VARIOMETER

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THE UPS AND DOWNS

OF THE

KANSAS SOARING ASSOCIATION

Editor: Tony Condon

Volume LVI **June 2016** **Number 6**

Bob Holliday at the Region 2 Contest in Mifflin, PA. Photo by Bo Michalowski

KSA CALENDAR

June 11th - Great Planes on the Plains Fly-In - Hays, KS

June 11th - KSA Meeting - Cookout at Sunflower

June 11th - 19th - Club Class Nationals - Wurtsboro, NY

June 21st - 30th - 15 Meter, Open, Standard Nationals - Nephi, UT

June 25th - Kansas Kowbell Klassic

July 9th - KSA Meeting - Cookout at Sunflower

July 9th - 16th - International Vintage Sailplane Meet - Elmira, NY

July 9th - 15th - Junior Nationals/Camp - Texas Soaring Association - Midlothian, TX

August 7th-15th - Sports Class Nationals - Uvalde, TX

August 13th - KSA Meeting - Cookout at Sunflower

September 10th - KSA Meeting - Cookout at Sunflower

September 11th - Adventurous Babes Society Rides - Sunflower

September 22nd - 25th - Wichita Vintage Rally

October 16th - Adventurous Babes Society Rain Date - Sunflower

October 30th - Closing Day at Sunflower

On May 24th, **Mark Schlegel** celebrated the 51st anniversary of his first solo in a J-3 Cub. Congratulations **Mark**!

Sunflower Seeds

May 3rd - **Mike Logback** towed. **Brian Silcott** helped with ground ops. **Tony Condon** flew the Cherokee II, **Steve Seibel** flew the Ka-6. **Mike Orindgreff** (F8) and **Bob Holliday** (3D) self launched. Cloudbase was over 8000 feet.

May 5th - **Paul Sodamann** towed. **Tony Condon** instructed. **Brian Silcott**, **Mike Warbington**, and **Jerry Martin** were students. **Mike Orindgreff** (F8) self launched. **Tony** then gave **Paul** a tow in Betty Boop. **Paul**'s wife Cindy and **Bob Holliday** observed operations.

May 6th - **Tony Condon** worked on the 2-22. **Steve Leonard** worked on his hangar. **Don Jones** worked on his trailer. **Bob Holliday** worked on his glider.

May 7th - **Paul Sodamann** towed. **Tony Condon** instructed. **Mike Warbington** took lessons in the 2-33. **Tim Double** was checked out in the Grob. **Leah Condon** got a refresher flight in the Grob. **Bob Hinson** completed his flight review in the Grob, and new member **Cooper Dube** took a ride in the Grob. **Mark Ross** and **Dave Wilkus** worked the line. **Matt Gonitzke** and his dad were on site, completing the condition inspection on **Don Jones'** Russia. Observers included Britt (with Tim), Lyn Juby, **Brian Silcott**, and **Steve Leonard**.

May 10th - **Paul Sodamann** towed. **Tony Condon** completed the first flights on the 2-22E restoration. Through the day, **Brian Silcott**, **Jerry Boone**, **Tim Double**, and **Matt Gonitzke** got flights in it, including some Auto Tows. **Tony** also enjoyed a 1.5hr solo soaring flight over Sunflower. **Ben Sorenson** flew in in his Cessna 195 and then flew the towplane with **Paul** to regain his towpilot currency. **Don Jones** flew the Russia, **Mike Logback** flew, **Keith Smith** had two flights in Tinkerbell, **Mike Orindgreff** self launched, and **Steve Seibel** landed last (as usual) in the Ka-6. **John Wells** did some work on KJ. **Bob Holliday** flew in in his airplane to visit. **Bob Blanton** flew in in his 182 and annualed the 1-34.
May 12th - **Don Jones** helped **Tony Condon** load the 2-22E on its trailer to return to the Silent Knights Glider Club in Ames, IA. **Mike Orindgreff** and **Bob Holliday** self launched.

May 14th - **Dave Wilkus** flew SR. Towpilot and other activity unknown.

May 18th - **Mike Orindgreff** flew F8

May 28th - **Dave Wilkus** flew SR, **John Wells** flew KJ, and **Steve Seibel** flew the Ka6, all for at least 2 hour flights. **Paul Sodamann** towed and then sprayed weeds and mowed.

