Wing Tips
The CISS Membership Newsletter

August 2011 Volume 10, Issue 8
NEXT MEETING July 23, 7:00pm@I99

From the President

Nyal Williams retires from scheduled instructing.

After 15 years as an instructor with CISS Nyal Williams is kicking back some. Nyal plans to continue flying both his Discus and the club ships but not as an instructor of primary students or giving rides on behalf of the club. He will be available by appointment to give Flight Reviews, Spring Checkouts, and for advanced instruction to pilots who already have a license to fly gliders.

We hope he will continue to share his expertise with the leadership of the club and its members in any and all ways possible.

It is long time members like Nyal, who contribute their time and energy in any way they can, who have brought our club through these last 50 + years.

Nyal's example has set the bar very high.

Calender

September	17th	7:00pm	Membership and Board Meeting
October	15th	7:00pm	Membership and Board meetings

Also in this issue:

John Earlywine forwards to us an article from Tom Knauff, and who knows better than him?

It's August. It's Hot! Craig Bixby lets us know how to deal with the heat.

And the part of this job I like best ...

First Solo!

Congratulations to Nate Zitnick, CISS's who made his first solo flight on July 10, 2011.. Nate is shown below with his wing runner (and father) Bob and CISS instructor Olaf Tessarzyk celebrating his accomplishment.

Nate was also on crew duty, but Crew Chief Tod Herrli gave him a break to go flying. Bob also got a break for a couple of flights. A great day and a lot of fun at the glider port !

Marlon Tessarzyk gets his Private Pilot's License

After a couple of years of patiently waiting, Marlon became old enough to meet the FAA requirements and completed his Private Pilot Glider check ride on August 13. Josh Daisey was the crew chief, assisted by Gina, and Chris Hall was the wing runner for the event. Lynn Joyce was the tow pilot.

Marlon looks quite happy with his accomplishment, and DPE Ron Ridenour is also smiling. A good sign. Although not shown in the picture, Marlon's instructor and father, Olaf, was also smiling.

Instructor's Corner

Over the years there has been a lot of discussion about using AGL or MSL for setting the altimeter in gliders. The following discussion is reprinted from Tom Knauff's Newsletter is in response to a question from a glider pilot about what he was told on a recent flight review. It should convince anyone who still uses AGL that it is time to change their habits.

"I went to a commercial operation for a BFR and the CFIG was critical of my preflight preparations when I set the altimeter to field elevation of about 500 feet MSL and told me that he taught all students to use AGL and to reset the altimeter to the "correct" setting of zero and I kept my mouth shut."

"We discussed what he wanted to see in the pattern and that was for me to be at 800 feet over a specific land mark as my initial point on downwind, then for me to begin my turn to base at 600 feet along a treeline that marked the path he wanted to see for my base leg, and finally for me to be at 400 feet when I turned to final. At that point I was tempted to argue but I am embarrassed to say I just kept my mouth shut and gave him what he wanted to see to get the BFR endorsement."

"Now that I think back on my experience I wonder what, if anything,I should do next. Nothing? Go back to the school had have a dialogue with the CFIG? Go back to the school and speak with school/airport management? I would appreciate hearing your thoughts."

My response:

Making the change to the FAR requirement of using MSL altitudes may not be easy for pilots and instructors who have been using AGL settings. The laws of learning include the Law of Primacy, which states what you first learn is what you remember, and changing may be very difficult. The following is from teaching manuals:

Law of Primacy: What is learned first, often creates a strong,almost unshakable, impression. Things learned first create a strong impression in the mind that is difficult to erase. For the instructor,this means what is taught must be right the first time.

"Unteaching" wrong first impressions is harder than teaching them correctly the first time. If, for example, a student learns a faulty technique, the instructor will have a difficult task correcting bad //habits <file:///wiki/Habit_(psychology)>// and "reteaching" correct ones.

The student's first experience should be positive, functional, and lay the foundation for all that is to follow. What the student learns must be procedurally correct and applied the very first time. The instructor must present subject matter in a logical order, step by step, making sure the students have already learned the preceding step. If the task is learned in isolation, is not initially applied to the overall performance, or if it must be relearned, the process will be confusing and time consuming.

Therefore, those who have been using a zero altimeter setting are at some risk when trying to change to the required MSL setting. The change must be done with care.

A series of problem-solving exercises where an altimeter must be read and correctly interpreted can help and should be used, however, it cannot be just a few examples. The problems must be repeated in a safe environment (photos of altimeters set at different altitudes) and must be numerous in scope so a pilot can demonstrate correctly the altimeter reading with precision.

Instructors who have been teaching incorrectly may have considerable trouble making the change and must be watched to ensure they are really teaching correctly and do not resort to incorrect teaching methods.

More information about this subject can be found in the Aviation Instructors Handbook.

Some FAA inspectors who are supposed to supervise training institutions may not be of any help in this matter, as some inspectors also fail to teach to the implied standards, or do not insist on proper teaching methods during flight tests and re-certification. Many are locked in their offices doing paperwork and are rarely seen, thus contribute little to flight safety.

If glider flying is to be safer, it will be up to those of us who areactively involved with flight training and flight operations to make the necessary changes to ensure the safety of those we train and supervise.

Tom Knauff

It's Hot Out!

Hope everyone is well and doing their best to stay cool and enjoy outdoor activities at the same time.

The heat obviously has been oppressive and there seems to be no end in sight.

It is important that while on crew, flying, and just hanging out at the field that everyone not only take care of themselves but be beware of those around you.

I haven't seen anything previously put out within the club dealing with heat precautions and what to do should you notice anyone experiencing difficulties associated with the high temps and humidity.

Our Safety Department recently posted its newsletter and I thought I would pass this information along.

It is that time of year when the temperatures rise. Employees need to be aware of potential heat-related illnesses. Simmer down and stay alive says the Center for Disease Control and Prevention (CDC).

What kills more Americans annually than hurricanes, lightening, tornadoes, floods and earthquakes combined?

According to the CDC, we just get too hot. Factors leading to Heat Stress: high temperatures and humidity, direct sun, limited air movement, physical exertion, poor physical condition and some medications.

PREVENTING HEAT STRESS:
☒☒ ***Know the signs/symptoms of heat-related illnesses and monitor yourself and others***
☒☒ ***Use cooling fans/air conditioning; rest regularly***
☒☒ ***Drink lots of water – stay hydrated***
☒☒ ***Avoid alcohol and caffeinated drinks***
☒☒ ***Wear lightweight, loose-fitting clothes***

WHAT TO DO IF HEAT-RELATED ILLNESSES:
☒☒ ***Call 911 (or local emergency number) at once & refer to the "While Waiting for Help to Arrive"***

SYMPTOMS OF HEAT EXHAUSTION OR HEAT STROKE:
☒☒ ***Headaches, dizziness, lightheadedness, weakness and moist skin***
☒☒ ***Mood changes such as irritability or confusion***
☒☒ ***Upset stomach or vomiting***
☒☒ ***Dry, hot skin with no sweating***
☒☒ ***Seizers or convulsions***

WHILE WAITING FOR HELP TO ARRIVE:
☒☒ ***Move the person to a cool, shaded area***
☒☒ ***Loosen or remove heavy clothing***
☒☒ ***Provide cool drinking water***
☒☒ ***Fan and mist the person with water***

Take care, keep the sunny side up, and hope to see you at the field

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 September issue is September 7th.