

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

February 2004

Who's in Charge?

If you haven't heard already, we had a minor landing accident with one of the club 2-33's on the 4th Saturday in December. One of our newest CFIG's was conducting a back seat check-out with one of our newest private pilots. We were operating off of the West end of the field with very light winds, and since there were only 2 to 3 sailplanes operating, the pilot's had been instructed by the Crew Chief that it was OK to make downwind landings on runway 27 to expedite the retrieves. It was on one of these downwind landings that the left wing of the 2-33 struck a tree limb of one of the pine trees on the south side of the landing lane, next to the pond.

According to the occupants of the aircraft, the private pilot being checked-out was flying from the back seat with the glider instructor in the front-seat, as is customary for a back-seat check ride. During the pattern, the pilot's observed that there was a towplane and glider staging for take-off, so the approach was made to the south side of the field so as to minimize interference with the staging aircraft. During the rollout, the flight instructor reportedly asked the private pilot if he thought that the approaching pine tree might be a little close. The private pilot, who was flying the aircraft from the back seat responded, "No, I think it will be alright" or some words to that effect. The next sound heard was the outermost leading edge of the left wing of the 2-33 striking a tree limb on the pine tree. The result was relatively minor damage, as accidents go, to the leading edge of the outermost panel of the 2-33's left wing. The 2-33 is currently over at Cubbie's being repaired and should be returned to service shortly.

Who's responsible for the accident? The answer is obvious, the pilot that was acting as pilot in command at the time of the accident is responsible per 14 CFR 91.3 (b): "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft".

But who was the pilot in command at the time of the accident? The answer to this question is not necessarily quite so clear-cut. Part 1 of the Federal Aviation Regulations provides the following definition for pilot in command:

Pilot in command means the person who:

- (1) Has final authority and responsibility for the operation and safety of the flight;
- (2) Has been designated as pilot in command before or during the flight; and
- (3) Holds the appropriate category, class, and type rating, if appropriate, for the conduct of the flight.

In this circumstance, both pilots were qualified to act as pilot in command. Both pilots held the appropriate category and class ratings to conduct the flight (no type rating is required for gliders). In this situation, the pilot in command is that pilot that has been designated as pilot in command before or during the flight. Either pilot could be designated as acting pilot in command for the flight. In this case, the pilots involved reported that there was no specific discussion of who was to be acting pilot in command. Under these circumstances, without any specific discussion to the contrary, it is logical to assume that the flight instructor, being the pilot having the most experience and being the instructor, would act as pilot in command.

After participating in the recent Safety Review of the incident, and talking to both of the pilots at some length, I have come to the personal conclusion that both pilots must share

Upcoming Events!!

2nd Annual CCSC Youth Soaring Camp
June 21-25, 2004

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Waynesville, Ohio 45068
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See our website at:

<http://www.wrightdesigns.com/ccsc>

responsibility for the accident. The private pilot is responsible for misjudging the distance from the pine tree, failing to heed the instructor's warning, and ultimately piloting the aircraft into a tree. The flight instructor is responsible for failing, upon noticing the impending risk to the aircraft, to take over the controls and take the corrective action necessary to avoid the accident.

Although the accident and damage to the 2-33 is unfortunate, I don't believe that the accident is due to any negligence on the part of either pilot. While errors in judgment were made, they were honest errors attributable to nothing more than a lack of experience on behalf of both of the pilots involved. If experience is the best teacher, then both of these pilots have learned valuable lessons. Based upon my participation in the Safety Review, and discussions with both pilots, I believe that both pilots have accepted responsibility for the incident and will be better, safer pilots as a result of this experience.

That being said, there is one remaining item regarding this incident that concerns me as Chief Instructor and that is the question of "Who's in charge?" As indicated in the earlier discussion, in cases such as this, where both pilots are qualified to act as pilot in command, it is necessary that the acting pilot in command be designated either prior to or during the flight.