May 30th - **Michael Groszek** had a nice flight in the Ka6. **Don Jones** flew the Russia and **Dave Wilkus** flew SR. Towpilot and other activity unknown.

Went Flying? Send your Sunflower Seeds report to abcondon@gmail.com

Club News

Club reporters should submit items for this column directly to *Soaring*, Box 66071, Los Angeles 66, Calif. Please try to limit news to one page of double-spaced typing on a separate sheet as it might apear in print (capitals, indentations, etc.). Subject matter should cover that which is thought to be of general interest.

A column editor is still being sought. Volunteers will be considered.

Kansas Soaring Assn. 8034 Levitt, Wichita 7 A Chapter of SSA

Last May Mickey and Mike Jensen and Hank Claybourn served as crew for Marshall Claybourn when he made a mighty 20- (just one zero, editor, not two) mile cross-country. This foursome is not the type to let their fertile brains set idle, so while returning from this flight they came up with a program to challenge the courage and skill of every glider pilot. This meeting of minds produced the Annual Kansas Kowbell Klassic. The purpose of this annual event is to get birds out of the nest and on the wing. The following information should cover all aspects of the annual contest.

Rules for the Annual Kansas Kowbell Klassic

1. Any soaring pilot and sailplane may enter.
2. Only one flight per pilot will be eligible for konsideration, and that flight must be made on the date selected for the Kowbell Klassic.
3. The winner each year will be the pilot who makes the longest flight, as measured on U.S. Koast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA landing form. In kase of any dispute on the measurement of distance, said dispute will be settled by Indian "rasslin," (Texas rules).
4. The release altitude will be no higher than 2000 feet above the kontest site.
5. The release point will be vertically above the kontest site.
6. The Annual Kowbell Klassic will be held each year on the first Saturday after the first full moon that falls on or after the summer solstice (i.e., the first point of the sign of Kancer).
7. Normal adverse soaring weather, i.e., rain, overcast sky, lack of thermals, etc., shall not konstitute a valid reason for postponement of the Kowbell Klassic. If the weather is unsafe for glider flight on the appointed day, then the next following Saturday during which unsafe flying weather is not present shall be the date of the Kowbell Klassic.
8. A suitable trophy has been fabricated by Mickey Jensen and Marshall Claybourn, and the aforementioned trophy shall be placed in the possession of the Officers of the Kansas Soaring Association who will be charged with its annual presentation, in accordance with these rules.
9. Any person who wins the Kowbell Klassic Trophy thrice in succession shall become the permanent owner of the trophy and a replacement trophy will be provided from the original source.

In accordance with these rules, the date of the first Kowbell Klassic was 21 July 1962. (Mickey Jensen came home from Switzerland to enter). While the weather was poor the three kontestants, Mickey, Bernie Mohr, and Marshall, bravely set sail. The final distances were so close that the provisions of rule #3 almost had to be exercised, but Marshall was finally declared winner.

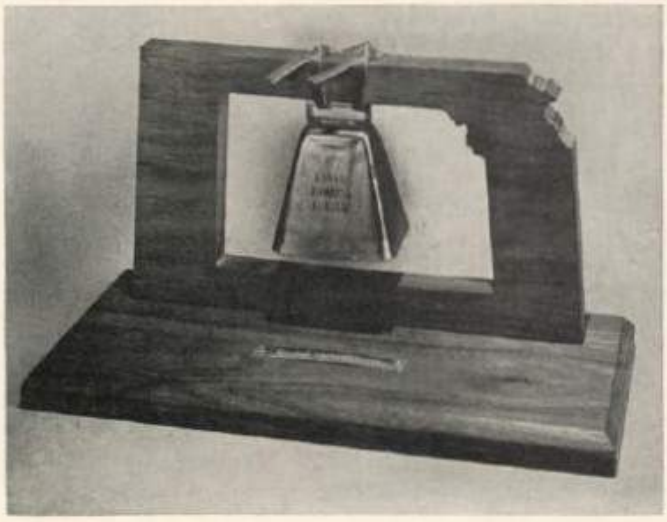
Jim LeSueur considered entering in a F-100 by passing the kontest site at Mach 1 and 2000 feet, shutting off the power and "gliding" to a landing, but decided against it because of that particular aircraft's poor short field characteristics. Still, on a poor soaring day that would be one way to win.

