



**PUBLISHED TO RECORD
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Editor: Tony Condon

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TIM DOUBLE (2018-2019)



Matt Gonitzke, Tony Condon, and Steve Leonard after flying January 27th

KSA CALENDAR

February 10th - KSA Meeting - Flying in Talihina, OK

March 1st-3rd - SSA Convention - Reno, NV

March 10th - KSA Meeting - SSA Convention Review

April 14th - KSA Meeting - Safety Meeting

June 9th-16th - Region 10 North at Sunflower

June 19th-28th - Sports Class Nationals - Nephi, UT

June 30th - Kansas Kowbell Klassic - Sunflower

July 2nd-7th - US Junior Camp & Contest - Adrian, MI

September 20th - 23rd - Great Plains Vintage Rally - Wichita Gliderport

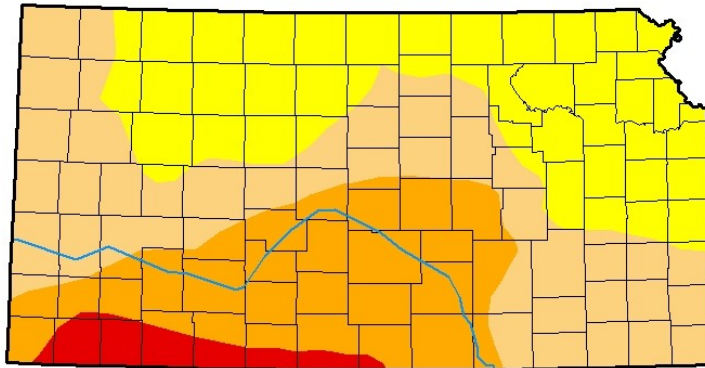


SSA Convention March 1-3, 2018

www.ssaconvention.org

U.S. Drought Monitor
Kansas

January 30, 2018
(Released Thursday, Feb. 1, 2018)
Valid 7 a.m. EST



Intensity:

- D0 Abnormally Dry
- D1 Moderate Drought
- D2 Severe Drought
- D3 Extreme Drought
- D4 Exceptional Drought

The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements.

Author:

Richard Heim
NCEI/NOAA



<http://droughtmonitor.unl.edu/>

2018 Dues are Due!

KSA & SSA Regular Membership - \$100

KSA & SSA Family Membership - \$70

KSA & SSA Youth Membership - \$70

KSA Membership Only - \$50

Send your renewal payments to:

Tony Condon

911 N Gilman

Wichita KS 67203

Soaring magazine now available online

To get to the digital issue follow these steps:

Go to www.ssa.org and log in. This is for SSA members only so please be sure you are logged in!

The top right corner should say "Welcome [Your Name]" if you are logged in.

1. Place your cursor over the blue tab that says "The SSA", and this will give you a drop down menu.
2. Place your cursor on the third option down that says "Soaring Magazine", and this will give you another drop down menu (you can also click on "Soaring Magazine" and it will take you to the desired page).
3. Click on the first option that says "Current Issue"
4. Voila! Your current digital issue will appear! Enjoy!!

You can also get to it by using this link <http://www.ssa.org/SoaringMagazine> but you will still need to make sure that you are logged in.

To enlarge the magazine you can press F11 and the webpage will change to full screen. To revert to your original view simply press F11 again.

You can also zoom in or out in regular or full screen views by pressing CTRL+ or CTRL-

Notes from the President

Greetings KSA! Who says there is no soaring in January? Once again in 2018, we have started the year off with soaring in January! The only way to soar every month of the year is to soar in the first month of the year. So hopefully this can be the year. We were on a good roll in 2017 but I think we missed November.

Thanks to several warm days in January we were able to make some really good progress on the Grob fuselage. I hope that by the end of February the fuselage will be ready to be moved to town and start priming and painting. This will keep it on track for a return to flight in April.

With the banquet over now we shift our sights to the upcoming season. What would you like to accomplish this year? There are FAI badges, FAA ratings, SSA contests, new gliders, and plenty more awaiting. For KSA I would like to see an outing or two this season. Perhaps Ulysses, Talihina, Rooks County, or somewhere else? We are hosting a regional contest in June and looking ahead to more regular contests at Sunflower. That will take volunteers.

