



May 2010
NEXT MEETING

Volume 9, Issue 2
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In This Issue:

Simulator training at CISS gets underway

Safety is ALWAYS the number one concern and Mike Rielage reminds us of what we need to keep in mind

And John Earlywine lets us know about some changes in online soaring forecasting

And two little tidbits from Nyal Williams:

SSA has recently learned that the FAA has published directions to US ATC facilities to utilize a nationally assigned transponder code for VFR use in gliders. The 1201 code is available for immediate use by sailplanes and motor gliders who wish to be radar identified as traffic, without being in contact with ATC for flight for more information see SSA website.

It was announced publicly at the Annual Safety Meeting April 1 that CISS will receive a bequest from Bob Gillan to establish a youth soaring scholarship and to purchase a Schweizer glider for the club. Gillan's will is in probate and the funds will be available sometime this year if all goes well.

Calender

May	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

Flight Simulators at CISS

An informal group is being organized to investigate the opportunities for using the Condor Soaring Simulator for flight training and racing contests.

The simulator software has been around for several years and has been gaining increased recognition as an entertaining and educational alternative to improve soaring skills. Starting in the April issue of Soaring Magazine there will be a new monthly column covering Condor's capabilities and applications.

The group's first effort at getting things going at Alexandria was at on March 27th.



Jerry Simpson and Jim Robertson



Nathan Herli, Jerry Simpson and Jim Robertson

In the above pictures, Jim was checking out Jerry on the program. Nathan, who had flown the simulator very well earlier joined them and the guys encouraged Jerry to fly a bit more aggressively. Maybe it was just the camera angle but it looks like Jerry might have been using a little body English on the barrel roll.

A private blog has been set up to facilitate communications on CISS Condor activities and anyone interested in access should contact John Earlywine at jke4034@aol.com to be added to the blog group and to obtain access information.

Safety Meeting, April 1, 2010

A new year of soaring is here. Many of us have started a new year of flying multiple times in the past, while some of us this may be our first opportunity to begin a full year of soaring activity. As the chairman of the CISS Safety Committee I wish to remind you of some of the precautions that we can use to produce a successful year.

CHECKLISTS:

- We are not an organization primarily of young members. Written check lists are useful reminders to protect ourselves and our equipment from harm, as well as our friends and the public. We should use check lists for rigging, check lists for pre-flight, before takeoff, and launching, and also for landing.
 - You should read your checklist aloud. Hearing your voice helps to focus on the task and assure that it is completed. That is why your grandfather talked to himself while he was working; it helped him stay focused. It also aids memory.
 - You must not only read the checklist, you must touch and look at the object to which it refers. It is easy to read right past an item and not really give it attention, especially with such things as “Undercarriage,” when you sometimes fly a glider without retractable gear. Say aloud, see, and touch every item on your lists.
 - The landing check list should be memorized. It is not useful to try to fumble with a check list when attention should be focused outside as much as possible. Memorize this list and move through it as above before you radio to enter the pattern.
 - Use of checklists is REQUIRED during all practical tests.

SITUATIONAL AWARENESS:

- As we age, we begin to focus more narrowly on our task at hand and to give less attention to the bigger picture that surrounds us. As pilots we need to be aware of this tendency and to keep our “attention scan” moving around our environment, both in the air and on the ground watching for all sorts of traffic, live, vehicular, as well as aircraft and weather.

PERSONAL MINIMUMS:

- Published minimums are legal requirements. They do not necessarily provide the level of safety needed for every pilot who is flying. We should each have our own personal minimums that we will not violate. In our ground school this year we discussed that the FAA knowledge test required you to know what the “published minimums” were, but you may practically apply tighter restrictions as your personal flying minimums.
 - Visibility limits are 3 miles for VFR; I won’t fly under 4 and usually not under 5; I’m not really happy unless it is 7 or better.
 - How low will you thermal before you break it off and land?
 - How close to another glider will you allow yourself to be in a thermal?

- How low will you allow yourself to be before picking an area or a particular field to land in?
 - Do you need more time than the 8 hours legal requirement between bottle and throttle?
 - How much cross wind will you allow yourself for a launch or landing?
- Find a quiet moment and work out some wise margins for yourself and commit yourself to keeping these margins as a pilot. They can be re-visited as you gain proficiency, experience, and currency.

ARE YOU CURRENT?