The gauntlet has been thrown down—the kontest is on! This year's event will be on July 13th and the event is open to every glider rider who shows up at the kontest site with a glider and a tow fee.

Kontest site is to be announced by KSA officials at a later date.

Lilienthal Soaring Club of Calif., 12209 Allard St., Norwalk, Calif.

A good year seems ahead for this



The Kansas Kowbell Klassic trophy, a double outline of the state of Kansas, suitably decorated.

RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLATION

The rules for the Kansas Kowbell Klassic Konsolation are the same as for the Kansas Kowbell Klassic, except as amended below.

1) Any soaring pilot and sailplane may enter, except for the winner of the previous days Kowbell Klassic.

2) The winner each year will be the pilot who completes the longest pre-declared task, as measured on US Koast and Geodetic sectional charts, from the release point, through any pre-declared turnpoints, to his point of landing, as verified on a Standard SSA Landing Form.

6) The Annual Kowbell Klassic Konsolation will be held each year on the Sunday following the Annual Kowbell Klassic, unless the second place competitor in the Kowbell Klassic flew farther than 200 miles. In this kase, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

Kowbell 2015 is June 25th Don't miss it!

Region 7 Low Performance Contest

By **Tony Condon**

In 2013 and 2014, KSA hosted regional contests at Sunflower, introducing the “Low Performance” class. This class was defined to include all gliders with a handicap greater than 1.115, meaning that gliders with the performance of a Standard Austria, and lower, were eligible. The goal was to provide a competition where pilots in older, slower gliders would not have to try to compete with much more modern ships. While the weather at our two contests was not stellar, the turnout for the Low Performance class was encouraging, the participants enjoyed the chance to fly with gliders their own size, and it seemed that fun was had by all.

Leon Zeug, who flew his Ka-6E at one of our contests, was the Contest Manager for Region 7 and decided to include a Low Performance Class as well. I was excited about this as since I had been the CD at Sunflower I had been unable to participate. I signed up to fly my old Cherokee II, contest ID YYY, and set about rounding up as many friends as I could to make sure we had 5 participants at least, the minimum to make a class in regional competition.

Two other participants from the Sunflower contests also jumped in. Chad Wille decided to fly his Bergfalke and Matt Michael signed up in his Woodstock. To round out the class we had Dale Watkins in his Ka-6CR and Jim Hopkins who borrowed a PW-5 from the Region 7 CD, Geoff Weck.

One would think that most of North America would be out of the grips of Winter by mid-May, but on the night before the practice day of the contest, the forecast for Albert Lea, MN had the lows below freezing and a slight chance of snow. The snow did not materialize but the temps were cold. The long underwear, fleece jackets, and stocking caps were out and the lightweight shirts and pants would have to wait for another contest.

The practice day featured a northwest wind that caused those of us who flew a few struggles. I had trouble staying up and was starting to question my abilities as I got in line for my third tow of the day. However I managed to stick that time and flew out to the edge of the circle and back, happy to get reacquainted with YYY and get some miles under my belt. Matt, who had stuck on his first tow, actually made it to the middle of the circle and back, although not without an exciting low point over the St. James airport. He covered 125 miles for the day.

Matt taught me to fly gliders when I was in college in Ames, IA. We’ve gone on to form a very strong friendship. He crewed for me at the Pan Americans last spring and has pulled me out of several Iowa farm fields. We were looking forward to a chance to try our hand at team flying and have a good week of soaring.

Low Performance Grid Photo Tony Condon

The cold blast of air to start the week proved to be a dream for thermal activity. As the week warmed up the soaring just got better and better.

Day 1 provided the most interesting weather. A weak front was approaching from the north. This would create some OD and rain late in the afternoon. We had a 2.5 hr task so we could hopefully avoid any trouble. Matt and I started side by side and had a good flight, mostly between 6 and 7000 feet. As we entered second turn area it became apparent that we were in the weak frontal zone, with the winds north of us out of the north and the winds at Albert Lea (south of us) still out of the south. We seemed to catch the convergence zone for a while and then watched as the sky went quite overcast between us and home. After encountering a bit of rain in the circle, we found a climb and decided to head home. The sky was hard to read with a lot of overcast but also a nice line of dark bottomed clouds, almost heading straight back to Albert Lea. We got a climb and hoped to run the line, but as we climbed, the line started raining! So much for that idea, instead we tanked up a little extra altitude and started our final glide through the line of virga. The sink was not too bad and we had not trouble racing home with a lot of speed and altitude. I did encounter some half-frozen precipitation at 6500 feet but of course it quickly melted. We made it around at 36 mph, and thanks to a slight handicap advantage I was the day winner by 14 points.

