

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:** (Steve Statkus)

The field is in great shape! The club area hasn't looked any better in years. Thanks to all of the volunteers who came out and worked to clean and spruce up the area. The trailer camping area is looking pretty good. Just by way of reminder as a campground tenet it is your responsibility to keep your trailer tidy and the grass mowed. Mowers and gas are in the shed. For the crew chiefs, the Crew Chief Manual is complete and is in the club house or crew chief's trailer. When you go to pick up your crew day crew list you may find it clipped to the outside cover of the Crew Chief's Manual. Take the whole thing out to the flight line when you go. Everything you need as a crew chief can be found in the manual. Take a few minutes and look it over. It will save you some headaches finding the various forms or fees.

The CCSC Board has settled on the final version of the UOP change to address the issue of proficiency/currency/annual check ride. The UOP is provided within the board minutes of the May CCSC Board meeting that follows.

A barrel of crude sold for \$94 on the world market, down from almost \$100 recently. How does this affect me at CCSC you might ask? Well, starting in May you'll be paying 38 cents per 100 feet of altitude during tow. It's still the best deal in town.

- **CALENDER OF EVENTS:**

Saturday May 20, glider rides and relaxing afternoon for a snow ski group
Sunday June 3rd Wright-Patt Aero Club-CCSC Open House
June 11th through June 15th – CCSC Soaring Camp
June 17th through June 23rd – Region 6 South Contest
July 8th through July 13th- Youth Camp

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

Dan

- **MAY CCSC BOARD MINUTES:**

In attendance were Dan Reagan, President; Jim Murray, Vice President; Mark Miller, Social and PR; John Dudley, Maintenance; Paul McClaskey, Towplane Maintenance; Steve Statkus Secretary.

Absent: Mike Hutchison, Facilities Maintenance; and Rolf Hegele Treasurer; Maury Drummey Operations.

Secretary – New members are Andrew Harsh and Philip Carl. Members leaving are Terry Buker and James Wykoff.

The minutes for the April 2012 meeting were reviewed and accepted (5-0) as read.

Treasurer - Rolf provided the treasurer's report. Expenses Jan to April 12 was \$56,197 against the YTD budget of \$55,471. Dan agreed to check the budgeted entry License and Professional Fees for detail of this expense. Also included in the report was a balance sheet for the 2012 soaring camp. 18 participants are registered. Report was approved as submitted (5-0).

Operations – No report available. As an aside, The Crew Chief's Manual has been delivered and is available for use. Crew chief's are encouraged to carry this document to the flight line. It contains up to date info on dues, fees, emergency response phone numbers, new member packets and a host of other detail you might be looking for.

Maintenance Gliders – The following gliders need annuals: 135, the Blanik and G102.

Maintenance Tow Planes – 48L needs its' annual inspection.

Maintenance Golf Carts – A lively discussion developed concerning the direction the club should move with respect to gas versus electric carts. No decision was reached concerning the purchase of another gas cart. Dan reminded the board members that CCSC is trying to recover from \$30K of red ink. Steve agreed to check with the Golf Cart Doctor and explore the cost of trading in the junkers and buying another gas cart and report back in June.

Facilities – The spring clean up day was a great success. Thanks to all who pitched in to help. The "To Do" list is complete. Both tractors are up and running.

Social & PR– CCSC is also hosting a ski group of 10-12 folks and a group from GE with 6-10 participants. The ski group will fly Sunday May 20 and the GE group will fly Saturday May 19.

Mark agreed to check with the ladies who host our pot luck dinners and determine if we want to continue this effort.

Vice President – No report.

Unfinished Business:

Instructors' Manual Status – Eric Hinz delivered a copy of the manual and walked the board through the process Tom has agreed to follow with respect to working towards completion of the manual. Tom has determined his approach is to use the yellow student-training log as a guide and the instructor manual as a resource for "standards" that the instructors will follow when instructing. Tom has agreed to provide one standard per month until completion. The board requested clarification on the state of completion of the manual and a list of standards yet to be completed. The question was posed as to how this process (going forward) will establish standardization of teaching skills among the instructors.

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 #1 – insures soft release standard is communicated to membership. Board agreed (5-0) to close this item as one method was communicated to the members in a recent Frequent Flier.

