



Caesar Creek Soaring Club

December 23, 2014

NEWS YOU NEED TO KNOW

- Sign up now for Grob-102 BG in 2015

CALENDAR OF UPCOMING EVENTS

Jan 3	CCSC Trustees - 9:30
Jan 10	SSD Directors - 9:30; 2020 Planning Committee - 10:30 am
Feb 21	Banquet–Hilton Garden Inn Dayton South, Miamisburg - Gary Adams/Brian Stoops
Mar 7-8	Instructor Refresher Course - Tom McDonald

WEEKEND FLYING IN DECEMBER SO POPULAR YOU HAD TO TAKE A NUMBER

Saturday was overcast but Maury Drummey's 3rd Saturday Crew launched 6 flights to enable members to satisfy flight review requirements and to maintain proficiency. That was just a starter, Tom Bonser's 3rd Sunday crew was kept hopping with everyone who came out to enjoy the sunshine Sunday.

ZACK SIEFKER FIRST SOLO

Zack Siefker completed his initial solo flight on Sunday, December 21, in a 2-33. Zach joined CCSC in September and has worked very hard to complete all of the pre-solo requirements. He's a member of the third Sunday crew. Zack is an engineering student at UC, and is in a co-op program with Duke Energy. Instructors Dick Eckels and Larry Kirkbride provided the solo endorsements for Zack.



Sunday crowd busy preparing for instructional flights

EXCITEMENT IN THE PATTERN - DICK ECKELS

BACKGROUND

About five years ago Bill Gabbard had the unfortunate experience of having the canopy of the Grob 103 open in flight. Sunday Dec. 21 Bill was going to take a new member for his third instructional flight in the Grob 103, but Bill came to me and asked if I would take the flight, since he was having sinus problems. I took his instruction flight with the student in the front and myself in the rear seat.

The flight started normally with pre-takeoff check lists completed. I made the takeoff and climb to 2,000 feet msl where I gave the controls to the new student. The rest of the climbout to 3940 feet msl was normal for a new student. During the climbout both side ventilation windows were closed to reduce the noise level and stay just a little warmer. Normal instruction continued with airspeed changes in straight and level flight and then turns at relatively constant airspeed. Airspeed was decreased to the minimum controllable and progressed on to stalls pointing out the “six signs of an approaching stall”. All was normal. By this time altitude had decreased to slightly above pattern altitude and detailed instruction on the pre-landing checklist was started. It was pointed out that the landing gear is fixed on the Grob 103. Next the airspeed was increased to between 55 and 60 knots in preparation for landing. Trim was adjusted and the student was allowed to notice the effect of changing the trim. I then said that it is important to check the spoilers prior to starting onto the downwind leg. I pulled the spoiler handle back as I was crossing the departure end of the field and my canopy was blown open almost at the same time that the spoilers were opened. There was strong buffeting and the canopy was shaking. I noticed that my airspeed had decayed rapidly with the open canopy and lowered the nose of the glider. This resulted in an extremely rapid rate of descent and I tried to close the spoilers. It took a much greater effort than normal to get the spoilers closed. I attempted to reach for the canopy and close it, but I was unable to reach any part of the canopy. I attempted to yaw the aircraft and get the canopy to close. There was not enough rudder authority to accomplish that maneuver. It was only sufficient to minimize the shaking of the canopy. With the situation now reasonably stabilized I made a relatively steep 270 degree left turn over the departure end of the field and landed downwind.

ANALYSIS

I am quite sure that I did not forget to close and latch the canopy. This was an instruction flight for a new student and so details were exaggerated. The entire flight up to the point of opening the spoilers was an uneventful new student instruction flight. If the canopy had been unlatched it would have opened early in the bouncing takeoff roll, climbout, or maneuvering.

Normally, when the spoilers on the Grob are first opened the glider seems to “bounce”. I assume that this is the result of a rapid change in lift as the spoilers open and the glider quickly re-establishes a stable, but different rate of descent. It would appear that with little or no friction on the latch for whatever reason, that the latch could at the point of spoiler actuation release and allow the canopy to open.

LESSONS LEARNED

The open canopy represents a very large area disrupting normal airflow.

- Drag increases greatly resulting in a much greater than normal rate of descent, greater even than with full spoilers deployed.
- The shape of the canopy disrupts airflow minimizing control authority.
- Spoiler closing actuation force increases greatly.
- Full rudder deflection seems to minimize canopy shaking and buffeting but is not sufficient to enable closing the canopy.
- Even with sunglasses to protect the eyes it is difficult to see the panel in the strong airstream. Recommend that sunglasses be worn for protection.

