

SAY IT AIN'T SO, OUR PECCADILLOS!

BY ANDREW DIGNAN

As things go in a club, there are certain things you would rather not see, hear about nor admit to oneself that they happen on an all to regular basis. Among these little pilot peccadillos are items such as the image below; one of our SGS 2-33's that has suffered a leading edge indignity. Also a recent find of the ASK-21's interlocks being broken/reconfigured as more than one pilot had tried to force the front canopy lock handles closed without checking that the back canopy was down and latched first. The result? The rear canopy was NOT LATCHED!

I have been told too many stories from professional pilots that have worked at places where rental aircraft were used and abused like below.



Damage from Who Knows What!

When damage is found or known about and no one will fess up to it I just have to drop my head in disgust. This, in a nut shell, can lead to someone else paying an ultimate price because the perpetrator did not have the "gumption" to let someone know what happened and at least red tag it as such before it got out of hand.

Our ASK's and the Proper Way to Close Their Canopies

The ASK-21's have a nice feature that helps you, as the pilot, make sure that the back canopy is latched before you close and lock the front one. If you take a close look at the picture (right) you can see that there is a leaf spring which presses up on the front part of the interlock, blocking the front rod from engaging it and at the same time lowering the rear part (by my finger) so an artfully placed incline is at the ready. I can



*ASK interlock pre-closing
Front of ship is to right*

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In Brief

- Spring Cleanup to be broken up over a month of weekends.
- Next SSD Board Meeting to be held Saturday, April 19th - 9:30am
- Potluck Sat March 19th - 6:00pm
- Next CCSC Board Meeting to be held Saturday, April 2nd - 9:30am
- Crew Chiefs' Meeting on Saturday April 2nd, Noon in the Clubhouse
- Instructors' Meeting will be held on Sunday April 16th - 10:30am in the Clubhouse
- CCSC Spring Safety Seminar to be held on May 21st before Potluck
- Volunteers needed for Region 6 South Contest to be held 6/19-6/25
- The annuals are proceeding on the glass ships. SD is the last left so they will all be ready to hit the ground running come spring.
- The Grob 102 and its trailer are under going a few updates and AD inspection thanks to coordinating efforts of one Garry Print.
- Fuel tow charge remains at 26¢ per 100 feet. Get it while it lasts.

Frequent Flyer Notes

- Submissions for the Frequent Flyer may be emailed to frequent.flyer<at>soarccsc.com. They are due the Wednesday after the CCSC Board meetings. Articles submitted may be edited or reformatted for space and spelling.
- All email addresses will have the ampersand changed to <at> to keep auto email trollers at bay.

CCSC BOARD MINUTES - MAR 5TH

CCSC Board of Trustees Meeting Minutes for March 5, 2011

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on March 5, 2011. The meeting was called to order at 9:35 a.m. by Paul McClaskey, President.

Board members present at Call to Order: Paul McClaskey, Tom McDonald, Rolf Hegele, Jim Lowe, Michael Hayden, John Murray, Dave Coucke. Seven members present; Steve Statkus and Andrew Dignan absent.

Secretary's Report – The Board considered a motion to approve the revised Minutes for the December 5, 2010, January 2, 2011, and February 5, 2011 Board meetings and the Minutes for the Special Meeting on January 22, 2011, as presented by Michael Hayden on February 28, 2011.

Vote: All present in favor. Result: Approved.

Andrew Dignan joined the meeting following the above vote; eight members now present.

Treasurer's Report – The fuel charge will not change at this time. Jim Lowe presented an Account Balances Report as of February 28, 2011 showing a balance on hand of \$26,250.93 and expenses tracking near budget. The Board considered a motion to approve the Treasurer's Report as presented.

Vote: All present in favor. Result: Approved.

Budget for 2011 – Jim Lowe presented a draft Budget for 2011 showing a projected cash flow of approximately \$200,000 as in prior years. The Board considered a motion to approve the Budget as presented with the provision that an additional expected insurance expense is to be shown.

Vote: All present in favor. Result: Approved.

Operations Report - Tom McDonald reported that he plans to bring engineering interns from GE to the field for sightseeing rides. The Board considered a motion to charge these interns \$65 per ride.

