

CCSC FREQUENT FLIER - JULY 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)

July 9th 2012 began the 10th annual Youth Camp at CCSC. This year we had a smaller group of 10 students, five of which were returning pilots. As in the past, Steve McManus and Buck Towne organized the event, rounded up about 50 volunteers to act as instructors, tow pilots, crew chief and kitchen staff. The students ran the camp as usual, performing weather and safety briefs, acting as instructors while training the new students in the areas of golf cart maintenance/ operation, glider preflight, launching and recovering. In the process, they also flew 167 flights, notched another solo flight (Jacob Gobel, complete with pond dunking), and crewed a total of 200 flights for the week. It's a great club activity and if you've not been around these kids you're missing a wonderful experience. 2013 will be here before you know it so pencil in **July 2013 Youth Camp** on your calendar and be part of the action.

Under the general heading of REINVENTING THE WHEEL, CCSC is planning to host a fun fly meet over Labor Day weekend. It's intended to be a fun weekend at the glider club; camping, cooking, fishing, snipe hunting, star gazing, bonfires, turtle rustling, that other social enterprise that take place at the end of the flying day, with some glider flying thrown in for legitimacy. We're planning to compete any glider with a 23:1 glide ratio or less (1-26's and 2-33's.) The events will include a bomb drop, spot landings and a cross country speed challenge around the inner course. We'll invite regional 1-26'ers just because they're good folks and party animals. Mark your calendars and plan on being part of the fun. Glass guys are invited but to compete you must be willing to climb into a 1-26 or 2-33 and show your skills. If you'd be embarrassed to be seen flying one of these gliding legends you can wear a paper bag over your head when you climb in and out of the glider and remain anonymous. There will be prizes and bragging rights. Any land outs will be eligible for the Amelia Earhart award.

- **CALENDER OF EVENTS:**

July 21 Pot Luck Dinner
August 13-17 Adult Camp.
August 18 Pot Luck Dinner
Sept. 1-3 Labor Day 23:1 Fun Fly Event, CCSC
Sept. 15 Pot Luck Dinner

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

This month I would like to highlight member efforts made recently for the benefit of the Club. CCSC just held a great Cross Country Camp and a great Region 6 South Contest. Rolf Hegel and Frank Paynter worked for months prior to the events to plan for their success. The clubhouse was rearranged into a classroom setting with all the computer hookups necessary for all participants.

Mentors worked to make sure everyone had a great time. Two high performance two place gliders were brought in to supplement our K21's. Everyone chipped in to do their part. Tow pilots were right on schedule. The line personnel worked as a finely tuned machine. Some days averaged less than 2 ½ minutes per tow to get everyone launched. During the contest the tow planes landed and never stopped rolling all the way through the next launch. If the glider canopy was closed that meant the pilot was ready.

Dinners and lunches were served with great efficiency. The retrieve desk worked at the height of organization. Everyone knew their job and did it well. These two events could not have happened without everyone pitching in to help. The facilities were in great shape. Even the Soaring Society of America (SSA) pitched in a few thousand dollars to make the Camp a success.

If you did not attend the events this year then come out and join in or just come watch next year. It is entertaining. All participants said they would be back next year. Thanks again to everyone who helped out. These were truly two successful events and will even add a five digit figure to CCSC's bank account!!

- **JULY 4, 2012 CCSC BOARD MINUTES**

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

Secretary – The minutes for the June 2012 meeting were accepted as distributed previously. New youth members are: Katherine Haessler who has about 600 glider hours and has achieved her bronze, silver and gold altitude badges. Kindall Sanders is another youth member with about 15 gliders tows. Kaitlin Steele Gossett is yet another youth member as are Sheri Davis and Jacob Robert Goebel. David Granger has joined CCSC as a full member. One member has resigned his membership and this will be reported in the August minutes.

