



Caesar Creek Soaring Club

November 3, 2015

NEWS YOU NEED TO KNOW

- Winter hours have started: Crews arrive: 10:00 a.m. Flight ops.: 11:00 a.m. - 4:00 p.m.

CALENDAR OF UPCOMING EVENTS

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

WELCOME OUR NEWEST MEMBER, BLAKE BAILEY

Last weekend Blake came out to the gliderport to find out about soaring and decided to become a Youth Member. He is in the 8th grade in the Waynesville school system, having lived in Waynesville for the past seven years. Blake's interest in flying goes back as far as he can remember and was probably triggered by flights with his dad in a Piper Cherokee that he owned at the time. Even though CCSC is located within a few miles of Blake's home he said that he found out about the club by following links in the flight simulator software that he was playing with on his home computer. Blake is the oldest of three boys in his family. He was out again on Sunday for his first session with the First Sunday Training Crew and a couple more instructional flights. You will recognize Blake by the big smile on his face from the thrill of learning to fly. Be sure to welcome him to the club.



Blake Bailey is newest member of CCSC

SAFETY CORNER . . . WINDS ALOFT

By Kevin Price

It is not too often that you will see this, but sometimes the winds aloft at even relatively low altitudes can be substantially different in both direction and magnitude from the surface winds. I experienced this a few times in my flying career while flying an aircraft with a real-time, very accurate wind readout. It was an interesting phenomenon, one that would perhaps require some adjustments in a visual landing pattern even for a fast moving aircraft. (Once in the overhead pattern at Fort Wayne I saw a 50 knot crosswind at 1700' AGL become a 10 knot headwind on final.) Gliders and most other general aviation aircraft are not typically equipped with systems that compute and display real-

time wind data (although several CCSC members do fly with flight computers that have wind displays). So, unexpected wind-effects are something that you may only notice by an increased/decreased ground speed or significant sideways drift. In a slow flying glider, winds can really, really matter ... as I think you'll agree after reading my little story below.

This past Saturday I took a couple of 5000' AGL tows in the Grob 102. Up front let me say I did not check the winds aloft before my first flight. Bad, wrong, not smart...yep. As a result, even though I released within 2 NM of CCSC at 5000' AGL, in less than 5 minutes I was faced with the real possibility of landing in a farmer's field. How did this happen?

We were operating on runway 09 with winds out of the southeast at 6 kts or so. Takeoff and tow was normal and I released about 1 NM northwest of the spillway on the west end of the Caesar Creek Reservoir. (About 2 NM from CCSC.) I then decided to head northeast for a while in the direction of a friend's farm a few miles south of Xenia. Based on the day's conditions I knew there was no thermal activity, so I fully expected to be in a continuous descent from release. I would naturally pad my return point accordingly. I did not, however, give enough attention to the winds. Since we were taking off to the east, I subconsciously was expecting a headwind or crosswind at worst as I headed northeast. In reality, the winds aloft at 3000' were from the southwest and quite strong. I learned after the fact that the winds aloft were forecasted to be 210/34 at 3000' and 210/42 at 6000'. So, I was actually cooking along at about 85 kts Ground Speed (GS) thanks to a direct tailwind as I headed northeast while flying ~ 50 kts, the no-wind best L/D in the Grob 102. (GS verified afterwards by the SeeYou playback software.) At about 4400' AGL and nearly 8 NM from CCSC some air sense finally kicked in and I decided to turn back to the field. I then became fully aware that I had a very strong headwind from about 210 as I turned to pretty much that heading to go back to the gliderport. At 50 kts airspeed and with a ~35 kt headwind, my progress to the field was a wee bit slow as you can understand. Ugh. I had a bit of a problem! (The same wind that had just pushed me along at 1.5 NM's per minute when a tailwind would now require me to fly 4 minutes to go just 1 NM.)