As Chief Instructor for CCSC, I would like to establish the official policy that the flight instructor is to be designated the acting pilot in command for any flight in CCSC aircraft where instruction is being given. For the purposes of this policy, instructional flights include student instruction (obviously), CCSC front and rear seat check-outs, CCSC field checks and familiarization flights, BFR's, or any other flight where flight instruction is being given. As acting pilot in command during an instructional flight, it is the flight instructor's responsibility to take over the controls during any situation where the safe outcome of the flight is deemed to be at risk and take positive corrective action to ensure the safety of the flight.

While this policy may seem obvious to many, there are circumstances, such as this one, where it is important to explicitly designate which pilot is the acting pilot in command either prior to or during the flight. By establishing the default policy that the flight instructor is the pilot in command on all CCSC instructional flights we can avoid the ambiguity that may arise in such situations about "Who's in charge?" I will be discussing possible revision of the existing Uniform Operating Procedures to formally establish this policy as a club rule in upcoming CCSC board meetings.

For future reference to all CCSC pilots, please try to keep the gliders out of the trees.

Joe Jackson
CCSC Chief Instructor

CCSC/SSD Annual Awards Dinner

The Caesar Creek Soaring Club and the Soaring Society of Dayton annual awards dinner was Saturday, 17 Jan 2004 at the Kings Island Conference Center. As has become somewhat traditional for our awards dinner, the weather was rather inclement. Still, more than 70 members turned out for the affair. Jim Price presented a slide show reviewing the highlights of the year, and then John Murray presented us with a second show, describing the Return to Kitty Hawk soaring adventure. Both shows were interesting and fun, and we thank both speakers for a job well done.

Speaking of jobs well done, the club recognized the following individuals for outstanding effort:

Towpilot of the Year – Tom Bales

Instructor of the Year – Bill Gabbard

Student Pilot of the Year – Dave Rawson (Of course, Dave is no longer a student pilot.)

We did not select a Flight of the Year this year, but Don Burns was declared to be the FLIER of the Year. (And we're pretty sure he had a flight worthy of Flight of the Year consideration, but he was too modest to tell us about it in detail.)

The Crew of the Year was the Second Sunday crew.

The participants in the 2003 CCSC Youth Soaring Camp presented a special award to Buck Towne and Steve McManus for their contributions and effort during the camp. Way to go Buck and Steve, and a well done to the participants for creating and presenting the award.

The Joe Bearden Award is awarded annually to the Caesar Creek member who has the best finish in a club-sponsored contest. John Lubon earned the Bearden award in 2003 by winning the Wright Memorial Glider Meet. Brad Towne was given a Special Award for winning the 2nd day of the Wright Memorial Glider Meet, in his first flight in competition.

John Murray was presented with the SSD Trustees Award in appreciation for his many contributions to our club. Thank you, John.

Congratulations to all of the Award Winners. Thank you to all of the members who came out to acknowledge their accomplishments and service. Join us again, next year!

The CCSC Bookstore

As you know, the display case in the clubhouse contains training manuals, logbooks, CCSC t-shirts and other items for sale to members. Access to this locked cabinet has been limited, as only a few members have a key. To address this issue, all CCSC instructors now have access. A key is located in the instructor's file cabinet (top drawer, first file folder) so if you wish to purchase an item, your instructor should be able to assist you. Please be sure to record your purchases on the log sheet provided.

A supply of the new "Glider Flying Handbook" has just been received. This new training manual, released last summer, is published by the FAA, and was written by a group of experienced flight instructors from the glider community. It is comprehensive, well written and very nicely illustrated. Like most soaring publications, it is a little pricey, however, SSA offered us a club discount. It is available to our members for \$25 a copy, instead of the \$34 retail price.

Rich Carraway

Joint Board Meeting January 17, 2004

The Boards of CCSC and SSD met at the Kings Island Resort. The SSD Minutes and Treasurers report were reviewed and approved. A review of CCSC funds indicated that there was about \$29,000 even after paying some bills early.

The Pawnees were discussed in that there is a new STC'd wing modification that would eliminate the expensive bi-annual inspections requirements. It was agreed that this modification should be incorporated as part of the annuals currently underway.