To be legal to carry a passenger the pilot in command must have a current flight review AND three takeoffs and landings within the last 90 days as sole manipulator of the controls in category, class and type (if required). The flight review must be within the 24th calendar month before the month in which the pilot acts as pilot-in-command.

Even a fully qualified and legally current pilot may want to have an instructor along to assure the “rust” is knocked off safely.

An additional item this year is the requirement for rated pilots to hold a “plastic” pilot certificate after March 31, 2010 to be legal to fly. They can be requested on-line from faa.gov.

AM I SAFE TO FLY?

The FAA recommends an evaluation before each flight using the I’M SAFE guidelines.

I - Illness? Any symptoms, new or old, increased?

M - Medication? Any new prescriptions or over-the-counter drugs? What do they do?

S - Stress? Any psychological pressure? Job, family, finances?

A - Alcohol? 8 hrs? can be alcohol in some medications?

F - Fatigue? Are you rested and fresh?

E - Eating? Are you nourished? Not just to start the flight, but to finish it?

CISS SAFETY PHILOSOPHY

ANYONE can cancel their own flight for any reason.

ANYONE can call to the attention of the crew chief, duty IP, or duty tow pilot any condition that causes them a safety concern.

ALL of the assigned responsible persons (crew chief, duty IP, and duty tow pilot) must agree to start or continue flight operations. ANY of these individuals may call a stop to operations when they believe there is a safety risk.

ANYONE can report to the CISS Safety Committee any condition or concern regarding the safe conduct of operations.

Be safe. Have a great year.

On Line Soaring Forecasts

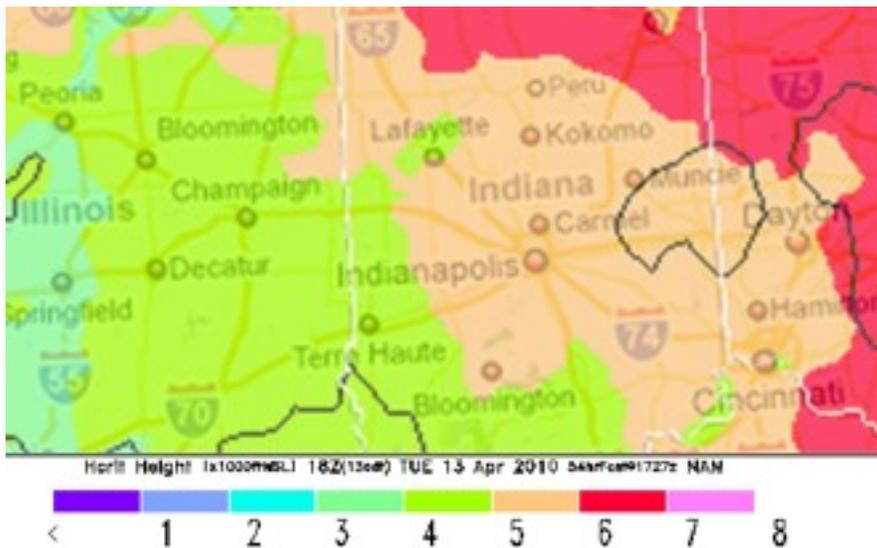
Recently there have been some significant changes in the costs for programs that provide very useful soaring information. Dale Kramer's Bmapper and Dr. Jack's forecasts are now both free.

These provide estimates of the thermal strength, the height of the useful lift, if the wind will blow the thermals apart and make them hard to use, and much more. Dr. Jack provides information for 2 days ahead to help with decisions on which day to head to the glider port.

Details on the Dr. Jack Blip Maps are available at:

<http://www.drjack.info/BLIP/univiewer.html>

Following is an example of the expected usable thermal height for Tuesday April 13 showing pilots may expect to climb to 5,000 to 6,000 MSL.



Dale Kramer's Bmapper program is available for download at:

http://www.bmapper.com/bmapper_003.htm

This program automatically downloads the Dr. Jack data and provides a number of circles showing more detail than the Dr. Jack Maps.

Following is an example of the expected thermal strength at 1 pm on Sunday April 11. The upper number is

the circle is the thermal strength at that location in feet per minute, and the lower number is the top of the boundary layer.



If you have not used these, it will take a little time and effort to get them set up, but after the initial startup, getting the information is as easy as hitting a button. I believe you will find it to be well worth the effort. A significant advantage is that both programs provide very easy to understand and useful information for someone who does not want to become a weatherman, and much more information for someone who wants to dig into it and spend some time learning more about the weather.

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 June issue is May 28th.