



Oct 2012
NEXT MEETING

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TBD

From the President

Soaring and GPS Loggers



Back in the day, before 1995 or so, we civilians did not have access to the satellite signals that are used by our GPS (Global Positioning System) devices. Therefore there was no GPS devices available to the public. Today they are everywhere and in everything. For a good history of GPS check it out on Wikipedia.org.

Not too long ago glider pilots went cross country and landed! They used a barograph onboard the glider to show they were airborne the entire flight and got signatures all around to further prove what they had done. Triangle flight used pictures taken from the glider at the turn points. Many pilots used two cameras in case one failed.

A GPS is a navigation device. As they became available for light aircraft glider pilots began using them of course. A GPS with enough satellite reception can pinpoint a position in space so therefore it also know its altitude.

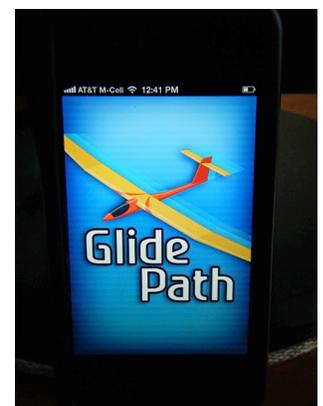
Later people came up with a recording or logging device that could record a flight, from the GPS, electronically on a digital file the most common is a .igc file. This file contains the position and altitude record for the flight..

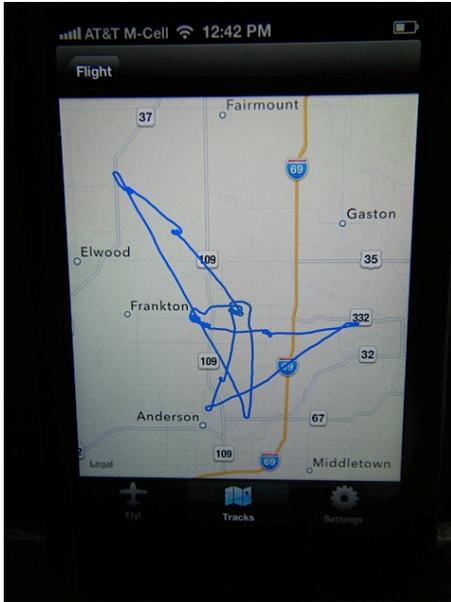
The cost however was high with \$1000 being a good number to plan on.

As the rest of the world discovered what could be done using GPS the applications exploded. Most smart phones have a GPS so it was just a matter of time for an "app" to be created for the soaring pilot.

I am told that there now are free applications for both iPhone and Android systems but the app I use is iPhone based and it is called Glide Path, cost \$10.00. You can use the program for hiking driving or whatever you want. This gives you lots of chances to practice.

The operation is simple and I have had good luck with it if I pay attention to a few things:





1. Have enough battery life. My fully charged standard size battery is good for about 3 - 4 hours +/-
2. Place in aircraft where it can receive the signals. Vertical in the right side pouch of the 1-34 works and the result is in the pictures below.
3. Don't let it sit on top of a panel without a cover or something as it will overheat and shut itself down.
4. Pay attention when you start and stop recording and don't get in a hurry.

Briefly:

1. Turn on
 2. Start "tracking".
 3. When done stop tracking. note: It makes sure you want to stop. See picture below.
- You have now created your .igc file and it is saved on your phone.
- You have a at least three choices of what to do with this file.
1. Submit to OLC....another subject but basically a world wide contest.
 2. Email...send your .igc file to someone.
 3. View your flight on the phone's map.



The flight and view below is from a flight I did on Sept 23d in the club 1-34.

OLC record at <http://www.onlinecontest.org/olc-2.0/gliding/flightsOfClub.html?cc=2673&st=olcp&rt=olc&c=US&sc=6&sp=2012>

Mike Nichols

Calender

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| October | 28th | | Final day of 2012 Soaring Season (Boo!) |
| November | 8th | 6:30pm | Membership Meeting & Officer Elections |

2012 - a Cross Country Season for the ages

Our CISS pilots hit the jackpot this season along with many others in mid west states that were sun baked in June and July .

When the farmers have a tough time it can be very good for soaring and that's exactly what happened .

