



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

December 2011

Editor: Tony Condon

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President's Notes

Can you believe that December is already upon us? Seems like yesterday, we were enjoying an honest climb in a strong thermal. Flying may be over, but KSA is not in hibernation.

The Fall Work Day was well attended. Thanks to **Lauren, Doug, Gerry, Jerry, Bob, Neale, Steve, Matt, Mike, Jared, Bob P, Dave, Bob H, Keith, Brian, KC, and John**. We cleared brush, cut down weeds, cleared some runway, evicted pigeons, winterized bathrooms, and installed a door. Special shout out to my wife **Kinsey** for delivering lunch to the hungry workers.

Even though we accomplished a lot, there's more to be done. The fire house still needs a roof repair, and there's about a mile of runway to clear grass from. The best way to get a lot accomplished is to schedule a day or two and get 20 people out to work. Stay tuned for future "chain gang" work opportunities.

In January, we have the opportunity to celebrate the amazing flights and other accomplishments from the 2011 season. And there's food. But we can't celebrate if you don't tell us about your flights. You need to submit award applications and flight documentation before it's too late. See the articles further down for more information about the banquet and the awards.

Last month, I talked about being at the beginning of a turning point in KSA and Sunflower's history. I am happy to report that we are taking our first steps towards a new future. See the article about changes to when you will need to pay KSA dues. Your board is developing a facilities plan for Sunflower. I am meeting with a construction company to talk about the runway later this week. We are through the gate and heading out on course.

I hope that all of you will have an opportunity to enjoy time with family and friends this holiday season. And if you have been a very good boy or girl, maybe Santa will leave the keys to an ASG-29 under the tree.

Happy landings,

Andrew

From the Editor

Well I managed to get last months edition out with only a few hiccups. Many of you may have noticed that I incorrectly listed the date of the banquet as January 12th. This is not the case! As reported in multiple places here and corrected on the online version of the November *Variometer*, the awards banquet is January 14th at the Cosmosphere in Hutchinson. I, for one, am really looking forward to it. I hope you enjoy this months newsletter and keep sending ideas and articles.

Tony

KSA CALENDAR

2011

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

December 10th – 7:30 pm KSA Meeting at NIAR – James Wiebe and Belite Aircraft

2012

January 14th – 2011 KSA Awards Banquet - Cosmosphere, Hutchinson, KS

February 2nd - 4th - SSA Convention, Reno, NV

February 11th – 7:30 pm KSA Meeting at NIAR

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

April 14th – 7:30 pm KSA Meeting at NIAR – Annual Safety Talk

June 9th - 16th - Region 9 Club/Modern Class Super Regional - Moriarty, NM

June 10th - 21st - Open Class Nationals - Minden, NV

June 18th - 29th - Sports Class Nationals - Parowan, UT

June 30th - July 7th - International Vintage Sailplane Meet - Elmira, NY

July 7th - 50th annual Kansas Kowbell Klassic

June 25th - 29th - WSPA Seminar, Chilhowee Gliderport, Benton, TN

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

Weekend Warrior Results

The Weekend Warrior contest for 2011 finished up on the last weekend of October with the “Last Man Down” task. The day was marginally soarable and making the minimum required 30 minute duration was possible. Several pilots made more than one flight to try to ensure they were the last to land but there could only be one. See Sunflower Seeds in the November *Variometer*. As in 2010, **Keith Smith** was the last to land this year in Tinkerbelle the PW-5. **Keith** and **Tony Condon** both landed a few minutes apart after exactly 30 minute flights to end the day. Here are the scores from the final contest weekend:

| Task 6: Last Man Down | | | | | | |
|--------------------------|----------|---------|---------|---------|-------|-------|
| Sunday, October 16, 2010 | | | | | | |
| Contestant | Glider | Takeoff | Landing | Time | Dtime | Score |
| Smith, Keith | PW-5 | 15:52 | 16:22 | 00:30.0 | 0 | 1000 |
| Condon, Tony | Cherokee | 15:42 | 16:12 | 00:30.0 | 10 | 950 |
| Brown, Dennis | Mosquito | 14:19 | 15:26 | 01:07.0 | 56 | 824 |
| Wilkus, Dave | Diamant | 14:10 | 14:56 | 00:46.0 | 86 | 794 |
| Condon, Tony | Cherokee | 13:49 | 14:44 | 00:55.0 | 98 | |
| Smith, Keith | PW-5 | 14:50 | 15:31 | 00:41.0 | 51 | |

