



Away Weekend at Last Resort – October 14-15

WHAT: The Central Indiana Soaring Society is moving its glider operations for one weekend to the Last Resort private airport. **There will be no glider operations in Alexandria during our away weekend.**

WHEN: Saturday, Oct 14 and Sunday, Oct 15, 2006

WHERE:

Last Resort Airport 7IN9

7406 North 100 West

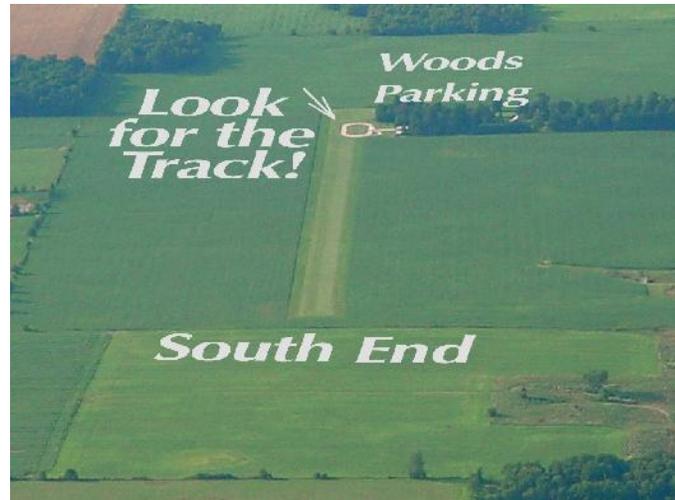
Springport, IN 47386

Phone 756-755-3444

Lat. 40-02-15.0 N / Long. 085-24-38.0 W

Elevation 1070 ft.

Runways: 18 and 36 with a left traffic pattern



Facilities: The smooth grass runway is 2500 X 95 feet. The Last Resort has woods and mowed fields for camping, with plenty of parking. There is a large grass area where glider trailers can be parked and gliders staged. It has a restroom with flush toilet (no showers), a swimming pool (under 16 must be accompanied by a parent), a playground for children, a horseshoe pit, and a picnic shelter. There is a concrete go-cart race track on the north end. The transition from this concrete track to the grass is very smooth. This race track can be part of the runway.

Camping: There is one electrical hookup. There is water but no sewer hookup for RV's. The campground can easily accommodate self-contained RV's, pop-up campers and tents. We plan to camp Friday and Saturday nights (and possibly Sunday).

Saturday night cookout: We will bring the Club grill and have a cookout on Saturday night. Please bring meat to grill, a dish to pass and a drink to share.

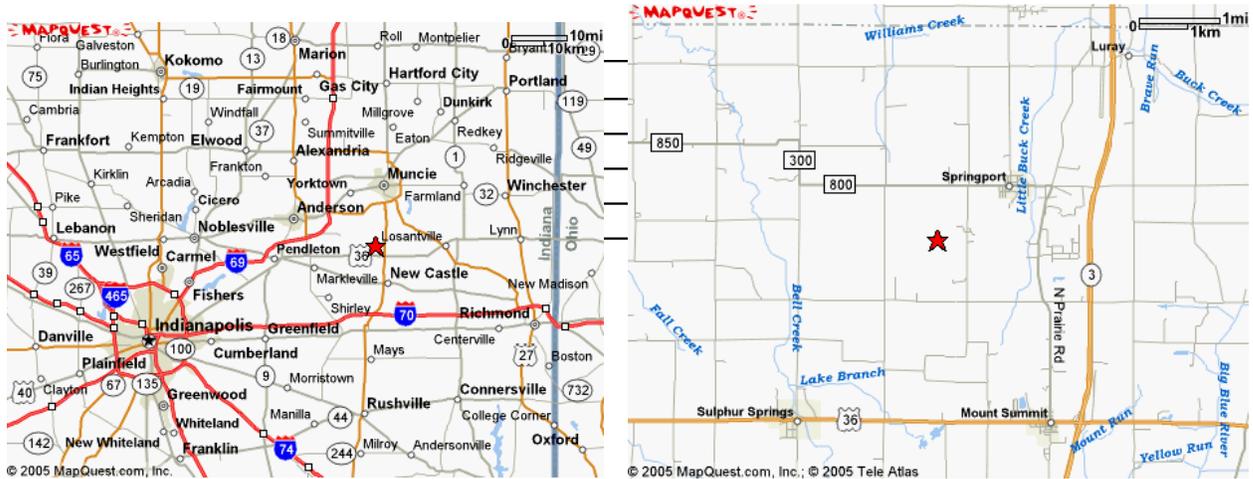
Sunday pancake breakfast: We'll be serving pancakes and all the fixings for breakfast on Sunday morning.

