



## You and your guests are invited!

### Central Indiana Soaring Society Annual Winter Banquet

Cocktail Attire

Saturday January 13, 2007

The Marten House – 1801 West 86<sup>th</sup> St

5:30 PM Cash Bar opens

6:30 Introductions and program

6:35 Invocation

6:40 Banquet Begins! Salads, Main Course, Vegetables, Dessert, Coffee, Tea, Soft drinks

7:00 Introduction of 2007 Officers and Board Members

7:15 Awards Program

Best Crew, New Licenses, Badges, Records, Door Prizes

7:30 Guest Speaker –

*Kris Maynard discussing the around the world flight of Steve Fossett*

8:15 Comments and questions

8:30 A look at last year – and looking forward to next year

8:45 Annual Banquet closes – lets get ready to fly!

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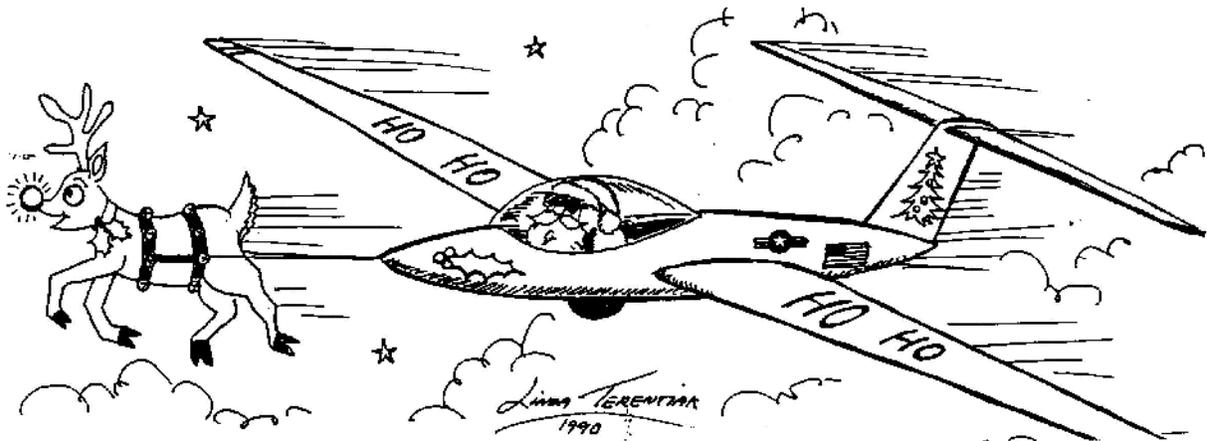
**Please contact Ken Harry** at: 317 858-9822

E-mail: [ken\\_harry@sbcglobal.net](mailto:ken_harry@sbcglobal.net) to **make your reservations!**

You will be billed \$34 each seat in your CISS monthly billing for this dinner – *a reservation made is a reservation paid!*

LAST DAY FOR RESERVATIONS IS WEDNESDAY JANUARY 3rd  
AT 6:00 PM!

**Annual Banquet Speaker** will be Kris Maynard, the FAI Official Observer of Steve Fossett's solo around the world flight in the Global Flyer last February. This unprecedented flight, taking 75 hours to complete and covering 26,000 miles, was in a special aircraft (pictured) designed by Burt Rutan. It began at the Kennedy Space Center in Florida and ended in Kent England. Kris was on hand at the start and finish to verify the strict requirements needed to comply with the FAI record rules. Kris lives in Fishers and flies an Aviat Husky A1A out of Metro Airport, and he holds 4 World records and 5 National records in his Husky. He was a member of our glider club during the 1980s and purchased the LS6 that he shared with Ron Clarke and which is now owned by Mike Warren, ZA2. His detailed knowledge of the very complicated FAI rules led him to be selected as one of the official observers of Fossett's flight. Kris will share with us his first-hand experience in this great adventure at our annual banquet.



