

**Caesar Creek Soaring Club**

September 11, 2018

UPCOMING EVENTS

- Sep 15 WPAFB Airmen Recreation Program event at CCSC - Kevin Price
- Oct 6 Meeting of Board of Directors at 9:30 AM at CCSC - John Lubon
- Oct 6 Wedding reception for Jonny and Autumn - 2:00 PM
- Oct 20 WPAFB Airmen Recreation Program event at CCSC - Kevin Price

CONGRATULATIONS BILL HALL - PRIVATE PILOT - GLIDER

On Wednesday, August 29, Bill Hall passed his practical test with Bob Miller.





CORN FIELD LANNDING - DICK ECKELS

Friends, I am writing this after watching John McCain's funeral so it will probably be short, though I hope it will not be any less accurate.

I will relate the incident as I remember it. Is it accurate? I cannot say that it is, only it is the way that I remember the action unfolding.

We, Dick Huskey and I, started with the preflight. When getting to the decisions to be made in the event of a rope break, we decided that with the wind out of the southwest that we would make a turn to the left, into the wind to return to the runway centerline as quickly as possible. To quote a line from my book, "The best laid plans of mice and men are about even" which turned out to be the case. We started the takeoff run and were soon airborne and in rather moderate turbulence which increased in intensity the higher we climbed. After clearing the trees and starting to follow Deiter Schmidt in a turn to the northwest we encountered a severe rotor which rolled the glider to the right into a nearly vertical wing attitude. At this point I took the controls

and attempted to roll back to the left which is what Deiter had just done. We were unable to roll to the left even with full aileron deflection. As a result it seemed to stop further rolling to the right. It is at this point that I believe the rope broke. At about the same time I noticed Dick Huskey doing something which I presumed to be releasing the tow rope. I agreed with what I assumed to be his decision to release the tow rope because it appeared to me that if we had remained on the tow rope the situation would have deteriorated even further. As I saw it, the situation was low altitude with a





near vertical bank to the right. I realized that I could not make a turn to the left and return to the runway. I decided to use the poor attitude to my advantage and pull a hard turn to the right to return. After completing about a ninety degree turn I could see that I was below the trees and continued the right turn to the centerline of the cornfield to avoid any trees that were close. My next decision at this point was whether to go under or over the power lines across the field. I quickly decided that with sufficient altitude I would go over the power lines. Now was the time to make a normal approach to a landing in the cornfield. I approached the tops of the corn intending to make an apparent landing at the top of the corn stalks. Then I heard the swish of the corn tops hitting the fuselage and we slowed radically quickly and descended into the corn stalks. Immediately flying ceased and we nosed down, although I had the stick full back, and hit very hard. The mechanism at work here seems to be that the still somewhat green corn stalks grip the wings and struts by the leading edge and rotate the aircraft to the ground using the length of the stalks as a lever to bring the aircraft to the ground. The length of the corn affected appeared to be only about fifteen yards, an unusually short distance to stop in from approximately

eight feet altitude, the height of the stalks. I asked Dick if he was OK, and he replied that he thought he was although he was hurting which I could understand because I was as well. He opened the canopy and climbed out. I then tried to extricate my right leg from the cockpit and found it to be more difficult than usual because the glider was basically standing on its nose and I was several feet above the ground held up by the corn stalks. I eventually got my cell phone to work and reported our location to Rolf. A crew was assembled and came down the hill while I walked the length of the corn field between rows. I finally reached the farm house, there was no one at home. I proceeded to walk up the road and was met by the disassembly crew. We went back down the hill and traveled around the field along the east edge of the field. The crew proceeded to disassemble the glider with little help from me as I was experiencing mild back pain.



Corn field photos: CR Gillespie

I must thank two groups of people for the successful outcome of this incident. First we, Caesar Creek Soaring Club, have as great a group of people here as can be found anywhere. While there are occasionally differences of opinion, they are always available to help in difficult situations. They were great. There was no way that I could have disassembled that glider. The second group are the instructors I have had. This incident had the potential to end very badly. The FAA has decided that instructors should teach through scenarios. While this sounds very good, there is no possible way to safely simulate the situation that was experienced. I must commend the instructors that I have had in the past to prepare me to react instinctively without thinking to arrive at a safe conclusion to this situation. There was no time available to consider any alternatives. Once the takeoff had commenced there were no realistic alternatives. The only alternative was to have not started the takeoff in the first place.

This brings me to the point of lessons learned. The first is that when the wind exceeds approximately fifteen knots and is out of either the southwest or northwest, operations should be stopped. There is a very very small chance of a pleasant ending to a similar situation with a solo student or recently certified private pilot at the controls. The second lesson learned is that if a landing in a cornfield is unavoidable attempt to present a landing attitude as though you are touching down at the top of the corn stalks. When the wings contact the stalks deceleration is very rapid and the aircraft will nose down and impact the ground. The idea of causing a very radical and abrupt stall at the top of the stalks basically mashing into the corn stalks will probably not improve the situation, causing the glider to probably strike the ground in an even more nose down attitude and from a slightly higher altitude.

