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BRIAN BIRD (2017-2018)

MATT GONITZKE (2017-2018)

DON JONES (2016-2017)

TIM DOUBLE (2016-2017)



Brian Bird and some Adventurous Babes

KSA CALENDAR

October 7th - EAA Fly-In Jabara Airport

October 14th - KSA Meeting - Elections - Report from 13.5m WGC - **Tony Condon & Matt Gonitzke**

October 21st - Bill Seed Memorial Service - Sunflower

October 28th - Women in Aviation International Rides

October 29th - Closing Day at Sunflower

November 4th - Fall Work Day at Sunflower

November 11th - KSA Meeting - Women's Air Race Classic

Nov 26th - Dec 8th - 2nd FAI Pan-American Gliding Championships - Santa Rosa de Conlara, Argentina

December 9th - KSA Meeting

2018

January 13th - 2017 KSA Banquet - Kansas Cosmosphere

February 10th - KSA Meeting

March 10th - KSA Meeting

April 14th - KSA Meeting

June 9th-16th - Region 10 North at Sunflower



John Wells' artwork is on display this month at Picasso's Pizzeria in Delano. Check it out!

FOR IMMEDIATE RELEASE

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Guide to Becoming a Certified Flight Instructor in Gliders

RALEIGH, NC, September 12, 2017 — Russell Holtz, author of popular soaring training materials and instructor at GLIDERBOOKS Academy Online Soaring School, has just released a new course on becoming a safe, efficient, and effective glider instructor.

Russell has developed a complete syllabus for CFI-G candidates. The course pulls together all of the information and resources needed to become a CFI-G.

The *Flight Training Manual for Gliders* and the *Glider Pilot's Handbook of Aeronautical Knowledge* are used as the core of the curriculum. The course provides progress records, phase tests, and training checklists, and describes how to use them. "Instructor Actions" which show you how to teach each of the flight lessons, are also included, as well as over 180 illustrations that you can download and use for teaching both the flight and knowledge areas to your students.

While the bulk of this course consists of information that a CFI-G applicant must know before taking the practical test, and is designed to be self-studied, you should partner with a qualified CFI-G so that you can safely get your flight skills up to the necessary level, and practice the "Instructor Actions" as your CFI-G plays the role of a student. Your CFI-G will also be responsible for verifying that you are capable of meeting all the requirements of the Instructor - Glider, Practical Test Standards.

This course is also designed to be used as an ongoing tool for instructors. It contains links to many of the items that an instructor needs to reference, such as particular regulations, Advisory Circulars, and FAA notices, as well as progress records, phase check tests, and flight plans.

In discussions with the SSA and the EAA, we have identified a need for more instructors to help grow the sport of soaring and to introduce more youth to aviation. Russell has developed this course to help meet this need. The low introductory price of \$99 for three years of access, is an effort to make the course available to anyone who wants to with become a CFI-G or become a more efficient and effective CFI-G.

A video describing the content of the course is available at <http://academy.gliderbooks.com/courses/guide-to-becoming-a-cfi-g>

About GLIDERBOOKS.com

GLIDERBOOKS.com is the collaboration of brother and sister team Russell Holtz and Rhonda Clerkin. Rhonda, with her graphic design and publishing company, White Oak Communications, LLC, provides the publishing and marketing expertise while Russell contributes his passion for teaching aeronautical concepts. Together they have published two popular and widely respected textbooks. The *Glider Pilot's Handbook of Aeronautical Knowledge* and *Flight Training Manual for Gliders* are available from www.GLIDERBOOKS.com, from the SSA, Cumulus Soaring, and at many local gliderports.

Sunflower Seeds

September 1st: **John Wells** (KJ), **Keith Smith** (LW), **Dave Wilkus** (SR), **Tony Condon** (K), and **Ryan Glover** (Discus) flew. **Tony** and **Jerry Boone** split towing duty. **Tony** and **Ryan** managed a flight to the south hopping from Kingman to Norwich to Argonia and back while Sunflower was in total shade and shut down.