*What does Santa do after Christmas? He flies New Year's Day with CISS!*

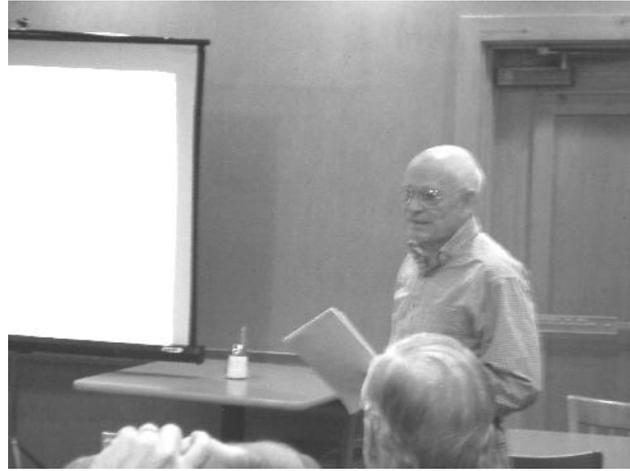
**Donate to your club!** Now that we are a non-profit corporation you can make tax deductible contributions to your Club. What a great way to say thank you to your soaring buddies!

Not only can you give money (always appreciated!) but you can give equipment and educational materials. Do you have some soaring books or videos you no longer use? Donate them to our library. Do you have a GPS or logger you aren't using? Donate it and take the value off your taxes.

In addition there are other ways to give. Giving appreciated stock has many tax advantages. Your business can make a tax-deductible contribution, too. Some employers make matching gifts to charity – that's a great way to double your gift. Finally, remembering the Club in your will is a fine way to say thank you for years of soaring fun and fellowship.

**Annual Meeting** – was held Thursday, November 16<sup>th</sup> at the MCL Cafeteria in Castleton, IN. We elected officers for 2007 (see page 6).

Nyal Williams talked about his landing in the corn. Don Taylor polled some club members and distilled a dozen things we can all practice on routine flights to improve our skills.



**Winter Storage and Insurance** –The Club has put most of our fleet in winter storage in order to save on insurance. Here’s the plan:

- Tow planes 87Z and 898, one Blanik (303BA) will remain insured for flying all winter.
- The rest of our fleet will be placed in winter storage and not flown starting Nov. 1, 2006. Gliders will be disassembled and stored in trailers or labeled, “Do not fly.”
- The Grob 103 and the second Blanik will be returned to service March 16, 2007.
- The Astir and PW-5 will be returned to service March 30, 2007.

<b>CISS CALENDAR 2007</b>		
January	01	New Year’s Day Flying (weather permitting)
	11	Board of Directors’ Meeting
	13	Annual Banquet at the Martin House
February		
March	08	Board of Director’s Meeting
	10	Crew Chief Meeting
	17	Annual Safety Meeting (Takes the place of the March Club meeting)
	17	BFR weekend
	24	BFR rain date
	31	Flying Season Begins!
April		
May	10	Board Meeting
	17	Club Meeting at MCL Cafeteria in Castleton
June		
July	12	Board Meeting
	19	Club Meeting at MCL Cafeteria in Castleton
Aug		
Sept	13	Board Meeting
	20	Club Meeting at MCL Cafeteria in Castleton

**Newsletter Editor Needed** - George and Nancy Saunders will be in Chile from January 8<sup>th</sup> to August 1<sup>st</sup>. They will be teaching at the University of Concepcion as Fulbright scholars. We are looking for someone to edit the newsletter while George is gone. If you are interested (or would like to nominate someone) contact Dave Newill.

### ***Winter Maintenance: Learn and Have Fun!***

Only one month to Christmas and we're making great progress . The 809S needs a little additional work before it's annual inspection.

We (the maintenance crew) do however have an apology to make . We should have known! As in past years any repair that involves a decorative fairing needs to be OK'ed by Dick Hutch before re-installation. We forgot again, and apologies go to Dick who had to take the Grob wheel fairing home to re-paint the racing stripes onto it - He knows the Grob flies much better with the Orange and Blue racing stripes on it!



With any luck we'll need only another 1 or 2 weekends to get all the club equipment ready for their annual inspections. Thanks to all the club members who have come on out each Saturday and helped get us ready for the 2007 soaring season.

