

# The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

May 2004

## INSTRUCTORS CORNER

Troublesome Trim Mechanisms

By Jim Hurst

Wally Detert asked me to test fly the 1-34 once it was officially the property of the club, since I had flown it before, and some CFG needed to begin the process of checking out other people to fly the glider. I was sort of surprised right after takeoff at the amount of forward pressure I needed on the stick to keep the glider from climbing high above the tow plane. I finally needed two hands, and after I got off tow I found that with hands off and full nose down trim, the glider nosed up quickly to nearly stalling speed. In fact, I needed a lot of forward pressure on the stick to maintain a safe flying speed throughout the flight. On landing, I told Wally that we had a severely tail heavy glider or something was wrong with the trim mechanism.

The trim mechanism on the 1-34 is composed of two sets of springs, one designed to move the stick forward for nose down trim and one to pull the stick backward for nose up. With the trim control neutral, the spring tensions are balanced and the glider would fly hands off at about best L/D. Moving the trim control fore and aft changes the balance and causes the hands off position of the stick to move fore and aft to take the load off for faster or slower flight.

During the post flight investigation, we found that with the trim control in the full nose down position, the elevator was UP! This is a condition, which cannot be right, and which any fool could plainly see, if he bothered to look. It is something which I had never thought about on a preflight inspection, but which of course could be very important. An examination of the trim mechanism revealed that one the springs was old and rusty and actually became disconnected. Wally dashed over to Cubby's for new springs and the problem was soon solved.

### Upcoming Events!!

#### **Instructors Meeting**

May 8, 2004 9:30am

#### **Cinco de Mayo Party!!!**

May 8, 2004

#### **Tow Pilots Meeting**

May 22, 2004 9:30am

#### **Wright Memorial Glider Meet**

May 29 - 31, 2004

#### **WMGM Ox Roast**

May 30, 2004

#### **2<sup>nd</sup> Annual CCSC Youth Soaring Camp**

June 21-25, 2004

#### **Region 6 Championships**

June 27 - July 7, 2004

Caesar Creek Soaring Club

P.O. Box 918

Waynesville, Ohio 45068

(513) 932-7627

See our website at:

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

There are basically three types of trim systems used on gliders. The simplest is the spring or bungee system described on the 1-34. The 2-33's and 1-26's use this system and it is generally not as effective on these gliders as it is on the 1-34. If the trim is not set for the desired speed, it is only an inconvenience and easy to overcome. Testing these systems on preflight will usually move the hands off position of the stick on the ground. The ASK-21 uses this system but it is robust enough that moving the trim control on the ground actually moves the hands off position of the elevator.

The Grob and Blanik use an elevator trim tab which is a small movable surface on the elevator which is down for nose up trim and up for nose down trim, and this device actually deflects the elevator up or down in flight for speed control. It does not change the hands off position of the stick on the ground, but it takes the load off the stick at the trim condition selected. This trim mechanism is very effective and can be checked easily on preflight.

A third system is used on aircraft with flying (all moving) horizontal stabilizers. This is a trim tab which is stream lined with the stabilizer when the glider is flying at the trimmed condition. If the stick is moved either fore or aft, the tab moves contrarily and puts a discernable load on the stick. Hands off, the stabilizer will assume the trimmed condition. The function of this trim mechanism is also easily checked on preflight.

Once while being checked out for the first time in a strange airplane, I found the nose going up to a very uncomfortable position soon after takeoff. I was fiddling with the trim, trying to trim the nose down, but not quickly enough. The instructor saved the day by shoving the stick forward abruptly. Forever after, I got in the habit of trimming the nose down in any aircraft for takeoff, especially a strange one. Obviously, this precaution won't help if the trim mechanism is not working, so checking its function on preflight is a good idea.

### **Annual CCSC Flight Instructor's Meeting**

There will be a meeting for all CCSC Flight Instructors on Saturday, May 8th, 2004. The meeting will be held in the CCSC clubhouse beginning at 9:30 AM. All CCSC Flight Instructors are encouraged to attend.

Joe Jackson, CCSC Chief Instructor

### **Retrieve Calls---What to do when the clubhouse phone rings.**

Assisting the pilot who has landed away from the club field is an important part of the club's service to its members and guests. The process often begins with a phone call to the clubhouse. The retrieve office is an official function during any contest event, but these calls may come on any flying day. Saturday May 29 at 11:00 a.m. (shortly after the initial pilots meeting for the Wright Memorial contest) Harolyn Burns will provide an informational session about the data that should be obtained during such a call. Members, family, and others who might be in or around the clubhouse on flying days, are invited to attend.

