

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

June 2005

Low Landing Patterns

By Jim Hurst

A subject brought up in the recent Flight Instructor Refresher Course confirms that the rest of the world has the same experience we have had with low landing patterns. A frequent cause of landing accidents and incidents is that the victim tries to fly the standard pattern that we teach, when they don't have enough altitude to do it. When you are too low to fly a "standard" pattern, you have to do something different.

We teach a four legged pattern in which the initial point (IP) is at 1000 feet (plus or minus 100 feet) over the upwind end of the runway and the first leg is crosswind, perpendicular to the runway, followed by three turns to the final approach leg. We teach this pattern for three reasons: (1) it is practically the only ground reference maneuver required for glider flying, and it is very important.; (2) we think it makes it easy to develop the ability to judge whether you are high or low in the landing pattern, which is essential for cross country flying where an altimeter is often useless in a land out situation; (3) if everybody flies the same pattern it is easy to find conflicting traffic and know what other pilots are doing.

Eventually, everyone will fail to reach the IP with 1000 feet of altitude. We have not really stressed, practiced, or taught what you do about this, except during training flights when we are inadvertently low as we start the pattern. Usually minor alterations in the standard patterns will cover these situations, but we haven't planned any training from very low patterns such as 600 feet. We have to be careful in simulating emergencies that we don't create a real emergency. Nevertheless, we need to do some things to help students develop the ingenuity to make safe landings in difficult situations.

Upcoming Events!!

Standard Class National Soaring Championship

June 14-23

Packard Museum Tour

June 22

CCSC Youth Camp

July 10 - 15

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See our website at:

<http://www.soarccsc.com>

We need to stress that we are not encouraging low patterns. The standard pattern should always be the objective and generally should be a mandatory demonstration of ability. If you don't do it, we are not sure you can do it. The standard pattern gives about five minutes to note the wind conditions and the traffic situation and to evaluate the options available in case of conflicts. If the pattern is started at 800 feet, you have given away about a minute of available time and probably lost an option or two. If you start at 600 feet, you have given away two minutes and your options are very narrow. The standard pattern gives time to think.

There are ways to do some interesting drills in ground instruction on the white board by setting up gliders in unhappy circumstances and having the student decide how to cope with the situations. Also, our instructors will be making a greater effort to set up some simulated emergency situations, which can give some practice in making safe landing from low altitudes and awkward positions. Students have to learn to follow an old

rule which says that any rule can be broken in order to save your neck.

This training will not be a license to work thermals down to a lower altitude in the vicinity of the Gliderport. It will be intended to break the habit of trying to fly a normal landing pattern when you are inadvertently too low to do it. My rule of thumb is that when you are too low, you take a short cut to the position in the pattern where your altitude will be close to ideal. If you find yourself too low to fly the normal pattern and you do the right thing and land safely, you will be congratulated for doing the right thing, but questioned about the mental lapse that put you in that situation.

CCSC 3rd Annual Youth Soaring Camp

The CCSC Board has approved the date for the 2005 CCSC Youth Soaring Camp to be held from July 10th through 15th. The 2005 camp, like past camps will provide intensive instruction leading to the awarding of SSA A, B, C, and Bronze badges. Youth Camp is limited to youths between the ages of 12 to 21, must be CCSC members and member families, we also allow a limited number of SSA youth members from other clubs to attend.

For the 2005 camp, there is a size limit of 15 youth campers. Priority registration given to volunteer families and past campers. Campers 14 and younger require parent /guardian attendance. Questions on the camp please contact - Steve McManus 513-777-4727 steve.mcmanus@ae.ge.com, or Buck Towne 937-299-9697 townehouse720@aol.com.

Welcome dinner for the Contest Pilots and Crews

All club members are welcome
Come give the contest folks a warm
Midwestern Welcome

Saturday June 11, 2005 6:30 p.m.

Bring a covered dish to share

Sausages & Hamburgers will be on the grill

Lemonade and Beer provided

CCSC Meeting Minutes
Meeting Minutes
7 May 2005

In attendance were Dick Holzwarth, President; Mike Karraker, Vice President; Dennis Fisher, Tow Plane Maintenance, Linda Murray, Social & PR; Brian Stoops, Operations; Jim Lowe, Treasurer; and Rolf Hegele, Secretary. The minutes from the previous meeting were reviewed and approved. The treasurer's report was also reviewed and approved.

The Open Items were reviewed. It was reaffirmed that CCSC is in charge of the lease with Sara, our Business Manager, for the office support. All tow planes have been annualized and are in operation. 30 contestants have signed up for the Nationals and Linda expects there may be several more. A bill for gas was just received and it was remembered to be at about \$2.20 per gallon and therefore no change in tow fees is warranted. It was noted that there were no new member materials available. This will be coordinated with Sara as part of the business management responsibilities so we have all the required items in stock. It was also announced that there were some significant holes in the runway. Dave Rawson, Grounds Director, will follow up but it was also encouraged that the membership fills in holes as they are found.

Rolf presented an overview of the issues associated with Public Use Airport. More data gathering is required and the Board moved, seconded and approved a continuation of the fact finding. Linda will help in that process. The Wright Memorial Glider Meet is scheduled for Memorial weekend but very few pilots have indicated an interest in participating. The contest will be held with Rolf and Linda helping with the planning since Dick is going to be unavailable the week prior to the contest. The Ox Roast will be held on Sunday.

A large contingent of campground residents objected to the proposed campground fees increase. They felt that no one was addressing their concerns about trees or the electrical infrastructure. John Lubon, SSD President indicated that SSD could pay for tree trimming/cutting, but residents should mark the trees that needed to be serviced. It was recommended that the campground reconstitute the "Campground Committee" and coordinate their concerns with Dave Rawson, Grounds Director (and also a campground member). In general, the Board was not aware of the nature of the problems, but committed to work with residents to resolve their issues.

