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Editor: Tony Condon

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PRESIDENT – TONY CONDON (2017-2018)

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MIKE LOGBACK (2018-2019)

TIM DOUBLE (2018-2019)



The Grob is once again White!!

KSA Calendar

November 10th - KSA Meeting

November 10th - Fall Work Day - Sunflower

December 8th - KSA Meeting

December 28th - January 8th - Formula 1.0 Grand Prix - Leeton, New South Wales, Australia

January 12th - KSA 2018 Banquet

January 19th-20th - Soaring Safety Foundation Flight Instructor Revalidation Clinic - Houston

February 9th - KSA Meeting

February 9th - NWS Aviation Weather Symposium - Wichita

March 9th - KSA Meeting - Hazard Assessment and Risk Management in Soaring

May 7th - 15th - 15 Meter Nationals - Lancaster, SC

May 12th - 18th - 20 Meter 2 Seat Nationals - Albert Lea, MN

May 30th - June 5th - 1-26 Championships - Moriarty, NM

June 2nd - 13th - Club Class Nationals - Sunflower

June 18th - 27th - 18 Meter & Open Class Nationals - Hobbs, NM

June 22nd - July 1st - Standard & Sports Nationals - Waynesville, OH

July 1st - 5th - Women's Soaring Seminar - St. Louis

July 20th - Kansas Kowbell Klassic

August 19th - 24th - Region 10 Contest - Waller, TX

Glider FIRC in Houston

The Houston area is having a glider oriented FIRC (Flight Instructor Revalidation Clinic) on 19-20 Jan 2019.

More info and to Register

<https://sites.google.com/site/soaringclubofhouston/overview/2013-firc>

The SSF clinics are also open to any pilot, not just an instructor, who is interested in learning more about the art of Soaring. This FIRC is aimed at glider instructors but everybody is encouraged to attend.

Airplane Instructors (non-CFIGs)

SSF FIRC's are open to any Flight Instructor wishing to renew their FI certificate. As of 2008, the SSF clinic can renew any Flight Instructor certificate (glider, airplane, rotorcraft, etc).

Member Achievements

Robert Estagin passed his Private Pilot - Airplane Checkride. Congratulations!

Rob Rippy passed his Private Glider Knowledge Test

Paul Sodamann passed Commercial, Flight Instructor, and Fundamentals of Instruction Knowledge Tests

Charles Pate passed his CFI-Airplane Checkride!

Sunflower Seeds

October 20th - **Mike Orindgreff** (F8) flew 100km.

October 27th - **Mike Orindgreff** (F8) flew another 100km flight.

October 28th - **Mike Logback**, **Tony Condon**, **Rob Rippy**, and **Steve Damon** met early to rig the 2-22. All went well. **Mike** towed while **Tony** instructed **Rob** in the 2-22, sending him solo. **Steve** finished up his required solo flights in the 1-26. **Keith Smith** worked on Tinkerbelle, with help from his Son in Law Adam. **Dave Pauly** worked on KJ. **David Kennedy** took Adam up for a flight in the 2-22 later in the afternoon. **Mike Orindgreff** flew F8.

October 29th - **Bob Holliday** towed the bulk of the day. **Rob Rippy** made solo flights in the 2-22 and 2-33. **Brian Bird** instructed **Steve Damon** in the 2-33, prepping for his checkride. **Brian** also soloed **John Clark** in the 2-33. **Matt Gonitzke** brought his SH-1 "6M" out, the maiden voyage for the new trailer, rigged the glider for the first time from the trailer, and flew for 1.8 hours! Lift never much above 2500 AGL but lots of it. **Tony Condon** flew 45 minutes in Kate the Standard Cirrus. **Brian** made at least one tow and then **Tony** took over towing while **Rob** finished up his solo flights and both **Rob** and **John** made their first flights in the 1-26! Great day!

KSA Election Results

Results of the Election for 2019-2020 Officers is as follows:

President - **Tony Condon**

Secretary/Treasurer - **Kirk Bittner**

Vice President - East - **Bob Blanton**

Vice President - West - **Bob Hinson**

Towplane Manager - **Steve Leonard**

Directors - **Brian Bird & Matt Gonitzke**

SSA CFI-G Incentive Scholarships

The SSA is pleased to announce a new scholarship program for CFI-Gs. This program was kick-started by an initial generous donation from John Weber and others. The goal is to generate more CFI-Gs at clubs, which will then help foster club growth.

