



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

Editor: Tony Condon

Volume LIV

October 2014

Number 10

PRESIDENT – ANDREW PETERS (2013-2014)

SECRETARY/TREASURER – NEALE EYLER (2013-2014)

VICE PRESIDENT EAST – BOB BLANTON (2013-2014)

VICE PRESIDENT WEST – BOB HINSON (2013-2014)

TOW PLANE MANAGER – STEVE LEONARD (2013-2014)

DIRECTORS:

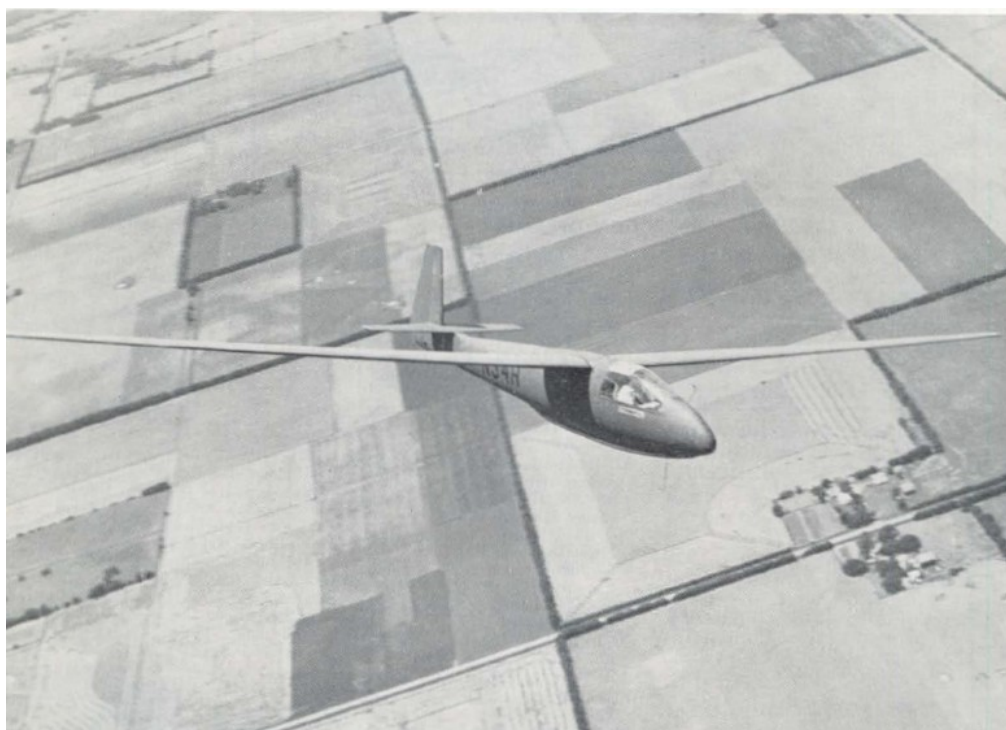
RAY GIRARDO (PAST PRESIDENT)

TONY CONDON (2013-2014)

MATT GONITZKE (2013-2014)

DON JONES (2014-2015)

RAFAEL SOLDAN (2014-2015)



Harland Ross in the R-6. Photo by Dave Blanton, from the cover of the October 1960 Soaring

Sunflower Seeds

Sept. 20th: **Bob Hinson** towed. **Leah Condon** and **Matt Gonitzke** ran the line. **Tony Condon** instructed. Excellent soaring day with max altitudes around 7000 feet. **Steve Leonard** (Zuni ZS), **Bob Holliday** (5W), **Jerry Boone** (K7), **Dave Wilkus** (SR), **Don Jones** (MB), **Mike Orindgreff** (CAT), **John Wells** (KJ), **Dennis Brown** (LY), and **Keith Smith** (LW) all flew. **Mike Logback** made his first flight in his new-to-him Phoebus. **Michael Groszek** flew a couple flights in the Grob with and without a passenger. **Tony** flew with students **Dave Pauly** and **Doug Brannon** and gave guest rides to **Dave's** wife Suzanne as well as hang glider pilot Darrel Hambley and KC-135 pilot Vishal Patel.

