CCSC FREQUENT FLIER - APRIL 2012

EDITOR: Steve Statkus (Still looking for a more qualified editor and always looking for articles of interest. Email: stevestatkus@gmail.com.)

- **NEWS YOU NEED TO KNOW**: Soaring is a sport best enjoyed while sitting in the cockpit at 3000 feet above the ground heading for a cloud with a flat black bottom. So quit dreaming and get your bottom out to the club to enjoy the beautiful environment spring, (and much hard work) has brought this year. The gliders are in great shape as are the tow planes and the landing strip. Even the pond looks good. So come out and fly then sit around the patio (with suitable refreshments) and tell us about your exploits. And here's the first (?) solo of 2012. Adam Wilson of the Mighty 4th (4th Sunday Crew) defied death this Sunday and returned to earth in one piece. Thanks insturctors Rich Carraway and Lynn Alexander and Adam's parents for trusting us enough to give Adam this experience.

Also, a father and daughter success story. Diana and her dad Paul were regular members of the 2nd Sunday crew. "Diana Cahill, who flew with the CCSC as a youth member while in high school between about 2003 and 2007, earned her private pilot's license (power) on June 4, flying out of Wright Brothers. Though she had soloed at the gliderport in 2006, she left for college at Rice University before earning her glider pilot's license. She took advantage of the opportunity to learn to drive through the air in her gap year after graduating from college in May 2011 with a degree in biological sciences and a concentration in global health. In July she's off to a remote part of Honduras for a year, where she will support Shoulder to Shoulder, a Cincinnati-based health NGO. Good luck Diana.

- **CALENDER OF EVENTS:**

June 11th through June 15th – CCSC Soaring Camp
June 17th through June 23rd – Region 6 South Contest
June 26th LAhm Flight 9 Order of Daedalians, catered dinner and guest rides.
July 8th through July 13th- Youth Camp
August 13-17 Adult Camp.

- **FROM THE OVAL OFFICE**: (Dan Reagan)

Well here we are at the first part of June, so let's do a little check up on flight numbers and finances. I don't want to get too deep into the math but let's compare this year's flight numbers so far, to the average of the eight prior years. In 2012 we have exceeded the prior eight year monthly average for every month so far. If we continue on the present trend we should exceed 2400 flights for the year which is a 37% increase over last year. Remember that the board set the budget to break even at 2000 flights. As of June 1st we have passed 600 flights with 25 of those being premium paying guest rides so far in 2012 and the soaring season has just begun.

Also, from a financial perspective, the extra income of the Cross Country Camp this year will help our bottom line.

The CCSC board is looking at different ways to increase income like more guest rides (which are already scheduled), camper rental for contest entrants, more student flights (your help is needed for recruiting new members), along with other ideas.

With everyone pitching in, the facilities are looking great.

SO IN SUMMARY, WE ARE OFF TO A FANTASTIC YEAR!!!

- **JUNE 2, 2012 CCSC BOARD MINUTES**

  - In attendance were Dan Reagan, President; Mark Miller, Social and PR; John Dudley, Maintenance; Paul McClaskey, Towplane Maintenance; Rolf Hegele, Treasurer; Maury Drummey, Operations; and Mike Hutchinson, Facilities.

