

**Caesar Creek Soaring Club**

August 9, 2016

**CALENDAR OF UPCOMING EVENTS**

- Aug 20 Potluck Dinner - 6:15 pm - Maury Drummey
- Aug 21-27 Adult Camp & Vintage Glider Rally - Steve Statkus
- Sep 3 WPAFB Outdoor Recreation Office Event - Kevin Price / Maury Drummey
- Sept 17 Potluck Dinner - 6:15 pm - Maury Drummey
- Sept 23-25 Boy Scout Troop 598 Aviation Camp Out at CCSC - Maury Drummey
- Oct 15 Potluck Dinner - 6:15 pm - Maury Drummey

**SOARING WAS GREAT ON WEDNESDAY**

**Zach Siefker gave his mom a ride in SD on Wednesday. It was hot, but a great day for soaring. Photo: Pete Schradin**

Wednesday there was good lift through 5500 MSL most of the afternoon and members took good advantage. There were a total of 20 tows made with 33Z including aero-retrieves from Warren Co. and Clinton Co. - Bernie Fullenkamp for Bob Root

**2016 ADULT CAMP & GLIDER RALLY**

The second annual glider fun rally is scheduled to run concurrently with the Adult Camp Monday, August 22 running through Friday, August 26. The Rally will be three days Tuesday, Wednesday and Thursday of that week with Monday being a practice day and Friday being the wrap up and awards meeting.

The Rally will be comprised of two categories of aircraft: Turtles with L/D's 23/1 or less and Bunnies with L/D greater then the Turtles. We'll use smart phones loaded with the free app called SeeYou Recorder to document the flights and the OLC (on line contest) will provide the scoring. Scoring will be a combination of time, speed and distance. The pilots may choose tasks for some one on one challenges but for those pilots who have a less competitive bone, local flights will count also. Each flight will be a tow to 3K AGL. Time starts at the beginning of the tow and ends after the roll out. Fly as much as you want and pick the best flight to submit for your score for the day. Club ships are eligible to compete and are encouraged to do so.

There is no entry fee and for club members, it's the usual rate. We do expect about 10 non-members to show up with Turtles so that category will see some heated competition. Camping on the field will happen and grilling out will also be available. The whole idea is to get club members out and start stretching wings as well as getting vintage gliders in for some fun. These 1-26 guys do cross country and share their tips with other fliers. So it's about sharing experience and education in a relaxed atmosphere.

Trophies will be awarded and a cook-out will give us an opportunity to share stories that might stretch the truth. Come join in the fun! - Steve Statkus

## **SOMEONE ELSE DID THE PREFLIGHT THIS MORNING. DOES THAT COUNT FOR YOU?**

By Tom McDonald

I've become aware of cases when our aircraft flew with significant mechanical issues, and I'm asking everyone in the organization for help in solving the problem. The root cause: weak preflights. Here are some CCSC examples, plus one short video from the British Gliding Association. All of these involve flight controls. After these examples, I'll discuss some countermeasures for you to consider.

### **N3616Q Rudder issues**

A pilot returned from a flight on the last day of July and reported that the aircraft would only slip effectively in one direction due to a lack of rudder authority going the other way. We looked, and sure enough, the rudder was fine to the right, but would only travel about half way to the left.

This was only a problem in the front cockpit and with the pedals set full forward. It turned out that the flip-over pedal block on the left was hitting the fuselage cross tube just forward of the ballast box. You could feel the difference in pedal travel during the flight control check if you were looking for it, and it was also obvious in retrospect from outside during the positive control check. Full authority was still available in the back seat, since depressing the back left pedal would put slack in the cable between the front and back. The fix was simple: removing those pedal blocks.

I think this being missed on numerous preflights was due in part to "expectation bias." This is the tendency of people to see what they expect to see, rather than what is really there. You bang the rudders back and forth before every flight, have never had a problem, and don't expect to have one today. It becomes very automatic. Another example: you don't expect to see the word "the" twice in a row, either. If you were reading quickly, you probably missed that double word earlier in this paragraph.

