

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

June 2009



Three Things You Can Do with Your Altimeter

(That You Couldn't Do Last Year!)

By: Eric Hinz, CFIG

With the recent change to CCSC altimetry procedures, we are now setting our altimeters to field elevation (or the altimeter setting at the nearest reporting station, if available) as the normal routine. This change gives us three immediate benefits that you can use on your next flight.

1. Know the Forecast Winds Aloft At Tow Release: When you check the weather for your flight, be sure to check the winds aloft. These winds are given in nominal Mean Sea Level (MSL) altitudes. This means, if you leave CCSC (elevations 940') and get a 2000' tow, you will release at 2940'. The first elevation for winds aloft is 3000' above MSL. As you release from the tow, you can now reference your preflight briefing and use the listed winds aloft without any math. Winds aloft are also available for 6000' and 9000' (but tow

costs will be higher).

2. Know When You Have Obstacle Clearance: Looking at your current Cincinnati Sectional, first find the location of CCSC. Notice that it is in the Northeast corner of a quadrangle. In the quadrangle containing CCSC, notice the big numeral "1" followed by the slightly smaller "9". This is the Maximum Elevation Figure (MEF), and indicates that, South and West of the field, the highest known feature within the triangle is ONE-thousand-NINE-hundred feet above MSL. What does this mean for you? If your altimeter reads higher than the MEF, you are clear of known obstacles (including towers, etc.) when operating within that quadrangle. To the SE the MEF is 1700', to the NE, the MEF is 1700', and to the NW, the MEF climbs to 2200'. Of course, if you are flying cross country, the MEFs will vary considerably (but still relate to MSL). Also remember that the MEF relates to ground-based obstacles. You still need to watch out for other aircraft!



3. Avoid Some Frequent IFR Traffic: Take a look at the Cincinnati VFR Terminal Area Chart (TAC). This chart gives us a closer look at the local airspace. CCSC is under a shaded four-engine jet, with a series of shaded arrowheads pointing to the Southwest. Next to the arrowheads is the notation "12000-5000". This series of markings tells us that we are operating under an arrival route into the Cincinnati International Airport. Those numbers are the MSL altitudes of the arriving traffic. As long as your altimeter, set to field elevation, reads less than 5000', you are below the IFR arrival traffic flow. (Maintaining 500' of clearance below any IFR traffic would be a good idea.)

One more traffic tip: Flip the TAC over and look at CCSC again. The same IFR arrival route is there, but this chart also shows a VFR Flyway near the gliderport. This flyway has a recommended altitude of 4500' MSL and below. Keep your eyes open for VFR traffic transiting our area!

These are just some of the advantages you have with our new procedures. Keep your eyes open, you'll find more!

CCSC Youth Soaring Camp

Marybeth McManus

Please join us for our annual Caesar Creek Youth Soaring Camp the week of July 12th. We are in need of tow pilots and instructors. Also this year, we are looking for parents and volunteers to assist in the preparation of dinners. We would like to have a family or volunteer responsible for the preparation of an evening meal. The meals are simple – hamburgers, hot dogs, chicken or some type of casserole dish. You will have the pleasure of feeding some very hungry and appreciative campers and volunteers! The youth soaring organization will reimburse for the cost of the food.

For example, we've already prepared a meal of shredded beef barbeque. This will be served with buns and a couple of side dishes such as a salad or corn and a dessert like brownies or cookies. You can prepare the meal using the facilities at the club, or at your home and bring to the club for dinner. Please contact Marybeth McManus at mcmanus_marybeth@yahoo.com for additional details. Your help is greatly appreciated.

CCSC Potluck Socials

Steve McManus

Thanks to everyone who helped, the Memorial Day Barbeque was a huge success! We will be continuing our normal monthly Potluck dinners on the 3rd Saturday of the month – after flying. The next one will be June 20th.

Safety Officer

Rolf Hegele

CCSC is still in search of a Safety Officer to replace Buck Towne. If you are interested, please contact Rolf.

Altimeters, altimeters, altimeters. If you have not read Eric Hinz' excellent article on the front page, please take a few minutes to do so.

Last month, we joined the rest of the aviation world in setting altimeters to field elevation, instead of to zero. There has been some controversy about this, but the CCSC board reaffirmed our intent to stick with this change.