In closing I must emphatically advise against the maneuver I used. I turned in towards a hill which could have ended badly. A bank of any less angle might not have allowed me to pull such a small diameter turn avoiding the hill with trees. The better procedure would have been to continue to roll the glider wings level proceeding parallel to the hill and then turned left away from the hill to a field further down the hill and in the valley.

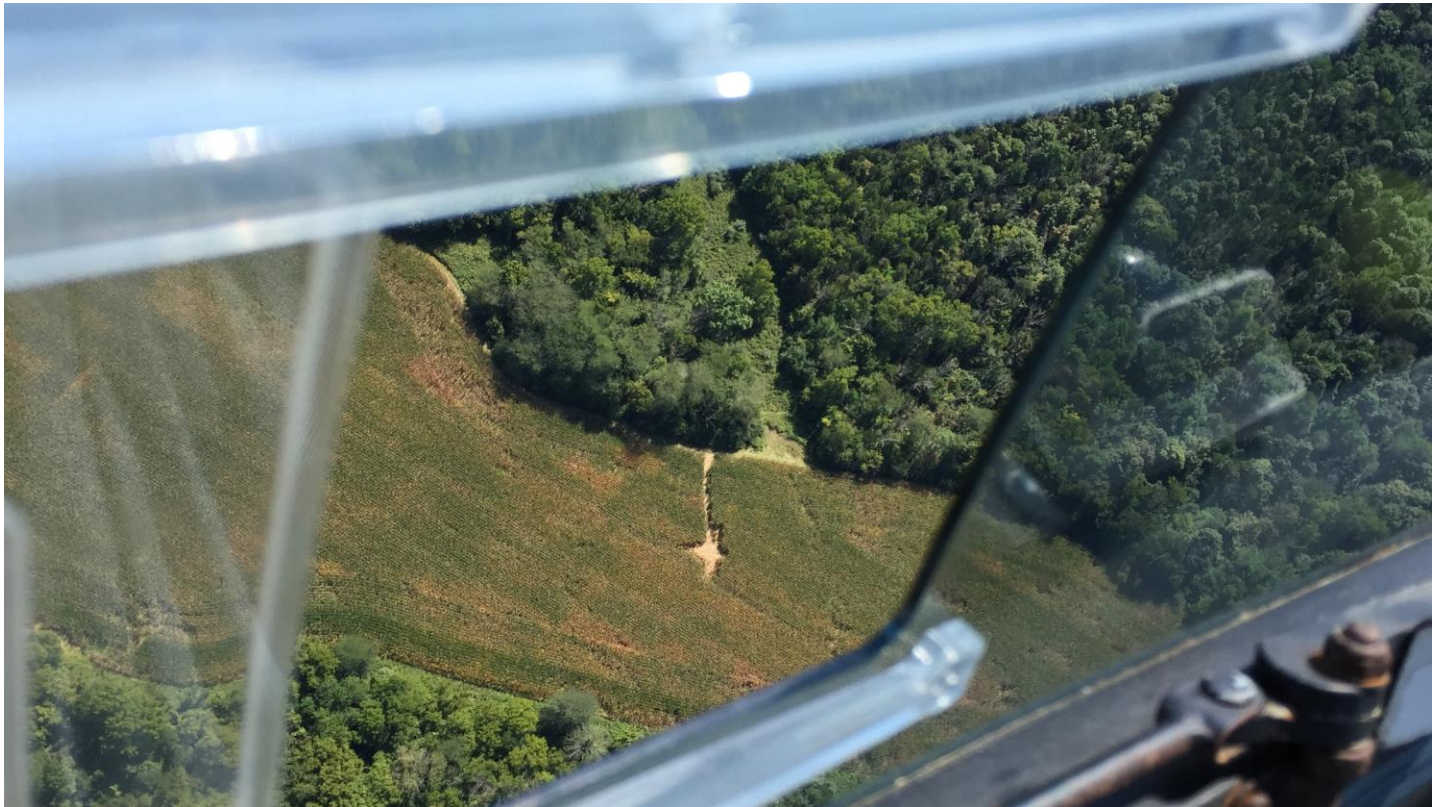


Photo: Dick Huskey

WELCOME NEW MEMBERS

At the Saturday meeting of the Board of Directors applications were reviewed and the following individuals were accepted as members: James E. Fox, David R. McMaster and Thomas A. Lepley.

