



Caesar Creek Soaring Club

March 31, 2015

NEWS YOU NEED TO KNOW

- Operations may be at Clinton County or at CCSC, depending on field conditions and wind. Check with Crew Chief before starting out.
- All members are requested to join in the Spring Cleanup effort this Saturday at 9:30 am

CALENDAR OF UPCOMING EVENTS

Apr 4	Spring Cleanup Day 1 - Bob Miller
Apr 4	CCSC Trustees Meeting - 9:30 - Jim Dudley
Apr 8	Soaring Society of Dayton Annual Meeting - 6:30 pm - John Lubon
Apr 11	SSD Directors Meeting
Apr 18	Spring Cleanup Day 2 - Bob Miller
Apr 19-25	Annual Outing to Tom Knauff's Ridge Soaring in Julian, PA. - Mark Miller
May 16	Open House - Brian Stoops
Jun 22-Jul 3	Sports Class National Contest - Rolf Hegele
Jul 12-18	Youth Camp - Steve McManus
Aug 9-16	Adult Camp & Vintage/Antique Glider Rally - Steve Statkus

SPRING CLEANUP

Normally we all gather for a weekend to spruce up the glider port, but for a variety of reasons this year the two days will both be **Saturdays, April 4 and April 18**. One significant activity this year will be painting the exterior of some of our buildings, so be sure to wear old clothes. Bob Miller is organizing the effort and has prepared task lists for each crew. Plan now to join with other club members as we work together to care for our equipment and get our grounds and buildings looking great. Dave Menchen will also provide training in the use of our AED units and brief CPR training.



SOARING SOCIETY OF DAYTON ANNUAL MEETING

Each SSD shareholder should now have received an email notice of the upcoming Annual Meeting of Soaring Society of Dayton on **April 8**. It is very important to the club that you respond to that notice and **provide your proxy** instructions, whether or not you plan to attend the meeting. At the meeting you will be able to retract your proxy and vote in person if you choose. If you did not receive a notice please contact [Jim Marks](#). At this time about 650 additional shares must be voted to achieve a quorum and make the election valid. Please submit your proxy now.

“OMG FOD” - KEVIN PRICE

Having flown fighter aircraft for many years, I have been asked from time to time if I ever had to eject. The quick answer is no; the longer answer is...almost. How does this question relate to glider safety? Give me a couple of minutes and I think you will see.

A number of years ago I was going through fighter lead-in training at Holloman Air Force Base in Alamogordo, New Mexico. We accomplished our training in AT-38 aircraft, a derivative of the sleek T-38 aircraft which has been the Air Force's high performance trainer for nearly 50 years. The training consisted of formation flying, low level navigation, weapon delivery, and Basic Fighter Maneuvers (BFM..."dog-fighting").

On one mission I was a hapless passenger in the backseat with an Instructor Pilot (IP) who was doing BFM. During the very last set, the offensive aircraft closed in for a simulated gun shot. To defeat a gunshot, one has to move the aircraft out-of-plane from the bullet stream during the time of flight of the bullets. This is typically done by unloading the aircraft, rolling some number of degrees, and re-applying some positive G's. An alternative is to push forward on the stick and use negative G's to spoil the tracking solution. This particular time the IP chose the negative G maneuver...banging my helmeted head against the canopy while having me...a new student...wonder what the heck he was doing. After all, I was new to this stuff.

Immediately after this maneuver he yelled at me over the intercom asking if I had my hand on the throttles. I said no. He then responded with a "uh-oh" and I knew we had a problem. Both throttles were solidly stuck...they could not be retarded. The good news though is that they were stuck in the right place...93% on an AT-38. If they had been higher, we would have had too much power to land; any lower, and we would have not had enough power to continue flying. The pilot handled the situation very well. He shut down one engine on the way back to base, put the speedbrakes out to slow us down (otherwise we would have still been too fast to land even on one engine), and upon touchdown he shutdown the remaining engine. We coasted to a stop. This easily and certainly could have turned out much differently.



So, what caused the throttles to get stuck? It turns out that a mechanic had accidentally left a wrench in the engine bay. The negative G unload caused the wrench to migrate to a highly undesirable location — into the throttle cables that modulate the engine. This almost resulted in the loss of an aircraft...and our reliance on some rather old ejection seat technology.

Foreign Object Debris (FOD) is an enemy of all aircraft. While fighters are especially vulnerable due to dynamic maneuvering and their complex systems, gliders are also susceptible to FOD and its consequences. Our older 2-33's with their open flooring are clearly at risk to FOD. However, a pen, loose change, sunglasses, etc dropped by a pilot or their passenger can migrate within the cockpit of any glider and get into the flight controls. Likewise, a tool unaccounted for during repairs or annual inspections can also cause serious problems.

The best way to prevent a FOD related incident or accident is of course to account for everything taken into the aircraft and every tool used to repair them. Take a look too as you enter the cockpit for stuff that others may have left. That said, what if you encounter a jammed flight control inflight?