Now what? Remember learning how to compute a speed-to-fly due to a headwind? Often what we learn to pass a test or checkride seems theoretical, and perhaps for some the rule-of-thumb about adding 1/2 of the headwind component to best L/D falls into that category. Well, it shouldn't. My particular experience really underscores why. First an illustration. In simple terms, if you are flying at 50 kts and you have a 50 kt headwind, you are going nowhere. So, it is clear that adjusting your speed to fly due to a headwind can become essential. In my case, if I had just flown the no-wind best L/D I would have tracked along at 15 kts GS. (50 kts - 35 kts headwind = 15 kts GS). I had about 8 miles to go, and at 15 kts GS, it would have taken ~ 32 mins to get back to CCSC. With a constant rate descent of ~200 FPM, this wasn't going to work out real well: 4300 - (32 x 200 FPM) is not a positive number! I figured out that the wind was from 210 as I noticed no side track of the aircraft as I proceeded back to CCSC. I estimated the winds to be at least 30 knots and so I added 15 kts to L/D and flew between 65-70 kts on the return.

Well, was this going to work...and how could I know? How can you know in your future flying adventures? There is actually a simple way. Once established at your best speed to fly (adjusted for winds as required), take a look at your desired destination. Look away at something else and after 30 seconds or so take another look at your desired destination...and repeat from time to time. (If you stare at the destination you won't pick up a trend as easily.) Is the desired destination rising in the canopy? Not good...based on current winds and speed flown, you are not likely to make it. Is the destination disappearing under the nose? Great...you will probably make it based on the current conditions. Is the destination remaining stationary in the canopy? Good...you will probably just make it based on the current conditions. I saw the latter...a stationary picture. Good.

Longer story short, I landed via a normal pattern to runway 09 at CCSC. If I had gone another mile or two northeast, however, it would have gotten much more interesting. (Note that at 85 kts GS going northeast, this would have only taken about 1 minute.)