CLUB STATISTICS

ACTIVE MEMBERS	9/2/2017	9/8/2018	FLIGHT ACTIVITY	2017	2018	PLAN*
Full Members	171	175	Last month	270	206	330
Family & Youth	23	25	Year to Date	1224	1150	1270

*The 2018 budget is based on 190 members and 1700 flights for the year.

THANK YOU FOR A GREAT 2018 YEW - STEVE MCMANUS

Time flies! It is hard to believe that in 10 short months we will be back at Youth Education Week again and I can't wait! Our 2018 YEW was perhaps one of the best. We had reasonably good weather (except for Friday), great CCSC volunteer support and most of all a fantastic group of inspired, motivated, intelligent youth in attendance.

So what made the 2018 YEW so special? First, thanks to all 47 volunteers who helped to make 2018 YEW a success. If you think 47 volunteers sounds like a lot, it is. But who else should we invest our time in besides the next generation of pilots? It's 3.9 volunteers per youth participant. Our volunteers lead Food Prep, extra club house cleaning and administrative activities. Then we move to all the CCSC flight instructors, tow pilots and crew chiefs. A special shout out to Tom McDonald, Steve Status, Rich Caraway, Rolf Hegele, Paul McCaskey, Marybeth McManus, Buck Towne and Jim Dudley who helped organize and coordinate activities behind the scenes for their

time before, during and after YEW. Who knew they would work so hard for just a shirt?! (BTW if you did not get a shirt let me know your size and I will get one to you.)

The parent volunteers...Wow! Parents you stepped up your game, your participation set the bar and exceeded expectations: Jennifer Wolf thank you for the mid-week treats, the parents that chaperoned and helped throughout the week: Al Dunn, Dave McElfresh, Steve Hoffman and James Dunnohew... thank you.

We have learned a lot over the years and every year contributes to the success of the program and sets YEW apart from any other program. CCSC club members and families model the way by living guiding principles of the club which include the spirit of volunteerism and community and training the next generation. I think CCYSA carries that forward with not just holding camp for a week each year but giving youth new tools they can use now and throughout life.

Some of the tools are subtle some are not, these include:

- Goal setting – without a goal, you won't know what you can achieve.
- Be prepared for the day - The morning brief provides the guidelines for the day. You have to be on time and prepared before starting work or starting any quest
- Reflection – Evening brief - Every evening we review what we did right and what we can do better
- Acknowledge your colleagues – The Birds! This is a great lesson in leadership, every leader must learn to give and receive feedback. It is a great skill to develop, especially for pilots.
- Relax – Evening social time is important it gives the youth time to work on their E.Q.

Once again thank you all for supporting YEW! If I did not mention a volunteer, I apologize. Please feel free to respond back to me and let me know so I can acknowledge their good work!



Photo: Jerry McElfresh

THANK YOU HENRY MEYERROSE - 50 YEARS OF SERVICE TO SOARING

Soaring Society of America honored Henry Meyerrose with a CERTIFICATE OF APPRECIATION for 50 years of active membership in and service to Soaring Society of America. Most of that service has been at Caesar Creek Soaring Club because Henry was one of the courageous members of Soaring Society of Dayton who joined together to purchase the former dairy farm that is now our gliderport. Henry learned to fly gliders in Germany and brought his love of flying along with his expertise in woodworking and carpentry and related crafts and technologies when he immigrated to the United States. From the hard work in the early days to transform the former farm into a gliderport with a smooth grass-covered runway Henry has been involved with nearly every aspect of constructing and operating the gliderport. His craftsmanship has been applied to construction and maintenance of our buildings and grounds and his oversight of major projects has been invaluable to the club, most recently in improved drainage for our runway, siding for the old barn, siding for the farmhouse and interior maintenance and upgrading. Henry continues to serve on the Board of Directors.

Not all Henry's time was spent working on the facilities. He was awarded his A and B Badges in 1986 and soon completed his C and Bronze badges. In 1988 Henry earned his Silver Badge.

Congratulations and thanks, Henry!



1st SATURDAY REPORT - Mark Hanlon

After a late start due to aircraft maintenance issues flights began just before noon. Flight operations were terminated at 2 PM due to impending storms. Seven flights were conducted.

1st SUNDAY REPORT - MICHAEL KARRAKER

We had a great day with a total of 34 flights and a new student member. Jacob Dunnohew and David McMaster completed training and Mark Miller has assigned them to crews (3rd Sunday and 4th Saturday respectively). The field was soft and probably needs to be rolled. Dieter provided cheese cake with strawberry topping. Thanks to Joe Jackson, Bob Miller and Jim Goeblel for taking care of all the students.

2nd SATURDAY REPORT - DICK HOLZWARTH

No operations due to recent inclement weather. Even if there had been a window in the rain showers, the wind direction indicated use of runway 9 and the field was unusable due to saturation.

