



The Frequent Flyer

July 2011

The Great Glider Grab

or How Difficult Is Buying a Used Glider?

by Mark Miller

This winter Bob Miller and I started looking for a glider to share this summer in pursuit of badges and learning to fly cross country. The pursuit would turn out to be a) not easy and b) more difficult than I ever imagined.

We scoured Wing & Wheels and the Soaring Cafe websites and classifieds several times a week looking for a glass ship at or under \$20K. This seemed to be a short and diminishing list of aircraft. We attempted to buy a Cirrus when it came on the market in Pennsylvania, but that was sold to another club member after the first few emails revealed that it was a pretty good ship. Then we tried a PIK20B in Massachusetts, but that also sold before we could negotiate a deal. We thought that we had finally landed a deal when we negotiated a price over the phone with an individual near Montreal with a PIK20B. The day before we were to climb in the car for that trip he emailed to say his neighbor gave him a check and our deal was off.

About ready to give up we tried another PIK20D near Minden, but that was already sold. Finally, in apparent desperation we inquired about a PIK20B in British Columbia. For some strange reason it was still available.

After several emails and additional photos Bob flew to Spokane to look at it. Creston, B.C. is about a 3 hour drive NE of Spokane. He found

Glider Grab...continued on page 6



Bob Miller beside he and Mark's PIK-20 B
Photo - Mark Miller

Inside

The Great Glider Grab.....	1
CCSC Board Minutes.....	2
Op-Ed : MSL AGL.....	4
Operations.....	5
9th Annual Youth Camp.....	7
5th Annual Soaring Camp.....	7
SSD Board Minutes.....	8
Safety Corner.....	9
Instructor's Board.....	9

In Brief

- CCSC MSL/AGL UOP issue change. See Op-Ed's and CCSC minutes for details and opinions.
 - Next SSD Board meeting Saturday July 16th 9:30am at clubhouse.
 - Despite the clubs best efforts, the 2011 Region 5 South contest was washed out by Mother Nature.
 - Next CCSC Board meeting Saturday August 6th 9:30am at clubhouse.
 - Youth Camp 2011 running July 31st- August 5th.
 - Uvalde Glide 2011 aka Pre-Worlds to start August 4th in TX.
 - Adult Camp 2011 August 29th - September 2nd at the CCSC field.
 - Fuel tow charge remains at 30¢/100 feet.
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Frequent Flyer Notes

- Submissions for the Frequent Flyer may be emailed to frequent.flyer<at>soarccsc.com. They are due the Wednesday after the CCSC Board meetings. Articles submitted may be edited or reformatted for space and spelling.
- All email addresses will have the ampersand changed to <at> to keep auto email trollers at bay.

CCSC Board Minutes

by Michael Hayden, Secretary

CCSC Board of Trustees Meeting Minutes

July 2, 2011

Presented for review and publication on July 8, 2011

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on July 2, 2011. The meeting was called to order at 9:45 a.m. by Paul McClaskey, President. Present at the call to order were Paul McClaskey, Rolf Hegele, Jim Lowe, Michael Hayden, John Murray, Steve Statkus, and John Atkins. Seven members present.

Secretary's Report – The Board unanimously approved the Minutes for the May 7, 2011 meeting as previously presented by Michael Hayden.

Board Appointments – By unanimous consent, the agenda was modified to address the vacancies created by the resignations of Andrew Dignan and Dave Coucke from the Board. By a unanimous vote, Marcos Aranha and Mark Miller were appointed to serve out the remainders of the terms expiring in 2011 to which Andrew and Dave were elected, with Marcos and Mark being seated immediately. Nine members now present.

Board Officers – By unanimous consent, John Murray was appointed Vice President with responsibility for liaison with the insurance broker, Marcos Aranha was appointed Facilities Director, and Mark Miller was appointed Social Director. Also by unanimous consent, the maintenance responsibilities were split up to have Steve retain glider maintenance, Rolf assume tow plane maintenance, John Atkins assume ground tow vehicles maintenance as Operations Director, and Marcos assume groundskeeping equipment maintenance as Facilities Director.

New Member – Michael reported one new membership application from Philip Nagel.

