

CISS Membership Newsletter
Wing Tips

October, 2007

Volume 6, Issue 3

NEXT MEETING: 7:00 pm

November 15, 2007

MCL Cafeteria in Castleton

Club Members Solo!



**Paula Johnson soloed in September
Do you think she's happy?**



**Mark Oberly got doused by his
instructors, Larry Miller and Ed Lossing,
after his first solo flight on October 6th.**



Sean Iams soloed in July!

Marion Airport – Away Weekend great success!



Thanks to Pete Detore and all the crew members who made the Marion Away Weekend such a great success! We loved seeing Chris Hall's retro trailer and had a great dinner together on Saturday night. Pete Detore and Sue Simpson put on a great feast, thanks!

Flying was challenging! Mario and Gerry Simpson landed out at Terry on Saturday. Dan Dewitt visited Converse a bit longer than planned on Sunday. Sunday's lift was pretty low. Brad and Todd set off for "Converse-Tipton-Alex-and-Back." Brad never got beyond 4 miles of Marion, but Todd did the whole task! Way to go, Todd!

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Annual Meeting at MCL Thursday, November 15 Election of officers

Come at 6 pm for dinner or 7 pm for just the meeting. Location: MCL Cafeteria in Castleton is located near Pier One on the south-east corner of Allisonville Rd. and 86th just north of I-465.

<i>Calendar</i>			
October	28		Last Scheduled flying day ☹
November	08	7:00 pm	Board meeting at Jim White's house
	15	7:00 pm	Annual Membership Meeting at MCL Cafeteria in Castleton.
January	12		Banquet
March	22		Annual Safety Meeting – Bob Wander is our speaker! BFR's and Spring Checkouts (weather permitting)
	29		New season check out rides and Biennial Flight Reviews
April	05		Opening Day of our new flying season ☺

Report from the Board

The Board met Sept 19th. Present were Jim White, Mike Beckage, Nyal Williams, Pete Detore, Tom Eaton, Don Taylor, Dan Dewitt, Mario Lazaga and George Saunders.

Membership is up to 68 members! However, the number of tows is down compared to this time last year. Financially, we are about the same as last year – breaking even.

After conducting a survey of the Club, the Finance Committee recommended that the PW-5 be sold. This was based on the fact that Club members are not flying the single place gliders enough to pay for the expense of two gliders. In addition, we hope to buy an airport some day and need the cash for a down payment. The Board voted to sell both the G102 and the PW5 and acquire a single seat aircraft with a maximum pilot weight of about 240 lbs. The Grob 102 will be sold first, followed by the PW5, which will be sold after the purchase of a new aircraft.

The Long Range Planning Committee was reactivated. Jim White will ask people to serve and organize the committee.

The Board approved a group of CISS members to take the PW5 to Chilhowee, Tennessee, for a ridge soaring weekend, Oct 5-7. CISS members who fly at Chilhowee must have a private glider license. An invitation to all members will be sent by email.

The Safety Committee recommended that we switch to a tow rope with a diameter that does not require a safety link and keep the tow ropes as close to 200 feet as possible.

We welcomed two new tow pilots, Ed Lossing and Tom Klassen. Ed is a returning member who is also a gliding instructor!

Dan Dewitt was appointed as the contact person regarding the potential acquisition of Alexandria Airport.

Darren Bedwell is chairing the Nominating Committee. If you want to volunteer yourself or someone else for a job – call Darren.

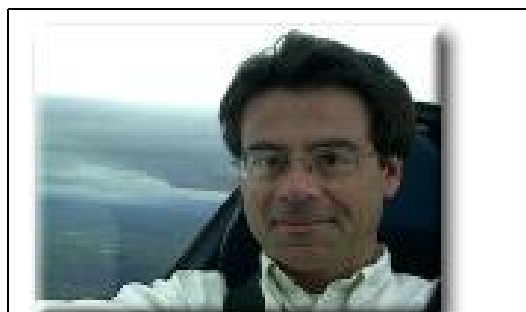


Don Barnes from Caesar's Creek landed on Saturday Oct 6th to claim the coveted trophy. It's up to us to fly back to Caesar's Creek to avenge our honor.

Club Contest Standings

as of October 9, 2007

Cumulative Standings		Flts
Clarke	4,512	4
Hays	4,081	4
Team 8UP	3,911	4
Taylor	3,568	4
Wools	3,294	4
Team IZ	3,118	4
Simpson	3,238	4
Rutledge	3,050	4
Lazaga	2,940	4
Ristow	2,696	3
Nichols	2,293	3
DeWitt	1,972	3
Bedwell	1,643	2
Ortman	796	1
Carpenter	632	1
Weber	630	1
Saunders	586	1



Bob Wander, author of the “Gliding Made Easy” series, will be our featured guest speaker at our Annual Safety Meeting, March 22nd. He comes to us courtesy of the Soaring Safety Foundation.