Wayne Township submitted a work order for our approval to clear the vegetation at the east end of the runway. It was agreed to let them clear all proposed areas but the inner fence should remain to provide an active barrier

The boards then reviewed a 2004 wish list as follows:

- Replace the clubhouse roof - The SSD will take responsibility and have it done.
- Finish the repair of the clubhouse deck - This will be a cleanup day project.
- Install lights in the south locker area of the hanger - This will be a rain day project led by Rolf Hegele.
- Bury the power line over the pond - This item was deferred.
- Refurbish the segmented circle - It will be a cleanup day project to remove the segmented circle.
- Upgrade the golf carts with electronic throttle systems - The EZGo cart will be monitored to ensure reliability. As always there was discussion to purchase another cart, however it was recommended that crew chiefs exercise better control over cart usage. In addition, it was recommended that a John Deere Gator or EXGo cart be purchased to provide extra power but no action was taken.
- Install foot fairings on the 2-33s - Maintenance (Dave Menchen) to investigate metal fairings with Cubby and install as part of annuals.
- Improve the seat belts on the 2-33s and the 1-26 - A new set needs to be installed (Dave Menchen) and the fleet will be upgraded based on member feedback.
- Improve the seat belts on the Grob - The seat belts are out of date and will be replaced as part of the annual in February.
- Crows nest needs repair and new railings and stain - This will be a cleanup day activity.
- Paint the barn - SSD will repair the roof and gutters, CCSC will paint as part of a cleanup day projects.
- Install a new flying friendly fence on the east side of the airport - Chuck Lohre will check on available types and cost.
- Provide radios (walkie talkies) for flight line use - CCSC will acquire.
- Landscape the assembly areas - No action taken.
- New ice chest/water cooler - CCSC should address.
- Power upgrades at runway ends - No action taken.
- Additional club aircraft - Extensive discussion resulted in a straw vote by both boards that a long-term goal is to acquire another ASK-21. However, under current currency valuations, this is currently beyond the club's means. Chuck Lohre presented an overview for purchasing 6V, an ASW-15, as an alternative. Another consideration discussed was a 1-34. It was felt that a higher performance single seat aircraft would be conducive to student progression. Since neither aircraft would lose much of its value, and since the club did have funds to pursue another aircraft, it was recommended this be undertaken. A motion was presented to both boards and approved that SSD sell the weight-limited 1-26 and purchase a 1-34 that represented a best value to the club.

The meeting was adjourned at 3PM.

Submitted by: Jim Hurst, Secretary, SSD
Rolf Hegele, Secretary, CCSC

CCSC January 3, 2004 Minutes

The meeting was called to order by President, Joe Jackson. In attendance were Mike Karraker, Vice President; Jim Lowe, treasurer; Rolf Hegele, Secretary; Dick Holzwarth, Social; and Bill Paar, Grounds. The previous minutes were reviewed and approved, as was the Treasurer's report.

Randy from the township stopped by to discuss the road resurfacing scheduled for September. He indicated that they had already cleared the area up to the fence. He would like to remove the entire fence from the property and clear more of the undergrowth. We discussed clearing the area all the way to the inside fence at the east approach end and he agreed to mark the pavement on both sides of the road to show where the township would clear the underbrush. Jim Micelli volunteered to review the area with Randy and we would present our recommendation to the SSD board and decide on any actions at the combined Board meeting on 17 January.

Jim Micelli is changing campsites and would like to re-pour the pad and cut down a tree that was overhanging the trailer. It was recommended that he consult with his neighbor and if they both concur, the changes could be implemented. This initiated another discussion about expanding the fixed sites to our full authorization of 30 pads. Bill Paar will review requirements for the pads, power and water. We also discussed the ByLaws in that they are not clear about what happens to a membership upon the death of a member. It was decided that we would deal with this on an individual basis in order to consider the desires of the survivor. As such, the Board voted to transfer Ed Lopez's membership to Zora.

The annual meeting is scheduled for the evening of 17 January with the combined board meeting scheduled for 11AM at the Kings Island Resort. Dick Holzwarth announced that the 2005 Standard Class Nationals would not be announced until February, but that CCSC was the leading candidate with an early June date. The Grob has been repaired and is awaiting a crew and weather to be reassembled since we do have full flight insurance coverage throughout the winter. One of the 2-33s encountered a tree and has been grounded until its flight status can be evaluated. A Safety Committee review is required. There was also a question of the TBO hours (1500) on the tow plane engines. The time since overhaul follows: 33Z - @August 03 – 623 hours; 48L - @May 03 – 604 hours; 909 - @Jan 04 – 398 hours.

