



**PUBLISHED TO RECORD
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OF THE
KANSAS SOARING ASSOCIATION**

June 2012

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Dave Blanton's LK-10 in the pattern at Strother Field. Photo from the cover of the March 1960 *Soaring*

Notes from the President

Well, the 2012 season is here! Thanks folks for all your hard work. The runway is in the best shape its been in for a long while. The weeds are mostly brown. The airplanes are clean, the hangar is too. We had a wonderful cookout in May. Don't forget the next one is June 9th. Please bring a side dish to share.

Folks are flying. Memorial day, we had 19 tows. **Chris Swan** pitched in to tow, so I could instruct, and **David Kennedy** did a wonderful job managing the launch line. We have several folks with new gliders - ask **Steve** about his latest sailplane. And there are several new faces getting training.

Above all, let's make sure safety is everyone's number one goal. Remember to always fly the plane. Stay in position behind the tow plane. Perform positive control checks and critical assembly checks before you fly. Don't stretch your final glide. Maintain safe flying speeds and keep your turns coordinated. Ask for instruction if you feel you need a refresher. Set personal minimums for winds, altitudes, etc. And abide by them.

Volunteer Opportunities

We're looking for volunteers to help provide glider rides at fly-ins this month. We need tow pilots, commercial glider pilots checked out in the Grob, wing runners, and someone to take the money and collect rider contact information. June 9th is Kingman, contact **Mark Schlegel** pmschlegel@terraworld.net. June 16th at Strother Field, Winfield KS, contact **Chris Swan** clsjets@gmail.com.

Summer Soaring Camp

Several of people have expressed an interest in participating in a soaring camp during the week this summer. Well, now its time to commit! **Brian Bird** has agreed to coordinate a camp the week of June 18th. But, he can't do it alone. He will need assistance from tow pilots, other instructors, students, and anyone else that might want to help. If you are not already a glider pilot, this would be an excellent opportunity to accelerate your training. The goal of the camp is to take you from start to solo or from solo to checkride. Please contact **Brian**, birdb@hutchcc.edu, if you are interested in attending or if you can volunteer to help.

That's all I have for now.

Happy Landings,

Andrew



Gavin Smith graduated on May 12th from WSU with a degree in Aerospace Engineering.



Dennis Brown shows off his awards from the Midwest Slope Challenge RC soaring contest at Lake Wilson. He took 1st place in One Design and Warbird Racers

Weekend Warrior Contest

by **Andrew Peters**

For complete Weekend Warrior rules see the April 2012 *Variometer*. Here is the description for the June task, Modified Assigned Task!

June 9-10th – Modified Assigned Task (MAT)

The Modified Assigned Task (MAT) is a type of speed task used in glider US glider competitions. Some parts of the task are assigned by the Contest Director. Other parts of the task are up to the individual competitors.

For the WWC, here is the MAT task:

Minimum Time: 2 hour

Start Point: Overhead Sunflower

Maximum Start Height: 3500' AGL x your Handicap (e.g. 1582' + 3500' x 0.915 = 4785' MSL)

Maximum number of turn points: 11 (does not include start or finish points)

Repeating turn points is acceptable.

Photos: Must be taken looking back towards Sunflower.

GPS: Must go to the far side of the turn point from Sunflower.

Finish Height: 500' AGL minimum (2082' MSL with current Hutchinson altimeter setting.)

Turn point files can be found at <http://soaringweb.org/TP/NA.html#US> for Hutchinson, KS. The list of turn points is also included in the April 2012 *Variometer*.

Task Explanation

The start will be over Sunflower (plan to cross the runway or imagine a line from the tower to the wind sock to cross on your way to the first turn point.) Note your time crossing the start line. Also, remember that the maximum start height is 1582 + 3500 x your handicap. You need to cross the line below this altitude. Call in your start time on 123.5.

