



July 2011  
NEXT MEETING

Volume 10, Issue 7  
July 23, 7:00pm@I99

### **From the President**



#### **Is safety number one?**

We often hear at: insert company name, occupation, sporting event, etc, safety is our number one priority. This of course is incorrect. If safety was the number one priority we would not do whatever it is we are about to do.

Safety would be very near to number one however, maybe number two.

Without a reasonable level of safety we will not be able to do number one, glider fly, either because the glider or the body (ours) is broken.

So we all have a responsibility to our club and to ourselves to be safe. If you don't care about your own little pink body, please try to care about your fellow club members and their's.

The easiest and biggest step toward being safe is to follow the procedures that have been established by our club. We have an operations manual that covers almost all day to day issues. What possible reason can you give for not following it? What will you say to the FAA, insurance adjuster or the remaining love ones?

There are "common sense" issues that are not in our manual. Common sense is a funny thing. People who have been around an activity for a long time explain things as just common sense when in fact it is experience.

We all need to listen to this "common sense" without getting offended and the experienced individuals need to continue to speak up without worrying about offending someone.

Someone's feelings have no place in the safety culture of our club.

Our July 23d meeting will be devoted to safety. Please attend.

## Calender

July	14th-17th		AMA 75th Anniversary celebration for the SSA
	23rd	7:00pm	Membership and Board Meeting
August	13th	8:30am-9:30pm	Airport Clean-Up and Evening BBQ + Membership and Board meetings
September	17th	7:00pm	Membership and Board Meeting
October	15th	7:00pm	Membership and Board meetings

Also in this issue:

It's all about safety as Mike Rielage reminds us who to find if an issue arises.

John Earlywine takes on safety in another way by offering us a landing conundrum.

And Chris Hall gives us a review of our new 1-34.

And also ...



On July 9th, Gardiner Dennis (the tall one in white) took his first solo flight, making a beautiful, picture-perfect landing at the end of it.

And yes, we remembered the bucket of water!



## The CISS Safety Committee:

The CISS Safety Committee was established several years ago as a well-qualified group that would receive and evaluate operational and safety concerns of members. The safety committee will review any report, signed or anonymous, to determine if the issue identified any systemic problems with our operating procedures, policies, or practices and then will recommend corrective measures, if deemed necessary, to the CISS Board to establish or modify policy or procedures. The objective is to provide a venue for members to report concerns that may develop from their observations or experiences during our operations. The safety committee recommendations usually include a publication or education element that informs or reinforces good practices to the membership.

The Safety Committee is not designed to make disciplinary decisions for the CISS Board.

The Safety Committee membership is established by the club president but usually is comprised of the director of operations, the chief flight instructor and the chief tow pilot, along with one or more at-large members who generally have an aviation safety background or interest. The Safety Committee chairman is selected from and by the committee members. The safety committee meets as needed to address issues.

The current members are:

George Saunders, Director of Operations  
John Earlywine, Chief Flight Instructor  
Tom Eaton, Chief Tow Pilot  
Mike Rielage, Safety Specialist and Designated Pilot Examiner

Club members should feel free to communicate directly, via e-mail, or in-person any concerns that you have about the safety and effectiveness of our operations to ANY of the Safety Committee members. We need everyone to be alert – We have limited resources and maintaining a safe and effective operation preserves those resources for our clubs use.

Mike Rielage  
Chairman, Safety Committee



On June 18th, Dan Dewitt got to his surprise birthday cake before the photographer did. (It was actually cupcakes under there and they were very good.)



## Instructors Corner

John Earlywine

Many military and professional pilots discuss or practice unusual events as part of their continuing training. This can be a valuable exercise for soaring pilots. In the unlikely chance the event occurs, it just becomes executing your plan.

This month let's consider the following event. You are in the Blanik L-23 at 600 ft agl at the key point adjacent to the end of the runway on a downwind leg  $\frac{1}{2}$  mile from the runway. You check your spoilers and find they will not open. What are your options and the relative advantages or disadvantages of each option. Assume there is no wind.

At 50 kts, the L-23 sinks approximately 200 ft per minute with the spoilers closed. 50 kts is approximately 60 mph, or a mile a minute.

The typical pattern from this point is an additional  $\frac{1}{2}$  mile downwind past the end of the runway, a  $\frac{1}{2}$  mile base leg, and a  $\frac{1}{2}$  mile final. To fly the typical 1  $\frac{1}{2}$  mile pattern from the key point to the end of the runway will require 1  $\frac{1}{2}$  minutes. A no spoiler approach will leave you 300 feet high at the end of the runway.

One option is to extend the downwind leg. You will need to fly for 3 minutes, or 3 miles at 60 mph (50 kts). With a  $\frac{1}{2}$  mile base leg, this leaves you with a 1  $\frac{1}{4}$  downwind and a 1  $\frac{1}{4}$  final. How is this option affected if you are a couple hundred feet high at the key point because you do not like to be low?

Another option is to fly the full 1  $\frac{1}{2}$  mile standard pattern with a slip which gives you a sink rate of 400 fpm. How is this option affected if you are a couple hundred feet high at the key point because you do not like to be low?

Will the L-23 sink 400 fpm in a slip with which you are comfortable? Can you turn while in this sort of slip? Is this something you might want to try at altitude some day when you are just flying around?

Which option do you prefer?

Which offers more options if something is not working out as expected?

Which is safer?

What other factors might affect your decision?

Are there other options you might want to consider?

If you have a good idea for next month's event, please email it to [jke4034@aol.com](mailto:jke4034@aol.com).

