



March 2010
NEXT MEETING

Volume 9, Issue 1
April 1, 7:00pm @ Castleton MCL

Central Indiana Soaring Society turns 50 this year!

(And it does so quite tastefully!)

In This Issue:

Dave Colclasure reminds us that the flying season is just a few short weeks (or maybe a few really long weeks if you're feeling particularly eager to go fly) away with a reminder of the importance of safety during the most important part of your flight - Takeoff!

This year's calendar of events, so arrange your schedules to get in on the fun!

We claim bragging rights about one of our instructors!

... and some pictures

Calender

April	1	7:00pm	Mandatory Spring Safety Meeting	Castleton MCL
	3		Flying Season Opens! BFRs	I-99
	10	All day	Field Clean-Up Day!	All locations will be "I-99" unless otherwise indicated
	10	9:00am	Mandatory Spring Safety Meeting (for those who missed the April 1st meeting)	
	10	After Flying	Evening BBQ	
	17	9:00am	Board Meeting	
May	1	9:00am	Membership Meeting	
	15		Pancake Breakfast & Fly-In EAA International Learn to Fly Promotion	
June	19	9:00am	Board Meeting	
July	17	9:00am	Membership Meeting & Field Clean-Up Day	
	17	After Flying	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	
	30		Bonfire/mini-Oktoberfest	
November	18	7:00pm	Elections	Castleton MCL
December	16	7:00pm	Board Meeting	Castleton MCL

Unscheduled Possible Activities or Events:

May - Cross-Country Camp

July - Youth Camp, Away Day or Weekend

September - Club Safari, non-sanctioned 3-Day Weekend Cross-Country Contest

Takeoff Safety 2010!

As we get ready to begin our 2010 soaring season a review of our basic Takeoff Tow Procedure may become a helpful.

Remember we are all part of the team for a safe soaring experience at the Central Indiana Soaring Society airport. The glider ground crew is made up of the glider pilot in command, instructor, tow pilot, crew chief, crew wing person, and crew forward spotter. The crew needs to be constantly aware of the dynamics of the airport including air traffic, ground movement of gliders, wind direction & speed, pilot staging aircraft and movement of onlookers or passengers. We all need to be communicating via radios and thru use of the SSA standard American Soaring Ground signals for safe execution of glider takeoff tow procedure.

The ground Crew Chief determines glider takeoff sequence and coordinates the movement of gliders on the ground adjacent to and on the active runway.

As pilot in command of the glider you are responsible to have completed the Walk-Around-Inspection and preformed a positive control check. Your Pre-Takeoff checklist should be at least partially completed before pulling the glider onto the active runway.

When the ground crew has positioned your glider for takeoff and your Pre-Takeoff checklist is double checked complete. Signal the ground crew you are ready for the tow rope to be hooked up. There are two **very** important facts to remember: 1) as soon as the tow rope is attached to the glider **you must be prepared for takeoff**. 2) Once the tow line is attached to the glider the Tow Pilot is directly responsible for, and is the final authority over, the towing operation. The crew member should show you the end of the tow rope and ring for your inspection. After you have examined and are satisfied with the tow rope assembly it will be attached to the glider. If this is the first flight of the day or maintenance has been performed since the last flight of the glider a release test shall be performed, to insure the glider hook release is performing correctly. Upon satisfactory completion of the test, the tow rope will be reattached to the glider. If for any reason you are not prepared for takeoff, immediately pull the tow rope release. Be ready to pull the release any time a crew member is in front of the wing. Delays can potentially be hazardous and if encountered the Pre-Takeoff checklist should be repeated from the beginning! When you are ready for launch use the thumbs up signal to the wing crew member. The wing crew member shall visually verify traffic pattern for position of aircraft, glider ground movement, golf carts positions, and decide if takeoff may commence. At this point the ground crew may initiate the launch. The wing will be lifted and hand signals between the wing and forward spotter will commence to the tow pilot. The ground crew shall use precise signal to prevent misinterpretation. Any team member may abort the launch sequence for any reason by use of the hand signals for Stop, Stop Operation Immediately, Release Towrope, or Stop Engine.

The crew launch method has many benefits and should minimize the chance for takeoff launch errors. The following NTSB accident report shows why we must use proper communications during our glider launches.

David Colclasure

cont.

NTSB Identification: **NYC90LA046**.
Accident occurred Monday, January 08, 1990 in KUTZTOWN, PA
Probable Cause Approval Date: 9/30/1992
Aircraft: Schweizer SGS 2-33A, registration: N2637H
Injuries: 1 Minor, 1 Uninjured.