Woodstock, from Cherokee II. Photo Tony Condon

Chad was flying in the Bergfalke with another friend of ours, Cory O'Neel. Cory has soloed gliders, has a Light Sport Airplane certificate, and was getting his first taste of cross country soaring at the contest. They made it around the task without too much trouble, starting a little before Matt and I and coming in a little earlier. Dale was also a finisher for the day. Jim's view of the forecast was not encouraging him in his borrowed glider so he did not fly the task.

Day 2 was forecast to be a nice soaring day. No rain was expected for the rest of the week. We had a 3.5 hr task to explore the southern and eastern part of the task area. The day developed with Cu to the south but blue to the north. Matt and I started out the gate with Jim and Dale and we all flew together for the first two legs. It was great fun! We decided to go as far south as we could in the first two circles to minimize the distance we would have to cover in the blue. Matt started to show that his lightweight Woodstock was a much better climber than my Cherokee II, especially in the very narrow cored thermals we were flying. As we headed down the second leg I encouraged him not to feel obligated to wait for me to climb up to him, but he decided he wanted to have a friend for the trip we were about to take across the blue.

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We both ended up very happy that he made that choice as we dropped to less than 1500 AGL over a duster strip northeast of Albert Lea. We found a nice thermal and centered it quickly with each other's help and were back in business. Whew! Once again, I gained a few points thanks to the handicap. Dale was third. Chad and Jim had cut their flights pretty short to ensure they made it home instead of risking it in the blue.

Day 3 followed the trend. A little better soaring than the day before! Was this paradise? Each day was getting a little warmer too which was welcome. We flew another 3.5 hr task, this time to the south and west.

Matt and I started with Chad & Cory and flew the first leg with them. The soaring was one of the best days I've ever had in the Cherokee. We were almost always above 6500 ft and never had any trouble. We ended up going nearly to the back of both circles, logging 157 miles, just a bit under time. Once again I picked up 15 points on Matt. We were having an absolute blast and really enjoying making it home each day after making long flights in great conditions.

Cherokee II, from Woodstock. Photo Matt Michael

I have always had dedicated crew at contests and this one was no exception, although a bit different. **Leah** was unavailable so I arranged for friends and family members to crew for me. It worked out nicely that Albert Lea is centrally located between my hometown of Estherville, IA and Leah's home of Bloomington, MN. On the first two days my high school friend Cole Beardsley crewed for me, and on the practice day my parents, grandparents, and sister visited to watch the launch. Day 2 my mother in law Jo Benson crewed. Day 3 my dad Tony came up to help out. Day 4 was my father in law Jim's turn. Day 5 my dad made a reprise, and on Day 6 two of my Cousins, Hanna and Gary Gardner, helped out as well as bringing my Grandma Marian up to observe. It was a great way to give my family a chance to see what soaring is all about and it was good practice for me in training crews! It worked out very nicely of course that I made it home each night, so none of them had to worry about pulling me out of a field.

After 4 days of flying, the CD was starting to have some concerns about pilot fatigue. While he wasn't ready to call a full rest day he did encourage everyone to use their best judgment on participating if they were too tired. Dale and Jim decided to take the day off so it was just a grid of three. We throttled back to a 2.5 hr task to help conserve some energy, a figure 8 shaped flight to the south and back.

The launch conditions were difficult and Chad and I were both towed into dead areas and soon found ourselves back on the ground. I spent some time contemplating whether or not to take another tow as the sky was looking a bit overcast, especially as a few more sports class gliders landed back. But I decided that I was there to fly and plenty of others had stayed up, so off I went about an hour after my first attempt. Matt had very nicely waited for me and we set off as soon as I was up. He had had a chance to explore the clouds and get a read on what was working and what wasn't. Tops were about 7500 feet so we were confident.

