

VARIOMETER



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KANSAS SOARING ASSOCIATION

Editor: Tony Condon

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Number 10

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Matt Gonitzke, Harry Clayton, and Sue Erlenwein represented KSA well at the Wichita Flight Festival. Thank You!

KSA CALENDAR

October 12th - KSA Meeting - NIAR in Wichita - KSA Elections!

October 26th-27th - Weekend Warrior - Last Man Down

November 9th - KSA Meeting

November 16th - Fall Work Day - Sunflower

December 7th-8th - SSF Flight Instructor Refresher Clinic - Des Moines, IA

December 14th - KSA Meeting

2014

January 11th - KSA Awards Banquet - Location TBD

February 8th - KSA Meeting

February 25th - March 2nd - SSA Convention - Reno, NV

March 8th - KSA Meeting

April 12th - KSA Meeting - Annual Safety Meeting

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

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

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

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

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

July 19th - 52nd Kansas Kowbell Klassic - Sunflower

August 25th-September 7th - 1st Pan-American Club Class Gliding Championships - Benton, TN

Notes from the president

October is upon us, and therefore we enter another season in the soaring year. Monthly meetings begin again, but this October may be our last at NIAR. It appears that they have plans for rooms 307-309 that will make them unavailable for our use. So, please come to NIAR on the 12th, but stay tuned for a location change for future meetings.

We still have plans to fly through the end of the month, so please make sure you check the duty roster.

We will have a fall work day November 16th, starting at 0900. We need a bush hog or some mower capable of mowing the grass around the tower building that is severely over grown. We will also trim trees, clear brush, winterize the bathrooms, and other tasks still to be decided.

Rain date will be Saturday November 30th, and December 7th will be the backup to the back up for the work day.

Looking ahead, we have our annual banquet planned for January 11th, more details to come. Dues will be due in January, including trailer tie downs and hangar rent. And then we start planning for the 2014 season.

Happy Landings,

3T

For Sale

Rich Stone has the following for sale:

Oxygen Cylinder: Cylinder is 13.5" long and 17" in Circumference V= 311 Cu in. Last inspection sticker is not readable, believe it to be somewhere around 1986. Oxygen Regulator: Quite old. It has not been used since 1986 per message taped on. Asking \$35 for both.

1-316-371-2850



Ulysses Seeds

Jeff Beam took the Apis to Ulysses for the Labor Day holiday. Soaring was not as good as hoped but he did manage over 100 km on August 31st. Bruce Latvala joined in late in the weekend and flew Ed's PIK-20. Any one who knows of a PIK for sale might want to get ahold of Bruce!

Member Achievements

Rich Stone completed Marathon #22 on September 1st; Master's Champion and 11th overall in 3:21:40

Don Jones passed his Private Checkride on September 7th.

Don Jones earned his B Badge on September 8th

October 2013 Duty Schedule

Sat Oct 12	Tony Condon	Bob Hinson	316-841-5561	Mike Westemeir
	515-291-0089	Keith Smith	785-643-6817	316-729-2551
Sun Oct 13	K.C Alexander	Jerry Boone	620-474-4177	
	316-943-7641	Matt Boone		
Sat Oct 19	K.C Alexander	Matt Gonitzke	815-980-6944	Tony Condon
	316-943-7641	Leah Condon	316-249-3535	515-291-0089
Sun Oct 20	Tony Condon	Matt Gonitzke	815-980-6944	
	515-291-0089	Leah Condon	316-249-3535	
Sat Oct 26		David Wilkus	316-788-0932	Andrew Peters
Last Man Down		Jared Bixenman	785-443-2457	316-393-2261
Sun Oct 27		Steve Leonard	316-249-7248	
Last Man Down		Kevin Ganoung	785-536-4540	

The Sparrowhawk and I

By **Tony Condon**

My incredible Sparrowhawk adventure started in May when Chip Garner called me at work and asked if I'd be interested in flying a Sparrowhawk at the 13.5 Meter Super Regionals in August. Well, of course! I had given a little thought to the contest but up until that point had pretty much decided against going due to vacation time constraints. However this offer was just the motivation I needed to make it happen anyway.