The pilot preformed a pre-takeoff inspection of the glider, boarded and belted in a passenger, and hooked the glider to the tow plane. He then entered the glider and signaled to the tow plane that he was ready for takeoff. However, he noticed an imbalance in travel of the left rudder, opened the cockpit and signaled that he was aborting the flight. He waited momentarily to assure himself that the tow pilot had gotten the signal; when there was inaction on the part of the tow pilot, the glider pilot exited the cockpit to visually inspect the rudder area. While the glider pilot was out of the cockpit and the passenger in the rear seat, the tow pilot initiated a takeoff. Subsequently, the tow pilot released the glider and it crashed in a trailer park.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

Improper decision of the glider pilot to exit the glider without positive assurance that the tow pilot had received his signal or that the glider was released from the tow plane. A related factor to the accident was: the lack of crew coordination between pilots.

Photo Time!



Everyone in line for cake at the Winter Banquet



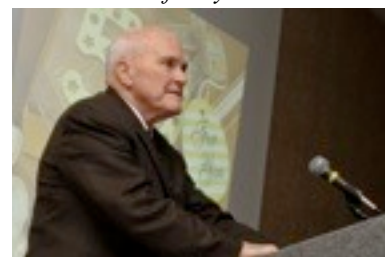
Mike Nelson of Indy Balloon Promotions



1st-Place winner Ron Clarke, Red Tail class



1st-Place winner Dan DeWitt, Kestrel class



Jim Ross talks about 50 years of CISS

Time to give a Shout-Out to ...

John K Earlywine, a 5-time Master and a SAFE member, recently renewed his Master CFI accreditation. John is an airplane and glider flight instructor in the Fort Wayne area. The holder of an SAA Silver Badge as well as two Indiana soaring records, he will soon begin serving as a FAASTeam representative in the FAA's South Bend FSDO area.

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of John K Earlywine, resident of Fort Wayne, Indiana. Recently, John's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by Master Instructors LLC, the international accrediting authority for Master Instructor designations as well as the FAA-approved Master Instructor Program. He first earned this national professional accreditation in 2002, has held it continuously since then, and is one of only 20 worldwide to earn the credential five times.

To help put these achievements in their proper perspective, there are approximately 93,000 CFIs in the United States. Fewer than 700 of those aviation educators have achieved that distinction thus far. The last 14 national Flight Instructors of the Year were Master CFIs while John is one of only 15 Indiana teachers of flight to earn this prestigious "Master" title. In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own, and their students'. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.

Feel free to disseminate this information widely. Questions regarding the Master Instructor Program may be directed to 303-485-8136 or MasterInstrs@aol.com. To learn more about the Society of Aviation and Flight Educators (SAFE), visit <http://SafePilots.US/>. For more information about the Master Instructor Program and to locate other Masters, please visit the "Find a Master Instructor" section of www.MasterInstructors.org

Links For Those Who Just Can't Wait

Aerobatics on and off tow/Amazing Tows

[HYPERLINK "http://www.youtube.com/watch?v=-pjOMAL2HTE"](http://www.youtube.com/watch?v=-pjOMAL2HTE)<http://www.youtube.com/watch?v=-pjOMAL2HTE>

[HYPERLINK "http://www.youtube.com/watch?v=zAdIkB5rbgo"](http://www.youtube.com/watch?v=zAdIkB5rbgo)<http://www.youtube.com/watch?v=zAdIkB5rbgo>

Bad Landings in U-2

[HYPERLINK "http://www.youtube.com/watch?v=eamnTyfkUBY"](http://www.youtube.com/watch?v=eamnTyfkUBY)<http://www.youtube.com/watch?v=eamnTyfkUBY>

Construction of a Fiberglass glider, Parts 1 and 2

[HYPERLINK "http://www.youtube.com/watch?v=lwiF8pi26Nc"](http://www.youtube.com/watch?v=lwiF8pi26Nc)<http://www.youtube.com/watch?v=lwiF8pi26Nc>

[HYPERLINK "http://www.youtube.com/watch?v=VxhwkM0ZXRM"](http://www.youtube.com/watch?v=VxhwkM0ZXRM)<http://www.youtube.com/watch?v=VxhwkM0ZXRM>

Rare Aircraft

[HYPERLINK "http://rareaircraft.greylfalcon.us/UNITED%20STATES.htm"](http://rareaircraft.greylfalcon.us/UNITED%20STATES.htm) [\ \ _blank](#)<http://rareaircraft.greylfalcon.us/UNITED%20STATES.htm>

Aerodynamics

[HYPERLINK "http://www.av8n.com/irro/lecture_e.html"](http://www.av8n.com/irro/lecture_e.html)http://www.av8n.com/irro/lecture_e.html

Wave

2-33 in wave!

[HYPERLINK "http://www.youtube.com/watch?v=yqoGOfXMSg"](http://www.youtube.com/watch?v=yqoGOfXMSg)<http://www.youtube.com/watch?v=yqoGOfXMSg>

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at/above the field? Show it off! Send your submissions to our Wing Tips editor, Chris Hall at bestbrain@aol.com. Deadline for our April issue is March 28th.