### **SSD Annual Meeting**

The Annual Stockholders Meeting of the Soaring Society of Dayton was held on April 13, 2004 at the gliderport. Minutes of the 2003 meeting were reviewed and approved. The Treasurer presented a summary of the financial condition of the corporation, which is solid and healthy. The Secretary reported that a quorum of proxies had been received and the election of new directors was valid. Two tellers were appointed to review the election results and verify the accuracy of the count. The directors who were elected for the next three years are: Wally Detert, Dieter Schmidt and Buck Towne. The next meeting of the Board of Directors of SSD will be held on May 15, 2004 at 9:00 AM.

Jim Hurst

Secretary, SSD

## **In Defense of ‘Who should fly?’**

**By Jim Price**

After reading Jim Hurst’s little piece two issues back I made a point of congratulating him for saying something well that needed saying. After reading “Who Should Instruct?” in the last newsletter I went back and re-read Jim’s article several times. Jim has an important message, which I will get back to in a moment.

First, a few thoughts on “Goofy Metaphors”. Yes, as far as I know a “flying gene” has not yet been decoded in the human DNA. Nevertheless, I understood exactly what Jim meant when he said some are “apparently born to fly.” About the time I was starting to instruct (8 years ago) a young man named David Shelton joined the club. He was about 14 at the time. I finally flew with him on his 30th flight after he had been around a few months. I came back to the flight line and remarked to Tom Bales how good he was. Tom said he had flown with David at about his 12th flight or so and even then he was flying at the post-solo level. I made the following remarks in my instructor logbook...“this young man is remarkable...far ahead of the average pilot.” When I read Jim’s line I immediately thought of David Shelton.

Of course, we don’t get up in the morning and “put on” our car or glider either. Yet I know exactly what “wearing” the glider as an extension of mind and body means. During the past 8 years I’ve had the pleasure of flying with many pilots who have superior flying skills. Airline Transport Pilots and former Air Force pilots come to mind here. I am amazed at how little these pilots need to do make the glider do their bidding. They just do it. They just fly. It looks effortless. I think this is the ultimate example of piloting an aircraft as though it was an extension of mind and body. Occasionally, when I am flying very well and everything seems to click, I have the same feeling.

However, let’s get onward to Jim Hurst’s message and why it is important. The point is right there at the beginning of his short piece. He said “some students take a lot longer to learn to fly safely and some should never fly at all.” I couldn’t say it more plainly than that and I subscribe to this premise. The problem for the instructor is figuring out if a given student is still in the first category or in the second. This can be very difficult to determine. Personally, I believe that our CCSC instructor group has all the good traits that Mike McKosky lists in “Who Should Instruct?” We’re not perfect. We make mistakes but we strive for what is in the student’s best interest. In that, I firmly believe. The problem is this. In a prolonged program of instruction, at some point it is only natural for an instructor to wonder if the student is going to get it, this art of flying. Perhaps contrary to Mike’s view I think having a dozen or more active instructors is a benefit. Every instructor does things a little differently. Sometimes it may appear to be inconsistent to the student. This is not any different today than when I was a solo and post solo student. I noticed then that they didn’t all agree on exactly the right way to fly the landing pattern. But I thought that each instructor was doing his or her best to help me with my flying. It was just a different perspective on the same issue and I saw it as a positive.

During that time when David Shelton was wowing the instructors we had another student, a very nice older gentleman, who was trying to master the art of flying but having a hard time of it. I flew with him numerous times and on his 67th flight (still pre-solo) I made these comments in my instructor log book...“Still somewhat erratic on tow; has difficulty holding constant airspeed; pattern planning and execution needs work; trouble judging “TLAR angle”. We did not give up on him. He eventually got soloed but continued to fly erratically. Finally, he just stopped coming to the club. I don’t believe any instructor ever suggested to this person that maybe he should not fly. I think he finally figured it out for himself.

More recently we had a new member join who had earned a Private Glider rating before moving to this area. This pilot shall also go unnamed. One beautiful day in early summer this pilot made a landing that frightened all who were observing, especially me. A long series of remedial flights ensued with myself as the primary instructor but others pitching in. In our very first dual flight after the landing incident I was shocked to learn that the pilot could not make a coordinated turn. Over several weeks we spent several hours practicing pattern turns. I consulted with other instructors to see if there were different techniques we could try. Some progress was made and at times the pilot could make satisfactory turns but at some point the problem always came back. It manifested itself as a need to hurry up and get the turn over with. The effect was often a violent and excessive use of the rudder, which, of course, would result in a terribly uncoordinated and dangerous result.

After extensive attempts at retraining, this pilot could not consistently make pattern turns. I volunteered for the job of telling this person that perhaps they should not be flying, at least not as pilot in command. This was the right thing to do even though it was hard to do and harder to accept. We continued to fly with this pilot until another move to another city solved the problem for us. But, what about this? In my view this person should never have been recommended to take the test for Private Glider rating. If you cannot consistently make coordinated 90-degree medium banked turns to the left or right then you cannot safely land the glider. That's a no brainer for any instructor, so how did this person get recommended and then pass the check rides? I don't know. However, unless I am convinced that my student flies as "master of the aircraft" I will not make a recommendation.

