



March 2009

Volume 8, Issue 2

NEXT MEETING:

March 19 @ 7:00pm MCL Cafeteria, Castleton

In This Issue:

Dates and times for our upcoming Spring Safety Meeting.

A word from our new Safety Committee chairman, Mike Rielage.

Ron Clarke sends us a report from the Nationals as well as let's us know of an upcoming "local" contest.

George Saunders seems eager to get into the flying season, informing us of winch launch training, a summer Youth Camp, and gives us feedback from a Flight Instructor's clinic.

Nyal Williams reminds us that the new season is less than two weeks away and what we need to keep in mind for it to be a safe flying year.

And Airport Manager, Kurt Ristow gives us a State of the Field report.

But First and Very Important!!!

NOTICE

The Alexandria Airport has changed Unicom frequencies. We have received authorization from the FCC to operate a new Unicom station with frequency of **123.05 mhz**.

This is the frequency we used at Terry Airport for many years and all our gliders are equipped with crystals that will handle this frequency. It is the least used Unicom frequency available to us and we will have better access to the airwaves.

Nyal started this project after seeing announcement in AOPA online about the possibilities. He quickly handed it off to George, who worked at it a bit and then handed it off to Don Taylor. Don did practically all the work to get this accomplished and he has earned special thanks from this committee of three and from all the pilots. This will be a lot more pleasant because 122.8 was the very first Unicom frequency put to use and it and 122.7 have far and away the most traffic of all Unicom transmissions.

Calendar -

March	19	7:00pm	Spring Safety Meeting @ MCL Cafeteria
	28	9:00am	Spring Safety Meeting @ Alexandria Airport
	28	After Meeting	2009 Flying Season Opens!

Spring Safety Meeting

This year CISS members have a choice of two dates for the Spring Safety meeting.

Thursday March 19th at 7:00PM at the MCL Cafeteria in Castleton.

Saturday March 28th at 9:00AM at Alexandria Airport.

The program will cover basic club operations with a emphasis on the use of the expanded runway to the south of the hard surface. The program should last about 1 hour.

Club operations will begin on Saturday March 28th (after the Safety meeting) with Crew #3 on duty followed by Crew #4 for Sunday. The remaining Crews will rotate in 5-6, 7-8 and finally 1-2 order. The last day of the season will be November 1st with crew 2 on duty.

Unless you've requested a change you can expect to be on the same crew as last year.

Todd Rutledge
Operations Director

Region 6 N Soaring Contest - Ionia MI .

A Regional Soaring Contest will now take place for a week this August at Ionia , Michigan beginning the 15th .Pilots who are interested might like to write this date in their calendars if they are able to participate . Details will follow as soon as they become available.As Ionia is only a couple of hours north of Alexandria we are lucky to be so close to an organized SSA contest and based on the level of cross country flying the past several seasons at our club there will probably be a number of folks who find this of great interest .

Report from the "Senior" Nationals .

By the time you read this the event will be over but as ever this event draws a full field of Soaring pilots from great distances across the USA . This year the weather could not have been better with early March days starting at 55 degrees in the morning, rising to 80 by mid afternoon . Light winds and many days with cumulus clouds at 6000msl combine to produce by far the best thermic conditions anywhere in the lower 48 States for this time of year. Several Indiana pilots were participants in this contest for "over 55 year olds "and I was lucky enough to fly a 2 seat DG 1000 with a friend from Minnesota. If ever you are able to stop by at Seminole Lake Gliderport near Orlando to attend a day or two of this event , or come the weeks before (or after) to fly a rental glider you will not regret it . The Gliderport is very friendly , the equipment is what our club members are familiar with (Blaniks, Grob 103) and who would not wish to escape the cold of March for a few good soaring days down in the warmth of Florida . Try it if you are able to - maybe next Spring . Of course I should add you don't have to be over 55 to fly at this operation!

- ZA.

NEW SEASON OPENS!

Welcome to a new soaring season. I am Mike Rielage. I am returning after two years inactive status and have been asked to Chair the CISS Safety Committee. I was a military and civilian pilot along with an FAA safety inspector. I teach for Embry-Riddle and Purdue in the areas of Aviation Safety.

Because of my absence from active soaring for two years I am especially sensitive to the age-old subject of self-evaluation. I will be doing it and I think we all should make a review of status at the start of the year. The FAA recommends a checklist – “IMSAFE”.

I = Illness: In addition to the old guy normal stuff, I have an adrenal gland removed and have had a total knee replacement. How will that affect my flying activity. I had my prescription checked on glasses this January.

M = Medications: No new stuff. Glad I am off the Hydrocodone for knee pain, that would be a killer.

S = Stress: Is my economy a serious worry? Is stuff happening in family or work to crank up the BP?

F = Fatigue: Am I adequately rested? Can I handle a full day out in the sun? Don't forget the sun screen and water!

E = Eating: Nourishment OK for a busy day. Serious dieting can affect flight performance.

Take a look at yourself, personally and see if you are ready for the season or for a particular flying day.