- **Secretary –** Two new member applications were reviewed and approved; Sorem Adams and Mike Haas.
- The minutes for the May 2012 meeting were reviewed and accepted as read.
- **Treasurer -** Rolf provided the treasurer's report. We are $10805 ahead of our year to date with no significant current Liabilities. The 2012 soaring camp has 26 participants (20 regular and 6 auditing). 20 contestants are registered for the Contest. There was no change to the fuel index and it remains at 38 cents per hundred feet. The report was approved unanimously as submitted.
- **Operations –** Golf carts continue to be an issue and Steve Statkus is reviewing options. The Kubota is running well. Extra keys will be made.
- **Maintenance Gliders –** The G102 has been annualed, however the radio is not functioning and needs to be replaced. The Blanik annual is due this month. SD has a vario problem that is being worked.
- **Maintenance Tow Planes** – All towplanes have been annualed and are running well. New procedures are being developed to help in the detection of a collapsed fuel bladder. Paul will also review information on spare mufflers.
- **Facilities –** The spring clean up day was a great success and all the list items have been completed. It was noted that the grounds have never looked so good thanks to Hutch and his volunteers.
- **Social & PR–** CCSC is hosting a group of around 10 folks on 2 June. The Wright-Patt Aero Club has two groups coming on 3 June.
- Mark agreed to check with the ladies who host our pot luck dinners and determine if we want to continue this effort. They will be deferred until at least July due to the Camp and Contest in June.
- **Unfinished Business:**
- **Instructors" Manual Status –** Tom indicated that two more sections were going to be published that day.
- **Safety Assessment Follow up –** The only open item (#3) is the soft release standard, which is not included in the instructor's manual presently.
- **Safety Review Committee** –Recommendation #2 – insure soft release standard is in the student training manual. Item remains open until it is included in the manual.
- The recommendation by the safety committee to add signage to the tow plane hangar doors was to be completed on June 2.
- All signs and posts bordering the runways are being modified with breakaway mountings. It was approved to close this item.
- **Legal Review: -** This effort is ongoing
- **Waiver of Liability-** This effort is ongoing.
- **Corporate Structure** – This effort is ongoing
- **CPR/Pre 911 Course** – Hutch has found an opportunity for crew chiefs to get CPR certified. He is looking for volunteers and is trying to put together a group of at least four personnel.
- **Purchase of shirts, bucket hats, etc** - The shirts should be picked up on Tuesday.

- **Half Price May** –Three members took advantage of this opportunity.
- **Lahm Flight 9 Order of Daedalians**– This outing has been scheduled for Tuesday 26 June. Although they will be flying as guests of members they will be required to sign a Limited Member Liability Waiver.
- **Winch Operation specifics** – Tom McDonald is hoping to host a winch operation weekend at Clinton County in September/October. He initially wanted to include the Blanik but because of the unique nature of how winch tows are counted to the hull limitations, that did not gain traction from the Board. Tom would like to use two 2-33s however the Board wanted to review the winch demand before approving two ships. The Board did approve winch operations at Clinton County during the week and only in a southern direction (6-1). In addition, it was approved that a weekend winch activity can be held with at least one 2-33 (6-1).
- **Website Status** – Randy Wright has changed the look of the website and is working on changing the hosting of the website.
- **New Business:**
- **Camper Rental** – Dan has negotiated with a number of members the use of their campers for the Soaring Camp and Contest. The participants will pay CCSC for the rental. As part of this, the campers and campsites have been cleaned and the campsite grass will be mowed the remainder of the year.
- **Stewart Birthday Party** – Johnny and Noelle requested to use the picnic patio for a family birthday celebration on Saturday, July 7. This was approved unanimously.
- **Rope Break –** A clarification was requested on how to charge rope breaks. The Board agreed to allow Instructors to use rope breaks for currency, however they must put their account numbers on the instructor line. For all other members, a 2000 foot tow will be charged unless the requirements of the UOPs are met. If there is no Instructor account number on the card, a 2000 foot tow charge will be incurred.
- **Pond** – It was agreed to treat the pond to prevent an algae bloom.
- No further business to address the board voted (7-0) to adjourn.

- **SAFETY:** Another lesson from Instructor Jim Hurst.

SHORT FIELD LANDING - Jim Hurst

On one of those days when the forecast was for a 20% chance of showers, (pretty typical forecast for the Cincinnati area in the spring and early summer-ed.) I took off to the west in the back seat of a 2-33 with a student named Ron Martin up front. It was almost overcast but we found some lift north of the glider port and were working our way up to about 2500 AGL when I looked back at the glider port and saw a wall of water parallel to the runway, about a half mile south of it, and moving north. It looked like a nasty squall line.

I decided it would be a good idea to get on the ground quickly because we couldn't tell at that point what kind of a storm this might be. I thought we had plenty of altitude to get back home so I pulled out the dive brakes and stuck the nose down. It certainly looked like the rain was going to get to the field before we did, so I decided we would fly a right hand pattern on the north side of the field to try to avoid flying the downwind leg in the rain.

We were headed for the center of the runway and my plan was to make a 90 degree turn to the left to enter the downwind leg for a right hand pattern to runway 27. The closer we got to home, the more I realized that our rate of sink was much greater than expected, and I retracted the dive brakes and slowed down to try to preserve altitude. There was a strong storm front headwind which was causing an unusual rate of sink.