Final Results for the 2011 Weekend Warrior Contest are as follows. Congrats to **Steve Leonard** for being the 2011 Weekend Warrior Champion!

| Overall | Contestant | Gliders | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | Task 6 |
|---------|------------------|-------------------|--------|--------|--------|--------|--------|--------|
| 2025 | Leonard, Steve | Zuni II, Nimbus | 1000 | 0 | 1025 | 0 | 0 | 0 |
| 1844 | Peters, Andrew | LS-3 | 0 | 0 | 744 | 0 | 1100 | 0 |
| 1788 | Holiday, Bob | Ventus 2b | 986 | 0 | 802 | 0 | 0 | 0 |
| 1741 | Condon, Tony | NG-1, Cherokee II | 0 | 0 | 791 | 0 | 0 | 950 |
| 1000 | Smith, Keith | PW-5 | 0 | 0 | 0 | 0 | 0 | 1000 |
| 951 | Colclasure, Matt | K-6CR | 0 | 0 | 0 | 0 | 951 | 0 |
| 850 | Bird, John | K-6CR | 0 | 0 | 850 | 0 | 0 | 0 |
| 824 | Brown, Dennis | Mosquito | 0 | 0 | 0 | 0 | 0 | 824 |
| 794 | Wilkus, Dave | Diamant | 0 | 0 | 0 | 0 | 0 | 794 |
| 697 | Turiano, Tony | SGS 1-35 | 0 | 0 | 697 | 0 | 0 | 0 |
| 693 | Pfiever, Neal | K-6E | 0 | 0 | 693 | 0 | 0 | 0 |
| 443 | Boone, Jerry | Zuni II | 0 | 0 | 443 | 0 | 0 | 0 |

Changes to KSA Dues

by **Andrew Peters**

Article III of the KSA constitution authorizes the Board of Directors to establish the membership dues and directs the KSA to collect the SSA dues of its members. The Board of Directors have been discussing changes to how much and when dues should be collected. The good news is the amount of dues for 2012 is not changing. The bad news is KSA will be collecting 2012 dues at the beginning of the year. This is a change from the May deadline previously used.

Notices will be sent out to all current members to collect \$64 for SSA and \$16 for KSA, with a due date of January 31st. A second notice will be sent to those that don't pay by the end of January. After February 28th, if KSA has not received payment, you will receive a letter telling you will no longer be able to receive the benefits of being a KSA member.

Your SSA membership cycle will remain June 1st to May 31st. Members that currently maintain their SSA membership on their own will have to pay the KSA portion of the dues.

Why are we doing this? There are two main reasons.

First, the weekend duty roster (Tow Pilots, Launch Line Manager, and CFG) is published in April. This past year, several folks that we were counting on to fulfill their assigned days dropped their KSA membership in June. This left several holes in the schedule that were difficult to fill.

Second, being an SSA chapter requires some additional paperwork at the time of renewal. If you are late paying your KSA/SSA dues, Neale has to fill out a form removing you from our Chapter roster. Then, when you pay your dues in June, he has to fill out another form to reinstate you on our Chapter roster. Not that I want you to take advantage of the additional three months of lead time, but this should help make Neale's job a little easier.

By collecting membership dues in January, we will know who we can count on for the Duty Roster and we will know who to include on our SSA Chapter roster.

Remember the good news; there will be no increase in the KSA portion this year!

Sunflower Seeds

November 13: **Tony Condon** started the day off towing with **Matt Gonitske** doing 6 solo flights in the 2-33 and **Leah Condon** running wings. **Bob Hall** arrived and ended up doing a total of 3 flights in the 2-33. **Bob Holliday** flew up in his little airplane and took over towing duty while **Rich Stone** did 3 flights in the Ka-6 and **Anthony Geide** had 3 dual flights with **Tony**. Also seen at the airport was **Bob Park**, **KC Alexander**, **Steve Leonard**, and a large contingent from the Geide family. **KC** and **Steve** were continuing jobs from the work day, **KC** finishing up the door to the firehouse and **Steve** was lighting fires when I left. **Rich**, **Leah**, and **Tony** got the Ka-6 in the trailer for the winter.

