



## Caesar Creek Soaring Club

October 27, 2015

### NEWS YOU NEED TO KNOW

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### CALENDAR OF UPCOMING EVENTS

Nov 7 Board of Directors Meeting - 9:30 AM - John Lubon

### BABY GROB LANDING GEAR DOWN BUT **NOT LOCKED**

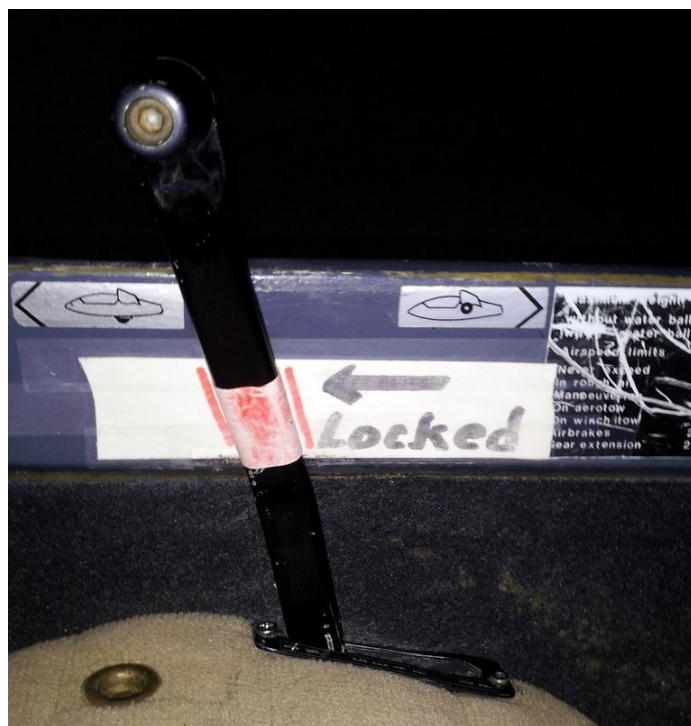
By Michael Hayden

During my pre-flight checks last Wednesday, I found the Baby Grob's landing gear down, but not locked in the down position. This discovery led me to think that perhaps a brief reminder of the operation of this landing gear mechanism would be helpful.

The photo on the left shows the position of the landing gear handle as I found it. In contrast, the photo on the right shows the position of the handle with the landing gear locked down.



Landing gear down but **NOT LOCKED**



Landing gear down and **LOCKED**

In the guts of the landing gear mechanism, a tie rod end can be forced over center to lock the wheel struts in the down position. However, the guts are hidden beneath the seat, so the operation of the over center lock cannot be observed directly. Instead, we have to rely on what we can hear, feel, and see while moving the landing gear handle.

As we push the handle forward to the point where the wheel struts are fully extended, we can hear a satisfying “thunk” sound and we can feel considerable resistance to moving the handle farther forward. However, the gear is not locked down yet, with the handle in this intermediate position.

In order to lock the gear down, we must push the handle a couple of inches farther forward. When the tie rod end eventually moves over center, we can hear a loud “snap” sound and we can feel the over center action settle the handle into its final position. Now, the gear is locked down.

As for visible indications, the landing gear handle protrudes through a slot in a metal plate, on which we can see markings for two positions of the handle, namely “DN” (for “Down”) and “UP”. (Between these two markings is the word “GEAR”.)

With the landing gear down but not locked, the handle aligns with “GEAR”, as shown in the photo in the left, but the handle aligns with “DN” when the gear is locked down, as shown in the right photo.