Treasurer - Rolf provided the treasurer's report.. Because of good flying weather and excessive use of the motivational paddle by our president we are about + 15 K ahead of the budget not counting the contest income. 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 – SSD bought another gas powered cart before the contest and with the loan of Dan Reagan's gas cart we survived the soaring camp and the contest. Hutch asked for the towing capacity of the gas carts and Steve agreed to investigate and report at the August meeting. We currently have four electric carts red tagged that need repair.

Maintenance Gliders – The Blanik is out of annual and will not be available for use by the youth camp. Paul reminded the board that this is the second youth camp in a row that the Blanik was not available for use. A discussion followed concerning the wisdom of selling our Blanik. It was decided that the replacement cost would outweigh the positive cash flow we would achieve by selling the Blanik. The board decided to not address this issue formally by vote.

Maintenance Tow Planes – All tow planes have been annualized and are running well. 909 has had its tailwheel replaced after the axle failed this past Wednesday. The board agreed to proceed with the purchase of a replacement muffler assembly from Germany to establish a rotatable pool for the repair of mufflers. Currently our mufflers are about 20 years old and are approaching the end

of their useable life limits before repair becomes necessary. The board decided to approach SSD for the initial cost of purchase.

Facilities – Both mowers are in need of an oil change. The club house and restrooms are in need of tiling and updating of counter tops. The pole barn roof cannot support a human to repaint so a plan is needed to address the roof or replacement of the poll barn. More discussion needed here. The East end cart path is rough and in need of smoothing. Possibly drainage tiles could be part of the solution. More thought needed. Finally, the FFA (not FAA) (coordinated by Adam Wilson's family) have donated blue bird houses to the club. We need to paint them and hang same

Social & PR– Pot Luck Dinners are back on the calender! Thanks to Dan and Mark we will be feasting every 3rd Saturday (even through the winter) after flying has been completed. It's BYOM,D & DTS but the club will provide grills, tables and chairs. And for those Ludites who don't text, it means bring your own meat, drink and dish to share.

Unfinished Business:

Instructors" Manual Status – Tom indicated by email that two more sections were going to be published. One of the two is the soft release standard.. Tom indicated that he is preparing a section for the manual that will address a plan for helping students move towards their private pilot ticket after solo.

Safety Assessment Follow up – The only open item (#3) is the soft release standard, which is not included in the instructor's manual presently. This will close upon receipt of the soft release standard.

Safety Review Committee –

The recommendation by the safety committee to add signage to the outside of the tow plane hangar doors was to reiterate to the pilots taxing up with the hangar doors closed that they should not taxi onto the pad due to the proximity of the door and wing tip can cause damage. Hutch has the sign and will affix it to the outside of the hangar door.

Steve provided a briefing concerning the plan to monitor fuel usage to live with the possibility of a fuel bladder event on similar to what recently occurred on 33Z and 48L. Paul explained the failure mode of the fuel bladders.

Legal Review: - This effort is being put off until winter.

Waiver of Liability- This effort is being put off until winter.

Corporate Structure – This effort is being put off until winter.

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 to six crew chiefs with the idea of having at least one member on each crew being certified. The cost is \$65 per person (paid by the club) and timing is 4 hours. The provider has requested a Wednesday for the training. Maury agreed to email all crew chiefs looking for volunteers.. This effort was voted and accepted by the board. Steve agreed to build a suitable box for the oxygen tank.

Winch Operations: - The SSD decided to terminate use of club aircraft for winch operations. Formal notification of winch operators is forth coming.

Pond Treatment: No action has taken place.

Rope Break Charges: A discussion about the appropriate charges for rope breaks took place and it was decided by the board to charge \$20.00 for a rope break.

New Business:

ASW Labor Day Meet: Relative to the ASW meet a discussion concerning SSA sanctioning as well as piggybacking the 1-26 fun fly over the same weekend took place. Garry Adams was not available to address the ASW meet but Steve Statkus addressed the 1-26 question by agreeing to contact Garry Adams and also clarified the fun fly goals. The fun fly would be open to local and near by 1-26 and 2-33's for a weekend of short cross country flying, spot landings and bomb drops. It is intended to get members out to enjoy our facilities, generate some flights in our 2-33's cook out and camp.