By mid September no less than 16 of our pilots who regularly submit their flights to the On Line Contest have between them flown over 25,000 Kms so far this season off Alexandria airfield - an average of well over 150 Kms per flight . Many flights were more than 300 Kms and several more than 500 . Many records were broken and badges were earned and most of all you can surely imagine it was tons of FUN.

Our club will easily earn second place in the SSA Region 6 area contest this season . And we may well end up second in the entire mid west this year as we are only a very few points behind the Chicago club. Keep checking this space as they say !

In the greater scheme of things we rank 41st in the USA in cross country distance flown - not bad when you consider the much greater ease with which long distances can be flown out west . The Albuquerque club pilots in New Mexico have achieved over 205,000 kms so far this year .

For those in the club still moving up towards solo flying or with plans to try for badges in the future the news is good . Indiana is an excellent place to fly gliders but like anywhere you have to try and fly when the weather is at it's best ! If you are seriously thinking of how to join in this type of flying you should be able to get some really good advice from you fellow club members on how they did it this year - and how you too can join in the cross country FUN next year!

" Stop press " By October - at the end of the 2012 On Line Contest CISS finished in second position out of the eleven mid west states. Our pilots flew over 28,000 kms cross country and Alexandria Airfield ranked 34th in the nation in the launch of cross country sorties . Only Caesar Creek beat us .

It's a small gliding world

Some in the club have heard me tell the story about an off field landing I made down in South Africa many years ago and how I later met a pilot in England (helping me rig my glider) who had landed in the same alfalfa field on a trip he made to fly down there - small world I thought . Well it's happened again, several times recently :

While visiting the " World's " in Uvalde in August I stopped by the glider tie down area to see if I might meet any of the pilots and would you believe it but next to the South African team gliders there was an above ground swimming pool . In it was the entire team escaping the 100 degree heat . Two of the pilots , the brothers Laurens and Oscar Goudriaan I had last seen some 35 years ago when I crewed for their dad Klaas at the World championships in France .Needless to say they were a good deal younger then and just beginning gliding . Now they were flying at the World Championships in their new JS- 1 C's.



So on to lunch and while standing in line behind Don Taylor he nudged me and said he thought the fellow ordering lunch at the head of the line might be from "down under" as he'd heard his accent . I looked at the man but not until he turned around did I recognize him . "Ludi Pio " I said " do you remember me ? " "Of course" he replied and he added " Ron this is my first trip to America ".

I asked him if he remembered when last we two flew gliders together and he hesitated .

I reminded him it was 40 years ago when we two were hoping to make it back to the airport after a very long task . It was getting dark and we both had to land, he in his ASW 15 and me in my Zugvogel . The place was a farm called "the Grange " near Hartley , Rhodesia (now Zimbabwe) . How great it was to see him again - we ate dinner together that evening.

So on to the briefing for the pilots the next day . I chose to hang out near the entrance in the hope I'd run into a pilot or two and would you know it to my great surprise an old CISS club member from many years ago appeared . Why was I surprised ? Well Rick Millane lives in New Zealand where he moved to about 10 or more years ago . Rick incidentally was the first to help set up our club website . He was attending the " World's " to present a paper at the OSTIV meeting .

But one more co-incidence , the fellow Rick was with politely interrupted us and asked if I remembered him . I hesitated and he put me out of my misery . He reminded me that he crewed for me together with my son Doug in Hutchinson Kansas in 1981 . My recall of those days was that I remembered him as a skinny college kid from Purdue . Scot now works as a meteorologist with NASA in California and flies gliders there.

I suppose I've been around gliding long enough to imagine the glider world is getting smaller by the year .

Land-Out reminder ...

During a couple of recent land outs a passerby has called local officers reporting an airplane crash. In one case unnecessary equipment including an ambulance was scrambled.

When a report like this is received, the dispatcher has no option but to scramble the equipment.

If there are no injuries as in a normal off field landing, a call to the Sheriffs Dispatch at 765-642-0221 with a description of the location and details on any assistance needed if necessary will be a big help to them. They would really appreciate our help and it will enhance the image of the club with some guys who could really help us if we do need them.

Got an idea for a Wing Tips article? Send it in! Did you take a good photo at/above the field? Show it off! Found an interesting soaring-related link while web-surfing? Share it with the rest of us! Send your submissions to our WingTips editor, Chris Hall at bestbrain@aol.com. Deadline for our November issue is November 9th.