CLUB CROSS COUNTRY CONTEST The drought, while not welcomed by everyone, has been good (no, make that GREAT) for soaring. September and October produced some strong conditions, allowing eight pilots to fly 13 flights on three different days. Ron Clarke racked up 624 miles and had the best speeds to lock in first place. In fact, his October 7 flight was the 5th longest flight in the world, based on the worldwide On Line Contest results. Oct. 7 will be remembered for a long time by those who flew that day. We had heights to 6700 feet and thermals of 500 feet per minute that lasted past 6 pm. Gerald Simpson flew 32 miles on task without circling! We also got in a contest day up at Marion during the Club away weekend. The day was strong to begin with, but if you got caught out later, like Gerald and Mario, you found yourself on the ground waiting for an aero tow back. The end of October is the official end of the 2007 contest, but there are still three weekends left. As last Sunday demonstrated, anything can happen. The passage of a good cold front can get us back out on course and give anyone a chance to move up in the standings.

Don Taylor

CISS: We are going up!

That's right! Not only are we climbing on thermals, but our membership is going up. The duration and length of our flights is increasing, and our Club is also going up in the ranks of North American clubs in the On Line Contest (OLC).

Although this OLC is new for us in the Club, and although we started a little late in the year, this past Sunday we submitted our flight #40 and reached place number 77 in the ranks, passing Kendallville by one flight.

Submitted to the On Line Contest:

Ron Clarke 14 flights

Gerry Simpson 13 flights

Todd Rutledge 6 flights

Mario Lazaga 4 flights

Darren Bedwell 2 flights

Terry Wools 1 flight

We have flown an accumulated 6892 Km (4300 miles) for an average of 100 miles per flight.

If you have a logger in your plane, join the effort and start submitting your flights! We may be able to put our Club in the top 50 this year, and even higher next year.

Mario

ARE YOU READY FOR THE CONTEST SEASON IN 2008?

I was listening to a TV interview an hour ago. The person being interviewed was an up and coming tennis star who, I believe, will be the world's # 1 in a year or so. When asked what he thought was key to his continued success, he confidently replied, "More Preparation." It is as simple as that.

That's my credo, too. It's a guarantee that with the right preparation you can have contest successes in the future. So, why not make next year your first contest year? It's not too early to start preparing now. In fact, it can be a fun activity for the winter months.

Here's what you'll need:

- Your Silver Badge.
- 6 - 8 days vacation time in June /July or August
- A glider like a Grob 102 - with a trailer
- A flight recorder
- At least 5 cross country flights of 30 miles or more
- A "Crew" (or someone else who would fly the same contest with you and agree to crew when necessary)

Here's a list of preparation issues you can work on to get ready:

- 1) Keep checking *SOARING* magazine and the SSA website for the dates of the Regional Sports Class contests for 2008. Find one within, say, 400 miles (Ohio / Illinois would be good). Don't try a ridge or desert site for your first contest.

- 2) Read up on previous contests held at that site (SSA /Soaring magazine) to learn about the kind of contest tasks that are usually flown there.
- 3) Purchase an Aeronautical Chart for the area. (marking it is a subject I could help you with)
- 4) Try to find someone who has flown there to talk to about the site.
- 5) Book accommodations well in advance, or inquire about camping at the field, if that's your pleasure.
- 6) In my opinion, the single most important thing you could do to effectively prepare is to plan to fly at that site at least 2 days before the contest. Maybe you could even go there and fly if it's a glider site on a good weather weekend before the contest (Ionia, for example).

In the next issue of *Wingtips* I'll discuss the actual contest flying in the event.

Happy landings,
Ron (ZA).

The Amazing Piper Pawnee

(Editor's Note: This is a selection from the book, "Mr. Piper and His Cubs" by Devon Francis (1973). I found this selection in Caesar Creek's June 2007 newsletter and thought you would enjoy it).

Weick's agricultural airplane, named the Pawnee, was one of Pug Piper's prime projects. Put into production at Lock Haven, it was perhaps the ugliest flying machine – man-made, that is, which excluded the pterodactyl of the Mesozoic era – ever to be socked into fabric and metal. Humpbacked like a camel, it was strictly functional, a bench mark in specialized aircraft design. It had a virtue possessed by no other airplane ever used in agriculture. Its components were put together for progressive collapse, starting at the nose, in a crash.



It could turn over without crushing the cockpit. A rounded aluminum cushion above the instrument panel kept a pilot from bopping his head on the dials, knobs and buttons. A rear rest protected his head and spine from whiplash. Shoulder straps kept him in his seat. Rudder pedals had no protrusions. A pilot had emergency window releases, and he could abandon ship from either side of the cockpit. The humpback had a purpose – it raised the cockpit floor ten inches above the bottom of the fuselage for flat-crash impact absorption. The pilot sat aft. Engine, fuel tanks and hopper load buffered him in a collision. Longerons, the fuselage longitudinal forming members, were bowed slightly to buckle outward.

