



From the President

Winding Down



As the soaring season winds down and we prepare for the off season activities I thought I would remind us all who makes this Glider Club work. We all participate of course, crewing, towing, instructing, and work party volunteering but some do quite a bit more.

John Earlywine: at the field helping in any and every which way, all weekend, every weekend.

Dave Colclasure: everything to maintain the airport including grass cutting, keeping tract of equipment, keeping tract of and buying our fuel, etc, etc.

John Day: almost all the grass mowing at the field. About 7 hours a week for most of the season.

Dick Hutchinson: Emeritus member with no responsibility to help out yet mows around our buildings, ditches on North and East side of the airport and flies Grob, every weekend.

Maintenance team, **Ed** and **Ron:** Besides managing the aircraft maintenance they have also done the fixing time and time again to keep the operation running and “on time”.

Rick Hansen: golf cart upkeep and refurbished the 1-34 trailer.

Mark Rottler: club website (much of his work is just beginning).

Chris Hall: club newsletter.

Scot Ortman: many, many hours a month doing the treasurer job.

Don Taylor: labor day contest.

Thank these guys the next time you see them.

Mike

Calender

October	15th	9:00am	Board meeting
	30th	All Day	Last flying day of the season. Enjoy it!

Also in this issue:

John Earlywine gets us thinking about our landings and how to challenge ourselves while executing them And he also reminds us that it’s time to finish up those badges we’ve been working on.

And Ron Clarke reminds us of contributions of past members

Instructors Corner

Landings

Flying from Alexandria's 2600 ft runway with no significant obstacles on either end, it is easy to become complacent about approaches and landings. In this environment, a little extra airspeed, or a little extra altitude create few challenges to landing on the airport and being able to walk away to fly again.

How long has it been since you challenged yourself to get maximum landing performance out of the glider you are flying?

How high could you be over the end of the runway and land at the midpoint just using full spoilers and no other techniques such as slips, s-turns, etc.?

How low could you be over the end of the runway and still not touch down before the mid point?

How is your approach affected by an obstacle such as a tree line or power lines? If you cross the road at 100 ft AGL to clear an imaginary obstacle, how much distance does it take to touch down. A frequently used rule of thumb is the touchdown point will be 10 times the obstacle height.

At I99, the white centerline stripes are 120 ft long and the spaces between them are 80 ft. Counting a line and a space, it is easy to establish a 200 ft, 400 ft, or 600 ft landing area. How much space do you need to touchdown and stop in the glider you are flying? Next time you fly why not decide how short of landing area you can use, and then try to do it by picking a stripe somewhere a ways from the end of the runway and try to touchdown past that point and stop within the number of stripes you have selected for your distance. My apologies to the ground crew for the extra work this will create, but it may save a lot of work later if you have to land out in a small field.

Some further topics for discussion and hangar flying....

- What are the advantages or disadvantages of adding extra speed or altitude in the pattern?
- If you find yourself high on downwind, should the downwind leg be extended beyond the normal point for turning base?
- What factors do you consider and how do you decide what approach speed to use?
- Should you add speed for the wind, or just fly a tighter pattern if conditions are not gusty?
- How would you adjust your approach and landing if landing out in a small field versus the normal airport landing?
- Have you practiced using these adjustments recently when landing at Alex?

Time to Claim Your Soaring Badges

As the soaring season winds down, it is an excellent time to review your accomplishments and complete any additional items to earn the SSA ABC and Bronze Badges. These recognize your achievements, you will be recognized in Soaring Magazine and your badges will be recorded with your name in the SSA Web Site directory. John Earlywine is an SSA Instructor authorized to issue the badges. Check the requirements below, work with any of the CISS instructors to complete any items you have not yet covered and see John to collect your badge.

