

CCSC SOARING NEWSLETTER

CALENDAR OF UPCOMING EVENTS

Oct 7	Board of Directors Meeting - 9:30 AM - John Lubon
Oct 14	All Members: Buildings, Grounds & Firewood Preps for Winter - Keith Kilpatrick
Oct 21	All Members: Buildings, Grounds & Firewood Preps for Winter - Keith Kilpatrick
Oct 21	Potluck Dinner - 6:00 PM
Nov 18	Potluck Dinner - 6:00 PM
May 20-31	1-26 Championship Contest - Steve Statkus

ACTING EDITOR - Your *real* newsletter editor, Jim Dudley, is fully engaged in a house move, so what follows are the humble efforts of Norm Leet, as temporary stand-in.

TUESDAY

Tuesday, 9/19/2017, the Daedalians met at CCSC for rides, business meeting, banquet and CCSC presentations. Despite a rather grim weather forecast for showers and thundershowers, Maury Drummey and Brian Stoops put their heads together and commanded the airplanes to come out of the hangar at 3:00 PM. The K-21's, Grog-103 and 2 tow planes were on the line and ready for the 4:00 PM designated start time. The Daedalians sequenced their arrival at the flight line in a very organized manner, whereupon that learned about the queue for actually getting into an airplane. They adapted very well. Don Green and Rolf Hegele manned the tow planes, while Lynn Alexander and Brian Stoops conducted the glider flights. Since we were a little limited on glider pilots to give the rides, two golf carts went roaring off for the retrieves, one to bring back the glider and the second to expedite back the pilot who, with the passenger already briefed and belted in, vaulted from the cart to the glider back seat and launched for the next flight. The weather, in the event, could not have been better and 13 flights were conducted. One additional paid for flight became rain ticket when it got too dark to get the flight off. After the banquet, Steve Statkus gave a talk on the Youth Camp, and Dan Reagan regaled the audience with tales from the Ridge and mountain waves.



First

Daedalian flight of the day, Newlyweds. Lynn Alexander doing the driving.



Daedalian participant sizes up the airplane and her coach driver, Brian Stoops.



Lynn Alexander with an F-105 jock in the front seat.



Michelle set for launch with Brian doing the honors. Michelle filled in on the ground crew to help with retrieves.



Daedalian Flight Captain Kathryn Staiger (Air Force cargo pilot) in the front seat. This was her first glider flight since Academy days. Don Green watching over the exercise from the rear seat.



Daedalian participant ready for adventure with Brian Stoops in command.



Pried Rolf Hegele out of the tow plane to put this Daedalian in the air.



Dan Reagan had the Daedalian audience riveted with tales from the Ridge and mountain wave flying.

FOURTH SATURDAY - Chuck Lohr

9/22/2017 - The day started out with light winds and we launched from the west end. John Lubon rigged as Don Burns looked on and decided to join the peanut gallery under the canopy. Dieter launched later in the day. Ton O'Berg launched in the Baby Grob but came back soon when the aileron tape came loose. Brian Stoops got some good tape so Tom, Andrew Dignan and John Atkins could replace the tape on both ailerons. Tom got a 1:45 flight late in the day. Larry Kirkbride gave a guest ride to Ed Bingham in Charlie Charlie. His wife was in town for a cat show and, as a good single engine land pilot, found a local gilder port to spend the afternoon. We noticed Sierra Delta was red tagged regarding a 4 inch gelcoat crack in the leading edge mid section right wing. Larry mentioned you could determine if it was just that or more serious by tapping around the area with a quarter. It will sound like a drum if it's good and not if it goes all the way through the surface. I didn't get a chance to test it. But we did remove all the bugs from the leading edges of the glass ships at the beginning and the end of the day. No other equipment issues besides Andrew filling up the tires on Number 7 and number 24 golf carts. Aviation radios worked well but the walkie talkies' batteries didn't last very long. Two or three bags of ice in the freezer chest. We drank all the water bottles in the trailer. Only nine flights for the day. Put away and plugged in by 5:30 pm.



ts an introductory ride from Larry Kirkbride. He was looking for an aviation fix while his wife was attending a cat show in town. Ed owns an Aeronca Chief and had his last glider flight at Chilhowee, TN in a 2-33 many years ago. Crew Chief, Chuck Lohre, told him he was in for a new experience gliding in a glass slipper.