Treasurer's Report – Jim Lowe presented an Account Balances Report as of June 30, 2011 showing a balance on hand of \$28,900.74 with both cash inflow and expenses tracking near budget. Income details will appear on the report in the future. By a unanimous vote, the report was approved as presented.

Operations Report – John Atkins reported that the crew reporting system is working. The crew

schedule will be updated. When flight operations are conducted on other than a regularly scheduled day, a crew report must be provided to John. A reminder that children under the age of 12 may not operate powered equipment, including driving ground tow vehicles (golf carts and Kubota RTV500), will be published and communicated to crew chiefs; this is not a new policy, but rather is already in place in the UOP and the Ground Crew Manual.

Maintenance Report – Steve Statkus reported that the drum brake for the Grob 102 has been rebuilt and will be reinstalled in the near future.

Facilities Report – Marcos Aranha will look into repairing the rain gutter on the red barn. The blades for the gang mower are being cycled through sharpening.

Contest Report – Rolf Hegele reported that the contest was cancelled due to unfavorable weather. The profit to the club totaled \$816.21.

Safety Review Follow-up – The Board considered a motion to review each of the Findings of the Special Safety Assessment Committee as published in Section 4 of their Final Report dated March 12, 2011. This report is available to any club member upon request to Steve Statkus.

Vote: Paul and Mark opposed; all others in favor.
Result: Carried 7 to 2; findings to be reviewed.

The Board then considered each Finding. A vote "for" a Finding signified agreement that the Board needs to take action to correct the problem identified in that Finding.

Finding 1: The effectiveness of the [regular] Safety Committee falls short of CCSC needs.

Vote: Paul and Mark against; all others for.
Result: Agreed 7 to 2; Board will take action.

Finding 2: Follow-up of Safety Committee recommendations is not immediate and seamless with respect to the incident report.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 3: A review of safety reports reveals that a very large percentage of CCSC accidents/incidents occur as a result of poor decision making during the approach to the landing pattern (final glide), or in the pattern itself.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

CCSC Board minutes..continued on page 3

Finding 4: The pilot's inability to operate with an MSL altimeter setting was found to be a contributory factor in at least 3 landing accidents/incidents.

Vote: Paul and Rolf against; all others for. Result: Agreed 7 to 2; Board will take action.

Finding 5: Not all pilots are maintaining adequate currency and/or proficiency standards.

Vote: Paul, Mark, John A., John M. against; all others for. Result: Agreed 5 to 4; Board will take action.

Finding 6: Many reports of downwind tows and wide tow patterns placing the glider out of gliding range during extended portions of the tow.

Vote: Paul and Rolf against; all others for. Result: Agreed 7 to 2; Board will take action.

Finding 7: Marshalling and parking of gliders during flight operations is not standardized across crews.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 8: Ground crews do not consider the 45 degree cone of potential damage when staging gliders on the grid.

Vote: Paul and Mark against; all others for. Result: Agreed 7 to 2; Board will take action.

Finding 9: Communication among crew chiefs and from crew chiefs to the Board concerning the status of equipment, accidents, and incidents does not happen formally and consistently.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 10: The emergency and medical equipment in the trailer and the clubhouse is either missing or is not properly maintained or stocked. Some operating instructions are either missing or inadequate.

Vote: Paul and Mark against; all others for. Result: Agreed 7 to 2; Board will take action.

Finding 11: Not all emergency contact information is available on the flight line or in the clubhouse.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 12: Tow planes have been operated that are considered non-airworthy due to open ADs.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 13: No procedure exists that defines who may add or remove red tags (for non-airworthy

condition) from aircraft.

Vote: Paul against; all others for. Result: Agreed 8 to 1; Board will take action.

Finding 14: Non-qualified personnel have in the past performed maintenance beyond the scope of routine maintenance, unsupervised.

Vote: Paul, Mark, Marcos, Jim, John M. against; all others for. Result: 5 to 4 against; Board will not take action.

The Board then reviewed the proposed action items presented by Steve as Maintenance Director for addressing Findings 1, 2, 12, and 13 and approved them by unanimous votes.