The aircraft flew daily through youth camp earlier in the month, and certainly did full slips in both directions. I think we didn't find this earlier because the kids in the front seat almost all set the rudder adjustment at the middle or closest notch.

The same aircraft had another rudder issue back in 2012. In this case, a student heard a clank when doing the flight control check and refused the aircraft. The right rudder cable was catching under a loose floor pan, but it only happened with the pedals set to the full aft position. Again, an easy fix with a new floor pan rivet. Here is a short video of the problem.

[N3616Q rudder cable, December 2012](#)

### **Tape on our glass ships**

This may not look like much, but it is critical to the function of the controls. I recall reading about the case of a pilot losing pitch control in his single-seat glider and taking to his parachute. The cause: peeled-up or missing tape between the elevator and horizontal stab.

These pictures of our G-103 elevator and ASK-21 aileron were taken about a month apart. In both cases, the aircraft were flying like this. To be clear, none of these pictures show an airworthy condition.



**Don't rush the takeoff**

We have all done it. Maybe we have to leave the ground right now to avoid waiting for the aircraft in the pattern to retrieve, maybe we don't want to hold up the line, maybe we allow a WIC (wing-runner in command) to take charge and hook us up before we are really ready.

I'll use my own checkout in the Baby Grob as an example. I had a lot of trouble finding a seat position that allowed me to reach everything without the canopy hitting my head, and I was in and out of the cockpit several times as I made adjustments. With all that done, I was thinking "finally, and let's go!" Just after takeoff, my thoughts immediately changed to "why won't this thing climb!?" I saw the spoiler handle moving aft, a result of my fiddling with the controls earlier and then not taking the checklist from the top after I had the correct seat position. Had I not seen the handle move, that flight could have been both ugly and short.

Here is a [video of a similar situation](#) from the British Gliding Association. The pilot is flying a new aircraft, in a new configuration, and using a new launch method. The launch is rushed, and we see the wingrunner standing directly in front of the aircraft after hookup.

### **The fix**

As both a military and airline pilot, I've been trained to do a very detailed preflight before the first flight of the day, and then continue to do a walk-around between subsequent flights, looking for whatever issues may have cropped up. Scuffed tires, fluid leaks, burned out light bulbs, and fresh dings from getting run into by ground equipment are pretty typical airline finds. The maintenance department does a whole separate preflight inspection every day or two. Some aircraft subsystems also get a test between each flight.

At Caesar Creek, we tend to assume that the morning preflight counts for the day, and if someone else flew it earlier then it will be OK for us too. But things get missed in the morning preflight, tires go flat in the afternoon, and tape doesn't always wait until the aircraft is back in the hangar for the night to come unstuck. Walk all the way around every aircraft, every time you fly. Look at things with a critical eye. Pay attention the cockpit, too. Your setup for cushions, pedal adjustment and ballast may not be the same as the last pilot, but it should be the same for you every time. If you make a change, use caution and consider just moving one thing at a time.

Be methodical before takeoff. Run the full checklist even if you were the last one to fly. After hookup, you need to be switched on and ready. That means that you are prepared mentally and physically, so all you have left to do is to close the canopy, take up slack, and go. Don't hook up until then. If something changes or there is a signal miscommunication, drop the rope first. Then you have time to solve the problem.

And if you are on the wing, look the crew and aircraft over for safety items like belts and ballast. No rushing the launch. The hookup and wings-level signals are initiated by the pilot, not you.

Fly safe(er) with a walkaround. See you at the gliderport. - Tom McDonald

### **CHANGES IN 2-33 PRICE**

When the Club started and for many years after that the Trustees and now Directors chose to self insure many of the Club aircraft for hull damage. Their low market value and the ability of members to affect most repairs made this a tempting way to lower operating costs. When we started acquiring glass aircraft that policy changed as these aircraft were more costly than the Schweizer aircraft with which the Club started. During the BOD meeting on 6 Aug there was a discussion about how this situation has changed.



