

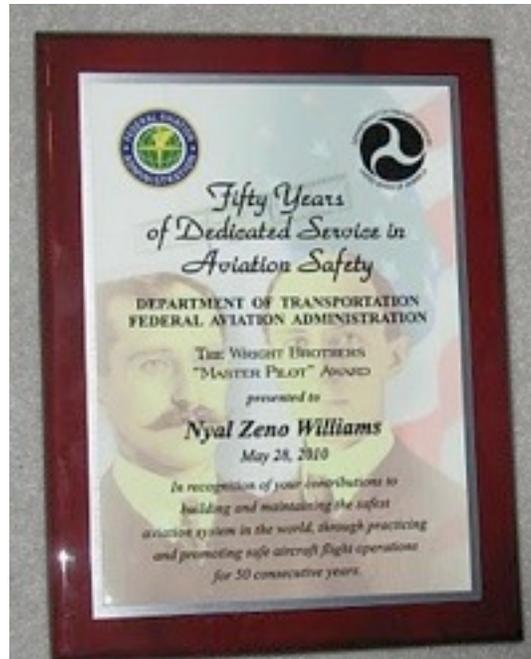


July 2010
NEXT MEETING

Volume 9, Issue 4
July 15, 7:00pm @ Alexandria Airport

In This Issue:

For those who don't already know ...



Wright Brothers Master Pilot Award

"I am convinced that human flight is both possible and practical"
Wilbur Wright, 1899

The Wright Brothers *Master Pilot Award* recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.

Based on these criteria, the FAA has awarded Nyal Williams this prestigious award. Congratulations Nyal!

We look forward to your next 50 years! (More from Nyal later.)

Calender

July	15	7:00pm	Membership Meeting	199
	17	Clean Up - All day BBQ - After Flying	Field Clean Up Day & Evening BBQ	
August	14		EAA Young Eagles	
August	14	After Flying	50th Anniversary Evening BBQ & Group Picture	
	21	9:00am	Board Meeting	
	21		EAA Chapter 2 Ft. Wayne Fly-In/Out	
September	18	9:00am	Membership Meeting	
October	16	9:00am	Board Meeting	
	16		End of Year Clean-Up Day/ Family Appreciation Spaghetti Dinner/ Slide Show	

Membership Meeting at Airport

The CISS Membership meeting will be Thursday, July 15, at 7:00pm. This meeting will be at the Alexandria Airport. This meeting replaces the meeting for Saturday morning, July 17.

The program will be conducted by Scott Manley, an instructor from Beloit, Wisconsin. He will demonstrate the use of the Condor Gliding Flight Simulator as a tool for improving your flying.

Scott is partnering with Frank Paynter from Caesar Creek to produce the new column in Soaring devoted to using Condor. They insist that this simulator can be used to improve your contest flying.

We will have several computers complete with stick and rudder for demonstration.

A Welcome to the CISS family

For those club members who have not yet met her, Dr. Connie Mariano is now the wife of our own John Weber. Connie is a medical doctor and a retired US Navy admiral. She was White House Physician and primary care doctor to Presidents George Bush, Bill Clinton, and for a short time to George W. Bush.

Connie has written a book about her experience, and it has just come off the press this week. No author gives away his/her books because the publisher requires that they buy the copies they distribute personally. However, Connie can make a copy available to you for at a special price and will autograph it for you if you are interested in having a copy. You can request a copy from Weber at his email address listed in the club directory. Read this link for further information: http://en.wikipedia.org/wiki/Eleanor_Mariano

Did you see ...



Ron Clarke and Arcus T owner, Barry Jaeger, get ready to go fly this amazing ship.

The July issue of Soaring magazine is available, and we all should have it by now. For those of you who only get it for the centerfold, Ron Clarke's write-up of his experience with the Arcus T can be found on page 11.

And better late than never ...

If you still have your June issue of Soaring, you'll find our own Nathan Herrli and Marlon Tessarzyk pictured on page 50 in commemoration of their first solo flights. Way to go guys!

Everything You Ever Wanted to Know About Nyal (and then some)

(editor's note: Title changed due to the original title being boring)

Nyal Williams

I Soloed a J-3 Cub October 13, 1953 after 3:05 instruction, at age 22 the day before being drafted into US Army. I then made several solo flights after basic training when I returned home just before being shipped to Germany the following February. (Copies of logbook pages are attached.)