Well! It soon became obvious that we weren't going to have enough altitude to fly any kind of pattern. We were headed for the center of the runway and the only way we were going to get there was to continue straight ahead. We skimmed the trees on the north side of the runway and landed to the south, across the width of our thankfully wide strip, and stopped about half way across in the then pouring down rain. The ground crew was right there and towed us off the field while we stayed in the glider out of the rain. I wasn't out of the rain because the rear end of the 2-33 canopy leaks like a sieve in a downpour.

This thrilling resort to a "no pattern" landing was my fault because I had broken one of my own rules – which is: stay off the dive brakes until you are certain that you've got the field. Some instructors have taught students to use half dive brakes starting in the downwind leg. This can lead to a "by the numbers" procedure that may fail to recognize conditions where the dive brakes are not necessary. I've seen students skim the trees on the west end with the dive brakes out. If you have the dive brakes out for a long period, it's easy to forget that they are out. That's what happened to me on this weird cross field landing. The student, Ron Martin thought it was a great lesson. As if I had planned the whole thing.

Oral history. Humanoids have always learned the pitfalls and traps to avoid at the foot of the grey beards. Since we won't live long enough to make all the mistakes ourselves and since you might be a grey beard, perhaps you'd like to make a difference and contribute one or two of your better escapades to this section. If the FAA is still looking for you as a result of your deed we can change the names to protect the guilty. – ed.

NOTES FROM A BEGINNER RIDGE RUNNER
(part one-the boring day)
By Dan Reagan

On May 9 I traveled 414 miles to central Pennsylvania with my glider to Ridge Soaring which is owned by Tom Knauff and Doris Grove. Having just barely experienced the thrill of flying the ridge, and seeing the weather forecast that showed good wind in the correct direction, I was anxious to give it another shot. Bob Miller was also bringing his glider to the ridge.

I arrived on a Wednesday afternoon and parked my glider trailer in the row with about twenty or so other trailers. After confirming that the glider made the trip in good shape, I went down to the bunk house to see how many others were there at "The Ridge". Over the years Tom and Doris have built facilities so pilots can come and spend the night on the property so they can be up early for record breaking attempts or just to get an early start on having fun. On good weather days Tom and Doris will be at the glider port before 6:00 AM to tow. If the ridge is working, the sun is not needed to heat the ground to be able to soar so all is needed is a little day light.

Anyway, in the bunkhouse were guys from Canada and others from various places. One guy from Germany has a motorhome and he stays at least a couple of months each spring just waiting for that perfect ridge running day. Most everyone had their computer out checking weather and it was the conclusion of the bunkhouse weather watchers that the next two days should be very entertaining. Since I was a rookie at this, I listened intently to all the advice, theories, and words of wisdom. There is a 15 foot long three dimensional map on the wall that shows the whole ridge system all the way down into Tennessee. Others were using the map and discussing their strategies for the next day. This map is a great tool to plan flights.

I went to bed fairly early so that I could get up early to assemble my glider before others so that I would not be in the way.

The next morning before the gliders were assembled, the experienced guys were gathered in a discussion trying to decide if the ridge was working when someone looked at the ridge to the northeast and saw a glider roaring down the ridge. (this was the guy who flew 2000 kilometers (over 1200 miles) that day.) At that, everyone concluded the ridge was working and then glider assembly started in earnest. In preparation for an extended flight, extra warm clothes were donned, lunch was placed in the glider and the glider was assembled.

Several gliders were launched. A typical tow seemed to be to fly from the base of the ridge directly at the ridge and release when you feel lift. This might be at 800 or 1000 feet. This makes towing go very quickly. After a few tows Tom advised us that the towing conditions were very rough. Doris just said to just follow the tow plane and hang on. When it came my turn I was connected, the tow plane started and upon leaving the ground I could see the tow plane hitting turbulence. Things went well other than I occasionally lost sight of the tow plane below me and other times I felt like an anchor pulling the tow plane down. I was very glad I had secured everything in the cockpit.