The basic elements of the program:

- SSA will offer 13 scholarships for \$1500 each to be used to offset applicant's expenses in becoming a CFI-G.
- The scholarship can be applied toward an initial CFI-G certificate, or an add-on glider rating to an existing CFI certificate, or the re-certification of a lapsed CFI-G certificate.
- The CFI-G certificate/rating must be completed within 18 months of when the applicant is notified of the scholarship award.
- The applicant must be an SSA member and an active member of an SSA Chapter.
- The name of the applicant must be submitted by an SSA Chapter president or chief instructor, along with a letter of recommendation.
- One applicant per Chapter.
- The applicant will provide a brief soaring biography and explanation of what their motivation and goals are in becoming an instructor for their club.
- The Chapter must provide an additional \$500 funding to the applicant. This could be in the form of waived club expenses associated with the CFI-G training, and can be paid out by the club whenever the club chooses.
- SSA scholarship funds will be paid to the new CFI-G upon completion of the CFI-G certificate/rating and receipt of documentation from the Chapter confirming the Chapter's \$500 contribution.
- Scholarship recipients will be selected by a small SSA committee created for this purpose and will be awarded to applicants who appear to be a good fit on a first come basis until all 13 scholarships are committed.
- Scholarship applications may be submitted to the SSA office beginning January 1, 2019.

Chapters are encouraged to submit applicants who are likely to become active instructors at your club. The ultimate goal is to grow the sport through stronger clubs and better flight instruction/training programs. The scholarships are intended to encourage the development of new club flight instructors. Clubs should select applicants considering their likely effectiveness as teachers/instructors. It is hoped that this program will provide an incentive to individuals who might otherwise not begin their CFI-G training, or are unlikely to complete their current CFI-G training, for financial reasons. It is also hoped that this program will provide an incentive to clubs to encourage their members to become flight instructors.

Ken Sorenson, SSA Chairman of the Board

Barnstorming in Atwood



Photo by Lloyd Huff

Soaring event offers rides

Gary Worthy, of Sunflower Aero, is hosting a soaring event at 1 p.m., Saturday, Oct. 20 at the Atwood-Rawlins County Airport. There is no charge for admission and visitors can watch aircraft towing operations, view in-flight soaring, see a glider land and even pay for a ride in a sail plane. The only other similar opportunities in the area are glide ports in Boulder, Colo. and Hutchinson, Kan. Worthy is offering an introductory ride rate of \$20. He hopes to keep the broader community better in touch with aviation and aware of the exceptional Rawlins County facility. Over time, Worthy is planning on conducting the event several times a year and expanding the number and types of aircraft. The event offers learning, beauty, appreciation, entertainment and thrills – everyone is invited.

Front Page of the Atwood/Rawlins County *Square Deal* October 18, 2018

Back in the late 70's a group of pilots around Atwood in northwestern Kansas purchased a 2-33 and affixed a tow hitch to the back of a Cessna 182. For several years, they flew the 2-33 with a few guys getting their Glider rating, but from what I can tell, nobody ever really made any attempt to do much soaring. I'm not really sure they even knew that one could do such a thing. They eventually got bored with gliding, sold the 2-33 and went on to other things.

For the past ten summers or so, I have been working for Gary Worthy who runs Sunflower Aero in Atwood. Gary was one of the pilots that

instructed in the 2-33 back in the day. When I told him about my soaring experiences he was initially uninterested as he remembered soaring as kind of boring. But as I talked it up some more, and especially how great the soaring potential is in Atwood in late summer, he took more interest. Gary is the kind of guy who loves aviation in any form and particularly likes having aviation people around. This year he offered to install a tow hitch on the Ag Wagon in the hopes that I could convince some of my soaring buddies to come out there and fly. Ed Neidert helped me fabricate a bracket. We then acquired a tow hitch assembly from K&L Soaring and with help from **Mitch Hudson**, we had a signed off and perfectly legal tow hitch installed on the Ag-Wagon. **Tony** brought his Cirrus out in July to test it out, and he came out one other time to fly.