FOURTH SUNDAY - Keith Kilpatric

9/24/2017 - Beautiful hot day, not a lot of customers. 17 flights total including 1 prepaid guest ride. Ended operations at 5:00pm. Several managed to stay aloft until late in the day around 3pm. No issues with the equipment. Lynn Alexander will no longer be an instructor (CFIG) for CCSC. Lynn will stay on 4th Sunday as a crew member.

Brian Stoops

Note: Special Thanks to Dave Menchen for cleaning and powder coating the Spoiler and Trim knobs in the Grob 103. He has a little help from Brian Stoops too, but again many thanks to him for his extra efforts. THANKS Dave!



SAFETY - Kevin Price

F.O.D



Having flown a fighter in my Air Force career, one question people often ask is whether I ever had to eject. Short answer: no. Longer answer: almost. I'll give you the story below, and then tie it in with how what happened has relevancy at CCSC.

I was in the backseat of an AT-38 getting an orientation ride on how to fight another aircraft one-on-one, i.e., dog fighting. We were defensive on our last set when our adversary closed for a gun shot. To spoil the shot, the pilot unexpectedly (for me) jammed the stick full forward, banging my head on the top of the canopy in the process. Being new to all of this, I am thinking what the #%%@!%. Things quickly got more interesting though when the pilot yelled at

me and said "Hey, do you have your hand on the throttles?" I quickly answered no, and he asked again...louder. Answer was still no. What was up?

He was asking because both throttles were solidly stuck at 93% RPM. At that power setting, the jet would cruise along at about 400 knots, so landing was obviously going to be a problem. Good news though was that 93% kept us flying. If they had been stuck at idle, then within a minute or two we'd have had to bail out. Long story short, he shut one engine down, used G's and the speed brake to slow the aircraft down, and lowered the landing gear. Conveniently, 93% was a reasonable power setting for a single engine approach in the T-38. He flew a very nice visual approach and on landing roll shut down the remaining engine. We coasted to a stop.

So...what happened? It turned out the cause was an errant wrench that a maintainer had not accounted for when work had been done in the engine bay. The negative-G push caused the wrench to migrate and ultimately get caught in the throttle cables. We were quite fortunate since if the throttles had gotten stuck anywhere else than at 93%, we would have had to eject and the Air Force would have lost an aircraft.

Foreign Object Debris (FOD) such as that errant wrench is a very big deal in fighter aircraft due to dynamic maneuvering that can cause objects to wind up in very sensitive places such as the throttle quadrant or cables(as in this example), flight controls, ejection seat mechanisms, etc. Bad things have happened due to FOD...lives and aircraft have been lost. FOD though is not just a fighter aircraft concern. General aviation aircraft are susceptible to the ill effects of FOD, even for non-aerobatic aircraft. A pen, loose change, etc., can migrate throughout the aircraft and cause really serious problems. FOD can also be something that comes off the airplane and winds up somewhere it shouldn't be. Recently I read about a glider pilot who approached a stall while thermaling. She pushed the stick forward to recover only to find that the stick could not subsequently be moved aft. As she entered essentially an outside loop she bailed out and got an inflated canopy about 1 second before she landed in a river. She narrowly survived with moderate injuries. The cause was later found to be a handle on the end of a jury rigged release cable that had fallen into an inconvenient hole in the control stick boot during the stall recovery. The complete story can be found at:

<http://www.soaridaho.com/Schreder/Stories/Bailout.htm>

At CCSC my two biggest safety concerns are : 1) a midair; and 2) stuck flight controls due to FOD that has migrated into a critical area. More than once I have found FOD in CCSC glider cockpits. A pen here, a coin there, and even a kid's magnifying glass (see below). Our 2-33's are especially susceptible to dropped items potentially migrating to bad places.

Closely look for FOD before entering the cockpit. Do an inventory before entering the cockpit and after existing. If you lose something in the cockpit, please locate and remove it before the aircraft flies again. If you cannot find or recover something you have lost in the cockpit, fess up and have the Crew Chief Red Tag the aircraft for FOD. If some component is loose in the cockpit -- a screw, knob, etc., let the Crew Chief know so it can be fixed. Lastly, during annuals of the aircraft account for all tools...and scour areas that will be sealed or visually inaccessible for any foreign objects.