November 20: **Tony Condon**, **Anthony Geide**, **Matt Gonitzke**, and **Bob Hall** thought about flying, and then saw the forecast 38°F high temperature and decided to stay inside where it is warm.

Sunflower Work Day

Matt Gonitzke provides the following report from the Work Day on November 5:

- Bathrooms cleaned and winterized.
 - Grass mowed all around tower building, sticks, leaves, etc. cleaned up
 - Several bushes and trees removed that were too close to tower building, and all others trimmed. There are still several more that are very close to the building, but there is also a power line in the way. **Dennis Brown** and I hauled 6-7 trailer loads of tree debris to the brush pile.
 - Most of the broken glass from the tower windows has been cleaned up.
 - Ramp area had grass growth cut down/removed.
 - Runway had grass removed from cracks over part of its length, at least. I think some cracks were sealed, but not sure...ask **Andrew Peters**. At lunch we were discussing methods of successfully killing/removing grass in cracks before sealing them.
 - Runway was swept off after **Andrew** and **Jerry Boone** got the sweeper to run.
 - It was WAY too windy to touch the roof on the firehouse, but it appears that **Steve Leonard** brought a new door and some wood and stuff to fix the roof at a later date.
-

I know that since the work day, **KC Alexander** and others (**John Wells?**) have worked on the door on the firehouse. **Steve** is planning on putting together a crew to work on the roof of the firehouse when the wind is reasonable. If the weather is looking good and you can get back out to Sunflower to do some work, put out an email on the Soar-Kansas Yahoo group to put together a team!



Mike Logback mowing the grass around the tower

20th Annual Frostbite Regatta

Several KSA'ers participated in the 20th Annual Frostbite Regatta, hosted the first weekend of November by the Wichita Rowing Association. **Ron Blum** volunteered for the event, driving an outboard boat with a racing official all day. **Tony Condon** volunteered running the start line in the morning (doing his best Charlie Spratt impersonation) and processing race results in the afternoon. KSA members who raced were **Leah Condon** and **Anthony Geide**. **Leah** was in three races, placing first as the coxswain in a Women's Masters 4+, and rowing to second in a Women's Open Double and 10th of 13 (the only non-collegiate boat) in the Women's Open 8+. **Anthony** rowed in the Mixed Open 8 in which the WRA entry placed 10th of 28, the highest placing by a non-collegiate boat. The regatta was organized this year by Jay Pfeiffer (**Neal Pfeiffer's** brother) and we enjoyed yet another year of almost perfect weather!



Leah Condon, facing the camera in the near boat, passes a crew from Oklahoma City on her way to a 1st place finish.

Anthony Geide and the WRA Mixed 8+ crew heads for the finish.



Awards Banquet

By **Andrew Peters**

You are formally invited to the KSA Awards Banquet, to be held January 14th at the Kansas Cosmophere in Hutchinson. Gathering will begin at 5:30 with the buffet opening at 5:45pm. The awards will begin at 6:30pm. Admission to the Cosmophere is included in the price of the meal, a \$12 value, so come up early and enjoy an amazing collection of aerospace artifacts.

The menu for the meal includes parmesan chicken, pork tenderloin, cheese ritzy potatoes, green beans, salad, and cake. The cost of the meal is \$17, if you sign up before the event, or \$20 at the door. There will be a sign up sheet at the December meeting. So, please remember to bring a check or some cash and sign up for the banquet. You can also RSVP at apsoars@yahoo.com. One of our new members, **Matt Gonitzke**, has agreed to put together a slide show with photos from the past year. Please email any photos you may have taken to matt.gonitzke@gmail.com. Or, you can bring them to the December meeting on a CD or thumb drive.