The soaring weather in Atwood was not great either day, but the sight of **Tony's** beautiful Cirrus soaring over Atwood did generate a great deal of interest. We even made the front page of the local paper. Meanwhile, Gary was promising everyone in town that he was going to get a bunch of gliders out here for a meet of some sort and maybe even a two-seater to give rides. If you know anything about small towns in rural Kansas, you know it doesn't take much to generate a lot of excitement. And the locals are always looking for some way to get people to come to their town. Due to conflicts with other activities that KSA/WSA were committed to as well as things going on in Atwood, the earliest we could arrange anything was the weekend of October 20/21. Soaring is pretty much dried up by then and I knew it would be a stretch to get many private ships out there, but I figured we could get a two-place out there and give rides. We had hoped to take the Grob out there with its new paint job. Also, since it was already disassembled, that would make things a bit less complicated. However, the Grob was not ready by Mid-October and, in what turned out to be a fortuitous turn of events, we ended up taking the 2-22 instead. Thanks to help from **John Clark** and his friend, **Derald Wright**, **Mike Warbington**, and **Jerry Martin**, we were able to get the 2-22 disassembled and on the trailer Thursday evening before the event. On Friday, **Tony** and Leah picked up the 2-22 and trailered it out while I flew the Ag-wagon to Atwood. We assembled the ship Saturday morning and launched our first customer at 11:00 AM. I made a point to tow the glider right over town just to let everyone know we were there. By the third tow, I realized that this was no longer necessary. There were numerous vehicles parked on the tarmac and at one point I counted about thirty people standing around. There was no lift to speak of, so it was just up and back down. In the 2-22, **Tony** was landing shortly after me, his passengers would be swapping out as I was back taxiing from my landing.

On Saturday, we flew until sundown, giving 25 rides. Gary treated us to a great supper at the local restaurant. We had to turn quite a few people away on Saturday, so we tried to get an early start on Sunday. The first tow was about 9:20 AM. Once again, we had a good crowd there at the airport on Sunday. We told everyone that we had to shut down no later than 1:00 PM since we still had to disassemble and trailer the glider, plus drive 5 hours back to Wichita. By our last tow on Sunday (just a bit past 1:00) we had given 40 rides total for the weekend. I think there were several people who didn't get a chance to ride and many more who said they would have taken 2 or 3 more rides if they could. Once again, we got our picture on the front page of the local newspaper and I understand people have been asking Gary when he was going to bring the glider guys back. I should mention that Gary very generously donated the use of the towplane. We were not charged for the tows and he wouldn't even take any money for fuel. So, in addition to introducing our sport to a soaring deprived community, we were also able to make a few bucks for the club. Also worth noting is that there is now a towplane available in western Kansas for anyone who would like to sample the soaring out there next summer. I can assure you that Gary will be very accommodating, as I mentioned, he loves to see people come out to the airport and fly.

Tony had told me a while back that he was re-reading the book "The Spirit of St. Louis" by Charles Lindbergh. In the book he mentions how he got his start barnstorming in Kansas. In fact, the first town he barnstormed was a place called Bird City which is just a few miles west of Atwood in the next county. I thought about that as I saw the growing crowd on the tarmac Saturday afternoon. Flying over town to attract attention, **Leah** collecting twenty dollar bills and strapping the passengers in their seat. Yep, this is barnstorming in 2018 with a 2-22 no less.



Happy Passengers!
Photos via Gary & Kevin Worthy





Leaving Sunflower Friday



Rigged Saturday Morning



Tied down Saturday Night

Headed Home Sunday



2019 Club Class Nationals Entry List

<u>Name</u>	<u>Glider</u>	<u>ID</u>	<u>Ranking</u>
Wally Berry	ASW-20	WB	88.81
Glenn Betzoldt	Discus 2a	W	92.00
Andy Brayer	ASW-20C	ND	100.00
Mike Brooks	Genesis	XL5	86.90
Walt Cannon	Discus 2b	NT	85.75
Tony Condon	Std. Cirrus	K	95.32
Jacob Fairbairn	Std. Libelle	37	62.66
Sylvia Grandstaff	Discus 2aW	XP	86.20
Mitch Hudson	Discus b	AAA	85.71
Nick Kennedy	LS-3A	T	91.69
Tom McKnight	SZD-55	67	55.97
J.T. McMaster	?	?	77.15
Ron Rose	ASH-26E	S	65.59
Todd Rutledge	LS-4A	1D	92.00
Tony Smolder	LS-8	TS1	94.20
Bill Snead	LS-8	IA	89.93
Danny Sorenson	Discus 2aW	DS	99.67
Mike Westbrook	Discus 2b	MW	100.00
Boyd Willat	Discus a	JL	98.16
Collin Mead	ASW-19	CM	93.30