Just a few years ago you could buy or sell most 2-33s in the range of \$12-14K. With the AD issue on the Blanik L-13s that grounded most all of them world wide the 2-33s have gained value in the marketplace. Now the insurance companies are willing to value a 2-33 between \$20-25K and that is for a typical aircraft that is probably not in as good condition as even our 15H. Obviously 16Q and 135 are worth a lot more than the typical 2-33. Thus the BOD voted to insure all of our 2-33s. We always carried liability insurance but now we will also insure the hulls for \$25K for 16Q and 135 and \$20K for 15H. This will help cover our losses in the future and ensure we will continue to have trainers available for our students without burdening the Club's budget or draining our reserves.

The other point of discussion on this topic was the fact that the last incident with 48L and the Blanik L-23 resulted in CCSC losing its 15% insurance discount for no claims for a year. Adding the 2-33s and losing the discount will increase the costs to operate and maintain those gliders. As such the BOD voted to increase the fees on the 2-33s from \$7 to \$10 effective 1 Sep 2016. This will help offset the increased costs of the insurance since the 2-33s make up 40% of our total flights in a year.

The total affect of the insurance increase will be further evaluated when we draft the new budget for 2017. That is when we will be able to gather all of the costs and income from 2016 and determine if \$10 is the right number to cover all of the costs on the 2-33s. This article is to help members understand the issues and be aware of the changes now and the possibility for further changes next year.

The BOD understands the sensitivity between the cost of flying for our members versus number of flights that the members take. We plan to keep these costs for the 2-33s as low as possible while still covering the Club's outlays. - Mark Miller for the BOD

## **CLUB STATISTICS**

<u>ACTIVE MEMBERS</u>	<u>8/1/2015</u>	<u>8/1/2016</u>	<u>FLIGHT ACTIVITY</u>	<u>2015</u>	<u>2016</u>	<u>Budget*</u>
Full Members	162	171	Last month	384	387	320
Family & Youth	35	32	Year to Date	1034	1007	1030

\*The 2016 budget is based on 200 members and 1800 flights for the year.

## **WELCOME NEW MEMBERS**

Joan Clippinger, Jonathan Criss, Aaron Marshall

## **FINANCIAL SUMMARY**

	<u>Budget YTD</u>	<u>Actual YTD</u>	
Total Income:	\$116,378.00	\$133,791.71	Income includes transfers from reserves which accounts for some of the excess of actual income relative to budget. Expenses are high for reasons explained previously.
Total Expenses:	\$109,250.00	\$152,143.24	
Net Income:	\$ 7,128.00	\$ -18,351.53	

## **FUEL INDEX ADJUSTED**

In August we bought 676.6 gallons of 100LL aviation fuel for 909 from Cubby at \$4.89 per gallon plus tax as well as 400.4 gallons from Hartley Oil at \$3.199 per gallon. Therefore the new fuel index for August is 44 cents per hundred feet. - Rolf Hegele



Mak and Koa Stewart photo: Gerry Daugherty

## **FIRST WEEKEND CREWS HAD BUSY DAYS**

Steve Fenstermaker reported the thermals were great, allowing 2-33s to stay up easily for an hour on Saturday. The First Saturday Crew launched 15 flights and cared for the equipment. Mike Karraker reported that the First Sunday Crew launched 38 flights including two introductory flights, one of which was a mile high. Three individuals graduated from ground training and Brian Stoops has been notified so he can assign them to crews. We had an incident where we had to call the life support for a member. Thanks to everyone who helped in this situation. - Mike Karraker

Mak and Koa Stewart, John Stewart's sons like to come out to the flight line. In this picture, they are applying sun screen, which they asked for! John has instructed them to not cross the runway unless they are in a golf cart. Please be aware of their presence and help keep them safe. - Steve Fenstermaker

## **HANGAR FOR ASSEMBLED GLIDERS - DAN REAGAN**

The Caesar Creek Soaring Club Board of Directors is entertaining the idea of a member-financed hangar or hangars which would house completely assembled member gliders. The board would like to know how many members would be interested in a hangar (community or single) in which members can keep their glider assembled.