As part of another ship consideration, Chuck Lohre encouraged us to consider 6V, a L/D of about 35, which is available for \$14,500 including trailer. It was indicated that a front tow hook should be installed and would cost about \$500, but that the ship is one of the few that is rugged enough for a club environment. Bill Paar will investigate insurance costs, and Chuck will determine the useful load.

Paul McClaskey, the Chief Tow Pilot, introduced himself and discussed tow pilot issues and priorities. You can contact him at lpmccclaskey@earthlink.net. We received a questionnaire from the SSA that Joe will address and send to the board for review. Mike Karraker will review the processes and procedures for buying new t-shirts.

A number of open Old Business issues were also discussed;

- The first aid kit in the trailer requires new supplies - Joe Jackson
- Review the available Public Use Airport documentation from Jim Micelli and prepare a presentation to the membership - Joe Jackson, Mike Karraker, Rolf Hegele
- Write up the termination procedure - Jim Lowe and Rolf Hegele
- Research costs and capabilities for electric power at runway ends and present to SSD board - Mark Statt
- Ongoing status of Standard Class Nationals - Dick Holzwarth
- Need a Newsletter announcement for all private ships to have proof of insurance available at the flight line in accordance with the UOPs - Joe Jackson
- Review annual Pawnee costs - Rolf Hegele
- The Newsletter and Crew Attendance Lists still show Floating Crew. Need to convert to regular crew status. - Brian Stoops
- Document Tow Pilot qualification process - Rich Carraway
- Identify the cost of K-21 Trailer insurance - Bill Paar
- 1-26 replacement - Board

The meeting was adjourned at 12:05 PM

2nd Annual CCSC Youth Soaring Camp

Our first youth soaring camp in 2003 was a great success. We are inviting all members interested in planning the 2004 CCSC Youth Soaring Camp to join us at the CCSC Clubhouse at 10:00 Saturday February 14th.

Due to the inspiration and efforts of Buck Towne, our first soaring camp was fun, rewarding and a tremendous success for 10 youths and the numerous club volunteers; tow pilots, instructors and crew.

The 2003 camp was held for three days last June allowing youth members to focus on learning, flying and fun. The youth members completed over 90 flights, Jon Miles completed his first solo flight, Brad Towne completed his C badge, and all received ground training, lectures and dreaded tests from instructors and tow pilots. Qualified members applied for their student license. In all, everyone made friends and discovered common bonds inspiring their interest in the sport.

1) Particulars:

- a) **Initial Planning Meeting:** Saturday February 14, 2004, 10:00 CCSC Clubhouse
- b) **Camp Date:** Monday June 21st. → Friday June 25th 2004
 - Exclude one day for alternate activity
- c) **Open to Youths members, and club members** - CCSC Members and family of members
 - Returning participants receive first priority
- d) **Costs** – All Activities at Cost, Member responsibility
 - CCSC rates for: flying, camp overnight fees apply
 - Flat fee will be charged to youth participants for camp activities:
 - ⇒ Food (participants and volunteers)
 - ⇒ T-Shirt for participants.
 - ⇒ Alternate activities

If you are interested in participating in any capacity (volunteer or youth participant), please contact Buck Towne at 937-299-9697; email townehouse720@aol.com or Steve McManus at 513-777-4727; email steve.mcmanus@ae.ge.com.

Please help our bookkeeping crew by writing your account number on all your checks. Saves having to stop the data entry to it look up. Thanks

Crew Chief Feedback Needed

Crew Chiefs, as the incoming Operations Director, I would like to get your feedback as to what you need for your Crew (i.e. – Tow Pilots, Instructors, Crew) and any issues or thoughts you have about your crew or about the crew day in general. My goal is to achieve a uniform, complete, SAFE and FUN crew day for everyone.

I am working on re-vamping the crew schedule, there are several 'loop holes' that I would like to fix. Any feedback or input would be appreciated and will be considered in making the changes.