September 2nd: **Scott Williams** (Std. Cirrus) and **Dave Wilkus** (SR) flew locally.

September 3rd: **Michael Groszek** flew in in a Twin Comanche and gave a ride in the Grob. **Bob Blanton** flew in in his 182. **Paul Sodamann** ran the line. **Kirk Bittner** towed. **Mike Logback** (Phoebus), **Tony Condon** (K), **Ryan Glover** (Discus), **Scott Williams** (Standard Cirrus), Robert **Estagin** (Ka6), **Dave Pauly** (Pipistrel), and **Keith Smith** (LW) all soared. **Ben Sorenson** and granddaughter flew the 2-33. **Brian Bird** (Libelle) landed out at a nice private strip near Great Bend. **Dave Wilkus** flew SR, **David Kennedy** flew the 2-33. **Bob Hinson** made two flights in KD. **Tony & Ryan** had a nice flight to El Dorado Lake and Florence.

September 6th: **Mike Orindgreff** (F8) had a nice 300+km flight!

September 7th: **Mike Orindgreff** (F8) had a short local flight.

September 23rd: **Mike Orindgreff** (F8) had a 237 km flight. **Bob Holliday** (RZ) flew 400km going east of Wichita then down to Blackwell-Tonkawa and back to Sunflower.

September 24th: **Bob Holliday** (RZ) flew 250 km, **Dave Wilkus** (SR) also flew. **Bob Hinson** towed. **Brian Bird** flew the Grob for 8 Adventurous Babes Rides. **Keith Smith** ran line and **KC Alexander** also helped out

Ames Seeds

September 5th: **Tony Condon** (K) flew from Ames, IA with the Silent Knights Glider Club, dashing downwind to a landing in Madisonville, Kentucky for a distance of about 465 miles.

Wichita Seeds

Several KSA members took part in the Great Plains Vintage Rally at the Wichita Gliderport. Hopefully (hint hint) we get a few pictures and reports from those who were there.

September 22nd: **Tony Condon** (K) flew to Strother Field and back. **Matt Gontizke** (6M) flew locally. **Mike Logback** (Phoebus) flew locally.

September 23rd: **Tony Condon** (K) launched early and flew downwind to LeMars, IA, about 350 miles. **Leah** chased. **Matt Gontizke** (6M), **Jerry Boone** (K7), and **Mike Logback** (Phoebus) all flew. Good soaring encountered. **Jerry** made 250 km down to Ponca City and back.

Member Achievements

Dave Wellbrock passed his Commercial Airplane checkride.



Three generations of Schempp-Hirth Standard Class at Sunflower. **Matt Gonitzke's** SH-1, **Scott William's** Standard Cirrus, and **Ryan Glover's** Discus, over Labor Day Weekend

Notes from the President

Greetings KSA! It's been an active month as we head towards the end of the scheduled season. We enjoyed a great Labor Day Weekend of soaring. The Adventurous Babes had another great time taking glider rides at Sunflower, the Vintage Rally in Wichita had a nice event with good soaring despite strong winds.

October is the month we return to monthly meetings. October is also election month for KSA. This year we have two director spots up for election. **Tim Double** has decided to run again. **Paul Sodamann** and **Mike Logback** are also running. I would like to thank **Don Jones** for serving on the board. Since October 14th is a flying day at Sunflower, we're planning to have the meeting at Sunflower in the hangar. This will be nice and convenient since we'll all be at Sunflower for the day anyway, right?

We are still looking for meeting topics for the rest of the winter. Have a subject you're interested in? Want to give a talk on something you've learned about? We're listening! Badge flights, soaring weather, flight planning, etc are always welcome. Additionally any ideas for a good meeting space are welcome.

We still are planning to get to work on the Grob as soon as the season is over, to refinish the fuselage. I'm imagining that once we are done flying on October 29th, we put the wings and tail in the trailer and get started. Your help will be needed!

Next June will see the return of soaring competition to Sunflower. Tentative dates are June 9-16 for Region 10 North. Our goal is a return to having annual contests at Sunflower and building up the local knowledge and skill base to do that will be critical. Tow pilots, line crew, scorers, administration, facilities work, promotion, etc will all need done. Think about what you might be able to do to contribute.

