

CCSC FREQUENT FLIER - AUGUST 2012

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

- **QUIZ OF THE MONTH:** Something for your entertainment.....

Two questions must be answered to win this month's prize. The first member to correctly answer the questions will win a can of SPAM! Those submitting incorrect answers will receive two cans of SPAM. Ed.



QUESTION 1: Who is this daring guy anyway? A) Spiderman in drag. B) The shop instructor from Waynesville High School stealing our windsock to use as a pattern for his new sewing class because the school board cut shop class funds. C) Our Prez, caught on camera scolding the wind sock for ignoring the runway directions.

QUESTION 2: How did this daring guy get the courage and skill to perform this feat? A) Developed the ability while employed at the Nome Alaska Zoo where his job was to install nose warmers on giraffes. B) Learned climbing skills going up GE's corporate ladder. C) In a previous life (where he served three years before the mast) his job was to furl the top sail on a three masted schooner. D) He'd rather be atop the mast of a multi-hull somewhere south and warm with a pair of binocs spying on scantily clad sun bathers.

- **NEWS YOU NEED TO KNOW:**

Calling all glider pilots for a weekend of fun, companionship and a bit of low-key competition. We're talking about spot landings, bomb drops, and the First Inaugural "Flat Land 400" around the inner course using 1-26's and 2-33's. In addition we'd like to have a sports car gathering on Saturday, star gazing Saturday night, a bonfire and snipe hunting. Cooking out, camping out and just hanging out is what it's about. Saturday is Cubbys' air show so we ought to plan on taking that in especially the nighttime air show. Also, we're planning a fishing tournament and a team corn hole tournament. Events start early Saturday morning and wind up early Sunday afternoon. Please RSVP to SteveStatkus@gmail.com your intentions on being part of the fun.

Thanks.

Steve Statkus

- **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

- **August 4, 2012 CCSC BOARD MINUTES:**

- **Call to order** – Dan Reagan: Board members present: Dan Reagan, Rolfe Hegele, John Dudley, Maury Drummy, Paul McClaskey, Mike Hutchensen, Steve Statkus. Absent; John Murray and Mark Miller.

- **Reading of the Minutes** July Board Meeting minutes accepted as submitted.

- **Reports and Statements of Officers and Committees:**

- **Secretary** – Steve Statkus

New Members: Doug Deldigna

Member Resignations: 5 members resigned; Evan Harris, Brian Cooper,

Mary Jett, Lauren Stemley, and Phillip Neuman.

- **Treasurer** – Rolf Hegele

Cash Balances: \$50,277.66. Income and Expenses: Income is about \$32K overprojected including about \$ 5K in guest rides. Flights are about 300 over the past five year to date average and we're on track to make 2400 flights this year. Break even point for budget purposes is 2000 flights. Expenses for the month of July were \$ 8721. Gas Cost: No change in gas charges. Rate remains \$0.36/100 feet. Contest/Soaring Camp Report Update: \$13,800 from contest was transferred to CCSC account. Report approved by the board.

- **Operations / Ground Tow Vehicle Maintenance** – Steve Statkus

We now have three powered tow vehicles, the Kabota and two powered golf carts.

Two electric carts are capable of glider towing, #4 & 5. #3 has a sticking gas pedal

But can be used with caution. Cart #1 has been sold to Tim Christman and removed from the barn. The board agreed to approach Buck Towne with an offer to repair

his golf cart in return for use by the club. Statkus agreed to approach Buck on this matter.