Fly to the far side of the turn point (reference Sunflower), take a photo or use GPS. Proceed to the next turn point of your choosing. Make sure you record the turn point name/number and the order that you arrive at them. Repeating turn points is acceptable. Continue to fly to turn points until the minimum time has passed since your start. You must return to Sunflower to receive speed points.

You can only list 11 turn points, not including the start and finish points. Remember, if photos are being used to verify your task, you need to be oriented looking back at Sunflower and the landmarks must be distinguishable on Google Earth or Google Maps. Your distance will be the total of the distances between all the turn points you declare after the flight.

Your distance will be divided by time to compute your speed. If you return before the minimum time, your distance is divided by the minimum time. If you fly longer than the minimum time, your actual time flown is used.

Low finishes are not going to be encouraged. Therefore, you should plan on arriving back overhead Sunflower no lower than 500' AGL (2082' MSL). If anyone observes unsafe or low finishes, disqualification or penalties may result.

July 7-8th – Free Distance

The Free Distance task goes back to the old glory days of soaring, where the goal was to fly as far as possible, in any direction you chose, and not come back to the original point of departure. This task coincides with the Kowbell, whose rules appear earlier in this issue. For the WWC, there are some additional scoring opportunities. If Sunday qualifies for the Konsolation, your Konsolation task distance will be added to your free distance flight.

Scoring:

The person flying the longest handicapped distance will receive 1000 pts. Scores for the other competitors will be a percentage of the winners, based on the ration of the handicapped distances. Landing at an airport will result in a 25 point bonus. The other bonus point oportunites also apply (see general rules.) Konsolation distance will be added to any additional free distance miles.

Landing location needs to be submitted to the Scorer by midnight Monday, July 5th. Latitude and Longitude, airport identifier, etc. A logger is not required, but there must be some means to verify your landing location.

From the Editor

Just a few things this month. Thanks again to all contributors. Big thanks to **Steve** who shared his collected history of the Kowbell. It's just over a month away but I know I'm looking forward to the 50th year of this great soaring contest. Also, there are a few openings in the duty schedule, so if you are able to fill them please let **Andrew** know and post something on the Soar-Kansas Yahoo group.

2012 KSA CALENDAR

June 9th - Kingman Fly-In - Contact **Mark Schlegel**, 316-641-5093, if you can help

June 9th - KSA Meeting, Cookout at Sunflower

June 9th - 10th - WWC: MAT

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

June 16th - Fly In at Strother Field, Afternoon/Evening Hangar Party hosted by **Chris Swan & Jeff Beam**

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

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

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

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

July 7th - 50th annual Kansas Kowbell Klassic

July 7th - 8th - WWC: Free Distance

July 9th - 18th - 1-26 Championships/13.5 Meter Super Regional - Texas Soaring Association, Midlothian, TX

July 13th - July 20th - Soaring Society of Boulder XC Camp, Dalhart, TX - Contact Joe Brack, Kpolar@aol.com

July 14th - KSA Meeting, Cookout at Sunflower

July 28th - August 19th - World Gliding Championships: Open, 15 Meter, 18 Meter - Uvalde, TX

August 11th - KSA Meeting, Cookout at Sunflower

August 11th - 12th - WWC: Prescribed Area Distance

August 18th-19th - IAC Chapter 15 Harold Neumann Barnstormer Aerobatic contest - Olathe, KS

September 8th - KSA Meeting, Cookout at Sunflower

September 8th - 9th - WWC: Lap Race

September 23rd - 29th - US National Aerobatic Contest, Denison, TX

September 27th - 30th - Vintage Rally - Wichita Gliderport, Wichita, KS

October 27th - 28th - WWC: Last Man Down



Here are a few pictures taken by Paul Cordell from the 1979 Standard Class Nationals held at Sunflower. On the left is a pilots meeting in the building connected to the Tower, and on the right the trailer tie down area, from the Tower.