See you at Sunflower!

Tony

LeMars

By **Tony Condon**

Since moving to Kansas, my thoughts have often drifted towards making a flight back home. I grew up in Northwest Iowa and learned to fly there. Thanks to many flights home in a club 172, the terrain and route is well known to me. It's a challenging direction to soar though, with many obstacles.

The wind is often strong out of the south, as we know, but it is unusual that the south wind and soaring weather extend far enough north to allow a flight that far. My northbound flights previously have usually ended in southern Nebraska, with two landings in Southeast Nebraska around Falls City and the Kowbell flight to Burwell. **Keith Smith** made it to Minden, NE once in the PW. **John Wells** and just made it to southwest Iowa once.

The terrain itself is not a problem, but crop coverage is. As those of us who have ventured north know, by the time you enter Nebraska, the farmland transitions away from open wheat stubble and into fully grown corn and soybeans. For a flight at this time of the year, this requires a very conservative airport to airport approach.

Finally the weather pattern that brings the south winds means that you will be flying towards a front, usually having thunderstorms and the associated high cirrus blowoff, rain, etc that is normally not good for soaring conditions. This will have the tendency to cut your flight short. On my Kowbell flight near Falls City, I believe I landed about 5 PM.

With all this in mind, I could not resist the forecast for Saturday of the Vintage Meet. TopMeteo indicated that a flight into NW Iowa and perhaps beyond would be possible. How could I say no? It was a weekend so **Leah** could chase. It was a Saturday so we'd have Sunday to drive home. Ideal. I took off at 10:58 AM as a thin cu field was developing around Wichita. After a high tow to slightly above cloudbase I released and set off downwind. Newton was my first bail out point. But steady albeit weak lift was encountered under each thin cu and I steadily started working north.



View right after release

Conditions working north were generally pretty good with no real worrisome low points encountered. I was taking it easy and making an effort to just stay high and let the wind do the work while the day developed. Nearing Manhattan I had to shift to the east a bit as the clouds started to dry out where I was and to the west. Kansas City Center confirmed that the Restricted area was cold which was nice as I was headed right through the middle of it. The lowest point of the flight was encountered right around the Nebraska border but I made a pretty good recovery and kept on creeping north.

I was hoping that the day would really pop, maybe start to street up, and I would have a few hours in the peak of the afternoon that were really off to the races. In reality, I rarely was able to line up more than two or three good climbs in a row and spent most of the flight in sort of survival mode. Almost all the thermals were organized and easy to work even though the wind was 20-25 mph out of the south. As I passed Lincoln, NE I reached my high point for the day, two climbs just over 6,500 feet. That was nice and Lincoln approach was advising me that there was a TFR in effect for the Nebraska football game that afternoon. I was well outside of it and I never did get a good view of the Stadium.

As I started to look north, I was headed towards Sioux City and way out in the distance I could start to see signs of the end of the day. I should have started to angle east much earlier but the wind line had been too tempting. The clouds abruptly ended just south of Sioux City and I was in severe survival mode now! I had to work crosswind to stay in sunlight and with cu. Approach was advising me of rain showers 30-40 miles NW of the field. I kept Sioux City in glide as I worked crosswind and pondered my next move. I hopped over to a nice looking private airstrip east of Sioux City and then worked for a long time in 1 knot lift to finally drift far enough and climb high enough to have a comfortable glide to Le Mars. There were no more airports crosswind and the clouds were out of reach. After a nice 350 mile flight, my soaring day was over!

I arrived with plenty of height and had a nice look around. Landing was no problem. **Leah** was only an hour or so behind. Life was GOOD. A quick call to family revealed that my sister Josie was visiting friends just one town over, so they came over to say hi, arriving about the same time as **Leah**.

Le Mars happens to be the home of Wells Blue Bunny and is the self proclaimed Ice Cream Capital of the World. Extra good news is that the Blue Bunny Ice Cream Parlor is open until 10 PM on Saturday nights. So if you're ever in Le Mars, **Leah** and I highly recommend it.