At the February meeting we will talk about flying in Talihina, OK. There hasn't been a lot of soaring there in the last year or two by sailplanes, mostly due to the lack of someone organizing trips. The opportunities there are very interesting. Several KSA members will be attending the SSA Convention in Reno at the beginning of March so I figured the March meeting would be a good time to review what was learned there.

See you at Sunflower!

Tony

Learning To Quit While You're Ahead

By Daniel Sazhin
soaringeconomist.blogspot.com

Intentionally or not, you find yourself in a starting position ten minutes after the gaggle had left. In a state of excitement (or perhaps of agitation), you start late, driving as hard as you can. You hit the first thermal and spiral into four knots. Top of the climb, you split-S out through the core. MC off the chart, you head for the next cloud; looks like a boomer! You see two gliders circling, pull in at the tangent of their turn, converting your energy perfectly into the thermal. Having eased the stick back and settled into a climb, you find yourself 600ft higher than when you entered, perfectly cored, vario occasionally pegged, and hovering around 5.6 knots on the averager. You watch the top gliders leave and two turns later, you're blasting along after them. In the distance, you see gliders circling under two clouds. One cloud has seven gliders milling underneath, although it is just starting to lose definition. You see a puff forming upwind of that cloud, smack on course. MC 5, flaps negative, stick forward. Bang! Seven knots! Crank in, and five turns later you're at cloudbase. Moving on!

You see many gliders converging on the next cloud on course. Thanks to your gangbusters climb, you find that you're chasing down the gaggle from above. The gaggle stops; your Flarm says they're climbing at 2.8 knots. Looking ahead, the sky is drying out somewhat, although there are still some wispy cumulus out there. You slow down and find yourself level with the top elements in the gaggle, 1000ft below cloudbase. There are no visible markers ahead.

What would you do? What should you do?

Most gliderpilots will initially flail their arms and say that more information is needed. That's fair, but I want to point out your default emotional reaction. I think that most gliderpilots would agree that this day is going *very* well. And I think that most gliderpilots would agree that upon hitting that 2.8 knot thermal, they would be rightfully agitated in staying.

The first reaction *would* be to move on, whereas it *should* be to stay.

Why should the first reaction be to stay?

Fundamentally, it is because the risk/reward incentives have radically shifted, meaning that it's highly improbable that the gangbusters run up until this point can be continued.

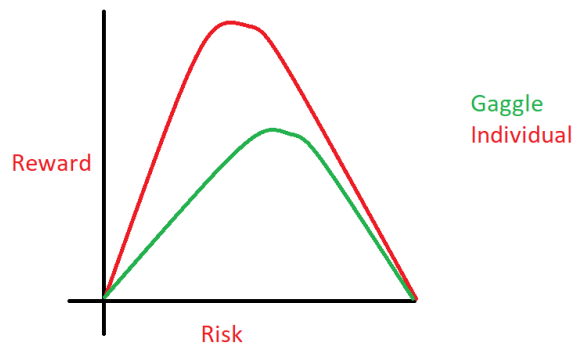
Gliderpilots have a hard time recognizing this shift because the highly tempting emotional reaction is "I am hot stuff" and "why it would be worthwhile to stay with these bozos". I will explore both the objective shift in incentives and the psychological effects that make it hard to recognize.

Actuality versus the cockpit experience

While your wonderful run has been quite successful, the pilots in the gaggle are experiencing a very different day. Unlike the 4, 5.6, and 7 knot thermals that you've had up until this point, they have had a much more difficult leg. Looking ahead, the gaggle sees conditions *worsening*. You ran down the gaggle thanks to not only your good fortune, but because the gaggle was flying more conservatively. Furthermore, you've benefited from the markers and avoiding the weaker thermals that the other pilots had taken.

Whether by luck or wisdom, you have exploited a bottleneck. The risk/reward curve for you, the individual was markedly different than for the rest and it worked out very well!

