

## You and your guests are invited!

### Central Indiana Soaring Society Annual Winter Banquet

Cocktail Attire

Saturday January 12, 2008

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

5:30 PM Cash Bar open

6:30 Introductions and program

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 Speakers –

*Andi and Dan Montgomery  
Managers of Indianapolis Executive Airport  
Talk about their flying exploits*

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

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

**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! CISS members who are High School and College Students come FREE!

LAST DAY FOR RESERVATIONS IS WEDNESDAY JANUARY 2nd AT 6:00 PM!

**Dan and Andi Montgomery** will be our banquet speakers at the annual club get together in January . Those of you who flew with CISS at Terry Airport will of course be very familiar with these two great people. Dan has in fact been closely connected with our club since the 1980's and maybe well before that. They have seen aviation change in a big way at Terry - now of course named Indianapolis Executive Airport. Dan started by managing the workshops there and serviced our gliders and tow planes during those early days . He supervised the rebuilding and conversion of the an old Cessna 150 into the 150/180 we owned for many years, and helped with the repainting of 809S a few years back . Since those years Dan and Andi have driven the changes at the airfield which must be one of the most innovative business aircraft airfields in the mid-west (ever seen the shelter under which the jets can enter to pick up or drop off passengers in inclement weather ) .They're sure to have some interesting memories of our Glider Club's days with them.

<i>Calendar</i>			
October	28		Last scheduled flying day ☺
November	08	7:00 pm	Board meeting at Jim White's house
	15	7:00 pm	Annual Membership Meeting at MCL Cafeteria in Castleton.
January	10	7:00 pm	Board meeting. Old and new Boards meet at MCL Cafeteria in Castleton.
	12	6:30 pm	Annual Banquet at Marten House
March	13	7:00 pm	Board meeting
	22	9:00 am	Annual Safety Meeting and Club meeting. <b>Bob Wander is our speaker!</b> BFR's and Spring Checkouts (weather permitting)
	29		New season check out rides and Biennial Flight Reviews
April	05		Opening Day of our new flying season ☺
May	8		Board Meeting
	15	7:00 pm	Club Meeting
June	23-27		Women's Soaring Pilot's Association seminar at Alexandria

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***New Officers*** – elected at our annual meeting in November.

Officers, terms ending 12/08

- President, George Saunders 765-747-1033 Cell 765-744-0242 gsaunders2@gmail.com
- Vice President, Gerry Simpson
- Secretary, Mario Lazaga
- Treasurer, (To be announced)
- Operations Director, Todd Rutledge

- Maintenance Director, Ed Escallon

Trustees, terms ending 12/2009:

- Nyal Williams
- Dan Dewitt
- Tom Eaton

Trustees, terms ending in 12/2008, requiring election:

- John Morrical
- Larry Miller

Trustee, term ending in 12/2008, already in office:

- Dave Newill

Appointed

- Chris Hall – Newsletter Editor

***Use your IRA to make a tax advantaged donation to our facilities fund*** Under the Pension Protection Act of 2006, anyone who is over 70.5 years of age can cause a distribution to be made from their IRA to a charity (like CISS) that will not cause any income to be taxed to the donor and will cause otherwise taxable amounts remaining in the IRA to be significantly reduced. It is called a Qualified Charitable Distribution or "QCD." See your tax advisor about this provision that ends Dec.31. Please consider making a donation to our club's facilities fund. This fund will be used to purchase and airport.

***Winter Storage:*** From Nov 12<sup>th</sup> to March 21<sup>st</sup> only the Blanik 303BA and Pawnee 898 will be insured for flying. The rest of the fleet will be in storage.

***Congratulations to Cheryl and Marty!*** The WSPA (Women's Soaring Pilot's Association) received an unprecedented number of bids this year for the 2008 WSPA Soaring Seminar. We are pleased to announce that Alexandria, Indiana, has been chosen as the site for the 2008 soaring seminar! Marty Hudson and Cheryl Beckage worked hard to make the winning bid. Now, we all get to pitch in and help make it a reality!

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***Preparing for the 2008 Contest Season*** I thought I'd write up some suggestions about how to approach flying your first Regional Glider Contest but decided that it's too early. Besides, there's a lot that can be done to properly prepare yourself to do well at your first contest during the winter. With time on your side, winter is a good time to clean the glider up and to check that the needed equipment is all in good working condition.

- The Radio - You will need to communicate with others and be prepared to receive key information from the contest director regarding start times, task changes, etc. A good radio is essential to contest flying.