I read everything I could and talked to everyone that I knew that had Sparrowhawk experience, including locals Richard Boone and Gary Osoba. After helping Richard rig his glider and sitting in it I knew that comfort would not be an issue. The cockpit is large and easily accommodates my 6'1" height. Gary spent a lot of time discussing the gliders performance with me and how its strengths can be used to get the most performance out of it.

My month with the Sparrowhawk started a few days after **Jerry** and I returned from Region 10 South as I started the drive to Bend, OR to visit the Windward Performance shop, Greg Cole, and to get the glider. I really enjoyed the views offered by the western half of the USA and visited a few friends on the way. In Bend I spent a day oogling over the Perlan and a couple of Duckhawks that were in the hangar. I tried to make myself useful around the shop and Greg gave me the rundown on flying the Sparrowhawk. I launched late in the afternoon and enjoyed about an hour and a half of local flying. My impressions were all positive, with quick control response and rapid roll rate, the glider never gave me a feeling of being unstable; A highly desirable combination.

The next day, Ol' Blue and I had the Sparrowhawk in trail and were headed back south to Moriarty. I was set to arrive several days before the contest started, which would give me plenty of time to get used to the glider and re-acquaint myself with Moriarty.

Contest Manager Pete Vredenburg helped me rig the first day. First, when he went to lift the wingtip he nearly threw it into the top of the trailer. He's used to lifting the wings on his 1-26. Shortly after when we had the wings on he noted that "if we all flew these, our wives would still crew for us". Each wing weighs just less than 40 lbs on the Sparrowhawk. For the two weeks that I was flying, we never could avoid a chuckle every time we took it out of the trailer.

You can't let the size and weight fool you though. Fully loaded and ready for takeoff I was flying at about 420 lbs. That works out to 6 psf wing loading, not much lower than I fly in my Standard Cirrus dry. It can't circle as tight as a 1-26 even though it weighs 200 lbs less, however I found that I was able to climb even with most of the 1-26's at the contest. Between thermals the glider doesn't mind speeding up. It is incredibly clean and picks up speed fast. I was often running about 70 knots between thermals and flew most of my conservatively high final glides at around 80. So, even though it is light, working into the wind is not an issue.

Moriarty at the end of August is not the same as Moriarty in June. I had flown Region 9 in June and was really hoping for a repeat of that weather. Something really strange had been happening in New Mexico. It had been RAINING. The entire Estancia Valley was green. Dust Devils that marked every thermal in June were completely missing early in the contest, and only hardly made an appearance by Labor Day. Outflow boundaries were no longer kicking up the walls of dust that got us all excited in June. Cloudbase was lower too. A lot lower, 12 or 13,000 feet instead of the 16 to 18,000 we had found in June. Moriarty is at 6200 feet and considering the terrain, 12,000 really isn't that high. Four days of flying before the contest really helped me get more comfortable with these conditions. While cloudbase was low, I eventually learned that the thermals were



First Flight - Over Bend, OR

much more closely spaced. I also got really familiar with how to find the few landable ranch strips and farm fields in the valley.

Contest Day 1: Two big circles, one south and one north, and two lines of clouds within sight of Moriarty. One is on the west side of the mountains. The other is tangent to the east edge of the start circle and goes to both circles. I decide that the clouds by the mountains are too far west and stay in the valley. Everyone else goes to the mountains and has a pretty awesome day. I struggle in the valley as the clouds aren't working well and are dissipating. I land out at Zorro Ranch. No one is there but a ranch hand and his family. Very friendly though and the retrieve is easy. Only 2 others stayed in the valley. The only reason I'm not at the bottom of the score sheet is that two went a bit too far west running the clouds and got airspace penalties from Albuquerque.



Sparrowhawk at Zorro Ranch

The next day the launch started as a big thunderstorm started to blow up way to the south-east. The anvil cloud was blocking the sun pretty quickly and I was the last to launch before the CD stopped the launch and I landed right before he cancelled the day.

Contest Day 2: Weak weather continues to prevail. A 2 hour TAT is called. I nearly had to land back at Moriarty on the way from the first to the second turnpoint but found a strong thermal over the Sod Farm. I made it around with one or two more low points and was pretty happy to finish, even if it was 15 minutes under.