You can drop me an email to eagleyez39@earthlink.net, give me a call at home 937-438-8877. I would prefer something in writing so I don't have a 1000 notes to look through.

Thanks for your assistance,

Brian Stoops

Operation Dir. - CCSC

Note: If there is ANY ONE who is NOT on a crew and would like to be, please take the time to drop me a note. Any 'old' floating Crew that can commit to a crew please let me know. Thanks.

ATTENTION INSTRUCTORS ! We now have "Solo Certificates" available for your student's first time solo. They are suitable for framing and will be kept in the top drawer of the instructors file cabinet. There are two different versions, gender specific, so make sure you get the correct one.

Tom Bales

Classifieds

For Sale:

Rolladen Schneider LS-6b, half share. Asking \$22,500. Contact Greg at 513-494-1350.

For Sale:

Security 150 parachute, chair-type. Also Raine Winter barograph, 10 km.
Contact Kent Sorrell 937-855-7135

For Sale:

One share of Redwings SGS 1-26. Contact Stewart Trefzger at 513-561-5579 or e-mail at strefzger@worldnet.att.net

For Sale:

1/2 share in 6V, N178K, 1972 ASW-15. \$7500, contact Gil Stengel 513-233-2103 or gstengel@fuse.net

For Sale:

26' Kencraft 1966 Travel Trailer. Located at the glider port. \$1500.
Call Gloria Dalton at 704 394-0401 or e-mail gbdalton@juno.com.

Crew Schedule

Please make note of the revised 5th Saturday/Sunday dates!!!!

Date	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 10/30	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Hennig W. Miley	J. Beaupre, J. Chiles, A. Colvin, P. Nord, P. McClaskey, J. Lowe, A. Sorrell
1st Sun & 10/31	M. Karraker R. Carraway	M. Maurer N. Maurer D. Schmidt	G. Penner A. Swanson	M. Jett, G&G Monn, M. Munz, B. & B Towne, D. Rawson, J. Sorrell, W. Van Breukelen
2nd Sat & 7/31	R. Root D. Staarmann	R Anderson	J. Price J. Hurst M. Williams	J. Antrim, J. Biernacki, B. Connolly, D. Colvin, W. Detert, S. Trefzger, J. Benner, J. Inman
2nd Sun & 8/29	D. Menchen T. McDonald	L. Kirkbride F. Hawk T. Holloran	G. Wade T. Rudolf	P&G Cahill, M. Debeque, Ed Dorosz, H Goebel, G. McDonald, J. McDowell, M&L McKosky, K. Menchen, P. Pedersen, R. Sexton, J. Smissaert, E. Tete, G. Lee
3rd Sat & 5/29	R. Hegele R. Griffiths	D. Green A. Widner	B. Gaerttner C. De Berry	B. Boesel, T. Bresser, M. Drummey, L&K McManus, P. Vintrup
3rd Sun & 5/30	J. Morari B. Paar	B. Oagley G. Owens	R. Eckels * B. Gabbard	T. Bonser, M. Keller, J. Koons, J. Macnicol, R. Reinhart, S. Shields, K. Sorrell
4th Sat & 1/31	J. Miceli J. Murray	T. Bales G. Byars S. Day	J. Jackson ** T. Bales	T. Spillane, C. Lohre, H. Meyerrose, E. Saladin, B. Stoops, A. Dignan, D. Corni
4th Sun & 2/29	M. Statt	F. Paynter T. Buker	J. Lubon	B. Burns, R. Cedar, G. Crook, B. Kish, P. Lubon, G. Stengel, G. Berneir

* Designated Examiner

** Chief Instructor

**If you are not assigned to a crew and would like to be, contact Brian Stoops
At (937)-438-8877**

**2004 SSA Calendars available at
clubhouse for \$6.50 each.**

You can pick them up on the display. Take as many as you want.

Be sure to log your purchase on the adjacent clip board. Only 18 left on 12/31/03.

Submissions for *The Frequent Flyer* should be sent to:

aaronsorrell@ameritech.net

- or -

Aaron Sorrell
128 McDaniel St.
Dayton, Ohio 45405
(937) 220-9026