



From the President



Donations to the CISS

The reason we were able to purchase the airport is do in large part to the Significant donations made by members and friends. These cash donations and donations of tools, machines, etc. are as large as they are do in part to the fact that they are tax deductible.

In February 2006 we received a determination that CISS is "exempt from Federal income tax under section 501 (c) (3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code". We "are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code".

Cash donations are easy for our treasurer to handle. Some donations are designated toward certain areas. example: "loan principal only".

Procedures for other type donations need a little work and we will begin working on these.

Questions to consider:

1. How do we get people to donate items we need?
2. Do we turn down what we don't need or do we accept then resell or recycle?

We will begin working on this issue on our May 21st clean up day. In the East hanger we will have a table of "take what you want" items that we have already acquired and do not need. At the end of the day those items not taken will be recycled.

Mike Nichols

Calender

May	21st	8:30am-9:30pm	Airport Clean-Up and Evening BBQ!	199
June	18th	6:30pm	Membership meeting	
	20th-23rd	All Day	Summer Youth Camp	
	27th-30th	All Day	Summer Youth Camp (alternate)	
August	13th	8:30am-9:30pm	Airport Clean-Up and Evening BBQ + Membership and Board meetings	
October	13th	6:30pm	Membership and Board meetings	

Also In This Issue:

Ron Clarke reminds us that we never stop , or should never stop, learning about soaring. Especially from someone who knows! (Part Two)

John Earlywine encourages us to do more reading.

Also, let's not forget there's a new ship at the field wanting to be flown by eager CISS pilots!

And (I love announcing these) ...

First Solos!

On Sunday May 8, David Waymire accomplished his first solo glider flight in the CISS Blanik L-23.

He is an experienced airplane private pilot and wants to add his glider rating in the near future.

Congratulations David!



And Nyal introduces us to ...

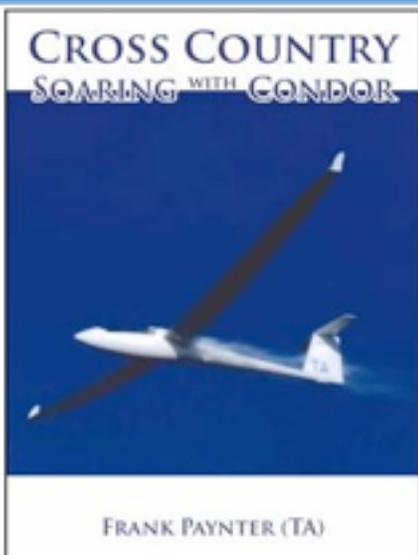
Emily Grant is the very first winner of the Robert Gillan Youth Scholarship from the Central Indiana Soaring Society. Emily is a 15 yr. old high school student from Eaton, IN. She comes from an aviation family. Her father is a former naval aviator and current corporate jet pilot who once flew for Garfield, the Cat; her mother is a captain for United Airlines. Emily is progressing rapidly as a glider pilot. She is planning to study engineering.



Robert Gillan, a navy instructor pilot in WWII, a middle-school teacher and farmer, bequeathed a nice sum of money to CISS for setting up this scholarship, which will cover half of the students' flying expenses up through solo. The scholarship is available to students ages 14-20 who are residents of Indiana and who have not had a previous connection to soaring. The scholarship can support two such students per year.

Autographed Copies of Condor Cross Country Book Available

Frank Paynter has published a book on Cross Country Soaring using Condor Flight Simulator.



Frank participated in more contests than any other US pilot in 2009 and is scheduled to participate in 12 this year. He also races on Condor during the winter season and writes the Condor articles for Soaring Magazine. He is putting his practical knowledge into tips for improving your cross-country and racing skills using Condor.

More details regarding the book are available at:

<http://www.cumulus-soaring.com/books/Paynter/CrossCountrySoaringWithCondor.htm>

We can pick up autographed copies from Frank at the Region 6 North Contest and have them at Alex Airport on June 11th. They are \$20. Any CISS members who would like an autographed copy should email John Earlywine at jke4034@aol.com by May 23rd.

