



## **From the President**

### Halftime at CISS



I am reading a book **THAT USED TO BE US** by Tom Friedman and Mike Mandelbaum. Many of you probably have already read it but I am just catching up. The book is about what the U.S. Needs to do to survive as a great country.

I am reading the paperback and in the preface they say that Clint Eastwood summed up the major themes of their book in two minutes in the Chrysler commercial he did at the 2012 NFL Super Bowl game in Indianapolis. It goes like this “we have been slipping as a country--our version of a bad first half of a game--but we have all the resources and talent to come back”. It's not a perfect analogy but I think when we purchased the airport we started the our second half, ready or not. We probably have not changed our income structure enough or some other money thing. The new responsibilities (jobs) that come with owning and operating an airport need to be filled by people (members) and we have not increased our people count enough. There are only so many people willing and able to do all the work that needs to be done.

Increasing membership may be our best option. Other glider clubs and non profit organizations have made the jump above 70 or so to 150 or so members. So it is doable. This would involve change of course and change is not always easy. We will have a general membership meeting in October and this will be a major topic of discussion.

Mike

Member Kevin Johnsen hosted his grandparents, Malcolm and Ryan Green, at the club on July 7 & 8. Malcolm was a long-time glider and power plane instructor, and was formerly a member of the Central Ohio Soaring Association (COSA) out of Marion, Ohio. Kevin's love of flying – and his membership with CISS – is thanks to his Grandpa! A highlight of the visit was Grandpa getting to be Kevin's wing runner for his first flight of the day!



## Calender

September	15th	After Flying	Pitch-In Dinner
	27th	7:00pm	Board Meeting @ I99
October	11th	7:00pm	Membership Meeting @ I99
	13th	All Day	Airport Clean-Up with Pitch-In Dinner after Flying
	28th		Final day of 2012 Soaring Season (Boo!)
November	1st	6:30pm	Board Meeting

**\*Pitch-in dinners and cleanup rain dates are the following Saturday**

Also in this Issue:

A report from Ron Clarke, ~ Live from Uvalde! With Pictures!

A requested addition to your Land-Out checklist ...

Details about the new CISS Flight Instruction Program

And one more word from our fearless President in regards to ...

## Mutual Responsibility

I believe our club is made up of honest and responsible people.

I believe our operations and activities are built on mutual trust between equals, we are all members. If we incur a fee we will pay it, if we have a job to do, we will do it, etc.

If things are not done properly, or rules are not followed I believe we all would agree that a mistake has been made. We all make them.

Sometimes mistakes are made out of ignorance, sometimes not. How we recognize these mistakes and what we do about them is the important part.

Because safety and the health of the club is so important we need to lookout for each other.

How we point out each other's mistakes is of course the hard part. No matter how wrong we are it is still hard to hear. No matter how right we are we can still do a poor job of getting the point across and end doing more harm than good. If there are no written rules concerning the subject it gets to be an ever harder conversation with opinions etc. that may need others to help.

If I make a mistake, tell me. If you make a mistake, I will tell you.

I believe that is the attitude we all must have.

## A trip to the 2012 World Gliding Championships

Lucky us ! Don Taylor and I made a trip down to Uvalde, TX to attend the WGC in August and WOW was it a great experience .

These events are held every second year and mostly in European countries, so to be able to attend one here in the USA is a once in every 10 or 15 year opportunity . Twenty or more countries were competing and there were 100 gliders in the contest .



Of special interest was the fact that three super ( Open Class ) gliders would be flying for the first time ever in a contest, and it just so happened that it would be in a World Contest with the best pilots from around the globe flying them. The 3 gliders were the newest from Schempp Hirth - The QUINTUS ( 23 Meter ) (*on the left*), the JS -1C from Jonker Sailplanes in South Africa ( 21 Meter ) (*seen below*) and the one off super ship built here in Tennessee by Dick Butler - The CONCORDIA ( 28 meter ) . Actually there was one other new production ship flying too - an ANTARES 23 which uses the Quintus wing . Very unusual to suddenly see a host of new Open Class gliders introduced together at the same

contest at one time .

If you've not seen 100 fully ballasted gliders being launched in 1 hour you would have been astounded at the job 8 tow planes and their experienced pilots did to launch the field of 100 in that time - 1 glider every 36 seconds in part facilitated by using 100 tow ropes !