Vote: Paul McClaskey and John Murray opposed; all others in favor. Result: Approved.

Wing Rigger – Michael Hayden reported that ten members will purchase and donate a Cobra wing rigger for use with the club's two-place gliders. The cost of approximately \$1,700 is being borne by Charlie DeBerry, Don Green, Pat DeNaples, Jim Hurst, Michael Hayden, John Atkins, Dan Reagan,

Steve Statkus, Andrew Dignan, and Lynn Alexander. Additional contributors would be welcomed.

Maintenance Report – Paul McClaskey reported in Steve's absence that two annuals have been completed and ASK 21 SD is currently undergoing its annual. The single-place Grob is next.

Facilities Report – Dave Coucke reported that the pole barn roof has been repaired, maintenance on the tractors will be done after their first use of the season, and water usage has decreased since the recent repair work. Michael Hayden reported that the deteriorated fireproof panels inside the clubhouse fireplace will be replaced with firebrick to be installed by Henry Meyerrose and the fireplace doors will be repaired by Dan Reagan.

Social Activities Report – Andrew Dignan reported that a potluck dinner will be held on March 19, the same date as the SSD Board meeting. Andrew is developing the events calendar for 2011.

Insurance Report – Andrew Dignan reported that the recently offered provision to allow Private-rated pilots to tow in SSA-sanctioned contests will be implemented for the contest in June. The Board considered a motion to approve the changes in coverage which Andrew worked out with Costello.

Vote: All present in favor. Result: Approved.

Safety Review Report – Paul McClaskey reported that Steve Statkus plans to issue the committee's report prior to the April Board meeting.

Contest Report – Rolf Hegele reported that 10 pilots have committed to participate in the contest in June. Rolf reviewed a contest budget based on 25 pilots. The Board considered a motion to approve the contest report as presented.

Vote: All present in favor. Result: Approved.

Legal Representation Report - Paul McClaskey reported that he is showing the attorneys the insurance policy.

Accounting Software Transition Report - Rolf Hegele reported that April 1, 2011 remains the target date for the changeover to QuickBooks. Rolf described an issue with the dates of the monthly billing cycle; this topic will be discussed in more detail in the April Board meeting.

Spring Safety Seminar – The Spring safety seminar

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will be held on May 21, the same date as a potluck dinner.

Club Clean-up Months - The Board considered a motion to designate April and November as club clean-up months and have all crews complete clean-up tasks during those months.

Vote: John Murray opposed, all others in favor.
Result: Approved.

Adult Camp – Adult flying camp will be held August 29 through September 2, 2011.

Oktoberfest – Oktoberfest will be held on October 15, 2011.

Annual Financial Audit – Paul McClaskey reported that Marybeth McManus will recruit a second auditor as required by the By-Laws and conduct the annual audit of the 2010 financial records.

CCSC Board Opening – Tom McDonald intends to

resign from the CCSC Board in April to assume new duties as Chief Flight Instructor. In accordance with the By-Laws, the Board will appoint another person to serve out the remainder of Tom's term, which will expire after the November 2012 election. John Atkins has volunteered for this position. The Board considered a motion to appoint John Murray to seek candidates.

Vote: Jim Lowe opposed, all others in favor.
Result: Approved.

Waiting List for Hangar Space – Dave Coucke reported that Dan Reagan is the sole person on the waiting list for hangar space, which Dave will maintain.

Adjournment

The meeting was adjourned at 11:45 a.m. by unanimous consent.

Respectfully submitted by Michael Hayden, CCSC Secretary.

SSD ANNUAL MEETING AND BOARD ELECTIONS

BY LUCY ANNE MCKOSKY

The Soaring Society of Dayton will hold its annual meeting on April 13, 2011, at 6:30 p.m. at the CCSC clubhouse. All stockholders are invited to attend. At the meeting, SSD President John Lubon will report on the state of the corporation and discuss plans and priorities for the coming year.

Elections for three positions on the SSD Board of Directors will be conducted by mail later this month. So far, three candidates have declared their intentions to run for election: Bill Maxwell, Bob Root, and Dick Scheper. Information about each candidate will be included with the ballots.