Contest Day 3: Some really nice streets set up in the valley and everyone had a great time running them. I finally managed to "get high and stay high" which made for much lower stress levels in the cockpit and for the first time I was feeling completely comfortable in the glider and had opportunities to take advantage of its cruise performance. This paid off as I was 2nd for the day! Still 7th of 9 but I was only about 100 points out of 2nd place. The competition was tight, except that Francois' consistent flying was setting him apart from the crowd, and he had a big lead to show for it.

Contest Day 4: Another 2 hour TAT in the valley. I had another good run, first up north past Zorro Ranch. I once again was able to stay high, although high meant never getting much below 10,000 MSL. I was able to comfortably get east over the high ground with better lift running south. The final glide with a 15 knot tailwind was really nice. Nothing like seeing well over 100 mph on the groundspeed and making over 20:1 over the ground! I was really happy with my 56 mph speed until I found out that Ron Schwartz beat my about .5 mph raw in his 1-26D! Wow! He described his flight as one of the top 3 of his career so that's saying something. Day 4 was also the first day since I had been at Moriarty that there wasn't a major overdevelopment and rain shower somewhere in the area. The monsoons and associated moisture seemed to be leaving us.

Contest Day 5: After a good showing I was starting to develop expectations again. My crew Bob Whelan and I had developed a great daily routine and everything was on cruise control. The contest was over half over, I was still in 6th overall but had a good opportunity to move up some more. The task first went east, then north, south, and home. It was a 3 hour TAT. I had trouble getting high enough on the first leg to be comfortable far enough East to get to the good stuff. Those who did were rewarded with much faster flights than mine. Instead I fell off the edge of the high ground and back into the valley up by my old friend, Zorro Ranch. I continued north, chasing clouds and then chasing cloud wisps, insisting on getting some sort of climb before turning south into the wind. Well I ended up close enough to Santa Fe to justify calling the tower there. Thankfully I

found a thermal under the last cloud and did not have to land at Santa Fe and started a frustrating and slow flight south. I think I spent an hour below 10,000 feet until I finally got a series of good climbs south of Zorro and was able to knick the last turnpoint and happily come home a few minutes early. Nothing beats the feeling of making it home after you were sure so many times that you would never make it. The fact that I was awfully slow (8th of 9) for the day did not diminish that feeling. I had made my decisions, others had made theirs, and on this day theirs resulted in faster flights. I was still 6th overall but was now 300 points out of 2nd.



Thermalling before the start - Photo from Kevin Anderson

Contest Day 6: Well so much for expectations. I had hoped to be doing a lot better than this! Perhaps I had put a little too much pressure on myself. Had learning a new glider quickly compounded with my desire to do well not only for myself but also for the guys at Windward been too much? I felt like I really was comfortable in the glider and flying it pretty well, just not making the “right” decisions to keep me up on the scoresheet. Oh well, it was time to play the hand I had dealt myself and enjoy the end of the contest. I would continue to make my decisions and see how the cards fell. If I could move up a few spots, that would be even better. The task was a 2 hour TAT, first to the southwest towards Manzano Peak, then east towards Clines Corners, and back. The challenge today was that some high cirrus was moving in from the south and was going to affect the task in a big way. “Start early and pray for rain” was modified into “Start early and pray you can stay out of the shade”! On the way to the first turnpoint the shadow had already started to enter the southern part of the task area. There was a really awesome looking cloudstreet heading right to Manzano and beyond but also right into the shade. The problem the way I saw it was that it was 20 or 30 miles through solid shadow from the peak to the next sunlight in the 2nd turn area. No way, Jose, I will not be tempted. Instead I went only 5 or so miles into the first circle and then tried to stay a few miles in the sunlight as I went back east. I had help from several of the 1-26ers who were following a similar course. The plan was working well. The only problem was that because I had cut the first area short I had to go as far as possible into the second area to avoid being overtime. No problem, I’ll just stay in the sun and take what I can get. Eventually I am east of Clines Corners 10 or 15 miles, at the extreme northeast “corner” of the second circle, and since I can’t go any further I turn back. I had been thinking that the worst possible thing that could happen would be that the shadow would

block my return to Moriarty, and sure enough, it had crept north and a direct route did not look like the best route.