Sept. 21st: **Tony Condon** towed. **Steve Leonard** and **Keith Smith** ran the line. **David Kennedy** did some solo flights in the 2-33. **Bob Hinson** (KD), **Matt Gonitzke** (6M), and **Mike Orindgreff** (CAT) all took two tows with a couple soaring flights of about an hour and fifteen minutes recorded in weak conditions. **Shea Zuckerman** continued his towpilot training. **Mike Logback** retrieved the Phoebus. **Dennis Brown** was also seen at the field.

Sept. 27th: **Bob Holliday** (5W) and **Mike Orindgreff** (CAT) flew. **Rafael Soldan** instructed. **Steve Leonard** landed after taking off from the Wichita Gliderport for the vintage rally, got another tow and flew back to Wichita. Chad Wille did the same, flying **Neal Pfeiffer's** Ka-6E, and got a tow back to Wichita behind **Rafael's** 172.

Sept. 28th: Plenty of flying but no report. **Don Jones** (MB) flew to Moundridge and Halstead. Hopefully a Silver Distance claim there. **Bob Holliday** (5W) flew to Harper and Pratt.

Sept: 29th: **Keith Smith** reports: I am including what I call the "Mike's Squared Day" Gallery: They both got their five hours today. **Mike Logback** got a 100K as well. **Bob Holliday** towed and we four flew. **Bob** commented in flight " this is just like Christmas" - what a great day for September 29th. We also shot over the top



Two Happy Mikes. **Orindgreff** and **Logback** both had 5 hour duration flights on September 29th. Photo by **Keith Smith**

Wichita Gliderport Seeds

Sept. 17th: **Mike Logback** flew his Duster on a mostly local flight of around 4 hours. **Tony Condon** (K) flew east to near Eureka and then as far south as Derby. A nice soaring day!

Sept. 26th-28th: Vintage Rally. Lots of soaring, excellent weather. Full report next month.

Member Accomplishments

Sebastien Pepin earned his Private Pilot Airplane Certificate!

Matt Gonitzke earned his Bronze Badge and Silver Altitude

Don Jones earned his C Badge, Bronze Badge, and Silver Altitude

Matt Gonitzke flew Silver Distance and Duration flights during the Vintage Rally. Should complete his Silver Badge!

Mike Logback flew Silver Duration on September 29th

Mike Orindgreff flew Silver Duration on September 29th

Don Jones flew Silver Distance

Notes from the President

Greetings soaring fans. Another season is winding down, one with some epic flights and many individual achievements. Congratulations!

As you may have seen, the SSA is raising dues. What does that mean to you? Well, if you maintain your SSA membership through KSA, then you are in luck. KSA dues will remain \$100 per year, and will continue to include the SSA dues. Please plan to pay your 2015 dues in January. The KSA banquet is a great time to renew. If you maintain your SSA membership yourself, then expect to pay the extra \$5 next year.

Elections will be held this month. Leah Condon is counting the ballots. We have a large slate of directors and officers on the ballot, so please vote. And if you are interested in running, write ins are welcome. Results will be announced at the October 11 meeting.

The Fall work day will be in November, keep your eyes open for more information. One of the projects is to clean out the Tee Hangar, so power washers and hoses will be needed.

Finally, you may have questions about the Sunflower Soaring Foundation, a new corporation formed for the care and feeding of Sunflower Gliderport. At the October KSA meeting, SSF will be making a presentation to its best customer – you! There will be a chance for you to learn more about SSF and express your hopes, dreams, desires and wants for Sunflower. Please be sure to attend, and remember the new meeting time of 6:30 PM!

Happy landings,

Andrew

2014 OLC Results

The 2014 OLC season has come to a close. For the OLC Plus, KSA placed 32nd in the USA out of 162. In the Silver League competition we were 13th of 81. We flew 26,555.41 kilometers in 176 flights for 29,249.52 points. **Tony Condon** led KSA in the OLC Champion rankings with 3109.12 points, followed by **Bob Holliday** at 2888.44 and **Steve Leonard** with 2467.32. **Jerry Boone, Ron Leonard, Mike Orindgreff, Keith Smith, Dave Willkus, Matt Gonitzke, Michael Groszek, Don Jones, Andrew Peters, Rafael Soldan, Jeff Beam,** and **Bob Hinson** also scored points for KSA.