- **Glider Maintenance** - John Dudley
Annual Inspection Schedule/Status: All gliders are annualized. The Blanik has a temporary repair to the aileron fabric that needs to be fixed at the next annual.
- **Tow Plane Maintenance** – Paul McClaskey
Muffler Purchase: Awaiting return of John Murray as mufflers come from Germany and he has connections. 909 has problems with the tail wheel and cowl latch and is red tagged. Paul has mistakenly been dropped from crew chief distribution list. Maury will correct. Also, in the past, red tags have been removed by personnel not authorized to do so. This is violation of the crew chief manual. A reminder needs to go out to the crew chiefs. Only Paul and John Dudley are authorized to remove red tags.
48L Performance Complaints: This aircraft has been checked for power and is making rpm. The airspeed indicator is off a bit.
- **Facilities/Grounds Equipment Maintenance** – Mike Hutchison
Mowers are up and running. The small Kabota needs replacement mower blades and is awaiting same.
- **Public Relations** – Mark Miller/Dan Reagan
Good neighbor day is scheduled for the 3rd Saturday in October and will be held along with our October Fest. The board needs to start planning for the January Banquet. Goal is to have 100 members this year, up from 80+ last year.
- **Social Activities** – Mark Miller
Pot luck dinners continue to be held on the 3rd Saturday of each month.
- **Instructor's Manual Status**- Tom McDonald
No change to the manual. The initial copy is delivered and is available in the crew trailer. Ground signals between the glider pilot and launch crew need some work and it begins with the UOP which is currently incorrect. Tom agreed to generate a proposed change to the UOP and have it available for the next meeting. Tom also agreed to generate an article for the upcoming Frequent Flier.
Radios for the gliders resulted in the following: John Dudley agreed to buy five battery chargers that maintain the charge rather than trickle charge. A decision was made to have radios in all gliders including 2-33's. 15H will have a panel mounted radio (cost for the radio has been approved by SSD.) John Dudley agreed to manage the installation via Cubby. Steve Statkus agreed to get two hand held radios from Sporty's.
- **Safety Assessment Team Followup** – Steve Statkus
One Open Item (#3) – Standardized Training Document for Instructors. This item can close as the training document has been delivered and an update plan is in place.
- **Safety Review Committee** – Steve Statkus
One open item (#2) Soft Release Standard awaiting Instructor Manual. This procedure will be provided by Tom this month and communicated in the upcoming Frequent Flier. This action will close this item.
33Z fuel bladder management plan was briefed and agreed to by the board. A follow up briefing will occur at the end of the flying season with any new recommendations

needed. Item remains open pending the final briefing. Recommendation approved by the board.

Tow pilot event that resulted in a rope break was briefed. The pilot is required to re-qualify before he can tow gliders. Recommendation approved with two recommendations to follow-up on requalification procedures.

- **Unfinished Business**
- **CPR/Pre 911 Course** – Mike Hutchison
First course is set for Wednesday 8/8.
Emergency Oxygen System Purchase. Complete. The tank and related equipment is almost ready for installation in the crew trailer.
- **Pond Treatment Status** – Hutchison
No action until late summer or unless an algae bloom occurs. Chemical treatment now possibly kills fish.
- **New Business**
- **ASW 20 Labor Day Meet**- Little interest, terminate effort.
- **Labor Day 1-26 / 2-33 Fun Day** – Steve Statkus
Competing 1-26 Labor Day fun meets in North Carolina and New Jersey will result in Minimum attendance from outside the CCSC. This event is intended to be a club wide social event and should be advertized as such. Steve agreed to write up a memo for Dan's weekly newsletter.
- **FAA visit to review maintenance records**
The FAA has informed us that they will be making an appearance during the adult camp to watch our operation and take a look at the log books. This is their annual audit.
- **Lorrie Penner use facilities for economics class Aug. 12th**
Board agreed with this request.
- **Bird Nest Removal Effort** –
Birds are making a mess on the patio and since they have vacated their nests now is the time to permanently evict them. Also, the soft covers at the glider hangar doors that retard entrance of our feathered friends need attention.
- **Glider Cushions in need of repair** – Rolf Hegele
Many of our cushions are in need of recovering. The board approved \$400 to recover cushions. Rolf will manage the effort.