UOP Revision re Safety Review Committee – One of Steve's action items requires a UOP revision. Accordingly, by a unanimous vote, the Board approved the following addition as the last paragraph of UOP 2.1.1, to take effect 30 days after the publication of this notification in the Frequent Flyer.

"Other functions of the safety review committee are to communicate to the membership the findings resulting from safety investigations as well as routine safety information dissemination and outreach. These should be accomplished via articles in the newsletter, seminars, and posters as necessary."

Legal Review Report – Paul McClaskey reported that he has provided a package of information and questions to the attorney.

Accounting Software Transition Report - Rolf Hegele reported that electronic statements will be sent to the test group for one more month prior to wider rollout.

Membership Status – Michael Hayden presented a proposal to formally define membership as beginning upon submission of a membership application and initiation fee. This proposal was tabled until John Murray obtains relevant information from Costello Insurance.

Financial Audit Report – Paul McClaskey reported that Marybeth McManus and Pat De Naples are still working on the audit.

Activities Report - Paul McClaskey requested and received unanimous consent for the dates of the Boy Scout campout to be changed.

UOP Revision re Altimeter Setting – Michael Hayden proposed the deletion of all reference to

Op-Ed : UOP change on MSL/AGL

Editors Note : Recently a vote was taken by the CCSC Board to change the UOP's, removing the requirement, when flying club aircraft, of setting the altimeter to an MSL setting. The vote was 6 to remove this wording from the UOP's and 3 to keep it. Below are two articles written by CCSC Board members representing their own points of view on this issue.

Rolf Hegele

(One of 3 that voted to keep the UOP requiring MSL)

This last Saturday, the CCSC Board voted to remove the UOP requirement to use MSL altimeter settings in Club aircraft. This reverses a process put in place over two years ago and in my opinion is in total opposition to the interests of the Club. Yes, we've had some incidents in which the altimeter setting may have been a contributing factor in a sequence of bad decisions, but in the end that had no bearing on altitude awareness or the decision processes. It has also been an emotional issue with some very experienced pilots expressing the opinion that they can't do the math between AGL and MSL, particularly during an approach and landing. This in spite of the fact that the approach and landing is done almost entirely by visual reference.

Earlier this year we had a safety meeting at which our Club President, Director of Operations, Safety Committee Chairman, and Chief Instructor talked about the importance of standardized processes to support an environment of safety within the Club. In addition, since last October, a number of dedicated Club members have performed a Safety Assessment of our Glider Operations and on this specific issue recommended changes such that all student training use MSL as the altimeter setting, while rated pilots could use whichever setting they preferred. Our Chief Instructor prefers the wording remain as is but would concur with the recommendation of the Safety Assessment Committee. Unfortunately the Board went beyond this statement and now our Chief Instructor has no basis upon which to implement a standardized training program. Nor do we have a standardized Club process upon which to maintain an environment of safety. I am concerned about how we can continue to safely operate the Club in this proposed environment.

This vote is going to perpetuate a scenario that introduces continuous risk into our Club operations and ignores the recommendations of our own Safety Assessment Committee and Chief Instructor. Since this UOP change will not go into effect for 30 days, I encourage you document your concern about this change by contacting Paul McClaskey, CCSC President, with your written comments so the Board can revisit the issue. His e-mail address is ipmccclaskey@earthlink.net.

John Murray

(One of 6 that voted to remove the UOP requiring MSL)

The issue of altimetry at the club has been a hotly discussed issue lately especially after the BOD decision a week ago to remove all reference to Altimetry from the UOP's and kick the issue back to the instructor staff where a majority of the BOD thinks it is best handled.

First some background. A few years ago, the CCSC Board voted to require the use of only MSL in all club ships. Many in the club were and still are opposed to this policy as they prefer the AGL system. There has been a tremendous amount of protest about this policy from a minority of pilots who prefer AGL, and a number of things have surfaced lately. One thing for sure. Some of us like AGL and some like MSL. Neither group is likely to adopt the other's opinion. I suggest we accept this.

In the past few years there have been a number of incidents and crashes in which the change from AGL to MSL was a contributing factor. These include 2-33's getting low and landing away from the airport, A crash of a 1-34, and a 1-26. A student getting low and making a very low pattern. And there are a number more.