[Federal Register Volume 83, Number 206 (Wednesday, October 24, 2018)]
[Rules and Regulations]
[Pages 53573-53575]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2018-23107]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0891; Product Identifier 2018-CE-038-AD; Amendment 39-19462; AD 2018-21-04]

RIN 2120-AA64

Airworthiness Directives; Glasflügel Gliders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for Glasflügel Models Club Libelle 205, H 301 "Libelle," H 301B "Libelle," Kestrel, Mosquito, Standard "Libelle," and Standard Libelle-201B gliders. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as jamming between the double two-ring end of the towing cable and the deflector angles of the center of gravity (C.G.) release mechanism. We are issuing this AD to require actions to address the unsafe condition on these products.

DATES: This AD is effective November 13, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of November 13, 2018.

We must receive comments on this AD by December 10, 2018.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Fax: (202) 493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Glasfaser Flugzeug-Service GmbH, Hansjörg Streifeneder, Hofener Weg 61, 72582 Grabenstetten, Germany; phone: +49 (0)7382/1032;

fax: +49 (0)7382/1629; email: info@streifly.de; internet: <http://www.streifly.de/kontakt-e.htm>. You may view this referenced service information at the FAA, Policy and Innovation, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2018-0891.

Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0891; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (telephone (800) 647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Jim Rutherford, Aerospace Engineer, FAA, Policy and Innovation Division, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No. 2018-0143-E, dated July 6, 2018 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Jamming between the double two ring end of the towing cable and the deflector angles of the C.G. release mechanism was reported. Subsequent investigation identified incorrect geometry of the deflector angles of the affected part as likely cause of the jamming.

This condition, if not detected and corrected, could lead to failure to disconnect the towing cable, possibly resulting in reduced or loss of control of the sailplane.

To address this potential unsafe condition, Glasfaser Flugzeug-Service GmbH issued the TN [Technical Note] to provide inspection instructions and corrective action.

For the reasons described above, this [EASA] AD requires repetitive inspections of the affected part, and, depending on findings, accomplishment of applicable corrective action(s). This [EASA] AD also requires amendment of the sailplane Aircraft Flight Manual (AFM).

You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0891.

Record of Ex Parte Communication

In preparation of AD actions, such as notices of proposed rulemaking and immediately adopted final rules, the FAA obtains technical data and information on the operational and economic impact from design approval holders and aircraft operators. We discussed certain aspects of this AD by

email with Glasfaser Flugzeug-Service GmbH. You may find a copy of each email contact in the rulemaking docket. For information on locating the docket, see “Examining the AD Docket.”

Related Service Information Under 1 CFR Part 51

We reviewed Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018. The service information describes procedures for measuring the distance between the deflector-angles at the C.G. release and modifying the deflector-angles if necessary. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

FAA's Determination and Requirements of the AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because injury could occur to people on the ground if the towing cable breaks during a wench launch. As such, operators must take corrective action before the next launch of the glider. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA-2018-0891; Product Identifier 2018-CE-038-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

We estimate that this AD will affect 177 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the inspection requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of the AD on U.S. operators to be \$15,045, or \$85 per product.

We estimate that any modification of the deflector-angles that may be necessary as a result of the inspection would take about 4 work-hours and require parts costing \$100, for a cost of \$440 per product. We have no way of determining the number of products that may need these actions.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2018-21-04 Glasflugel: Amendment 39-19462; Docket No. FAA-2018-0891; Product Identifier 2018-CE-038-AD.

(a) Effective Date

This AD becomes effective November 13, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Glasflugel Models Club Libelle 205, H 301 "Libelle," H 301B "Libelle," Kestrel, Mosquito, Standard "Libelle," and Standard Libelle-201B gliders, certificated in any category, with a center of gravity (C.G.) tow release installed.

