

Wing
Tips



The CISS Membership Newsletter

January 2014
NEXT MEETING

Volume 13, Issue 1
TBD

A GREAT START TO THE 2014 SOARING SEASON

How lucky can you be ? Of course if you keep working at it sometimes good fortune favors you ! That's how we all felt on New Years Day when 16 club members came on out to the field to make the first flights of 2014 . All week the weather threatened but our plans called for an early start as the bad weather was slowly moving south across Indiana . We had the Grob and the Pawnee out and ready to go by 11 am and with Kris Maynard in the tow plane and Tim Woenker and Rich Smith in the Grob the new season got under way before winter revisited us !

Many thanks to ALL who helped us get off to such a good start - it was a great team effort. Hot drinks , Chili , Brownies , Salsa to say nothing of having 3 Tow pilots (Mike, Kris , Lynn) ready for duty . Everyone who wanted to fly did , some several times .

If the weather permits we will try for more winter month flying on some weekend days in Jan , Feb and Mar .

Below some pictures of the day - enjoy.



<- - *First Flight of 2014 with Rich and Tim*

Todd and Mike ready to fly after celebrating New Year's

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A perfect day to start - 16 members came out to fly!

Out tow pilots, Mike and Lynn, ready for duty!



The next generation takes to the air! (w/Dave and Isabella)

January 1, 2014 - Cold but Cool!



ROUND THE YEAR FLIERS 2013

Congratulations to the many club members who managed to make and record flights in every month last year on the board in the office.

By making the effort there is no doubt that those who notched up 10 or more months of flights during the year stayed " current " all year and probably kept their flying skills honed to well above average . Besides and most important of all those who participated maximized their FUN and made the most of their membership in our club.

Below the achievements - based on Pilots who flew and recorded their flights last year :

10 - 12 months

Tim Woenker	Rich Smith	Kris Maynard
George Saunders	Ed Escalon	Ken Liles
Ron Clarke.		

7 - 9 months

Larry Miller	Rick Hansen	Todd Rutledge
Bob Currie	Duke Koelsh	John Lerchen

There were a large number of members who recorded their flights each month and achieved between 1 and 6 months during the year and these included :

Mark Rottler	Mark Guay	Dan DeWitt
Mike Nichols	John Day	Pete Detore
Dave Colclasure	Jack Hensel	Lynn Joyce
Scot Ortman		

Pretty obviously many other members also flew a lot last year and maybe just as much as those listed above . Congrats to all who fly lots and have LOTS OF FUN .

If you would like to join in the " Round the year fliers " group feel free to add you name to the board in the office . Happy landings ahead for 2014 .

Ron (ZA)

(From the Soaring Safety Foundation via John Earlywine)

YOUR FIRST FLIGHT OF THE NEW YEAR

The Soaring Safety Foundation (SSF), the training and safety arm of the Soaring Society of America, encourages all US glider pilots of all experience levels to make their "first flight" of the year with an instructor. This does not necessarily mean you must fly on January 1, just schedule something more extensive than a one-flight "field check" with a CFG at your local soaring operation when the weather allows.

Review more than just how to get around the pattern and please note that it is not always the student pilots who are having accidents. Not by a long-shot. Reports show quite a few "experienced" pilots and even CFG's are making serious mistakes that result in accidents. Indeed two FAA Designated Pilot Examiners perished in recent years (but not while giving a checkride.)

So make it a priority to schedule ground and flight sessions to review items such as your assembly and pre-takeoff checklists, glider-towplane procedures, causes and options regarding Premature Termination of Tow (PT3), all signals, slack towrope recoveries, goal-oriented landing patterns, preventing takeoff roll and landing roll-out loss of control accidents, stall recognition and spin characteristics of the gliders you may fly in the coming year. Yep, it may take more than one flight!

Maintain the balance of fun and safety.

Stay proficient (much more than "current".)

Consider flying with an instructor on your "first flight" of the new year, or anytime your skills may require a second opinion.

Just ask!

(From a forwarded email)

2013 Contest Safety Report Posted - Important Reading

All,

The 2013 Contest Safety Report (compiled by John Cochrane) is posted on the following two links:

www.ssa.org/files/member/2013_Competition_Safety_Report.pdf

www.qtsolutions.com/2013_Competition_Safety_Report.pdf

For the committee,
John Godfrey (QT), Chair

Hello fellow CISS members,

We are holding the CISS elections at the Winter Banquet. George Saunders and Ron Clarke are this year's nominating committee and they have nominated the attached slate of candidates for 2014. If you are not attending the Winter Banquet but still want to vote, please consider giving another member your proxy. Feel free to contact George or Ron if you have questions.

Regarding the Winter Banquet, I must give a final count to the caterers this coming Friday afternoon. If you want to attend and you are not listed at the bottom of this email, please email (mark@rottler.org) or call (317-557-8040) me by noon on Friday.