The 1-34 is the only one to discuss here. The pilot set the altimeter on the ground to field elevation. He then released at 2000 indicated (1080 ft AGL). He started his flight thinking he was at 2000ft. AGL and it was a "while" before recognizing the issue. He then returned to the gliderport very low and crashed on final.

There are a number of issues involved here mainly in the area of altitude recognition by eye. The club has since taken steps to improve the ability of students and pilots to better recognize their height above the ground and to deal with it, all without the use of an alt. However - If this pilot had set to his familiar AGL altimeter setting he would not have released early and the cascade of other issues leading to the crash probably would not have happened that day.

There has been a huge amount of work done by many in the club to look into the altimetry issue, and many others, as they relate to club safety. There has been a new safety review committee established to more carefully review incidents and mainly to report the findings more openly such that all members can review and learn from the past mistakes. The reviews shall not be punitive but educational. There has been instruction with the pilot of the 1-34, but I for one am comfortable that he will never make that mistake again and that he is much harder on himself than any outside review could be. He is a safe

Opinion..continued on page 5

Opinion...continued from page 4

pilot who made mistakes. Let's move on.

Another change in Club policy is that we will spend more time publishing the results of incident reviews such that all members are better informed of incidents and should review the findings relative to their personal flight habits. The safety committee recommended use of MSL for all instruction including licensed pilots returning for higher ratings or Flight Review's.

This all led to the decision by a 6 to 3 vote to remove the UOP requiring MSL use in club ships this past Saturday's CCSC BOD. One member, Bill Maxwell, gave an impassioned request that we allow him to do his Flight Review in AGL, with which he is more familiar.

So 6 members of the CCSC BOD voted to remove all reference to altimetry in the UOP's and here is why. There were two issues in play. First was that most CCSC BOD members have come to the decision that requiring licensed club pilots to fly in one system or the other is not productive. Let licensed pilots decide how they wish to set their altimeters. I believe this to be a very reasonable thing to do. This view is not shared by all in the club, but I believe allowing licensed pilots to make their own decisions regarding altimetry is correct policy. At present this is a view shared by a majority of club members whether they use one system or the other, and also a majority of the CCSC BOD.

The second issue was how to implement the concept of altimetry choice by either making a new UOP stating what the CCSC BOD wants, or simply decide that the CCSC BOD has no business telling instructors how they should instruct. It also allows the instructors to decide how instruction shall be done at CCSC. The majority of the CCSC BOD chose the latter. We removed all mention of altimetry from the UOP's. This means that all licensed pilots who fly club equipment may do so using altimetry of their choice. However, it does not mean that they may demand flight instruction in either system. The flight instructors are working on this issue as we speak. I believe they will teach in MSL. The point is, the majority of the BOD wants the instructors to develop these issues regarding instruction and have the Chief Flight Instructor develop an instruction manual for CCSC. The Chief Flight instructor and his fellow instructors are now fully in charge of instruction. I think that is a good idea. As a non instructor I do not like telling instructors how to teach. Also I think the instructors will be wise and flexible enough to accommodate Bill Maxwell's wishes. That is a great reason not to legislate things like this. Let the instructors do this. Let them easily make changes as necessary. I believe flexibility both inside and out outside the cockpit is a good thing.

Operations

by John Atkins

Notes to Crew Chiefs

Many thanks for your efforts in making the flying days work despite shortages of instructors, tow pilots and

altimeter setting from the UOP in order to address the Special Safety Assessment Committee's Finding 4.

Vote: Paul, Rolf, Mark opposed; all others in favor. Result: Carried 6 to 3.

Accordingly, the last bullet point in UOP 4.6 Responsibilities of Pilots will be deleted, this change taking effect 30 days after publication of this notification in the Frequent Flyer. For reference, the text to be deleted reads as follows: "The altimeter on club aircraft is set to field elevation prior to takeoff, rather than to zero."

Request to Waive Second Half of Initiation Fee –

Paul McClaskey brought a request from Chris Giacomo for a waiver of the second half of his initiation fee in light of the possibility of his being transferred out of the area next March. By a unanimous vote, the Board disapproved this request.

Guests on August 15 – Paul McClaskey requested and received unanimous consent to bring a number of guests for flights on August 15.