Handle at GEAR - Down but **NOT LOCKED**



Handle at DN - Gear down and **LOCKED**

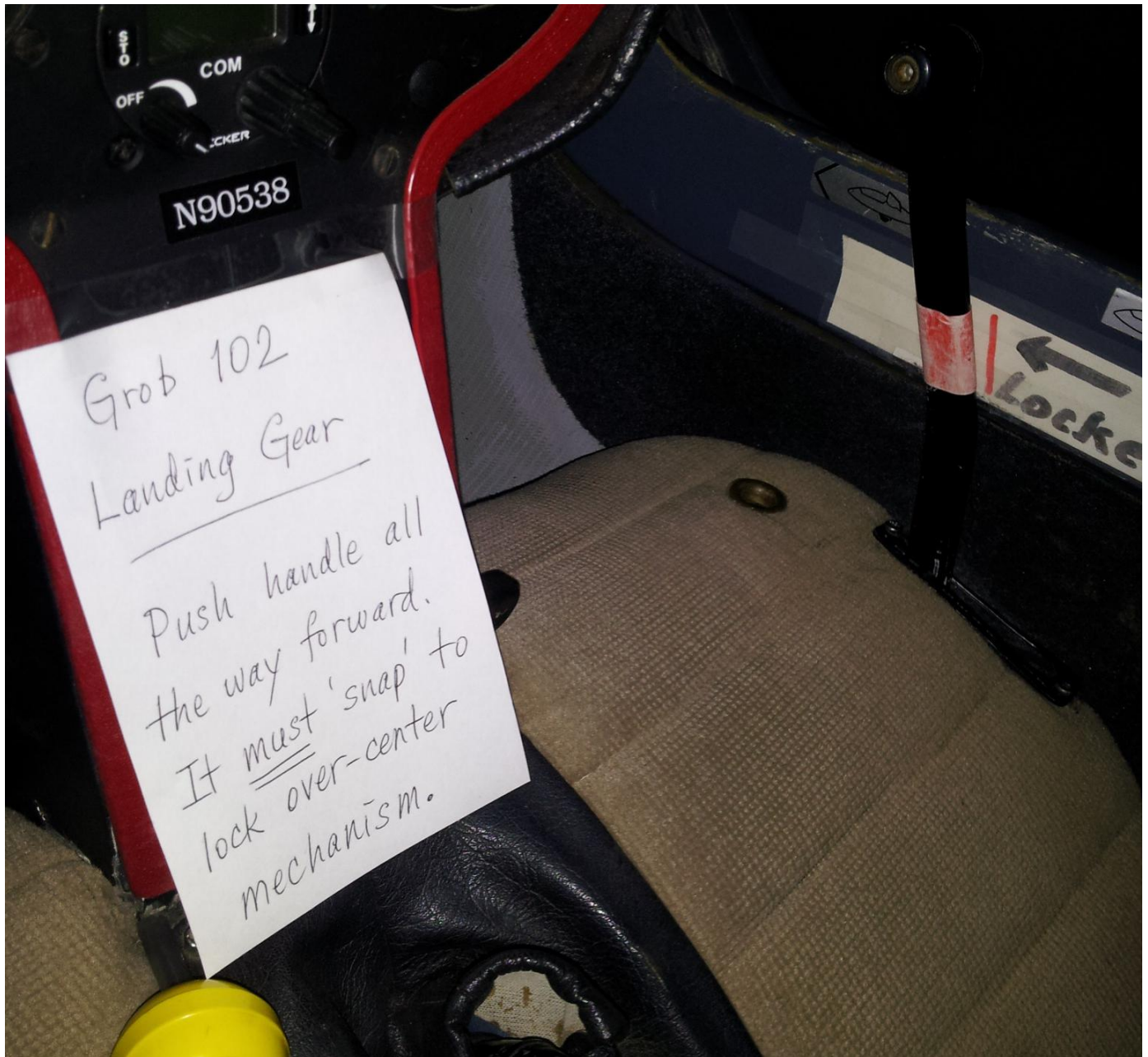
In addition, on October 14, Steve Statkus placed a homemade placard (a piece of tape) on the side of the cockpit adjacent to the landing gear handle. As shown in the photos, in order to lock the gear down, we must position the handle between the two red lines which are located forward of the word “LOCKED” and forward of the arrow. At any handle position aft of there, the gear is not locked down.

The new placard can also be seen from outside the cockpit, enabling the ground crew to assist in ensuring that the gear is locked down prior to launch by looking to see whether the handle is positioned between the two red lines. I, for one, will be grateful to anyone who catches an oversight like this before one of my flights.

Finally, I will mention that the amount of force required to move the landing gear handle all the way forward into the locked position might surprise you. So, the next time you fly BG, you might want to practice lowering and locking the landing gear once or twice to hear, feel, and see what I have described here.



Thank you for reading this note. I wish everyone many good flights and just as many safe landings.



At Bob Root's suggestion, I taped a sign to the instrument panel, as shown here, as one more thing to try to help ensure our safety.

## **CREW REPORTS**

On Wednesday the weather was great but thermals were scarce to none and the wind started to pick up in the afternoon, so Bob Root reported only 8 flights. Saturday Chuck Lohre and his crew encountered rain with a low overcast, so there were no flights. Dan Reagan reported that Sunday the visibility was seemingly unlimited and the sun came out to dance on the brilliant fall colors. The Mighty Fourth Sunday Crew was short-handed, but still managed 21 flights, including one Introductory Flight.

## WALLY DETERT

Bob Root heard from Wally's wife that Wally will be undergoing surgery on Thursday for replacement of an aortic valve. He is at Miami Valley Hospital, 1 Wyoming St, Dayton.

## JOHN ANTRIM EXPLAINS PHOTO ON CLUBHOUSE WALL

Ever notice the photo on the wall of the clubhouse with the Stearman PT-17 in the background and Bob Root's Wednesday Breakfast Club in the foreground? John Antrim has the story...

