

OCTOBER 2012 FREQUENT FLIER

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- **HIGHLIGHTS OF THE MONTH:** CCSC flew the 2000 flight of the 2012 season Oct 3rd. Your editor rigged the departure schedule so he would launch and claim that significant flight number for the 1-26 crowd. We had great thermals that day and the release occurred at about 2000 feet AGL right after passing through a 6 kt thermal. A right hand 270 degree turn occurred just before the Sink Goddess struck the 1-26 with her 10 kt Sink Trunchen. She continued to batter the 1-26 right down to pattern altitude at which point she declared the 1-26 DOA and went in search of others to abuse. It wasn't even a good sled ride and in the future I will not tempt the Goddess if another significant flight appears to fall into my lap. I really think she was annoyed that a lowly 1-26 climbed up to claim the honor and not a more serious sailplane. Guess you really can't fool Mother Nature.

On a more pleasant note, Dick and Laurel Eckels hosted the Wednesday Breakfast Club at their Modern Cave for pancakes, sausage, coffee and good fellowship. We all had a great breakfast and a really cool tour of the house that Dick designed and built. They're moving into a condo closer in to Lebanon. The cave is sold and now the work of moving begins.

NEWS YOU NEED TO KNOW: Our own, CFI



Tom McDonald, has been working to complete the CFI Training Manual and has introduced two new sections that everyone ought to be aware of, and in the journalistic tradition that we try to emulate I have included those sections in this newsletter. They deal with the use of hand held radios for student flights in 2-33's as well as defining FINALLY just exactly where that elusive IP is located. Check it out. And if you're a crew chief, spread the word to your crew members. If you think just because we never had radios in the past, we don't "need no stinking radios" now, I can tell you a story of a low time student trying to enter the pattern via a mid field crosswind because he was too low for a normal pattern entry, only to arrive in the downwind at the same place and time as a K21 who was not looking outside the cockpit. (Does 15 years old, low time and surprise drive up the stress factor?) They flew formation all the way to final without the K21 being aware of the 2-33. The student landed way long and was pretty nervous after climbing out of the cockpit. Had we had radio contact we might have coached the student and even reached the K21. Now we do, thanks to the tenacity of our check pilot Dick Eckles and the good work of our CFI.

The CFI manual pages appear at the end of the frequent flier.

- **CALENDER OF EVENTS:**

October 20th- SSD Board Meeting
October 20th - Oktoberfest / Potluck / Good Neighbor Day
November 13th, Tuesday, special meeting for counting of ballots for CCSC Board
November 17th- Last day to order 2013 SSA calendars through CCSC order
January 19th-Saturday- CCSC Banquet

April 21st-27th- Pennsylvania Ridge trip
Aug 20-30 – 1-26 Championships Moriarty
N.M.

Aug 31-Sept 1, 2013 – Labor Day Fun Fly, camp
& cook out

Oktoberfest/Good Neighbor Day: Write Oct
20th on your calendar because it's going to be
another

CCSC party. Free food, draft beer, great flying,
(not in that order), good fellowship with our
neighbors and a great way to wind up the
summer flying season at the farm. If you've
not been out regularly now is the time to come
out and get recurrent. We'll have plenty of
CFI's, commercial pilots and tow planes. If you
don't feel like flying come on out and do some
crew duties. JUST COME OUT!!!!!!!

- **SAFETY COLUMN:** Written by John Murray,
intro by Dan Reagan.

The following article was written by John
Murray concerning the Club members' lack of
efficiency in monitoring our aircraft condition.
The article is not a short one but we all need to
read and consider each one of his points. John
took a lot of time in putting this together and
each member needs to take the time to
ponder its message. Thanks go to John for his
efforts. John says----

Lately I have seen more and more of our
members flying gliders that are in less than
"Tip Top" shape. Because these ships actually
belong to us all, and not an FBO, maintenance
needs are sometimes difficult to define. (A FBO
looks at it and decides to fix or not. We, the
owners assume someone else has looked at
the issue and approved the aircraft for flight).
Lately however I am amazed at the care we do
not do on our glass ships. In no particular order
here are some of the things which have
happened this summer.