Crew: Our normal crews will be running the operation on Saturday and Sunday. If you'd like to help fly the gliders to Last Resort Airport on Friday afternoon or back to Alexandria on Sunday afternoon, please let Pete Detore know.

Directions: To reach the Last Resort private airport from Indianapolis: Take I-69 North. Turn right (east) on IN-67(exit 34). Take IN-67 to IN-3 and turn right (south). Take IN-3 south to Henry County 800 N. Turn right (west) on 800 N toward Springport. Go up a hill and through a 4-way stop at Prairie Rd. Cross a railroad track. Go through the village of Springport. Continue to County Rd. 100 West and turn left (South). The second drive on the left side is the driveway for Gary Wilson's home. There is a silo/elevator on the right side of the road. Turn right just before the silo. This is the road that leads out to the airport. It leads out through cornfields and makes two or three turns. For an interactive map go to www.airnav.com. Click on Airports and type in the identifier for Last Resort 7IN9. **Alternative routes** are 69 to IN-38 (Exit 19) to US 36, then north on 3. Also you can take I-70 to IN-3 north.

Smoking and alcohol are not permitted on the grounds.

More Information: Contact Pete Detore 765-748-4771



CISS CALENDAR 2006		
October	14-15 29	Away Weekend at Last Resort Last scheduled crew
November	09 16	Board Meeting at Jim White's home Annual Meeting at MCL Cafeteria in Castleton
December		
January	13	Annual Banquet at the Martin House

Report from the Board

- The Board tabled a recommendation from the Finance Committee to sell the PW-5. The rental fees on the PW-5 have not covered the expenses. If we want to keep this ship, we need to use it more!
- The Airport Acquisition Committee met with the owner of Alexandria Airport to discuss the appraisal of the property.
- The new crew schedule was discussed. The board felt that it was a good idea to try it out in October and see how we like it.
- The November Club meeting will be our Annual Meeting in which we elect officers.
- The Annual Banquet will be held in January at the Martin House.



The Board of Directors meeting

CISS CLUB CONTEST -

I have added results from September 15th, and also made a slight modification to two flights that were less than one hour. We have established a minimum time of one hour, so any flight less than one hour will be scored as one hour. Be sure to check the math on your flights and cumulative standings. I'll be out of town until October 3rd, so save up those next flights until then. Good soaring. *Don Taylor*

REMINDER:

Keep your personal profile on our web site up to date! If you have forgotten your password, email Mario at Mario.lazaga@lifegrid.com
THANKS!

Send your newsletter articles to George Saunders or Mario Lazaga. Deadline for our next newsletter is October 25th.

	Cumulative Standings	Number of flights
Clarke	4,387	4
Carpenter	4,095	4
Nichols	3,583	4
Wools	3,473	4
Team AW	2,493	3
Team 8UP	2,419	3
Team IZ	2,052	3
Ruble	1,883	2
Ristow	1,628	2
Newill	1,444	2
Weber	1,056	1
Bedwell	1,049	1
Rutledge	918	1
Taylor	791	1

Proposed New Plan of Operation - This season has been one of the hottest on record. That fact, together with daylight savings time, made for extraordinary demands on crew members. In order to lessen these demands and lighten the workload, I am proposing a plan that will better use our human resources and make us a much more efficient organization.

