



October 2009 Volume 8, Issue 8  
 NEXT MEETING November 19, 7:00pm @ TBD (but most likely at the Castleton MCL)

**In This Issue:**

We continue with Mike Rielage’s discussion on safety and the SHEL system.

ZA offers up some suggestions for proper radio etiquette.

And also:

**Wow! Does the new T Hangars paint job look good or what ?**

Thanks to all who helped Kurt get the T-Hangars repainted in the Indianapolis Colts Blue and White colors!  
 And a special thanks to club member John Weber (MM) who generously donated the paint for the job.

<b>November</b>	<b>1</b>		<b>Last Day of Flying Season</b>
	19	7:00pm	Membership Meeting
December	17	7:00pm	Board Meeting
January 2010	9 or 16		Winter Banquet

## Decision Making

In the August issue of Wing Tips I left you with an accident involving a Piper J3 and an ASK-21 glider colliding in flight, with both aircraft destroyed and three lives lost. The following analysis is an exercise in understanding the possible places where things can go wrong and NOT a factual analysis of the tragic mishap or intended as criticism of the individuals involved in the mishap.

If you recall, the SHEL model is a way to view possible mistakes as taking place between the four elements: Software – Hardware – Environment - Liveware

As the mishap was near mid-day, it is possible that the pilot (*liveware*) of the lower aircraft could not see the other aircraft due to sun glare (*environment*).

If the aerobatic box was publicized as active, the pilot (*liveware*) of the departing aircraft may have failed to check for such activity (*software*), and thus was not alert to the possible conflict.

The mishap indicated that the “aerobatic box” was north of the airport yet the aircraft collided on a left downwind at about 600 ft AGL. Did the pilot (*liveware*) fail to remain within the designated box (*software*) or does the airport have a designated right traffic pattern (*software*) not noted by the departing pilot (*liveware*).

Is it possible that the high wing configuration of the J3 (*hardware*) precluded the pilot (*liveware*) from seeing the maneuvering glider?

It is also possible that the pilot of the departing J3 (*liveware*) was in a distracting conversation with the passenger (*liveware*) affecting his attention toward visual scan.

You can probably speculate about a dozen other things. You should note that most of them relate to the LIVEWARE and knowledge or alertness to things that could affect the flight.

If you were flying from the airport with an active aerobatic box, what special steps might you add to your normal flight preparation? If you are operating in an approved aerobatic box, did you activate it? Or just decide to use it because no one else was out there?

Make yourself aware of local, current conditions. They could be critical to making a safe flight. Do you know when a solo student is landing in the pattern? Do you plan to make allowances – either as ground crew or if you are flying?

Have fun, be smart, be safe.

Mike Rielage

## Radio Chatter

When flying gliders it is at times very important to use the radio correctly and with discipline, and there are occasions when sending a more casual message is quite acceptable. As we share the air waves with many others in aviation, some at work and others, like us, at play a few basic rules and courtesies should apply. **Generally LESS chatter is BETTER.**

There are 3 ( Three ) main frequencies that club members will use as most know, and they are **123.05, 123.30, 123.50**. You might check how to dial up each in the club gliders!

**123.05** Is the official "Field frequency" at Alexandria, which is also widely used across the state and should only be used for announcing departures and arrivals at Alexandria airfield - **no casual chatter on this frequency** . As all our club gliders are equipped with radios it has always been our intent to be able to announce departures and arrivals. Obviously any emergency is an exception and for safety reasons a message in regard to safety could of course be sent on this frequency at any time .

**Departures** should normally be announced by the TOW PILOT who will probably say something like :

"Pawnee Eight Seven Zulu departing zero niner Alexandria airfield with glider in tow". If no crew member is available to signal the tow pilot to take up slack and then take off it is acceptable for the glider pilot to initiate the take off by announcing something like :

"Eight Seven Zulu take up slack" followed by "Eight Seven Zulu full speed ahead".

**Arrivals** These should **always** be announced and the general convention is to send a message ahead of entering the pattern. If the sky is full of gliders around the field it is a good idea to announce your intent to land ahead of time, something like :

"Alexandria traffic, glider Alpha Romeo five to the north inbound for landing, any traffic please advise", followed by the usual pattern calls beginning with "Alexandria traffic, Alpha Romeo entering left downwind for two seven Alexandria on the south grass."

**The other two other frequencies that are approved and widely used by glider pilots , are :**

**123.30** - For **air to air** communication between gliders

and

**123.50** - For **air to ground stations** ( crews ) .

On these frequencies we glider pilots can "talk" more freely. **123.30** is the most used and is most useful to advise any other glider of your proximity to enhance safety, or to plan flying together etc. When initiating transmissions it is the convention to call the party you wish to speak to first by call sign, then giving your call sign so they know who is calling and after they acknowledge then to communicate the message, some thing like :

"Tango Mike, Romeo Sierra."

"Go Romeo Sierra."

"Romeo Sierra is five north of Elwood at forty five hundred headed to Marion, where are you and what are your intentions?"

"Tango Mike is two south of Frankton at five thousand, headed for Tipton."

Note the position report gives the approximate lat / long and the altitude (msl), and direction headed - a complete description of where the glider is.

This is the only channel which should be used for such general chatter and as there are often many gliders all using this frequency the same rule of **LESS IS BETTER** should apply.

As a matter of course you might consider using 123.30 for :

\* Advising a glider in a thermal that you are coming in to join them (above or below, and from what direction)

\* Advise any gliders that are flying with you (but maybe close behind you and out of sight) when you are going to make a left or right turn. A simple " Delta Zulu turning left" will suffice.

\* A general announcement if you are very low and likely to have to "land out".

Radios in our gliders are a huge (mostly safety) asset to us all and it behooves us to use them as professionally as we can.

ZA.

**And most importantly ...**



On Tuesday, October 13th, Regina took her practical test and earned her Pilot License. Examiner was Mike Rielage. Tow pilot was Larry Miller. Nyal and Mario were the crew team of the day.

Regina had to cope with somewhat turbulent conditions due to a significant crosswind, but she maneuvered that plane like the best, handled her tow rope simulation like a pro, and put the plane exactly halfway between the cones on her precision landing. Her first reward was a license. Her second reward was a BIG piece of chocolate cake.

Congratulations Gina from all of us at the Central Indiana Soaring Society.

*(Editor's note: No one told me there would be cake!)*

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at the field? Show it off! Send your submissions to our Wing Tips editor, Chris Hall at [bestbrain@aol.com](mailto:bestbrain@aol.com). Deadline for our November issue is November 7th.