We need to recognize that we are up against the Law of Primacy here. This law of learning states that what is first learned is best remembered. "You can't teach an old dog new tricks" is another expression of this law. I believe this means that we will have to put forth continued effort into developing new habits (or learning new tricks). It is not enough of a reason to continue to set altimeters wrong.

That said, it is very easy to take off and then forget about the change. We've had at least some pilots release from tow at 3000 MSL when they intended to release at 3000 AGL, for example. If we had set altimeters to MSL all along, it would not be a problem. But now, you have to remember to remember, and our brains are not wired very well for this.

Most everyone has experienced something like this: you are working on a project, and need a tool from the basement. You go down to the workshop, and stand there thinking, "What did I come down here for?" When you get back upstairs and see your project, it comes to you. "That's right – a hammer!" And you make a second trip downstairs. This is called a failure of prospective memory. You forgot to remember.

So, how do we help ourselves to remember? Continued publicity will help. But a reminder before you fly, or even while you are flying, could be crucial.

If you are hooking up a glider, remind the pilot of the altimeter change when you show the towrope. If you are an instructor initialing a card for solo, talk about this every time! If you are a crew chief, make sure your crew is doing this. Consider our earlier example. If someone had asked you to go get a hammer from the basement just before you went downstairs, and you were focused on the task, you would have been much less likely to forget what you needed once you were there.

Even if you are solo, remind yourself aloud when you get to Altimeters on the checklist, too. This audio input is an important aspect of forming a memory. If you had told someone, "I'm going downstairs to get a hammer," you probably would have remembered when you got the basement.

There are big, obvious reminder placards near the altimeters in each aircraft. They are all different, making

it less likely that they will just fade into the background as you move from one glider to the next, as happens with many other placards. The idea here is that your eye will fall on it as you look at the instruments, and you will think, "Don't forget."

I'll add a few items to Eric's list of things you can do with you altimeter now that you couldn't do before:

1. You can comply with FAR 91.121.
2. You can fly from a higher field elevation, where it is not possible to set the altimeter to zero, and use the same procedure you use at CCSC.
3. You can transition to powered aircraft, and use the same procedure you use at CCSC.
4. You can land at another airport and still obtain useful information from your altimeter.
5. You can report your altitude on the radio, as when making calls on the CTAF at another airport, and have that altitude information be useful to other pilots.

As always, be the Pilot in Command, not just the CCSC Member in the Glider. See you at the gliderport.

SSD Board Meeting Minutes

Lucy Anne McKosky

May 16, 2009

Present: Pat DeNaples, Wally Detert, Lucy Anne McKosky, Bob Root, Dieter Schmidt

Absent: Dave Edwards, John Lubon, Bill Maxwell, Frank Paynter

The meeting was called to order at 10:05 a.m. by Bob Root. The minutes of the April 18, 2009 and May 1, 2009 meetings were reviewed and approved. The treasurer's report was reviewed and accepted. Dieter volunteered to be responsible for annual registration of the three glider trailers and one utility trailer.

Old Business: Wally Detert reported that the fuselage of the 2-33 is complete and the interior is being installed. A new airspeed indicator and compass have been ordered.

There is concern about unauthorized tree cutting and accumulation of brush. Dave Coucke, CCSC Facilities Director, should be contacted before any trees are removed.

The meeting was adjourned at 10:30 a.m. The next meeting will be the Saturday, June 20, 2009, at 9:30 a.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Tami Scott

June 6, 2009

In attendance were Rolf Hegele, President; Paul McClaskey, Tow Planes; Dave Coucke, Facilities; Jim Lowe, Treasurer; Charlie Richardson, Glider Maintenance; and Tami Scott, Secretary. Upon the start of the meeting, Rolf introduced Pam and Carl Brooks who are our new caretaker/business managers.

Secretary – Minutes from May were reviewed and approved. One new member application was approved. Welcome to Bill Estell. Schedule of fees and dues – correction made to example. Updated UOPs printed. No terminations – a couple of past due accounts were discussed.

Treasurer – Month ended in good shape cash-wise. Will pay lease payment this month. Audit in process of starting. No report for the month to approve. Jim noted some problems with the website – Rolf will review.