- Flight Recorder - No working recorder = No points! You should also take along a laptop, if possible, complete with software like *SeeYou* to be able to review flight logs at the end of each task.
- Trailer - Ya gotta get there and back without problems! The most frequent trailer problems in my experience include tires and properly working lights - check 'em out.
- Paperwork - Make sure your insurance is up to date, as each contest requires you to carry one million dollar liability coverage. Also, your parachute needs to be current (many contests arrange for a rigger to spend one of the practice days repacking for those who need it, but don't count on that).
- Maps - Prepare a sectional chart (Murphy's Law dictates that more than one will be required!) with each turn point highlighted and numbered. I'd suggest you draw concentric rings around the finish at 5 mile intervals to help you know how you stand on final glide. (This may be redundant if you totally trust your final glide instrument). Laminate the chart for added protection.
- Check lists - Make two: # 1 A full typed page of items you need to take with you to the field each contest day ( avoids trips back to the motel to pick up batteries , Camelpak, etc.) # 2 A short list to keep with you of pre-flight, post-release and pre-landing checks to use while in the cockpit.
- Read - as much as you can lay your hands on regarding previous contests at the site. Read George Moffat's book "Winning on the Wind. "

See you at the field in the spring. Better still, come on out to Alex. and help get the club ships cleaned up and ready for next season some Saturday!

ZA. (Ron Clarke)

## ***Journey to Instructor***

Part 1 Commercial Pilot

By George Saunders

This summer I decided to get my instructor's rating. I had a number of reasons. First, our Club



needs instructors. We have one instructor for every 11 members, whereas Caesar Creek has one instructor for every 7 members! Second, I love to teach. I get a thrill from explaining regression analysis to my Sociology students at Ball State. I know I'll enjoy teaching flight. Third, I love sharing my sport with other people. Jesus was right when he said, "It is more blessed to give than to receive." Fourth, I'm selfish. On crew day, I would rather be flying gliders than pushing them around on the ground!

*John Lane (left) and George Saunders*

So, with my motivation firmly in hand (my wife would say I was obsessed), I set off to my goal. My first task was to become a commercial pilot. My second task was to pass the flight instructor exam. This month I'll describe the path to commercial pilot. Next month I'll cover flight instructor.

1. Even if you don't want to be an instructor, I would encourage you to become a commercial pilot. Every crew team should have at least one commercial pilot to give guest rides. Currently only two of our teams have commercial pilots who are not tow pilots. (It's hard to tow AND give a guest ride.) In addition, preparing for a commercial rating improves your flying skills and forces you to study aviation – good ways to stay current and safe. Besides, a commercial pilot gets to fly sometimes for free.

To become a commercial glider pilot, a private pilot must meet the requirements of FAR61.123 which include:

- Have 25 hours of flight time in a glider with at least 100 flights as pilot in command.
- Take at least 10 training flights in a glider with an authorized instructor, including at least 3 training flights in preparation for the practical test within 60 days preceding the test.
- Have two hours of solo flight and at least 10 solo flights in a glider.
- Receive logbook endorsements from an authorized instructor who certifies that you are prepared to take the written and practical test.
- Pass the knowledge test.
- Receive a log book endorsement that your flight instructor has reviewed the questions you missed on the knowledge test.
- Pass the practical test.

To prepare for the written test, I bought the *ASA Test Prep book for Commercial Pilot* for \$19.95. It is available at [www.asa2fly.com](http://www.asa2fly.com). I like this book because it has all the possible test questions the FAA uses. The questions are organized by category with an introductory page explaining the concepts. Each question has the answer as well as an explanation of why the answer is correct.

I spent an hour or two every evening going through the *Test Prep for Commercial Pilot*. After three weeks, I felt I was ready for the written test. I met with Nyal, our chief flight instructor, and convinced him I was ready. He endorsed my log book.

The test prep book covers questions for all commercial ratings. You only need to study the questions that are listed as ALL or GLIDER. I spent a lot of time studying questions marked AIR for airplane and none of those questions were on the written test. It was interesting, but not necessary. Be sure you understand how to use a VOR. There were 8 questions on my commercial test about VOR but only one on weight and balance. To be sure I was ready, I took a couple of practice tests on line. You can find practice tests at [webexams.com](http://webexams.com).

To find out a convenient location to take the written exam, I googled "FAA Written exam location." It took me to the FAA web page listing the 20 different sites in Indiana where I could take the exam. There were two sites near me. The nearest did not offer the commercial test, so I

went to Ivy Tech in Anderson. The cost for taking the written exam is \$90. I recommend pre-registering by phone with LaserGrade (800-211-2753). After the exam, I went over the questions I missed with Nyal and had him sign off that I had done so.