At this point I started to wonder if I was even going to make it back to Moriarty. I had heard at least one landout at Estancia. I stayed with the sunlight, running more northwest than due west. The shadow was still moving north. About the time I was north of Clines 10 miles, well off course, I started to wonder if I was going to end up at Zorro Ranch again! I heard the aero retrieve back from Estancia talking about how smooth the air was! Yikes!!! I keep heading west/northwest and finally found a climb that gives me a comfortable final glide to Moriarty. The air was certainly smooth on the way back. Sometimes the



My faithful crew Bob Whelan and I. 70 square feet of wing doesn’t provide much shade. Karen Jousma photo

fastest route between two points is not a straight line. It turns out that I handily won the day! Pretty much everyone else went for the cloud street and struggled across the shadow. I was amazed that any of the 1-26's were able to make it across the expanse although I heard about quite a few low saves. In the 13.5 meter contest, only 3 of us were scored as finishing, as many of the 1-26 finishers were too low for speed points. The 1-26 rules don't have a minimum finish height. There was a pretty big mixup in the scoresheet as a result and I was now up to 4th even though the day was heavily devalued. I was now about 120 points out of 2nd and it was starting to seem like a real possibility again. I was over 1000 points out of 1st thanks to Francois' consistent flying.

The following day was the last day of the 1-26 Championships. 13.5 meter had one more day following that. The day was looking a little iffy and it was pointed out that SSA recommends no more than 6 consecutive contest days. It would've been our 6th and the following day was looking better so 13.5 meter stood down and 1-26 flew. The 1-26er's ended up having a good day and finished off a memorable championships. I personally was happy for the day off as I had flown 11 days in a row at that point. I enjoyed watching the launch and spending the day with the crews.

Contest Day 7: The final day of our contest was held in parallel with the 1-26 "Champion of Champions" invitational where all past and present 1-26 Champs raced for bragging rights. The tasks overlapped. They had a 150 mile assigned task. We had the same task, but as an MAT. First turnpoint was north towards Lamy Junction, then Clines Corners, Willard to the south, and the last assigned turnpoint was about 15 miles north of Moriarty. I was looking forward to the task as it was set up nicely as a "Long MAT" which would allow those of us with similar performance to fly together for most of the task. It worked out that I started side by side with Bill Snead in his PW-5, 6W. Our handicaps are just 1% different so I decided it would be a good idea to try to keep up with him around the task. On the way to the first turn he got out in front of me far enough that I lost him. At that point I figured that was why he was a former US Team member and I wasn't. Well after nearly lawn darting at Zorro Ranch and just before getting to the first turnpoint I saw a flash of PW wings as he turned the turnpoint. I wasn't too far behind! I think I saw him once or twice on the second leg but mostly felt alone on that leg. Coming out of Clines Corners there was a really nice looking cloud right on the courseline. I figured that if I was going to find another glider on course, it would be there, and sure enough I saw Bill ahead and below, thermalling. We joined together at the point and essentially flew together the rest of the task.

Flying together with someone can really benefit the two, even if you aren't communicating, which we weren't. However sometimes you can push each other a bit too much and that's what happened to Bill and I coming out of the Willard turnpoint. Not wanting to give up an inch to each other, we both left lift too early or rejected some weak lift that we probably should've taken, and pretty soon I found myself low headed for Estancia and had lost sight of Bill. I was at about 1500 AGL over the town of Estancia trying to find some lift off town and was about to make a right turn towards the airport when once again I saw the flash of PW-5 wings, off to the left. A quick turn reversal and I was happily climbing under Bill at about 1.5 knots. Saved! Thank You Bill Snead!! We both were a bit less picky after that and worked back up to a respectable altitude in a series of thermals as we drifted north towards Moriarty and the final turnpoint. We found a good line of clouds leading into the last turnpoint and arrived there with plenty of extra time on the clock. I decided to work back down that line to pick up some extra turnpoints while Bill went a different direction. Adios, Amigo. I grabbed a few close in turnpoints west and southwest of the airport and finished 48 seconds early. Bill landed a few minutes after me. We both shook hands and enjoyed recounting the flight on the ground. It was a fun flight to end the contest.



