



**PUBLISHED TO RECORD
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KANSAS SOARING ASSOCIATION**

Editor: Tony Condon

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MIKE LOGBACK (2018-2019)

TIM DOUBLE (2018-2019)



Bob Holliday giving a ride to a Cosmosphere camper while **Michelle Snyder** assists.

2018 KSA Calendar

June 19th-28th - Sports Class Nationals - Nephi, UT

June 30th - Kansas Kowbell Klassic - Sunflower

July 2nd-7th - US Junior Camp & Contest - Adrian, MI

July 14th - KSA Meeting - Cookout at Sunflower

August 11th - KSA Meeting - Cookout at Sunflower

September 8th - KSA Meeting - Cookout at Sunflower

September 20th - 23rd - Great Plains Vintage Rally - Wichita Gliderport



Ethan Beale after going solo in gliders (again) on May 13th



Wilder Parks greeted by **Tony Condon** & **Rob Rippy** after his first glider solo May 20th

Sunflower Seeds

May 4th - **Keith Smith** (LW), **Bob Holliday** (RZ), and **Mike Orindgreff** (F8) all flew.

May 5th - **Bob Holliday**, **Derald Wright**, **Tony Condon**, and **Tim Double** gathered early to ferry the 2-22 to Hutchinson for the fly-in. **Matt Gonitzke**, **Mike Warbington**, and **Derald** helped ground crew at Hutch. A few rides were given at Hutch but after difficulties with traffic we retreated to Sunflower where the balance of the rides were given by **Jerry Boone**. **Dave Wilkus** and **Robert Estagin** ground crewed at Sunflower. **Tony** and **Tim** completed **Tim's** towpilot checkout in the 175 and 182. **Paul Sodamann** (BB), **Keith Smith** (LW), **Mike Orindgreff** (F8), **Dave Pauly**, and **Bob Holliday** (RZ) all flew. **Steve Seibel** and **Michael Groszek** flew the WSA Ka6E, with **Michael** making it around the WSA Triangle. **Chad Wille** took **Wilder Parks** up for a flight in his Bergfalke before then flying with John Hardy. After **Tim's** towpilot checkout was complete, **Tony** took a flight in YYY. **Steve Damon** took a ride with **Steve Seibel** in the 2-22. **Harry Clayton** and **Sue Erlenwein** worked on the WSA Cherokee II.

May 6th - **Kirk Bittner** towed. **Rob Rippy** and **Ray Girardo** ran the line. **Chad Wille** and John Hardy flew the Bergfalke, then **Leah Condon** did three flights with John in the Bergfalke. **Chad** assembled his Nimbus 3 (IK) and had a good flight. **Tony Condon** instructed **Ethan Beale** and **Brian Silcott** in the 2-22. **Ethan's** wife Kelsey observed. **Jerry Boone** (K7), **Bob Holliday** (RZ), and **Mike Orindgreff** (F8) flew. **Dave Pauly** visited and **TJ Rausch** returned with his daughter to join the club. He took a ride the day before as part of the Hutchinson fly-in.

May 9th - **Bob Holliday** (RZ) and **Mike Orindgreff** (F8) flew. **Bob** described the day as "Blue, Weak".

May 12th - **Kirk Bittner** towed. **Kevin** and **J Riedl** ran the line. **Robert Estagin** and Jeff Thornburg also helped on the ground. **Tony Condon** instructed **Wilder Parks**, **Rob Rippy**, **Jim Bosely**, and **Colten Coughlin** in the 2-22. **Robert** and **Steve Seibel** each flew the WSA Ka6E. **Steve Leonard** worked on the DG-600 trailer. **Becky Cole** and **David Kennedy** were seen. **Jerry & Matt Boone**, **Tim Double** & Brittany Orr, **Derald Wright**, and **Bob Holliday** all joined for the cookout in the evening.

May 13th - **Tim Double** towed. **Matt Gonitzke** and **Leah Condon** ran the line. **Tony Condon** instructed **Derald Wright**, **Josh Maes**, and **Ethan Beale** in the 2-22. **Ethan** went solo! His wife Kelsey observed. **Rob Rippy** joined in. **Tony**, **Rob**, **Leah**, and **Matt** started the inspection on YYY.

May 14th - **Mike Orindgreff** (F8) flew, but encountered no lift

May 17th - **Mike Orindgreff** (F8) and **Bob Holliday** (RZ) flew, each exceeding 300km on a nice day.

May 19th - **Kirk Bittner** towed. **Keith Smith** flew about an hour in Tinkerbell. **Steve Seibel** also flew an hour in the WSA Ka-6. **Ben Sorenson** instructed in the 2-22 with **TJ Rausch**, **Michelle Snyder**, and **Derald Wright**.