Strother Seeds

May 8th: **Jeff Beam** flew the Apis for 2:30, **Chris Swan** towed. Max altitude 8900 MSL

May 9th: **Chris Swan** flew the Russia for just over 2 hrs (his first 2+ hr flight!). **Jeff Beam** towed.

Member Achievements

Mike Logback - A Badge awarded for his solo flight last fall

Robbie Grabendike - First Airplane Solo in the family 182

Charles Pate - Renewed his DPE Authorization, which is good news for everyone!

New Gliders

Rafael Soldan and **Tony Condon** bought a Standard Cirrus, "Kate". **Tony** and **Leah** drove to nearly Cleveland, OH and back to get it.

Steve Leonard had quite an adventure going to Canada and back to get the newest addition to his fleet, a Schleicher ASW-12. It is one of only 15 that were built.

May Weekend Warrior Results

Pilot	Glider	Altitude Gained	Points
Steve Leonard	Zuni II	11289	1000
Bob Holliday	Duster	9239	818
Jerry Boone	Zuni	8308	736
Tony Condon	Cherokee II	5571	493



Steve Leonard's ASW-12

Sunflower Seeds

May 5th: First day of operations had a good turnout. **Tony Condon, Matt Gonitzke, Steve Leonard, Mike Logback, Jerry Boone, Matt Boone, Dennis Brown, Leah Condon, Neale Eyler, Bob Park, and Lauren Rezac** were all seen. **Bob Hall** towed. **Tony** did 3 flights with **Matt B** in the 2-33 and gave a demo ride to Tom Olson, **Dennis'** R/C flying friend. **Tony** then took a flight in the Cherokee, managed to hold altitude a few times in weak torn up lift and landed after 20 minutes. **Lauren** did 3 flights in the ASW-24, climbing to 3900 MSL on his last one. **Jerry** and **Matt** did some sanding and buffing on the Zuni wings.



Cherokee II takeoff May 5th

May 6th: **Andrew Peters, Tony Condon, Leah Condon, Matt Gonitzke, and Bob Hinson** all gathered around noon. Clouds were a little low and the wind was forecast to pick up so we decided to switch to work mode. Weeds were sprayed and whacked and some trailer tie downs were cleaned up. **Bob Hall** helped move some trash barrels. **Bob Park** was also seen. The work party broke up around 2:30.

May 8th: **Bob Holliday** took advantage of excellent weekday conditions to fly the PIK 20E out to Cimmaron and then just east of Kingman and back to Sunflower. Max altitude just over 10,000 MSL west of Kingman.

May 12th: **Tony Condon, Matt Gonitzke, Summer Gajewski, and Summer's** friend Kat arrived early to assemble the WSA Ka-6. **Tony** and **Matt** then got the Cherokee ready to go while waiting for the clouds to break. **Summer** flew with CFI-G **Brian Bird** in the 2-33 with **KC Alexander** towing. **Jerry Boone** ran the



Summer, Ka-6, May 12th

wing. **Brian** also flew with **Bob Hinson** and **Matt** as well as one flight with **Andrew Peters**. **Andrew** took a few more solo to get current. **Summer** did two flights in the Ka-6 for some local soaring and currency. **Dennis Brown** flew LY for about 2 hours. **Tony** took off in the Cherokee for two flights and ended up landing in Pratt; **Matt** retrieved. **Steve Leonard** did some more work, with help, on the KSA Grob. I also saw **Bob Hall** and **Bernie Mohr**. Not sure who else made it out for the cookout.

May 13th: Excellent soaring conditions for Mother's Day. **Matt Gonitzke, Harry Clayton** and **Sue Erlenwein** helped Mike Frazier do the annuals on the WSA aircraft.

Bob Holliday flew the Duster to Pratt and back and then Kingman and back. **Steve Leonard** did a triangle to Kinsley and Kiowa and back in the Zuni. **Jerry Boone** flew his Zooney for about an hour after a 4 PM takeoff. Max altitudes were between 8000 and 8500. **KC Alexander** towed and sprayed weeds and **Dennis Brown** and **Dave**

Wilkus ran the line. **Dave** also got his Diamant annualized and **Bob Park** stopped by to visit.