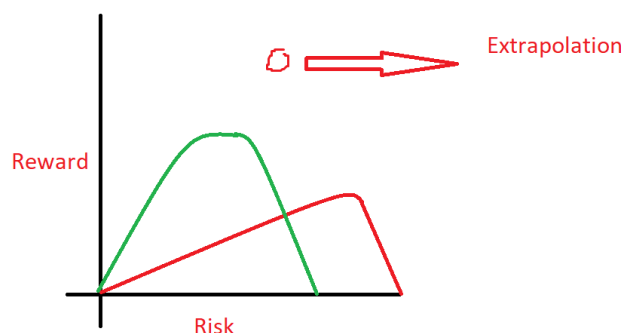
Graphed, it would look something like this:



Thanks to the benefits of **markers, stronger thermals and the gaggle being forced to downshift**, you were able to take a big gamble of starting late and got a big reward. Your curve was more negatively skewed, whereas the gaggle's was more positively skewed, with a lesser possibility of reward. This is the ideal competitive situation!

However, once the gaggle was caught, the situation completely shifts. No longer are there markers ahead to exploit and the lift is likely to be weaker and less consistent. This suggests that the risk ahead is much much higher, while the reward is a lot lower.

The risk/reward curve would look something like this:



The result is that continuing in the same manner is likely to get you into a lot of trouble. This is why many pilots having had a gangbusters run will often end up low and slow ahead and later get rolled by the gaggle or possibly even land out! The default extrapolation is that the past is an indication of the future *whereas it no longer is!*

As such, the incentives require the pilot to enter into a risk-mitigation mindset.

Psychological Reasons

Physiological basis for risk-taking behavior

Leading up to the bottleneck, the pilot is likely to be quite excited and physiologically aroused. This is a good thing as this state serves to kick the pilot into gear and improve his flying performance. However, the side effect is that excitation serves to bias the pilot toward risk-taking behavior. When the risk/reward curve is shifted in favor of risk-taking, this is good! But this becomes a big problem when the curve radically shifts and the pilot must cool down quick.

Hot/cold empathy gap

Furthermore, when a pilot enters a "hot" state, the pilot is incapable of realizing just how much their risk-taking preferences have shifted. Kind of like hypoxia, physiological arousal changes your perception of both your environment and self. Whereas on the ground you may realize that passing this gaggle is likely a bad idea, when you're in a "hot state", this is much more difficult. The clouds ahead may look juicier than they really are. In short, you will try to bend the risk/reward curve to your emotional state rather than the other way around.

Self-serving bias

Leading up to the bottleneck, the pilot is experiencing success after success. People have a tendency to attribute successes to skill and experience and failures to circumstance and misfortune. In turn, this creates the illusion that the gaggle is stupid and provides a good rationalization for passing them. However, it is much more likely that you set yourself up for a favorable gamble and you cashed in rather than being a much more superior pilot.

Error of extrapolation

I am going out on a limb on this one, but I think that people default to extrapolating trends. When we hit sink on a glide, the first thought is "Oh ****!!!! I am not going to make it!" Then a couple seconds go by and the prefrontal cortex realizes, "Oh wait, this sink isn't going to last forever! Just hang in there and you will be fine." The same thing goes for when things are going well.

If things are going well, the System 1 reaction is that things should more-or-less still keep going that way. Again, it requires an executive decision to stipulate that the assumptions have changed and to force yourself to change strategies.

To change strategies from optimization to risk-mitigation is tough. It requires denying yourself that wonderful high that you get when you're "winning" and accepting a defensive strategy. It requires deflating your own ego and realizing that you got lucky rather than that you are a much better pilot. And it must be quite deliberate since there are both physiological and cognitive factors that are working against your ability to make the necessary shift.

Remedies

Competition pilots must learn to monitor their competitors, the resulting incentives and *themselves*. When the risk/reward curve shifts, they must make the shift early and not allow themselves to blindly go off the risk curve.

Some strategies to employ include:

1) Set strategic objectives on the ground.

Is this a day to win or not lose? If it is a day to win, by how much? If you've mowed down the gaggle, congratulations you've probably won already! Announce to yourself that your objective is completed and this will make it easier to make the appropriate downshift.