RECOMMENDATIONS

1. A means of locking/restraining the latch be provided. i.e. a short bungee cord around the latch handle.

2. During pre-takeoff checks, verify that there is significant friction during operation of the latch.

GROB-102 PLAN FOR 2015

The board approved treating the Baby Grob in the same manner as for 2014. In 2014 there have been 53 flights, of which 32 were prepaid and 21 were at the \$25 per flight rate. Dick Scheper is the clear winner with 9 flights for his one time payment of \$90 back in January. Usage does not appear adequate to cover annual operating costs of roughly \$1700 (insurance ~\$1400, maintenance and annual inspection costs ~\$300), so if you want to fly BG in 2015 you need to act now.

Everyone who wants to fly the Baby Grob is asked sign up now such that all these costs are covered. In exchange, those members will fly up to 2-hour blocks with no Aircraft Use Fee. Other members will be charged \$25 for Aircraft Use and will be limited to 1-hour blocks. The Hook-up Fee, Basic Tow Fee and Altitude Index Fee will follow the Schedule of Fees and Dues for all pilots, only the Aircraft Use Fee is different.

If you want to fly G-102 with no Aircraft Use Fee in 2015 you must declare that desire now by email to [Jim Dudley](#). The \$90 G-102 Fee will be put on your February statement, payable by February 28.

WEDNESDAY CREW HAS MORE FUN

And there is plenty more to share with all who come and participate. Recently the club received a nice letter from a non-member who has enjoyed hanging out on Wednesdays: "I would like to thank you for the opportunity to share in your club and their great hospitality. I thoroughly enjoy all the conversations at breakfast and at the field. The conversations are always both interesting and informative. . . the stories are great . . . and I learn a lot from the group. The club has a great group of people and comradeship is fantastic. As my appreciation, I would like to contribute to the club and am enclosing a check as a donation. Merry Christmas and Happy New Year."

The only flying on 12/17 was Jim Goebel and his Cub. A smaller-than-normal crew did enjoy Caroline's Potato soup, (with bacon added) and our spiritual leader, Bob Root, announced it was the "best soup we've ever eaten", after which Lynn Alexander ordered "EAT". Despite the soggy garlic bread, it was a really good soup.

5th WEEKEND CREW DUTIES FOR 2015

<u>By crew number</u>		<u>Chronological</u>	
1st Sat	8/29	3rd Sat	1/31
1st Sun	8/30	3rd Sun	3/29
2nd Sat	10/31	4th Sat	5/30
2nd Sun	11/29	4th Sun	5/31
3rd Sat	1/31	1st Sat	8/29
3rd Sun	3/29	1st Sun	8/30
4th Sat	5/30	2nd Sat	10/31
4th Sun	5/31	2nd Sun	11/29

CLOUDSTREET

In case you missed the SSA eNews for 12/17, be sure to take a look at the new trailer that has been put out for the "Cloudstreet: Soaring the



New member Jul Alvarez and Larry Kirkbride preparing for an instructional flight on Sunday

American West" project. <https://vimeo.com/114041998>. And if you haven't seen the original piece, please click here: <https://vimeo.com/88283001>

GOOD NEWS - ALCOHOL-FREE TOW PLANE FUEL

For the past several months concern has been growing about a source for fuel for our tow planes. The company that has been our supplier has exhausted their supply and withdrawn from that portion of their business. The good news is that Dan Reagan located a supplier that seems to be able to supply the 91 octane alcohol-free automotive fuel that our tow planes require. The price is forecast to run only 5-10 cents more per gallon than premium auto gas and they are willing to deliver from a Cincinnati depot in 500-gallon quantities consistent with CCSC tank capacity. Thanks, Dan!

2015 CALENDARS

Calendars are on the display case in the clubhouse with your name on one if you prepaid. [Brian Stoops](#) has a few calendars left if you did not order one.

CCSC TRUSTEE BOARD MINUTES

Available on [website](#). The password is printed on your monthly bill.

CCSC IS ON FACEBOOK <https://www.facebook.com/CaesarCreekSoaringClub>

CCSC WEBSITE <http://soar-ccsc.com/>

FOR SALE

One eighth share available for the Red Wing Soaring Club 1-26. \$1000.00 Call Jim Grueninger, 740-503-0032, share owner, or Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy soaring! Always tied down and ready to go!