Shortly after start we were down to 2000 feet but found a good climb back up. Whew. However on the next glide I struggled especially and was scratching in zero sink over Lake Mills, IA at 1500 feet while Matt was able to catch a climb above me. I struggled for quite a while before finally finding a good climb and was able to stay high for the rest of the flight. We got split up though and while we were usually within sight of each other for the rest of the flight did not exactly fly together. Since my luck was worse than his, he erased my lead for the contest and took a 1 point lead overall.

Towards the end of the flight I only needed another 500 feet to get glide home and be on time, however I hooked a 6 knot thermal and just couldn't say no. After the previous low point I just topped that climb out and then extended out into the last circle for a few more miles. It was a stark contrast to the beginning of the flight.

My sister Josie and I on the grid. Photo Cory O'Neel

Day 5 was similar to Day 4. I took a relight to start, Matt waited for me, and we set off into a fairly overdeveloped sky. As we started I suggested a course and Matt told me that we should go another way, suggested that I trust him as he had been exploring the thermals and clouds for an hour waiting for me, and I agreed to take his advice. About 15 minutes later we caught a weak thermal at 1500 AGL over a country church. Hallelujah! From there we were flying from one area of sunshine to another, making some good sized diversions, and just trying to eventually get to the right part of the circles.

As we turned east, Matt reported that his battery was dying. Unfortunately for us that meant he needed to go radio silent so that his loggers would last the rest of the flight. So we split up. We had an awesome climb under a big cloud, 7.5 knots average, that we shared with Ryan Glover from Oklahoma City. Shortly after that I bumped through an area of 2 knots before setting out across a blue hole. Matt opted to take the weak climb as his assessment of the sky ahead was less optimistic than mine. He was right. I was soon scratching over a quarry and topped out my climb a little over 6000 feet as I watched Matt fly past a couple thousand feet higher. A few more climbs later I had another hole to cross.

There was a nice cloud street developing from Albert Lea into the final circle. Matt had contacted it and ran out into the circle a ways and turned back to Albert Lea. I contacted a thermal at 1000 AGL that allowed me to climb up to the street. The wind was blowing me to Albert Lea so there was no decision for me to make, I was headed home. The lift under the street was so good that I gained 500 feet doing 80 mph and it was everything I could do to just get down in the end, mere minutes after I had been picking fields to land out.

Matt took a nice lead thanks to my mistakes on Day 5, about 90 points. However, neither of us was really out to beat each other. We were having the time of our lives flying together and enjoying a truly fine week of soaring.

Day 6 dawned with promise of being the best day of the week. Forecast was for cumulus with steadily rising bases, light winds, and no chance of overdevelopment. The other classes opted for a shorter task in observance of the final day. However, the Low Performance pilots were all happy to take full advantage of our last soaring day so we compromised with the CD on a 3 hour task.

Matt and I had strong desire to try to bag a 300 km flight if we could. The task was set just large enough if we went the back of the circles. We did go all the way to the back of the first circle, and had our lowest point of the flight at 4500 MSL. Then we started a long leg to the northeast, jumping from one cloud wisp to another. As the day heated, the thermals went higher and higher the clouds were thinner and thinner. As we arrived in the final circle it was almost totally blue. The thermals were still strong but we decided to abandon hope for the 300 km in deference to making it home at the end of the day. We went just past the middle of the last circle. Shortly after that we reached our high point for the week, 9800 MSL. So close to 10,000! After a long, fast, final glide, we were home after 3.5 hrs on task to finish off a great day and a great contest.

Matt came out the winner of the class, I was second, and Chad was third. We all went home with some great memories, learned some new lessons, and are all looking forward to the next chance we have to race our old wooden gliders.

Great Flying, Great Friends. Let’s do it again! Photo Dale Watkins

www.ostiv.org

Call for Papers

XXXIII OSTIV Congress, Benalla, Australia

8–13 January, 2017

The XXXIII Congress of the International Scientific and Technical Organisation for Soaring Flight (Organisation Scientific et Technique Internationale du Vol à Voile, OSTIV) will be held at the site of the 34th FAI World Gliding Championships in the Open, 18m and 15m Classes, Benalla, Australia from 8 to 13 January, 2017. The Congress addresses all scientific and technical aspects of soaring flight including motorgliding, hang gliding, paragliding, ultralight sailplanes and aeromodeling.