So much for getting the written exam done. While studying for the written test, I focused my flying on preparing for the flight exam. I printed off the practical test standards for commercial and instructor ratings from the FAA web site and put them in a 3 ring binder. The commercial rating focuses on precision flying while the instructor rating focuses on teaching. I took every opportunity to fly the Blaniks from the back seat, since I knew the instructor rating would require that skill. I took several instructional rides in the front seat preparing for the commercial practical test.

Finding a Designated Examiner was not easy, now the Mike Rielage has retired. (We miss you, Mike!!!) There are three glider examiners in our area. Dan Tannas in Fort Wayne (219-871-5158 [dantannas@hotmail.com](mailto:dantannas@hotmail.com)), Dick Eckels from the Caesar Creek Club in Ohio (937-435-4846), and John Lane of Waynesville, Ohio (513-932-8848). Only John Lane was available. He suggested we fly out of Stewart Airport in Waynesville, OH. They have a commercial operation with a Schweitzer 2-33. (Pictured to the right.)



John is a prince of a man. In his early 80's, he has over 11,000 glider flights! He was thorough but practical in his examination.

Before your practical exam be sure to find form 87101 on the FAA web site. Fill it in and print it out. Have your flight instructor sign it.

When the day for my commercial flight exam came, I almost quit. I arrived at Stewart field at 9 am to take a check ride with one of their instructors. The cloud base was 1500 feet AGL and winds were predicted to top 23 mph. We pre-flighted the 2-33 and he said, "OK, climb in the back." I said, "WHAT? I thought the commercial check-ride was from the front seat."

"Oh, no." he said, "John will want you to fly from the back seat." Well, I thought, we will see how the check ride goes. I've never flown a 2-33, and now I need to demonstrate precision flying in a strange craft from the BACK SEAT! To add insult to injury, there were no instruments in the back seat. There was no trim control in the back seat! There was no radio in the glider at all. I said to myself, "I can take the check ride – I'll do the oral and I'll call it off. I can practice flying that beast today and finish the test another day."

However, I fell in love with the 2-33, that docile monster. It is a delight to fly from the back seat, comfortable, though not much leg room – with great visibility. I took two check rides to cloud base and felt great.

John arrived and ran through the oral exam with me. He had me do weight and balance and reviewed aerodynamics. He probed my knowledge about airspace and regulations and speeds to fly. He found some gaps, but seemed satisfied.

We took a tow to 3000 feet. He had me box the wake, then steer the tow plane. I have never steered a tow plane. I figure that's what the radio is for. Besides, our tow pilots seem to know more about thermals than I do. We did stalls, turning stalls, and steep turns – he wanted them REALLY steep. We had towed up through a hole in the clouds. He said, "Let's spin down through this hole." At each maneuver I was VERY careful to clear the area and SAY I was clearing the area. The practical test standards say that failure to clear the area is reason for failure.

I had been told that the 2-33 is hard to spin, but this one spun nicely. I pulled out after 1 turn and we were just at cloud base. I set up the landing. My greatest concern was landing within 100 feet of a marker, but not passing it. Thank heaven for the nose skid on the 2-33. I came down with a smooth low energy landing, and held the stick back as we taxied. As we approached the marker I released back pressure and the nose came right down and stopped us on a dime. (The 2-33, like the Grob 103, rests on its nose when occupied. Unlike the Grob 103, it has a nose skid instead of a nose wheel.)

After a second flight that involved a rope break, John said, "I've seen enough. Let's fill out the paper work." I struggled not to grin like a jack-o-lantern.

What does it cost to get your Commercial rating?

Flight prep book	\$ 20
Written test	\$ 90
Practical test	\$200
	<hr/>
	\$310

Is it worth it? The day after getting my commercial rating I flew while someone else paid. The next weekend I flew 4 times while someone else paid. I'd say that's worth it. Besides, if I can share the gift of flight with one other person, it is definitely worth it.

So, why not become a commercial pilot next year? Let's make it a Club goal to have at least one commercial pilot on every crew team. It's a great way to improve your flying and promote our Club and our sport. You might even do some free flying!

Keep flying!

**George**

***Send your newsletter articles*** to our NEW *Wingtips* editor, Chris Hall at [bestbrain@aol.com](mailto:bestbrain@aol.com).

Chris admits to taking over as editor of *Wingtips* with some anxiousness as he has never done this before. He hopes to keep it as informative and entertaining as George has done during his tenure as editor. Chris also promises to stop referring to himself in the third person, but only if the club members continue to submit articles for future editions. Deadline for our next newsletter is Dec 28<sup>th</sup>.