May 20th - **Mike Logback** towed. Low overcast early. **Rob Rippy** got the flame thrower out and started killing weeds. **Harry Clayton**, **Sue Erlenwein**, and Jimmy Prouty worked on annualing the 2-22 and 2-33. **Ethan Beale**, Kelsey Beale, and **Wilder Parks** all helped out. **Steve Leonard** loaded the DG-600 in its trailer. New ropes were manufactured for the upcoming Region 10 North contest. Once clouds lifted, **Wilder** did 5 flights in the 2-22 with **Tony** and then went solo. **Tony**, **Wilder**, and Jimmy annualed Kate after flying. **Steve** installed a Winter Variometer in the WSA Ka6E.

May 22nd - **Bob Holliday** (RZ) and **Mike Orindgreff** (F8) flew, each going south of Anthony and back. **Mike** got stuck and motored home.

May 23rd - **Bob Holliday** (RZ) flew ~200 km to the west and motored home.

May 25th - **Mike Orindgreff** (F8) flew but reported no lift.

May 26th - **Mike Orindgreff** (F8) flew ~140km. "A decent day"

Sunflower Seeds, Continued

May 27th - **Mike Orindgreff** (F8) and **Dave Wilkus** (SR) flew. Blue day.

May 28th - **Tony Condon** instructed **Josh Maes**, **Rob Rippy**, and **Colten Coughlin** in the 2-33.

May 30th - **Mike Orindgreff** (F8) flew about 100km. Cu early but it dried out.

May 31st - **Bob Holliday** (RZ) and **Mike Orindgreff** (F8) each flew, 275 and 200 km respectively.

June 2nd - **Tony Condon** launched in Kate for a downwind dash. **Michael Groszek** towed. **Leah Condon** and **Wilder Parks** chased. Distance was ~210 miles to a landing near Retrop, OK. Everyone was home by 1 AM. I understand significant cleanup work, especially on the bathrooms, was accomplished for the contest. Thanks all who helped!

June 3rd - **Tim Double** towed. **David Kennedy** ran the line. **Ethan Beale** and **Wilder Parks** each enjoyed some solo soaring in the 2-22. **Ethan** earned his B & C badges and **Wilder** his B Badge. **John Peters** flew the 2-33. **Jerry Boone** gave a ride in the 2-33 to a fly-in guest from the Salina area. **Steve Seibel** also flew the 2-33. **Matt Reese**, **Rob Rippy**, **Josh Maes**, and **Tony Condon** did groundskeeping work to prep for the upcoming contest. **Dave Wilkus** (SR), **Paul Sodamann** (BB), **Steve Leonard** (KN), **Bob Hinson** (KD), and **Mike Orindgreff** (F8) all flew. Blue thermals to about 6000 ft.

June 5th - **Bob Holliday** (RZ) and **Mike Orindgreff** (F8) had good soaring flights during the afternoon. **Tony Condon** and **Ethan Beale** met in the evening for checkride prep flights in the 2-22. **Tim Double** towed I think.

June 8th - **Bob Holliday** (RZ), and **Mike Orindgreff** (F8) each flew. 100-150 km flights this day.

June 9th-16th - Region 10 North Contest. Results elsewhere.

June 19th - **Bob Holliday** towed while **Tony Condon** gave **Derald Wright** instruction in the 2-33. Then **Mike Logback** towed while **Derald** and **Mike Orindgreff** ran the line and **Tony & Bob** gave rides for the Cosmosphere flight camp. 22 rides were given in all. Great effort!



Steve Leonard and Ollie doing clean-up work before the contest. Photo by **Jerry Boone**

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 appear 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 consideration, 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. Coast and Geodetic sectional charts, from the release point to his first point of landing, as verified on a standard SSA landing form. In case 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 constitute 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 contestants, 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.

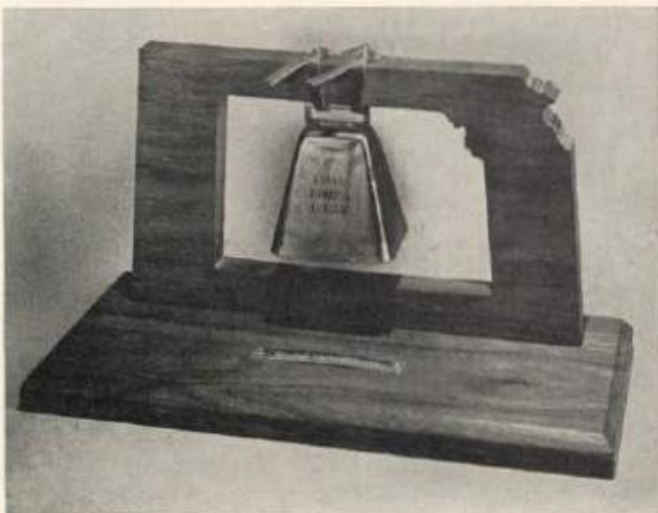
A good year seems ahead for this

RULES FOR THE KANSAS KOWBELL KLASSIC KONSOLA- TION

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 Coast 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 case, the Kowbell Klassic Konsolation will be held on the Saturday following the Kowbell Klassic.