I plan to take several flights with another IP to see how rusty I am and to get back comfortable in the back seat. Get yourself back up to a comfortable skill level before you get cut yourself loose.

Enjoy the season and be safe!

Winch

On May 15th, Jim Goebel will be bringing his winch from Waynesville, OH to Alex. The winch will be with us for two weekends and the intervening week. Winch rides in our Blaniks will be available for \$15 per flight, including up to 20 minutes of glider rental time. Launches will be to pattern altitude. Winching will not interfere with aerotow operations. We plan to winch in the morning starting at 8. We will winch in the afternoon after aerotow operations are completed. Our first priority is to get flight instructors winch certified and capable of instructing. Second, we want to give everyone a chance to experience the winch. Third, we want to let people get their winch endorsements.

Let George Saunders know if you are interested. He is compiling a list of those who are interested in winching. Please email George at gsaunders2@gmail.com or call him at 765-744-0242 if you would like to be on the list for winch launch instruction. Also let him know if you would like to become trained as a winch operator.

We need someone to drive the winch back to Waynesville, OH (about 100 miles) sometime around May 26th. The winch weighs 5000 pounds, so we need someone with a truck or suburban that can handle that load.

Youth Camp July 27-31 - Ages 14 to 21.

Five flight instructors, three tow pilots and 3 ground crew have committed to spend the last week of July teaching at your Youth Camp. The cost of camp will be \$600 which will include 10 instructional flights, activities, food and a place to pitch your tent.

There will be a short informational and organizational meeting of the Youth Camp after our safety meeting, Saturday March 28th.

Do you know of a potential youth glider pilot? Have a child or grandchild who you would like to get into aviation? This would be a perfect chance for them to try out soaring. Want to volunteer a day or two or the whole week? Want more information? Places are limited to 10 youth. A \$200 deposit reserves your space. If you are interested, contact George Saunders at gsaunders2@gmail.com or call 765-744-0242.

Flight Instructors' Clinic

Nyal Williams, Larry Miller and I (George Saunders) attended the Flight Instructors' Revalidation Clinic put on by the SSA and Caesar Creek. We spent 16 hours last weekend sitting in a dark room looking at power point slides so that we can spend the summer sitting in the back seat of a Blanik looking at the back of your head. There's something wrong with this picture. The first thing I learned is that we should be very thankful that we have 8 flight instructors in our club willing to make the sacrifice to instruct. I personally find it very rewarding to share the gift of flying with others, but it is no easy chore and our flight instructors deserve our gratitude.

The second thing I learned is why our club has such a great safety record. We do just about everything right. Here are some of the recommendations for a safe club that we follow pretty well:

- Have a set curriculum that all club instructors use to train new pilots
- Have a safety officer (safety committee) to review safety issues
- Empower the ground crew to keep an eye on safety
 - At one club a pilot decided to fly a 2-33 solo from the back seat. After all, he had just been checked out to fly from the back seat –so why not? The alert ground crew stopped a potential fatality.
- Ground crew should offer to do a positive control check for each flight.
 - By the way, it's not enough to simply verify the control surface moves with the stick. Is it moving in the right direction?
 - We could also offer to do a critical assembly check. At contests they require that each pilot verify critical assembly points with a signed check list and witness. Are the wing spar pins in? Is the tail assembly secure?
- Create a club with a culture that values safety. Don't praise those who do a fast low fly-by when there are other gliders in the pattern. Don't complain about those who played it safe by landing long, even though it makes more work for the ground crew. Comments under the tent have a huge impact on club safety.
- No thermalling below 1000 feet. Did you realize that half of all the fatal glider accidents in 2007 were caused by thermalling below 1000 resulting in a stall-spin accidents? If you make a save from 400 feet, don't brag about it and for heavens sakes, keep your speed up! Make it a rule never to be below 50 knots below 1000 feet.
- Encourage proper scanning for other aircraft.
- Don't let long time pilots become complacent.
- Don't push low time pilots beyond their experience level.

Third, here are some tips I picked up that could make us an even safer club.

- Devote at least one club meeting a year to reviewing the NTSB glider accident reports. Discuss how to prevent such accidents at our club.
- SSF has a Safety Officer Training Guide available on their web site. It is a compilation of what the SSF has learned from site visits to glider ports. (We'll be having a site visit this year from Burt Compton).
- Watch the free SSF training videos.
- Age is a factor in aviation. Studies indicate deterioration in motor and cognitive skills needed for flying begins at age 72, but usually cannot be noticed until age 80. Experience makes up for a lot of the deterioration, so many people fly safely well into their 80's. Let's keep an eye out for each other! Older pilots should fly more often!
- Some clubs pay for the tow in April or May if the member flies with an instructor and is part of the Wings program. You can register for the Wings program at FAAsafety.gov. The Wings program takes the place of your BFR.
- Did you realize you can get a weather briefing from DUAT.com. This is the same as getting a weather briefing from 800- WX-BRIEF but you can do it from your computer. The advantage over other types of computerized weather info is that it records that you checked the weather, giving you legal protection if anything should happen.