May 14th: **Bob Holliday** flew the PIK-20E to Ulysses. Max Altitude of 11,500.

May 15th: **Bob Holliday** flew the PIK-20E back to Sunflower on a blue day. Nice!

May 16th: **Bob Holliday** flew the PIK-20E to nearly Tonkawa, OK and back.

May 20th: **Steve Leonard** reports: 9 tows. **Dennis Brown, Dave Wilkus** (twice), **Lauren Rezac, and Jerry Boone** in private ships. **Bob Holliday** flew his PIK-20E. I gave rides to **John** and **Luke Marquardt** in the 2-33. Was up about 25 minutes with **Luke**, and about 40 with his dad, **John**. Got to 6500 MSL with **John**. **David Kennedy** and **Gavin Smith** both flew once with **Lauren** at the end of the day. **David** actually got to work a thermal and climbed some. **Lauren** said **David** was grinning from ear to ear when they got back! **Andrew** towed. **Keith Smith** and I line managed.

May 21st: **Bob Holliday** cut down some dead trees in the trailer parking area. Thanks **Bob!**

Sunflower Seeds

May 26th: Too windy to fly. However, **Kevin** and **Linda Ganoung** taped the Grob and Ka-6 and cleaned the canopy on the Grob. **Lauren Rezac** worked on the trailer for YA. **Dave Wilkus** was seen. **Andrew Peters** mowed the lawn around the tower and **KC Alexander** brought the PIK and trailer back out.

May 27th: Still too windy to fly

May 28th, Memorial Day: **Andrew Peters**, 3T, reports: 19 tows. **Chris Swan** got checked out in the 175 to tow. He and I flew about four tows, then he did the rest. **Dennis Brown** flew LY for currency, then gave rides to several friends and his son Kevin. I think they were up for over an hour in the 2-33. **Dave Wilkus** flew SR. **KC Alexander** flew his Pik, XW. **Lauren Rezac**, YA, and **Keith Smith**, LW, flew a MAT to Lyons, simulating a contest task. Both completed the task, LW with raw speed of 28 mph and YA with 52 MPH! **Rich Stone** flew the Ka-6. **Luke Marquardt**, his father John, and sister Hanna showed up. **Bob Hinson** was there with Lynn. **John Wells** did some work on KJ. I flew the 2-22 with **Luke** and **Gavin Smith**. Gave Hanna her first glider lesson in the 2-33. Lynn got a ride with **Dennis**, and **Bob** flew once with me in the 2-33. 11,700 MSL was the max altitude for the day. 3+ hour long flights. 175 miles was the longest task. **David Kennedy** did a great job at his first time as LLM. Kevin, **Bob**, and others helped out running wings.

Chilhowee

by **Tony Condon**

Leah and I travelled to Benton, TN over Memorial Day Weekend for the VSA Rally at Chilhowee Gliderport. We left the Cherokee at home and flew there via Air Tran into Atlanta. **Leah** had decided we were going as we are not going to be able to make the WSPA seminar there this summer. On Saturday I took a short half hour soaring flight with Sarah Kelly-Arnold, who runs the operation there, for a checkout in the Ka-7. Then **Leah** went up with Sarah for a 2 hour instructional soaring flight. Sarah is on the US Team in Club Class for 2012 and they had a lot of fun soaring over the valley. After they decided to return I took a ride in the Ka-7 with my friend Pete VonTresckow. We soared for 1:45, until our tailbones were hurting, and just barely got a 1000 meter gain.

One surprise on Saturday was finding that **Jeff Beam** was there with the Apis! He was on his way to Maryland to visit his Mom, and flew Saturday and Sunday.