(d) Subject

Air Transport Association of America (ATA) Code 25: Equipment/Furnishing.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as jamming between the double two-ring end of the towing cable and the deflector angles of the C.G. release mechanism. We are issuing this AD to prevent failure of the towing cable to disconnect, which could result in reduced or loss of control of the glider or the cable breaking and causing injury to people on the ground.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (3) of this AD.

(1) Before the next winch launch after November 13, 2018 (the effective date of this AD), inspect the distance between the deflector-angles by following paragraph 1 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(2) If the distance is less than 36 mm during the inspection required in paragraph (f)(1) of this AD, before the next winch launch after November 13, 2018 (the effective date of this AD), do the corrective action in paragraph 2 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(3) Before the next winch launch after November 13, 2018 (the effective date of this AD), revise the flying operations section of the sailplane flight manual by inserting the text in paragraph (f)(3)(i) of this AD into the winch tow section.

(i) Winch launching is permissible only with a connecting ring pair that conforms to aeronautical standard LN 65091.

(ii) This action may be done by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD by following 14 CFR 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Policy and Innovation Division, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any glider to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must instead be accomplished using a method approved by the Manager, Small Airplane Standards Branch, FAA; or the European Aviation Safety Agency (EASA).

(h) Related Information

Refer to MCAI EASA AD No. 2018-0143-E, dated July 6, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0891.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Glasfaser Flugzeug-Service GmbH, Hansjorg Streifeneder, Hofener Weg 61, 72582 Grabenstetten, Germany; phone: +49 (0)7382/1032; fax: +49 (0)7382/1629; email: info@streifly.de; internet: <http://www.streifly.de/kontakt-e.htm>.

(4) You may view this service information at the FAA, Policy and Innovation, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2018-0891.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on October 12, 2018.

Melvin J. Johnson,

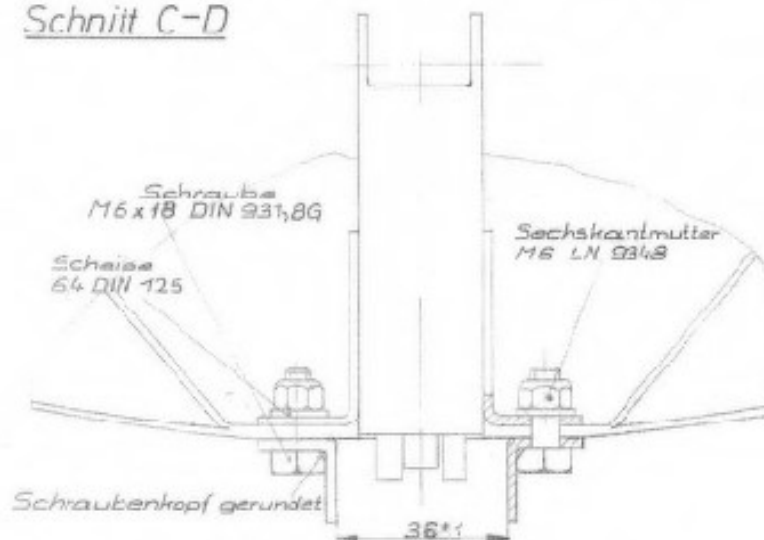
Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.

[FR Doc. 2018-23107 Filed 10-23-18; 8:45 am]

Glasfaser-Fugzeug-Service GmbH Hansjörg Streifeneder Hofener Weg 61 72582 Grabenstetten	Technical Note No. 5-2018	Page: 01 von 02
Subject:	Deflector-angles at the C.G. release Usage of connection ring pair meeting standard LN 65091	
Affected:	All glider manufactured by Glasflügel	
	Type Model:	H301 Libelle H 301 B Standard Libelle Standard Libelle 201 B Standard Libelle 203 Standard Libelle 204
	Type:	Glasflügel 604
	Type:	BS 1
	Type :	Kestrel
	Type : Model :	Club Libelle 205 Hornet Hornet-C
	Type: Model :	Mosquito Mosquito B Glasflügel 304 Falcon
Urgency:	Before the next winch launch. Each annual inspection.	
Reason:	Jamming of the double-ring pair between the deflector-angles at the C.G. release.	
Actions:	1. Verification of the distances and the parallelism of the deflector-angles by means of a caliper or gauge with 36 mm width as shown in the attached drawing 2. If the distance between the deflector-angles is less than 36 mm, remove the deflector-angles and file the holes till the distance is right Pull the deflector-angles with a distance-piece of 36 mm together and support them with filling material as resin with cotton flocks or polyester putty. Positioning it with the screws. After curing, screw the release and the deflector-angles as shown on the drawing. Finally, a function test and release test must be done.	