CAP: The CAP has contacted CCSC and requested flight charges for 11 cadets and 4 seniors to fly the 1st Sunday, 8/4/2012. The board voted and approved a cost of \$90.00 per flight to 3K.

Daedilians: Following their meeting and catered dinner recently this group of retired military pilots sent CCSC a check for \$100 in appreciation of CCSC hosting their group. The board voted and approved transferring the check to the youth soaring group.

Orange Cones: John Murray brought up his concern that the orange cones identifying hazards on the field cause damage to the underside of fiberglass glider wings. A discussion followed concerning the merits of removing the cones versus the risks associated with operation on the field with known (but not identified) hazards. A motion was made to operate without cones. The board voted and the motion failed. The board took under advisement that it understands an alternative to orange cones is required.

Drinking Water: It's coming out brown and with the upcoming youth camp it needs to be fixed.

With no further issues the board voted to adjourn.

- **SAFETY:** Some thoughts from our CFI, Tom McDonald:

A recent event in a 2-33 prompted this article. After the flight, it developed that each pilot thought that the other was the PIC. This did not cause any harm, but the potential problem of each pilot looking to the other was there. The specific details do not matter. I will not go into them to avoid embarrassment to the people involved, and to get to the larger matters of interpersonal relationships, PIC authority, and selective noncompliance.

Which pilot is the Pilot in Command?

This should be an easy question to answer on a given flight. But any time two pilots fly together, the possibility of misunderstanding exists. Consider the crash of an FAA-operated DC-3 in Pennsylvania in 1975 as an example of what could happen when PIC authority is unclear, or a crewmember uses their clout to flout a rule.

The aircraft was being flown by two FAA pilots, carrying the Regional Director and other FAA staff to various field offices. They had just attended a luncheon for a Flight Service Station employee who received a safety award. Earlier in the itinerary, the Regional Director told the PIC that he would like to get some flight time if the weather was good. This contravened FAA rules, which required that their aircraft be operated only by qualified pilots. The Director had no experience in a DC-3, or any other large multi-engine airplane. He also had very little experience in tailwheel airplanes, and only 4.5 hours of copilot time in the last six months. But he was the boss, and the PIC invited him to fly the leg from DuBois PA to Harrisburg PA.

The PIC stood in the cockpit doorway, rather than using the cockpit jump seat during the flight. The Director was in the left seat, and taxied out with difficulty. A witness reported excessive and jerky braking, and saw the tailwheel leave the ground before the plane reached the runway. The takeoff attempt was even worse because of the crosswind and the fact that the tail wheel was left unlocked. An airline crew in the next plane behind reported that the plane yawed left, then right, and became airborne prematurely in a climbing yaw to the right, then banking over 45 degrees to the left. The left wing hit the runway, followed by the left engine and the cockpit. The plane skidded over an embankment and stopped.

At the start of the takeoff roll, the PIC was so far removed from the job of flying the airplane that he was still standing in the doorway, reading the aircraft logbook. At some point during the thrilling gyrations, the copilot said "I've got it." By then, it was too late. It is believed that one or both pilots forced the aircraft off the ground as it was leaving the right side of the runway, resulting in a stall.

Luckily, there was no fire. All three pilots survived, despite the fact that one pilot was standing, and the other two had not bothered to wear their shoulder harnesses. (The accident was actually classified as non-survivable for the crew, due to the cockpit being crunched). All six passengers lived, even though three of them did not fasten their seat belts.

Accident investigations did not even begin to consider human factors until the mid-1980's. The logical questions; "what were you thinking?" or "did you feel pressured by your boss?" or others dealing with motivation weren't asked in 1975, or at least did not make it into the NTSB report. The entire event was laid at the feet of the PIC, with the Director in a supporting role, and the copilot apparently seen to have had little voice in the matter. So, I'm going to do a bit of speculating.