Beginning the 2009 Season

After a winter of discontent, a flying season is with us again. For some of you this means a BFR and for the others our club agrees with the Soaring Safety Foundation that it is a good plan to begin the season by flying with an instructor.

This is a good time to remind you that a BFR is not a test; one does not “pass” a BFR. (You might endure it, but there is no way to pass it.) The FAA has said that each of us must take, every two years, an hour of flight “instruction” and an hour of ground “instruction.” No test implied, but the instruction must be real and recorded.

Again, this is instruction – not testing. You might want to tell your instructor what you would like to work on; this would help us to focus on your needs; if not, we will do our usual best to work out a routine. Our instruction should be to the Practical Test Standards for the rating you hold – or higher. You can find those online at this web address:

[http://www.landings.com/evird.acgi\\$pass*122161801!_h-
www.landings.com/_landings/pages/pts_links.html](http://www.landings.com/evird.acgi$pass*122161801!_h-
www.landings.com/_landings/pages/pts_links.html)

Click on this link, select what you want, and read or download the document.

Further, the Soaring Safety Foundation has a whole host of items for safety training. One of them is a Wing Runner introduction. We would all do well to read through these programs to see whether we can do a better job of running our operation. Their site is easily found on the web.

Larry Miller, George Saunders, and I (Nyal Williams) attended the SSF Flight Instructor Re-validation Clinic sponsored by Caesar Creek Soaring Club last week; George has written a short report of that event. I'll add here that we had it thoroughly stressed that an endorsement in the back of the logbook is not enough. We are required to write in the log the details both of the flight(s) and of the ground instruction with dates and signatures. Our past practices have been a bit sketchy on some of this and we must improve our standards for recording what we have done.

State of the Field

Greetings CISS thermal chasers! It looks like winter is finally loosening its grip on Indiana and flying may actually occur soon at our airport. I thought it would be good if I would write about what is happening at I99 from time to time so everyone knows what to expect when they go to the field. I'll just summarize different areas that affects us all as OWNERS of this facility.

- SHOWER. We now have a shower in one of our restrooms! Thanks to a group of skilled volunteers, we now have the option of sprucing up a bit before we go home or to a social engagement after flying. It will be a great benefit to those who camp out or use the bunks when they spend the weekend flying.

- BUNKHOUSE. Currently we have a bunk bed set up in that room between the big hangars. Unfortunately we don't have mattresses yet. Anyone have any extra that would fit? I have a very slightly used single bed that I will be putting in the room before the season starts. Other than that, anyone who wishes to stay over will have to use the couch or the hide-a-bed in the pilot's lounge.

- GAS PURCHASE. I recently acquired 1500 gallons of 100LL from our usual supplier for a cost of \$3.14 per gallon. This is by far the lowest cost gas we have had since being at this airport. If the supplier is able to free up storage, he will buy new supplies at even a better price, I assume. I plan on keeping the tank full all season if that is the case. If you think energy prices will stay low forever, give me a call-I have a real fixer-upper property I'd like to talk to you about.

- NEW GRASS RUNWAY. I have laid in a supply of fertilizer to use on the new grass runway and will spread it as soon as conditions will allow. Please DO NOT drive on, taxi on, or otherwise abuse this new sod until it has had time to solidly root and grow some more. I think that when April comes around, with warmth and spring rains, it won't be many weeks before it will be usable. I have "dibs" on the first take off and landing!

- BLINDS. Josh Daisey has volunteered to put blinds in the windows of the pilot's lounge. Happy day! That should make the room a whole lot more bearable on those hot sunny days of summer.

- MOWING. We're still weeks away from this job, but wow what a job! Now we have an additional four acres to mow, bringing the total to 17 acres. Our mower is awesome, but this represents 5-6 hours per cut. When spring hits, mowing twice a week is absolutely necessary to stay ahead of it. Hopefully we will not have a re run of last year when it rained and rained all season. Of course it stopped completely when I planted the grass seed in the fall. Some things I can count on. Can I count on any help with this?

- PAINT. Sometime this summer, we plan on painting the T hangar and parts of the large hangars. I'll need a monster extension ladder to do this and other repairs around the buildings. This purchase was approved by the board's vote.

- PRIDE OF OWNERSHIP. This is something that I feel very strongly as one who helped acquire a field of our own. I hope that you all may feel the same as me and wish to preserve and grow what we are very fortunate to have here in central Indiana as our very own. If you see something out of place, put it in its proper place. If you see a problem, let me or someone else know about it. Would you like to have some landscaping? Let me know, I can help make it happen. We need to earn respect in our community; be good neighbors. How do we do that? If we keep the place neat and clean, be friendly and respectful to all who we see around our airport, we should not have a bit of trouble with anyone in the community. We might even gain some new friends!

- LET'S FLY!!!!!!

Kurt

Got an idea for a Wing Tips article? Or a good photo from the field? 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 April 10.