

Marion Airport – Away Weekend



Mark your calendar for our annual Away Weekend. The weekend of September 15th & 16th we will move the entire operation to Marion Airport. Also, the members of Kendallville Soaring Club are invited. There could be some friendly competition in the offing.

Teams #7 & #8 will report to Marion in the AM. Volunteers are needed to ferry equipment and ships on Friday and Sunday afternoons. Private glider trailers are welcome on the ramp. There will be a Saturday evening cookout. Camping is OK on the grass. Join us for a Sunday morning pancake and sausage breakfast. A

great time is sure to be had by all.

September Club Meeting at MCL

Thursday, September 20st

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.



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- 22 New Members and Counting!
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Calendar

Sept.	13	7:00 PM	Board Meeting at Jim White's House
	15-16		Away Weekend at Marion Airport
	20	7:00 PM	Membership meeting at MCL Cafeteria.
Oct	28		Last regular flying day
Nov.	9	7:00 PM	Board Meeting at Jim White's House
	16	7:00 PM	Membership meeting



Nathan Herrli sets 2 records!

After breaking the family unicycle distance record on Friday night (7 1/2 miles !! - previously held record was 5 miles by dad Tod), Nathan accompanied Ron Clarke on his first Cross Country Glider flight in the Grob on Saturday, 8/11 . Between them they flew over 70 miles in the Grob under good conditions.

WAY TO GO, NATHAN!

21 New members for 2007 (so far!)

Student, Student Glider Pilots

Jacob Johnson SHS
Kristina Kelchev SHS
Paula Johnson SHS
Grant Sollenberger SHS (Dale's son)

Student Glider Pilots

Mark Oberly SG
Kelsey Crim SG
Helene Villemure SG & Husband?
Frank Peteri PP-SEL SG
Sean Iams SG
Julius Calloway PP-SEL SG
Nathan Nelson SG
James Davis COM,CFI, SG
John Battaglino SG

Private Glider Pilots

Tom Lyon PG
Keith Marshall PG
Dale Sollenberger PP-SEL PG
Joshua Daisey PP-SEL PG
Brad Hayes PG
Joe Gieseke PG

Tow Pilots

Tom Klassen PG TOW ATP Comm
Helicopter PG

Instructors

Ed Lossing COM, CFI, CFIG, TOW

Report From The Board

The Board decided to sell one of the single place gliders. The decision to sell either the PW 5 or the Astir will be made at the September board meeting after input from the membership.

The reduced initiation fee was extended to October 31st, 2007.

The Board approved setting up an Away Weekend at the Marion Airport the weekend of September 15th. We will invite the Kendallville Soaring Club. Pete Detore and Jerry Simpson will coordinate the event.

The Board authorized Cheryl Beckage and Marty Hudson to submit a bid to host the 2008 Women's Soaring Pilot's Association Seminar. The seminar will involve the use of club aircraft (glider and towplanes at club rates.) It will take place during the week and will not impact weekend operations. All participants will be SSA members and be offered CISS guest membership for the week at a nominal fee.

The Board eliminated time restrictions on club single place aircraft.

Interested in knowing more about our single place gliders? Check out Wikipedia at http://en.wikipedia.org/wiki/Politechniki_Warszawskiej_PW-5 and http://en.wikipedia.org/wiki/Grob_G-102_Astir

Report on Aug 25th membership meeting

On Saturday August 25, twenty-one members of CISS gathered at Alexandria Airport to have an open discussion on the Board's recent consideration to sell one of the single place gliders, either the PW-5 or the Grob-102.

The meeting allowed all present to have their say on one or the other of the two gliders, and on their version of an ideal fleet. The following summarizes the discussion.

Club records show that we fly the solo ships about an hour per flight - although since the changes in flight-time rules in July, hours in the G102 are increasing. Of the 73 active members, only 10-15 have flown either of the ships. Some of those pilots have moved away and others are now getting into private ships. Each of the solo planes lose \$1700 in a year (costs exceed rentals by that much per year) so the two are costing \$3400 annually.