Crossing the dreaded Platte River



Landing Photo in LeMars



Normalization of Deviance

by Wayne Rosenkrans | June 8, 2015

Noncompliance with standard operating procedures (SOPs) — especially tolerance of unstabilized approaches — is a serious impediment to further reduction of accident risk, according to United Airlines safety leaders. During his April presentation to the World Aviation Training Conference and Tradeshow (WATS 2015) in Orlando, Florida, U.S., Chris Sharber, a first officer and flight simulator instructor–Boeing 777 fleet, at the United Airlines Training Center in Denver, described the issue as invisible and insidious. United Airlines safety leaders echoed this theme in a keynote address and in presentations about analytical techniques and related insights from the company’s safety management system (SMS), including analysis of flight crews’ voluntary safety reports.

“We have somewhere between 11,000 and 12,000 pilots. Our new-hire department will bring another 1,000 pilots on board in the next 12 to 15 months,” Sharber said. “One of the challenges that you face with that many pilots, of course, is SOP compliance. How do you influence a group of 11,000 individuals to focus on SOP compliance, to maintain the tight standardization that’s required to maintain safe operations in a global airline?”

A key part of the solution has been to leverage the experience and influence of instructor-evaluators, flight instructors, simulator evaluators and line check airmen. In the most recent annual training review meeting of this entire group to identify safety, standardization and training issues, SOP compliance was raised as a significant concern. “The reason we’re sharing [this presentation] with you today is because the issues that we have are not unique to our airline,” Sharber told the attendees. The human factors involved also are not unique to aviation, he added, reviewing the original investigative commission’s findings and recent academic analyses of the *Challenger* accident on Jan. 28, 1986.

One of the academic analyses argues that although everyone involved was accustomed to mission-completion pressure as a factor in decisions regarding a *Challenger* launch, the fact that 24 previous launches had been successful with known leaks in seals (called *O-rings*) between rocket stages may have been the most important human factor, he said. Today, the term *normalization of deviance* — the gradual process by which the unacceptable becomes acceptable in the absence of adverse consequences — can be applied as legitimately to the human factors risks in airline operations as to the *Challenger* accident. “The shortcut slowly but surely over time becomes the norm,” in other words, he said.

Data Without Action

United Airlines pointed to the ironic possibility today of operating flights in an environment rich with objective quantitative/qualitative safety data and predictive analytics but not necessarily the will to take action. “Now we live in the data age, where we’re aware not only of what has happened but now we are aware of what might happen,” Sharber said. “In FOQA [flight operational quality assurance programs], the airplane gives us objective information. From ASAP [aviation safety action programs], we get the human story from the pilots themselves. We have the LOSA [line operations safety audit] study, [so] now we get information from objective outside observers. ... So if SOPs and [other] procedures are based on all that valid information, why then would crews not comply?”

Several articles in *AeroSafety World* have covered recent research, including some led by Flight Safety Foundation, that offers credible answers, he said, citing the LOSA Collaborative’s data showing that acts of SOP *unintentional* noncompliance by airline flight crews occur slightly more often than twice per flight (*ASW*, 12/13–1/14). “Crews that are doing their absolute best to maintain the standard will have about two errors for every flight, so that’s our exposure — it happens every single day,” he said, because of lack of knowledge, unawareness of the SOP, improper training, insufficient study and the catchall term, just *simple human error*.

A particularly strong recent influence on such errors has been adapting to SOP changes associated with airline mergers. “Reversion to old procedure — falling back to old procedures — ... has been a factor for my airline and for our industry here in North America, particularly the last several years,” he said. Training specialists joke that whether the merging airlines totally adopt the SOPs of one airline or create a combination of the best SOPs of each airline, “Either way you end up with a situation where you either have 100 percent of your pilots that are 50 percent confused or 50 percent of your pilots that are 100 percent confused. But you have a situation ripe for reversion to ... the way they used to do things out of habit,” Sharber said. This also can be influenced by the cultural gaps in flight deck interactions among pilots of the same or different age groups, which sometimes affect their mutual tolerance of SOP deviations, he added.

