



[www.centralindianasoaringociety.org](http://www.centralindianasoaringociety.org)

Send your newsletter articles to George Saunders or Mario Lazaga. Deadline for our next newsletter is August 28th.

## ***Barbeque at Mike Warren's - August 18<sup>th</sup>***

Mike and Lisa have invited us to their home for a barbeque Friday evening, August 18<sup>th</sup> starting at 6 pm. They live at Creekside Farm Airport, formally known as Lazy B Airport.

**Activities:** Possible activities include: bonfire, hay ride, horse shoes, volley ball, kite flying, hiking on a ½ mile trail, fishing or wading in a creek. If it rains, we may be in the hangar.

**What to bring:** The Club will supply the meat. Bring something to share, your own table service and lots of family and friends. If your last name begins with A-H, bring a salad, J-R, a desert and S-Z, something to drink. If you can, bring lawn chairs and folding tables.

**Directions to the Warren's :** Feel free to fly in! But if you have to drive, Creekside Farm Airport is located just east of Noblesville at 13620 E 191<sup>st</sup> Street, Noblesville, Hamilton County, USA 46060. The phone number is 317-770-9556 and Mike Warren's cell number is 317-679-8333. The easiest way to drive there is via Indiana State Road 37 to 191st Street. From the intersection, go east exactly 3.5 miles and you will be at the paved lane going into the property on the north side of 191st Street. Weather and maintenance permitting, Mike will plan to park the airplane near the end of the lane.

## ***Away Weekend at Last Resort – Labor Day Weekend, Sept. 2-3***

**WHAT:** The Central Indiana Soaring Society is moving its glider operations for one weekend to the Last Resort private airport. **There will be no glider operations in Alexandria during our away weekend.**

**WHEN:** Saturday, Sept 2 and Sunday, Sept 3, 2006 (Possibly Monday if there is interest and good WX).

### **WHERE:**

#### **Last Resort Airport 7IN9**

7406 North 100 West

Springport, IN 47386

Phone 756-755-3444

Lat. 40-02-15.0 N / Long. 085-24-38.0 W

Elevation 1070 ft.

Runways: 18 and 36 with a left traffic pattern



**Facilities:** The smooth grass runway is 2500 X 95 feet. The Last Resort has woods and mowed fields for camping, with plenty of parking. There is a large grass area where glider trailers can be parked and gliders staged. It has a restroom with flush toilet (no showers), a swimming pool (under 16 must be accompanied by a parent), a playground for children, a horseshoe pit, and a picnic shelter. There is a concrete go-cart

race track on the north end. The transition from this concrete track to the grass is very smooth. This race track can be part of the runway.



**Camping:** There is one electrical hookup. There is water but no sewer hookup for RV's. The campground can easily accommodate self-contained RV's, pop-up campers and tents. We plan to camp Friday and Saturday nights (and possibly Sunday).

**Saturday night cookout:** We will bring the Club grill and have a cookout on Saturday night. Please bring meat to grill, a dish to pass and a drink to share.

**Sunday pancake breakfast:** We'll be serving pancakes and all the fixings for breakfast on Sunday morning.

**Crew:** Our normal crews will be running the operation on Saturday and Sunday. If you'd like to help fly the gliders to Last Resort Airport on Friday afternoon or

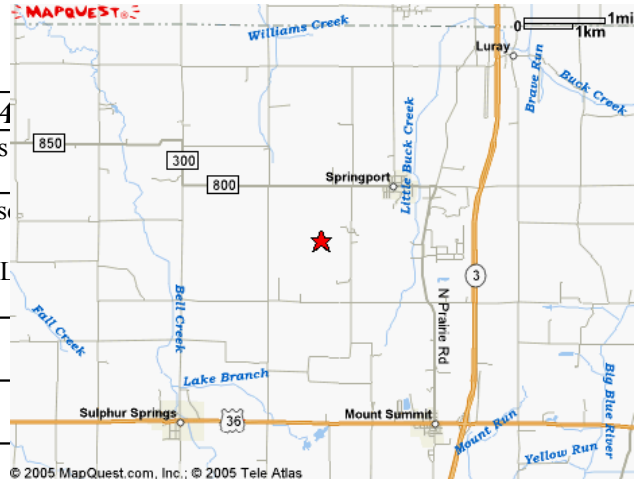
back to Alexandria on Sunday afternoon, please let Pete Detore know.