Board voted to adjourn after 1.5 hours of deliberation without any arguments!!!!!!!
- **SAFETY: A LITTLE EXTRA SLACK**, by Jim Hurst

One nice summer day in 1994, I was in the back seat of a 2-33, with student Jeff Chiles up front for a routine solo check ride. We had fairly recently at that time started routinely doing 360 degree turns on tow, one each way, as a training maneuver and a skills test. The Practical Test

Standard says that an applicant should be able to follow the tow plane in turns. Some of the tow pilots at that time thought the request to do 360 turns was an invitation to see if they could shake the glider off.

After we boxed the wake, the tow pilot, Tom Holloran was going into a steep turn to the left, and as we were about to complete the first circle, Jeff got a little high and outside the turn. I waited to see if he would straighten this out but his position got worse and worse. Just about that time, the tow pilot recovered quickly from the steep turn. Now picture this: we are higher than the tow plane, and we are way outside the turn, so we are going faster than the tow plane. This is a perfect situation for developing slack, and I mean a lot of slack.

The polypropylene rope is as light as a feather, and instead of sagging with slack like the old manila ropes tended to, it goes up in the air above the glider. We tried to release the rope, but with no tension, the ring would not fall out of the hitch. I've never felt so helpless. My only thought was to fly straight ahead at normal speed and await developments. What developed was that the tow rope went over the top of the left wing about a foot from the root, and disappeared, but still attached to the hitch.

We had lost track of the tow plane long ago. Finally I looked down and found that we were a hundred feet or so on top of him. I cannot remember what was going through our minds at that time. I did not know what to do. We were cruising along, wondering what was going to happen next, when suddenly it happened. There was a sound like a shotgun going off and the rope disappeared. I looked up and found a hole about the size of a tow ring in the lower leading edge of the wing. This part of the wing has been preserved for posterity, which you can inspect in the club house.

Well: the glider was flyable, so we proceeded to make a normal landing. On the ground we found that in the top of the wing above and behind the hole through which the tow ring had entered, was a tow ring shaped bump where it had struck the inner surface of the upper skin. When the tow plane landed, the ring was missing from the tow rope. It was found inside the wing. Further examination of the glider illustrated how much tension was on the tow rope when the ring pulled out the back of the hitch. There was an imprint of the rope's braids in the leading edge of the wing, and also on the fuselage where the rope had gone under the right side of the fuselage.

We have no idea what our relationship with the tow plane was when the slack came out, but it appears that it would have been on something like a 45 degree course to the right of our course, with the tow rope over our left wing and under our fuselage and off to the right. I won't attempt to describe this from the tow pilot's viewpoint, because when the slack developed, we were not in a position where he could possibly see us. He figured the rope broke when the tow plane was jerked violently to one side.

There are a couple of lessons here. First: When the tow plane is turning, be very sure to stay inside the turn where you can see the side of the towplane in the direction it is turning. If you get seriously high or outside the turn or both, release before the towplane recovers from the turn. There is a degree of slack from which there is no recovery. Second: if you need to release and the tow rope won't fall out of the hitch, then hold the hitch open, so the ring will eventually fall out without great tension on the rope. Why didn't we try this? Never thought of it. First time it ever happened. Why didn't the tow pilot release? He had no idea what was going on! We were all very fortunate that the rope did not get tangled up in somebody's tail feathers.

- **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.

3RD SUN & 9/30

4TH SAT & 9/29

4TH SUN & 12/30.

- **FINAL THOUGHT:** Imagine sitting on your couch watching NASCARS driving around in circles. (No wonder their biggest sponser is beer - ed.) You could be at the glider club flying, crewing, helping or just hanging out. Or one day when you come to, you might realize there is no glider club. Showing up for one flight every three months and then leaving with all the gliders still on the field is not what formed this club in the first place and will not secure it's future. Come on out and be part of a wonderful experience. Those NASCAR guys will still be circling next week. And beer is a buck a can.