Schedule of Fees and Dues Revision – Michael Hayden presented a draft revision and requested comments from the members.

Publication of Annual Budget – Article VI Section 4 of the By-Laws requires that "the budget shall be presented to the membership at least thirty (30) days prior to its becoming effective." Michael Hayden will publish the 2011 budget in order to fulfill this requirement.

Business Manager Update – Rolf Hegele reported that the cost for Sara Palmer to provide office services has averaged approximately \$300 per month to date.

Seat Cushions for 2-33s – Steve Statkus reported that foam seat cushions will be obtained and customized for use in the rear seats of the 2-33s.

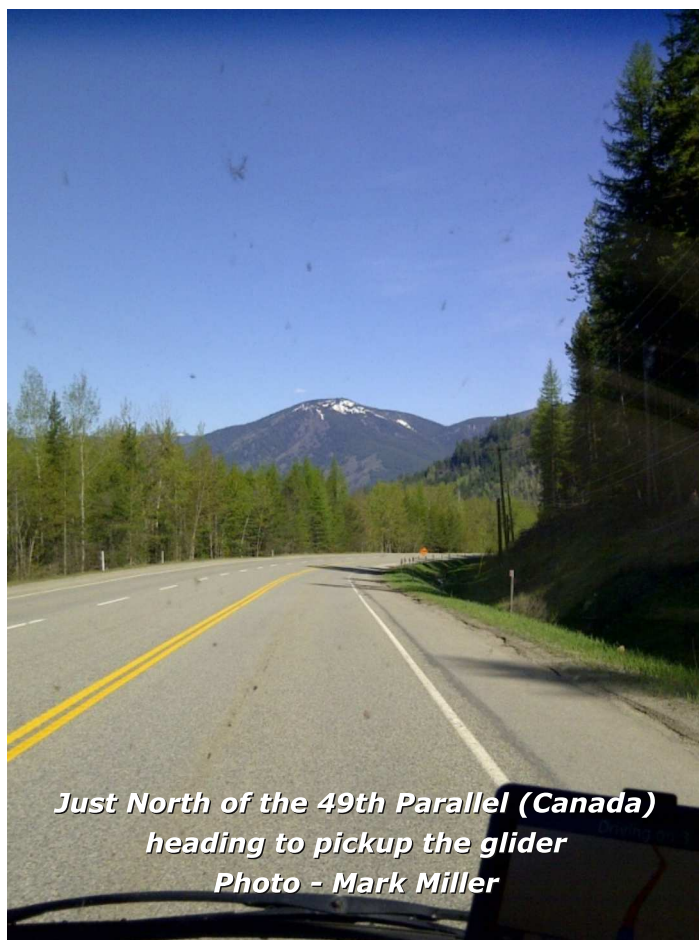
Adjournment

The meeting was adjourned at 1:46 p.m. by unanimous consent.

others. Please advise your Dir. of Ops. (me) if your crew is "skinny" in any positions. We will endeavour to bring you up to strength.

Please continue to check everyone for currency and and keep those yellow pilot cards up to date in the

Operations...continued on page 8



*Just North of the 49th Parallel (Canada)
heading to pickup the glider
Photo - Mark Miller*

the glider in great shape, but he had some questions about the condition of the instruments and radio. When he called me I just asked about the basic airframe and when he said that it looked very good I suggested that he "give him the check". That only presented the next problem and that was the seller could not import it to the US and therefore could not meet us even part way.

We had to wait two weeks for a cashiers' check to clear (don't ask), but then we planned our road trip to retrieve our new acquisition. I had some business appointments that confined me to just five days in between, so Bob volunteered to drive out and pick me up at the Spokane airport. We both arrived at the airport around 1830 on a Wednesday and departed for a hotel a little north of Coeur D'Alene, ID.

Day One

We woke up to a beautiful day and drove up across the border to Creston, B.C. We stopped at the border and asked for help filling out the import form with the local Border Patrol. We arrived at Danny's house around 0930 on a Thursday. He showed us the glider and some spectacular views of the mountains around Creston.