One key issue is getting more hours in the planes. Solutions included:

- Many want to allow solo students to move into a single place aircraft.
- Some suggested an incentive plan (each person who flies the solo ship is entered into a monthly contest for ... lunch at Rachel's, Or the person who flies it the most gets some form of free flying next year?)
- Rearrangement of the planes in the hanger to have a solo ship available for weekday flyers.

- Getting a GPS data logger for the solo ships so that pilots flying can get their flights counted in the club contest or for badges.
- Charge every qualified pilot at the first of the year for flight time in the solo ship - use it or lose it - but that helps offset the club's losses.
- Charge each member for six tow's up front - use or lose.

Advantages of the PW-5 :

- Many commented (including several e-mail responses) that they cannot fly the Grob-102 due to the weight restrictions.
- PW is easy to fly
- PW is easy to disassemble if landed out
- The PW is easier to trailer - although not great
- A person can put PW away by themselves

Disadvantages of the PW-5

- Probably harder to sell at a good price
- It has been flown hard and had several incidents of damage - showing how fragile some parts are (can it be strengthened without changing the weight limit too much?)

Advantages of the Grob-102

- Better performance than the PW-5
- Direct transition from the Grob-103
- Stronger
- Probably easier to sell

Disadvantages of the Grob-102

- It requires more skill to transition into
- Trailer is horrible
- Takes many people to disassemble (a land out issue)
- It is heavy (related to stronger?) by about 20 lbs over other G102's! Why!
- Might be an AD on G102's (ours is probably OK)

On the subject of an ideal fleet:

- All glass - 3 G-103's or ASK-21's with a PW-5 or Grob-102 solo ship
- Sell Blaniks and get ASK-21
- Sell both solo ships and get a lighter weight Grob-102
- If we sell either solo ship - then go for a higher performance cross country solo ship

There was a discussion on student flying - students provide the bulk of tows- scheduling of students and flight instructors - the need for more flight instructors - flying students with commercial pilots for experience - insurance and FAA issues, etc. This will be covered in a separate article from a just-forming student scheduling committee.

Submitted by Dave Newill

From an Email by CISS member Chris Murawski (Reprinted with his permission.)

 I would like to say “Well Done” to all who make CISS run. CISS has been in existence for 47 years, growing from a humble start to a fleet of seven aircraft. The Club’s longevity and growth are the result of the members who have *volunteered* their time and talent to make CISS what it is today.

Our thanks go to the member who:

- Steps up to serve as Maintenance Officer and spends countless hours fixing, arranging fixes, searching for parts, retrieving aircraft from maintenance facilities, etc.
- Steps up and serves as Treasurer and spends 40 hours a month managing the finances of the club.
- Steps up and serves as President, Vice President, Operations Officer, or Board Member and works hard to resolve a wide variety issues in order for the club to operate.
- Grants an interest free loan, without any security, so that the club can buy a new glider or tow plane
- Steps up and chairs the National SSA Conventions that CISS sponsored in Indianapolis so that the club could financially benefit.
- Takes off time from work to tow so that other members can soar.
- Takes the time and tests to become an Instructor and then comes out every other weekend to instruct.

So my thanks to all who have given of their time, talent and treasure to make CISS what it is today - a Club, not a commercial venture.

Chris

Club Contest Standings as of August 31, 2007

Cumulative Standings		Flts
Clarke	4,177	4
Hays	4,081	4
Team 8UP	3,667	4
Team IZ	3,517	4
Wools	3,294	4
Simpson	3,070	4
Ristow	2,696	3
Rutledge	2,585	3
Taylor	2,506	3
Lazaga	2,481	3
Bedwell	1,643	2
DeWitt	1,462	2
Ortman	796	1
Nichols	672	1
Carpenter	632	1
Weber	630	1
Saunders	586	1

Last weekend, we discovered that Charlie Sierra's Altimeter Adjusting knob was broken off. That Altimeter was replaced with an identical one. So, our Grob 102 (Astir) is good to go.

Please make note of this change... Our PW5 altimeter is now replaced with the original one. The original PZL altimeter is read in feet X 100. Thanks for your attention to this detail.

Pete Detore
Happy Flying

THE CONTEST SEASON IN THE MID-WEST

It's here! In fact, by the time you read this, it's almost finished. And it doesn't take a genius to conclude that contest flying is of interest to many club members as our own "Club Contest" has been very well supported this season.