At about ridge height I released and immediately was in lift. It is amazing how early thermals start working there. Not being too comfortable with ridge running, I took thermals to just below the cloud base to try to figure out what was happening and to develop a rhythm. The skies were broken with bases around 7,000 feet. I could tell immediately that the weather was not going to be predictable for a rookie. Black clouds developed and numerous rain showers were moving across the valley. A couple of times Ridge Soaring was in rain and could not be seen. The rain showers cleaned my glider very well. Since conditions seemed a little unknown for me, I only got down on the ridge to test it out a couple of times. The fact that these showers kept passing through did not give me enough confidence to really use the ridge. Using thermals, I toured up and down but did not stray far. Thermals of six to eight knots were the standard with two or three knot thermals being passed by. There was the occasional six to eight knot sink also.

While flying the ridge down low and fast if adverse conditions are entered, there is about 45 seconds before the glider is on the ground in the valley hopefully in a good field. More stable conditions were needed for my first real test of the ridge. All during the day I could see other gliders down low and going very fast. Here, staying aloft does not seem to ever be in doubt unless you are pushing the limit to get speed.

At the end of the day I felt a little frustrated that I did not expand my knowledge base more. Two of the very experienced guys had landed out and everyone seemed to agree that it was a "different" day. It seems that with everyone pushing the limits it is a very "usual" day to have a couple of gliders land out. They seem to know what they are doing and I knew enough to know I DID NOT know what I was doing yet.

Well tomorrow is predicted to be a better day so it's to bed early again.

SEE PART 2 NEXT MONTH – THE 500K DAY

- **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 (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. $2400. Norb Maurer 513 774 038

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 wth 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.

- **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. If you're interested in why this is, what it is, checkout the explanation below.

1ST SAT & 12/29
1ST SUN & 4/29
2ND SAT & 3/31
2ND SUN & 7/29
3rd SAT & 6/30
3RD SUN & 9/30
4TH SAT & 9/29
4TH SUN & 1/29 & 12/30.

THE EXPLANATION BELOW:

Historically, most calendar reforms have been made in order to synchronize the calendar in use with the astronomical year (either solar or sidereal) and/or the synodic month in lunar or lunisolar calendars. Most reforms for calendars have been to make them more accurate. This has happened to various lunar and lunisolar calendars, and also the Julian calendar when it was modified into the Gregorian calendar.

The fundamental problem of the calendar is the imperfect divisibility of whole numbers into an irrational number (fitting whole days into a month; fitting whole days or whole months into a year). The physics of orbital mechanics does not phase-lock the rotation of the Earth (the day) to its revolution (the year), nor the rotation of the Earth (the day) to the revolution of the Moon (the month). Therefore any attempt to divide a month into days or a year into days will leave a fractional remainder of a partial day. Likewise, any attempt to divide a year into months will leave a fractional remainder of a partial month. Such remainders accumulate from one period to the next thereby driving the cycles out of synch.

A typical solution for forcing synchronization is called 'intercalation'. This is an artificial harmonization that, after the fractional remainders have sufficiently accumulated, adds a whole day (or month) into the cycle. An alternative solution is to ignore the mismatch and simply let the cycles continue to drift apart. The general strategies include:

- The lunar calendar solution, which fits days into the lunar cycle month, adding an extra day when needed, while ignoring the annual solar cycle of the seasons.
- The solar calendar solution, which fits artificial months into the year, adding an extra day into one month when needed, while ignoring the lunar cycle of new/full moons.
- The lunisolar calendar solution, which keeps both the lunar and solar cycles, adding an extra month into the year when needed.

An obvious disadvantage of the lunisolar method of inserting a whole extra month is the large irregularity of the length of the year from one to the next. The simplicity of a lunar calendar may tend to be seen as less advantageous at larger latitudes where seasonal effects are experienced more strongly. Identifying the lunar cycle month requires straightforward observation of the Moon on a clear night. However, identifying seasonal cycles requires much more methodical observation of stars or a device to track solar day-to-day progression, such as that established at places like Stonehenge. After centuries of empirical observations, the theoretical aspects of calendar construction could become more refined, enabling predictions that identified the need for reform.

And now dear Gliders Guiders you know why the Mighty 4th gets two additional crew days for the second year in a row. Pretty simple eh? Next month we'll have a discussion about the phases of the moon. Don Green and Dick Scheper will argue differing viewpoints while Bob Root will serve as the expert and moderator. Stay tuned.

A FINAL THOUGHT:

"Flight's greatest gift is to let us look around, and when we do we can find ourselves reflected within the sky." Langewiesche, from Inside the Sky.