Flying the HP-24

By Tony Condon

The Tetra-15 is the first glider built as part of the HP-24 project. Brad Hill was the builder. Brad has a good track record of building gliders. He has also built a Russia and an Apis. The first flight of the Tetra was in January of 2012. Since then Brad has put around 500 hours on this glider, a real testament to the quality of the construction as well as the quality of the handling.



I happened to be at the Arlington, WA airport for a day and Brad was kind enough to offer me a flight in the glider. I wasn't going to say no! After a cockpit checkout I was on the line and ready to launch. Takeoff was performed with +1 Flaps. Brad's glider has 2 positive detents for flaps. I had a quartering headwind which wasn't very strong. Roll control was excellent in the early roll. The stick was held in the neutral position. Trim was slightly forward of its neutral position, perhaps 2/3 forward. As the speed built up I moved the stick slightly forward to lift the tail just a bit and let the glider fly off the ground.

On tow, the glider tracked straight as an arrow. I was able to fly extended periods without touching the stick in the smooth marine air near the airport. Everything was just as you would expect from a modern, well designed sailplane.

Off tow I first did a stall with full flaps and the gear up. Indicated speed at the stall was about 38 knots. The stall felt normal with some aerodynamic buffeting as a warning and a quick recovery once I moved the stick forward just a little. Then I played with the flaps a little just enjoyed the very slow descent rate. I didn't go over 80 knots as there was no need. There was no thermal activity. I did do a series of steep turns which felt very good and tested the roll rate. The roll response was very good, I went from 45 to 45 in about 3 seconds. Control forces are just high enough to keep the roll from being twitchy. It had a very solid feeling.

By now it was time to land. The gear came back down and I set full flap for the landing. Brad usually does not use full flap for the landing but I wanted to see how steep of an approach was available and I like minimum speed touchdowns. I was impressed fully with the approach angle, in fact I had to ease off the airbrakes to almost nothing towards the end as I had slightly mis-judged and was heading for the beginning of the landing area instead of the middle where I wanted to touch down. Touchdown was slightly tail low and felt really nice. The only hiccup was that I was soon launched off a bump in the grass and back airborne! Oh well so much for getting a 10 from all the judges. We were back on the ground shortly.



All in all I was very pleased with the glider. The cockpit is large and comfortable. I am 6'1" and 210 lbs but Bob designed the glider for up to 6'6" and 300 lbs. The only thing I didn't like about the glider was a few of the ergonomics in the cockpit controls. The flap and airbrake handles were really close together and it was easy to bump the flap handle and retract them while reaching for the airbrake handle. This has been corrected in the kit gliders. I also didn't like the gear retraction handle but Bob has also changed this to be more conventional in the kits. The only quirk I found on the glider was that in the full flap position it rolled off to the left a bit, requiring slight right aileron to correct. I think this must be caused by a slight mis-rigging. Brad never uses the full flap position so he hasn't been annoyed by it enough to track it down and fix it. He's been too busy flying!

For more information on the HP-24 Project, check out their website <http://hpaircraft.com/hp-24/>. To follow along with current progress see the projects Facebook page <https://www.facebook.com/pages/HP-24-Sailplane-Project/200931354951>. The first kit compliant glider should be flying in October of 2014 and there are at least 3 others in the pipeline at this time. I think this is one of the most exciting things happening in the sport at this time and I'm glad that I've had a chance to be just a little involved in it. If you have the opportunity to attend one of the Akaflieds I highly recommend it. You'll get to spend a week working with Fiberglass, Carbon Fiber, and Kevlar and building real flight articles, perhaps for your own future HP-24.



