



## **From the President**

### **Goals, Incentives, and Fines**



Our goal for 2012 is 1200 tows and 5 additional members above what we had at the end of 2011. We also now offer guest ride certificates to members for half price and have instituted and will follow through with a fine program for missed crew days.

I am reading a book on motivation that says none of these techniques are particularly good in our type of an organization.

Goals: seem to work for short term, not long term and leads people to cheat or shortcut to accomplish. Our 2012 goal is short term but it fits in with our long term need which is to raise our membership to a higher level (maybe 80 - 100) to sustain our operation over the next 50 years. I don't think anyone is going to "cheat" the system because we all understand the long term goal. The more tows we do the more people are introduced to gliding. The more people we introduce to gliding the more people will be inclined to join. Our club has done close to 2000 tows in years past so 1200 is not a problem.

Incentives: something that has to be given to get people to do what you want them to do (like do more flying). I feel our incentive, selling gift certificates to members at half price, will increase the number of flights but it is really a benefit of belonging to the club. If you don't have your license yet, can't get out to the field when your friends want to take a ride or whatever the reason, you can give the gift of a flight to a friend for about the same cost it would be for you to you to fly them yourself.

Fines: out of place for a volunteer organization. We all have a responsibility to help our volunteer organization work and accomplish what I feel is our mission, to provide a place and an organization that allows people to experience gliding and other aeronautical activities. We all help in different ways towing, instructing, crewing etc. If we accept this responsibility, which I think we all do, we need a way to fulfill it. Schedules are made to cover the operation and when our home schedule conflicts we need to work this out. Trading with another can work but not always and so what is a person to do? If we just don't show up it hurts everyone and no one wants to do that. How about we pay someone else to do our crew duty? How much? I see our "fine" of \$60.00 per crew day missed as a way to establishing the price. Of course we will have to establish a process to make it work, ideas requested. Volunteer list?

## Calender

March	24th	10:30am	Spring Safety Meeting@I99 (Instructors, Tow Pilots and Crew Chiefs @9:00am)
	31st	All Day (Weather permitting)	2012 Soaring Season begins
April	14th	All Day & after Flying	Field Cleanup and Pitch-In Dinner
	26th	6:30pm	Board Meeting
May	19th	After Flying	Pitch-In Dinner
June	9th	After Flying	Pitch-In Dinner
July	12th	6:30pm	Board Meeting
	14th	After Flying	Pitch-In Dinner
August	11th	After Flying	Pitch-In Dinner
September	15th	After Flying	Pitch-In Dinner
October	13th	After Flying	Pitch-In Dinner
	28th		Final day of 2012 Soaring Season (Boo!)
November	1st	6:30pm	Board Meeting

**\*Pitch-in dinners and cleanup rain dates are the following Saturday**

Also in this Issue:

Ron Clarke follows up last month's article about earning records with one about actually doing so.

And Mike Nichols gives us a little info on February flying in Tehachapi, CA.

## A Michigan RECORD flight from Ionia to Indiana

Last Summer I decided that it might be fun to fly up to Ionia from the Central Indiana Soaring Society field in Alexandria Indiana and return the next day, so I planned it.

Two consecutive days of good weather would be necessary and I thought I saw them coming on the 8th and 9th of July. Planning is needed to successfully fly records so I did the research, found some maps and made out the declarations. I checked what Michigan records I might be able to try for on a return flight and prepared for those too.

The flight on the 8th to Ionia was really enjoyable once the rain and overcast in Indiana cleared and I was able to "get away". My landing was on a deserted field at Ionia - until Irn Jousma landed behind me in his 1-26. We enjoyed an evening together and I talked Bob Fidler into letting me sleep in his hangar that night - thanks Bob. The 9th dawned beautifully and a number of local pilots were out to fly so I knew I would have company.

To try for more than one record I declared three turn points on the way back to Indiana and as my glider had been tied out all night I did not even have to rig - a good start to the day, I thought. Declarations were made and I waited for a few pilots to take off ahead of me, hopefully to mark a few thermals where cumulus were beginning to the south.

My strategy was to take a tow to the north and add a few extra miles to the course. That worked, but I didn't go too far as the only cumulus were well to the south. Today I did not have to worry about flying fast as I was only attempting a distance and so long as I could figure on 4 hours in the air I felt I could cover the 190 some miles without too much trouble. After all yesterday was no problem. Winds were not a factor, just light from the south. The first good news was a nice thermal just south of Ionia to 4500msl and I could hear Bob Fidler and Bruce Barnard headed the same way. I keep looking for them. Once Bob caught up to me he kept going and with his longer wings I never could catch him .

We flew down near Marshall and could see glider activity on the ground. I could see also the Battle Creek airport off to the west where I'd watched a jet take off the previous day - one needs to keep an extra good lookout when flying over unfamiliar terrain and airports. Approaching the Indiana border the lift was good to 6500 msl but I could see ahead that it was "Blue", I'd need to be willing to change gear perhaps. As if they were confirming this observation Bob turned at Kendallville and I think Bruce ventured no further than the Tri State airport at Angola in Indiana. Now I was really on my own.

I made sure I entered the correct sectors at my three turn points ( Kendallville, Beck, Huntington ) and flew more cautiously into the blue. I found the last good thermal about 30 miles north of my destination at Alexandria and in fact found some considerable sink at times in this different air mass. Getting back however proved not to be a problem and the flight earned me some Michigan records. The statistics from the flight were : a cruise to climb ratio of 67/23, an average speed of 47 mph over 193 miles, and LOTS OF FUN!



### Winter Flying

A good friend of mine lives in Tehachapi, California home of Skylark North glider operation. I was able to stay with him for a couple of days in the middle of February this year and this is my report.

Of the three days I was there one was flyable. They rent an ASK 21, which I had never flown before, so I got a field checkout and then took my friend for a flight. No lift but the mountains were covered with snow and the air was so clear! Very nice.

#### Notes:

1. The ASK 21 was a very nice aircraft to fly.
2. Gliders tied down out side.
3. No radios in rental aircraft.
4. Two signals stressed. Towplane rocking wings and towplane wagging rudder.
5. Don't ever leave canopy open.
6. 2000' tow = \$62.00
7. 3000' tow = \$78.00
8. G103 = \$60.00 per hour
9. Instructor = \$45.00 per hour

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](mailto:bestbrain@aol.com). Deadline for our April issue is April 5th.