Fly safe...and fly smart!

Found on the floor of a 2-33



1-26 CHAMPIONSHIP CONTEST - STEVE STATKUS

The 2018 1-26 Championship contest will be held at CCSC in May. This event will mirror SSA's 2017 contest in that it will include a second category of aircraft, PW-5's and vintage gliders and also any classic glider in which the pilot wishes to attempt badge flights. The tasks and scoring will follow 1-26 rules.

Registration starts Sunday 5/20/18 and continues on the 21st which is practice day 1. Tuesday is a practice day and contest day 1 will be Wednesday 5/23/18. The contest will run until Wednesday 5/30 and Thursday 5/31 will be the awards lunch.

As is always the case anytime 1-26ers gather there will be lots of food, adult beverages and companionship. CCSC will be a riot of activity the last two weeks of May.

BUILDINGS, GROUNDS & FIREWOOD PREPS FOR WINTER- KEITH KILPATRICK

There is much that needs to be done to protect our great facility and keep it secure, attractive and safe for use as a gliderport. Probably the most important project is to install new vinyl siding on the farmhouse. This is also the right time to fill in the low spots in our runway with dirt and seed, so that is probably the second priority project. The gutters need cleaning before winter sets in. The crows nest needs the finish coat of paint. It is time to work up a supply of firewood for the colder days ahead. A more complete list that was discussed at the September meeting of the Board is provided in the sidebar. So you see there is a need for all club members to volunteer to come out and help two Saturdays, October 14th and 21st.

The Board charged me with making cost estimates for each line item on the list if we have to contract the work out or if the membership provides the necessary skills and equipment to complete the projects. Consequently, we are looking for contractors to bid on each of the construction projects. But first we are looking for members who have the knowledge, skills and equipment to install vinyl siding, operate a dump truck or tackle any of the other projects on the list. If you have any of these skills or specialized equipment and are willing to use it for CCSC projects please let Keith Kilpatrick know at Facilities@soarccsc.com.

Also, if you know of an appropriate contractor for any of these projects who has a reputation for high quality work at a fair price that information will also be helpful in case insufficient members volunteer to get the work accomplished. If you know of a reputable contractor whom you recommend for any of the projects please contact Keith Kilpatrick at Facilities@soarccsc.com.

By the way, every \$2,350 that the club needs to spend to pay others to do this work or rent equipment will add \$1 per month to the cost of dues for every member each month for a year! Our club has a tradition of keeping costs low by doing things our selves. Let's maintain that frugal tradition!

CCSC Facility Projects

Fall Club Member Projects:

- Cut & Split Firewood
- Fill low areas with dirt and seed on runway
- Finish painting the crows nest
- Fix fence at barn area
- Clean and tighten gutters on glider hanger
- Install gutter guards on glider hanger
- Tear down front porch on club house
- Replace Exhaust fan in upstairs bath

Major Capital Projects

Farm House:

- Vinyl siding for farm house
- Replace old exterior basement doors

Barn Hanger

- Paint roof vs replacing
- Tighten up or replace gutter board
- Paint or add flashing over gutter board
- Repair French drain

Pole Barn Hanger

- Finish painting east side of roof
- Tighten up or replace gutter boards

Glider hanger

- Replace 2 man doors
- Repair fiberglass skylite
- Add flashing to hanger door opening
- Replace old plywood near door opening

Private Hangers

- Garage door maintenance

Runway Improvements

- Add 2 drain lines to southeast side
- Continue to fill, smooth, seed low areas

Lake

- Clear trees around lake for mowing
- Weed wack various areas around lake
- Starting in Spring add Blueing schedule
- Investigate stocking

HELP FINDING SOMEONE TO SWAP CREW DAY ASSIGNMENTS

A web-based process for facilitating swapping crew day assignments was announced in the 2/21/2017 Frequent Flyer along with instructions for using the system. This process is intended to help members find another member who will agree to swap crew duties for one specific set of dates. It is **not** for getting reassigned to a different crew for an indefinite period. Brian Stoops is the person who oversees crew assignments, so Brian is the one to whom you need to speak about a long term change.