### ***Two near Misses at Caesar Creek***

Dick Eckels, a flight instructor and pilot examiner, reported two incidents in Caesar Creek Soaring Club's November newsletter. The first incident was a near miss with a private jet. A private jet inbound to Lunken Airport was descending through the Caesar Creek area as directed by Dayton approach. Upon clearing the clouds, the jet pilot noticed a red glider in "close proximity" to his aircraft. He reported a "near miss" to FAA. He further reported that the glider was "at or had just exited the clouds."

The Club was contacted by Cincinnati FSDO. The Club learned from the glider pilot that he had seen the jet, did not feel threatened by the jet and had not violated VFR cloud clearance limits. A NASA form was filed, the FSDO was contacted, and the FSDO contacted the jet pilot. No further action was taken, although Cincinnati FSDO stated that in view of the recent mid-air collision in Nevada the FAA will start to press for all gliders to be retrofitted with altitude encoding transponders.

This incident provides us with at least three lessons:

1. Always phone in our glider operations to air traffic control.
2. Do NOT break VFR cloud clearance rules.
3. Be extra observant – we do not want to give the FAA any more reasons to require transponders on gliders.

The second incident involved a stall/spin in Caesar Creek's 1-26. The Club and pilot were lucky on this one. Had it happened a little higher, the pilot would not have survived. A little lower and several bystanders might have been severely injured.

The pilot had the impression that the landing lane was obstructed by gliders. (A point debated by people on the ground.) Since the pilot thought the landing lane was obstructed, he decided to land over the tow plane that was hooking up for another tow. The tow plane started to taxi forward to takeoff position. The safe landing space forward of the tow plane was getting farther away. The pilot, rather than attempt to maneuver around the obstructions, tried to stretch his glide. He had insufficient altitude to land beyond the tow plane and insufficient airspeed to carry him to a safe landing. As a result of stretching the glide the 1-26 stalled with the left wing dropping as a spin started. Fortunately he was at an altitude where he impacted the ground before excessive vertical velocity had developed. It appears that damage to the aircraft amounts to several superficial dents and one wing spar overstressed and distorted.

This incident also provides us with at least three lessons:

1. ALWAYS keep the landing lane as clear of gliders and other vehicles as possible!
2. When there are aircraft on Base Leg or Final the ground crew/wing runner must ALWAYS signal the tow pilot to stop until those aircraft have landed. (This is Caesar Creek policy – ours is different.)
3. Always plan your landing approach to allow for the unforeseen movement of objects on the ground. Maintain sufficient airspeed to allow for last minute maneuvering and airspeed changes. “Don't get low and slow.”

#### CISS Officers for 2007

- Jim White , President
- Chris Carpenter, Vice President
- Mike Beckage, Secretary
- Gerry Whitson, Treasurer
- Craig Bixby, Maintenance Chief
- Peter Detore, Operations Chief
- Tom Eaton, Chief Tow Pilot
- Nyal Williams, Chief Instructor
- Darren Bedwell, Trustee
- Dan DeWitt, Trustee
- Mario Lazaga, Trustee
- David Newill, Trustee

#### Other people serving our club:

- Safety: Mike Rielage
- Web Master: Mario Lasaga
- Blog Master: Darren Bedwell
- Membership Meetings: Don Taylor, Nyal Williams
- Communication: George Saunders (LRPC)
- Membership Promotion: Dan Dewitt

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Jim White - President  
George Saunders - Editor  
Mario Lazaga - Web Master  
Pete Detore – Printer

Past issues of the *Wingtips* are available  
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[www.centralindianasoaringociety.com](http://www.centralindianasoaringociety.com)

Send articles and comments to George  
Saunders at [gsaunders@comcast.net](mailto:gsaunders@comcast.net)

## *New Zealand Soaring Trip January of 2008*



Go to New Zealand with your friends from Central Indiana Soaring Society for two or three weeks in January of 2008. This combined soaring and sight seeing trip will tour the beautiful country of Peter Jackson's "Lord of the Rings." We plan to spend about half our time soaring and half our time touring in a trip designed to please both pilots AND non-flying spouses. While we are flying we will arrange plenty of things for non-flyers to do.