Other gliders attending included the Olympia and ASK-18 from Lawrenceville, which should be familiar to anyone who's been to the Wichita rally in the last few years. Also there was John Hardy and his Ka-8 from Florida and Rusty & Karen Lowry from Maryland with their Ka-10. Lawrenceville members attending were Jim Short, Dave Schuur, Bill Jokerst, and Lee & Mary Cowie. The Ka-8 and Ka-10 did some XC flying on Saturday on a Silver distance attempt. The Ka-8 landed at another airport and was retrieved by aerotow.



Leah and Sarah

Saturday night the Lawrenceville Gang packed up since they had been there since Thursday. On Sunday morning Rusty and John headed out too. **Leah** and I flew the Ka-7 on Sunday afternoon for 2 hours (tailbone, again) and couldn't quite make a 1000 meter gain. Pete flew the rental 1-26 but didn't have much luck.

On Monday **Leah** and I took a scenic drive through the Cherokee National Forest, checked out the Whitewater Kayak course from the 1996 Olympics, and then visited friends in Atlanta before catching our flight back. All in all, we had a great time!

FIRST ANNUAL MID-AMERICA AIR FAIR

by H. Marshall Claybourn

Soaring was part of the First Annual Mid-America Air Fair held in Wichita, Kansas, on April 8th, 9th & 10th. The Kansas Soaring Association - a newly formed soaring group whose organization will be covered in a subsequent report - had two sailplanes on static display and a booth in the display area.

The Mid-America Air Fair was organized to allow commercial manufacturers of aircraft and aircraft components to display their products. The manufacturers went all out to take advantage of the opportunity. In the large Cessna hangar at Wichita Municipal Airport there were some 30 booths where the visitor to the Air Fair could inspect cut-aways, diagrams, talk with factory representatives, and obtain literature on engines, propellers, radios, ferry tanks, autopilots, flight clothing, fire extinguishers, insurance, hangars and about anything you can name for use on an airplane. Cut-away cabin sections were displayed by Beech and Cessna. Inside the hangar as well were an Aero Commander, a Bonanza, two Cessna's, a Fournier (Ercoupe), and two Pipers. Out on the spacious ramp were displayed ALL of the many models made by Aero Commander, Beech, Cessna, and Piper. The Gruman Ag-Cat, the Silvair, and two Champions were also on display. Passenger hops were provided by a Central Airliner DC-3

and by Belger Helicopter Services' Bell Model 47G2. Brantly Helicopter Corporation was represented by their Model B-2 which flew many dignitaries and prospective customers. A section was set aside for early model aircraft, homebuilts and sailplanes. Included among the early aircraft was Billy Parker's 1912 Pusher and the Gold Bug - a 1920 vintage monoplane built in Wichita.

Each day most of the aircraft on display were flown in a fly-by. The sailplanes were flown as part of the fly-by. The tows, made by a Cessna 172, were donated and flown by Mr. Norman Smyer, President of Smyer Aircraft. (Smyer Aircraft is located on Strother Field at Arkansas City, where the majority of local sailplanes are based.) Although the Kansas Soaring Association had been invited by the Fair management to fly in the daily fly-by KSA met adamant refusal of FAA and Airport personnel when flying was mentioned. Happily, this problem was solved by meeting with appropriate officials and KSA enjoyed wholehearted support of all concerned throughout the three day program.

Dave Blanton's L-K and the Carsey-Claybourn-Reeves-Schroeder 1-26 were on static display and one or both were flown each day. Those serving as pilots were "Mickey" Jensen, Harry Higgins and Marshall Claybourn. Dave Blanton, SSA State Governor for Kansas, manned the

P.A. system with an informative spiel during the flights. Although the flights were limited to 10 minutes it was possible to soar the first two days and the control tower was contacted for permission to descend and land each day. On the final day the wind got up to the Kansas springtime standard and was blowing 30 knots with strong gusts. Several of the smaller aircraft were not flown in the fly-by. However, Harry Higgins, flying the 1-26, did a masterful job of flying making a spectator pleasing flight of some 15 minutes.