Proxy ballots will be mailed to all shareholders about March 25th, and should be returned no later than April 8th, so that counting can be completed before the SSD Annual Meeting on April 13th. Stockholders get one vote for each share of stock they own, and a quorum equal to 50% of the total number of outstanding shares is required. Please help the board by returning your ballot promptly!

POP QUIZ - SIGNALS

BY TOM MCDONALD

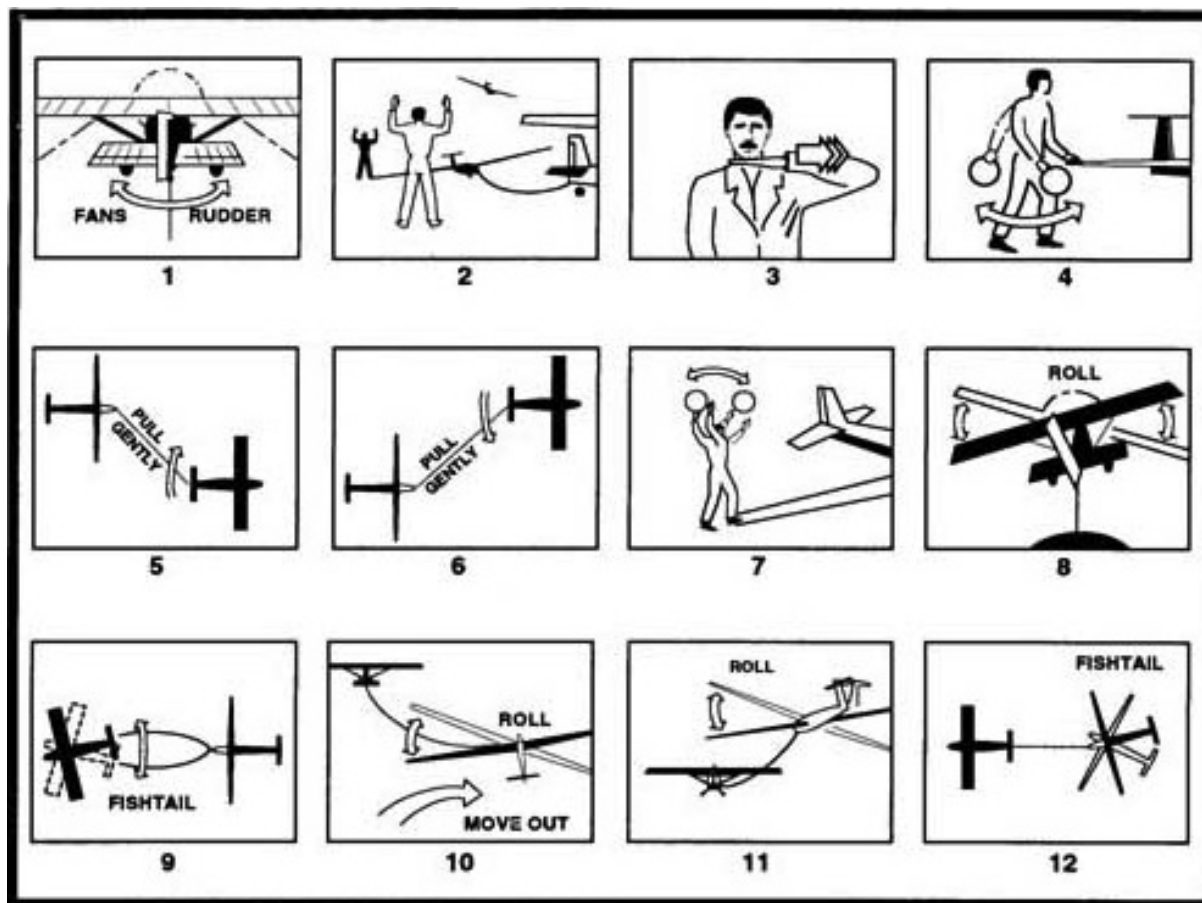
The Pop Quiz is a new monthly feature in Frequent Flier. It will cover a given subject area from FAA knowledge tests or practical test standards. This month, our subject is the standard soaring signals.

Write down the meaning of these signals on a separate sheet. Don't guess; leave a blank if you are not sure. See the answers and discussion on page 5.