Kowbell 2018
is June 30th
Don't miss it!



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

T-6 Solo

By Aaron Maurer

About 4:45 am on a cool April morning, a gaggle of sleep deprived student pilots pour into the flight briefing room. It is solo week at Vance AFB for this group of flying trainees. Our instructors have made a trade with some of the other classes to get the earliest takeoff times, hoping that the students can get out before the crosswinds pick up later in the day. We have all had about 12 flights in the T-6A Texan II before today. Nervous excitement fills the room. Everyone has been sizing themselves up, wondering whether they are good enough or ready to solo yet. Some of us have previous flight experience, but this is a whole new ball game. After all the T-6 is an 1100 hp turboprop aerobatic trainer, more than enough airplane for us! We each brief with our assigned instructors, standard items, and additionally all of the things we are not allowed to do on our solo.

This will be a pattern only solo, no aerobatics in the pattern, no practice engine out landings, no funny business. All eyes will be watching us from the tarmac and the tower and ears listening on the radio to critique our performance. My assigned instructor and I finish our brief and step out to fly. First he must fly a quick pattern checkout with me to make sure I am on my game and ready to go. On the way out to the airplane, he is trying to get in my head, casually discussing what would happen if I "hook" the checkout. A "hook" is a slang term for failing a flight lesson, otherwise denoted by a red "U" on the grade sheet for unsatisfactory. I joke along with him, which sort of takes him aback, but really I am just staying in my own zone. I have a job to do!

We wait for what seems like an eternity in the run up area, waiting for an opening to take off. Solo students are saturating the pattern. We take off and fly three patterns; the instructor is silent in the back seat. He only answers when absolutely required, for landing gear confirmations and arming the ejection seats. We land and taxi back into the chocks, my instructor comments that my slower approaches should work out better once his extra weight is out of the aircraft. I must have passed the checkout. He climbs out of the backseat and we trade nametags, I get to wear his wings while I fly solo, a pilot training tradition. I signal the crew chief and fire up the Pratt and Whitney PT-6 engine. As I taxi out, an awesome feeling of coolness comes over me, this is soo awesome! Finally I get my turn to slip the surely bonds.

As I climb out I make a gear call, "climbing, good engine, gear clear?"....no response from the backseat. I pause a second, and then remember, I am alone. I move the gear and flaps up. Students are filling the skies, now I have become yet another problem for the air traffic controllers. All of us students are steely eyed and ready to fly, but with the situational awareness of a puppy crossing a busy interstate. Airplanes are conflicting with each other and forcing each other to break out of the traffic pattern. They form a conga line at the re-entry point. I finally make it back down for my first couple of touch and goes, so far so good. But soon enough the cross winds pick up, I can hear the controllers back taxiing other solo aircraft from the run-up area. They announce that all students are to make their next landing a full stop, play time is over. We all begrudgingly acknowledge over the radio, and in turn circle and break overhead to land.

As I roll clear of the active runway, I reach down to safety the ejection seat and finish some after landing clean up items. The crew chief signals me back to the parking spot and I methodically shut down the engine and depower the aircraft. No sense in getting in a rush and forgetting a critical switch after an otherwise good flight. The rest of the class is making their way out to the flight line to greet us as we stumble out of our cockpits; there is no graceful or cool way to get in and out of the T-6. Everybody is glad that the solo is over, another milestone down, and many more to come.

Only one order of business remains for the students, the dunk tank. As tradition has it, a solo student is thrown into a horse tank by his classmates after the flight. It is sort of a religious right of passage, like a baptism for military aviators. The water sure was cold that day, but none of us cared. We were all glad to be there, glad to be flying airplanes!