Opportunity for presentation and discussion is given in the following categories:

Scientific Sessions: Meteorology, Climatology and Atmospheric Physics as related to soaring flight.

Technical Sessions: Aerodynamics, Structures, Materials, Design, Maintenance and Sailplane development.

Training and Safety Sessions: Training and Safety, Coaching, Health and Physiology.

Joint Sessions: Scientific and technical topics, reviews or news, presented in an informative and entertaining way for the broader interest of the World Gliding Championships and OSTIV.

Topics on instrumentation, electronics, statistics and other system technologies will be included in the sessions for which the application of the technology is most relevant.

Typical and Suggested Topics

Scientific Sessions

- Meteorology:
  - Meteorological data acquisition and service for gliding operations
  - Weather forecasting for soaring flight
- Climatology:
  - Climates that support soaring flight
  - Climate-change and soaring
- Atmospheric Physics:
  - Mesoscale and small convective, baroclinic or orographically induced phenomena
  - New observations; measurements or analysis of convergence lines, cellular patterns, shear structures, standing and moving waves, short period cycles, turbulence, boundary layer in complex terrain
  - Analytical techniques of delineating thermal and mesoscale structures from routine or experimental ground or flight data, or from remote sensors
  - Modeling of thermals, mesoscale or microscale structures

Technical Sessions

The technical sessions will cover all aspects of design, development and operation of sailplanes, motorgliders, ultralights and solar- or human-powered aircraft. Topics may include, but are not limited to:

- Airworthiness, structural concepts, new materials, fatigue, crashworthiness, manufacturing processes
- Aerodynamics and flight mechanics
- Trajectory optimization
- Stability and control
- Airframe vibration and flutter
- Propulsion systems
- Design integration and optimization
- New developments in flight testing
- Airworthiness requirements
- Cockpit instruments, including navigation instruments (GPS etc.)
- Autonomous soaring

Training and Safety Sessions

Training and Safety sessions will be held on subjects covering disciplines such as

- Flight training, theory and analysis of techniques and results, psychology, objectives, training facilities and material
- Human and medical factors in aircraft design and operation
- Piloting techniques
- Flight operation in controlled airspace
- Safety devices

Joint Sessions

Joint Sessions cover topics of general interest in the field of gliding such as

- Soaring history
- General philosophy of competition classes
- Documentation of badge and record flights
- Common interests with other air sports like hang gliding, paragliding, microlights and ultralights
- Human-powered flight; Solar-powered flight

Deadline for Abstracts and Summaries

The deadline for the Abstracts — max. two A4 pages including figures — is **15 July, 2016**. Letters of acceptance will be mailed by **30 July, 2016**. Final two-page summaries of your contribution will be included in the conference booklet and are due by **1 November, 2016**. Full papers are not required but presenters are encouraged to prepare full papers for submission to *Technical Soaring* (`www.ostiv.org/publications.html`), OSTIV's refereed international journal.

Please use the form below to send a copy of your Abstract to the OSTIV Secretariat, clearly marked for either the Scientific, Technical, Training and Safety, or Joint session.

Oral presentations at the Congress will be limited to 30 minutes.

There is **no registration fee** for the Congress!

If you would like to attend the Congress, please complete the form below and send it to the OSTIV Secretariat at `admin@ostiv.org`. Further information about OSTIV and the Congress can be obtained from the Secretariat or from the OSTIV website, `www.ostiv.org`.

Best Student Papers Awards

Awards of EUR 200 will be presented to the students delivering the best presentations in the Scientific and Technical Sections. To be eligible, presenters must be the first author and submit an abstract and two-page summary by the aforementioned deadlines, as well as a manuscript to *Technical Soaring* prior to the Congress. Students who are unable to attend the Congress may designate a representative to present the work on their behalf.