Ron Leonard soared with a Bald Eagle in the Midwest Soaring Association's Ka-6. Flight was on September 14th out of Richter Field near Harrisonville, MO

#	Points	Club	0 km	Flights	Pilots
1	4,296.65	Kansas Soaring Assoc. (US / RT, AR, KS, LA, MO, W, NE, OK)	3,462.68	23	12
2	3,975.44	TSA Texas Soaring Association (US / RT, AR, KS, LA, MO, W, NE, OK)	3,312.29	18	16
3	3,276.70	Soaring Society of Boulder (US / BZ, AZ, CO, NM, UT, WY)	3,151.09	15	10
4	2,435.99	Soaring Club of Houston (US / RT, AR, KS, LA, MO, W, NE, OK)	2,367.41	19	11
5	2,167.00	Monterey Soaring (US / BZ, AZ, CO, NM, UT, WY)	2,054.62	9	8
6	1,602.06	Black Forest Soaring (US / BZ, AZ, CO, NM, UT, WY)	1,773.83	6	6
7	1,766.92	Warner Soaring Gliders (US / BZ, AZ, CO, NM, UT, WY)	1,875.58	6	6
8	1,538.04	Canaan Creek Soaring (US / BZ, IN, KY, MI, OH)	1,499.33	10	6
9	1,353.50	Northern California Soaring Ass. (US / BZ, AZ, CO, NM, UT, WY)	1,418.82	8	7
10	1,289.96	Holbein Gliders (US / RT, AR, KS, LA, MO, W, NE, OK)	1,271.15	4	5
11	1,177.44	Oklahoma Soaring Association (US / RT, AR, KS, LA, MO, W, NE, OK)	1,014.77	7	4
12	1,050.90	Chicago Glider Club (US / RT, AR, KS, LA, MO, W, NE, OK)	984.02	3	3
13	885.93	Williams Soaring Center (US / RT, AR, KS, LA, MO, W, NE, OK)	772.24	4	4
14	879.99	Central California Soaring Club (US / RT, AR, KS, LA, MO, W, NE, OK)	796.53	3	3
15	868.56	Blackhawk Soaring Club (US / RT, AR, KS, LA, MO, W, NE, OK)	811.51	16	1
16	830.96	ASA - Arizona Soaring Assn. (US / BZ, AZ, CO, NM, UT, WY)	678.10	5	3
17	738.84	Wisconsin Soaring Society (US / BZ, AZ, CO, NM, UT, WY)	729.89	2	1
18	676.91	Soar Truckee (US / RT, AR, KS, LA, MO, W, NE, OK)	683.17	3	2
19	663.60	Central Indiana Soaring Society (US / IN, KY, MI, OH)	335.84	3	2
20	644.93	The Soarington (US / RT, AR, KS, LA, MO, W, NE, OK)	529.99	3	1
21	616.13	Av. Galena (USA) (US / RT, AR, KS, LA, MO, W, NE, OK)	489.48	4	4
22	604.94	Arch. Club. Annapolis (US / BZ, AZ, CO, NM, UT, WY)	492.94	4	4
23	466.02	Starr-Lewis Soaring (US / RT, AR, KS, LA, MO, W, NE, OK)	446.35	2	2
24	429.93	Cross Country Soaring (US / RT, AR, KS, LA, MO, W, NE, OK)	386.29	1	1
25	402.32	Albuquerque Soaring (US / BZ, AZ, CO, NM, UT, WY)	314.39	2	2
26	366.19	WUTCO (US / BZ, AZ, CO, NM, UT, WY)	367.04	2	2

KSA has started the 2015 OLC season off right with an opening weekend of good weather, listed as the #1 club in the USA. Let's keep it up!

KSA CALENDAR

October 11th - KSA Meeting - Elections and SSF Presentation

November 8th - KSA Meeting

December 13th - KSA Meeting

2015

January 10th - KSA Awards Banquet

February 14th - KSA Meeting

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

March 14th - KSA Meeting

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

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

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

July 2nd - July 9th - 1-26 Championships

1500 mile glider cross country!

By Paul Sodamann

I wish I could say I flew it that far! Unfortunately it was towed behind my truck but what a trip!