For me, contest flying goes back a way. My first-ever was as a passenger in a two-seater, a KA 7, with a club instructor in 1970! I've not missed many contest seasons since then.

This year was no exception, but it has already entered my memory as the classic "average" year. One contest was totally nixed because of the weather. One contest has great weather, but I was only a spectator. The last contest I flew offered 2 or 3 days of contest flying, depending on which class you flew.

Contest flying is a reality check on your flying skills and should, of course, only be engaged in if you are current and familiar with the field out of which you plan to fly.

It's also a great opportunity to re-connect with the many friends I have made over the years of soaring here and in other places.

This summer, I signed up for the US Open Class Nationals at Albert Lea, MN, one of my favorite places to fly. The only problem was, we didn't! The weather did not co-operate and with only two contest days flown the event was a "no -contest ." I did, however, get to make a new friend. I think you'll see his name a lot in the future. Leo Benetti Longhini is a South African born Italian who now resides in Tennessee. He is the agent for the "Silent" glider and now also the new "JS-1" from South Africa. Leo is an avid glider pilot who has flown in Japan and Italy since last I saw him two months ago! He wrote an interesting article in SOARING magazine last month.

In mid-June I drove down to Caesar Creek to spend a day with the crowd at the US Sports Class Nationals and many of our glider club folks did, too. That contest will probably go down in history as the best weather contest ever in mid-west contest flying. Well organized and staged at the club, I think of as the "world's best." So far, one bad and one good contest in '07.

My most recent contest was up in Ionia, MI just a couple of hours north. A great glider field and run by Matt and Tony, who grew up there. The contest was three classes, quite small at 6, 6 and 7 entries. The event was flown over 3 out of a possible 6 days. A couple of days were quite good after the passage of a Canadian cold front. We managed to find 5 knots to 5000msl and flew an average of 150 miles. I managed to beat out my friends in the Sports Class. For those of you who are thinking about contest flying in the future - DO IT! If you have flown 3 club contest flights and have your Silver Badge you're ready. You need a glider (the Club's 102 would be great), a flight recorder and I would recommend a crew (maybe someone else who plans also to fly). Enter a regional contest nearby. If you need any advice, I'd be glad to help.

ZA.

Glider Pilot Ron Clarke

(From the Geist Reservoir Community Blogsite, **Aug. 9, 2007**)

“Imagine soaring through the air like a bird, wings outstretched, with only the gentle beat of the wind whooshing by as you glide through the clear, blue sky. This is the stuff of our dreams. But for Geist resident Ron Clarke, it's reality. And understandably, it's become his addiction.

“Now retired from Eli Lilly, the 65-year-old Masthead resident spends as much time as he can sailing through the air in his glider plane. Motorless flight is a sport he’s been enamored with for nearly 40 years, ever since attaining his pilot’s license at age 28 in his native South Africa.”

To read the rest of the article AND see a video of Ron , go to <http://geistblogs.com/blog/glider-pilot-ron-clarke/>

Meditation

Submitted by Mario Lazaga

I receive a daily prayer in my e-mail.

This one is perfect for us.

Could it be that Father Umberger is a sailplane pilot? :)

<p>SCRIPTURE FOR THE DAY "And the one who was seated on the throne said, 'See, I am making all things new.'" ~Revelation 21:5</p>	
<p>MEDITATION FOR THE DAY "See, I am making all things new." When we change to a new way of life, we can leave many things behind us. It is only the earth-bound spirit that cannot soar. We can loosen somewhat the strands that tie us to the earth. It is only the earthly desires that bind us. Our new freedom can depend on our ability to rise above earthly things. Clipped wings can grow again. Broken wings can gain a strength and beauty unknown before. If we will, we can be released and free.</p>	
<p>PRAYER FOR THE DAY I pray that I may be freed from things that hold me down. I pray that my spirit may soar in freedom.</p>	
<p>_____ Father Pat Umberger, a priest of the Diocese of La Crosse in Wisconsin U.S.A.</p>	

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Send your newsletter articles to George Saunders. gsaunders2@gmail.com. Deadline for our next newsletter is Sept 19th.