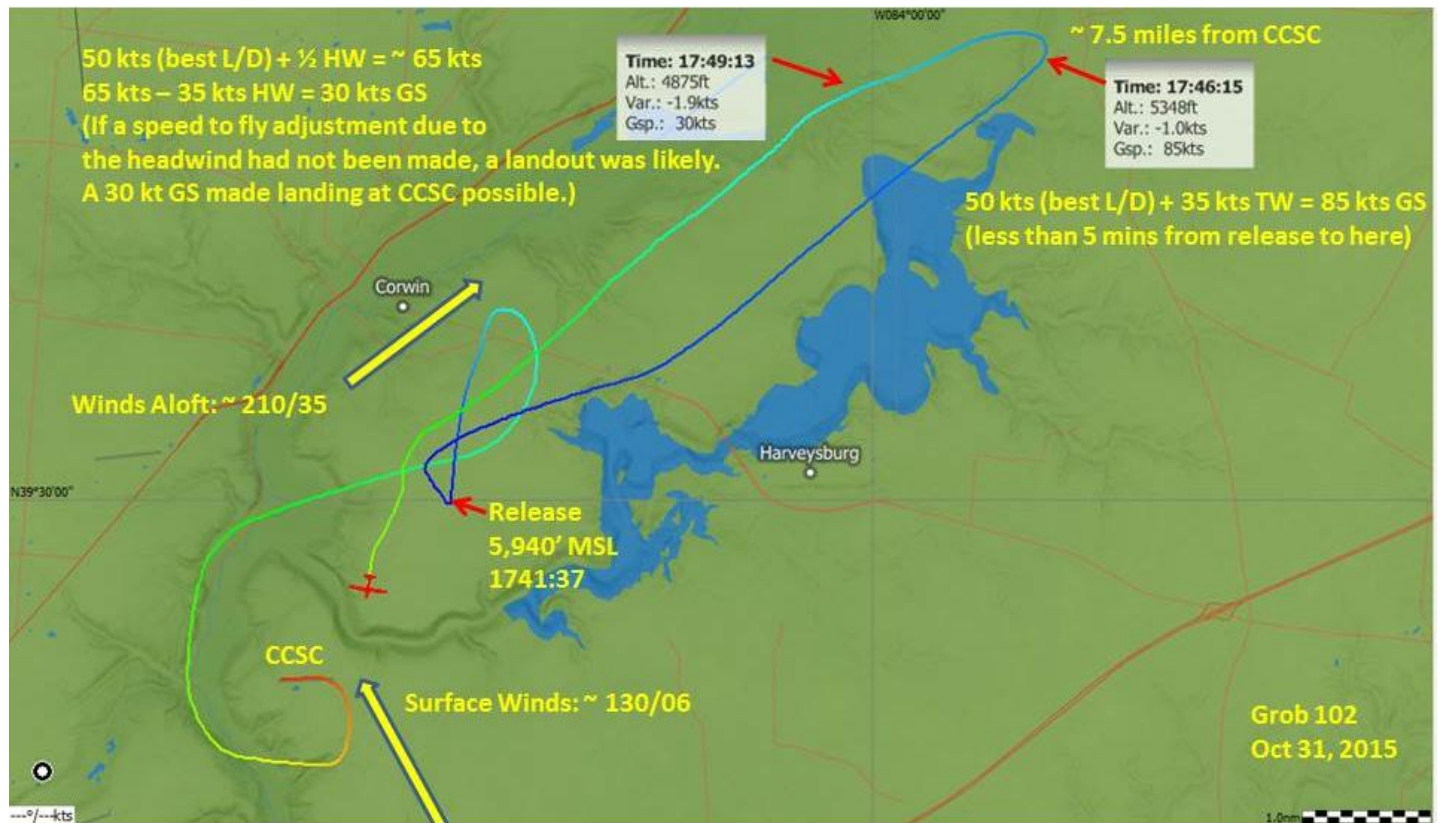


Fig. 1 Graphical depiction of my flight from the SeeYou program with key annotations added.

By the way, even gliders equipped with flight computers with displays of current winds may need to make a few 360 degree turns to accurately determine wind direction and speed. In my case a flight computer may not have been that much help since I knew I was staying local for what would be a short flight due to the thermal conditions. I most likely would not have done any 360 degree turns to determine the wind direction and speed. No need to figure out the winds for a local area flight, right?

In the end, I re-learned and learned a lot from this flight. Here are some points that I hope you will consider:

- Check the winds aloft for **every day you fly** ...you may note something surprising!
- Takeoff direction does not define where the upwind direction is...the winds aloft do.
- Before takeoff, if possible note the direction the clouds are moving and how quickly. That would not have worked on Saturday as there was a high overcast of uniform clouds and so there was no easily discernible movement.
- Do some wind analysis when airborne. (The winds aloft report...if you checked it and it is current...may not be accurate.) Looking out the window, how do you perceive your GS? Faster than normal? Slower? Are you drifting sideways with respect to your nose position? If time permits, you can turn to the cardinal headings (N, E, S, W) to best assess these affects and determine the wind direction. Once you figure out the wind direction, if you turn into the wind and slow to just above minimum controllable airspeed, you can estimate the wind speed by how quickly...or not...you are tracking across the ground. Are you going forward, are you stationary, or are you tracking backwards? If you are flying at 45 kts and tracking backwards, the wind is greater than 45 kts. As we enter the winter months, winds aloft that strong are possible.
- Always assess whether the wind will be a factor as you head to your destination or away from the field. (In retrospect, I was moving along the ground faster than normal...I should have picked up that I had a strong tailwind sooner than I did.)

- Computing and using a speed-to-fly to offset headwind effects works...and can be absolutely necessary. It was in my case.
- You can visually determine if you are going to reach a given destination by noting whether it is rising, falling, or remaining stationary in the canopy.
- With the slow speeds that gliders fly, flying in the wrong direction with strong winds can rather quickly get you into a situation where you may not be able to get to your desired destination. Again, in my case it took less than 5 mins of flying in the wrong direction to be confronted with the possibility of a landout...and that right after a 5000' AGL release close to the field in a relatively high performance fiberglass aircraft.

