



April 2011
NEXT MEETING

Volume 10, Issue 4

From the President



Club members,

I am writing this in Birmingham Alabama. I am here for the weekend and this is my subject.

Our club, with its primarily Saturday and Sunday operation, struggles at times to run as smoothly as it might.

We members are trying to balance our time between family, work, vacations, etc. AND the glider club.

I know this is not news to anyone but I think we need to remember this as we have expectations of each other and how we organize and manage our club.

I believe the following can help:

1. Standardization. The Director of Operations, Chief Instructor and Chief Tow Pilot are making great strides in this regard. As people move from crew to crew, as students go from instructor to instructor things should be closer and closer to being the same.
2. There cannot be just one person in charge of a critical area. Everybody needs help. If we run out of "X" and that guy is on vacation we can't just stop. Please consider contacting the people that need help. I sent out the list of responsibilities, call these people!
3. We all need to help each other with crew day swaps etc. We are all in the same boat.

Your ideas are always welcome and thanks for the hard work.

Mike

Calender

May	13th, 14th, and 15th	All Day	Indianapolis Airshow	Mt Comfort Airport
	21st	8:30am-9:30pm	Airport Clean-Up and Evening BBQ!	I99
June	18th	6:30pm	Membership meeting	
	20th-23rd	All Day	Summer Youth Camp	
	27th-30th	All Day	Summer Youth Camp (alternate)	
August	13th	8:30am-9:30pm	Airport Clean-Up and Evening BBQ + Membership and Board meetings	
October	13th	6:30pm	Membership and Board meetings	

Also In This Issue:

Ron Clarke reminds us that we never stop , or should never stop, learning about soaring. Especially from someone who knows! (Part One)

Larry Miller wants us to know our rigger's name and adress, so here they are:

Otis Roger Humphrey
 404 E North St.
 Eaton, In
 654-396-9445

Nyal would like to introduce us to Emily Grant, a teenager from Eaton, IN who has been identified as the first winner of the Robert Grant Youth Scholarship award.

“Emily comes from a family of aviators. Her father is a former naval aviator, served as a corporate pilot for Paws, Inc. (Garfield, the cat) and now flies for St. Gobain, headquartered in Muncie. Her mother is a captain for United Airlines. Emily is also a pianist; we might have to start a CISS band if we get a few more of those.”

Nyal also sent in this link for us to peruse - http://www.power-sonic.com/images/powersonic/technical/1277751263_20100627-TechManual-Lo.pdf

Lessons from the Back Seat - Behind a Champion

Lesson One

It's early March and the sun is shining down in Florida. A couple of practice days lie ahead of the start to the 2011 soaring competition season. I'm lucky, very lucky as I've managed to arrange a ride in the back seat of a Duo Discus and I plan to soak up as much as is possible about how to do it well. The pilot in command is a legend in our lifetimes.

I wasn't sure what to expect as I'd heard many differing opinions about such experiences. What follows is mine:

Attitude is what counts I know, and as if to emphasize the point we're the third to take off on the first of two practice days - Blue skies and relatively early - time in the air under whatever conditions offered is seen as acceptable, after all these may be the contest type conditions !

Amazing to me but within the first seconds of flight behind the tow plane the pilot verbalizes potential actions if needed" Straight ahead, straight ahead" he says until it's "field to the left" as we pass 100ft agl. Something ingrained maybe 40 years ago but still sensible discipline.

In the first strong lift at reasonable height we release from our tow and careful thermalling allows a climb out from 1600 agl. - no need to go higher if you're confident that the lift is good .

Did I say careful thermalling? Maybe more correctly skillful thermalling - very close speed control and very accurate and tight turns, with precise corrections to ensure we maximize use of the thermal cores. I've always believed in "tighter rather than wider" but my skills at the stick showed less than acceptable performance when given a chance to fly the Duo !

With lift in the 2.5 knot range and thermals in the blue to only 3500agl. conditions were challenging, but we flew 80 miles o/r - never in serious trouble.

Always looking for birds, of which there are more than average numbers in Florida skies and taking note of ground features that might trigger lift we progress - basic stuff one learns about thermal sources. But one more thing - how often do you the pilot look down carefully when in a good thermal and determine the likely source of the lift you find yourself in? Parking lots, an orange grove, the brown ground. Always add to your data base of knowledge about thermal sources - a good reminder. Never faster than necessary and usually pretty straight on course (less deviation than the 30 degrees I accept). Feeling the air as we go would be my description - turning into wind to take advantage of any streets of lift and then getting back to course when lift diminishes. Long glides rather than stopping for lift unless it really feels like average or better. Oh, did I mention the downwind side of the many lakes in this area? - Not a good idea when the working band extends down from 3500 to 1500agl. Many times we looked for landing options when down to 1500agl, using both the computer and discussing field options in sight.

The cockpit was well sealed, quiet and we flew with the window vent closed, opening it only to freshen the air when thermalling - sometimes with a hand out to scoop in more! Radio talk was strictly minimum.



Next Month - Lesson Two

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at/above the field (like the ones above)? Show it off! Found an interesting soaring-related link while web-surfing? Share it with the rest of us! Send your submissions to our Wing Tips editor, Chris Hall at bestbrain@aol.com. Deadline for our May issue is May 9th.