We ended up staying longer than we had planned due to some misunderstanding with his bank on the availability of the funds from the cashier's check, but we finally headed for the border around 1430 local. The border crossing was a non-event. They took the import form and reviewed the bill of sale and our passports and waved us on. They did not even ask to look in the trailer. With that behind us we drove to Coeur D'Alene and had dinner. We decided to drive as far as we could that night and ended up near Missoula, MT before finding a motel for the night.

Day Two

The next day it was rain and the rest of Montana and half of South Dakota. We drove past Custer's Last Stand through the North Cheyenne reservation and spent the night in a little Mom and Pop motel in Kadoka, SD. Miles and miles of miles and miles.

Day Three

We made it through the rest of South Dakota into Wyoming, through Minnesota and Iowa before we spent the night in Gladsburg, IL.

Day Four

Woke up to sunshine and the final push through Illinois, Indiana and finally Ohio. We reached CCSC

...continued on page 7



*Rolling hills and nice clouds
some where in Montana
Photo - Mark Miller*

Glider Grab...continued from page 6

at 1600 on Sunday after 2300 miles and eight states, but we had a glider!

Aftermath

Now that we have the PIK20B we are waiting for the FAA registration and final inspections. The former may take months, but we got through the annual with John Murray this week without any major issues. The finish is in great shape but the water ballast system has probably never been used in 36 years and the O2 system is marginal. Neither of which are necessary for Ohio soaring, so we are just waiting the registration before 1WT takes to the air!



9th Annual Youth Camp

by Steven McManus

The 2011 Youth Camp starts Sunday evening July 31st and runs through Friday August 5th. We will have a kick off dinner on Sunday for CCSC Members/ Volunteers and Youth campers. All family members are also welcome. We have about 18 youth signed up for camp this year which is about the same as previous years. All youth campers must be SSA and CCSC members prior to the start of camp. As usual we are looking for volunteers to help with camp. We are in need of and welcome...

- Instructors
- Cooks /Help with meal prep
- Tow pilots
- Mentors

If you can volunteer for any of the positions please contact: Steve McManus (513) 828-8260 or email N4641F@gmail.com

Summer Soaring Camp

by Eric Cochran

The 5th annual summer soaring camp is set for August 29th to September 2nd. Those who have attended the last three years know what a great time it is. Even the days without lift provide fellowship and learning opportunities. This Camp a great opportunity to meet those 2011 soaring goals. For those off us who have not got reached retirement years, Generalissimo Bob Root will be on hand as crew chief all week and available to write a note to your boss just as he offered to do for the entire local FAA FSDO that came out to "inspect" our operation on a beautiful Wednesday afternoon a couple years back.

CLASSIFIEDS

Editor's note: Classifieds can be sent to frequent.flyer<at>soarccsc.com. Date of entry noted in (). Ads time out in 3 months unless re-submitted.

For Sale (6/11): 32' Dutchman camper trailer for sale in club campground \$2500. Bedroom with queen bed, living room and eat in kitchen. Two other fold out twin beds. Sold fully stocked with household items. No road miles. For info contact Jenny Rytel 614-332-2004 or montjen<at>gmail.com.

Share For Sale (2/11): Join the Redwings! One share for sale, \$1000. A great group of guys and a great SGS 1- 26. A good way to build up flight hours and have fun. Contact Brad Lewandowski for details 513-265-8544 or blewando1<at>gmail.com.

For Sale (6/10): Dittel 71-M Base Station Radio with

battery charger, auto-lighter charger and car-top antenna. \$2350. This radio can be easily removed from the base station and used in your glider if you prefer, all at a price considerably less than new. Contact Greg Crook at greg9632<at>gmail.com.

For Sale (5/11): Price reduced! 30' Motorhome for rent or sale in campground. \$50/month or \$3500. For info contact Terry Buker. 786-512-3313 or email tbuk<at>juno.com

For Sale (7/11): 1991 Elite 29ft Travel Trailer in great shape. Large roomy interior. Interior is in great shape. Everything works and has a newer Refrigerator. We are the 2nd owners and purchased it in ~1992. Sitting on a nice site at the Gliderport. Asking \$3500. call Norb at (513) 243-6465 (d) or (513) 774-0380 (e).