Last Saturday I opened the rear canopy on
CC and noticed the rear canopy gas spring was
"tired". That means that the ship had been
flying in a state in which if one is not very
careful, especially in a wind, the canopy would
fall down breaking it and costing \$6000. I
grounded the ship and replaced the gas spring.
If a canopy will not stay up for over 1/2 its
travel, It is dangerous. Please notice canopy
issues they are often important. If you did not
know how to assess a canopy for safety, how
do we train for this??

Next I glanced at the front seat back on CC
and noticed that on a transverse brace which
connects the two notched adjustor pieces
there two 5mm machine screws which had
backed 1/2 way out and were quite loose. I
went and got a 10mm wrench and tightened
them. A seat back failure can have very serious
results if it fails in flight. We need to look a lot
harder at things like this. Small issues but the
aircraft was flying with both of these things
wrong for an unknown time while no one
caught them. WHY NOT???

Last month I noticed (from 50 ft away) that
the left side of the rudder on the twin Grob
was not taped and had not been taped all
summer. Gliders absolutely need sealing tape
as per the manual to be properly installed.
Flying without this is "flying with a known
deficiency" The control surface involved does
not work as well as it should which can have
bad consequences. There is a case of a pilot
parachuting from a Ventus in Texas because
the tape was bad on the elevator. How does
your club chute work? This tape issue started
when at annual last spring when I ran out of
time on Saturday and signed the logbook and
was assured that the tape would appear before
flight. That was March. I saw it again in July. It
had flown in a tapeless state all season. Why
did no one notice?

Also last month, I looked at the SD canopy interlock device which had been defective last spring. The parts were supplied, and not installed. Let's put aside the loose maintenance issues involved in this event involving John Lubon and me for a minute (we can pretty much assure ourselves this will not ever happen again!) and look at the pilot group who had been flying the ship all summer with a serious deficiency. If the front seat canopy interlock fails, the ship can easily fly with the rear canopy unlocked. The canopy will open and break off. The distraction is serious! This happened at Sugarbush about 10 years ago causing two fatalities, a lost glider, a lost tow plane, an injured tow pilot and a law suit which exceeded the insurance amount the club had in effect. This is serious. When I discovered the issue, I started asking K-21 rated pilots to explain the workings of the interlock. Only about one in three could describe how it works and how to preflight it. The ship flew from March until July without anyone noticing. DO YOU KNOW EXACTLY HOW THIS SYSTEM WORKS?? Did you fly SD between March and July this year?

Next is a litany of small issues like lifting a canopy by the window hole, or installing canopy covers inside out. (Harsh surface directly on the plastic!) This one happens a lot! I cannot figure out why. Canopies are very valuable and we do not see that someone does not understand that a canopy cover has a soft side and a hard side. Instead of changing it, we just leave it alone.

The issue for this article is not to just complain that we are not being careful (we are not) but for us to take a collective look at ourselves in the mirror and make corrections. Are we looking at our aircraft in a way that will lead us to find things or are we just looking at them in a manner which really does not? Obviously the latter is the case. As late as a

month ago it was possible to fly a ship at the club which had a canopy spring which was marginal at best at holding up the canopy, while sitting in a seat with a faulty seatback, while tolerating poor taping on the wings, which lowers the very flight characteristics of the ship, while forgetting or worse not understanding that the rear canopy was in real danger of opening in flight, because the interlock device was damaged. None of this was caught at preflight. I would ask us collectively to ask ourselves how we could do this. How do we prevent it in the future? If you flew the twin Grob, SD, or CC between March and late September, how did we not pick up on these things?

I for one will ground gliders much more aggressively than in the past, but you as an owner of the aircraft need to collectively be much more critical at preflight. All I can assume is that we have gotten into a mode in which "someone else thinks it is OK so it must be OK to fly". We need to say, "The canopy spring is bad. It needs inspection by the person in charge now! It is grounded until this happens". Ditto the other things in the above article.