The best instructors do their best to share the knowledge they have and do their best to show their students how to do it; that is, how to master the art of flying. Jim Hurst is one of the really goods ones. I've known Jim for 12 years and he has always been one of the best in our club, always searching for ways to contribute. However, as Jim said, it is the student who must "learn the art through practice and discovery". At the end of the day, the student must take command away from the instructor. There is no set number of flights to get it but the student who finally learns the art of flying takes control, assumes the pilot in command, tells the instructor what he or she is going to do then does it. The experienced instructor watches this process develop and understands that this student is becoming "master of the aircraft". Past history at our club has shown me that our instructors will keep working with any member as long as they want to continue. At some point however, the question will come up. Is this person just taking a lot longer than usual or should they be flying at all. Our instructors at Caesar Creek strive to get this right.

### **CCSC Towpilots Meeting**

There will be a meeting for all CCSC Towpilots on Saturday, May 22nd at 9:30 am in the clubhouse. Topics for the meeting include towpilot schedules for crews, WMGM, Youth Soaring Camp, and the Region 6 South Contest, towing operations, and towplane care items. All towpilots are encouraged to attend.

#### **Congratulations**

Glenn McDonald made his initial solo flight in a 2-33 on Saturday, April 10. Glenn is one of our teenage members, and is active in the CCSC Youth Soaring Camp. Great job, Glenn!

## **CCSC Monthly Minutes 3 April 2004**

The meeting was called to order by President, Joe Jackson. In attendance were Jim Lowe, Treasurer; Dick Holzwarth, Social; Dave Rawson, Publicity, Brian Stoops, Operations, Dave Menchen, Maintenance, and Rolf Hegele, Secretary. Last month's minutes were read and accepted. The Treasurer indicated that we were tracking to the budget. After discussion, we decided to defer the payment to SSD until they can review their financial requirements. The price of gas was addressed as a possible issue and Jim will review. Two people are past due over 6 months. We will send out termination letters to both.

There was significant discussion about the pros and cons of using Cubby's tow plane. No specific guidelines were developed, but Joe will talk to Cubby to establish a price for his tows so it is not an issue after the fact. Insurance has been obtained for the 1-34 and there was continuing discussion about the pilot qualification requirements for flying the 1-34. Several instructors have flown the plane and the most noticeable maneuver is the nose pitch up when spoilers are deployed. There is a potential for stalls to sneak up when there is no significant nose up attitude and one should fly it to a wheel landing. It was also noted that the book speeds and the airspeed indicator are different. One shows knots and one mph. Some special speed conversion cards will be prepared. The UOPs will be updated to reflect the 1-34 requirements which are that one must be a Private Pilot and have a ground check out by a qualified instructor. Joe will prepare the UOP update. In order allow flying of the aircraft, it was moved, seconded and approved to use these interim guidelines for checkouts in the 1-34 until such time as the UOPs are approved. The tow cards will also be updated to reflect the new aircraft and Wally agreed to be the Plane Captain. He will arrange to lower the landing wheel to ensure compatibility with the trailer.

It was also noted that our UOPs do not require a glider rating. A motion was approved to update the UOPs (Joe). Clean up day is planned for April 17. The township has cleaned out Elbon road to the fence line. A task for cleanup day is to use roundup to prevent new weeds on the fence (Joe). It was agreed that the Club would provide lunch for all the workers. The campground improvement plan is being worked by Jim Micelli and Bill Paar. There are currently two empty pads.

Aircraft maintenance reports included the fact that the Grob upper surfaces were hardwaxed by the 4th Saturday Crew. (When you see the aircraft, let them know how good it looks). 48L has completed its annual, 909 is just about done. 33Z will be going over shortly as will the 1-26 since it is currently red tagged for being out of annual. The Grob placards have been updated and the Blanik placards have been ordered. Weatherstrip has been installed on both 1-26 canopies.

It was noted that the hanger loading is much trickier with one more ship and we will try to mark the hanger floor or put together a baseline drawing of how the gliders should be stacked in. The use of the dolly is almost mandatory at this time. Pat will print out new membership rosters. It was also noted that another label maker is being donated to the Club, however it does require one color change to our standard distribution. It was recommended we stay with our current process. It was also recommended that we replace some of our signs. It was agreed that the pedestrian signs should be replaced. Brian will present the proposed wording at the next meeting.