“When you revert to something [while flying] with someone who doesn’t share your background, you are exposed to greater risk because you’re reverting to something that they don’t understand. And the studies tell us that reversion is most common during the first 30 days of a change,” Sharber said.

Intentional Noncompliance

Flight crews engage in *intentional* noncompliance — and sometimes self-justify this behavior — out of a variety of motivations. “Maybe it’s a bad SOP. Maybe there are competing priorities. Maybe it just doesn’t work. It’s not functional. ... It’s not that important. It doesn’t really matter. I might [take a] shortcut just because I’m trying to save time,” he said. “[Or pilots rationalize], ‘I just don’t like it. I like the way we did it before. I’ve got a better way of doing things. I think this is a bad idea. I’m just not going to do it.’” These occur with a perceived lack of consequences. The LOSA Collaborative’s latest data analysis suggests that acts of intentional noncompliance occur on between 40 to 60 percent of flights, or about half, on average.

For both types of noncompliance with SOPs, the categories and subcategories can be graphed (Figure 1) in their SMS context for a quick understanding of the safety influence of these behavioral ranges, with intentional reckless behavior showing disregard of significant risk at the extreme ends.

Unstabilized Approaches

Sharber said this background has been a good framework for discussion of one specific intentional act of non-compliance: landing from an unstabilized approach as opposed to going around per airline policy and standards. He cited, and urged attendees to study, numerous FSF task force and consultant reports and ASW articles about the ongoing effort to understand, assess safety impact and mitigate this issue ([ASW, 4/13](#)).

Every airline should be tracking stabilized approach data about its average rate, the corresponding industry rate and the airline’s and industry’s average ratio of stabilized approaches to unstabilized approaches (Figure 2). “If you know the answers to those questions ... that demonstrates you’re above average in the industry ... because [an FSF] survey shows that pilots and management in general don’t know the answers to those questions,” he said.

“The LOSA Collaborative and an Airbus study show that the industry’s average stabilized approach rate is about 96 to 97 percent. ... If you are at the top of the industry in this regard, your unstabilized approach rate may be as low as about 1.5 percent, which is even more remarkable. ... The studies show that somewhere between 1.5 and 3 percent of [crews flying] unstabilized approaches do the right thing and execute a go-around.”

Sharber suggested, for a perspective of the significance to risk exposure, that attendees run the numbers for a hypothetical airline that has 1,800 departures a day. “That would yield about 657,000 flights in a year [and] would result in about 54 unstabilized approaches per day, [19,710] unstabilized approaches per year. Take the same percentage of the go-around numbers and what do you get? That would result in about 1.6 go-arounds per day — about 600 go-arounds per year. The remainder [are] unstabilized approaches that continue to land

... 52 per day, 19,000 per year. That puts it in a little different light.” Moreover, those with a 1.5-percent unstabilized approach rate still end up with almost 10,000 unstabilized landings per year.

The conclusion that the airline reached is that the status quo is unsustainable. “NASA [the U.S. National Aeronautics and Space Administration] got away with [launches of *Challenger*] 24 times. If you’re the average airline ... your exposure is over 50 times per day, which begs the next question. How long can we get away with this as an industry? I would submit that the answer to that question is — we’re not. If you just think back over the last three years, think about some of the high-profile accidents in the industry, [several are] approach and landing accidents that involved unstabilized approaches,” Sharber said. “It’s been an issue [and] the numbers haven’t changed significantly in 15 years. We really don’t have any data that scientifically explain why. We have guesses and conjecture and hypotheses but no scientific data to back it up. Why has this not been more of a focus? If we could [eliminate] 50 percent of our accidents in the industry by this one thing, why are we not moving the needle?”

