



August 2013
NEXT MEETING

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TBD

AT THE HALFWAY MARK IN THE 2013 SOARING SEASON

This soaring season has been slower than most to say the least. Despite a good start to the year with a number of members making flights each month several factors conspired against us recently . The weather of course - I read earlier this month that by mid July last year we had had 19 days with temperature over 90 degrees in the same period in 2012 - Zero this year to date. As all know this year has been different on the ground - actually quite pleasant , but for good soaring we need higher temperatures and not the overcast skies and rain we have had so much of . There is however " Fun to be had " as in mid July I elected to rig and fly for over an hour with cloud bases at 1500 agl - very good practise was how I thought about it !

The terrible wind storm and the hangar damage at the field did not help and the main effect of that was to make things much less convenient for the private owners to rig and de-rig each flying day . I'd say to my flying buddies keep a look out ahead as the small inconvenience of an extra 20 minutes rigging time is well worth it if we get some good soaring days and I know we will .

The net result - it's going to be tough to make our club goal of tows this year but there are upsides :

- * By the law of averages the weather WILL be better in the second half of Summer
- * The hangars will be repaired and getting gliders out, rigged and ready to go WILL be easier then.
- * The pent up desire to " Break the surly bonds " WILL increase and be the motivation to make greater use of our excellent club equipment in August through December will come into play.
- * Students and new solo pilots WILL want to make progress towards going solo or adding a badge before the season's end .

That's my bet - See you at the field ,

Ron (ZA)

Blanik Canopy Latches

There have recently been some challenges trying to get the canopies on the Blanik's to close and latch easily. They have been lubricated with grease and a technique developed which can significantly simplify the process.

Front Canopy

Take care to be certain the front pin is aligned with the socket. Pull the latch handle back as when opening the canopy, which lets the latch drop in the slot and lets the canopy drop down. Push the latch forward to lock the canopy down.

Rear Canopy

The latches tend to align inside or outside of the slot when the canopy comes down. Gently move the sides of the canopy in or out to align with the slots. It may also be necessary to pull the latch handles back to allow them to drop easily into the slots.

These techniques should eliminate some frustration and will definitely be more effective than attempting to slam the canopy down trying to get it in a position to latch.

Sent in by Tom Beckenbauer:

(also available at <http://www.aopa.org/Advocacy.aspx>)

WHAT TO DO IF STOPPED BY LAW ENFORCEMENT

Every situation is different and every person's personality in responding to law enforcement is different, so giving and taking advice about how to handle a situation will vary. Still, a few general principles can apply to most situations and help any pilot be informed and prepared if approached by law enforcement on the ramp of an airport during a flight that is wholly conducted within the United States.

Be courteous and respectful, remain calm. Answer questions truthfully and succinctly; do not volunteer information.

STEP 1: Ask the law-enforcement official in charge about the nature of his or her inspection of your certificates and your aircraft, including what he or she is intending to do, why, and under what authority.

STEP 2: Request to see the credentials of the lead official and any other officials who are present and try to record the names, phone numbers, badge numbers, and agencies of those officials.

STEP 3: Law enforcement will most likely will ask you for your pilot and aircraft documents.

Note: FAA Regulations 61.3(i) and 61.51(i)(1) state that a person must present his or her certificates, authorizations, identification, and other documents required under Part 61 for inspection upon a request by the administrator, NTSB, or any federal, state, or local law enforcement officer. FAA Regulation 91.203 requires that effective airworthiness and registration certificates be carried on board the aircraft and be displayed at the cabin or cockpit entrance so that it is legible to passengers or crew, but this regulation does not create a right to board or enter the aircraft. And, 49 USC § 44103(d) requires that the operator make the registration certificate available for inspection when requested by a United States government, state, or local law-enforcement officer. Pilot logbooks may not be required to be carried on board the aircraft and, therefore, you may not be required to present them for inspection during the stop by law-enforcement officers.

Exercising privileges of recreational, private, commercial, or airline transport pilot certificates:

- Must have pilot certificate.
- Must have appropriate photo ID.
- Must have medical certificate.
- Does not have to have logbook in possession, but may be required to present logbook for inspection after receiving written request.

Exercising privileges of sport pilot certificate:

- Must have pilot certificate.
- Must have appropriate photo ID.
- Must have valid U.S. driver's license or medical certificate.
- Must have evidence of required authorized instructor endorsements.

Exercising privileges of student pilot certificate:

- Must have student pilot/medical certificate with appropriate endorsements.
- Must have appropriate photo ID.
- Must have logbook with appropriate endorsements.

Exercising privileges of glider or balloon rating:

- Must have pilot certificate.
- Must have appropriate photo ID.