There is no way to remember some of these signals from normal use. Emergency signals are, by definition, rarely used. Also, the various FAA and SSA references on soaring signals do not always agree with one another. This picture is the one used on FAA written tests.

To get the most out of this quiz, write down any missed answers to aid in forming a long-term memory. If you just think to yourself, "Oh, I knew that," you will quickly forget it again. If you score less than 100%, take the quiz again every couple of days until you get that perfect score.

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Standard Soaring Signals

Do you know them?

CLASSIFIEDS

Editor's note: Classifieds can be sent to frequent.flyer@soarccsc.com. Date of entry noted in (). Ads time out in 3 months unless re-submitted.

For Sale (3/11): 2003 Starcraft Spartan popup camper, a/c, 3-way frig, microwave, indoor/outdoor stovetop, side canopy, propane furnace (may not work?), queen (memory foam mattress) and full bed, convertible bunk for kids. 10 ft box, 14 ft tow length. Beautiful condition; low road miles; always garaged or covered. In our campground. \$2250 obo. Dick Scheper 513-474-9707

Share For Sale (2/11): Join the Redwings! One share for sale, \$1000. A great group of guys and a great SGS 1-26. A good way to build up flight hours and have fun. Contact Brad Lewandowski for details 513-265-8544 or blewando1@gmail.com.

For Sale (6/10): Dittel 71-M Base Station Radio with battery charger, auto-lighter charger and car-top antenna. \$2350. 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. Contact Greg Crook at greg9632@gmail.com.

For Sale (6/10): RV/Motorhome. 31ft Winnebago. \$5000. Already in campground. Contact Terry Buker. 786-512-3313 or email tbuk@juno.com

Wanted (6/10): 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. Winch Training, Winch Training – Opportunistic/Other, Winch-to-Thermal Training and Winch Training of Private Ships.

Wanted (6/10): Winch Operator(s) (for weekday winch operations) – Free Training. Reduced Flight Rates. Lots of Satisfaction. Medical not required. Contact Jim at: GOEBELJW@AOL.COM.

Answers to Pop Quiz:

1. On ground: towplane ready, begin takeoff. In the air: a problem with the glider, check spoilers.
2. Hold. Note that the FAA Soaring Flight Manual shows this signal with the arms straight out, instead of with forearms up.
3. Stop engine/drop towrope.
4. Take up slack. The diagram shows this with the wingtip already up. Remember that the "thumbs up" signal means "pilot ready, level the wings." The order of operations is not "level the wings, take up slack, wait for a thumbs-up from the pilot." Not raising the wingtip until the "thumbs up" from the pilot minimizes the chance of a misunderstood signal causing a takeoff before the glider pilot is ready.
5. Turn towplane right.
6. Turn towplane left.
7. Stop operation immediately.
8. Release immediately.
9. Towplane cannot release. This would logically come after signal number 10, so the glider would probably be out to the right.
10. Glider cannot release. The SSF website shows this signal with the glider moving to the left. Moving to the right seems a better idea, as the towplane should release the rope in response to the signal, and then turn left as usual. Remember that the rope will be hanging from the glider on landing, and allow extra height over the fence.
11. Increase tow speed. Careful! If you are already slow, an aggressive wing rock could cause a stall. We don't use this signal on the winch for that reason.
12. Decrease tow speed.



SSD BOARD MINUTES - MAR 19TH

Present: John Lubon (via telephone), Bill Maxwell, Lucy Anne McKosky, Garry Print, Bob Root, Dieter Schmidt

Absent: Lynn Alexander, Dave Edwards, Frank Paynter

CCSC Board: Michael Hayden, Rolf Hegele

Stockholders: Wally Detert, Dick Scheper

The meeting was called to order at 10 a.m. by Bob Root. The minutes of the November meeting and the January joint meeting with the CCSC board were reviewed and approved. The treasurer's report was also reviewed and approved. Dieter presented six requests for redemption of a total of 44 shares of stock. A motion to redeem all of these requests was approved.

Dieter presented a preliminary financial report for 2010. He requested authorization to consult a CPA for professional assistance. A motion approving up to \$500 for professional services for tax preparation and financial review was passed.