2) Perfect is the enemy of good enough.

You don't necessarily need to earn 1000 points today. You don't need to get every mph of speed out of this day. Pursuing the absolute max out of the possible performance is likely to make you get stuck and eventually mowed over by the gaggle. If you're doing good, great! Don't try to be perfect.

3) Learn to parse out luck from skill.

When you get thoughts that, *I am really freakin' good*, be careful. Your competitors are also quite good and would likely be able to do exactly what you did if they were in the same position. At most, you can say to yourself, *I'm really freakin' smart!* And a smart pilot quits when he's ahead!

4) When you're in a "hot state", you cannot count on intuition to make a big shift.

Thanks to the errors of extrapolation and the physiological effects of arousal, any intuitive shifts will be incremental. To go from an optimization mindset to a defensive, risk-mitigation mindset requires an overt decision. It is difficult to make this decision, but it will keep you from losing a lot of points!

In all, it's a question of recognizing incentives and your own state. Learn to quit while you're ahead, rather than when you're down in the dirt, watching the gaggle mow you down!

Sunflower Seeds

January 11th - **Bob Hinson** and **Tony Condon** sanded on the Grob

January 20th - **Jimmy Prouty** and **Dave Pauly** finished the annual on the Pipistrel. **Tony Condon**, **Michael Groszek**, **Bob Hinson**, and **Dave Pauly** made great progress sanding on the Grob.

January 25th - **Tony Condon** sanded on the Grob

January 26th - **Tony Condon** sanded on the Grob

January 27th - **Kirk Bittner** towed. **Robert Estagin** ran wings and helped assemble. **Steve Leonard** (Ka6), **Tony Condon** (YYY), and **Matt Gonitzke** (6M) took tows. **Mike Ordingreff** (F8) and **Dave Pauly** (Pipistrel) self launched. Fair soaring conditions (for January!) with max altitude of 6,500 feet. **Steve** and **Tony** made it around the WSA Triangle.



Sanding Party on January 20th

Soaring Magazine

If you have not received your January *Soaring*, contact the SSA Office immediately at 575-392-1177

KSA Banquet

The KSA banquet was well attended and enjoyed by all. Thanks again to **Bob Blanton** for organizing the catering and **Brian Bird** for arranging the Cosmosphere. **Tony Condon** presented the travelling trophies with SSA State Governor **Jerry Boone** awarding the Rex Hamilton Memorial Trophy. **Steve Leonard**, Kansas state record keeper, recognized state records earned by **Mitch Hudson**, **Keith Smith**, and **Tony Condon**. Here are the trophy winners for the 2017 season:

Wooden Wings:

Bob Holliday- 142.4 Miles - Ka-6Cr

Mamie Cup:

Tony Condon - 566 Miles - Std. Cirrus

100 KM Speed:

Steve Leonard - 52.7 MPH - Ka-6Cr-PE

Dennis Brown Memorial 200 KM Speed:

Jerry Boone - 47.3 MPH - Zuni II

300 KM Speed:

Tony Condon - 56.6 MPH - Std. Cirrus

Curt McNay Pilot of the Year:

Tony Condon - 3505 Points

Henning Memorial Trophy:

Jerry Boone - 56.7 MPH - Zuni II

Praying Mantis:

Robert Estagin

Kansas Kowbell Klassic:

Jerry Boone - 93.8 Miles - Zuni II

Kansas Kowbell Klassic Konsolation:

Paul Sodmann - 31.2 Miles - SGS 1-35

WSA Triangle:

Tony Condon - 38 MPH - SGS 2-33A

Club Maintenance:

Bob Holliday

Tow Operations:

Jerry Boone

Rex Hamilton Memorial Trophy:

Tony Condon - National Record, Day win at World Championships

The Michael Wallace Memorial Scholarship



*An opportunity for a young student interested in aviation
to begin or further his or her flight training in sailplanes.*

This year, the amount of the scholarship grant is \$1,000.

You must be between the ages of 14-22, be a full-time student and have at least a 2.5 grade point average.