Remember that **UOP 2.2 CREW MEMBER DUTIES** states: "All crew members are to report for duty at 9:30 AM and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence. Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions." This new process does not relieve any crew member from the responsibility for arranging for a qualified substitute and informing the crew chief; rather it is intended to help accomplish that task.

As of 9:00 pm on 9/19/2017 there are no requests for a member to swap or substitute a crew day.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

<http://www.soarccsc.com/resources/members/meetingminutes/>

(The password is printed on your monthly statement.)

CCSC IS ON FACEBOOK <https://www.facebook.com/CaesarCreekSoaringClub>

CCSC WEBSITE

PERSONAL NOTE FROM EDITOR

Over the next few weeks the Frequent Flyer may be delayed or postponed while the editor's computer is out of service in a box and his mind is consumed by the details of moving. If you have something that urgently needs to be communicated to the membership give me a call and I will do what I can to get the word out.

WANTED TO BUY

Open trailer - Schweizer, Gehrlein or equivalent. Any condition. Contact: Guy Byars

FOR SALE

PARACHUTE FOR SALE - Two Security 26 foot canopy parachutes(@\$350) plus bag (\$25). Contact Tim Christman.

ICOM IC-A14 Transceiver and Desktop Charger - Like New! I bought it new about 2 or 3 years ago when I was flying contests. Paid about \$240 and they are still about the same price. Sell for \$175. Call me at 513-543-4008 or email jimfripp@embarqmail.com I am here for 2 weeks camped in the club campground. Jim Price

PARACHUTE PACKING - Jonny Stewart is offering CCSC members a discount on parachute packing this year. Just \$65. Generally requires no more than one week and special orders can be discussed directly with Jonny. Just leave the chute in the CCSC office with a name and phone number and it will be taken care of.

Schweizer SGS 1-23, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

Note: See [Membership Roster](#) on soarccsc.com for phone numbers and email addresses for all members.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713) **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, Joe Jaap, Kevin Price, Dan Beans, Jul Alvarez, D. Mattmuller, B. Sanbongi, A. Quinn

1ST SUNDAY - Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Bob Miller. **Crew:** Carter Aleson, Bob Bohl, Don Burns, Bill Clawson, Jonathan Criss, Christian Maurer, Dave Rawson, Ramon Rodriguez, Alex Teffenhardt, Laviniu Tirca, Joe Zeis. Al Dunn, Wesley Dunn, Michael Zengel, Taylor Bodin.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Bill Hall, Ron Kellerman, Aaron Marshall, Brian Mork, Chloe Williams, Michael Williams.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315) **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner. **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Dave Conrad, Fred Hawk, Mike McKosky.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Chris Uhl, Charlie DeBerry. **Crew:** Gary Adams, Soren Adams, Blake Bailey, Jake Burd, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Ethan Maxwell, Joshua Rising, Jack Runyon,

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Andrew Dignan, Michael Hayden, Casey Hildenbrand, Helen Lohre, Henry Meyerrose, John Murray,

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955) **ACC:** Rik Ghai. **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** John Lubon, Kat McManus. **Crew:** Lynn Alexander, Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, M. Hosta, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, John Williams.

2017 5th WEEKEND CREW DAYS:

Jan 29 - 3rd Sun Crew
Apr 29 - 3rd Sat Crew
Apr 30 - 4th Sun Crew
Jul 29 - 1st Sat Crew
Jul 30 - 1st Sun Crew
Sep 30 - 2nd Sat Crew
Oct 29 - 2nd Sun Crew
Dec 30 - 4th Sat
Dec 31 - Informal (Unknown)

POINTS OF CONTACT:

PRESIDENT: John Lubon
SAFETY OFFICER: Kevin Price
DIR OF OPS: Mark Miller
DIR OF FACILITIES: Keith Kilpatrick
BUSINESS MANAGER: Jon Stewart,
BusinessManager@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
FrequentFlyer@soarccsc.com

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3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788) **ACC:** **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, **Crew:** Darin Caviness, Otis Lewis, Dan Miner, Tony Rein, Zach Siefker, David Whapham,