As many of you know I had been trying to sell my 1-26B for quite some time. I purchased it as a project plane thinking I could turn it around a little faster than I did but that was not in the cards. After two years and several potential buyers who backed out at the last minute (one even walked away from a \$500 deposit) I was settling into the idea that I would just fly it myself. I did get three flights in it all of which were enjoyable and was making plans to attempt a silver distance flight in it. Then out of the blue I received a call from a gentleman in Wyoming asking if it was still for sale. He was interested enough that he said he would send the full amount sight unseen. After being burned by several other buyers backing out I did my best to give him every out possible. I explained that the weight and balance indicated it was a heavy plane and restricted the maximum pilot weight. "No problem" he said as he weighs the same as I. Even though he did not request them I told him I would send him photos so he could be sure what he was getting. I drove to Sunflower and took 24 - 5x7 photos from all possible angles and mailed them off with a copy of the weight and balance thinking I would get an "Oh, never mind" reply.

Within a few days I had a certified check made out for the full amount I was asking. The buyer asked if the glider could be delivered and I told him I would do it for round trip expenses. Then I asked where in Wyoming he would like me to take it? "I don't want it in Wyoming" was the reply, "I want it in Borrego Springs, California." Along with that request he also mentioned he would not be there to take delivery. He provided me with the combination to his hanger and a phone number to call the FBO when I was getting close. With travel expenses covered it made little difference to me where I was to go. One adventure is as good as another.

It was a Sunday when I left my home near Saint George early in the morning and headed to Sunflower. After hooking the homemade open trailer with #201 on it to my pickup the thought of going fifteen hundred miles with a southerly cross wind all the way hit me. I started to question my sanity. I was on the way by noon only a few miles down the road and already dealing with the wind gust. I watched the trailer rock and buffet while only driving forty-five miles per hour. Barley fifty miles down the road while looking in my rear view mirror I watched one of the wings blow loose from the over center clamp holding down the main spar. This was going to be a long trip and it was going to be more stressful than enjoyable! I pulled over, said a few choice words and was able to get the wing back under the clamp. I added a couple of extra tie down straps to help hold the wing down and got back on the road. Aside from the wind you learn a lot about which semi-trucks put out the most wake turbulence while pulling a glider on an open trailer. Auto transports have the worst wake followed by tanker trucks. Those trailers with the streamlining vanes on the back of them may reduce drag for the truck driver but they throw out a lot more turbulence than a trailer with just a squared off back.

I made it to just pass Dalhart, Texas the first night and slept, or at least tried to sleep, in the cab of my truck. By mid morning Monday and all that day I was on I-40 heading west. And, yes, I was only doing forty-five to fifty miles per hour max while slowing down greatly every time an eighteen wheeler would go around me. No major problems other than a developing case of TB and I finally decided to stop just a few miles from Flagstaff for another restless night in the cab of my pickup.

Tuesday dawned and I was on my way west towards Needles, California and eventually south on 95 to Blythe and then west on I-10. With a few more stops for gas and some zigzagging I ended up west of the Salton Sea and going down the worst road of the trip, state road 22, heading west to Borrego Springs, California. I made it to the airport by 3:45 in the afternoon local time. The FBO manager asked me why the buyer wanted a glider delivered to Borrego Springs? The nearest glider operation was forty miles further west. I told her I

told her I assumed it was because that was where he had a hanger. The FBO manager said the buyer was a nice older gentleman probably close to ninety years old or there about. She left me to myself and drove off shaking her head. Keep in mind that at this point I had still not personally met the buyer but was starting to like this guy a lot.

Well after nearly sixty-four hours in the cab of my truck I was ready to unhook the trailer and be done with it. I backed the glider into the hanger, unhooked it, set aside some necessary paper work and opened an inexpensive but well deserved adult beverage and toasted my successful trip and said good-bye to the 1-26. With the trailer no longer in tow it was a very strange feeling driving at sixty-five to seventy miles per hour again. However, with six additional hours driving I found myself in Tucson and the home of my good friends with whom I annually hike the Grand Canyon thus ending my longest cross country glider trip. Maybe someday I can fly one at least a tenth of that distance!