You must also show a strong desire to learn to fly.

This grant may give you a start on the road to becoming a glider pilot, and beyond.

The deadline for receipt of applications for this grant is March 15. The grant will be awarded by April 30.

For an application, call or write today.

Or download an application from www.cypresssoaring.org. Click on the "Scholarship" button.



Michael Wallace was a young man who was
always interested in airplanes.

He set his career goal at becoming an airline pilot.

He soloed in sailplanes at age 16, and earned his
private pilot glider rating at age 18.

He was proud to be a glider pilot.

This scholarship is offered in Michael's memory.



The Michael Wallace Memorial Scholarship Fund

1784 Muirfield Lane • Beaumont, CA 92223

APPLICATION FORM THE MICHAEL WALLACE MEMORIAL SCHOLARSHIP

Michael Wallace was a young man who was always interested in airplanes. He set his career goal at becoming an airline pilot. He soloed in sailplanes at age 16, and had earned his private pilot glider rating at age 18. He was proud to be a glider pilot.

On February 15, 2001, at the age of 18, he had just begun his training in powered aircraft when he and his flight instructor, and two other pilots, lost their lives in a mid-air collision over the harbor in Long Beach, California. This scholarship is offered in Michael's memory.

It is an opportunity for a young student interested in aviation to apply for a scholarship/grant to begin or further his or her flight training.

The Scholarship awards one or more grants each year for the purpose of flight training in sailplanes. This grant will be paid directly to the glider flight training organization the recipient chooses, and is to be used only for the purpose of providing glider aerotows, flight instruction, and aircraft rentals to the recipient.

WHO CAN QUALIFY

- The applicant must be between the ages of 14 and 22, and will not reach his/her 23rd birthday before April 30.
- Applicant must be a full-time student and have at least a 2.5 grade point average. Proof of current grades must be submitted with application.
- Previous flight experience is not required.

ENTRY DEADLINE

- Complete entries must be postmarked no later than March 15th. The Scholarship Grant will be awarded by April 30th.

JUDGING

- The applicants will be judged based on their desire to learn to fly. A one-page essay must be submitted by the applicant, explaining why he or she wants to learn to fly gliders, what goals he or she may have in aviation, and what career goals he or she may have for the future.
- Financial need will also be a consideration. The Applicant's financial resources will be compared to that of the other applicants for the same grant. Financial need will be determined based on this comparison.

APPLICATION

- A recommendation from a school teacher OR flight instructor/flight school is required.
- If you are chosen for this grant, you must select a soaring club or fixed base operator who provides glider flight instruction, and whose name will be co-written on the award check along with the recipient's name.

The Michael Wallace Memorial Scholarship Fund

Application Form

Application Date _____

Name _____ Birthdate _____ Age _____

Address _____ City _____ State _____ Zip _____

Phone _____ E-Mail address _____

School Attended _____ City _____ State _____ Zip _____

Grade or Year in School _____ Grade Point Average _____ (Attached last grade report or letter from school verifying current GPA)

Are you attending any aviation classes? ☐ No ☐ Yes What kind of class(es)? _____

Have you had any flight training? ☐ No ☐ Yes What type of aircraft? _____

How many hours of flight training have you had? _____ Have you soloed? ☐ No ☐ Yes

Do you hold any FAA Ratings? _____

Do you work? ☐ No ☐ Yes Employer _____ Phone _____

Approximate earnings per month \$ _____

Parents/Guardian:

Name _____ Relationship _____

Address _____ City _____ State _____ Zip _____

Phone _____ E-Mail address _____

Employer _____

Total annual household income from all sources: \$ _____

Consent statement by parent or guardian of a minor: I give consent for _____ to apply for the Michael Wallace Memorial Scholarship which will provide a grant for the purpose of glider flight training, and will consent to allow him/her to receive such flight training as deemed appropriate by a Certified Flight Instructor.

