



## **From the President**

### Our Glider Club



We all have different reasons for belonging to our club. We have different expectations and different levels of commitment.

The trick seems to be to attract and then accommodate or service or whatever you want to call it, as many people as we can.

We want them to join because they like what they see and want to be part of it.

We don't want them to leave (if at all possible) because we could not accommodate them.

We will continue to spread the word about our club and airport by attending airshows, giving talks, putting out brochures at surrounding airports, etc.

I feel the harder part is maintaining the enthusiasm and commitment that most people have when they join.

We all need to fulfill our commitments to tow, teach, crew, or maintain the equipment or the airport of course, but we need to enjoy the aviation or the flying or the people or whatever it is that we joined for.

How we make that work for ourselves is our own "trick".

### **Calender**

September	17th	9:00am	Membership Meeting
October	15th	7:00pm	Membership and Board meetings

Also in this issue:

Mike Nichols clears up some confusion about guest flights

And ... Well, it's been a quiet month apparently, so I may just throw some random pictures at you.

## CISS Guest Flights

There has been some confusion on Guest flights, so last spring a team was assigned to review the options and establish some consistent guidelines going forward. Items considered were the SSA FAST package versus the CISS Guest ride and also about the conditions for a possible rebate if someone joined the club after taking a flight.

The conclusion was the rebate, if someone joined the club within a year after taking a ride, was not resulting in additional memberships, was difficult to track and was not being applied consistently. This rebate has been discontinued. Please be aware of this if you are talking with prospective members at the airport.

There are two guest flight options available. There has been some confusion of which one to use. The answer is CISS offers both. The guest may select either ride depending on their preference.

**CISS Guest Ride** – This ride is for someone that just wants to see what it is like to fly in a glider. It costs \$99 and may be flown by any CISS Commercial Glider pilot. The CISS Insurance policy states that the club is covered for these rides, but that the guest must not be allowed to touch the controls or fly the glider.

**SSA FAST program** – This is a promotion by the SSA offering an introductory lesson. The package consists of ground instruction, an instructional flight, a glider logbook, a copy of the Glider Flight Manual, and a 3 month SSA membership. It also costs \$99. The SSA requires these flights be made by a Flight Instructor.

New members joining CISS to learn to fly may purchase a FAST package for \$50 after they join the club. This provides a new member with a logbook and other books needed for flight training and avoids having to track down and order the materials separately, or for CISS to maintain the books to sell locally.

These changes are outlined in the latest version of the CISS Operations Manual.

## Picture Time



While out of town last month, I spent a couple of hours with the Tulsa Skyhawks Soaring Club. (Not a good soaring day, but a nice change of scenery.)

They fly a 2-33 for student flights as their L-13 is currently grounded, disassembled and trailered. They also have a Schweizer

1-23 in their fleet. They operate off of the 5000-foot runway of the Mid-America Airport in Pryor, OK. And due to the amount of traffic that comes through there, they have the place nearly all to themselves. And yes, I got a flight in.



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](mailto:bestbrain@aol.com). Deadline for our October issue is October 7th.