Day 6 winner, Tami Anderson photo

I ended up going on a retrieve and we made it back just in time for trophies to be presented. Bill and I had essentially tied for the day win; with me beating him by .02 handicapped mph. Due to some scoring glitches it was thought at the time that Bill had won the day so he gave the speech. He deserved the recognition anyway since if it hadn't been for him I probably wouldn't have been nearly as fast and may have been sitting at the Estancia Airport! As a result I managed to move up to 2nd overall for the contest and brought home a very nice trophy. I was, and still am, incredibly pleased. After struggling early in the contest I was really happy to be able to mount a comeback on the last two days and end up with a good finish.

The day after the contest I had one more mission to attempt with the Sparrowhawk. I had noticed that the Ultralight 300 km World Record Triangle Speed, which was set by Gary Osoba in Ulysses, KS, was in the low 50 mph range. It seemed that I had been averaging better than that on average contest days so I had arranged to make an official attempt at the record. Billy Hill in Moriarty is a Senior Observer and I purchased a sporting license from the NAA. Bob was sticking around for the weekend so I would have crew. A bunch of the locals were out flying that day and I tried to get a fairly early start as some overdevelopment was predicted. I started towards Ortiz Mine, my first turnpoint to the north, and immediately started what seemed like it would be a fantastic lawn dart. I got relatively close to the turnpoint but much too low and was unable to find a reasonable climb. I did claw my way up but as a result my speed was so low that I decided the best choice was to come back and restart, which I did. The second attempt was much better so I continued on course to my second turnpoint to the southeast of Manzano. I turned it with an average speed well on pace for the record. However my 3rd turnpoint, Duran, had been and still was being affected by a large rain shower to the south and the associated outflow. I had to divert off course to stay with the Cu and ended up due north of Duran on the edge of the cu field. I waited for cu to start to form again in the blue and tip toed my way to the turnpoint but the time spent was too costly and my speed was now far too low to have a chance at the record. I switched focus to just trying to get home, and ended up having to take quite a diversion on the way north to make it to Moriarty, but I did. I completed the triangle, just not nearly fast enough. For me, just having the opportunity to make the attempt was awesome, hopefully next time I find myself with a glider and weather capable of a record flight, the outcome is better. The next day, fellow Sparrowhawk pilot Morgan Sandercock attempted the same record but also came up short. Next time.

In closing I cannot thank Greg Cole at Windward enough for giving me the opportunity to fly his glider for two weeks. It showed great confidence and generosity. I'm glad to have earned a trophy as a result and can only hope that next time the trophy has a 1 on it instead of 2.



Two Sparrowhawks have less wingspan than one Nimbus 3.

Sunflower Seeds

September 7th: Blue day, tops around 6,200ft. **Dennis Brown, Dave Wilkus, Mike Orindgreff, Bob Hinson, David Kennedy,** and **Jerry Boone** flew. **Bob Blanton** ran the line. **Brian Bird** gave instruction to **Matt Boone** on a 30 minute flight but was otherwise free of students. **Jerry Boone** landed out in the Zuni near Pretty Prairie and **Matt Boone** and **Ron Blum** (who was visiting) retrieved.

September 8th: **Matt** and **Jerry** managed the line and **Bob Hall** towed. The blue day didn't stop **Don Jones, Keith Smith,** and **Mike Orindgreff** from having great flights. **Don** was up in the 2-33 for over 1.5 hour reporting 5,500 – 6,500 ft, earning his B Badge. **Keith** reported a high point of 7,500 ft.

September 11th: **Bob Holliday** flew the PIK 20E, flying to Pratt, Harper, and back.

September 14th: **Mike Logback** towed, **Bob Hinson** and **Anthony Geide** ran the line. **Tony Condon** instructed **Leah Condon, David Kennedy,** and **Luke Marquardt** in the 2-33. **David** also did a solo flight. **Dave Wilkus** (SR), **Dennis Brown** (LY), and **Mike Orindgreff** (CAT) all took tows but were unable to stick. **Kevin Ganoung** flew the Grob. Longest flight of the day was 30 minutes. **Steve Leonard** worked on hangar and other stuff, **Don Jones** played with the Russia in anticipation of his first flight in it, and **Matt Gonitzke** picked up the Austria. Cookout was well attended with **Bernie Mohr** joining.