One DO (Director of Operations) will start the workday as usual, at around 9:00 AM. One of the tow pilots and the duty instructor should also arrive at 9:00 AM to complete the trio of skills necessary to start a regular day of operations. These three, together with one scheduled student, will take out only the equipment that they need to begin instruction - one tow plane, one Blanik, one towrope, etc. The day should be managed as we have on midweek flying days. The DO can do all the ground tasks, carrying the logbook with him or her to keep track of flight times. Launch signals can be the standard SSA hand signals, radio calls, or both.

The rest of the scheduled crew members (including the second DO and tow pilot) should arrive around 12:00 and begin the operational details like pulling more planes out of the hangar, positioning the trailer and setting up the tent. Then at 1:00 pm, everybody on crew can pitch in to start launching the bulk of club and private ships that are ready to go soaring.

Once they are no longer required, the DO, the instructor and tow pilot from the morning crew can leave or be relieved to go fly.

That's it in a nutshell. Of course there are many details still to be worked out. I'd like to try this out in October. If we like it, we'll do it next year.

Peter Detore

Director of Operations

(Contact him at: padetorejr@juno.com, cell 765.748.4771, home 765.759.7972)

Lost Videos - Last Spring, someone borrowed Nyal Williams' video "A Fine Week of Soaring." He is desperate to get it back. You might have got it directly from him or from some other club member who passed it around. If you have a copy you did not buy, it belongs either to Nyal or to Mario, who has lost his copy the same way.

New State Record Keepers – Ken and Marlene Harry are the new State Record Keepers for SSA. Those of you with pending records, **PLEASE CONTINUE TO BE PATIENT!!!** There will be a transition period while Ken and Marlene install and learn the software not to mention the sporting codes. . Expect processing of pending records to start around the latter part of October.

FLYING WITH HAWKS

Each time it happens it's a thrill for me and usually I make a note in my log book. Flying above Indiana I've flown with many kinds of hawks and some other magnificent soaring birds, including several Bald Eagles. Down in Florida, it's an everyday occurrence and I would not hesitate to say that there is more bird life there per square mile of soaring sky than over any other part of the lower forty-eight.

The most common soaring birds you'll encounter in the thermals above Indiana are Turkey Vultures which are, of course, not hawks. Interestingly, you can't easily fly with them. Being scavengers rather than predators they are fearful of other bigger birds (like gliders) and will move away quickly when you approach.

Not the hawks, though. They will let you fly with them; sometimes, almost too closely. Spring and fall are the optimum times to join haws flying cross-country and its fun to try and figure out who you're flying with. This fall, in fact September 15th, several of us including Kurt,

Tom, George, Gerry Simpson and myself were reminded of the start of the fall migration when we flew with flocks as big as 20 or more broadwing hawks! Large groups are not uncommon. In fact, Broadwings are one of the few species of hawks that migrate together in large flocks.

If it helps, here are comparisons between two common hawks, both buteos or soaring birds with broad wings and large round tails, found in the skies above Indiana:

BROADWING	REDTAIL
 <p data-bbox="188 884 558 919"><i>Broadwing Hawk with snake</i></p>	 <p data-bbox="847 884 1073 919"><i>Red Tailed Hawk</i></p>
33 " Wingspan (Crow size)	48 " Wingspan
Prominent white bar across tail	Bright Red tail - Pink underneath
Migrate North beginning early March mostly April	Migrate North beginning early March mostly April
Migrate South beginning late August mostly September.	Migrate South beginning early August up though November

If you wondered, both types migrate south until they reach Central or South America, where they winter.

One word of caution when flying with hawks: don't get in a position that could result in a collision. Birds as big as hawks can do major damage to a glider canopy.

Z.A.

New Zealand Anyone? Ever dreamed of soaring in New Zealand in (our) winter? George Saunders is thinking of sponsoring a soaring trip there in January of 2008. If you are interested give him call at 765-747-1033 or email him at gsaunders@bsu.edu.

Dan Dewitt arranges for Mat Holcomb to film our Club operations. Mat is from the local PBS station, WIPB. The program will air in October!



Chris Hall lands after his first solo flight. Hmm, are we supposed to have passengers when flying solo, Chris?



Gerry Whitson tells the September club meeting about his soaring trip to Moriarty, New Mexico. Nyal Williams and Kurt Ristow also shared about their experiences on the trip.