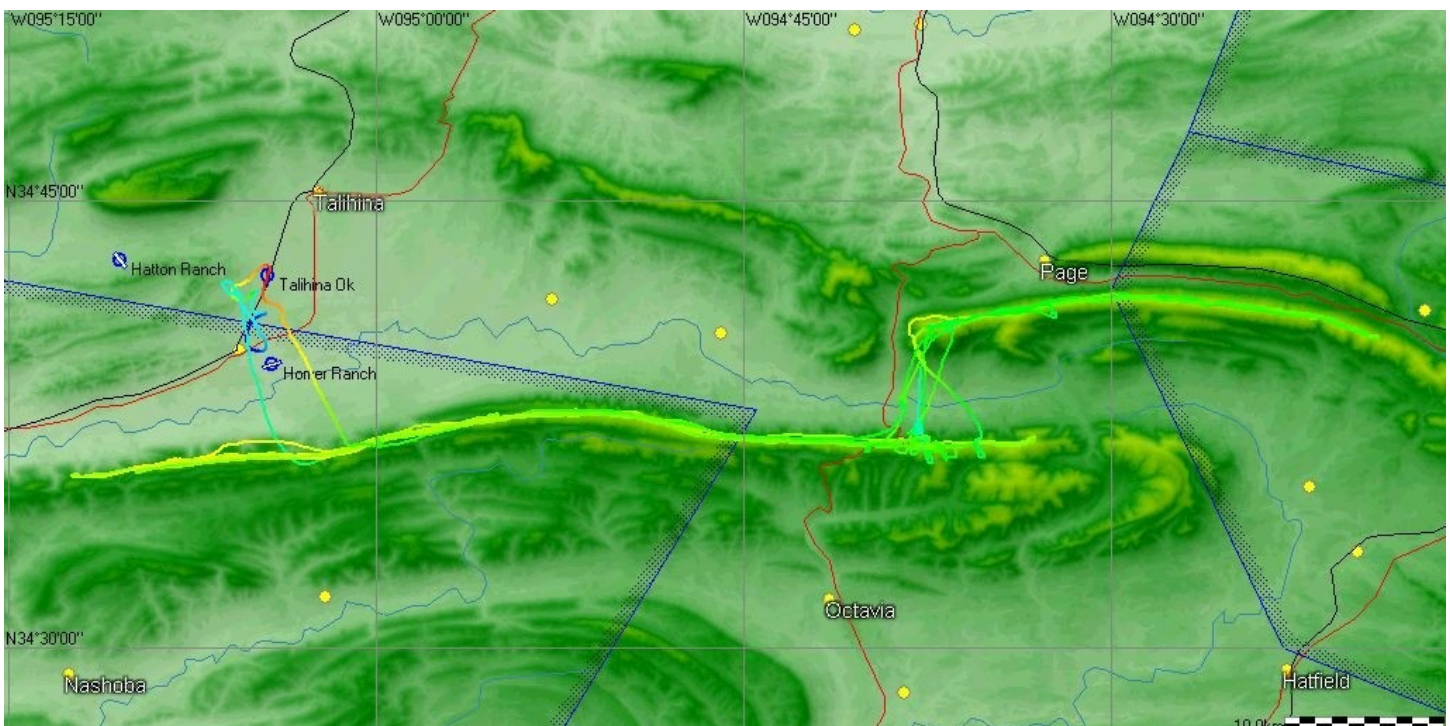
Also, we like to hand out certificates of achievement for accomplishments that may not qualify for a traveling trophy. These include: first glider solo, adding a glider rating, checking out in a new aircraft, exceptional crewing during a retrieve, etc. If you would like to receive a certificate, or recognize someone else's achievement, please send me information. apsoars@yahoo.com.

I think it is going to be a fun evening, please make plans now to join us.



OLC Report

Bob Holliday wasted no time getting off to a good start for the year. He took the PIK-20E down to Talihina, OK on November 3rd and had a nice long flight on the ridges, racking up 464 km! The flight was one lap on the Kiamichi Ridge followed by three laps on the Kiamichi with jumps upwind to the Rich Mountain ridge. Nice work Bob!



December Meeting Speaker Bio:

James Wiebe

James and Kathy Wiebe previously developed and marketed digital forensic computer storage devices as the founders of Wichita-based enterprise, WiebeTech LLC. After successfully selling the company to the Vancouver, Oregon, based CRU-Dataport, they acquired the tooling, existing parts and manufacturing rights of an older aircraft in March of 2009. James immediately began improving and reinventing this design, and has created the new Belite aircraft.

James is an avid pilot, having begun his flying career at Cessna Aircraft as a summer intern in 1978. James recalled that he was unable to join the flying club, due to the waiting list at that time. He was unexpectedly moved to second shift in the middle of the summer, and as a result, was able to start his pilot training. Two months later he passed his check ride.

James has combined his passion for flying with the creativity and experience he demonstrated in his previous business ventures. He has developed new lightweight processes which he has incorporated into the Belite airplane's structure to keep the Belite well below the 254 pound limit specified in FAR Part 103.