**Directions:** To reach the Last Resort private airport from Indianapolis: Take I-69 North. Turn right (east) on IN-67(exit 34). Take IN-67 to IN-3 and turn right (south). Take IN-3 south to Henry County 800 N. Turn right (west) on 800 N toward Springport. Go up a hill and through a 4-way stop at Prairie Rd. Cross a railroad track. Go through the village of Springport. Continue to County Rd. 100 West and turn left (South). The second drive on the left side is the driveway for Gary Wilson's home. There is a silo/elevator on the right side of the road. Turn right just before the silo. This is the road that leads out to the airport. It leads out through cornfields and makes two or three turns. For an interactive map go to [www.airnav.com](http://www.airnav.com). Click on Airports and type in the identifier for Last Resort 7IN9. **Alternative routes** are 69 to IN-38 (Exit 19) to US 36, then north on 3. Also you can take I-70 to IN-3 north.



**Smoking and alcohol are not permitted on the grounds.**

**More Information:** Contact Pete Detore 765-748-4771



### ***Pattern Entry – A Mid-Season Reminder***

If there is a checklist that should be memorized and used fluently, it is the landing checklist. Every pilot should have this on the tip of his tongue when he is below 2000ft agl, and should say it ALOUD while setting up for pattern entry. The checklist our training supports is USTARE:

- U Undercarriage down,
- S Speed in Pattern,
- T Trim for Speed,
- A Airbrakes Check,
- R Radio Intentions,
- E Enter Pattern.

Remember that it can cost you \$1000.00 for a gear-up landing and it could cost our Club untold difficulties with the insurance company. Rehearse this checklist while you are walking around, driving about, eating breakfast, and also while flying a glider. Get the glider all set up for landing while still a couple of hundred feet above pattern altitude and be free to watch for traffic.

*Nyal Williams*  
Chief Flight Instructor

### ***New Members***



**Larry Miller** (right) is a retired American Airlines pilot. He has enough tail dragger time to be a tow pilot. He is a glider instructor. When he's not flying gliders, he's jumping with a parachute. He lives 10 miles from Alex in Yorktown. He found out about the Club through Dan Dewitt's mailing to registered power pilots. Welcome Larry!

**Tod and Nathan Herrli** (left) live in Marion with Renee (wife and mom) and Natalie (daughter and younger sister.) Tod works for the Dept. of Agriculture as a soil conservationist. Nathan is in 7<sup>th</sup> grade. They found out about the Club through TV and looked us upon the Web. Welcome to this father-son flying duo!



**Visit by Herald Bulletin** - A photographer and reporter from Anderson's Herald Bulletin visited the Club this month. An article will come out August 18<sup>th</sup>. Dan Dewitt plans to send a promotional mailing to power pilots in the Anderson area to coordinate with the article in the paper. Thanks Dan for your hard work promoting the Club!



### ***Young Adults invade CISS!***

**Jonathan Sullivan** was back in the cockpit after a two year hiatus due to an ATV injury. **Gus Voigt** (in the front seat) took him up for his first flight. Jonathan was an active member of the Club until his accident. He is a junior at Purdue in the engineering program.



*Betsy Saunders takes a ride with her father.*



*Mario takes up his nephew, Carlos.*



*John Saunders gets a ride from Jim White.*

*Let's keep the young people coming!*

## **Report on 87Z**

The tow plane that was damaged at Lee Bottom is being repaired. Kevin, the mechanic at Alexandria, has removed the covering of the effected wing, assessed the damage and ordered parts. Our insurance company has approved the work. Kevin's goal is to finish work on the wing by Aug. 31 and have the plane ready for service by Sept. 15.

## ***WHAT IS THE STORY ON ACCIDENTS?***

The CISS has had two mishaps over the past year that created confusion about what is defined by the FARs as a "reportable" aircraft accident. The matter is easily determined when a person is killed or seriously injured. The emergency call that obtains EMS services will frequently generate a report that will get to the FAA/NTSB, regardless of whether the operator reports the accident. When the question is "substantial damage," it is not as clear what to do.

By the Regulation, FAR Part 830:

*"Aircraft Accident* means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or the aircraft receives substantial damage."

In the case of our tow plane mishap at Lee Bottom, the aircraft was being repositioned to the operating area to shut down and await start of operations. Thus, regardless of the damage, was not being operated *with the intention of flight*.

In considering our method of operation, once a person gets into the glider and is being moved to launch, the criteria *boarded* and *with the intention of flight* is met. That condition continues to be met until all such persons have exited the aircraft. This means that the criteria continue to be met during a retrieval operation if any of the persons on the flight remain in the glider during the cart tow to the staging area.

In both of our recent mishaps, the most obscure qualification for an accident has been the area of confusion – *substantial damage*.

“*Substantial Damage* .....means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component”(FAR 830.2).

