



February 2008

Volume 7, Issue 2

NEXT MEETING:

Thursday Feb. 28th @ MCL Cafeteria in Castleton

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George Saunders gives us an update on the plan to buy Alexandria Airport in The President's Corner

Ron Clarke talks about preparing for loong flights

And George Saunders (yeah, him again) gives us part 2 of his Journey to Instructor series

Calendar of upcoming events and assorted reminders

Remember – Safety First! Then we fly!

Bob Wander will be the major speaker at our **Annual Safety Day, March 22, 2008**, both morning and afternoon. We all know Bob's publications related to soaring. He is a member of the board of directors of the Soaring Safety Foundation and represents the SSF as a presenter to soaring clubs all across the country. He is the organizer and chief instructor at the Instructor Re-Validation Clinics given at the SSA conventions every year and he gives these clinics all around the country every Spring, Summer, and Fall. Wander is recognized as one of the best motivational speakers for soaring in the United States.

The meeting will begin promptly at 9:00am. Bob will fill the morning from 9:00 until noon, with a short break somewhere in the middle. A catered lunch will be served at noon and Bob will have the afternoon again from 1:00pm until 3:00pm. Following the conclusion of his presentation, our Director of Operations, Todd Rutledge, will address the membership concerning operational matters for the coming season. Remember that attendance is required for this meeting.

Lunch will be a fish boil prepared by Brad and Nora Stottlemeyer, using the recipe made famous at the Broadhead, Wisconsin, Airport Annual Fly-In. Expect codfish boiled with potatoes, carrots, onions, with lots of butter, and baked beans, cole slaw, rolls, and sodas or coffee. Lunch is \$5.00.

Nyal Williams is managing the lunch. Everyone who plans to eat must register with him so there will be a body count and he can know how much food to buy. Registration must be done no later than March 15. Contact him at nyalwilliams@comcast.net or at (765) 289-6059.

Calendar -

February	21	7:00 pm	Board meeting. Fishers Town Hall Central Conference Room
	28	7:00 pm	Club meeting – MCL Cafeteria, Castleton
March	20	7:00 pm	Board meeting
	22	9:00 am	Annual Safety Meeting and Club meeting Bob Wander is our speaker! BFR's and Spring Checkouts (weather permitting)
	29		New season check-out rides and Biennial Flight Reviews
April	05		Opening day of the 2008 flying season! YAY!
May	08		Board meeting
	15	7:00 pm	Club Meeting
June	23-27		Women's Soaring Pilot's Association seminar at Alexandria

Winter Storage -

From Nov. 12th to March 21st, only the Blanik 303BA and the Pawnee 898 will be insured for flying. The rest of the fleet will be in storage.

Ground School -

... is under way!

Seven students (Mark Baker, Mark Oberlie, Tod Herrli, Robert Holcombe, Woody Cumbie, Charlie Hunter, and Chris Hall) have gathered together to absorb the necessary knowledge from six willing instructors (Mike Rielage, Nyal Williams, Ed Lossing, Larry Miller, George Saunders, and Ron Clarke) in hopes of passing the written test so that they may then go on and earn their own Private Pilot's license, thereby leaving the instructors free to instruct the newer students.

And much thanks and appreciation goes to Charlie Hunter for his hospitality and the use of his home for ground school.





President's Corner

We continue to make progress on our purchase of Alexandria Airport. The board will report our progress to the Club at a specially called Club meeting on Thursday, February 28th at 7 PM at MCL Cafeteria in Castleton. We hope we can answer most of your questions then. In the mean time, here are some things that have happened.

- The Board and the airport owner have agreed upon a price.
- A lawyer has been consulted and a purchase agreement has been drafted.
- The property is in the process of being rezoned for an airport. The airport lost it's zoning a few years ago when the county adopted a new land use plan. We have been assured that rezoning is a formality.
- We have developed a financial plan that will pay for the airport.
- We have applied for a commercial loan from a local bank.
- We have formed a Capital Campaign Committee to raise tax deductible donations for the airport purchase.
- We have already received pledges of \$20,000 to our Capital Campaign!
- We have contacted the Aviation Department of the Indiana Department of Transportation (INDOT).
- We have found that no federal or state funds have been used to improve the airport. We have been assured that there should be no difficulties maintaining it as a public use airport.
- We have arranged for the INDOT aviation engineer to inspect the runway and give us advice on how to care for it.
- The Board has created the position of Airport Manager. Kurt Ristow has agreed to take on this role.

Although we are VERY excited about this opportunity, we are proceeding cautiously. We know we are taking on a big responsibility. Teamwork and careful planning will be the keys to success. We need your help! We need you to give generously to the Capital Campaign. We need you to volunteer cheerfully to maintain and improve the property.

Together we can make this dream a reality!

George Saunders
President

LOOONG SAILPLANE FLIGHTS

I love them and like to think there will be many more in the years ahead . They of course come in many varieties . Here in the mid west 400+ km flights which might take 4-5 hours may be considered long , but out west (Nevada , Arizona , New Mexico) long would be 700 -1000 kms and 7-8 hours of flying. I've tried both and to date have 40 flights over 500km in my logbooks.

The biggest issue for me over the years has been addressing **changing weather** during such flights . My first ever 500 out and return back in the 70's turned "blue" about 50 km before the turn point . This turned out a non issue as lift was still good , but none the less was a cause to slow up for a while. I've negotiated my way back through and around some really strong thunderstorms on occasions (you need to have plenty of height to do so) and on a 900km + flight I encountered snow squalls and total overcast that kept me from completing a 1000km goal flight that day. Returning to Terry airfield a couple of years ago on a 500 km o/r flight to the west of Chicago I had to make a big deviation as the lift died when NE winds off Lake Michigan created an area of no lift - " lake effect " in the afternoon. Get the picture?