Since this is just a preliminary study, a definite cost has not been obtained but it is thought that the cost would be between \$12,000 and \$20,000 per glider depending on the design, the number of gliders housed, amenities, etc.

If you have interest in an investment of this kind please contact Dan Reagan at dreagan<at>fuse.net.

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

<http://www.soarccsc.com/resources/members/meetingminutes/>

(The password is printed on your monthly statement.)

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

**CCSC WEBSITE** <http://soarccsc.com/>

## **FOR SALE**

**Schweizer SGS 1-23**, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser at [bonsertom@aol.com](mailto:bonsertom@aol.com) or 513-673-7746.

**Radios Available.** I have access to two German Radios that are for sale:

- |                 |                |                       |                        |
|-----------------|----------------|-----------------------|------------------------|
| 1. Becker Radio | Model AR 4201  | Part.-No. 868.541-910 | Serial-No. 3533        |
| 2. Dittel Radio | Model FSG 71 M | Part,- No. 027/2 - 11 | Serial-No. 311 – 12070 |

Both were working excellently when removed last fall. No cables or connectors.

\$500 each including shipping. Have pictures. If interested, call Rolf, 937-271-5003 or [n11rdbird@att.net](mailto:n11rdbird@att.net)

## CCSC GROUND CREWS:

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

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

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

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Bob Miller, Rich Carraway. **Crew:** Carter Aleson, Jul Alvarez, Bob Bohl, Don Burns, Bill Clawson, Bill Grawe, Bill Hall, Christian Maurer, Bruce Porter, Dave Rawson, Laviniu Tirca, Michael Williams, Joe Zeis.

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

**CC:** Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Bob Anderson, Haskell Simpkins, CR Gillespie. **Instructors:** Bob Anderson, Jim Price. **Crew:** John Antrim, Stuart Delk, Jim Hurst, Ron Kellerman, Anil Mahajan, Irwin Mahajan, Nick Oleska.

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

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

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

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Charlie DeBerry. **Crew:** Gary Adams, Soren Adams, Chad Beckwith, Jake Burd, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Poul Pedersen, Joshua Rising, Jack Runyon, Chris Uhl.

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

**CC:** Brian Stoops (cell: 937-750-3788) **ACC:** Mike Brewer. **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Bill Gabbard, Chad Ryther. **Crew:** Blake Bailey, Daniel Beans, Darin Caviness, Jack Morari, Tony Rein, Zach Siefker, Joey Tomei, David Whapham, Chloe Williams, John Williams.

### **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. **Instructors:** John Atkins, Joe Jackson, Larry Kirkbride. **Crew:** Ross Bales, 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. **Instructors:** Lynn Alexander, John Lubon, Kat McManus. **Crew:** Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia.

## 2016 5th WEEKEND CREW DAYS:

Jan 30 - 4th Sat Crew  
Jan 31 - 4th Sun Crew  
Apr 30 - 1st Sat Crew  
May 29 - 1st Sun Crew  
Jul 30 - 2nd Sat Crew  
Jul 31 - 2nd Sun Crew  
Oct 29 - 3rd Sat Crew  
Oct 30 - 3rd Sun Crew  
Dec 31 - ?? Sat Crew

## POINTS OF CONTACT:

**PRESIDENT:** John Lubon, 513-543-9154

**SAFETY OFFICER:** Kevin Price, 801-726-5173

**DIR OF OPS:** Bernie Fullenkamp, 937-626-0990

**CREW SUPERVISOR:** Brian Stoops, 937-750-3788

**DIR OF FACILITIES:** Bob Miller, 937-882-6012

**BUSINESS MANAGER:** John Stewart,

[BusinessManager@soarccsc.com](mailto:BusinessManager@soarccsc.com)

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