There are several components where damage is not considered “substantial damage.” This includes bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, and damage to landing gear, wheels or tires, brakes or wing tips.

The “substantial damage” criteria can be quite technical. In the case of the PW5 mishap, the original thought of “no accident” failed to take note of the distortion of the tail boom. In almost any load carrying structure, a visible deformation will reduce the strength, thus meeting the *adversely affects structural strength* criteria. In the case of the tow plane, it was known that the left wing was bent out of position to the rear somewhat, but we are still having “experts” try to figure out what needs to be fixed. We are pretty sure structural strength has been affected and thus have grounded the aircraft, even though we do not know the specific items to repair or replace as yet.

We are not all mechanics or experienced in evaluating damage, so the problem is this – if an aircraft or glider is damaged, can it be safely flown without being checked by a certified A&P (airframe and power plant) person? The Safety Committee suggests that this is the same call that a pilot-in-command makes during a preflight inspection of the aircraft. Consider using the following criteria: if you would not fly the aircraft without an A&P acceptance of the condition if you had found the condition during a preflight inspection at Alexandria Airport – DO NOT FLY IT.”

We are all faced with psychological pressure to avoid embarrassment and get the job done. During military service as a flight detachment commander, I cautioned all of the pilots that their decision to fly should be based on the flight being a local training flight and NOT on the need for a VIP to get someplace. The weather or aircraft condition do not improve because we NEED to get somewhere. It is much better to have a delayed or disappointed passenger than have one involved in an accident.

None of us want to inconvenience our glider operations by grounding an aircraft without adequate reason. No one wants the nuisance of needlessly reporting an accident to the FAA which requires that the aircraft not be moved without FAA/NTSB permission (except as needed to rescue occupants or prevent fire or other hazards).

The other side of the argument is that continued flight in an aircraft that has had subtle but substantial damage exposes the subsequent pilot to unexpected structural failures and the Club to legal liability.

**Risk assessment is an important part of every flight. Flying can have serious consequences. Rarely does NOT flying have serious consequences!**

*Mike Rielage*, Safety Committee Chair

### ***FEES INCREASE AUGUST 1<sup>st</sup>***

Due to rising aircraft insurance charges which come into effect August, 2006, the Finance Committee recommended some modest fee increases. The charges for insurance on the tow planes and gliders will rise by \$4257 per year (about \$355 per month). This increase is the result of 3 factors:

- General inflation
- The addition of 1 glider to our fleet (Astir)
- Claims made by the Club the past 2 years.

Our insurance deductibles have been increased to \$250 for claims resulting from “not in motion” damages and to \$1000 for claims resulting from “in motion” damages.

**The recommendations of the Finance Committee are:**

- 1) **Increase monthly Club dues by \$2 per month to \$36.**
- 2) **Increase the rental charges on each glider by 4 cents per minute.**

- 3) **Advise members that the "deductible" due from the P.I.C. for damages to Club equipment will be the same number that the Insurers write into our policy (\$250 or \$1000 ).**

These additional charges will not completely recoup the increased costs to the Club but will allow us time to review other options for offsetting these costs. These recommendations of the Finance Committee are effective Aug 1<sup>st</sup>. They were approved by the Executive Committee and are expected to be ratified by the Board on Sept. 14<sup>th</sup>.

### ***July Club Meeting a Great Success***

The banquet room at the Castleton MCL was packed with glider enthusiasts the third Thursday of July. Don Taylor, Tom Ruble and Chris Carpenter gave a great program on thermalling. Ron Clarke, George Saunders and John Haynes spoke glowingly about the new Astir. The food was great. The fellowship was tops. The location was convenient. Thanks to Don Taylor and Nyal Williams for chairing the Club Meeting Committee!

**Our next meeting will be Thursday, September 21<sup>st</sup>.**

Come at 6 pm for dinner or 7 pm for just the meeting. MCL Cafeteria is located near Pier One on the south-east corner of Allisonville Rd. and 86<sup>th</sup>, just north of I-465.



### ***CISS CLUB CONTEST***

CISS runs a cross-country contest from April 1 until October 31 each year, and it's generating more and more interest as more pilots are venturing away from the field now. In 2005, nine pilots took part and flew a total of 26 qualifying flights and we're on track this year to increase both of those numbers.

So what constitutes a "qualifying" flight and how do you participate in this madness? Any day that at least three pilots each fly for more than an hour, fly to at least one other airport and cover a minimum distance will be scored as a contest day. They don't have to fly to the same airport or stay up the same length of time, so the format allows for widely varying levels of pilot skills and sailplanes. Any airport on a sectional chart or on the Leibacher database counts as a destination, so the little farm field just west of Frankton (Stottlemeyer) is a close-in example.