- **Oct. 6, 2012 CCSC BOARD MINUTES:**

Call to order – John Murray VP, Maury Drummey, Mike Hutcheson, Rolf Hegele, Mark Miller. Paul McClaskey, Steve Statkus present. Dan Reagan and John Dudley absent.

Reading of the Minutes – The September board minutes were previously sent out to the board members for review before the meeting. They were approved 7/0.

Reports and Statements of Officers and Committees -

Secretary – Steve Statkus

New Members: Zarrick Xavier Conner joined as a youth member and was approved 7/0.
Member Resignations: Anthony Kominiarek and Chris Dybvad terminated their membership. Terminated membership action was approved 6/1.

Treasurer – Rolf Hegele reported at the end of Sept we had accumulated 2078 flights for 2012. Cash Balance at the end of Sept was \$46.3K. Income and Expenses, Jan – Sept 12: Income \$169,970. Expenses \$144,128. Gas Cost has been adjusted to \$0.38 per 100 feet.

Operations / Ground Tow Vehicle

Maintenance- Maury Drummey reported preparations for the Neighbor appreciation day planned for 10/20 are underway. See the Oct. Frequent flier for details.

Glider Maintenance - John Dudley was absent. John Murray discussed the sad state of preflight inspections as well as the unreported accidental damage that occurs from time to time. A discussion concerning how to reverse the culture resulted in a mandatory special meeting being called for on the 4th Sat (10/27) at 10:00 am that will include all crew chiefs and instructors. The topic will be training crew members to preflight glass ships, reporting damages and the crew chief's responsibilities.

Tow Plane Maintenance – Paul McClaskey. Muffler purchase complete and will be installed during the upcoming annual. Engine Overhaul/Replacement Schedule/Is cost defined? / who has the ball?- CCSC/SSD?

Paul reports that the planning is on going and he has the ball. He also requests crew chiefs review the distribution list for the crew chief's report before hitting SEND.

Facilities/Grounds Equipment

Maintenance – Mike Hutchison reported on

the details and approximate cost of permanent shelters at both ends of the field. The CCSC board went on record approving the concept understanding that the final decision resides with SSD. It was reported that the well needs to be winterized soon. Mike agreed to see it done.

John Murray's input: - Permanent bldgs. at the flight line. Some members have asked for permanent structures to be built at each end of the field to replace the blue tent.- Mike Hutchinson did some preliminary research which he presented. Everyone should look at "all steel carports, Muncie In." for more info. While this is a SSD decision, it is a \$2000.00 + dollar per end involving what some consider "less than optimum looking " buildings. They also require a Concrete slab which is hard to move if plans change. There was discussion in favor of wood Gazebos. @ closer to \$3000.00 each. (not popular) The point is membership should think hard about what they want as It was suggested SSD would make a move next spring.

Public Relations – Mark Miller briefed the Neighborhood appreciation day.

Social Activities – Mark Miller reported that additional commercial pilots are needed for 10/20 and that it would be a burger and brats party throughout the day. See the Oct Frequent Flier for details.

Unfinished Business:

CPR/Pre 911 Course – Hutch reported that the recent CPR course at the hospital was well received and suggested a Waynesville EMT demo take place in the spring at CCSC followed by another course in the fall. He also reported that he conducted a thorough fire extinguisher review recently and all the extinguishers are functional.

Emergency Oxygen System Purchase – Oxygen bottle and box are complete, in the club house and ready to be installed in the crew trailer.

Soaring signals/ UOP suggested changes- Tom McDonald – No input.

Radio use – Tom McDonald – Coordination with Dick Eckels resulted in the preparation and publishment in the instructors manual of a process that has been tried by Tom and will be distributed to the instructors. All students flying 2-33's will be required to use the hand held for pattern entry.

Radio install in 2-33 – No report.