In Germany I was attached to Belgian I Corps in Cologne, in a top secret job coordinating the NATO use of the US atomic cannon. The Belgian Air Force, in same city, allowed me to join their gliding club. I learned glider flying in this club, using primary gliders and winch launches. Although I made 66 winch launches in three types of gliders in this club before being discharged from the army, I did not earn any sort of license at this time. All of these flights were solo flights from the very beginning; there could be no dual instruction on a primary glider. The instruction was given carefully on the ground and then the student had to do the exercises solo -- progressing from sliding along the ground while keeping the wings level, to lifting off to three feet high and doing "air slides," doing low hops to 10 feet high, medium hops to 20 feet, high hops to 30 feet, S-turns from 50 - 75 feet, and then full patterns with launches to about 1200 ft.

After two years duty, I returned to the USA for discharge and entered graduate school in 1956. I made occasional flights with friends but did not log any time until 1958. That year I helped organize the Tar Heel Soaring club in Burlington NC. This club bought a new Schweizer TG-3A that had been crated for the army but was never opened. In this glider I earned the Private Glider Pilot certificate, the Commercial Glider Pilot, certificate, and got my instructor's certificate with it. At that time, there were no instructor's certificates for gliding; the FAA permitted Commercial Glider Pilots to instruct, and it "grandfathered" those of us who had given a certain number of instructional flights when the regulations were changed to require a CFI-G.

I eventually became the chief instructor for this club and also at various times served as president, vice president, secretary, and treasurer. Being the club secretary was the only job in my life from which I was fired. The meetings were too interesting and controversial, and I forgot to take notes. I stayed with this club from 1958 until 1971, when I moved to Indiana. The club moved to three different airports during this time, owing to changes in FBO managers and their personal attitudes about our operation. The club eventually returned to this original location. In addition to teaching beginning pilots and certified pilots who wanted to add a rating, I gave lots of rides to passengers wanting to experience gliding. Among these were some world-famous musicians who came to UNC lecturing and performing in the department where I was pursuing a Ph.D. in musicology.

During the two years I was working on my dissertation I contracted to instruct for hire on weekends at Strawberry Hill, an FBO 80 miles away near Winston-Salem, NC. This work kept my skill level up, paid for my flying, and provided recreation by relieving me of the week's stresses in research. During that time I also took some further instruction at that airport in their 7AC and Cessna 150 and flew the 7AC solo a bit.

I moved to Muncie, IN, in 1971, with three logbooks filled with glider flights. I returned to UNC for some post-doctoral work in the summer of 1972 and once more became an instructor for TSC, the local glider club. After the conclusion of that year my gliding was curtailed considerably; I would travel to gliding FBO operations in northern Indiana and Ohio and rent gliders occasionally just to keep a hand in and to be sure my BFR was performed in a timely manner. I was only lightly involved with aviation until 1992.

I had purchased a kit aircraft, the Capella, and while working on the kit I turned once again to powered airplanes during the summer of 1992. I completed the SEL training with Mr. Steve Reece in Muncie, IN, and completed the license December 31, 1993. I continued to work on the kit and fly the Reece airport C-150 and their Grumman AA-5A on occasion, and also got a tail dragger endorsement in December of 1995. It appeared that since I did not have an SEL license before a certain date, my earlier J-3 flying did not meet this requirement. I also got some aerobatic training in SEL aircraft from Mr. Reece in his Citabria in 1995. (I had previously taught myself mild aerobatics in gliders in a Schweizer 1-26 belonging to Strawberry Hill years earlier back in North Carolina. I also tried Steve's Stearman, but the cockpit was too huge and I could not reach the rudder pedals.

Following this training I continued to fly powered aircraft occasionally, both locally and with my brother in Seattle, who owned a Cessna 150 Aerobat and then a Cessna 172M. A good bit of this time was not logged.

By 1995 I was into my fourth logbook filled with glider flights. I had just retired and I joined Central Indiana Soaring Society flying at Terry Field near Westfield, IN. I expected to be in the club one or two years while finishing my airplane kit. I expected to embark on flying to all the states in my soon-to-be-completed Capella. By the end of the season their chief instructor, Martin Rielage persuaded me to renew my instructor's certificate, which had expired, and begin instructing for the club. The Capella was moving along much slower than I had hoped, so I agreed to do this. I enjoyed the experience so much that soon the Capella project began gathering dust from neglect and I finally sold it after completing the wings and putting the landing gear, controls, seats, tail feathers, and firewall on the welded-up fuselage provided by the manufacturer.

Not long after joining CISS Montgomery Aviation acquired a Katana Extreem motor glider and hired me, along with Mike Rielage, to give instruction in this aircraft, which we did for one season until it was sold. This gave me the opportunity to add motor gliders to my flying experience; Mr. James Wheeler, a DPE from the Chicago area came to Terry Field and gave us the training we needed to begin this activity. I also began attempting standing lee wave flights during winters to gain high altitude. My first attempt was near Mt. Mitchell in North Carolina; where I reached 16,500 ft. Traveling to the west coast during the late winter/early spring seasons, I made several trips were to Minden, NV, where I first flew a flapped glider, the LS-3, and first flew a Discus B, a glider type that I would buy eventually. Not having much luck with wave flying at Minden (and also because I began to fear mixing with the heavy traffic into Reno) I moved my altitude climb efforts to California City, CA and have made several wave flights there, reaching an altitude just short of 22,000 ft.