Signature _____ Relationship _____ Date _____

Teacher Recommendation:

Teacher's Name _____ Signature _____

School _____ Phone _____

Why do you recommend this applicant for this Scholarship Grant? _____

OR Flight Instructor/Flight School Recommendation:

Instructor's Name _____ Signature _____

School or Club _____ Phone _____

Why do you recommend this applicant for this Scholarship Grant? _____

Please give the name, address and telephone number of the glider club or flight school you would like to have receive this grant on your behalf should you be chosen for this scholarship.

Flight School or Club _____

Contact Person _____ Phone _____

Address _____ City _____ State _____ Zip _____

Please write an essay, one page in length, hand or type written, about your interests in aviation and in particular gliding. Tell us why you want this scholarship. Also explain any future goals you have in aviation, and also your career goals.

Mail to: The Michael Wallace Memorial Scholarship
c/o Arthur Wallace • 1784 Muirfield Lane • Beaumont, CA 92223

BasicMed Glider Towing

FAR Part 68 – Requirements for Operating Certain Small Aircraft without a Medical Certificate

(b) Upon successful completion of the medical education course, the following items must be electronically provided to the individual seeking to act as pilot in command under the conditions and limitations of §61.113(i) of this chapter and transmitted to the FAA—

There is no information in Part 68 that addresses the pilot privileges or limitations of flying with a BasicMed certificate. It just points to 61.113(i).

FAR 61.113 – Private pilot privileges and limitations: Pilot in Command

(g) A private pilot who meets the requirements of §61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultralight vehicle.

(i) A private pilot may act as pilot in command of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of §61.23(c)(3), and complies with this section and all of the following conditions and limitations:

(1) The aircraft is authorized to carry not more than 6 occupants, has a maximum takeoff weight of not more than 6,000 pounds, and is operated with no more than five passengers on board; and

(2) The flight, including each portion of the flight, is not carried out—

(i) At an altitude that is more than 18,000 feet above mean sea level;

(ii) Outside the United States unless authorized by the country in which the flight is conducted; or

(iii) At an indicated airspeed exceeding 250 knots; and

(3) The pilot has available in his or her logbook—

(i) The completed medical examination checklist required under §68.7 of this chapter; and

(ii) The certificate of course completion required under §61.23(c)(3).

There is no mention here of any additional limitations on PIC privileges for a Private pilot.

FAR 61.23(c)(3) – Medical Certificates: Requirement and duration.

(c) *Operations requiring either a medical certificate or U.S. driver's license.* (1) A person must hold and possess either a medical certificate issued under part 67 of this chapter or a U.S. driver's license when—

(v) Exercising the privileges of a student, recreational or private pilot certificate if the flight is conducted under the conditions and limitations set forth in §61.113(i); or

(vi) Exercising the privileges of a flight instructor certificate and acting as the pilot in command or as a required flight crewmember if the flight is conducted under the conditions and limitations set forth in §61.113(i).

(3) A person using a U.S. driver's license to meet the requirements of paragraph (c) while operating under the conditions and limitations of §61.113(i) must meet the following requirements—

(i) The person must—

(A) Comply with all medical requirements or restrictions associated with his or her U.S. driver's license;

(B) At any point after July 14, 2006, have held a medical certificate issued under part 67 of this chapter;

(C) Complete the medical education course set forth in §68.3 of this chapter during the 24-calendar months before acting as pilot in command of an operation conducted under §61.113(i) and retain a certification of course completion in accordance with §68.3(b)(1) of this chapter;

(D) Receive a comprehensive medical examination from a State-licensed physician during the 48 months before acting as pilot in command of an operation conducted under §61.113(i) and that medical examination is conducted in accordance with the requirements in part 68 of this chapter; and

(E) If the individual has been diagnosed with any medical condition that may impact the ability of the individual to fly, be under the care and treatment of a State-licensed physician when acting as pilot in command of an operation conducted under §61.113(i).

(ii) The most recently issued medical certificate—

(A) May include an authorization for special issuance;

(B) May be expired; and

(C) Cannot have been suspended or revoked.

(iii) The most recently issued Authorization for a Special Issuance of a Medical Certificate cannot have been withdrawn; and

(iv) The most recent application for an airman medical certificate submitted to the FAA cannot have been completed and denied.