Call for nominations OSTIV Plaque / Klemperer Award

During the Opening Ceremony of OSTIV Congresses the OSTIV Plaque and Klemperer Award may be presented to the person who has made the most noteworthy scientific and/or technical contribution to soaring flight in recent years. All Active and Individual OSTIV Members can send in nominations. In making such nominations, particular attention should be given to recent contributions to soaring flight by the nominee, although earlier outstanding work also will be taken into account. Nominations should include details of the nominee's contributions and a short biography. All nominations for the OSTIV Plaque / Klemperer Award must be received by R. Radespiel, OSTIV President, c/o TU Braunschweig, Institute of Fluid Mechanics, Hermann-Blenk Str. 37, D-38108 Braunschweig, Germany, `president@ostiv.org` by **15 July, 2016**.

Note of interest / Pre-Registration Form and Extended Abstract, XXXIII OSTIV Congress, 8–13 January, 2017

Please send this pre-registration form to `admin@ostiv.org` no later than 15 July, 2016

☐ Please, send general information about OSTIV

☐ Please, put my name on the mailing list for further information about the XXXIII OSTIV Congress

☐ I wish to attend the XXXIII OSTIV Congress.

☐ I wish to present at the XXXIII OSTIV Congress in the:

- ☐ Scientific Session
- ☐ Technical Session
- ☐ Training and Safety Session
- ☐ Joint Session

Name: .....

Affiliation: .....

Postal Address: .....

.....

Phone: .....

Fax: .....

E-mail: .....

Title of presentation: .....

Abstract (maximum 2 pages):

US Junior Nationals Announcement

Well everyone, it's finally time... The event has been sanctioned and registration is open! First, let's go over the plan for the ***first ever***, US Junior Camp and Contest:

1) This event is for ***anyone and everyone*** interested in soaring who is not 26 years old on the first day of the contest. It is designed to give newer pilots exposure to advanced skills with top level US pilots as coaches. It is designed to let more experienced pilots test their skills against their friends while learning to fly further, faster. If you have never been to a contest, you can ask those of us who have what you are missing... Aside from hanging out with the largest ever collection of young US glider pilots in one place during the evenings, or the many hours of flying, you will find out just how much you can do with the soaring day. Even better, we will hold short ground sessions to get everyone up to speed on how to fly a contest.

2) As most of you know, there is a single seat class for pilots who have a silver badge or equivalent experience of a 100km OLC flight (let me know if you need help planning either flight or have any questions about this requirement). This class will be flown as a sanctioned sports class (handicapped based on glider performance) regional contest (0.92 ranking). Flying this class will allow you to later enter into one of the Std., 15m, 18m, Open, or Club class national contest (1.00 ranking) if you don't already have a ranking. Pilots in this class will be bringing and flying their own/a borrowed glider and will have before flight briefings and debriefings with experienced contest coaches. ***If you are bringing a glider, consider taking some less experienced juniors from your club/area along with you to fly in the two-seat classes. They will get a great experience and you get a crew who can help you assemble, etc and perform to your peak.*** (Though, even if you don't have a crew, we will come get you if you end up landing out).

3) If you don't have the requirements to fly in the single seat class but still want to come to the coolest aviation event of the year, despair no more - you can fly two-seat class! While this doesn't qualify for contest ranking, you will be paired with an experienced two seat pilot in their glider and coached through a contest task where you do the flying.

4) Normally, a contest will cost about $1500 and even with the SSA rebate it's still normally ~$1000 by the time you factor in hotels for a week. Well the good news is that gas is cheaper than it has ever been in our driving lifetime! But it gets better... ***My goal is to keep the final cost of the contest entry, tows, hotel for a week, lunches/dinners every day, down to $200/pilot.*** (If you do some math that means that I'm raising ~$8000-$12,000 more than all of you are paying to make it happen) That's a lot of money and in order to raise it, ***I need you to register as soon as possible (Please take 5 min over this long weekend to fill it out)***. For those that register, I will arrange the hotels, food, etc for you. Once I have a head count there will be another email covering where we go next.

Congrats on making it to the bottom and thank you for reading it thoroughly... now the link you've been waiting for:

Go to http://www.ssa.org/Contests?cid=2351 and click the register button, log-in and fill out the sign-up info. Everyone should select "Junior" class and if you are flying a single-seater go ahead and fill out whatever info you know. It's ok if some things are blank for now, just worry about getting a registration in. If you are looking to fly in two-seat class, just put that in the additional comments section as I'll have to manually mark you as a two seat pilot. If you need any help, feel free to shoot me an email/text/facebook message and we'll figure it out.