2nd SUNDAY REPORT - LUCY ANN MCKOSKY

No flight operations due to wet field, ceiling < 1200', and no demand for flights.

DO YOU HAVE A TABLE TO DONATE TO CCSC?

The company which owns the soft drink vending machine has been demanding that we purchase a minimum of 35 cases of soft drinks per month from them at a cost to CCSC of \$0.47 per can or they would repossess the machine. After a couple of years of negotiations during which we have been purchasing soft drinks from Sam's Club for about \$0.37 per can the situation has come to an impasse and the vending machine is about to disappear, probably before this newsletter is published. The desire is to continue to offer members low cost beverages. If someone can donate a small table (3'x3') on which we can set the small (under counter) refrigerator that would help.

Fall Work Day Saturday Oct 27th - Keith Kilpatrick

Please come and participate in the annual CCSC fall work party. As a club member your participation in these biannual events is necessary and important. We will need your help with cutting firewood, splitting and stacking to keep the crews cozy this winter in the club house. Help will also be needed to fill low areas of the runway and seed. There is much needed support to accomplish these tasks so please come out and join us.

BRONZE BADGE QUESTIONS OF THE WEEK

Prior to entering an Airport Advisory Area, a pilot should:

- a) Monitor ATIS for weather and traffic advisories.
- b) Contact approach control for vectors to the traffic pattern.
- c) Contact the local FSS for airport and traffic advisories.

When operating under VFR below 18,000 feet MSL, unless otherwise authorized, what transponder code should be selected?

- a) 1202.
- b) 7600.
- c) 1200.

The normal radius of the outer area of Class C airspace is:

- a) 5 nautical miles.
- b) 15 nautical miles.
- c) 20 nautical miles.

Who is primarily responsible for maintaining an aircraft in airworthy condition?

- a) Owner or operator.
- b) Pilot-in-command.
- c) Mechanic.

How many Global Positioning System (GPS) satellites are required to yield a three dimensional position (latitude, longitude, and altitude) and time solution?

- a) 4.
- b) 5.
- c) 6.

The correct method of stating 4,500 feet MSL to ATC is:

- a) "FOUR THOUSAND FIVE HUNDRED."
- b) "FOUR POINT FIVE."
- c) "FORTY-FIVE HUNDRED FEET MSL."

There have been several inquiries about where to find the approved answers and the references in which Bronze Badge topics are explained and discussed. The answers are not all that secret, but the desire is for candidates to at least put in some effort to gain the desired knowledge. One can go to the [Study Guide](#), complete the practice tests and have them graded and the correct answers will be provided along with a specific reference.

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. Mark Miller is now the person who oversees crew assignments, so Mark 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 5:00 pm on 9/11/2018 there are no requests for a member to swap or substitute a crew day.



Jonny Stewart is now Skydive Sports! He is providing a drop off service right here at CCSC. If you need your parachute repacked, just leave it in the CCSC office and fill out one of the service cards and attach it to your rig.

Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

WANTED TO BUY

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

FOR SALE

ASW 20L \$29,000 (Factory L model sold with both 16.59 M wing extensions and M&H winglets) TT 1108 hrs. Komet trailer, Modified Cobra wing tip wheel, tow out bar. Excellent canopy, newer gas spring, older gelcoat. Cambridge L nav, Colibri flight recorder, Dittle ATR720B (old but works good) with new boom mic, Avier with LK-8000. Logs since new. Contact Tony Bonser tbonser@cinci.rr.com

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 website for contact information for all members.

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

CCSC WEBSITE

MINUTES FROM BOARD OF DIRECTORS MEETINGS

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

(The password is printed on your monthly statement.)

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713) **ACC:** TBD. **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, Michael Zengel, Waseem Jamali.

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:** Don Burns, Bill Clawson, Christian Maurer, Eran Moscona, Dave Rawson, Joe Zeis..

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Bill Hall, Ron Kellerman, Brian Mork, Jim Suda, Lizz Suda, 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:** Al Dunn, Fred Hawk, Dan Katuzienski, 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:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Charlie Maxwell, Ethan Maxwell, Joshua Rising.

3RD SUNDAY

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

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Edgar

Byars, Ross Bales, Andrew Dignan, Helen Lohre, David McMaster, Henry Meyerrose, John Murray.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955) **ACC:** Keith Kilpatrick. **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, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca John Williams.

2018 5th WEEKEND CREW DAYS:

Mar 31– 4th Sat Crew
Apr 29 – 4th Sun Crew
Jun 30 – 1st Sat Crew
Jul 29 – 1st Sun Crew
Sep 29 – 2nd Sat Crew
Sep 30 – 2nd Sun Crew
Dec 29 – 3rd Sat
Dec 30 – 3rd Sun

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

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

Revised 09/05/2018 mkm