There is no mention here of any limitations on PIC privileges for a Private pilot.

FAR 61.69 – Glider and unpowered ultralight vehicle towing.

(a) No person may act as pilot in command for towing a glider or unpowered ultralight vehicle unless that person—

(1) Holds a private, commercial or airline transport pilot certificate with a category rating for powered aircraft;

There are a number of requirements, but there is no mention of restrictions of limitation in 61.69 related to medical certificate.

The Umphres legal interpretation:

In the next to last paragraph: “Accordingly, 61.113(g) permits a private pilot to act as PIC for compensation or hire of an aircraft towing a glider or unpowered ultralight vehicle,”

Summary: There is nothing in the regulations related to BasicMed that changes the private pilot glider towing privileges.

SUNFLOWER GLIDERPORT

Est. 1976

The Bill Seed Soaring Scholarship

The Sunflower Soaring Foundation provides scholarships to support soaring as part of its actions as a non-profit activity. This scholarship provides training at Sunflower Gliderport and Aerodrome so that qualified youth are given the opportunity to obtain glider pilot licenses that permit participation toward growth and development in all phases of soaring flight.

Bill Seed was the original owner and operator of the Sunflower Gliderport and Aerodrome. Bill supported soaring at the local, regional, and national level since the creation of the Sunflower Gliderport. This scholarship was created in the spirit of selflessness demonstrated over the many years by Bill.

The scholarship is awarded yearly to a 14-22 year old non-pilot full time student with a minimum 2.5 GPA. The application requires an essay, which must present a convincing argument that the applicant desires to participate in soaring and has an appreciation for the nature of the sport and the effort required to obtain proficiency. The essay must be of a high quality that demonstrates communication skills. Applications must be received not later than April 1st 2017. The award will be announced by April 30th. The recipient may not reach their 23rd birthday prior to September 30th 2018.

The award will consist of one year membership in SSA & Club Dues, Tow fees, Glider rental, and Instruction fees. The scholarship will be extended one year if the student has demonstrated consistent progress toward the glider pilot license goal.

The winner must participate in the SSA ABC badge program as they progress.

Applications may be obtained from and returned to the Sunflower Soaring Foundation Secretary:

Tony Condon
911 N Gilman
Wichita, Kansas 67203
abcondon@gmail.com

Sunflower Soaring Foundation
Bill Seed Soaring Scholarship Application

Date_____

Name_____Age_____

Address_____Street_____DOB_____

_____City_____Gender_____

_____State_____Zip_____E-Mail_____

School of enrollment_____Grade_____GPA_____

Expand answers onto separate pages if necessary. Attach Essay to this application.

Flying Experience

Experience associated with soaring

Soaring Goals

Other related Aviation Activities

Other activities, honors, and awards

Financial Need

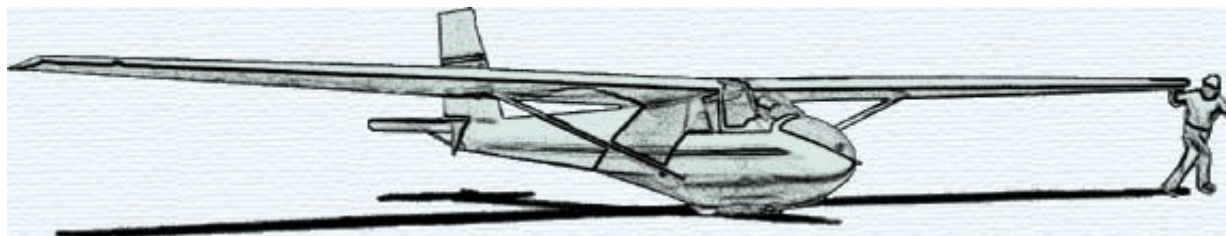
Recommended by_____SSA#(not req'd) _____Date_____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting

February 10th 6:00 PM

Hutchinson Community College

Science Center Room 103

Adjacent to Cosmosphere

Ridge & Wave Soaring in Talihina, OK

SSA Calendars - \$10

KSA Dues - \$100