Being impressed by the Discus I had flown in Minden, and aware of its excellent reputation, I bought one with a partner in 2001. After getting some experience in this glider we began towing it to other locations to experience weather conditions and flying in other locations. We took the glider to Marfa, TX to fly in rather dangerous rocky, mountainous country, and then in subsequent years went to Moriarty, NM. My first season there I made

a flight of 191 miles around 3 declared turn points in 5 ½ hours. The next season my best flight was 359 miles around four turn points in exactly 6 hours. The course line around the turn points was 317 miles, but the GPS trace showed that I covered 359 miles owing to deviations to find thermals. These two flights earned me two diamond “legs” of the FAI diamond badge. To complete this badge I must complete a flight in which I have an altitude gain of 5000 meters (16,404.2 feet). My goal is to exceed 25,000ft msl, although the badge can be completed in California City with a climb to 24,000 feet.

I made three trips to Minden, NV in three successive years. These were largely unsuccessful, and being wary of all the commercial and biz-jet traffic in that area, I switched my wave attempts to California City, CA, which is a much safer place for this kind of flying on several counts. There is less traffic, the connection to the wave can be made at slightly more than 4000ft instead of the 10,000 usually required in Minden and this means it is not necessary to carry an emergency oxygen bottle along with the aircraft equipment.

My wife and I traveled to Melbourne, Australia in 2007 for our 50th wedding anniversary and I met up with an Australian scientist I had known back in graduate school at UNC. He took us to his gliding club and they allowed me to fly a couple of their gliders, a new Czech trainer, the PW-6, and also an antique Bocian two-seater that is the grandfather of the Blanik trainers we use today in the Central Indiana Soaring Society. This was a wonderful opportunity to fly such a venerated aircraft that has so little rudder authority.

I have served as the Chief Instructor for the Central Indiana Soaring Society for the past seven years. The Soaring Society of America has given me two successive awards at its national conventions in Los Angeles, CA, and in Little Rock, AR. These awards were for being the most active/productive gliding instructor in its Region 6 (the four states of Michigan, Ohio, Indiana, and Kentucky). The awards were for the years 2004 and 2009 and were for turning out the most students to solo and to progress through a 4 step program preparing the students to be competent and safe cross-country glider pilots. These steps include not only flight proficiency but also a written test for knowledge proficiency and the final written test is on a par with the FAA’s glider commercial test.

This past year I visited a winch-launching site near Dayton, OH and began renewing my winch-launch proficiency. We brought this operation to CISS for a week and got winch endorsements and renewed proficiency for several of our club members, though it is unlikely that we will institute this method of launching in our club. We are just now experimenting with an excellent soaring simulator, which we believe will be helpful in speeding up flight training and reducing time and costs involved in reaching solo status, as well as cross-country flying ability.

My most memorable flights are staying aloft seven hours in that old WWII trainer, the TG-3, making a 65 mile cross-country flight in it with no radio or navigation equipment -- or no trailer for recovery, making a 359 mile flight around a closed course with 4 turn points in my own glider, and reaching 22,000ft in a wave flight.

Instructing remains at the center of my interest; there is no finer reward than watching a brand-new pilot learn to use the knowledge of aerodynamics and weather to fly solo and keep a glider in the air for an hour. Just about as interesting is continuing to learn from other pilots and other instructors. I hope it never stops!

The Wingest Link

Surviving the Wires - Flight near electrical lines

<http://www.rotor.com/Publications/HAVideosLibrary/SurvivingtheWiresEnvironment.aspx>

Comics about soaring

www.soaravenal.com/pez.htm

How ATC works

<http://www.howstuffworks.com/air-traffic-control.htm/printable>

A link to the Lasham (England) Gliding Club newsletter, with lots of interesting articles.

<http://tinyurl.com/39lskjw>

Article about attempts to pressure the FAA to allow drones to fly in US airspace.

<http://www.google.com/hostednews/ap/article/ALeqM5goHrP2F5SLeblCHTGaOeiFWage-AD9GAULR02>

Charles Lindbergh and gliders

<http://www.charleslindbergh.com/history/gliders.asp>

A video that preaches to the choir about the joys of soaring

<http://www.youtube.com/watch?v=u1WEX2Cxl4>

An article about McCready Speeds

http://www.betsybyars.com/guy/soaring_symposia/72price.html

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 Wing Tips editor, Chris Hall at bestbrain@aol.com. Deadline for our August issue is July 30th.