United Airlines Mitigations

United Airlines also has been influenced by continuing FSF go-around research that has helped to establish the parts that pilots, management, air traffic control and other stakeholders play in the situation, he said. “Monitoring pilots are uncomfortable confronting the flying pilots when an unstabilized approach presents itself. ... The pilots feel that there’s no disincentive for noncompliance. In other words, they have the perception that this is not an emphasis from management, [that] management doesn’t really care. [The Presage Group research for the Foundation] found that to be critical,” he said.

“In 2010, at United Airlines, we revamped our go-around policies, our go-around procedure, our stabilized-approach criteria for our pilots. ... We divide our go-around policy and our stabilized-approach criteria into three components ... plan, report, reject. The plan starts at 1,500 ft. At 1,500 ft, the crew has to plan to have the gear down and airspeed 180 [kt] or less. That’s the first gate. The second plan [element is] by 1,000 ft, have everything else done. That’s day/night/VMC/IMC [visual/instrument meteorological conditions]. We got rid of the 1,000 ft for night/IMC and 500 ft for day/VMC. It’s 1,000 ft every day all the time. We simplified it. As one of the other components of this, airspeed [allowed is] plus 15 [kt to] minus 5 [kt]. So we give [flight crews] a 20-kt window to allow for some variability.”

If the approach is not stabilized by 1,000 ft, the SOP allows the descent to continue, but that requires a callout of the deviation, including the deviation type, by the monitoring pilot. “The policy clearly states it also requires immediate corrective action by the flying pilot to address that issue. So now you have until 500 ft to get it fixed, and if you do, then you’re stabilized,” Sharber said. “But by 500 feet, if you don’t have everything done, that is ... the limit. At 500 ft, [the SOP] mandates a ‘go around’ callout by the monitoring pilot. The monitoring pilot calls out ‘go around’ and the reason for the go-around — airspeed, descent rate, configuration, whatever the case may be. And the policy also clearly states that the only acceptable response from the flying pilot to that call is the execution of a missed approach. We made it mandatory.”

The company’s FOQA data analyses since the SOP’s implementation and other indicators show several positive results, but also room to improve. “Our FOQA data show that since we implemented this policy, we’ve demonstrated a four-year, consecutive year-over-year improvement in our unstabilized approach rate. In fact, the data show it’s about a 22 percent improvement in the number of unstabilized approaches at our airline,” he said. “It also shows that we moved the needle a little bit with regard to go-around compliance. ... It hasn’t solved the problem but it helped.”

KSA Ballot

Print and bring to the October 10th Meeting

Vote for Two

Tim Double

Mike Logback

Paul Sodamann

2017 OLC Standings

The end of September marked the end of the 2017 OLC Year. KSA had a great showing again this year. Pilots contributing from KSA included **Mike Logback, Paul Sodamann, Michael Groszek, Matt Gontizke, Don Jones, Brian Bird, Bob Hinson, Steve Leonard, David Wilkus, Keith Smith, Jerry Boone, Mike Orindgreff, Bob Holliday, and Tony Condon**. KSA ranked 24th in total points in the USA with 14 pilots logging 39,262.23 km for 41,797.68 pts. On to 2018!

Tony Condon 15,682.78 pts 1st Region 10, 35th in USA

Bob Holliday 12,926.09 pts 24th Region 10, 39th in USA

Mike Orindgreff 9,534.37 pts 32nd Region 10

Jerry Boone 1,804.53 pts

Keith Smith 1,586.89 pts

RULES FOR KSA FLYING AWARDS, 2017

Unless otherwise noted, the following applies to all awards:

For definition of bold terms, refer to the FAI Sporting Code Section 3-Gliding.

Awards are to be made for SOARING PERFORMANCES with a START POINT in the state of Kansas.

On distance and speed flights, the maximum LOSS OF HEIGHT allowed is 1000 meters (3281 feet)

For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors.

If disposable ballast is on board at takeoff, any handicap will be further multiplied by .92.

Flight documentation shall be submitted in .igc format

Task Declarations may be electronic, written, or verbal

TURNPOINTS will be attained by entering an OBSERVATION ZONE

Wooden Wings

The Wooden Wings Trophy is awarded for the longest distance SOARING PERFORMANCE in a wooden winged sailplane. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

Mamie Cup

The Mamie Cup is awarded for the longest distance SOARING PERFORMANCE of the year. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

KSA Flying Horse (Silver)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 100km and less than 200km.