Recommendation #2 – insure soft release standard is in the student training manual. Item remains open until it is included in the manual.

Recommendation #5 – develop a standard procedure for landing the K21. Board agreed (5-0) to close this item based on a recent article in the Frequent Flier and also a “standard” was provided in the instructors’ manual.

The recommendation by the safety committee to add signage to the tow plane hangar doors resulted in a spirited discussion. At the end the board agreed (5-0) to generate two signs, one for the switch and one for the outside of the door.

As a result of the wing damage to 909 all signs bordering the runways are being modified with springs. At least that is currently the plan

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. No decision was reached on this issue of CPR training since Mike Hutchison was not at the meeting. Hutch will be asked to explain the desired process at the next meeting.

Emergency Oxygen System Purchase - Of note, oxygen is now available in the crew trailer for use while awaiting the arrival of the life squad. The fire chief at Waynesville estimated that their response time would be about 5 minutes after they receive the call. EMS is considering doing a live drill from the field to the hospital. Details to follow.

Discussion of Recent UOP Changes - After the dust settled, the board approved a change to the UOP (6-0) as follows:

4.2 PILOT QUALIFICATIONS:

No person may operate a sailplane as pilot in command at CCSC (CCSC or privately owned) unless he or she has accomplished the following:

- Satisfactory completion of all FAA requirements and holds a valid student pilot license or better with glider rating.
- Received instruction from CFIG specifically to the make and model with logbook endorsement (only applicable to club sailplanes.)
- Satisfactory completion of current FAA flight review with logbook endorsement as required by FAR 61.56.
- Within the preceding 3 months have logged at least 1 flight in a club or privately owned sailplane at CCSC. Members not meeting this requirement must receive a CCSC field flight review in the highest performing CCSC aircraft in which he/she is qualified to fly consisting of at least one dual instructional flight with a CCSC instructor with logbook endorsement. Approved contest entrants or guests are excluded from this requirement. Note: For the purpose of this review the G103 and ASK 21 are considered to be of equal performance.

- For new members who did not receive their glider pilot training at CCSC, completion of the Orientation Routine for New Members with Glider Ratings in accordance with the checklist included in the New Members packet.

CCSC Open House for Wright-Patt Aero Club - CCSC is hosting an open house for the WPAFB Aero Club June 3rd with the hope of attracting some new members. Disposition of the Aero Club is unclear at this time. Mailings and emails have gone out to all members.

Purchase of shirts, bucket hats, etc - Dan is working with Linda Murray on this item. Details to follow.

Half Price May - There has been interest shown in this promotion.

Lahm Flight 9 - An effort is underway to provide guest rides for 40-50 ex military pilots this June. Details to follow.

Winch Operation specifics - Tom McDonald will provide details of the proposed winch operation at the June meeting.

New Business:

Website Status - Randy Wright is being contacted to take over the web site. It's currently out of date.

Guest ride fees - Currently a 3000-foot guest ride is \$90. CCSC previously quoted lesser amounts to two groups. It was agreed that CCSC would honor those previously made quotes.

UOP fees and campsite maintenance - All campsite owners have been contacted and requested to keep their site mowed and visually appealing. If CCSC mows a fee will be assessed to the campsite owner.

Charity Flights - The board agreed that a charity flight can take place but the member needs to charge that flight to his account.

No further business to address the board voted (6-0) to adjourn.

- **SSD Holds Annual Meeting, Elects Board Members**

The Soaring Society of Dayton held its annual meeting on April 11, 2012, at the CCSC clubhouse. Four board members and two shareholders participated, and 158 shareholders submitted valid proxies. John Lubon, SSD president, conducted the meeting.

Dieter Schmidt, SSD treasurer, reported on the financial condition of the corporation. The corporation's total assets as of 12/31/2011 were \$421,848, including cash deposits of \$94,850 and property with a book value of \$326,998. The 2011 income was \$36,440 and operating expenses totaled \$36,952.

John Lubon reported that the corporation is debt-free, and the club is the largest in the country in terms of membership. He reviewed capital expenditures for 2011, including major repairs and

renovations to the farmhouse, tractor repairs, and purchase of a gas-powered golf cart. Capital expenditures planned for 2012 include replacement of one tow plane engine for approximately \$30,000. And purchase of an additional gas-powered golf cart for \$2,500. Future needs include farmhouse upgrades such as window replacement and a more efficient heating system, clubhouse improvements, including better ventilation for restrooms, drainage improvements, and tractor repair/replacement.