At EAA (Experimental Aircraft Association) AirVenture 2011 (Oshkosh) James was awarded the prestigious "Dr. August Raspert Memorial Award" for outstanding contributions to the advancement of the design of light aircraft and the Experimental Aircraft Association. *(Editors Note: Many of you probably know, but Dr. Raspert was head of the Aerophysics Department at Mississippi State which for many years did research on improving sailplane performance. One of his students was Dick Johnson)*

In October 2011, the Belite Aircraft was featured on Discovery Channel's "MythBusters," where the myth was confirmed that a duct-taped aircraft can fly. A Belite Aircraft performed the feat, and James flew the plane.

More info on Belite aircraft can be found at www.beliteaircraft.com

Member Accomplishments

Tony Turiano: Gold Altitude and Gold Badge approved, earned in Colorado in his bright Orange SGS 1-35 (*Soaring* cover November 2009 and November 1984). **Tony** joined KSA so that he could fly Kowbell 2011 (4th place, 231 miles to Sharon Springs) as he trailered the glider from Florida to Colorado for some altitude flight attempts.

Aerobic BLISS!

by Rafael Soldan

I had a very special reason to load the shopping bag with a few extra firecrackers, sparklers and flying spinners on Independence Day 2010. I was also celebrating my first glider purchase and my new dependence : a gorgeous Start+Flug H-101 SALTO

My search for an aerobatic glider with decent soaring performance had begun the year before. At that time I had done extensive research on the Pilatus B4-PC11 and was actively searching for one. After searching for most of the year I located a Pilatus in Canada. A few hours away from closing the deal, I received a call and before I could say "Hello!" his voice took over with excitement:

"Hurry, Check Wings and Wheels... you won't believe this"

It was my best friend, Mikhael Ponso, and he was just as excited as I was with a new glider on the way because he would be able to use his "Best Friend Badge" to fly it.

To my surprise a very sad looking SALTO needed a new home. It did not take much to convince me that we could give her smile back. That was just a couple of days ago. Now thrilled with my purchase I was on the road heading back home watching some of the post 4th of July fireworks light the sky.

The goal was to attend the 2010 U.S National Aerobatic Championship in Denison, Texas in September. That gave us a little less than 3 months of practice in the new ship after all the paper work was completed. Aerobatics on the SALTO were very gentle compared to our Club's ASK-21. The lighter control inputs and faster response brought a new joy to soaring and to the aerobatics. It was exciting to discover all the new capabilities and learn how to perform all the aerobatic figures again and with more finesse and performance. To my surprise the V tail did not make much of a difference in the flying other than when performing a hammerhead. But in my opinion, no airplane had enough rudder deflection when performing this aerobatic figure. I was a happy camper.



Enjoying the sunset after a practice day at (KEGT) Wellington Municipal Airport, KS

This was our second year participating on the U.S. Nationals. Ponso decided to enter the Intermediate Category since he had more flight experience in glider aerobatics. I decided to tackle Sportsman Category. By competing in different categories we would not have to hear each other bragging for another full year and, most importantly, we would compete with the United States Air Force Academy in both; the only two glider categories being flown in 2010.

Unfortunately the weather did not cooperate and the rain changed the schedule. The unlimited power category had the biggest priority since they were choosing the U.S Team for the worlds. This meant that we had only flown two of the three sequences (Known and Free) and the forecast indicated that our contest was about to end a little early this year. Without a third flight our scores were high enough to guarantee a first place in our respective categories. We were ecstatic!

We decided to have an early celebration at lunch. That evening we received a call from the contest director indicating that according to the Policy and Procedures Manual of the International Aerobatic Club (IAC) we were both not eligible to win a national championship title. The reason being that we are were not U.S. citizens. The news left us alienated and in a state of disbelief. After some research we found that the IAC PPM book did in fact state that only U.S citizens were eligible to win a national title. Since this manual is seldom used by the members we were not made aware of this rule during the registration process and it caught a few others by surprise too. We learned that another competitor was not able to win her second place title in the sportsman power category either. We felt defeated. The only option at this point was to accept reality and show some sportsmanship. We were very sad that all our efforts and intense labor did not conquer the national title but we were cheerful that we were able to get this far and have a week of fun doing what we love: Flying and laughing with friends!