Dennis Brown Memorial

The Dennis Brown Memorial Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 200km and less than 300km.

KSA Flying Horse (Gold)

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 300km.

Curt McNay Pilot of the Year

The Curt McNay Pilot of the Year Trophy is awarded for the best combined score in four tasks - DURATION (6 hours maximum), GAIN OF HEIGHT, Handicapped Distance, and Handicapped Speed. Each task will be scored from a different SOARING PERFORMANCE.

The Distance task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, 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 FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

The speed task must be a CLOSED COURSE with an OFFICIAL DISTANCE of at least 100 KM. However, a 3 TURN POINT DISTANCE of at least 200 KM may be used if you are flying a sailplane with a handicap of 1.36 or greater. In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

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.

- 1) The cross country task will be a CLOSED COURSE with any number of TURNPOINTS.
- 2) Handicapped Speed will be determined by the DURATION or 2 Hours, whichever is greater.
- 3) There is no limit on start or finish altitude.
- 5) TURNPOINTS may be any TURNPOINT published in the KSA Turnpoint File or a public use airport marked on a Sectional Chart.
- 6) 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

The Praying Mantis is 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. The Praying Mantis selection committee consists of the KSA President, WSA President, *Variometer* Editor, WSA Chief Instructor, and the SSA State Governor for Kansas.

Towing Operations

The Towing Operations trophy is awarded to the person making the most significant contribution to the operation of the KSA Towplanes for the year.

Maintenance Trophy

The Maintenance Trophy is awarded to the person making the greatest contribution via maintaining equipment related to soaring flight during the year.

Submit flights at

<http://www.soarkansas.org/soar/scoring.aspx>

KSA SCHEDULE 2017

Date	Line Managers	Towpilot
Sunday October 1		Jerry Boone 620-474-4177
Saturday October 7	Matt Gonitzke 815-980-6944	Tony Condon 515-291-0089
Sunday October 8		Jerry Boone 620-474-4177
Saturday October 14	Matt Gonitzke 815-980-6944 Kevin Ganoung 785-536-4540	Mike Logback 620-755-1786
Sunday October 15	Harry Clayton 316-644-9117 Sue Erlenwein 316-644-9117	Mike Logback 620-755-1786
Saturday October 21		Jerry Boone 620-474-4177
Sunday October 22	Keith Smith 785-643-6817	Bob Hinson 316-841-5561
Saturday October 28		Mike Logback 620-755-1786
Sunday October 29	Steve Leonard 316-249-7248	Mike Logback 620-755-1786

Need a Towpilot? Call **Dave Wellbrock** 214-507-9107

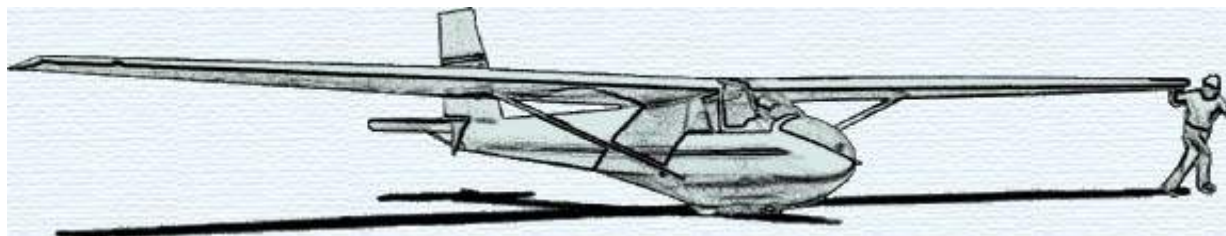
<https://www.brownbearsw.com/cal/ksa>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
October 14th - 6:00 at Sunflower
KSA Board Elections
13.5 Meter World Championships
Tony Condon & Matt Gonitzke