The picture shows the spectacular scenery near Southern Soaring, Ltd. in Omarama, New Zealand. Omarama is located in the heart of the beautiful mountain and lake country of the Southern Island where much of the "Lord of the Rings" was filmed. Visit Southern Soaring's web site at <http://www.soaring.co.nz/>. We also hope to arrange soaring at glider clubs in other parts of New Zealand.

I have asked two different travel agents to give us some preliminary pricing. These are agencies I have booked other tours with and have been very satisfied with their service. Airlines will not give prices until 320 days out but if we were to fly *this* January, airfare, hotel and ground transportation would cost about \$3600 per person, double occupancy for a two week trip. At Southern Soaring, you can rent an LS4 or similar glider for \$238 a day plus tow fee.

A possible itinerary is to fly to Auckland, New Zealand in the North Island. There we could rent a car or van for every four people. We can soar at a glider port 25 miles south of Auckland. After spending a few days in Auckland, we could drive south to Wellington, visiting the high points of the North Island on the way. From Wellington we could take a ferry to the South Island. We could drive to Christchurch, the main city of the South Island, and stay a few days for sight seeing. From there we could drive to Omarama in the heart of soaring country to fly for several days at Southern Soaring, Ltd. After touring the South Island we could fly home from Christchurch. The itinerary is VERY flexible, so give me your suggestions.

Contact: George Saunders 765-747-1033 - [gsaunders@comcast.net](mailto:gsaunders@comcast.net) 4301 W. Riverside Ave. Muncie, IN 47304.

## FINAL CISS CLUB CONTEST RESULTS FOR 2006

Thirteen pilots and three teams took part in this year's Club Cross Country Contest, and they made 32 flights on 8 days. This was a big jump in the numbers from 2005 when we had 9 pilots make 26 flights. Looks like all these new ship owners are exercising themselves and getting out on course! Awards will be handed out at the CISS Annual Banquet in January.

Top honors went to Ron Clarke, perennial winner and cross-country racer extraordinaire, who made six flights and came out on top on all but one of them. Tom Ruble surprised everyone and mostly himself to prevent Ron from his perfect record. The race for second place was won by a talented Chris Carpenter who flew his 40 year old Ka 6 on four flights to within 9% of the leader: look for more out of him next year as he pushes his wood and fabric glider further up the score sheet. The top three places were rounded out by Mike Nichols who also flew on four days. His seasoned Libelle, a first generation fiberglass ship from the mid-1970s, is still a very competitive glider and Mike is getting more and more out of it each season.

	Points	# of flights
Ron Clarke	4,387	4
Chris Carpenter	4,095	4
Mike Nichols	3,583	4
Terry Wools	3,473	4
<b>Team AW</b>	2,493	3
<b>Team 8UP</b>	2,419	3
<b>Team IZ</b>	2,052	3
Tom Ruble	1,883	2
Kurt Ristow	1,628	2
Dave Newill	1,444	2
Gerry Simpson	1,340	2
John Weber	1,056	1
Darren Bedwell	1,049	1
Todd Rutledge	918	1
Don Taylor	791	1
Mario Lazaga	712	1

New this year is the Team Category, in which more than one person can “team-fly” the same glider. The winning team of “AW” consisted of Darren Bedwell and Dave Newill, who flew their venerable ASW 15 into first place. Not far behind was team 8UP, Kurt Ristow and Don Taylor, flying their Discus B. Third place honors went to Team IZ, Gerry Simpson and Mario Lazaga, who did a great job flying their LS 4.

**Brief summary of the rules:** A “Contest Day” is any day on which at least 3 pilots fly a minimum task of 30 or 50 miles and are on task for at least one hour. Any airport may be used as a turnpoint. Scoring is based on speed with a bonus given for distance flown greater than the minimum (30 or 50) miles. All flights must be verifiable using a gps trace submitted by the pilot to the scorer. A pilot may make as many flights as he wants, but the cumulative score is based on the best 4 flights. All gliders are assigned a handicap factor based upon the SSA Sports Class handicap system. Pilots who have not achieved the Gold Badge distance leg (Kestrel class) are required to fly a minimum distance of 30 miles, all others (Red Tail class) 50 miles. For complete results, including all the flights, speeds and distances, please refer to the CISS blog, where this information will be posted.