Note: Law enforcement may ask for other documents than those specified under FARs. For example, existing guidance by CBP to law enforcement incorrectly suggests that pilots must present for inspection a flight's weight and balance calculations, aircraft logbooks, etc. AOPA is working to correct this misinformation.

STEP 4: The law enforcement officials may ask to search your aircraft or state that they are going to inspect or search the aircraft and its contents visually, physically, or with dogs.

Consider responding with the following statements:

- "I do not consent to this search, but I will not interfere."
- "If you remove or disassemble any part of this aircraft, including inspection plates, you may be rendering this aircraft unairworthy."

STEP 5: If you are a member of AOPA Pilot Protection Services, and it is between 8:30 a.m. and 5 p.m. Eastern time during a business day, call 800-872-2672 or 301-695-2257 to speak with a Legal Services Plan counselor.

STEP 6: If possible, record the event with a camera. However, law-enforcement personnel may react negatively to being photographed or recorded in the conduct of their business and may object or advise that doing so is not allowed. Note the location of any security cameras on the airport ramp. Make detailed written notes during the event or as soon after as practical. Identify any other persons present who may be witnesses to the inspection and search.

STEP 7: Check your emotional status! Are you able to continue your flight safely after such an ordeal?

STEP 8: Provide AOPA with information about your situation and experience by calling 800-872-2672 or using the online reporting form (www.aopa.org/enforcementform).

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AOPA PILOT PROTECTION SERVICES
Visit aopa.org/pps or call 800-872-2672

What's Next?

By Rich Smith

So, you have soloed and perhaps have gone on to pass your written, practical and flight test or maybe you're still working toward that goal. Now you are an officially licensed glider pilot or at least can fly solo. Wait back up/rewind – it took a lot of effort, practice and studying to get there and it is a big accomplishment, so don't just end it now by slowly letting it go, drifting away a little at a time until you are no longer current. There is so much more out there, like badge flights, check out in a different glider or maybe even look into owning, cross country and contest.

I started my badge flights right after I soloed and it was challenging and fun – first there is the A badge which every solo pilot should have because that is the main requirement: a solo flight. Next is the B badge which is a solo flight of 30 minutes from a 2000' tow (add 1 ½ minutes per 100' above 2000') or for a 3000' foot tow you would need a flight of 45 minutes which is very doable on a good day at Alexandria. Then the C badge gets a little more interesting: Solo flight of 60 minutes from a 2000' tow (add 1 ½ minutes per 100' above 2000') or for a 3000' foot tow you would need a flight of 75 minutes: assembly/ disassembly familiarization, ask to help one of the private guys to help (usually they are glad to get the help); simulated off field landing by covering the altimeter (I made one of my best landings since I wasn't focused on the instruments) and an accuracy landing (you have to do both of these landings for the practical anyway, so you will probably be practicing them). So for the A, B and C badges you have either done that or will before getting your license – you just need to get an SSA instructor that is qualified to sign you off – just ask!

From there the next badge is the Bronze badge and that will be preparation for cross country flying. This is where I am now and one of the requirements is 10 solo flights in a single-place glider. I recently got checked out in the club 1-34. Talk about fun, this is like going from a minivan to a sports car! It is much lighter than the 2-place gliders and response like a Porsche. I have had several people (non-pilots) ask how do you get checked out in a "Single-Place" glider well my suggestion is to get as much flying as you can in all the 2-place gliders we have. Study the manual and get familiar with the glider by sitting in it and know where all the controls are without looking at them. Get the feeling of how the controls are before ever moving in the glider. Talk to anyone and everyone about what you need to watch for on your first flight. If you have flown the Blanik and the Grob you have some understanding about how they "feel" and handle different so you will be better prepared to fly the 1-34. Even if you never want to fly cross-country you really owe it to yourself to fly the 1-34, you can reserve it for 2 hours so you can "double" your (fun) time from the club 2-place gliders. The 1-34 has a nifty new digital vario in it also. There are many more levels beyond the Bronze badge.

I have also started to log my flights in the OLC which gives me a chance to compete on a local and national and even international level without ever leaving Alexandria. I can review my flights to see how I did and to see how I can improve. The flight recorder I have is only \$139.95 (FlyWithCE) from Wings and Wheels and fairly simple to use (I did get a little help). You can even log your flights on most smart phones with free apps.

There is so much to learn and do with gliders to hold your interest and make it fun and challenging – don't stop now. We have some great members here at CISS with a vast amount of skill and knowledge to pull from to help you improve and grow in the sport, so go out and talk to them or spend some time flying with them in one of the 2-place gliders.