The actual PIC, in my view, was Duane Freer, the Director. He gained this position when he asked to fly the leg, and Harry Bernard, the duty PIC, relinquished the left seat. It seems clear that Freer was throwing his weight around. Mr. Bernard was in a position to put a stop to this with an assertive statement. He could have said, "Duane, I'm not comfortable with that. This isn't training. We've got passengers. The manual asks: " How hard would this have been in actual practice? That depended on Freer's management style, and the working relationship between him and Mr. Bernard, a subordinate who was eleven years older, with over 11 times his number of flight hours. But between the unqualified pilot, the standing pilot, only three of nine on board using seat belts

properly, and the fact that some of the FAA employee passengers visited a bar before lunch and while on the clock, one gets a sense that this was a very sloppy operation.

The copilot, Carl Pederson, was also in a position to break the accident chain. The NTSB report comes closest to brushing on the human side of the equation when it states that:

It would appear that the SIC should have taken firm control at the first indication of directional control problems which began with the swerve to the left. However the fact that the takeoff was being made by his superior may have delayed his decision to take control until it was too late.

The duty of the 15,000 hour copilot with three piston transport type ratings to take firm control before engine start by refusing to fly with his completely unqualified boss was not discussed.

During my career as an Army Aviator, there was a possibility of similar interpersonal situations. As a warrant officer, I was often outranked by my copilots. For example, my mission copilot throughout my tour as an instructor pilot flying AH-64 Apaches in Bosnia was my company commander. He was in charge of the unit, and I worked for him on the ground. I was in charge of the aircraft, and he worked for me in the air. But, he was still in charge of the overall mission during flights. Sounds complicated, and it could be. It took some practice to come together as a crew. Copilot doesn't mean poor pilot, though, and listening to his good advice with respect to aircraft operation kept us out of some jams. (To see this done wrong by another crew, search the term "apache crash trees" on YouTube).

Towards the end of my military career some ten years ago, we started to treat "excessive professional courtesy" as a defined operational hazard, and include it in crew briefings. A smart battalion commander might remind the other pilot that he was new to the unit, or had a desk job on his last assignment. Warrant officers might say, "I'm the PIC, and we're going to leave our rank outside the cockpit during the mission." Senior warrants could have the same problem in reverse. I was a company commander as well as an instructor before I retired, and flew with some very recent flight school graduates during that time. If they respected my experience, that was great. If they were constantly deferential and had unquestioning belief in my abilities, that was a problem.

How does all this apply at Caesar Creek? Remember that the currency that paid for most safety innovations was blood and gravestones. The Army kept losing senior officers to accidents that their juniors saw coming, but it took a lot of deaths before the military culture would accept changes. Seat belts, air bags, motorcycle helmets, smoke detectors, and nearly every FAA regulation have one thing in common: somebody died before the device was invented, or the rule changed.

You are a fool if you text and drive, regardless of your driving experience. Speed limits are there for a purpose. Many do text on the road, drive too fast, or flout cloud clearance limits at the top of a thermal. This practice is called "selective noncompliance." We know about the rule, which we choose to ignore. We all do this in some manner, for example driving a bit over the limit on I-71. As a club, many of our rules are more restrictive than the FAA's. Those rules also exist as a result

of previous incidents, and apply to you even if you are a board member, aircraft owner, chief instructor, self-designated really sharp pilot, etc. Establish which pilot is in command of the flight before leaving the ground. In the case of the flight that prompted the article, a short conversation would have prevented any issue.

My currency recently lapsed, and I needed a field check. I flew with a newer CFIG, and made a point of saying, "You are the PIC, not me." If there had been a problem in the air, having that chat first would have led to immediate clarity of our roles. Instructors should be careful to brief students in this area. True, the instructor is always the PIC. However, the student is at least a PIC-in-training. I cannot evaluate the student's decision making if I don't allow them to make any decisions. My practice is to brief the scope of the other pilot's authority and participation, before the flight.