New Business:

Rich Perry requests 15 CAP flights at member rate. Clarification? What is the down side? - Do we pass up \$500 in revenue? This CAP flight was approved prior to the meeting. A follow on discussion raised opposing issues with using crew member rates for guest rides. Finally it was decided that each member should formulate a get well plan to be shared and voted upon at the November meeting. Some thoughts were that it should at a minimum be a break even proposition. Boy scouts in the past paid full guest rates. Club members could buy gift certificates for their guests, or the club could limit the number of guest rides given per month at a crew members rate.

Cross Country late arrivals back at CCSC resulted in a discussion as to wheather the crew chief should hang around until the last private glider returns. It was decided that this is not necessary and the crew chief should notify private gliders still flying what time the crew was closing operations. The discussion centered on the concept that a private pilot heading out on a cross country glider flight is responsible for his own well

being but it was recognized that since the crew chief has a radio he should make an attempt to communicate to the glider pilot his intentions in enough time to allow the pilot to return to CCSC if a land out and aero retrieve is likely.

What is the tow fee for a CCSC non member? (Is SSA member) who brings their glider to CCSC to fly? (Marion club member came down to fly) I think he was charged \$40 for a tow. After a discussion it was decided to revise the fees and dues to reflect a \$45 fee if the pilot can show a current bi-annual and three flights within the last 90 days in a glider. He should fill out a yellow card and the money given to the crew chief.

Change December Board meeting date? Election for Board members will be held on November 13. Election of officers takes place at that annual meeting or the next Board meeting. If the election of officers is held at the next regular meeting then we go from November 13th until December 1st without positions filled. Is this a problem? The board determined that this process has been in place for years and does not warrant a change.

Permanent shelters to replace the tent on the flight line? SSD has briefly discussed and I would think SSD would fund. CCSC board agrees but voted to make their position clear that they agree with the concept of permanent shelters to replace the tent by 6/0.

Block Time : The question has been raised as to whether it would be beneficial for the Club to sell block time at a reduced cost. A roll call of members rejected this issue 5/1.

Board voted 6/0 to adjourn at approximately 12:00 after a cordial meeting.

- **CFI UPDATES: Oct 2012**

The following two items are excerpts from recent updates that Tom has delivered to the instructor corps via the Instructors manual. I have included them because the information is relevant if you're a student and if you're licensed and fly our 2-33's you'll be pleased to learn our policy for use of hand held radios. Some of the info applies to the instructors but indirectly it applies to students also.

On Signals and Radios-Tom McDonald

We had several cases of misunderstood tow signals over the summer. These occurred at both ends of the rope. For example, a tow pilot misunderstood a launch signal, and initiated a takeoff with slack in the line. The result: a broken a towrope. In another instance, the wing runner probably gave an early takeoff signal: another broken rope.

It is important to understand that these were failures in both cockpits. First, the tow pilot opened the throttle early. Then, the glider pilot failed to see what was happening and failed to pull the release.

Another rated pilot received a "spoilers open" signal in flight, and responded by pulling the release.

It's time for a little review.

Step 1, Job One: Be "Switched On." Do not allow the glider to be hooked up until the crew is ready to fly, the before takeoff checks are completed, and bystanders other than the wing runner are clear. If you are hooked up and are still doing any sort of preflight activities, you are wrong.

A common error in our process is the actual hookup or the "thumbs up" to level the wing being initiated by the wing runner. The

glider pilot is in charge of the takeoff sequence. The procedure is properly conducted by a "Pilot in Command," not a "Club Member Sitting In A Glider Waiting For A Hookup So He Can Go Fly." (True, the tow pilot ultimately has the last word in the matter. But the pace of the operation is properly controlled from the glider.)

Don't overlook the signals used after takeoff. Many of these are intended to safely negotiate an abnormal or emergency situation. We don't use them often. The mistaken release discussed earlier was at altitude, with the signal prearranged for training. An actual "spoilers open" signal would probably happen right after takeoff. Releasing and then having no idea what the real problem was would end very badly.