September 15th: **Sarah Wildman** towed, **Bob Hinson** and **Steve Leonard** ran the line. **Mike Orindgreff** and **Dennis Brown** made appearances but did not fly. **Tony Condon** flew with **Shea Zuckerman** and **Mike Logback** in the Grob and **Mike** did a solo flight. **Don Jones** did two flights in the Ka-6 and was all ready to do his first flights in the Russia when thunderstorms started to get just a bit too close to the field for comfort.

September 21st: **Steve Leonard** reports: **Andrew** made 6 or 7 tows. **Don Jones** got two flights in his Russia. Longest was about 1.5 or 1.6. **Mike Orindgreff** (SZD-55) had the long flight of the day. Also airborne were **Kevin Ganoung** (2-33), **Bob Hinson** (Duster), and **David Wilkus** (Diamant).

September 22nd: **Steve Leonard** reports: **Dennis Brown, Rich Stone, Neale Eyler, Andrew Peters,** and myself showed up. No tow pilot. No flying. I made minimal progress on the hangar.

September 28th: **Rafael Soldan** instructed, flying with **Jared Bixenman** who later did 3 solo flights. **Bob Holliday** towed.

September 29th: **Rafael Soldan** towed. **Mike Orindgreff** (CAT), **Don Jones** (Russia), **David Kennedy** (2-33), **Dennis Brown** (LY) all flew. **Steve Leonard** drilled holes in concrete for his hangar.



Don Jones passed his Private Checkride on September 7th at the Wichita Gliderport. **Don, DPE Charles Pate,** and CFI-G **Rafael Soldan** celebrate here

Maiden Flight of the Russia

By **Don Jones**

Saturday was finally the day!

Two flights in lift that was only fair. The first lasted fifteen minutes, the second was an hour and a half of scratching for lift. For the first time I climbed in the same thermal with another plane (SR) - lets just say that had my undivided attention.

Both takeoffs went very well. The first landing was spot on - I rolled right up to the back of the grid. Second landing I raised the nose a hair too high on the flair. The tail wheel touched down first then the main gear came down a little harder than I would have preferred. Not hard enough for damage but I lost a couple style points.

My best description would be that it's like flying a leaf. Very snappy response to control inputs. On the other hand turbulence and gusts grab it and fling it. It's gonna take some getting used to.

For some reason the vario fuse blew in mid flight. I switched to the backup 9 volt battery - so no problem.

Previously (on the ground) I had checked the slack in the stick for aileron control and it was within the 1/8" specification. However in the air it was more like a half inch - so I may need to do a little fine tuning. There was no slack in pitch.

The hazing in the canopy was no real problem other than making it more difficult to see anything near the sun.

A big thanks to **Andrew** for making a special trip out to tow for us.



KSA Ballot

Print this and bring it to the meeting on Saturday Oct. 12th

KSA Director #1

Don Jones

KSA Director #2

Gliders Might Improve Pilots' Upset Flying Skills

By Rick Adams, from www.ainonline.com

Pilots seeking to improve their manual flying skills should consider trying gliders, according to Captain Sarah Kelman. The former women's world gliding champion and EasyJet safety officer told the Royal Aeronautical Society's recent International Flight Crew Training Conference in London that flying gliders is beneficial to upset prevention and recovery training.

Kelman echoed the consensus among conference participants that airline pilots' manual flying skills have eroded in recent years. "There's a reluctance to turn off the automation," she said. But gliders may be just the ticket for pilots seeking a broader spectrum of proficiency. "Gliders are well suited to demonstrate what loss of control feels like," she asserted. "Today's gliders are high-performance machines," capable of covering 500 miles without an engine and climbing to 32,000 feet or more (an altitude she has reached over Scotland). Glider wingspans and handling are "comparable" to those of a Boeing 737, in her view.

It's common for glider pilots to "fly right to the edge of the envelope," making tight 70-degree-bank turns to spiral upward on thermals, Kelman said. Gliding requires not only hands-on flying; it also demands that pilots be keenly aware of energy management and meteorology. "Even on a fair-weather day, there are risks," she explained. "For example, you might encounter strong thermal activity on short final."