Hope to see you soon at Alexandria, rising to new heights!

What Would You Do?

by Tom Beckenbauer

I had an experience late last year that I think might serve as a basis for thought/discussion. Let me ask you to imagine yourself in the scenario and think about how you would have handled things. After running through the scenario, I'll describe the outcome and the lessons I learned.

Scenario: Winds are calm at I99. Takeoff is on 09, landing on 27. After launch in one of the clubs Blanicks, you find a good thermal just over the eastern end of Alexandria and ride it up to 5000'. It's drifting NE so after a little while you decide to go back to the SW and try out another area you think might have some lift. You get a little on the way but nothing to really work so you continue to the SW and wind up just to the west of the SW IP. By now you are down to about 2500'. As there are no more CU in the area, and it appears that lift is non-existent, you decide to head to the IP. As you are proceeding, you spot the other Blanik and it appears to be working a thermal just to the SE of your position. You start thinking that maybe there still are some more thermals out here. At about 2200-2300' and just west of the IP (1/4-1/2 mi), you hit some turbulence and get about 2 kts of lift.

What would you do?

- Take a turn and try to work the thermal
- Proceed to the IP and return to the field

Passing through the lift pretty quickly, and thinking you had just hit the northern edge of a thermal, you decide to make a right 360 and see if you can stay up a little longer. After about 200 degrees turn, and finding no lift, and now at about 2100', you decide to turn to the IP and return to the field. Enroute you hit some sink and get to the IP at about 1750', 150 lower than the normal target altitude. It's time to review your options.

What would you do?

- Continue a normal entry to downwind and land 27
- Turn toward the field and land on 09.

Ok, you think to yourself that if you keep the spoilers in and fly at max L/D (winds are essentially calm at the field) you should be able hit the 600' AGL mark abeam the approach end of 27. If you go to 09, you have will have excess altitude to loose, and it will be a long retrieve for the ground crew. You opt to continue for 27.

Coming abeam the approach end of 09, you're still slightly below where you want to be, but you are seeing some improvement.

What would you do?

- Continue as planned
- Turn toward the field, doing a left turn/right turn, and land long on 09

You decide to continue as planned, but angle in for a closer downwind for 27. Now you hit another patch of turbulence, initially getting a little lift. Oh boy, this will help! Not so fast! You sense sink and glance at the vario – 5kts down! Oh-oh, this is not good! By this time you're at the mid-point of the runway, about 2/3rds the normal distance abeam and at 1250' (350' AGL).

What would you do?

- Land out
- Turn in and land midfield on 27
- Turn in and land midfield on 09

What I did:

I decide to turn in and land midfield on 27. Increasing speed to 55 kts to minimize time in sink and maximize distance, I concentrated on making sure I did a coordinated turn to final at the right place so I wouldn't overshoot or fly too far down the runway. I'm thinking that my turn will be low so I don't want to wrap it up too much, clip the wing and cartwheel the aircraft. The turn works out well and I roll wings level at about 100' AGL, put the spoilers out and make an ok landing with plenty of room left. In fact, I brought the spoilers back in and rolled to a stop abeam the tow plane about to launch.

I must say that as I open the canopy and reviewed what just happened, my knees got a little wobbly. I was at the edge of the envelope with no margin for error. While things turned out ok, the potential for disaster was there, and that scared me!

In retrospect, there were points along the way where I realize I should have made a different decision. Once I decided to return to the field, I should have stuck to my decision. Doing the 360 to look for lift was not wise and resulted in getting back to the IP lower than 1900'.

Having done the 360 and arrived at the IP a little low, I should have immediately chosen the conservative option and landed on 09. The long retrieve should not even be a concern.

Abeam the approach end of 09, and not having achieved the desired altitude, I should have turned in and landed on 09. I had the altitude for a normal base to final and there would have been plenty of runway.

Three should have's and a different, safer outcome would have occurred. Lessons learned!

The one option I didn't spend much time on was landing out. Abeam midfield at 350' AGL and on a closer than normal downwind, the angles looked about right and I decided I could make the field. It was a judgment call that worked out. Thankfully! Maybe at that point, a land out would have been more prudent. What do you think?

And lastly, a few photos that Chris Hall recently unearthed among his old B&W film negatives. These were taken in 1989, I think, before this aircraft was returned to flying status and began appearing in calendars. I thought you might enjoy them! :)





And to end with some good news, repairs on the hangars have begun. :D

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at/above the field? Show it off! Found an interesting soaring-related link while web-surfing? Share it with the rest of us! Send your submissions to our WingTips editor, Chris Hall at bestbrain@aol.com. Deadline for our September issue is September 7th.