John identified challenges facing the corporation, including increasing land values resulting in higher property taxes, and an aging tow plane fleet with potentially high replacement costs. In the next ten to twenty years, it may be necessary to relocate the operation if development in the surrounding area encroaches on the present site. While club membership remains strong, decreasing membership could cause financial stress. A possible way of generating capital and creating a buffer against development would be to sell parcels surrounding the airfield as residential lots with runway access.

The secretary reported that votes were cast for 1666 shares (50.4%), constituting the required quorum. Gary Adams, John Lubon, and Norb Maurer were elected to three-year terms on the board.

Lucy Anne McKosky reported on the results of the team appointed at the last annual meeting to study the possibility of reducing the size of the SSD board. After interviewing a sample of shareholders and reviewing five years of meeting records, the team concluded that the current board structure is working well, and no advantages to reducing the size of the board could be identified. A motion to accept the study team's recommendation that no change be made to the board structure at this time was passed.

A team was also appointed at the last annual meeting to investigate electronic voting. The team recommended soliciting proxies by e-mail, which was successfully implemented for this year's election. Lucy Anne McKosky reported that the rate of return for proxies sent by e-mail was approximately 67%. A motion to continue using e-mail for conducting elections of directors was approved.

The SSD board anticipates another year of successful operation with careful stewardship of resources to support the activities of CCSC.

- **SAFETY:** (Steve Statkus)

Pilots please remember that we operate with displaced thresholds on both ends of our field. They are indicated by large yellow cones at the end of the displaced threshold as well as tall grass before the threshold. You should plan to land just beyond the yellow cone, which is easily seen for pattern altitude. Crew chiefs please remind your crewmembers that we are retrieving gliders on the South edge of the field no matter which end we're operating from. As always look before crossing the runway when retrieving. And when towing 2-33's use the red and white field dolly under the tail wheel. These have proved very successful reducing the side loads on the tail wheel assemblies.

Leave them on when putting the gliders in the hangar as it makes positioning them much easier. Also, last year we manufactured two additional main wheel dollies for hangar use. We now have six available. By using a dolly under the main wheel and tail wheel of a 2-33 you can move those guys around very easily and stack the hangar with confidence that you won't ding a glider. Give them a try, you'll like them.

The following article on landing G103 (K21) type gliders comes from the CCSC Instructor's Manual via Tom McDonald. Makes for some good reading and might help reduce an occasional strange arrival.

Pilot Induced Oscillations and Grobs

by Dean Carswell

In the last twelve months, there have been several reported cases of substantial damage to Grob sailplanes arising from the pilot's failure to control the glider correctly during the flare and touchdown phases of landing. Both the two-place G103 and single-place G102, with nosewheels, are prone to the problem of pilot-induced oscillation (PIO). Here is an example taken from a recent NTSB factual accident report [amended to remove identifiable references]:

"... a Grob G103 was substantially damaged during landing. The certificated private pilot and passenger were not injured. The pilot stated that the purpose of the flight was to conduct a local area glider flight. He estimated the winds at the time of the accident to be 270 degrees at 10 - 15 knots. The sky was reported as clear. The pilot departed from Runway 23 and released from the tow aircraft at 3,000 feet above sea level. The pilot stated that he searched for thermals, but found none, and that he remained within two miles of the airport until he decided to abort the flight due to insufficient lift. After deciding to abort the flight, he positioned the aircraft on a left downwind for Runway 23 at 800 feet above the ground. From downwind, he turned onto the base leg, and then final approach approximately 500 feet from the approach end of Runway 23. According to the pilot, it was the last flight of the day, so he planned to land long. It was the club's policy to land long on the last flight of the day because the glider was to be tied down at the opposite end of the runway." The pilot stated that while on the final approach, he had his hands full just to keep the glider lined up with the runway, and that the ride was very bouncy. According to the pilot, he carried approximately ten knots of extra airspeed while on final because of the turbulence. He did not recall his exact airspeed, but estimated it to be approximately 70 knots. The pilot added that the glider touched down at the intended touchdown point, but bounced back into the air. He stated that after the first bounce, he was focusing on maintaining runway alignment [so] that the glider started to oscillate from the Pilot Induced Oscillation.