Near the end of the trip close to the Salton Sea

KSA Duty Schedule Oct 2014

Sat, Oct 11, 14	Bob Hinson	316-841-5561	Matt Boone	620-662-5330	Tony Condon	515-291-0089
			Dana Duckworth	316-722-2078		
Sun, Oct 12, 14	Bob Holliday	316-733-5403	Harry Clayton	316-644-9117	Tony Condon	515-291-0089
			Susan Erlenwein	316-644-4586		
Sat, Oct 18, 14	Jerry Boone	620-662-5330	David Wilkus	316-788-0932	Andrew Peters	316-682-4287
			Matt Boone	620-662-5330		
Sun, Oct 19, 14	Bob Holliday	316-733-5403	Keith Smith	785-643-6817		
			Steve Leonard	316-249-7248		
Sat, Oct 25, 14	KC Alexander	316-308-8498	Bob Blanton	316-683-9759	Brian Bird	620-728-1341
			Robbie Grabendike	316-686-8859		
Sun, Oct 26, 14	KC Alexander	316-308-8498	Don Jones	620-960-6444		
			Kevin Ganoung	785-536-4540		

KSA Ballot

Print this and bring it to the meeting on Saturday Oct. 11th

President	
<input type="checkbox"/>	Tony Condon
<input type="checkbox"/>	_____
Secretary/Treasurer	
<input type="checkbox"/>	Neale Eyler
<input type="checkbox"/>	_____
VP East	
<input type="checkbox"/>	Bob Blanton
<input type="checkbox"/>	_____
VP West	
<input type="checkbox"/>	Bob Hinson
<input type="checkbox"/>	_____
Towplane Manager	
<input type="checkbox"/>	Steve Leonard
<input type="checkbox"/>	_____
Director	
<input type="checkbox"/>	Matt Gonitzke
<input type="checkbox"/>	_____
Director	
<input type="checkbox"/>	Brian Bird
<input type="checkbox"/>	_____

RULES FOR KSA FLYING AWARDS, 2014

Unless otherwise noted, the following applies to all awards:

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

All distance and speed flights must start at an altitude of 1000 meters (3281 feet) or less AGL, except the Kowbell 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 2014 season, the SSA 2014 Handicap list, as amended/added to below, will be used (the 2014 list is available on the SSA web page, www.ssa.org):

Schreder HP-18 - 1.02

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

Turnpoints will be photographed

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

No specific film type or processing is required.

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

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

FAI style photos can be used for any turnpoint.

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

Speed tasks- Allowed methods for time recording:

Start/Finish gate (ground timed)

Data back photos of start/finish

Pilot timed task

Wooden Wings Award

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

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

Mamie Cup

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

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

KSA Flying Horse (Silver)

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

KSA 200 KM

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

KSA Flying Horse (Gold)

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

KSA Handicap Score Trophy (Pilot of the Year)

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

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

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

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

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

Cumulative Speed Trophy (Charles Henning Award)

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

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

Lead C

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

Praying Mantis

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

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

2014 KSA AWARDS INFORMATION SHEET

Pilot's Name _____ Date _____

AWARD	DATE OF FLIGHT	SAILPLANE	SPECIFICS
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 _____

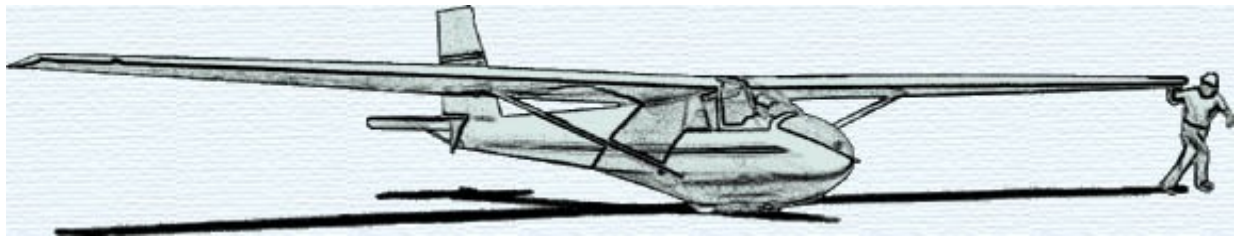
<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>	<p style="text-align: center;">KSA TOWCARD</p> <p>TOW NUMBER START TACH TIME</p> <p>_____</p> <p>TOW PILOT _____</p>
<p>PILOT _____</p> <p>ADDRESS _____</p> <p>_____</p> <p>SAILPLANE _____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

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA MEETING

Saturday October 11th, 2014

Cabela's

6:30 PM

SSF Presentation and KSA Elections!