KSA Towpilot Directory

If you need a towpilot, contact one of these members:

Brian Bird - 620-664-7844 - bljacdg@sbcglobal.net
Tony Condon - 515-291-0089 - abcondon@gmail.com
Mike Logback - 620-755-1786 - m_logback@yahoo.com
Bob Holliday - 316-641-6178 - moto123@sbcglobal.net
Jerry Boone - 620-474-4177 - jerry@soarkansas.org
Paul Sodamann - 785-456-5654 - sodie6390@gmail.com
Bob Blanton - 316-841-2921 - bobblanton46@gmail.com
Kirk Bittner - 860-670-5544 - kirkbittner@gmail.com
Tim Double - 724-954-2938 - tjd5185@gmail.com
Mark Schlegel - 316-641-5093 - pmschlegel@terraworld.net
Ben Sorenson - 316-655-0287 - goneflying01@yahoo.com
K.C. Alexander - 316-308-8498 - pikdriver@att.net
Andrew Peters - 316-393-2261 - apsoars@yahoo.com
Michael Groszek - 206-412-2985 - mig82au@gmail.com
Bob Hinson - 316-841-5561 - rhinson1@cox.net
Kevin Riedl - 316-253-9972 - kjrair@aol.com
Dave Wellbrock - 214-507-9107 - dave.wellbrock@gmail.com
Lauren Rezac - 316-619-3207 - lauren@rezac@engr.aero -

KSA CFI-Glider Directory

Brian Bird - 620-664-7844 - bljacdg@sbcglobal.net
Tony Condon - 515-291-0089 - abcondon@gmail.com
Ben Sorenson - 316-655-0287 - goneflying01@yahoo.com
Andrew Peters - 316-393-2261 - apsoars@yahoo.com - Limited Availability
Lauren Rezac - 316-619-3207 - lauren@rezac@engr.aero -

**Join the Women Soaring Pilots Association's Annual Seminar this year in the
High Sierra Mountains at Truckee-Tahoe Airport,
July 23 – 27, 2018!**

Set your summer soaring plans and training objectives into motion by joining WSPA and the Truckee-Tahoe Soaring Association (TTSA) for five days of soaring experiences in the beautiful Truckee-Tahoe region. WSPA's 2018 Seminar is being held at this world-class soaring location at the height of the Sierra soaring season.

Despite our name, this seminar is **NOT** for women only - men are welcome!
In fact, you can bring the family! Typically, we have several couples, dad/daughter teams, and mom/daughter teams attending each year. In addition to the beautiful scenery and great soaring, your registration includes the usual WSPA daily format with morning technical lectures and afternoon flying, three meals provided every day, and evening guest speakers and programs.

WSPA has organized guest membership in two local clubs - NCSA and Silverado Soaring - with experienced pilots as mentors in two-place gliders offering opportunities for all soaring levels. Want to increase specific skills? Need basic instruction? Want to cut the cord and venture into cross-country flights? Excellent! Just let us know your goals as you fill out your registration form. And, if you are rusty and need to remember why you got hooked on soaring in the first place, flights around the Truckee Valley may be just what you need to rekindle your passion.

Flights in club G-103's are \$25/hour with a local mentor, most of whom are CFG's. There are also high-performance gliders available, such as DG-505's, and a DG-1000.

TTSA is giving an across-the-board 15% discount for tows and instruction! Thermals start early and usually only require a local tow. For qualified pilots that can demonstrate proficiency under Truckee's high altitude, mountain conditions by passing a local check-out, TTSA has a 1-26 available for rental at \$35/hour. And, of course, you are welcome to bring your own glider, but must be able to pass an area check-out.

Come to the seminar early and/or stay afterwards and enjoy all the Lake Tahoe region and the Sierra Nevada have to offer - from white water rafting, to biking, and hiking all the way to Tahoe's casino entertainment.

Fill out your registration form at: <http://www.womensoaring.org/?p=seminar> - this website page also has suggestions for local accommodation and additional information.

Registration ends June 18th!

Questions? Need help with the registration? Have specific objectives you hope to achieve?

Email our hostess "Marianne:" marianne@womensoaring.org

Region 10 North Report

From June 9th - 16th, KSA hosted the Region 10 North contest at Sunflower. This was a huge effort on the part of many KSA members who helped prep Sunflower and helped during the actual contest. Sunflower Soaring Foundation stepped up as well, completing the tower demolition project, getting dumpster and port a potties set up, and spraying and sweeping the runway ahead of the contest. **Steve Leonard** was the Contest Director. **Paul Sodamann** was in charge ground ops and had help from **Robert Estagin** and **Rob Rippy** (and probably others) during the week. **KC Alexander** was chief towpilot with at least **Michael Groszek**, **Mike Logback**, **Bob Hinson**, and **Bob Blanton** also helping with tow duty. **Michael** also served as the scorer.