2009 SparrowHawk, Dittel Radio with External Antenna, Ideal Trailer custom built by MM Fabrication, ballistic parachute, wing and tail dollies, Price :\$45,000. Contact: Dave, 859-356-0501, dedwardsky@insightbb.com or Charlie, 937-435-9229, 937-626-2000, deberrycw@aol.com

LAK 12 glider and trailer. 50/1. It's big. Price negotiable. Located on the field. Interested parties should contact Wally Detert, 937-667-6950 or John Biernacki.

"6V" ASW 15. Cambridge 302 Vario and moving map Flight Computer. Dittel radio. 1/3 share is For Sale. Contact Chuck Lohre 513-260-9025, chuck@lohre.com

1/3 Share in N11rdbird. A beautiful Libelle201b, Serial No.74. Includes Eberle trailer, tow out gear, Cambridge LNav Vario and GPS, MicroAir Radio, with IPAQ 3955 running SeeYou Mobile. New Chute with Annual through May 2015. Call Rolf, 937-271-5003.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: , **Tow Pilots:** John Armor, Mark Schababerle, Richard Perry, **Instructor:** Paul McClaskey, Bill Gabbard, Tom McDonald, Richard Perry. **Crew:** Gerry Daugherty, Waseem Jamali, Courtney Ohl, Kevin Price, John Raines.

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:** Mark Miller, **Tow Pilots:** Manfred Mauer, Norb Mauer, Dieter Schmidt, Andy Swanson, Bob Miller. **Instructor,** Bob Miller, Rich Carraway. **Crew:** Jul Alvarez, Don Burns, Stephen Kleine, Jacob Moore, Dave Rawson, Chad Runyon, Jack Runyon, Joe Zeis.

2ND SATURDAY

CC: Bob Root (cell: 513-630-8761), **ACC:** Dan Staarmann. **Tow Pilots:** Bob Anderson, Haskell Simpkins©. **Instructor:** Chris Giacomo, Bob Anderson, Jim Price. **Crew:** John Antrim, John Biernacki, Pat DeNaples©, Dick Holzwarth, Jim Hurst ©, Jim Marks, Joey Tomei.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:** Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie Penner, Gordon Penner, Jim Goebel **Instructor:** Gordon Penner, Jim Goebel, Tom Rudolf, Chad Ryther. **Crew:** Dave Conrad, Alyssa Engeseth, Tom Geygan, Fred Hawk, Mike McKosky, Kate Kreiner.

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906), **ACC:** Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©.

3RD SUNDAY

CC: Tom Bonser (cell: 513-673-7746), **ACC:** **Tow Pilots:** Tony Bonser©, Tim Christman, Richard Perry. **Instructor:** Dick Eckels, Bill

Gabbard, Chad Ryther. **Crew:** Daniel Beans, Jack Morari, Zach Siefker, Joey Tomei.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025). **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins©, Guy Byars, Bernie Fullenkamp©, Larry Kirkbride. **Instructor:** John Atkins, Joe Jackson, Larry Kirkbride. **Crew:** Tom Bales ©, Ross Bales, Jon Fullenkamp, Casey Hildenbrand, Henry Meyerrose, John Murray ©.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955), **ACC:** Rik Ghai. **Tow Pilots:** Matt Davis, Ron Blume, Tim Morris. **Instructor:** Lynn Alexander, John Lubon. **Crew:** Chad Beckwith, Mauricio Berrizbeitia, Richard Cedar, Pat DeNaples©, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2015 5th WEEKEND CREW DAYS:

Jan 31 – 3rd Sat Crew
Mar 29 – 3rd Sun Crew
May 30 – 4th Sat Crew
May 31 – 4th Sun Crew
Aug 29 – 1st Sat Crew
Aug 30 – 1st Sun Crew
Oct 31 – 2nd Sat Crew
Nov 29 – 2nd Sun Crew

POINTS OF CONTACT:

CCSC PRES: Jim Dudley, © 513-582-5661
CHIEF TOW PILOT: Tim Christman, hm: 937-475-1445
SAFETY OFFICER: Paul McClaskey, hm: 614-245-8129
DIR OF OPS: Brian Stoops, 937-203-6997 (c)
DIR OF FACILITIES: Bob Miller, 937-882-6012
TOW PLANE MAINT: Tim Christman, hm 937-475-1445
GLIDER MAINT: Steve Statkus, 513-576-9080
SSD PRES: John Lubon, hm: 513-870-0994
BUSINESS MANAGER: Noelle Stewart, cell: 808-286-2373, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley

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