaration may be written or verbal. The turnpoints need not form a closed course. A remote finish point can be used.

If the course is abandoned before all turnpoints are made, the flight will be scored as the distance for the achieved turnpoints, plus the distance to the next declared turnpoint, minus the distance from the landing point to the next attempted turnpoint, but not less than the distance to the last achieved turnpoint.

The speed task must be a closed course of at least 100 KM. However, a predeclared 200 KM (minimum) non-closed course may be used if you are flying a sailplane with a handicap factor of 1.36 or greater (Examples: 2-22, 1-26, 2-33, Swallow, etc.) In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

A score of 1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

Cumulative Speed Trophy (Charles Henning Award)

The intent of this trophy is to encourage more people to fly cross country. All a person needs to compete is a sailplane, a databack camera or a recording GPS, a KSA turnpoint book, and a tow.

1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.

2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.

3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.

4) There is no limit on start or finish altitude.

5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.

7) The second picture for the task will be the start point. This picture determines the Start Time.

8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.

9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

Praying Mantis

Awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year.

Send your applications to **Tony Condon** at abcondon@gmail.com

2014 KSA AWARDS
INFORMATION SHEET

Pilot's Name_____ Date_____

AWARD	DATE OF FLIGHT	SAILPLANE	SPECIFICS
Praying Mantis (Nominate Someone)			
Towing Operations (Nominate Someone)			
Club Maintenance (Nominate Someone)			
Wooden Wings			Distance Flown
Flying Horse Silver (100 KM Speed Task)			Speed in MPH
Flying Horse Crystal (200 KM Speed Task)			Speed in MPH
Flying Horse Gold (300 KM Speed Task)			Speed in MPH
Charles Henning Memorial Award (two flights required)	Flight 1 Date Flight 2 Date	Flight 1 Sailplane Flight 2 Sailplane	Flight 1 Speed (and time) Flight 2 Speed (and time)
Kansas Kowbell Klassic	Landing Location		Distance
Kansas Kowbell Klassic Konsolation	Pre-declared Task (must have been completed to count!)		Distance
Mamie Cup			Distance
Pilot of the Year by Handicap Score	Altitude Duration Speed* Distance*		(feet) (hours:minutes) (MPH) (Statute miles)
Rex Hamilton Memorial Award			(Nominate Someone)
Other Significant Accomplishments (First Solo, First soaring flight, FAI Badge Leg, completion of an FAI Badge, 100th flight, 1000th tow, etc.			

Documentation required for all flights, per rules published in the *Variometer*.

*If you had disposable ballast on board at takeoff of the Speed or Distance flight for consideration, you must put a "B" next to your claimed speed or distance. This affects the handicap number used for evaluating you performance.

"I certify that all flight claims made above were launched in Kansas and are properly documented (does not apply to "Other Significant Accomplishments" category).

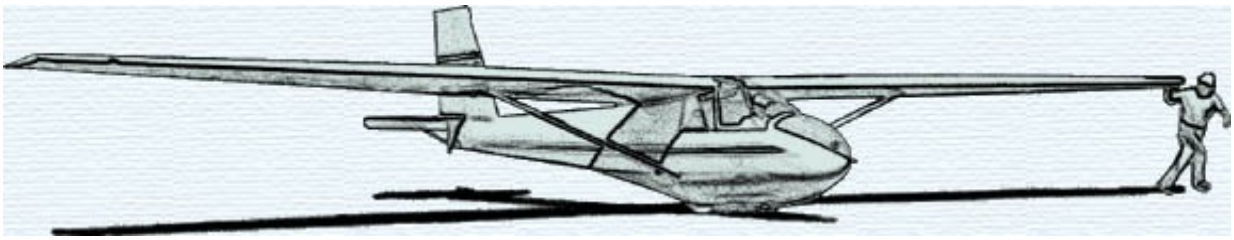
Signed_____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Saturday November 8th, 2014

Cabela's

6:30 PM

Matt Gonitzke - Vintage Rally Flights

Bring your Travelling Trophies!

SSA Calendars - $10