Follow the rules, even the ones that you think are a pain in the neck. Stay safe. Have fun. See you at the gliderport.

- **GUEST ARTICLE: NOTES FROM A BEGINNER RIDGE RUNNER (part two-the 500 K day)**
By Dan Reagan

This is the continuation of the trip report of the ridge soaring adventure at Tom Knauff's place in Central Pennsylvania which took place in May of this year. Part one was published in the Frequent Flyer last month. So here we go for day two-

Friday morning all the seasoned pilots were up and assembling gliders early. The clouds looked good and the wind was still from the right direction and the velocity was good. Again, I assembled early to get out of everyone's way. It was also easier for me to get mentally prepared if I am not rushed. Helping Bob Miller assemble his PIK passed the time until launches started. Bob said he was declaring a 500k and that I should also. Bob had the blank forms so we went to the office, I copied his declared task, and we got Tom Knauff to sign as the Official Observer. Since I did not have all the proper waypoints in my GPS, I did not declare a task in that fancy nav computer but I did write down the turn point locations in order on a scrap piece of paper and stuffed it in a side pocket in the glider. Since the exact location of the waypoint was not known, I concluded I would just go about five miles further than I thought I needed to for each point.

Soon launches started and I was number three. I was advised to pull my shoulder straps down until they were just about to the point of being uncomfortable and this would prevent my head from cracking my canopy and costing me \$6,000 for a new one. Never mind the knot on my head. Off we went and I started the bob and weave act again in the turbulence. At ridge height I released and started south headed directly at the task start point which was a gliderport on the ridge top about five miles away. Since I was at ridge height, I decided to test the ridge. Sure enough, I just got close to the trees, trimmed the nose down and hung on. Yep, almost immediately I was at the glider maneuvering speed of 113 miles an hour. It took a little while to get used to the vario indicating lift followed by sink but it all averaged out to no loss of altitude. I soon concluded that the vario was not needed because when you could reach out and touch the trees it is easy to tell if

you are going up or down. The vario volume was turned down and I could hear the air sounds better to determine even more about what was happening. I kept one eye on the wing tip and trees while the other watched for good landing fields in the valley if the lift stopped. Tom cautions newcomers that if you are low and close to the ridge (this is the fastest speed spot) and lift stops, you will be landing in 45 seconds. After inspecting the difference between oak leaves and maple leaves, I decided that this was not the place for a rookie to be.

At the turn point I entered the next thermal and turned north and started to climb with a destination of the northeast end of the ridge at Williamsport about 70 miles away. I checked my scrap piece of paper to confirm that the ridge end was the next turn point. To be safe I concluded that I would just thermal to the next turn point and not use the ridge. With nice looking clouds I hoped that I can just go straight with no turns, so the thermals were taken to just below cloud base. No such luck on the no turning part. Being conservative I took almost every thermal. Since gaps in the ridge can create potential problems, I made sure I was high at all times. We had been cautioned about a lake about six miles long created by Howard Dam and there was absolutely no place to land for eight miles. I stayed high. I saw several gliders low on the ridge going like crazy and I was fascinated by the sight. They left me way behind. When Williamsport airport, which has a control tower, was about six miles ahead, I give them a call with my location. They asked my intentions and I told them I was a glider and my intention was NOT to land at their airport if I could help it but to go to the end of the ridge and reverse direction. They acted as if they had been asleep and I woke them up.