To our delight we were not the only ones upset about this rule. During the awards banquet we had the most pleasurable and unexpected experience. As the glider awards were being given to the new 2010 winners, the United States Air Force Academy, they in turn presented us with the trophies. They walked to our table and placed the big trophies in our hands in a very sincere gesture. I was extremely touched and accepted the offer right away. Being able to hold the trophy and take it home was a joy for both of us. Even though we were not awarded with the official national title, this gesture was the best award I had ever received from anyone. Later we had the opportunity to exchange some gifts and received the 94th FTS patch, which I always make sure to keep it close to the trophy as a reminder of that unforgettable day.



Although we are not citizens of the United States we have spent most of our lives in this country. Aviation is a big part of our lives and we are always happy to share it with others. I always felt that the aviation community is one big family and I am thankful to be part of such a great community and to have experienced many opportunities in my flying endeavors.

The Immigration process has been a very long path to both of us, and to many other foreigners that try to call the U.S their home country. Given that I still have a few more years to go until my citizenship status arrives, experiencing such a special award from the young men and women of the USAFA assures me that the long wait is worth every minute of it. Until then, I am still a lucky man.

RULES FOR KSA FLYING AWARDS, 2011

Unless otherwise noted, the following applies to all awards:

Awards are to be made for flights with departure points in Kansas.

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell Classic.

No altitude gate is required.

Handicaps, when they are used to evaluate competing pilot accomplishments while flying different sailplanes, will be the current handicaps used by SSA. For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors. For the 2011 season, the SSA 2011 Handicap list, as amended/added to below, will be used (the 2011 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

When handicaps are used, an additional factor will be applied to any flight if the aircraft is carrying inflight disposable ballast (water) at takeoff. The additional factor will be multiplying the original handicap by .92

Turnpoints will be photographed

The camera does not need to be mounted. Handheld is OK.

No specific film type or processing is required.

Only photographs pertinent to the flight need be submitted. An uncut film strip is not required.

Contest style turnpoint photos can be used for any turnpoint in the KSA turnpoint book.

FAI style photos can be used for any turnpoint.

GPS ground tracks may be submitted in lieu of photographs for any task. The track must have the date and pertinent times displayed on it. It is preferred that the track be submitted in the IGC format. On declared tasks, the ground track must show that the flight path went around the outside of the turnpoint. On pilot selected tasks, the ground track must show that the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

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

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

Mamie Cup

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

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

KSA Flying Horse (Silver)

Awarded for the best speed achieved around a 100 KM pre-declared closed course with a maximum of two turnpoints.

KSA 200 KM

Awarded for the best speed achieved around a 200 KM pre-declared closed course with a maximum of two turnpoints.

KSA Flying Horse (Gold)

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

KSA Handicap Score Trophy (Pilot of the Year)

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

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

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

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

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

Cumulative Speed Trophy (Charles Henning Award)

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

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within $\frac{1}{4}$ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

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

Preying Mantis

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

Submit your applications to Steve Leonard, zuni228@yahoo.com

2011 KSA AWARDS INFORMATION SHEET

Pilot's Name _____ Date _____

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

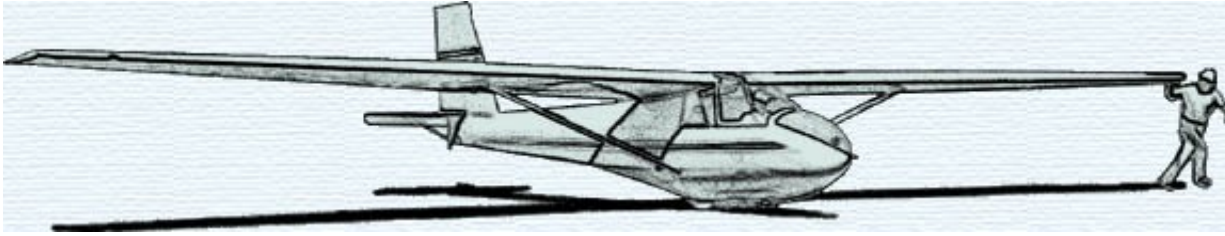
Documentation required for all flights, per rules published in The Variometer.

*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



MONTHLY KSA MEETING

Belite Aircraft

James Wiebe

Saturday December 10th, 2011

7:30 PM

Room 307

NIAR Bldg at WSU

Bring your travelling trophies!

A few 2012 SSA Calendars still available — \$9