Hopefully you have a parachute and sufficient altitude to use it. If neither is the case, then what? You'll need to get creative. If it is the elevator and it is in a favorable position, hopefully that will take you to a safe landing field. If the elevator is positioned such that your nose is rising and perhaps leading to a stall, maybe you can roll the aircraft to get the nose back below the horizon. (The nose will certainly fall as you approach 90 degrees of bank.) If your aircraft has a trim tab, you may be able to use it to control your pitch. If the ailerons are jammed, perhaps the rudder will allow you to change heading. If the spoilers/airbrakes are stuck closed, slip the aircraft to lose altitude. If the spoilers/airbrakes are stuck open...get the nose down to keep airspeed and pick a landing spot

accordingly. Regardless of which flight control is jammed, assess whether the aircraft is landable as is. If so, recommend landing versus trying to fix the flight controls by force. (In my AT-38 story above, the pilot did not try to force the throttles. His concern was that if he forcefully pulled them aft he would not be able to advance them again to flyable thrust. We landed...he made the right decision.)

If the problem is with the rudder or ailerons, you might try cycling between positive and negative G's to free what may be FOD in the controls. All of these are merely ideas...things to think through on the ground just in case you encounter such a problem one of these days.

In closing, FOD can lead to incidents, accidents, and fatalities. We all must apply due diligence by accounting for everything we take into the cockpit and every tool we use to work on the aircraft.

Fly safe! – Kevin Price

NEEDED: SCORING PROTEGE - ROLF HEGELE

Poul Pedersen is the official scorer for the 2015 Sports Class Nationals, but he is looking for a Protégé to work with him on scoring. He is looking for someone who has computer skills and could support him for the duration of the contest (22 June through 3 July). The scoring would primarily be in the evenings after a flying day (from 5 PM on until complete) and if possible in the mornings to work with the Task Committee in preparing task sheets for the day. If you are interested, please contact Poul (dyhr_pedersen@fuse.net) or Rolf at sportnationals@att.net.

YOUTH CAMP FILLING UP FAST



There are very few openings left for Youth Camp this year. If you, your child or your grandchild is interested, contact [Steve McManus](#) or [Rich Caraway](#). Also, complete the [registration form](#) that is provided on the [Youth Camp page](#) of our web site.

ENERGY CONSERVATION

The annual electric bill for our club is in excess of \$9,800 and that has an impact on the dues that each of us pays monthly. Recently there have been numerous incidents of lights left on after everyone had left for the day. Be sure you turn off lights, heaters, etc. when not needed.

Harrison Wargacki, age 10, is belted into 135 by his dad, Darrin, to find out if Harrison is big enough to see from the pilot's seat at Youth Camp 2015. Decision: Harrison, Darrin and Harrison's older brother all plan to participate.

FLYING ACTIVITY

The Wednesday Crew was faced with winds at 19, gusting to 26, so it was a work day, with Steve Statkus' team continuing to work on the Grob-102 in response to issues detected during the annual inspection. The Tost hook is being replaced and the retract mechanism for the gear is showing wear, so parts of the gear handle and the transverse shaft assembly are being replaced. Also, a new set of seat belts is being installed.

Chuck Lohre's Fourth Saturday Crew set up operations at CCSC thanks to winds from the NE favoring the dry portion of our field. Activity was delayed until the Flight Instructor meeting ended, but the day ended with a flurry of activity (7 flights) with another Flight Review and field currency flights. Thermal activity was good enough for John Murray to get a one hour flight with Larry Kirkbride.

Tom Bonser's Sunday crew operated at Clinton County, although only five flights were completed before the winds increased and turned causing a decision to cease for the day.

FLIGHT INSTRUCTORS PREPARE FOR SEASON



CCSC Flight Instructors meet to work on improvements.

Larry Kirkbride met with our team of CCSC flight instructors on Saturday, 3/28. Larry explained his motivation for accepting the Chief Flight Instructor position and described his instructional philosophy. Members will be interested to know that one of Larry's intentions is to reduce the average number of flights that it takes a member to prepare for the private pilot check ride. His plan is to standardize the flight training process as well as the aircraft checkout process, providing better guidance to students to help them achieve proficiency more rapidly. With the change to the PTS coming in the form of ACS (described in Larry's article in the 3/24/15 Frequent Flyer) this is the right time to overhaul our ground training to provide better guidance to students and clearer expectations about how a student should prepare for each instructional flight. There was a lively discussion about the content of the annual CCSC field check, the checkout process for each club aircraft, whether CCSC should be training students to use a soft release in 2-33 aircraft, the current DPE situation, etc. The meeting concluded with each instructor volunteering to prepare material for the new ground school training system and standardized procedures for flight skills. Thanks to all our flight instructors for their contribution to the safety and proficiency of CCSC pilots. We appreciate you efforts.

CCSC TRUSTEE BOARD MINUTES

http://soar-ccsc.com/?page_id=484 (The password is printed on your monthly bill.)