3. Insert the following Note into the flight- and maintenance-manual under wirth tow: „Winch launching is permissible only with connecting ring pair according to LN 65091“

Schnitt C-D



C.G. and mass: Differences negligible

Note: For action 1 and 3 accomplishment and issue CRS may be executed by pilot-owner within the scope of M.A. 801

For action 2 the CRS must be issued by a certifying staff according to M.A.801.

Grabenstetten, 25.06.2018

The technical content of this
TN No. 5-2018 is EASA approved.

Issued:.....*H. Streifeneder*.....
Glasfaser-Flugzeug-Service
Hansjörg Streifeneder

EASA No.: 0010055705
Date: 03.07.2018

MEMORANDUM OF AGREEMENT
BETWEEN
THE SOARING SOCIETY OF AMERICA, INC.
AND THE CIVIL AIR PATROL

THIS AGREEMENT is executed and delivered by and between The Soaring Society of America, Inc. (SSA), a nonprofit organization which seeks to foster and promote all phases of gliding and soaring on a national and international basis, and the Civil Air Patrol (CAP), a charitable non-profit corporation created by an act of Congress, which seeks to support America's communities with emergency response, diverse aviation and ground services, youth development, and promotion of air, space and cyber power.

A. PURPOSE: The purpose of this Memorandum of Agreement (MOA) is to define and establish procedures and practices for cooperation between SSA and CAP to promote soaring, aerospace education, and aviation development of America's youth.

B. MUTUAL COOPERATION: SSA and CAP commit to the formation of a joint working group appointed by the SSA Chairman of the Board of Directors and the CAP National Commander. The working group is tasked with the responsibility of program development, operational review, evaluation, and modification, as appropriate to achieve mutual goals. With the activities and privileges listed below SSA agrees to support and promote CAP's cadet soaring activities and programs. In return CAP agrees to make reasonable efforts to implement and promote the programs identified in this MOA.

C. AREAS OF COOPERATION: Working within the policy and guidelines of each organization, SSA and CAP agree to:

1. Appoint individuals and working groups at the national level to accomplish direct coordination and expand opportunities in supporting efforts and programs designated to increase CAP glider operations and SSA efforts to promote soaring by America's youth.
2. Encourage attendance at meetings of the other organization to facilitate mutual education and exchange of information on SSA/CAP related activities, including the club/ unit level.
3. Provide educational support for SSA /CAP selected joint activities while exploring and developing opportunities that offer an ongoing aviation experience along with non-flight-based aviation education to CAP and SSA youth programs.
4. Support efforts to promote SSA and CAP organizational goals for membership growth.
5. Maintain the highest level of commitment to programs that ensure safe, high quality, joint soaring activities.
6. Share resources in such a manner that furthers the purpose of this agreement. NOTE: Resources must be operated in accordance with the existing policies of the CAP and SSA. SSA chapters, clubs, and business members and CAP units are encouraged to work together for joint flying events, but aircraft, vehicles and other equipment must remain under the control and operation of appropriately qualified members of the owning

organization. This does not prohibit members of each organization flying aboard each other's aircraft when properly approved as outlined in CAP and SSA policies or assisting with other ground activities. CAP will include SSA membership in NCSA glider flight academy Cadet Requirements where an SSA membership is required. A current SSA member number will suffice, or the Cadet may apply online for the free SSA Cadet Introductory Membership at <https://cadet.ssa.org>. This must be completed at least ten working days prior to the activity. Thirty days is recommended for Cadets both confirmed and on any standby lists.