The SSA-KSA booth was manned by LeSueur, Wilson, Nichols, Householder, Nichol as well as the others previously mentioned. The Schweizer color film on one of the 1-26 Regatta's was shown, color slides of local and Tulsa activities were projected and various pieces of appropriate soaring literature were passed out.

Among the aviation notables at the Air Fair were Mr. W. T. "Bill" Piper, President of Piper Aircraft, Mr. Dwane Wallace, President of Cessna Aircraft, and Mr. Earl Green, Chairman of the Texas Aeronautics Commission. The aviation press was represented by Mr. Leighton Collins, Editor of *Air Facts*; Tony Page, Editor of *Cross-Country News*; George Haddaway, Editor of *Flight Magazine* and Norman Jacobshagen, frequent contributor to *Flying Magazine*. The latter is also an active member of the local soaring fraternity.

All in all, considerable effort was expended but the participants felt it was well worthwhile. An estimated 25 to 30,000 people attended the Air Fair. Radio, TV and newspaper coverage was excellent with the sailplanes receiving much more than their share of "air time" on local telecasts. (One news photographer now plans to visit the soaring operation for a feature story.) The officials who had been extremely "cool" to the idea of sailplane flying - especially in view of the fact the airport was not closed to normal traffic during any part of the Air Fair - ended up being familiar with sailplane operation and much more receptive to soaring. As a result of the Air Fair KSA has been invited to participate in future shows of this scheduled annual event as well as other sport shows held in Wichita. A number of persons expressed a strong interest in soaring but it will be some time before the benefits, if any, to KSA can be realistically evaluated. In any event, the crew stands ready for subsequent shows.



The KSA/SSA booth at the Mid-America Air Fair being manned by Harry Higgins, center, and Paul Wilson, right.

Photo: Dave Blanton

RULES FOR KSA FLYING AWARDS, 2012

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

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

Mamie Cup

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

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

KSA Flying Horse (Silver)

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

KSA 200 KM

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

KSA Flying Horse (Gold)

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

KSA Handicap Score Trophy (Pilot of the Year)

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

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

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

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

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

Cumulative Speed Trophy (Charles Henning Award)

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

- 1) The cross country task will be a Pilot Selected Task, or PST with a minimum time of 2 Hours.
- 2) Speed will be determined by the time on course as indicated by the databack camera or recording GPS, or 2 Hours, whichever is greater.
- 3) Scoring for the trophy will use the SSA handicap or the KSA amended/added handicap.
- 4) There is no limit on start or finish altitude.
- 5) The task can consist of any turnpoints in the KSA turnpoint book. Contest style photographs will be used. Turnpoints can be flown in any order. However, if a turnpoint is used more than once, two other turnpoints must be photographed in between. If a GPS Flight log is used for documentation, the flight log must show the glider passed within ¼ mile of the turnpoint, in the location for a proper turnpoint photo.
- 6) The first picture for the task must include the date. Note: More than one task can be on the same roll of film. Only one task per flight.
- 7) The second picture for the task will be the start point. This picture determines the Start Time.
- 8) To finish a task, the pilot must take a picture of the finish point, or take a picture when the glider comes to a stop after landing. If a landing photo is used, the next photo on the film must show the glider and an easily recognizable landmark. No more than 30 minutes should elapse between the landing photo and the glider ID photo. Note: The Start Point and the Finish Point Must be the same point.
- 9) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

Lead C

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

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.