I have also heard a complaint or two over the summer about low-performance gliders being towed uncomfortably far from the field. I don't remember the details, but I hope the glider pilot attempted to turn the tow plane in these cases.

Radios

This brings me to my next subject, radio use in flight training. Among other things, a radio tends to eliminate the need for using obscure and easily misunderstood or forgotten signals in emergency situations. A pilot being able to say "BG, your spoilers are open," or "33Z, please turn towards the field" solves a lot of problems.

The club now has five handhelds. The crew chief gets one, and the rest are for gliders. We will also eventually install a permanent unit in 15H, since it already has an electrical system. Here is an excerpt on the subject from the CCSC instructor's manual:

All flight training shall be conducted with an operable radio on board. The only

exception is if there are not enough radios for all the aircraft. Leaving a working radio on the ground is not acceptable.

Used wisely, communication enhances safety. However, there is also potential for the radio to be a distraction. Instructors will emphasize the traditional Aviate/Navigate/Communicate order of priorities in the cockpit. In general, a pilot cannot use a handheld radio in the pattern without letting go of the dive brakes or spoiler handle. For this reason, talking on the radio after passing the IP is discouraged, except in cases where talking to someone will directly affect the safety of the flight. (This obviously does not preclude listening to the radio in the pattern. For example, the instructor supervising the flight may offer advice. Again, it is expected that the instructor will not do this except to enhance safety).

The suggested method for using a handheld radio is to clip it to the pilot's right shoulder harness. This is more secure than if the unit is stowed in the checklist pocket, and also easier to hear. The frequency should be locked, so the knob just adjusts the volume. The pilot will then be able use his or her left hand for the push to talk switch without having to let go of the stick or look away from flying the glider.

- **EDITOR'S NOTE:** Well folks, that's it for another month except for a couple of thoughts. Unless you've been held hostage by Somali pirates or holding up in a cave in Tibet meditating, you are no doubt aware we're in the campaign season. You can tell by all the finger pointing, unsubstantiated accusations, truth stretching, fear mongering, salty op ed columns and constant annoying phone calls during dinner time from the various PAC's requesting money and your vote, and that's at the national level. CCSC is about to enter that process as

we nominate and elect new members to the board, so if your in Somalia or Tibet, or even at home, please respond to the upcoming emails with the list of candidates and a proxy form that will allow the vote counters to count your vote. We will promise to have an equal number of honest Democrats to counter the Republican presence on the counting committee so at the end of the night we can have high confidence that the count is accurate. – ed.

- **CREW SCHEDULE: - 2012:** In addition to the normal crew days, each crew is required to make up at least one additional crew day per year.

4TH SUN & 12/30.

- **CLASSIFIEDS:**

Editor's note" Classifieds can be sent to stevestatkus@gmail.com. Date of entry noted in (). Ads may time out in three months unless resubmitted.

For Sale: 1997 Ford Camper-Van. Great glider support vehicle. Sportmobile pop-top roof with bed, storage shelves, drawers and crank out awning. 7.3L turbo diesel gets 20 mpg highway and tows up to 12,000 lbs. 125,000 miles. \$6,000 obo.

Rob Cluxton [513-702-3925](tel:513-702-3925) or ricluxton@cinci.rr.com

For Sale (5/12); 1991 Elite Travel Trailer 30ft. Great shape, interior is in super shape, no known leaks. Newer refrigerator. Trailer is located on west end of the trailer park. Sale includes gas grill. A steal at \$2000 **OBO**. Norb Maurer [513 774 0380](tel:513-774-0380)

For Sale (5/12): One one-third share in Standard Libelle 201b N11RD (n11rdbird.) Serial number 74 with a 245 pound payload. Great flying and thermaling glider with a May annual. Includes an Eberle trailer and tow

out gear. All Ads complied with; new tost
hook, new Microair Radio. Includes
Cambridge GPS and L Nav, parachute and
two great partners; Rich Cedar and Eric
Cockren. Call Rolf; (n11rdbird@att.net) at
937-271-5003.