One practice day and one contest day were determined too windy for contest flying. One other contest day was cancelled as soaring weather did not develop in time to get a task in. We completed 4 competition days. Weather was generally challenging, of course. It seemed every one of **Steve's** tasks had a blue hole or a soft spot or two which had to be crossed. Several successful landouts were made with no damage. All pilots and volunteers seemed to enjoy themselves.

I hope we have begun to re-establish a tradition of competition soaring at Sunflower. To everyone who helped prepare and execute the contest, I extend my most sincere thanks! If you took photos, please send them to me at abcondon@gmail.com so I can publish them in next months *Variometer*. Here are the results:

FAI Combined Class

LX John Murray ASG-29E 3263 Points
NR Rick Hoffman JS-1C 2946 Points
AAA **Mitch Hudson** Discus b 2420 Points
RZ **Bob Holliday** ASH-31Mi 1964 Points
AG Lou Chouinard LAK-17AT 1185 Points

Sports Class

K **Tony Condon** Standard Cirrus 3433 Points
4A **Ron Leonard** HP-18 2095 Points
4T **Brian Bird** H-301 Libelle 1097 Points
K7 **Jerry Boone** Zuni II 848 Points
W5 Bruce Meacham H-201 Libelle 568 Points

James LeSueur Trophy - **Tony Condon**



Steve Leonard recognizes John Murray and Rick Hoffman, top two in the FAI Combined Class



Steve Leonard recognizes **Tony Condon** and **Ron Leonard**, top two in the Sports Class



Steve Leonard presents **Tony Condon** with the James LeSueur Trophy

RULES FOR KSA FLYING AWARDS, 2018

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.

KSA Duty Schedule 2018

Saturday, June 23	Paul Sodamann 785-456-5654	Michelle Snyder	
Sunday, June 24	Bob Blanton 316-841-2921	Steve Leonard 316-249-7248	Ray Girardo 316-648-5451
Saturday, June 30 Kansas Kowbell Klassic	Ben Sorensen 316-655-6944	Matt Gonitzke 815-980-6944	Matt Reese 316-619-3638
Sunday, July 1 Kowbell Konsolation			
Wednesday, July 4	Bob Hinson 316-84-5561		
Saturday, July 7	Kirk Bittner 860-670-5544		
Sunday, July 8	Tim Double 724-954-2938	Kevin Ganoung 785-536-4540	Derald Wright 316-706-8379
Saturday, July 14	Paul Sodamann 785-456-5654	Matt Gonitzke 815-980-6944	Steve Damon 620-386-0770
Sunday, July 15	Bob Blanton 316-841-2921	Steve Leonard 316-249-7248	Rob Rippy 316-706-2270
Saturday, July 21	Kirk Bittner 860-670-5544	Michelle Snyder	
Sunday, July 22	Tim Double 724-954-2938	Sue Erlenwein 316-644-4586	Harry Clayton 316-644-9117
Saturday, July 28	Michael Grozek 206-412-2985	Ray Girardo 316-648-5451	
Sunday, July 29	Bob Hinson 316-84-5561	Kevin Ganoung 785-536-4540	
Saturday, August 4	Kirk Bittner 860-670-5544	Steve Damon 620-386-0770	
Sunday, August 5		Michelle Snyder	
Saturday, August 11		Matt Gonitzke 815-980-6944	
Sunday, August 12	Bob Blanton 316-841-2921	Rob Rippy 316-706-2270	
Saturday, August 18	Paul Sodamann 785-456-5654		
Sunday, August 19	Brian Bird 620-664-7844	Keith Smith 785-643-6817	David Kennedy 316-841-2912

Online Calendar

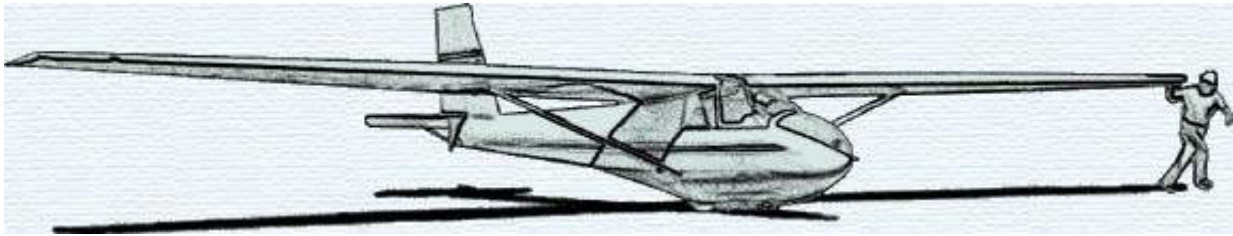
<https://www.brownbearsw.com/cal/ksa>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
July 14th
Cookout at Sunflower
After Flying