Best,
JP Stewart

Congratulations to **Jerry Boone** for being named the CAP Kansas Wing Glider Orientation Pilot of the Year!

RULES FOR KSA FLYING AWARDS, 2016

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 Klassic.

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.

Dennis Brown Memorial

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.

Curt McNay 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.

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.

2016 KSA SCHEDULE

DATE	NAME		CELL PHONE	HOME PHONE	TOWPILOT	PHONE #
Saturday, June 04, 2016	Matt	Gonitzke	815-980-6944		Tony Condon	515-291-0089
	Tim	Double	724-954-2938			
Sunday, June 05, 2016	David	Kennedy	316-841-2912		KC Alexander	316-308-8498
	Robbie	Grabendike	316-686-8859			
Saturday, June 11, 2016 Cookout	Alexander	Hunt	785-224-6330		Paul Sodamann	785-456-5654
	William	Calderwood	316-617-0301			
Sunday, June 12, 2016	Aaron	Maurer		316-300-6741	Andrew Peters	316-393-2261
	Mark	Ross	316-214-1464			
Saturday, June 18, 2016	Robert	Estagin		316-573-5881	Jack Seltman	316-636-4218
	Kevin	Ganoung	785-536-4540			
Sunday, June 19, 2016	David	Kennedy	316-841-2912		Jerry Boone	620-662-5330
Saturday, June 25, 2016 Kansas Kowbell Klassic	Michael	Groszek	206-412-2985		Mark Schlegel	316-641-5093
	Robbie	Grabendike	316-686-8859			
Sunday, June 26, 2016	Brian	Silcott	620-204-0051		Mark Schlegel	316-641-5093
	Mark	Ross	316-214-1464			
Saturday, July 02, 2016	Aaron	Maurer		316-300-6741	Ben Sorenson	316-655-0257
	Tim	Double	724-954-2938			
Sunday, July 03, 2016	Bob	Blanton		316-683-9759	Bob Holliday	316-641-6178
Monday, July 04, 2016 Fourth of July					KC Alexander	316-308-8498
Saturday, July 09, 2016 Cookout	William	Calderwood	316-617-0301		Mark Schlegel	316-308-8498
Sunday, July 10, 2016	Bob	Blanton		316-683-9759	Jack Seltman	316-636-4218
	Robbie	Grabendike	316-686-8859			
Saturday, July 16, 2016	Kevin	Ganoung	785-536-4540			
Sunday, July 17, 2016	Susan	Erlenwein	316-644-9117		Bob Hinson	316-841-5561
	Harry	Clayton	316-644-9117			
Saturday, July 23, 2016	Leah	Condon	316-249-3535		Tony Condon	515-291-0089
Sunday, July 24, 2016	Mark	Ross	316-214-1464		Ben Sorenson	316-655-0257
Saturday, July 30, 2016						
Sunday, July 31, 2016						

Schedule available online at

http://www.brownbearsw.com/cal/KSA

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

DATE _____

KSA TOWCARD

TOW NUMBER _____ START TACH TIME _____

TOW PILOT _____

PILOT _____

ADDRESS _____

_____

SAILPLANE _____

TOW HEIGHT _____

TOW SPEED (MPH) _____

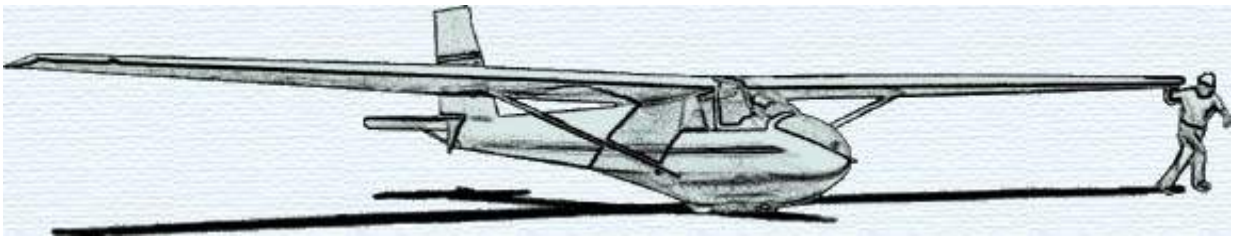
DATE _____

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting

Cookout at Sunflower

June 11th after flying