Each flight must be verified by a gps trace that can be emailed to the scorekeeper. Almost any gps receiver will suffice, such as Garmin, Magellan or many of the other kinds. The gps must be capable of connecting to your computer so the trace can be uploaded, saved and then forwarded. It's very simple, and the cost of a handheld gps has come down to very affordable levels. An acceptable unit can be purchased for under \$100.

Pilots who have not earned their gold badge distance leg are in the "Kestrel" class and must fly a minimum distance of 30 miles. Those who have are in the "Red Tail" class and must fly a minimum of 50 miles. So far this year we have had distances flown from 56 miles to 195 miles. Scoring is partially based on achieved speed over the course multiplied by an SSA glider handicap that attempts to equalize the glider performance, so as not to penalize pilots in lower performing ships. As a matter of fact, right now Chris Carpenter is the contest leader, flying a 1965 wood and fabric glider, beating the latest and greatest fiberglass racers!

By the way, we allow and encourage team flying (i.e. a ship may be flown by more than one pilot and scored as a single entry). Gliders owned by the Club or private partnerships can be flown by different pilots on different days, and still qualify.

The rules and scores are posted on the Club website for your information. Take a look at the rules, call Don Taylor if you have any questions and then give it a try!

### ***REMINDER:***

- Keep your web profile up to date! Recently our chief instructor tried to contact someone on important business and none of the posted telephone numbers were current. If you have forgotten your password, email Mario at [Mario.lazaga@lifegrid.com](mailto:Mario.lazaga@lifegrid.com) THANKS!



Four Pilots - Three Gliders - Two Weeks - Gold Altitude - Diamond Distance - Hot New Mexico Sun



TERRY WOOLS prepares TW



NYAL WILLIAMS & YANKEE JULIET

Early on Saturday morning, June 10<sup>th</sup>. Terry Wools pulled onto I 65 south with glider trailer in tow. Shortly after reaching I 70, his cell phone rang, it was Nyal and Peter who caught up to him on I70. The Cracker Barrel breakfast was the first of many meals the men would share in the next two weeks. It felt good to make the first rendezvous in time and space, and we kept in touch to coordinate pit stops. 1200 miles later...  
  
Tango Whisky preformed flawlessly, although the Diamond Distance eluded Terry, the Gold Altitude and Distance were achieved masterfully.

Nyal Williams and Peter Detore shared the driving during the two day long trip to Albuquerque. Splitting the travel and room expenses is a great way to save your money for more important things, like flying.  
  
Navigational instruments gave Nyal some trouble, but thanks to friends helping friends, and a borrowed flight computer, Nyal was quickly back in the hunt. The instrument tested good and worked well during Nyal's exceptional DIAMOND distance flight at Moriarity, NM.

Our group of Indiana Flyers was joined serendipitously by two glider people form Cesar's Creek, as well as two fine gentlemen from Illinois who brought with them motor gliders.



Gerry Whitson checks out flight systems



This is what the bottom of a thermal looks like.



Gerry Whitson made the drive out west a few days later, arriving just in time for the great wind storm that scoured the desert and put the quietus on flying for several days.

Gerry rigged and taxied to the flight line quickly on the day of his trophy flight, securing him an early launch position. This proved to be a positive factor as Gerry finished his 500 km Diamond Badge flight.

Gerry and Terry packed up and headed home after their very excellent flights were completed. That left Pete to make his attempt the following day.

Pete acted as ground crew and assisted the others with assembly and ramp rat duties. While the other guys were flying, he prepared Sundance's trusty Astir 102 for his big flight. The ship is used at Sundance and needed a little dusting off after the windstorm. First of all, Pete had to show the necessary skill level to rent equipment there. Next came a couple shake down flights to 12k w/o Ox. On the last day, the cloud base was high enough to reach class A airspace. A second launch to less than 8k feet msl gave a sufficient low point. Then it was only a matter of falling in trust with an EDS oxygen system for the first time. Back down on the ground in about an hour, the data logger would later tell the story... 9842 feet!

Jack rabbits galore, prairie dogs, and at sundown the coyotes would howl and bark. Desert flowers were sparse but very beautiful. Dust Devils whenever you wanted. Prairie fires and wind whipped sand in the face. Sandia Mountains to the NW and Manzano's to the west. The best soaring condition go along with gusts and remnants of rotor from the mountains.

Gerry Whitson & Nyal Williams are heartily congratulated for completing the coveted Diamond Distance task. Nyal clawed his way out of a hole less than 20 miles from home with a 20 mph tailwind.