Dieter reported that he is in the process of refunding escrow accounts to inactive members but is having some difficulty obtaining accurate information from the various computer programs. Active members with escrow balances will be billed for the balance needed to purchase a full share of stock. Bills will be sent with the SSD election materials in late March.

Old Business:

Grob-102: The Tost hook has been overhauled and reinstalled. John Murray will inspect the hook and submit a bill. The non-destructive testing required by the wing spigot AD will be performed in March, and if no defects are found, we will have 15 months to comply with the AD. SSD will be responsible for the cost of compliance, which will probably be incurred in 2012. Garry Print reported that the repairs on the trailer are approximately 50% complete.

New Business:

Farmhouse Repairs: Karl Brooks presented a bid for repair of the farmhouse kitchen floor for a total cost of \$1740. The bid includes leveling 65 ft² and installation of underlayment and tile on 170 ft² of floor. A motion was made to accept the bid, with SSD having the right to approve the choice of material and

inspect the underlayment. The motion was seconded and carried.

Water Well: Bob Root reported that he contacted the Water and Soil Division of the Ohio Department of Natural Resources. He spoke with a hydrologist knowledgeable about the area, who gave the opinion that water could probably be found in the underlying shale at a depth of 50 to 100 feet, with a flow rate of one to five gallons per minute. A deeper well would probably not produce a greater quantity and could reduce the quality, due to a higher mineral content. The existing well is at least 50 feet deep, but the water is of poor quality and the supply is unreliable.

Bob also checked the state well log and located two wells in the vicinity: one on Gard Rd. and one on Elbon Rd. at the bottom of the hill. Garry Print suggested that the current cisterns would provide adequate storage and a good filtration system could remove the minerals. A preliminary cost estimate is \$5000 for drilling and \$3000 for a filtration system. Rolf Hegele reported that he has a low-volume well

with a high iron content, located in a similar geological area, and he uses a cistern and filtration system. Dick Scheper, a professional geologist, reported that shale is relatively impermeable and he saw no evidence of fractures that could allow water flow; therefore, there is no assurance that a well would strike water. The board will continue to gather information before making any decision.

Elections: SSD board elections will be held at the Annual Meeting on April 13, 2011. Lucy Anne reported that the terms of Bill Maxwell, Frank Paynter, and Bob Root expire this year. The slate of candidates must be finalized by March 14, 2011, and ballot proxies will be mailed to all stockholders in late March. Board members will recruit candidates for the election.

The meeting was adjourned at 10:53 a.m. The next meeting will be Saturday, March 19, 2011, at 9:30 a.m. at the CCSC clubhouse.

Lucy Anne McKosky, Secretary

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not imaging the force that one has to apply to the front levers that is sufficient enough to drive the holding rods into and through the Delrin type block, but that is what has happened.

So here is the simple magic of this interlock. When you close the rear canopy, first, the rear canopy rod moves forward and forces the front part of the interlock down. When the rear canopy locking rods are in place correctly, there is a notch that allows the front canopy rod to EASILY engage and hold the interlock down. This can be seen in the image below. The rear rod is a little dark but the front canopy rod can easily be seen resting on that notch.

Does this interlock prevent the rear canopy from being opened? No, it certainly does not. But what it can tell you is that if the front lock handles do not close easily and completely, it is more than likely your rear canopy is not latched properly!









WEB FIND

Nothing beats a good look at the weather outside a local window for accurate and current weather conditions. And so it is with glider pilots looking at the sky, we never can get enough of it, even with all the resources we have at our finger tips on the Internet.

I was introduced to this site by John Lubon. The most interesting feature of the site is an hour by hour depiction of predicted cloud base height. You can also find and rows with Temp Dew Point spread and wind diredction.

You have to go to usairnet.com, click Weather in the top menu bar, then find Aviation Forecast on the left side of your screen and click that. Select a state and city then find the reward of a solid page of neatly pictorialized weather that makes for easy viewing.

DATE	TUESDAY MARCH 15				
HOUR	2:00 AM	5:00 AM	8:00 AM	11:00 AM	2:00 PM
CLOUD BASE (FEET)					
	6,600 To 12,000	3,100 To 6,500	3,100 To 6,500	1,000 To 1,900	500 To 900