Open Items were reviewed with the following held over or new from this meeting:

- 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
- Review annual Pawnee costs - Rolf Hegele
- Document Tow Pilot Qualification process - Paul McClaskey
- Emergency Response Plan - Buck Towne

- Update Emergency Phone List - Joe Jackson
- 1-34 Cost review
- Update UOPs for 1-34 and glider rating - Joe
- Terms and conditions of Cubby's tow plane - Joe Jackson
- Trailer park planning - Bill Paar
- New ice chest, water cooler, and pedestrian signs - Brian Stoops
- Foot fairings for the 2-33s - Dave M

The meeting was adjourned at 1200.

### ***A Movie Review by Wilbur and Orville***

“Ever wonder what its like to fly Pennsylvania’s Allegheny ridges at high speed and low altitude? How about a chance to climb in a thermal with a Nimbus 4, with its enormous wingspan somehow made delicate in circling flight? Want to know how soaring competitions work? How tasks are set? Where to hunt for lift on blue days or how to fly a cloud street? Or, best of all, how a master like Karl Striedieck flies his craft, getting the most out of glider and weather with keen decisions making and flawless flying technique, whistling his way across the sky?

Well you are in for a treat. Juan Mandelbaum exquisitely photographed film ***A Fine Week of Soaring*** shows you the Mifflin, Pa regional contest from the perspective of the participants and organizers. Plus, it puts you in the back seat of a Duo Discus with Karl at the controls. Shot from all conceivable angles with cameras mounted both inside and outside the cockpit, this film is part soaring essay, part documentary, part instructional work and all soaring enjoyment.

You’ll also hear from 2 time World Champion George Moffat, the dean of American competition soaring, as he reflects on the development of the sport over many decades. {A special appearance of our vary own Jim Price – 77 and a cameo appearance by Alan Widner – 3F}. Whether you’re new to gliding, a beginning cross country pilot or an old competition soaring dog, you’ll get a heady dose of information, pleasure and inspiration from this fine film and end up counting the days, hours and minutes until you can get back in the air...” Enjoy !!  
*Doug Jacobs, 1985 World Champ.*

See SOARING Magazine for ordering info or online at:

[info@geovisiononline.com](mailto:info@geovisiononline.com)

[www.geovisiononline.com/fineweek](http://www.geovisiononline.com/fineweek)

### Notice for Newsletter Regarding 2004 Budget

As required in the By-laws the annual budget for Caesar Creek Soaring Club is to be posted for review by the membership. The complete budget is available by contacting Jim Lowe, Treasurer. The following are highlights from the 2004 budget: The projected annual income is expected to be \$168,528. We anticipate annual expenses of \$133,957, resulting in an estimated profit for the year of \$34,571. This profit is a result of having brought forward expenses from 2004 into 2003 thus resulting in less expenditures than normal for 2004 versus prior years. We were able to prepay some 2004 expenses as a result of operating income for 2003. Some of the major expenditures include: Glider/Tow Plane expenses, \$24,901; gasoline, \$10,239; grounds equipment \$4,728; SSA dues, \$12,663; SSD Lease payment, \$25,500; Stock Escrow, \$15,370; and, utilities, \$9,921.

### Cinco de Mayo Party!!!

We're planning a Cinco de Mayo party at the glider port on Saturday, May 8th. We'll supply margaritas, make-your-own soft tacos, and some BBQ meat for sandwiches, but everyone attending should also bring along the covered Mexican (or American) dish of their choice.

Thanks, Kim Paar

### Classifieds

#### For Sale:

Schreder HP-11A at CCSC; all aluminum v-tail; basic instruments; 115 hrs TT; Excellent condition with very good roadworthy enclosed trailer. L/D mid-30's. Always hangered or enclosed-trailerred. Health forces sale. \$6000 Dick Scheper 513-474-9707. Additional info & photo can be found in [www.soaridaho.com/Schreder/HP-11/N678P/N678P.htm](http://www.soaridaho.com/Schreder/HP-11/N678P/N678P.htm)

#### For Sale:

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

#### For Sale:

One share of Redwings SGS 1-26. Contact Stewart Trefzger at 513-561-5579 or e-mail at [strefzger@worldnet.att.net](mailto: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](mailto:gstengel@fuse.net)

#### For Sale or Rent:

26' Kencraft 1966 Travel Trailer. Located at the glider port. \$1500.  
Contact Gloria Dalton for rental information at 704 394-0401, or e-mail [gbdalton@juno.com](mailto:gbdalton@juno.com).

## Crew Schedule

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

\*FAA Flight Examiner    \*\* Chief Flight Instructor    \*\*\* Chief Towpilot    x – Tow Pilot & Instructor

For additions or changes please contact Brian Stoops at (937) 438-8877 or eagleyez39@earthlink.net

**Note: I have tried to update this to the best of my knowledge. If there are any changes please contact me at (937)-438-8877. Brian Stoops**

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

[aaronsorrell@ameritech.net](mailto:aaronsorrell@ameritech.net)

- or -

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