After contacting the runway a total of four times, the pilot was able to regain control of the glider and complete the landing. The pilot estimated that from the point of initial contact with the runway until he regained control of the glider was approximately 500 feet.

The pilot inspected the glider and found the tail-wheel crushed into the tail of the glider. He also observed several cracks in the tail that penetrated the gel-coat and the underlying fiberglass.

Dissecting what occurs in a Grob PIO can be instructive. There are two scenarios which usually precede arrivals such as the one reported. The first occurs when the glider touches down on the main-wheel and bounces back into the air. The pilot pitches the nose down and the glider strikes the nose-wheel resulting in the nose pitching up rapidly.

The second scenario occurs when the nose-wheel of the glider touches the ground first [the flare is initiated too late]. The nose-wheel strikes the ground and causes the nose to pitch up rapidly. Alternately, during the flare the pilot may raise the nose up too far, then pitches the nose back down. The nose-wheel then strikes the ground followed by it rapidly pitching up again. What happens next is that the nose pitching up causes the tail to pitch down, striking the ground. After the tail strikes the ground, the glider pitches nose down again, striking the nose-wheel even harder. This process continues in a divergent oscillation which increases until something else occurs - usually, and all too often, structural failure just ahead of the fin unless the pilot takes action to correct the oscillation.

In the first case, it's simple - neutralize the controls after the first bounce - the glider will level out above the ground. Do not force the nose back down on or towards the ground. If the glider has bounced or climbed just a few feet, it will sink at a relatively gentle rate, and safely back to the ground of its own volition. If it is a BIG bounce, gently lower the nose and this time flare at the correct height. If the airbrakes are more than one-half open, gently closing them a little will allow additional time to flare correctly. Remember that lowering the nose decreases both angle of attack and lift, causing the glider to sink quite rapidly. Consequently, any forward stick movement must be gentle.

In the second case, damp out the oscillation motion - i.e. pitch down gently (stick moving forward) as the nose comes up, and vice versa. When the oscillation stops, centralize the controls and let the glider land itself (as in Case One). DO NOT FORCE the nose back onto the ground. If for any reason the glider continues to oscillate (if your timing is bad and you aggravate the oscillation), neutralize the controls and apply full airbrake. This will quickly reduce energy and stop the glider from flying, even if in a rather unpleasant and abrupt manner. It is less likely to cause damage than permitting the oscillation to continue unchecked.

The undignified and possibly expensive method of arrival can be avoided by

1. Establish the landing approach at the correct airspeed for the conditions. The greater the airspeed, the greater the pitch sensitivity.
2. Establish the landing approach with half or more airbrake (the more the airbrakes are closed, the less pitch stability the Grob will have, making a PIO more likely if otherwise mishandled).
3. Flare at the correct height. Don't fly the glider into or force it onto the ground. Aim to arrive with low energy, touching down with the main-wheel and tail-wheel simultaneously.

It should be noted that a correct approach (i.e. preparation for the flare and touchdown) is important in preventing this problem. Fly the correct approach speed (not too fast or too slow) using at least one-half airbrake, thus eliminating the pitch instability. These simple steps will greatly reduce the problem and risks of pilot induced oscillations.

So, are these the final words on dribbling high performance gliders down the runway? Probably not. I watched one pilot take six low tows at Clinton County recently and make six very nice landings in the K21. So in addition to the 3 recommendations above I'd add: practice, practice, practice and then fly often and when flying PRACTICE! (Ed.)

Finally, a big ATTA-BOY goes to John Antrim who is leading the pack in our yearly SAVE THE BACON contest. John correctly identified the problem with 33Z's fuel tank bladder that had become disengaged resulting in reduced fuel capacity. Without his oversight, analysis of the refueling data,

communication, and action we were at risk of demonstrating the L/D of a Pawnee. Thanks John. An extra order of bacon is on me at the Village Inn next Wednesday.

- 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](tel:513774038)

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 tow hook, new Microair Radio. Includes Cambridge GPS and L Nav, parachute and two great partners; Rich Cedar and Eric Cockren. Call Rolf; (n11rdbird2att.net) at 937-271-5003.