Errol Flinn was the intrepid flyer in an anti-war flick circa 1938. He took over from David Niven when it was observed that David had had one too many. Errol then flew his Nieuport 28 (really a Travelair 4000, Wright Whirlwind powered at that) to drop 25 pound "Cooper" bombs on a (French) German target. Errol was shot down by von What's His Name after getting a Fokker D-7 or 2 on the way. David took over Errol's job as squadron C.O. of course. I watched this movie in 1938 in downtown Chicago when I was in the 8th grade. The movie became a major recruiting tool for the USAAF and Navy. In May 1943 I signed on as an Aviation Cadet (A/C) for the USAAF.

So what does this have to do with Root's Wednesday Breakfast Club? Well, most of us know the movie well, ask Jim Hurst and he will explain it to you. We have a picture in our club house of Root's Wednesday Breakfast Club as it was in 1998. Cathy Stewart was our hostess for a pancake breakfast. Old #513, a Boeing-built Stearman PT-17 is in the background. Most Aviation Cadets flew the PT-17 (N2-3 for the Navy) Primary Trainers. Some flew the Fairchild PT-19-23, others flew the Ryan PT-22 (it had a vicious stall in some flight attitudes). I flew all 3 eventually-the Ryan PT-22 just once and would not go near it again. The Fairchild was a dream to fly- a bit under powered with a 175 hp Ranger, the 200 hp version was better. But most A/C flew the PT-17 and have fond memories of those flights.

Next time you notice that photo on the clubhouse wall with the bunch of guys you barely recognize in



**L to R: John Antrim, Jim Hurst, Jim Price, Andy Anderson, Dick Eckels, Bob Root, George Stillwagon, Tom Bales, Kathy Stewart, Unknown, Pat DeNaples, Unknown, Wally Detert, Tom Holloran, John Biernacky, Stewart Trefzger. 9-30-1998**

front of an antique aircraft you can't identify, think about Root's Wednesday Breakfast Club and what it was like to learn to fly in 1943.

### **MINUTES FROM BOARD OF DIRECTORS MEETINGS**

([http://soar-ccsc.com/?page\\_id=484](http://soar-ccsc.com/?page_id=484) 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!

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.



## CCSC GROUND CREWS:

### **1<sup>ST</sup> SATURDAY**

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

### **1<sup>ST</sup> SUNDAY**

**CC:** Mike Karraker (cell: 937-830-0627), **ACC:**  
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb  
Mauer, Dieter Schmidt, Andy Swanson.  
**Instructor:** Bob Miller, Rich Carraway. **Crew:**  
Carter Aleson, Jul Alvarez, Bill Barone, Don  
Burns, Russell Cook, Del Doddy, Michael Fuller,  
Bill Grawe, Anil Mahajan, Irwin Mahajan,  
Christian Maurer, Bruce Porter, Dave Rawson,  
Skye Toomey, Michael Williams, Joe Zeis.

### **2<sup>ND</sup> SATURDAY**

**CC:** Dick Holzwarth, **ACC:** Bob Root. **Tow Pilots:**  
Bob Anderson, Haskell Simpkins. **Instructor:**  
Bob Anderson, Jim Price. **Crew:** John Antrim,  
Stuart Delk, Jim Hurst, Jim Marks, Nick Oleska,  
Dan Staarmann.

### **2<sup>ND</sup> SUNDAY**

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

### **3<sup>RD</sup> 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,  
Soren Adams, Jake Click, Eric Cochran, Chandler  
Demler, Jim Dudley, John Dudley, Micah  
Ferguson, Norm Leet, Poul Pederson, Jack  
Runyan, Jakob Salzmman, Brian Stoops, Chris  
Uhl.

### **3<sup>RD</sup> SUNDAY**

**CC:** Brian Stoops (cell: 937-750-3788), **ACC:**  
**Tow Pilots:**Tony Bonser, Tim Christman,  
Richard Perry. **Instructor:** Dick Eckels, Bill  
Gabbard, Chad Ryther. **Crew:** Daniel Beans, Tom  
Bonser, Mike Brewer, Jon "Rusty" May, Laura  
May, Topher May, Tony Rein, Zach Siefker, Joey  
Tomei, David Whapham.

### **4<sup>TH</sup> 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:** Ross Bales, Jon Fullenkamp,  
Michael Hayden, Casey Hildenbrand, Ethan  
Maxwell, Henry Meyerrose, John Murray.

### **4<sup>TH</sup> SUNDAY**

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

## 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:

**PRESIDENT:** John Lubon, 513-543-9154  
**SAFETY OFFICER:** Kevin Price,  
**DIR OF OPS:** John Atkins, 937-475-4298  
**CREW SUPERVISOR:** Brian Stoops, 937-750-  
3788  
**DIR OF FACILITIES:** Bob Miller, 937-882-6012  
**BUSINESS MANAGER:** Noelle Stewart, cell: 513-  
932-1833, [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)  
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