



[www.centralindianasoaringociety.org](http://www.centralindianasoaringociety.org)

## *September Club Meeting at MCL*

*Thursday, September 21<sup>st</sup>*

The program will be panel presentations on:

- **Flying in Moriarty**
- **Flying and Operating in Windy Conditions.**

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 86<sup>th</sup>, just north of I-465.



***BBQ at Mike's and Lisa's was a great success.*** Over 40 of us attended, enjoying great food, hay rides, a nature walk a restored prairie, and great fellowship. Thanks, Mike and Lisa!

<b>CISS CALENDAR 2006</b>		
Sept	2-3 14 21	Away Weekend at Last Resort Board Meeting 7 pm. Club Meeting at MCL Cafeteria in Castleton
October	14-15 29	Away Weekend at Last Resort Last scheduled crew
Nov.	16	Annual Meeting

**Away Weekend rescheduled for October 14-15.** Due to the effects of hurricane Ernesto, the Away Weekend at Last Resort was cancelled for Labor Day weekend. The Wilsons are looking forward to hosting us the second weekend of October. Here's hoping for great fall camping and soaring weather!!

**CISS CLUB CONTEST** - Here's the latest score sheet. As you can see, the standings are bouncing around now, and Ron Clarke has risen to the top. Darren made a great first contest flight this year, and there is an interesting race shaping up between the team entries, isn't there? So let's hope for some better weather in the weeks to come and I'll stand by to process the results. C U at the field. *Don Taylor*



Mario gives his mother a ride.

#### **Cumulative Standings**

Clarke	4,317
Carpenter	4,095
Wools	3,473
Nichols	2,843
Team AW	1,775
Team 8UP	1,715
Team IZ	1,228
Weber	1,056
Bedwell	1,049
Ristow	924
Rutledge	918
Taylor	791
Newill	730

**Back Seat Flyer:** One way to raise awareness of glider traffic is to make PIREPs (Pilot Weather Reports). I try to do this at least once on every good soaring day, especially if there is wave. Report your aircraft type as simply a glider (nobody else will know or care what make/model you are flying). You can just report clear and 50 mile visibility, or give detailed (and useful) info on cloud layers and winds aloft. PIREPs get wide dissemination to pilots, ATC and dispatchers, so this is a good way to remind them that we are out there, too. Glider pilots who also fly commercially will appreciate hearing your PIREP when they are working (try to make them as jealous as possible by reporting from the top of the climb!). You can give PIREPs to Flight Watch on 122.0 MHz, or you can contact a FSS or ATC facility on a discrete frequency. Check the AIM for more info on PIREPs. *Nyal Williams*

(*Ed. Note:* Nyal continues to recover from his landing in the corn. He is out of bed and using a back brace. His spirits are soaring and we hope the rest of him will be soon. We're praying for your speedy recovery, Nyal. )

**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](mailto:Mario.lazaga@lifegrid.com)  
THANKS!

**Send your newsletter articles** to George Saunders or Mario Lazaga. Deadline for our next newsletter is Sept 25<sup>th</sup>.



Dale Igram is ready to give instruction in the back seat of a Blanik. This month Dale landed a Blanik using only dive brake and rudder while Larry Miller held the stick in neutral position. Pushing the envelope, Dale!

**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](mailto:padetorejr@juno.com), cell 765.748.4771, home 765.759.7972)

**Congratulations to Jim White:** Jim received the Robert Phillips Service to Music Award for his teaching contributions over the last 50 years!

**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** - It is with regret I announce that Darren Bedwell has stepped down as Indiana State Record Keeper. Darren has done a fine job as record keeper and we will miss his efforts. I want to personally thank Darren – we may be flat-landers, but we have several active clubs in Indiana and there are always records to process. Good luck in your new practice. On behalf of everyone, I wish you the best. Keep soaring!

After a summer-long search, I am pleased to announce that Ken and Marlene Harry of the Central Indiana Soaring Society (CISS) have agreed to take over the position of Record Keeper **effective October 1**. Ken has been active in CISS for many years. He has his glider rating and is working towards his commercial license. He has completed his A, B, and C badges and most of his Bronze badge. He also owns an Astir. Marlene, although not a pilot, has been active in club activities and is always out at the field helping Ken. They will both be a great addition to the SSA volunteer group.

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. Darren is out of town for the next few weeks but the transition begins towards the end of September. Expect processing of pending records to start around the latter part of October.

Ken and Marlene, welcome! I am very excited to work with both of you!

*Cheryl Beckage*

**ZA Corner - So you would like to get high!** But how and, even more important, when? No big deal! Any of our club gliders is capable of getting you to the same altitudes when conditions are right. It's a blast to be above 10,000 ft. msl. here in Indiana. Have many been there? I can tell you, a number of us have "been there, done that."

Spring and fall are the best times to achieve really good altitudes flying out of Alexandria. If you would like me to be more specific, I can. My logbooks contain short notes from each flight and so, just for the heck of it I paged back several (actually 25) years to see just when conditions are best. Here's the scoop on altitudes above 8000msl.

MARCH - Best altitude reached 9000 msl. on March 10, 1996

APRIL - Best altitude reached 8000 msl. on April 17, 2005

MAY - Best altitude reached 10800msl. on May 8, 2001 . If I remember correctly Kurt and Brad flew with me and we remarked how many more big jets we saw that day at those altitudes (we were west of Indianapolis International).

JUNE - Best altitude reached 8500 msl. on June 20, 1995.

SEPTEMBER - Best altitude reached 8500 msl. on Sep 20, 1995.

The record is clear, however. MAY is the best month to "Get High" in Indiana and my logbooks for May show:

- 13 Flights above 7000 msl
- 11 Flights above 8000msl.
- 6 Flights above 9000 msl.
- 2 Flights above 10000 msl.

The best period of the year to get high was May 5 - 30. The second best period was Sep 10 - 27.

That's of course data from the ZA logbooks!

Happy landings ahead,

*ZA*

**Trip to Moriarity** Gerry Whitson has written another great article about his trip to Moriarity. Click on these links to read all about it.

[Article](#)

[Flight Status](#)

[Barogram](#)

[Phase Status](#)