With no automation, glider flying can require five to six hours of concentration, and all approaches use visual flight rules. Kelman said EasyJet encourages its pilots to try as much hand flying and as many visual approaches as they can within operational guidelines.

Free Checkrides for Glider Ratings and a Free Room at Marfa

(Including Flight Instructor-Glider renewals and reinstatements.)

Here's the deal. We need to "grow soaring" and one method is to facilitate the checkride process in order to help SSA members finish their FAA Private, Commercial glider ratings (initial or "add-on" to your FAA Pilot Certificate.)

FREE. After you have met the FAA part 61 requirements, I'll offer a FREE FAA Practical Test ("checkride") in my new ASK-21 glider for QUALIFIED applicants between now and **March 31, 2014**.

FREE. This means NO Examiner Fee, NO Tow Fee, NO Glider Rental Fee for the checkride flights. This would be a savings of about \$600.

FREE. In addition, I'm offering a FREE ROOM in my studio cottage or guest house (two beds, kitchen and dining / study area) next to my house in Marfa, just 3 miles from the Marfa Airport (KMRF), a savings of about \$60 to \$140 per night in a local motel. Figuring on 5 nights, this is a significant savings.

Bottom Line: YOUR CHECKRIDE IS FREE. YOUR ROOM IS FREE. (16 applicants took advantage of this free offer in 2013.)

Location: Marfa is located on a grassy plateau at 5,000' above sea level, near the scenic Davis Mountains and between Carlsbad and Big Bend National Parks. Airlines serve El Paso (ELP) and Midland (MAF), Texas.

Good training conditions: In fall and winter we have fewer thermals than summer, so you may enjoy less turbulence aloft. Marfa has three long runways and very little airplane traffic. I have a huge hangar and two tow-planes ready to work.

"One of these days" is NOW. "Someday I'll finish my glider rating" can happen for you NOW at Marfa.

Note: "Free" does NOT mean we will shortcut the FAA Practical Test Standards. Your checkride will be comprehensive and "by the book". Do your homework, read the PTS, get Bob Wander's "Checkride Made Easy" book along with my other recommended texts and handouts.

E-mail me today at marfagliders@aol.com to start working out the dates and details for your glider pilot rating or CFI-G renewal / reinstatement. First come, first served.

Note: All SOLO flight requirements must be met before coming to Marfa. Dual instruction and the "sign off" endorsements might also be accomplished at Marfa. Foreign pilots are welcome for the US glider pilot certificate.

So spread the word . . . free checkrides and a free room to March 31, 2014 for qualified applicants.

Burt Compton, SSA Flight Instructor, FAA Designated Pilot Examiner

Marfa Gliders Soaring Center, west Texas

Site of the 1970 World Soaring Contest, the 15th National Landmark of Soaring and the location of "The Sun Ship Game" film of the 1969 national contest.

www.flygliders.com

RULES FOR KSA FLYING AWARDS 2013

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 2012 season, the SSA 2012 Handicap list, as amended/added to below, will be used (the 2012 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.

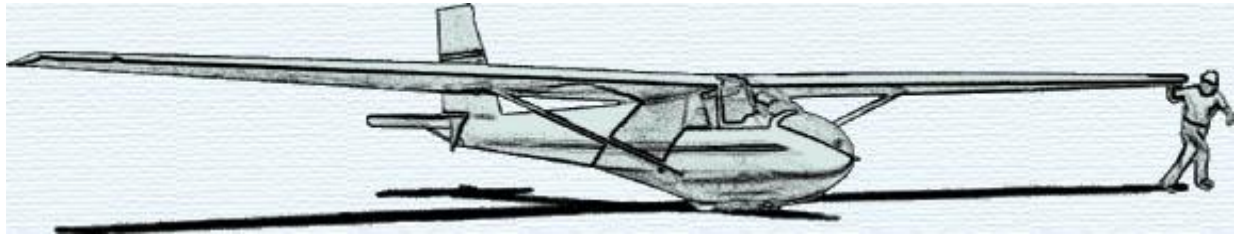
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____</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

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MONTHLY KSA MEETING
Saturday October 12th, 2013

Room 307

NIAR building at WSU

7:30 PM

KSA ELECTIONS!