## What About “BOB”?

Chris Hall



Ron Clarke was all set to write up a review of our recently acquired, single-seat 1-34. Before he did, it occurred to him that perhaps I should write the review myself. Whether this was because he thought we needed more people contributing articles to the newsletter (which we do, so everyone start writing) or because he knew of my opposition to the quick removal of the PW-5 from the fleet and hoped that my flying the 1-34 would change my mind is unknown to all but Ron. However, I saw this as an interesting challenge as I have only ever flown a couple of Blaniks, a Grob and a PW-5. (There may be a prize involved for correctly guessing where I flew these. But probably not.)



Getting into the 1-34 the first time was a surprisingly awkward experience. I had spent the past five years getting into gliders from the left side, so attempting it from the right, although quickly adjusted to, provided some amusement that will not be recounted here for the sake of my own dignity. Once seated in the cockpit, I quickly realized that it was a tight fit. After removing the heavy winter jacket that I was wearing at the time, I found that things did not significantly improve. While there is ample room for people of a wide range of heights, even for pilots of almost excessive height it seems, there is not an abundance of shoulder room. While I don't think of myself as a big person, I still felt squeezed in. Broader-shouldered pilots have my sympathy.

Part of the problem is the placement of the boom mike mount. If you have the seat in either of the two forward positions, you will feel it pressing into your shoulder as you reach for the spoiler lever. I have already suggested to the maintenance crew that it might be moved. Adjusting the seat back and the rudder pedals will be a bit frustrating the first time as both can involve some effort. The rudder pedals moreso if you're a short pilot flying after a longer-legged pilot has pushed them all the way forward. There are no toe straps to pull them back in, which means you'll be reaching in by hand to grab them.

In preparation for takeoff, I found that at my bodyweight, the CG was perfectly placed on the main wheel. While I am heavy enough to keep the nose down without help, I also am not heavy enough to cause the nose to drop the moment I climb in. If you are at a bodyweight that gives you a similarly placed CG, I recommend starting with the tail down. If you're a heavier pilot, you will be starting with the nose down, but will find the nose rises quickly once the tow plane begins pulling you forward, possibly slamming the tail down if you are not applying full forward elevator. And even if you are, it still might.

Liftoff comes very quickly as this ship is definitely eager to fly. So eager, in fact, that it made tow more difficult than expected. Even with the trim set to the full forward position, I had to maintain forward pressure on the stick to keep level behind the tow plane. Even with the need to keep the constant forward pressure, there was still enough room in the controls to allow me to box the wake with very little difficulty. The rudder was able to move me clear to the outside of the box with very little help from the ailerons.



After release and well clear of the tow plane, I wanted to find out just how this ship felt and handled. I had chosen a calm, windless and thermal-free day so that I wouldn't have any surprise. First test: stalls. Leveling off and gently slowing, I began to feel buffeting at around 37mph. I continued slowing and found that the buffeting seemed gentler than what I would feel in the Blaniks. The stall itself occurred at 35mph and recovery was very quick, the airspeed indicator barely exceeding 40mph once I was level again. Turning stalls offered similar results.

In other gliders, especially the Blaniks, I've noticed that during steep turns, that the gliders will make noise. Creaks and groans as the wings take the increased g-load of the turns. The 1-34, on the other hand, made no noise for me

at all. Even at a 60-degree bank at 60mph, it made no groans or creaks of protest, that I was able to hear, demonstrating to me that it had no problems dealing with whatever I could dish out to it. It left me impressed that this is a solidly-built ship.

Rolls from side to side and smooth and seemed to take about 3-4 seconds to roll from a 45-degree bank in one direction to 45 degrees in the other. The rudder at full deflection can cause a yaw to a very intimidating extent. What was more surprising about how much the the ship yawed was the fact that it did not cause any sort of bank in the direction of the yaw.

The spoilers, which according to the manual will prevent the 1-34 from exceeding its redline speed even in a vertical dive, deploy easily and smoothly. Even opening them slightly has quite an effect, which is demonstrated by the nose beginning to pitch upwards, so be sure to maintain forward pressure on the stick. (And no, I didn't test the spoilers in a vertical dive. Yet.)

As mentioned earlier, I had to keep the trim full forward during tow. Once I was able to play around with it in regular flight, I found it to be both awkward and effectively useless. For pilots who fly with their left hand on the stick, it may not be as awkward. For right-handed pilots, adjustments will require you to switch hands on the stick, loosen the locking nut, move the trim lever, and then retighten the nut. However, doing all of this will accomplish very little as adjusting the trim will not actually set the 1-34 to a specific speed. Instead, all it seems to do is move where the range of motion of the stick is easiest. And within that easily moveable range of motion you will be able to hold the speed at 60mph as easily as you will 40mph.

Entering the pattern, I found myself repeatedly reminding myself, almost like a mantra, "Don't flare. Don't flare..." as doing so would easily cause a tail-first landing. So I flew it right down to the ground, pulling back on the stick just enough to keep the nose up after the main wheel touched down. But once you're ready to come to a stop and fully deploy the spoilers to activate the wheel brake, you're going to roll forward onto the nose.

Overall, I'd say that this is a gentle-handling and forgiving glider. Pilots who transition to it from the Blaniks will be in for very few surprises, once they get accustomed to the tail-drop of launching, that is.

As for the cross-country potential of the 1-34, I have been unable to examine those aspects of its performance due to 1) only having one cross-country flight under my belt and 2) not having been able to make it to the field on good soaring days that are also not my own crew days. So there may be a part two to this sometime in the future. If I get lucky.

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at/above the field (like the ones above)? 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](mailto:bestbrain@aol.com). Deadline for our August issue is August 7th.