The Winter Banquet is being held on 18 January 2013 at The Mansion at Oak Hill (<http://www.oakhillmansion.com>). This year's guest speaker will be Ms. Angie Schreder. The cost will be \$40 per seat and will show up on your CISS monthly statement.

Time	Timeline	Notes
6:00	Doors Open, Voting Begins	
6:00	Bar Opens, Hor d'Oeuvres	Assorted Domestic Cheeses with Crackers, Fresh Fruit Platter
7:00	Voting Ends, Welcome Address	
7:05	Dinner Service	Entree Carved Prime Rib au Jus Filet of Sole Florentine Hot Selections Broccoli Spears with Cheese Sauce Roasted New Potatoes Corn Souffle Includes The Following Coffee, Decaffeinated Coffee, Tea and Iced Tea Mixed Green Salad Ranch Dressing, Balsamic Vinaigrette Dressing Select Breads and Rolls Dessert Chef's Dessert Table
8:00	Presentations	President's Address Club Cross Country Results Club Badge and Certifications Keynote Speech - Angie Schreder

I hope to see you there,

Mark.

CISS Ballot

Officers and Board Members 2014

President	Mark Rottler	Facilities Director	David Colclasure
Vice-President	Tim Woenker	Maintenance Director	Ed Escallon
Secretary	Rick Hansen	Operations Director	Duke Koelsch
Treasurer	Scot Ortman	Chief Tow Pilot	Lynn Joyce
		Chief Flight Instructor	David Stanley
Board Trustee	John Day (2014)	Board Trustee	Mike Nichols (2014)
Board Trustee	Dan DeWitt (2015)	Board Trustee	Richard Smith (2014)
Board Trustee	Kris Maynard (2015)	Board Trustee	Kevin Waldroup (2015)

Winter Glider Operations (a proposal)

by Chris Hall

So it's well into winter and yet you look up into those blue skies and feel the urge to climb into your glider and go fly. So what's stopping you?

Okay, sure, the fact that the runway is underneath perhaps a foot of snow is discouraging, but with some thoughtful preparation it shouldn't actually prevent you from getting airborne.

You may be thinking, "You want us to shovel out a 2600-foot runway?"

No, of course not. It could be plowed. But I'm not suggesting that either.

While not exactly common in Indiana, aircraft can be fitted with skis. It shouldn't be at all difficult to find a pair that would work on a Piper Pawnee towplane. This will allow for takeoffs and landings of the towplane.

Being able to take off and land is one thing. Knowing where to take off and land from is another. Long rows of orange cones could easily be laid out along the edges of the intended runway. Be careful to keep the lines straight. If you feel a need to be more thorough and wish to include threshold markings, you will need to drink plenty of water the night before. If you can get twenty of your friends to do the same it will make it much easier to do full runway markings.

Now that the towplane is able to take off and land, and has somewhere to take off and land from, you'll need to turn your attention to preparing the glider. Finding skis for use on a glider is very unlikely, but with some creativity, it can be done. This is best done during the summer months, but the most workable idea is to find a waterski. If you're flying a two-seat glider the longer a ski you can find would be better. Depending on the depth of the snow you're launching from you may need to either trim or remove the fin on the underside of the ski. Remember that the depth of the snow on the runway is unlikely to be consistent.

Once you have the waterski, you'll need to mount it to the glider. This can be done during rigging when the main gear can be lowered without it touching the ground. After carefully positioning the glider's main wheel on top of the ski, you will need duct tape. As it is your glider, you'll have to decide how best to apply it, but Don't Skimp!

Wing skids will provide a similar challenge, but this should be an easier fix, using toddler-sized snow skis. They may need to be shortened slightly, but this time you shouldn't have to go overboard with the duct tape.

Now that tow plane and glider are prepared, there are still a couple more things to be considered. Wing runners will certainly be required for launch, but running through deep snow is certainly not an easy thing. You will need to decide beforehand where the glider will be launched from and where it's wingtip will be. An area can be prepared that should be at least ten yards long and six feet wide. The snow in this area should be packed

down and sprayed lightly with water and allowed to freeze. The wingrunners should then be supplied with skates. This will allow ease of movement for the moment the glider begins to move. Wingrunners with a good sense of balance are preferred.

The last consideration is the tow rope. Since you will be launching from a snow covered runway, you should expect plenty of snow to be kicked up by the wind and the propwash of the tow plane. This will create a hazard for the glider pilot since it will affect visibility. Thus, a longer tow rope is recommended. Normal lengths are around two hundred feet long. For snowy conditions, a tow rope of at least four hundred feet is suggested, but five- to six-hundred feet is preferred. This will give any snow kicked up more time to disperse by the time it gets to the glider.

If you follow these suggestions, there is no reason to be discouraged by a snow-covered runway. Just remember to dress warmly and to share that flask of whiskey with your tow pilot.

(This article was written with tongue-planted firmly in cheek and is intended to be humorous. None of these suggestions are actually being suggested, instead being strongly discouraged. For anyone who does try any of these actions, I will personally nominate them for a Darwin Award when things don't go as they planned.)

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 February issue is February 7th.