If you think our CISS cross country

types do well to fly perhaps 300 kms at 55 mph on a good day then imagine that every day - for 13 days in a row ( with one rest day ) the tasks set were between 400 and 700 kms and the winning speeds were right at 100 mph - Probably the finest soaring conditions ever for a World Championships . The pilots flew over 800,000 miles in the contest.

Perhaps one of the most memorable parts for the contesting

teams was the fantastic hospitality of the citizens of Uvalde who pulled out all the stops to welcome the visitors . Each team had a sponsor who helped by either providing accommodations or in other ways taking care of their needs . Really great American hospitality. The organization was superb.

The top five places in each of the three classes went to Europeans with one South African flying a new JS-1 C to third place in the Open Class . The best performance by a US pilot was Dick Butler who took 7th place in his Concordia .

There will I'm sure be more for you to read about this event in upcoming SOARING magazines . (*see the current September issue for more.*)

ZA.

## **Request from Alexandria Police and Sheriffs Deputies to report Land Outs**

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.

## **New CISS Flight Instruction Program**

CISS student flights are an important segment of the club's operating revenue, estimated to be approximately 80%. This important segment has historically been served by a pool of instructors on a rotating schedule. The pooled instructor concept has been widely discussed as ineffective and is no longer used at many successful clubs. They have gone to assigned instructors who mentor a few students.

In discussions with CISS instructors, some are willing to be at the airport frequently as would be required for assigned instructors. Others prefer the less frequent schedule similar to the present instructor pool, crews and tow pilots.

An effort has been made to come up with a proposal that would allow the club to move to the new more widely accepted concepts and also to recognize the important contributions all instructors are making to the success of the club.

Instructors who have indicated they would participate with assigned students include Miller, Saunders, Tessarzyk, and Earlywine. Igram, Pennington and Stanley have indicated they would prefer to be scheduled on rotation similar to other functions.

The club is going to this new concept effective September 1<sup>st</sup> to have a chance to try it out and work out any bugs during the slow fall season. It will then be implemented for the full 2013 season.

Following are guidelines for the program. Additional details are provided elsewhere on the scheduled instructors.

## CISS Flight Instruction Program

### **Student/Instructor Assignment**

- New students may select an assigned instructor based on
- Instructor availability
- Personal preferences
- Other Factors – weight, schedule preferences, etc.
- Discussions with Scheduled Instructors
- Students flying less than 6 flights per month may be moved to the unassigned/inactive pool at the request of the assigned instructor

### **Assigned Instructors**

- Mentor and provide instruction for 3-6 assigned students
- Responsible for coordinating and scheduling flight days with assigned students
- Arrange a substitute instructor and provide specific training instructions when unavailable
- Endorse mentored students for solo and recommend for practical tests

### **Scheduled Instructors**

- Assigned duty days on the same frequency as tow pilots / crew members
- On duty days
- Provide flight instruction for unassigned/inactive students
- Conduct FAST flights
- Fly with assigned students when requested by prior arrangement with mentor instructor
- Supervise student solos of assigned students as authorized by assigned instructors
- Provide flight reviews, make/model checkouts and proficiency flights for members

### **All Instructors**

- Provide FAST flights on days with no Scheduled Instructor at instructors option
- Fly with unassigned students on days with no Scheduled Instructor at instructors option
- Provide flight reviews, make/model checkouts and proficiency flights by member request

### **Guest and FAST Flights**

- Encourage scheduling on days there is a Scheduled Instructor on the airport
- May be available on other days if willing to work into schedule and a pilot is available

## **2012 CISS Assigned Instructors**

John Earlywine	(260) 485-5514	(260) 414-3756	jke4034@aol.com
Larry Miller	(765) 759-4781	(765) 730-8064	captlmiller@aol.com
George Saunders	(765) 747-1033	(765) 744-0242	gsaunders2@gmail.com
Olaf Tessarzyk	(317) 815-9260	(317) 730-0478	otessarzyk@gmail.com

## 2012 CISS Assigned Students

<b>John Earlywine</b>	<b>George Saunders</b>	<b>Larry Miller</b>	<b>Olaf Tessarzyk</b>
Brian DeWitt	Jerry Hargis	Scheduling 2012	Jack Houck
Kevin Johnsen	Josh Zuerner		Bob Zitnick
John Lerchen			Melinda Zitnick

Any students with questions, concerns or desiring to be assigned to an instructor should contact John Earlywine who will be coordinating the assigned instructor team. Your inputs are requested and valuable to help develop the program.

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](mailto:bestbrain@aol.com). Deadline for our October issue is October 5th.