Under the current UOPs, temporary campers are to report their presence to the Business Manager on an honor system, which does not appear to be happening. We will establish a process to get that information to the Business Manager so they can be charged the appropriate fees. The meeting was adjourned at 11:40 AM.

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

- Continue data gathering for Public Use consideration - Rolf Hegele, Linda Murray
- Document Tow Pilot Qualification process - Paul McClaskey – to be completed for tow pilots meeting
- Emergency Response Plan - Linda & Dick
- 1-34 flying cost review – Pat DeNaples
- Terms and conditions for using Cubby's tow plane - Joe Jackson
- Trailer park planning for electric and pads - Dave Rawson
- Resolve insurance issue requirements – Mike K

- Review Sara lease – Mike K
- Glider market value assessment – Dave Menchen
- Prepare a LLC review - Linda Murray/ Jim Lowe
- Perform Financial Audit – Nancy Hudson, Pat DeNaples

MINUTES OF SSD BOARD MEETING

May 21, 2005

Location: CCSC Gliderport

The meeting was called to order at 9:40 AM by President Lubon.

Those Present: Maxwell, Sorrell, Hurst, Detert, Schmidt, Lubon, Root. Absent: Towne, N. Maurer
Minutes of the March Meeting, the April Meeting, and the Treasurer's Report were reviewed and approved.

The subject of fire resistant storage for the towplanes was discussed again, and a new proposal was circulated. It became apparent that we have not made much progress in determining what sort of building we should plan on or where to put it. We have not discovered an ideal location which will provide security and avoid conflict with ground traffic patterns, glider parking and assembly areas. Aaron Sorrell said that he can supply an aerial photograph of the gliderport which will be useful in studying proposed sites for the hangars. We hope to make more progress at the next meeting.

The CCSC Board President, Dick Holzwarth suggested that the SSD Board should commit to the future purchase of a high performance two-place sailplane in order to upgrade the club fleet. It was stated that the purchase of a European sailplane was out of the question at this time due to the unfavorable exchange rate of the Euro and US dollars. The board further stated that while we were open to the idea of making such a purchase when the financial situation was favorable, we could not commit some future board as to any specific time or sailplane.

The SSD board agreed to assist physically and financially with tree trimming and/or removal in the campground once the specific problems are identified. The next board meeting was scheduled for the 4th Saturday, June 25, in order to avoid conflict with the upcoming glider meet.

Jim Hurst,
Secretary, SSD

Classifieds

For Sale:

National 360 parachute. It is in very good condition and comes with a carry case. \$700.
Contact Steve Kaltenbach nimbus@wcnnet.org or (419) 669-3258.

For Sale:

One share of Redwings Soaring Club, "The Two Best Looking and Flying 1-26's East (or West) of the Mississippi!" Contact John MacNicol (W) (937) 656-7276, (H) (937) 320-5143, or email John.MacNicol@wpafb.af.mil

For Sale:

LS-1C (1969) 1480TT, fresh annual, Kuhn trailer, barograph, parachute. \$17,000.
Contact Kent Sorrell (937) 855-7135 or Dana Colvin (513) 272-0360.

For Sale:

1-26B, N1230 with trailer \$6500. Trailer needs TLC. Contact John Antrim at (513) 825-1447 or Andy Swanson at (937) 376-9473.

For Sale:

For Sale: One share of Redwings Soaring Club, "Two 1-26's."
Contact Tom Bales @ 937 256 4843 or tombales@donet.com.

Crew Schedule

	<i>Crew Chief</i>	<i>Tow Pilots</i>	<i>Instructors</i>	<i>Ground Crew</i>
1st Sat & 4/30	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Eslinger McClaskey***x	J. Beaupre, A. Colvin, J. Lowe, T. James, L. Sergeant
1st Sun & 5/29	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	G. Penner - x R. Carraway-x	W. Van Breukelen, D. Burns, G. Yee, M. Anthony, D. Gold, M. Miller, M & A. Rytel, T & M Schopp, W. Smith, G. Adams
2nd Sat & 1/29	R. Root D. Staarmann	R Anderson B. Towne G. Wade - x	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., C. Welsh
2nd Sun & 1/30	D. Menchen T. McDonald	F. Hawk T. Holloran	T. Rudolf	P & D Cahill, M. Debeque, J & H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, R. Sexton, M. Ganis, M. Statt
3rd Sat & 10/29	R. Hegele S. McManus	D. Green R. Scheper	C. DeBerry – x B. Gaertner	B. Boesel, T. Bresser, M. Drummey, P. Vintrup, R. Griffiths, L & K McManus, C. Richardson, R. Greenlee
3rd Sun & 10/30	J. Morari B. Paar	R. Hennig - x	R. Eckels - x* B. Gabbard	T. Bonser, M. Keller, J. Koons, J. MacNicol, K. Sorrell, J. Sorrell, A. Sorrell,
4th Sat & 7/30 12/31	J. Miceli H. Meyerrose	L. Kirkbride - x G. Byars S. Day	J. Jackson** T. Lynch	T. Scott, C. Lohre, J. Murray, E. Saladin, R. Holzwarth, A. Dignan, D. Corni, T. Bales
4th Sun & 7/31	B. Stoops	T. Blume F. Paynter	J. Lubon D. Fisher - x	R. Cedar, G. Berneir, C. Sheets, B. Cooper, O. Krejci, P. Callihan,

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

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

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

aaronsorrell@ameritech.net

- or -

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

Submissions are due by the Monday before the first Saturday of each month.