This was a new concept in agricultural aircraft. In the previous seven years the 5000 U.S. agricultural planes had had one accident for each 2600 hours of flying. One man had been killed for each 20,000 hours. The Pawnee slashed these figures to one accident in each 5000 hours and one fatality for each 90,000 hours.

Its wings were a throwback in Piper design – they came straight from a J-3 Cub. The tail design and part of the landing gear were borrowed from the Super Cub.

Reducing the hazards of agricultural flying, the Pawnee cut costs. For the farmer, the ecologist, and the entomologist, the Pawnee was tailor-made. It protected livestock and poultry from ticks and mites. It was used to forestall plagues and epidemics. It saved crops. It restocked streams and lakes with fish. It banished mosquitoes. It kept roads free of ice in winter by dispersing salt compounds. It deiced airport runways. In Ghana it doubled the yield of cocoa crops. In Australia and New Zealand it seeded and fertilized thousands of acres of marginal land, converting it to rich pasture. In Florida it suppressed pests to make the peninsula a corn producer for the first time in history. In Colorado it restored the bounty of the burned-over forest lands with reseeded. For the United States alone, the Department of Agriculture estimated the farmer saved three and a half billion dollars a year.

Promptly copied by competitors, the Pawnee commanded a market of six of every ten agricultural airplanes sold in the United States. In five years after its first production it was exported to ninety-one countries.

Ed Escallon's Response

Ed Escallon worked with the Pawnee designer, so I asked him to comment on the above article. Here is his response:

Mr. Piper's Cubs finally got their big brother with the production of the Pawnee. Known for its docile and fun to fly characteristics, the Pawnee put some real "workhorses" into the big Piper family. Not that the Alaska Cub carrying a full family of four, along with two of their huskies out of the bush wasn't earning its keep, of course. And not that tens of thousands of Cubs didn't successively boost our military needs and, then pleasurable, general aviation interests.

The Cub was a big extended family, starting with Mr. Taylor's version then Mr. Jamineux's designs for the J - 2, 3, Cub Coupe 4, and Cub Cruiser 5. Post-war brought the PA series of Cubs with the 11, Super Cruiser 12, Family Cruiser 14 and Super Cub. The need for survival of the company in the post war boom-bust of '47- '48, spawned the short wing Pipers like the Vagabond, Clipper, Pacer, Colt and Tri Pacer of the mid 50's. But certainly the last big Cub is the Pawnee, borrowing parts, wing section, and everything else it could from the parts inventory, integrated into a configuration unique at the time, and sorely needed by the aerial applicators.

The Pawnee was created by a great American airplane designer, Fred Weick. Known for his 1920's NACA treatise on propellers, which is still the "only text needed" for that subject, Fred was an early pioneer aviator from the Chicago area that believed that safety was a focus missing in many designs. An engineer's engineer, his Ercoupe design from the 1930's proved a

very advance piece of work. Low wing, unSTALLable and therefore unspinable it was the original "safety plane" for the weekend enthusiast. They're still pretty cute when you come across them, with a Lockheed-like tail group, bubble canopy, and early use of tricycle gear.

Fred joined Piper in the 1950's and the Pawnee was one of his first achievements for that company. He ultimately ended up in the Vero Beach facility where he headed their engineering group for two decades. Among his many designs is the Cherokee, shared in part with some of John Thorp's contributions. And the Cherokee went through many variations, some still in production. But the Pawnee is the airplane of Fred's that sport pilots really enjoy flying most.

With its tall stance from the cockpit, and excellent visibility, it's a lovable beast. Roll, pitch and yaw responses are all good, well balanced and not heavy. Keeping in mind that its customers in the 1950's were using pre-war WACO's, WW 2 Stearman's and Navy N3N's, it's no surprise that handling had to be comparably as good. The big Lycoming is smooth dependable power, very necessary for the challenging environment of a crop duster. Ground handling is positive with no surprises, which is a good thing when you are repeatedly landing on a 15 foot wide dike in Florida in a strong crosswind to reload the chemicals. Beyond flying qualities and dependability, the Pawnee is a durable design, fixable with a screwdriver, adjustable wrench, hammer, a coat hanger for welding rod, and some bed sheet, dope and a brush.

Retired after years and thousands of hours of tough duty at less than 100 AGL dispensing chemicals that weren't exactly perfume, our CISS enjoys two of these great workhorses. Excess power and safety features are well appreciated by all of us in our enjoyment of soaring.

And when the hanger doors finally close late Sunday afternoon, one can only imagine the conversations in the hanger between the two stalwart Belgians and the five beautiful ballerina sailplanes who share that space. Comparisons of the day's activities have to start with the thoughts of the great people in the CISS who so enjoy their service, and probably at some point the aviation humor goes to who got the very worst landing that day. Thank you Pug Piper, thank you Fred Weick, thank you Piper Aircraft for such fine creatures as our hardworking Pawnees!

Ed

Officers and Board of Directors			Trustees	
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			Darren Bedwell	
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Send your newsletter articles to our *Wingtips* editor, George Saunders at gsaunders2@gmail.com. Deadline for our next newsletter is October 24th.