7. Provide SSA members the opportunities to act as mentors for emerging CAP glider operations to enhance standardization and safety.
8. Capitalize on program generated opportunities to promote CAP and SSA organizational awareness within the aviation community and the general public.
9. Support and continue to develop and utilize educational products designed to enhance the knowledge and safety of soaring related activities, such as the online Tow Pilot and Wing Runner Courses.
10. The SSA agrees to engage and reinforce eligible CAP Cadet interests in soaring through:
 - a. Presentation of a SSA/CAP Certificate recognizing the Cadet's first glider flight.
 - b. Invitation to CAP Cadets take advantage of the free SSA Cadet Introductory Membership until their 19th birthday by signing up exclusively, with a valid e-mail address, at <https://cadet.ssa.org>. The Cadet Introductory Membership includes:
 - i. A digital subscription to Soaring magazine.
 - ii. Participation in the SSA/FAI Badge Program.
 - iii. Eligibility to apply for SSA Flight Training and Academic Scholarships and attendance and SSA Junior/Cross Country camps.
 - iv. Participation in SSA Digital Media including online archives of Soaring magazine, member use of the SSA web site including personal blog space, SSA electronic newsletters, and SSA social media sites.

D. FUNDING AND LIABILITY:

1. With regards to program funding, a primary task of the joint working group will be to develop an operations plan that details joint and individual funding responsibility for each organization and individual program participants. All funding and liability issues will require final approval by each organization's governing body.
2. Both SSA and CAP agree that a major goal for the program is to establish the operations as authorized CAP activities IAW current CAP regulations. Liability issues will be identified, addressed, and resolved by the joint working group and each organization's corporate legal counsel prior to the commencement of operations.

E. TERM & CANCELLATION: This MOA becomes effective when signed by all parties or their designated representatives and supersedes all previous agreements between SSA and CAP. This MOA shall be amended in writing by mutual agreement of the parties. Periodic review is required every five years from the effective date. This MOA shall remain in effect until superseded or rescinded by either party to the agreement. Either party may terminate this agreement by providing 90 days written notice to the other party which shall be mailed to the addresses shown below:

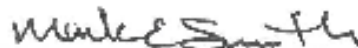
Chairman of the Board of Directors
The Soaring Society of America, Inc.
P.O. Box 2100
Hubbs, NM 88241-2100

Chief Operating Officer
Civil Air Patrol
105 S. Hansell St., Bldg. 714
Maxwell AFB, AL 36112

Nothing in this Agreement shall modify or substitute any applicable organizational regulations and bylaws or operating policy. Effective Date: 31 October 2018



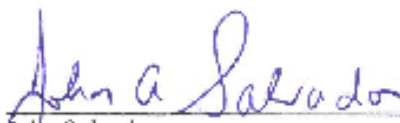
Ken Sorenson
Chairman of the Board of Directors
The Soaring Society of America, Inc.



Maj Gen Mark Smith
National Commander
Civil Air Patrol



Denise Layton
Executive Director
The Soaring Society of America, Inc.



John Salvador
Chief Operating Officer
Civil Air Patrol

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.

Submit flights at

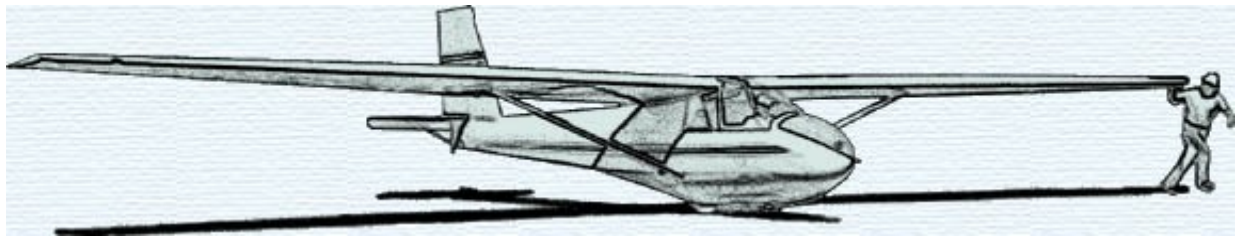
<http://www.soarkansas.org/soar/scoring.aspx>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



KSA Meeting
KSA & SSF Update
Building a Sailplane Trailer - Matt Gonitzke
Hutchinson Community College
Science Center Room 103
Adjacent to Cosmosphere
November 10th
SSA Calendars - \$10