CCSC IS ON FACEBOOK

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

CCSC WEBSITE

<http://soar-ccsc.com/>

FOR SALE

One eighth share available for the Red Wing Soaring Club 1-26. \$1000.00 Call Jim Grueninger, 740-503-0032, share owner, or Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy soaring! Always tied down and ready to go!

LAK 12 glider and trailer. 50/1. It's big. Price negotiable. Located on the field. Interested parties should contact Wally Detert, 937-667-6950 or John Biernacki.

"6V" ASW 15. Cambridge 302 Vario and moving map Flight Computer. Dittal radio. 1/3 share is For Sale. Contact Chuck Lohre 513-260-9025, chuck@lohre.com

1/3 Share in N11rdbird. A beautiful Libelle201b, Serial No.74. Includes Eberle trailer, tow out gear, Cambridge LNav Vario and GPS, MicroAir Radio, with IPAQ 3955 running SeeYou Mobile. New Chute with Annual through May 2015. Call Rolf, 937-271-5003.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: Kevin Price , **Tow Pilots:** John Armor,
Mark Schababerle, Richard Perry, **Instructor:**
Paul McClaskey, Bill Gabbard, Tom McDonald,
Richard Perry. **Crew:** Gerry Daugherty, Waseem
Jamali, Courtney Ohl, John Raines.

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:**
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb
Mauer, Dieter Schmidt, Andy Swanson, Bob
Miller. **Instructor,** Bob Miller, Rich Carraway.
Crew: Jul Alvarez, Don Burns, Stephen Kleine,
Jacob Moore, Dave Rawson, Joe Zeis.

2ND SATURDAY

CC: Bob Root (cell: 513-630-8761), **ACC:** Dan
Staarmann. **Tow Pilots:** Bob Anderson, Haskell
Simpkins©. **Instructor:** Chris Giacomo, Bob
Anderson, Jim Price. **Crew:** John Antrim, John
Biernacki, Pat DeNaples©, Dick Holzwarth, Jim
Hurst ©, Jim Marks.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:**
Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie
Penner, Gordon Penner, Jim Goebel **Instructor:**
Tom McDonald, Gordon Penner, Jim Goebel, Tom
Rudolf, Chad Ryther. **Crew:** Dave Conrad, Alyssa
Engeseth, Tom Geygan, Fred Hawk, Mike
McKosky, Kate Kreiner.

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906),
ACC: Rolf Hegele, **Tow Pilots:** Don Green, Steve
McManus. Dick Scheper. **Instructor:** Charlie
DeBerry, Richard Eslinger, Kat McManus. **Crew:**
Gary Adams, Jake Click, Eric Cochran, Chandler
Demler, Jim Dudley, John Dudley, Micah
Ferguson, Norm Leet, Poul Pederson, Charlie
Richardson, Brian Stoops©, Chris Uhl ©.

3RD SUNDAY

CC: Tom Bonser (cell: 513-673-7746), **ACC:**
Tow Pilots: Tony Bonser©, Tim Christman,
Richard Perry. **Instructor:** Dick Eckels, Bill
Gabbard, Chad Ryther. **Crew:** Daniel Beans, Jon

"Rusty" May, Laura May, Topher May, Jack
Morari, Zach Siefker, Joey Tomei.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025). **ACC:**
Ethan Saladin. **Tow Pilots:** John Atkins©, Guy
Byars, Bernie Fullenkamp©, Larry Kirkbride.
Instructor: John Atkins, Joe Jackson, Larry
Kirkbride. **Crew:** Ross Bales, Jon Fullenkamp,
Casey Hildenbrand, Henry Meyerrose, John
Murray ©.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955), **ACC:**
Rik Ghai. **Tow Pilots:** Matt Davis, Ron Blume,
Tim Morris. **Instructor:** Lynn Alexander, John
Lubon. **Crew:** Chad Beckwith, Mauricio
Berrizbeitia, Jake Burd, Richard Cedar, Pat
DeNaples©, Shelby Estell, Jeff Grawe, Keith
Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2015 5th WEEKEND CREW DAYS:

Jan 31 – 3rd Sat Crew
Mar 29 – 3rd Sun Crew
May 30 – 4th Sat Crew
May 31 – 4th Sun Crew
Aug 29 – 1st Sat Crew
Aug 30 – 1st Sun Crew
Oct 31 – 2nd Sat Crew
Nov 29 – 2nd Sun Crew

POINTS OF CONTACT:

CCSC PRES: Jim Dudley, © 513-582-5661
CHIEF TOW PILOT: Tim Christman, hm: 937-
475-1445
SAFETY OFFICER: Paul McClaskey, hm: 614-
245-8129
DIR OF OPS: Brian Stoops, 937-203-6997 (c)
DIR OF FACILITIES: Bob Miller, 937-882-6012
TOW PLANE MAINT: Tim Christman, hm 937-
475-1445
GLIDER MAINT: Steve Statkus, 513-576-9080
SSD PRES: John Lubon, hm: 513-870-0994
BUSINESS MANAGER: Noelle Stewart, cell: 808-
286-2373, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley

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