



March 2011  
NEXT MEETING

Volume 10, Issue 3  
10:30am, March 26 @ Alexandria

## **From the President**



With everyone's participation, this is going to be another Great year for CISS.

Our first big get together is our March 26<sup>th</sup> safety meeting but there are many people working on projects now that will require we all "step up". Please pay attention to your emails, phone calls, and website requests.


One of our biggest recruitment events ever is being headed up by Mark and Lindsay Sorg it will involved our youth group as well as regular members. We will have a booth at the Mt. Comfort Airshow and this will require a sizable group of volunteers.

We are trying to organize a little better all the jobs that must be completed to run a glider club and an airport. So we will be coming out with a list of tasks the need to be accomplished on a regular basis and a request for volunteers. I feel all our members will help if they know what and how to do the tasks.

See you on the 26<sup>th</sup>. In the meantime, check out Google Maps.

Mike

### Alexandria Gliders on Google Maps

1. Go to Google maps and look up Alexandria Indiana.
2. Slide Mouse pointer over the "satellite" icon on the upper right side of the map.
3. The choices will expand and then you click on "photos".
4. Pictures from Google Earth's "PanOramio" are now on your map.
5. QT and ZA are both there 

## Calender

March	26	8:30am	Instructor Safety Meeting	1 99
		9:00am	Crew Chief Safety Meeting/Tow Pilot Safety Meeting	
		10:30am	Club Safety Meeting	
April	2		2011 Soaring Season Begins!	

### Also In This Issue:

An AOPA study suggests ways for us to keep new flight students coming back for more

Chief Instructor John Earlywine points out some things we can hope to see for the coming season while offering a challenge of improvement to all of us

Mike Nichols offers his story of how he got into flying - Who's going to share their story next?

And this came in from Ron Clarke (ZA):

*"I thought you all might like to know that on March 6, 2011, one of our favorite club members completed his Diamond Badge by making a flight to over 25000 msl. in the lee of the Sierra mountains "out West" .*

*Nyal Williams had set out to California last week with one very specific objective in mind - his Diamond Altitude Gain - and this time SUCCESS !*

*I could see the smile on his face over the 'phone when we spoke this evening . When next you see Nyal I predict he will still be smiling."*

From All of us at CISS - CONGRATULATIONS, NYAL!

(And TO all of us at CISS: Are we really gonna let Nyal show us up? Let's show him he's not the only one who can earn badges!) :-D

## Flight Training Study

AOPA, an organization many of us belong to and even get a discount on our glider insurance because we do, has come out with the results of a major study.

As we all know there are fewer people beginning flight training and many fewer pilots as there were just 15 years ago. It also seems that up to 80% of pilots who start training fail to get their rating.

AOPA commissioned a landmark research study to identify what students want from their flight training experience. They “boiled down” attributes and isolated the following distinct factors that define student’s expectations.

**Educational quality:** Students expect flight schools (glider clubs) and instructors to be qualified, professional, and dedicated to the learning process.

**Customer focus:** Students expect reliable, well-maintained aircraft; flexible and accessible scheduling; and a good value for their time and money.

**Community:** Students want to belong and have their accomplishments--first flight, solo, checkride--emphasized and recognized.

**Information sharing:** Students want flight schools to be up front about such things as costs and instructor qualifications, and to hear other students’ success stories.

## Instructors Corner John Earlywine

Flying season is just a few weeks away and it looks like there will be a lot of activity at the airport this summer. Last season there were 5 solo’s, 3 Private Pilot check rides, 2 Commercial Pilot check rides, and 1 Flight instructor check ride.

For the 2011 season, there are 10 pilots who did not solo last year, but should be ready this season. There are 8 pilots who have already soloed getting ready for their Private Pilot Certificates this summer. There is 1 power pilot getting ready to add on a Commercial Pilot Glider rating.

A recent survey by the Aircraft Owners and Pilots Association indicated student pilots wanted “More complete test prep to beat the dreaded hurdle of taking written and practical tests“

The CISS Instructors have discussed this and are anxious to assist you in any way possible. Just set your goals and timetable and ask for any help you need.

A common comment from pilots after completing the Knowledge Test or the Check Ride is “ it was a lot easier than I thought it would be”. It should be easy. For both tests, all of the questions and answers are available in advance and your instructors will help with any that need a little discussion.

Give some serious thought to getting your Knowledge Test completed early so you do not have to worry about it all summer. You will be glad you did.

There is also an excellent opportunity for rated glider pilots to add on a commercial or flight instructor rating. Are you ready for some challenges and a lot of fun? Let’s do it.

## Why Soaring?

I am going to tell my story of how I got into flying and soaring in particular in hopes of others might share their stories in our newsletter.

Most pilots don't have much to say about these things but I think it might be helpful to others. Mark Sorg mentioned the fact that as a parent he is reassured as he learns about the people his child is flying with. An "eclectic" group he called us!

In the fall of 1964 I proposed to my buddy Dave that we drive out to the local airport and go for a ride. Neither one of us had ever been in an airplane and it seemed about time, both of us being 19 years old. Dave had something come up and rather than wait any longer I went by myself. The FBO wanted at least 2 people before they would start the airplane unless I wanted to take a flight lesson. I could take a ½ hour lesson for about the same price.

So off we went in a Piper Colt. The instructor wanted to instruct me but all I could do was look out the window! Remember this was before Google Earth, etc. While I was paying my bill they asked if I didn't just want to add a log book and the instructor would put this first lesson in it. I did and he did.

Glider flying always seemed interesting and so in 1976 I went out to Estrella gliderport just South of Phoenix. I soloed the first day in a 2-33 and then flew a 1-26 for an altitude gain of about 9,100 ft. on the second. They had put a smoke filled box in the turtle deck area and then submitted it to the SSA. Whoever and whatever that was all about.

I got my rating at Kendallville Indiana about a week later. I didn't join the CISS for about another month. I guess I wanted to see if I really liked glider flying before I made the commitment.

Mike Nichols

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 April issue is April 10th.