A careful study of likely weather conditions for the soaring period on the day you plan a long flight is essential - and no guarantee that you won't find something different on course.

I've landed after sunset when still at good altitude as I had noticed it was getting dark on the ground. Evening thermals can sometimes be very good even for a while after sunset !

I've had oxygen failures when flying "out west " and that will put a serious crimp in your style if you can't use the extra 5000 feet above 12000msl 'cos of lack of the breathing stuff.

Double checking your Oxygen system is important - and you should always keep a spare battery if you use an EDS system. **A good relief system** is a must for all ages .

A good supply of water and some snacks are very important for flights of 5 or more hours. **A cap and extra socks** are in my opinion also key as with most gliders your feet are in the shade all day even if the rest of your body is in the sun and the cap helps reduce heat loss via your noggin.

The actual flying is of course the enjoyable part and as distances are largely a function of speed. Here in the mid west one big natural limitation are the lower altitudes . Out west when flying at 15000 or more your speed over the ground is usually 20 - 30 % higher than the IAS which makes the greater distances so much more attainable . The editor of "Wingtips" asked me to describe how one might keep from getting bored on such long flights , but I can't remember a single occasion when I was . The secret perhaps is to be focused on achieving the task and then applying the usual rules . Downwind leg first . Stay high early in the day and late on the task . Watch for changing weather , and if it's a straight out flight call the crew with a report every hour, so both you and the crew know where each other is !

Anyone up for a flight from Alexandria to Ridge Soaring this Spring ? Let me know I would love the company .

ZA.

Part 2 – Journey to Instructor by George Saunders

In December's Wingtips, I shared with you part 1 of my Journey to Instructor: becoming a commercial pilot. Now, on to instructor!

Having gotten my commercial rating in early October, I started working on my flight instructor rating. There are two written tests for flight instructor. One test covers Fundamentals of Instruction or in FAA terms FOI. The other is the knowledge test. People who have a state license to teach in public schools or who teach at university do not have to take the FOI. Since I teach at Ball State, I didn't have to take the FOI. I realized that the knowledge test for flight instructor covers basically the same information as for Commercial pilot. After reviewing the book for a week, I took the flight instructor's written exam at my local Ivy Tech community college.

After the written test, I went over the questions I missed with Nyal, our chief flight instructor, and had him sign off that I had done so. An advantage of using the ASA test prep books is you can know exactly which questions you missed. The test results tell you the category of the questions you missed. The test prep book has all the questions by category. All I had to do was read through the questions in the category and recognize which were on the test and which I missed.

While I was studying for the written test, I focused my flying on preparing for the practical test. I printed off the practical test standards from the FAA web site and put it in a 3 ring binder. The commercial rating focuses on precision flying while the instructor rating focuses on teaching.

The instructor rating requires spin training. I had had none, to this point. So Nyal and I went up four times and spun the Blanik. After an initial fright, it was fun! We practiced 720 degree steep banked turns, slips to a landing, no spoiler landings and precision landings (stopping short of a point and no farther than 100 feet from it.) I had one instructional flight pretending to give Nyal a lesson (Nyal makes an INTERESTING student). I also had 4 flights with friends in which I flew from the back seat.

I drove to Waynesville, Ohio for my practical test. . John Lane, my designated examiner, and I sat in the airport office. John asked me to explain adverse yaw and the need for holding opposite aileron in a turn. He asked me to demonstrate TLAR "That looks about right" approach to landing. He asked me to explain the aerodynamics of flight. After two hours of oral examination, we went flying. He asked me to focus on teaching the stall. I gave him a lesson on the ground, then we hopped in the Schweizer 2-33 and headed aloft. On the way up he asked me to demonstrate slack rope. I had never purposefully created slack rope. But I succeeded in a rather inelegant way. Then he asked me to teach him how to box the wake. I only had time to demonstrate it before we reached altitude, but that was fine.

After tow, I demonstrated an incipient stall, then a full stall. Then I asked him to try it. I made sure that he cleared the airspace before the stall. He yanked back on the stick and

put the glider into the steepest stall I have ever seen. I told him how to recover from this stall and we had a good laugh. He said, "You'll be surprised how many students first stall a glider like that."

We had some altitude left, so John asked me to teach him how to do a steep turn. I demonstrated a 45 degree banked turn and asked him to do it. He responded with a 70 degree banked turn. Quite the student!

On our second flight he asked me to talk him through a rope break. I did, and we came down just fine. When he said, "Well that's it, lets fill out the paper work," my grin could have lit the night sky.

What does it cost to get your Instructor' rating?

Flight prep book	\$ 20
2 written tests	\$180
<u>Practical test</u>	<u>\$300</u>
	\$500

Cost of getting an instructor rating, \$500? Smile on a student's face after a perfect landing? Priceless.

(Editor's note: Okay all you new student pilot's out there, young and old alike. It's your turn! George started it by covering Commercial and Instructor ratings. By the end of the season I expect a "Journey to Solo" from one of you. Don't let the old guys hog all the page space here at the newsletter!)

Got an idea for a Wing Tips article? Don't be shy! Write it up and send it to our Wing Tips editor, Chris Hall at bestbrain@aol.com. Deadline for our March issue is February 26.