Kansas Kowbell Klassic History

Information provided by Steve Leonard

<u>Year</u>	<u>Pilot</u>	<u>Departure Point</u>	<u>Landing Location</u>	<u>Distance</u>
1962	Marshall Claybourn	Benton Airport	N.E. of Burns, KS	27 sm
1963	Paul Wilson	Strother Field		
1964	Marshall Claybourn	Strother Field	Hebron, NE	208 sm
1965	Fay Edwards	Strother Field	McPherson, KS	89 sm
1966	Bob Leonard	Strother Field	Baldwin City, KS	140 sm
1967	Bob Leonard	Strother Field	Horton, KS	191 sm
1968	Jim LeSueur	Kennedy Gliderport	Hastings, NE	239 sm
1969	Frank Lilly	Strother Field	Cloveland, MO	170 sm
1970	Bob Leonard	Kennedy Gliderport	Loup City, NE	271 sm
1971	Bob Leonard	Liberal	Guymon, OK	39 sm
1972	Not Awarded			
1973	Not Awarded			
1974	Steve Doak	Dodge City	Orchard, NE	333 sm
1975	Steve Doak	Sunflower Gliderport	Grand Island, NE	212 sm
1976	Not Awarded			
1977	Bill Brown	Liberal	Hays, KS	155 sm
1978	Not Awarded			
1979	Not Awarded			
1980	Dave Snyder	Sunflower Gliderport	Herrington, KS	80 sm
1981	Bryan Pate	Wichita Gliderport	Benton Airport	3 sm
1982	Steve Beasley	Sunflower Gliderport	Medford, OK	79 sm
1983	John Wells	Sunflower Gliderport	McPherson, KS	31 sm
1984	Bob Park	Sunflower Gliderport	Auburn, NE	204 sm
1985	Bob Leonard	Sunflower Gliderport	Colby, KS	198 sm
1986	Ron Leonard	Sunflower Gliderport	Dalhart, TX	273 sm
1987	Tonk Mills	Sunflower Gliderport	Red Cloud, NE	160sm?
1988	Harry Clayton	Sunflower Gliderport	Supreme Feeders Airport, KS	169 sm
1989	Not Awarded			
1990	Steve Leonard	Sunflower Gliderport	Caddo Mills, TX	350.4 sm
1991	Harry Clayton	Sunflower Gliderport	Osceola, NE	225 sm
1992	K.C. Alexander	Sunflower Gliderport	Superior, NE	141 sm
1993	Bob Leonard	Sunflower Gliderport	Macksville, KS	64 sm
1994	Gary Osoba	Sunflower Gliderport	Oilton, KS	191 sm
1995	John Wells	Sunflower Gliderport	Mount Ayr, IA	265 sm
1996	Bob Park	Sunflower Gliderport	Shawnee, OK	186 sm
1997	John Wells	Sunflower Gliderport	Central City, NE	220 sm
1998	Bob Park	Sunflower Gliderport	Kismet, KS	161.8 sm
1999	Bob Park	Sunflower Gliderport	Roosevelt, OK	227 sm
2000	Steve Leonard	Sunflower Gliderport	Hobart, OK	213 sm
2001	Steve Leonard	Sunflower Gliderport	Leoti, KS	188.8 sm
2002	Bob Holliday	Sunflower Gliderport	Holyoke, CO	297 sm
2003	Steve Leonard	Sunflower Gliderport	Hugoton, KS	196.7 sm
2004	John Wells	Sunflower Gliderport	4 N of Kaw City, OK	96 sm
2005	Steve Leonard	Sunflower Gliderport	Seymour, Texas	306 sm
2006	K.C. Alexander	Sunflower Gliderport	Friona, Texas	349.6 sm
2007	K.C. Alexander	Sunflower Gliderport	Colby, KS	198 sm
2008	Bob Holliday	Sunflower Gliderport	Hutchinson, KS	9.6 sm
2009	Bob Holliday	Sunflower Gliderport	SW of Goodland, KS	230 sm
2010	Bob Holliday	Sunflower Gliderport	Oakley, KS	177 sm
By winning for the third time in a row , the original trophy became Bob's to keep. A new trophy was made				
2011	Steve Leonard	Sunflower Gliderport	Santa Rosa, NM	427.2 sm

June/July 2012 Duty Schedule

For complete schedule, see May 2012 *Variometer*

Sub List: Rich Stone (LLM) 612-2008, Frank O'Donnell (CFIG, Tow Pilot) 316-788-3224