I will reiterate what I said above...I should have checked the winds aloft before I flew on Saturday. Responsibility taken! I think though that it is not uncommon for pilots to skip checking the weather and NOTAMS for local flights as it takes time and it is a diversion from heading straight to the flight line to fly. In light of that, I would like to make a renewed push for each crew to post the weather...to include winds aloft...and NOTAMS for each and every day we fly. This has been hit or miss at best since the idea was proposed earlier this year. Obtaining and posting this data takes just a few minutes and will benefit everyone. Please utilize the board that Brian Stoops made for the trailer for that purpose.

EASY AND ENTERTAINING WAY TO CHECK WINDS ALOFT

By Dan Reagan

- www.windyty.com
- Zoom to the CCSC location on the map. You can see the Caesar Creek Lake as a reference.
- Click on the CCSC area.
- Click "detailed forecast for this location".
- Boxes will come up that allow you to put in the desired time and altitude to display the wind speed and direction.
- This link has been added to the Weather page on the soar-ccsc.com website for your convenience.



Screen capture of windyty.com display for Waynesville area on Saturday, October 31, 2015 at noon. This display does not compare with the animated display available on line. Try it on your favorite device.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

(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/>)

WELCOME NEW MEMBER RON KELLERMAN

Ron Kellerman joined CCSC last month. He and his wife Carol reside on the west side of Cincinnati in White Oak. They have 3 married children with 6 grandchildren. Ron retired from the Cincinnati Fire department in 2000. He enjoys working on the many rental apartments he has acquired over 30 years and he enjoys hanging out with the Wednesday crew. Ron's aviation activities have included flying hang gliders for the past 35 years. He also has owned ultra lite aircraft which have been used for towing hang gliders as well as exploring the area. Please welcome Ron to our club. When you introduce yourself; be prepared for some really good stories about flying adventures.



Ron Kellerman waits his turn as he tackles his newest aviation challenge, earning a Private Glider Pilot Certificate.

FIRST SUNDAY TRAINING CREW GOT THE BEST FLYING FOR THE WEEK

Dick Holzwarth's 2nd Saturday Crew had double duty in October. On Halloween there was a high overcast with the winds that made Kevin Price's two 5000 AGL tow's in the BG become such an interesting story. In all there were 8 flights. John Lubon changed the oil in the Kubota grass cutting machine, so you know there was no lift!

Sunday the Training Crew was well-staffed and eager for training flights. The weather cooperated with mostly sunny skies and temperatures in the 60s. There was essentially no lift but conditions were just



Anil Mahajan signals "take up slack" under the watchful eyes of Mark Miller and new member, Bill Hall, while Jul Alvarez prepares for a training flight with Bill Gabbard on Sunday.

right for training flights, so there were a total of 15. New members were scurrying around to get their chance to demonstrate proficiency in all the skills and knowledge items listed on the inside cover of the yellow training record. Anil and Irwin Mahajan and Carter Aleson all completed the training requirements and are ready for assignment to another crew. Anil and Irwin will join the 2nd Saturday



Irwin Mahajan signals "Take Off" as Mark Miller watches Ron Kellerman and Bob Miller start out on a training flight on Sunday.

Crew. Congratulations to these new members and thanks for fulfilling this step in the membership process.

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:

1ST 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.

1ST 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, Christian Maurer, Bruce Porter, Dave
Rawson, Skye Toomey, Michael Williams, Joe
Zeis.

2ND 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, Anil Mahajan, Irwin
Mahajan, Jim Marks, Nick Oleska, Dan
Staarmann.

2ND 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.

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,
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.

3RD 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.

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:** Ross Bales, Jon Fullenkamp,
Michael Hayden, Casey Hildenbrand, Ethan
Maxwell, Henry Meyerrose, John Murray.

4TH 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
FREQUENT FLYER EDITOR: Jim Dudley
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