When I got to the north end of the ridge, which was the turn point as best I could tell, I went about 5 miles further. At this point I looked at the time I had been flying and did a quick calculation and determined that for my 500 kilometer task, if I continued at my current pace, it would be 10:00 at night before I completed it! Drat! I concluded that thermaling was not going to be fast enough and I was going to have to get down on the ridge and inspect tree leaves again. I waited to descend until I got to Lock Haven where the ridge turns in a more favorable direction for the wind. Other gliders were down low and seemed not to be having any difficulty at all with ridge lift. I assumed they knew what they were doing. Descending at maneuvering speed, thermals could be felt and I was very glad I had tightened my shoulder straps. Down on the ridge I had a very difficult time grabbing the tube from my Camelback water source because the tube was flying all over the place. I wished I had put padding in my hat, as I had been advised, so when my head hit the canopy it did not hurt so badly.

What a thrill!! Going for miles at 113 miles an hour dodging birds and other gliders and never turning is about the biggest adrenalin rush I have ever had! It was something that can't adequately be described. You just have to be there to believe it. At gaps in the ridge I took thermals higher so that the other side of the gap could be reached with adequate height to continue. Things kept bumping along (literally) for a while as I watched all the areas go by that I had been cautioned about that could be a hazard. At one point I noticed a lady hanging blue jeans on her clothes line and I tried to determine if the jeans were Levis or Wrangler brand.

South of Port Matilda someone put a cell phone tower right in the spot a glider needs to be so I moved away from the ridge a little and saw the Motorola logo go by while looking up at the tower.

Just south of the tower Interstate 99 cuts into the side of the ridge for about ten miles. Now the traffic was traveling at 65 miles an hour and I was traveling just above them at 113 miles an hour. I saw a tractor trailer rig below and it said, "Mike's Used Car Transport-Long Island New York" on the door. Mike was wearing a Yellow and Green John Deere ball cap and had a heart shaped tattoo on his shoulder. At least that is what it looked like to me. I can only imagine what the people in the cars thought as I was passing by with no engine and nothing but trees all around.

I continued south to Kettle Dam and turned back north. I checked my scrap of paper again. Now I was feeling a little more comfortable with this ridge stuff and checked my time to see what time I should complete the 500K. Just when I thought I had this section of the ridge figured out I got a call that said, "Mike Kilo, I'm passing you on the right." Drat! How does he do that?! It's a beautiful sight to see a glider pull up beside you. The only thing more beautiful is if **YOU were passing HIM**. Oh well.

I continued back up to the Williamsport area to the next turn point and turned back south to Tyrone where the 500 kilometer was completed.

Congratulations to Bob Miller who also got his 500k diamond distance badge that day.

What a blast!!! Everyone who flies a glider needs to experience this at least once.

It will probably be in the fall season before the conditions are right for another "ridge day" but I will be watching.

It is worth every bit of the time and effort to travel the 414 miles from CCSC to Ridge Soaring even if you get only **one** good day of flying.

Remember the Club annual Ridge Trip that is planned for next April. It will be a blast!!!!

- **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. A steal at \$2000. Norb Maurer [513 774 0380](tel:5137740380)

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.

For Sale: DG-300 N949MH. Max L/D 41:1, 990 hours, second owner, current annual (March 2012 by John Murray). Flown in June 2012 and ready to fly now. Easy assembly with auto control hook-ups. Cambridge 302 GPS/Nav with iPAQ running Glide Nav II, Becker AR 3201 radio, oxygen bottle. Komet trailer, Strong 303 parachute, tow out gear, and leased hangar space at CCSC. Ask around – John Lubon, Dave Coucke, Garry Print, Jim Goebel, and John Atkins have flown this ship. \$30,000 for glider, trailer, and chute. Current value of hangar lease \$1,950. Contact Michael Hayden at DG300Hayden@Yahoo.com for more info.

- **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.

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.

- **A FINAL THOUGHT:**

“Always fly with an emergency landing field within gliding distance. Then look half way between your chosen field and where you currently are, because that’s where you’re gonna land.”

Taken from the wisdom and experience of Lloyd Gabriel (aka Gabe) who flew powered airplanes that became gliders. He developed this law after his fourth meeting with the farmer. Events five through eight still required repair of the aircraft but at least they didn’t require turning the aircraft back over on it’s wheels before recovery from the field.