A Badge Requirements:

Preflight Phase

Applicant Demonstrates Knowledge of:

- Sailplane Nomenclature
- Sailplane Handling Procedures
- Sailplane Pre-flight Check
- Airport Rules and Federal Aviation Regulations
- Tow Equipment, Signals, and Procedures
- Hook-up of Towline
- Launch Signals
- Pilot Responsibilities

Applicant Possesses:

- Valid FAA Pilot Certificate
- Pilot Logbook or Suitable Permanent Record

Presolo Phase

Applicant Has Completed the Following Minimum Flight Training Program:

- Familiarization Flight
- Cockpit Check Procedure
- Effects of Controls - Ground and Flight
- Takeoff Procedures - Normal and Crosswind
- Flight During Tow
- Straight Gliding Flight
- Shallow Turns
- Circuit Procedures and Landing Patterns
- Landing Procedures - Normal, Downwind, and Crosswind
- Moderate and Steep Turns Up to 720 Degrees in Both Directions
- Stall Recognition and Recovery
- Conditions of Spin Entry and Recovery
- Effective Use of Spoilers/Flaps/Slips
- Emergency Procedures
- Oral Examination on Federal Aviation Regulations
- Solo Flight

B Badge Requirements:

Practice Phase

Applicant Demonstrates:

- Soaring ability by a solo flight of at least 30 minutes duration after release from a 2,000-foot tow (add 1½ minutes per 100 foot tow altitude above 2,000 feet).

C Badge Requirements:

Pre Cross-country Phase

Applicant Has Completed the Following Flight Training:

- Dual Soaring Practice, including instruction in techniques for soaring thermals, ridge soaring, and wave (simulated flight and/or ground instruction may be used when suitable conditions do not exist).
- Has Knowledge of:
 - Cross-country Procedures
 - Sailplane Assembly, Disassembly, and Retrieves
 - Hazards of Cross-country Flying
- Demonstrates Soaring Ability by Solo Flight of at Least 60 Minutes Duration After Release From 2,000 Foot Tow (add 1½ minutes per 100 foot of tow above 2,000 feet).
- While Accompanied by an SSA Instructor, Demonstrate the Following:
 - Make a Simulated Off-field Landing From the Approach Without Reference to the Altimeter
 - Perform an Accuracy Landing From the Approach, Touching Down and Coming to a Complete Stop Within an Area No Greater Than 500 Feet in Length.

Bronze Badge Requirements

(study guide available at: <http://www.soaringsafety.org/dl/bbstudyguide.html>)

Cross-Country Readiness

Applicant Must:

- Complete the ABC Training Program with the C Badge Awarded.
- Log at Least 15 Solo Hours in Gliders. This Time Must Include 30 Solo Flights with at Least 10 Flights Flown in a Single-Place Glider if Possible.
- Log at Least 2 Flights, Each Having Duration of Two Hours or More.
- Perform at Least 3 Solo Spot Landings in a Glider Witnessed by an SSAI. The Accuracy and Distance Parameters Established Should be Based on Glider Performance Data, Current Winds, Runway Surface, and Density Altitude. As a Guideline, a Maximum Distance of 400 Feet Would be Acceptable for a Schweizer 2-33 Glider.
- Log Dual Time in Gliders with an Instructor during which at Least 2 Accuracy Landings are Made without Reference to the Altimeter to Simulate Off-field Landings.
- Pass a Closed Book Written Examination Covering Cross-country Techniques and Knowledge. The Minimum Passing Score is 80%. This Examination is Administered Only by an SSAI.

Prominent Past Members of CISS make a visit to Alex.

If you were at the field last weekend (Oct 9) you may have met or been introduced to some of the fine ex-members of our club.

As the weather was near perfect a group of folks who were all very active in the 1980's and 90's came on out together to make a visit . Without exception they all commented on the fine state of our field and the good activity they witnessed.

One of them, an Instructor until the 1990's by the name of Alex Gray took a ride with Gus Voigt in one of our Blaniks - I did not see if Alex asked for the back seat where he had spent many summer days a while ago.

If I recall correctly Alex generously allowed the club to offer a 1-26 he owned for use by members when we flew out of Terry airfield.

The others included Joe Reynolds once the President of the club and a very active Instructor as well as Tom Sherrier one time Tow Pilot and an Instructor too. Tom tells me he still owns and flies a single engine power aircraft . The forth ex member was Al Jennings who said he recalled many great days at the club in the years the was a member and learned to fly gliders .

Let's always remember the contributions our past members have made !

Ron (ZA)

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 November issue is November 6th.