Sat June 2	Tony Condon 515-291-0089	Leah Condon 249-3535	Brian Bird 620-664-7844
		Matt Gonitzke 815-980-6944	
Sun June 3	Bob Hall 620-727-1273	Neale Eycler 729-0659	
		Jennifer Grabendike	
Sat June 9 Cookout	Jack Seltman 636-4218	Jerry Boone 620-662-5330	Dave Stanko 393-6249
		Summer Gajewski 620-662-5256	
Sun June 10	Rafael Soldan 706-255-9909	Ray Girardo 942-0638	
		Mike Logback 620-241-8486	
Sat June 16	KC Alexander 943-7641	Bob Blanton 683-9759	
		Robbie Grabendike 680-0622	
Sun June 17	KC Alexander 943-7641	Ron Blum 295-7812	Lauren Rezac 526-5304
		Jerome Martin 620-259-7827	
Sat June 23	Mark Schlegel 641-5093	John Baldessari	Tony Condon 515-291-0089
		Jeff Beam 620-441-8116	
Sun June 24	Mark Schlegel 641-5093	Harry Clayton 644-9117	
		Summer Gajewski 620-662-5256	
Sat June 30	Mark Ross 214-1464	Bob Hinson 841-5561	Andrew Peters 393-2261
Sun July 1	Rafael Soldan 706-255-9909	David Kennedy 841-2912	
		Summer Gajewski 620-662-5256	
<u>Wed July 4</u>	Bernie Mohr 733-4524	John Peters 620-367-3711	
		Neal Pfeiffer 686-4306	
Sat July 7 Kowbell	Jack Seltman 636-4218	Richard Boone 351-7133	Mike Westemier 729-2551
		Jim Taulman 913-837-0062	
Sun July 8		Doug Wilson 733-5537	
		Dave Woody 682-1895	
Sat July 14 Cookout	Mark Schlegel 641-5093	Bob Blanton 683-9759	David Stanko 393-6249
		Robbie Grabendike 680-0622	
Sun July 15	Mark Schlegel 641-5093	Ray Girardo 942-0638	
		Bob Hinson 841-5561	
Sat July 21		Steve Leonard 249-7248	Tony Condon 515-291-0089
		Ron Blum 295-7812	
Sun July 22	Chris Swan 513-410-2418	Jeff Beam 620-441-8116	
Sat July 28	Dave Stanko 393-6249	Mike Davis 772-8535	Mike Westemier 729-2551
		Scott Dimick 733-5678	
Sun July 29	Mike Westemier 729-2551	Keith Smith 785-643-6817	
		Kevin Ganoung 785-536-4540	

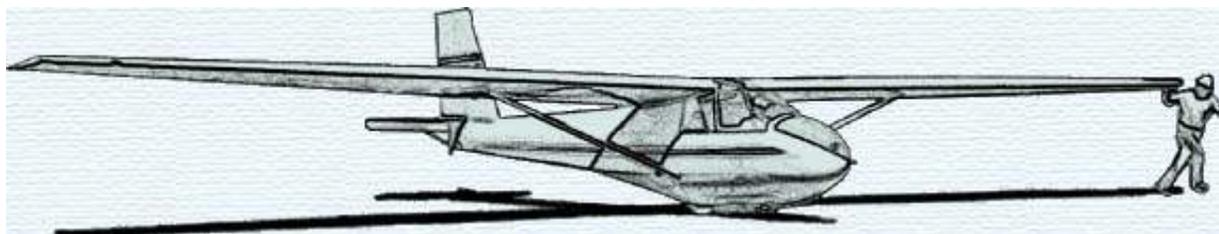
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>	<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</p> <p>TOW HEIGHT _____</p> <p>TOW SPEED (MPH) _____</p> <p>DATE _____</p>
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KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Cookout at Sunflower

Saturday June 9th, 2012

Grill lights by 5:30 PM

Meat provided by KSA, bring a side dish to share!