Facilities - Floor outside men's room shower –tile will be replaced with some we currently have. Out-building roof repair waiting good weather/free time. Main barn side board replacement still to be done – pole jack was installed. Lock reversed on tow plane hangar door. Charlie cleaned out the clubhouse gutters. Bad breakers in campground pedestals replaced. Ladies room toilet repaired. Crows nest and small storage building next to it have been power washed – ready for paint. Red bush-hog needs some welding done – Chris Palmer to coordinate. New projects: fan repair on patio; septic needs pumped.

Tow Plane Maintenance – 48L annual is not complete – good till end of month. Black smoke issue corrected and maintenance items completed. Other tow planes ok.

Glider Maintenance –15H is due for annual by end of month. Brake will be repaired during that time. Still working on posting of the annual dates – have board and will be mounting in hangar. 1-34 annual complete – crack in canopy has been repaired with cement. Blanik grounded due to canopy cracks – will cement cracks as temporary fix – working different angles on pricing of new canopy. ASK21 CD had hard landing on 4th Saturday – also, rear altimeter incorrect – will red tag until reviewed with John Murray. Charlie will forward information to Tom about the incident for Safety review. Small dent in rear of one ASK and small rattle inside. Charlie will look into.

Operations – UOPs have been updated to latest May 15th changes. Discussion held on the changes of the altimeter setting to MSL from AGL and the Pilot Currency cards. Board agreed that we are sticking with the UOP changes that were made. Altimeters will be set to MSL and Pilot information cards will be used. A low landing event occurred which will be discussed by the Safety review board. It was emphasized by all board members present that the altimeter setting must continue to be a focus on pre-flight discussions between all parties.

Vice President – No update available. Sarah noted that the e-billing process will be continued his month.

Social – No update available.

Old Business – Still looking for Safety Officer. Linda Murray reported on the Contest – in process as pilots roll in. The Soaring Safety Foundation safety audit of CCSC operations will be on Sunday, June 21st. There will be an evening wrap-up which anyone is invited and encouraged to attend. The audit is for our information and use only.

New Business – Question has been raised regarding insurance and whether youth/family members must be SSA members for insurance to cover us. Will continue to investigate. There being no further business, the meeting was adjourned at 11:00 AM.

Gas Alert

In accordance with the Schedule of Fees and Dues, tow fees remain at \$13.50 for the fixed portion and the fuel index will change to \$0.26 per 100 feet of altitude.

Upcoming Events - Mark Your SSA Calendar!

- 20 June – SSD Board Meeting – 9:30 am at the Clubhouse
- 20 June – Potluck Social – after flying – at the Clubhouse
- 4 July – CCSC Board Meeting – 9:30 am at the Clubhouse
- 12 July – through 18 July – Youth Soaring Camp – CCSC Field

Classifieds

Editor's note: Ads will be re-run monthly unless otherwise advised. Thanks!

For Sale: Can't be a Thunderbird? The next best thing is to buy my 1/4 share of the best looking best flying 1-34 for sale anywhere. A9 come complete with parachute, trailer, great co-owners and a beautiful Thunderbird paint scheme. \$3,750 Call Dave Menchen (513) 313-2315

For Sale: Dittel 71-M Base Station Radio with battery charger, auto-lighter charger and car-top antenna. \$2750. This radio can be easily removed from the base station and used in your glider if you prefer, all at a price considerably less than new. Call Greg Crook at greg.crook@sbcglobal.net or call 614 932 9979.

For Sale: 1990 Dutchman \$3200. Please call for details, Todd or Michelle 859.371.6606 or toddnshell@yahoo.com

Wanted: Winch Students/Pilots – If you wish winch training/currency BEFORE the winch leaves the local area, please get your name on the training list by contacting Jim at GOEBELJW@AOL.COM. The following winch training venues are available: Winch Endorsement, Winch Currency/Proficiency, and Winch-to-Pattern-Placement (1. Student pattern & spot/on-speed proficiency, 2. Licensed Pilot landing currency), Biennial Flight Review - Winch Training, Winch Training – Opportunistic/Other, Winch-to-Thermal Training Winch Training of Private Ships.

Wanted: Winch Operator(s) (for weekday winch operations) – Free Training. Reduced Flight Rates. Lots of Satisfaction. Medical not required. Contact Jim at: GOEBELJW@AOL.COM.

Submissions for *The Frequent Flyer* should be sent to
Tammy Scott at: tspot1@sbcglobal.net

Submissions are due by day's end on the Monday before the second Saturday of each month.
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See our website at: <http://www.soarccsc.com>