Lessons from the Back Seat - Behind a Champion

Lesson Two

Did I mention the importance of Attitude in my first write up ? Today was the "official" practice day so guess what. With near to 55 gliders wanting to fly our pilot decides to take the positive approach, set the pace and take off first. Into the blue once more, but as we need to wait until all are airborne for a start we do some considerable touring up the first leg, gaining reasonable info re the thermal strengths and heights.

The Start was good, right at maximum thermal height on the edge of the circle and we're number two to start. Dick Butler was first but I don't believe we ever saw him. A good, long first glide out despite the relatively low start height and would you believe it - no one in sight following us when we stop for the first good thermal. Such good fortune must be taken advantage of so we keep going, with some reasonable ability to cruise in blue lift streets, Never fast though.



Today was very similar to the first day with respect to thermal tops - maybe close to 3600msl, and our pilot whistled more. He told me " I whistle when happy (high) and when nervous (low)". The further north we flew the tougher it got so we whistled and turned back south. Then some real lessons - the first save was over a landable but not desirable field - pasture land with poor access. We widened the search area and with the help of a couple of vultures hooked a thermal from around 900ft agl.

By dialing in computer info on airports en route we tip-toed back south much as I would have done so under such marginal conditions- it worked well and we were mostly in range of airports. Back past Seminole Gliderport and on south - never high - the best heights had been an hour ago. We clipped the second turn point and headed back north . We tried the same area where a reasonable thermal had helped us earlier but no dice! "Lift is where you find it" - no guarantees. Now for a real lesson - we're headed home but out of range of an airfield with just some cattle pastures reachable. Cruising north at 800agl we find a weak thermal and climb to 1200agl so now the first order is to identify landable fields . There are some but many with cattle in them - not good.

There is a fire ahead - but if it doesn't work - what then? We agree on a field near the fire, cattle or no cattle. Lower and lower we get but closer also to the fire. It will be one pass through the smoke and if it doesn't work downwind, base and into the field. Now we're in the smoke at 500agl but no lift . We exit the smoke onto a downwind for the pasture and peep, peep, the vario speaks.

We're still in position to land in the pasture but less than 500agl. One more turn and the peep, peep, peep continues with no loss in altitude .

"What now?" our pilot says . My confidence in his superb thermalling skills causes me to say "let's stay with it" and he does - climbing away from around 400agl to sufficient height to make the third turn point circle and then turn for home. Interestingly the lift was not in that smoke but next to it.

Final glide was decided upon based on a safety margin of 500feet above field height at a McCreeedy setting of 4 knots. This is the only time in the 7 hours in that back seat that we flew above 90 knots as the excess height is burned off within the last 3 miles to the landing field.

The landing pattern is at a crisp speed and a good margin kept with plenty of airbrake although not during any turns. Landings were executed with precision, gentle considering a goodly amount of airbrake on final, but with a graceful round out.

What a unique experience. We were on course for just under 3 hours, covered around 160 miles but only once above 3000agl - most of the time between 1800 and 2500ft. above the ground. Our average climb rate was 1.9 knots. In all a most enjoyable flight. Confirmation to me that one of the great beauties of soaring is that one never stops learning .

Many thanks, Kilo Sierra.

Get in on the fun!

'Bob' joined the flying fun at the airport on Sunday May 8th. Todd Rutledge and Don Taylor both made flights and reported they were pleased with the flight characteristics of the 1-34.

Todd and Don join Nyal Williams and Ron Clarke (2 flights) on the growing list of CISS pilots who have flown the new 1-34. Make plans now to join this elite group. The Make and Model checkout list is available on the CISS Web Site in the Documents section. Copies of the 1-34 Handbook are also available there. Complete the single page of questions and bring them to the airport, complete a cockpit familiarization discussion, have your logbook endorsed to keep the insurance company happy and you are all set to join the list. Todd, Don, Nyal and Ron can answer any questions you may have based on their recent flight experience.

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. Deadline for our June issue is June 9th.