SSD Board Minutes

by Lucy Anne McKosky, Secretary

Present: Lynn Alexander, Dave Edwards, John Lubon, Bill Maxwell, Lucy Anne McKosky, Garry Print, Bob Root, Dick Scheper, Dieter Schmidt

CCSC Board members: John Atkins, Rolf Hegele

The meeting was called to order at 9:33 a.m. by John Lubon. The minutes of the May meeting were reviewed and approved. The treasurer's report was also reviewed and approved. Two requests for redemption of a total of 20 shares of stock were approved. Cecil Blackwood's donation of six shares to the Youth Endowment Fund was announced.

Dieter Schmidt reported on progress in closing out the stock escrow accounts. A motion was approved to refund the escrow balances for partial shares to three inactive members.

Farmhouse Lease: Eviction proceedings have been initiated and should be completed by early July. One person has expressed interest in the lease. Limitations to be included in the new lease were discussed, including number of people to live in the house, number of vehicles on the premises, and amount of storage space included.

Runway Upkeep: Cardinal Landscaping filled holes and put in sod last month. Any further work will be done by club members.

Tractors and Lawnmowers: All equipment is running at this time. Tractor checkout and maintenance were discussed. Maintenance is being brought up to date with participation of several members. SSD needs to delegate maintenance until a new tenant is on board. There was no consensus on the need for additional lawn mowing equipment. Dick Scheper volunteered to work on the push mowers during the coming week.

Grob 102: Garry Print reported that the wheel has been shipped to California for brake repair. It should be returned in two to three weeks.

Grounds Improvements: John Lubon recommended hiring a tree service for removal of dead trees and other safety hazards, primarily in the campground. A motion authorizing \$1000 for the work was approved. John also recommended getting a proposal from Cardinal Landscaping for stump removal at the west end. Brush removal at the east end and around the pond is also needed; John volunteered to work on it.

Glider Radios (2-33s): Action was deferred until the CCSC board provides direction. An application for a ground station license is pending.

The meeting was adjourned at 10:36 a.m. The next meeting will be Saturday, July 16, 2011, at 9:30 a.m. at the CCSC clubhouse.

Lucy Anne McKosky, Secretary

Operations...continued from page 5

file box when members come out to fly.

The golf carts continue to be a source of aggravation. Much of this aggravation can be avoided if we take better care of them. Please check the water level in the batteries at the beginning and end of the day. Please use the air hose on the side of the glider hangar to blow off the dry grass etc. from the batteries and control circuitry. Pay attention to the battery condition gauge. And do not over load the carts with people. The green cart, by the way, should be used only for carrying people and not for towing. And sorry, but the U.O.P. prohibits the operation of the golf carts, or the Kubota, by children under 12 years of age.

Please continue to maintain the 45 degree cone of safety/clearance for glider takeoff operations.

Consistent with the above we would like all retrievals to be conducted on the South side of the field to avoid impingement into the safety cone particularly when we are taking off to the West.

If there is a non-flying day please check the "Work To Do" list behind the door in the club house and do not let your crew escape without attending to some of these items.

Note to Tow Pilots

When we have an other than a normal flying day and no Crew Chief is present, the tow pilot(s) must assume the supervisory duties in cooperation with the other pilots on site. In addition to turning in the tow cards to the office please make the regular report via e-mail to jatkins@cinci.rr.com and sstatkus@cinci.rr.com.

Items to include are:

- Each tow planes tach time.
- Any maintenance issues with club ground equipment or aircraft.
- Any abnormal incidents or safety related issues.
- Any additional comments or notes on work done.

Once again thanks for your continuing good work and attention to detail.

Safety Corner

by Steven Statkus, Maintenance Director

Last year we demonstrated in a gut wrenchingly vivid display the consequences of placing stationary objects adjacent to the launch line of gliders on tow. The result was a very expensive repair job on a beautiful sailplane. The outcome was fortunate because the potential damage to personal was avoided by about 18 inches and this was either plane luck or divine intervention, neither of which should be expected when the next event occurs. And the next event can occur and if it does, the cost in hardware and personal could be much higher.

It won't be the wind sock the next time. It will be a golf cart returning a glider to the flight line towing it down the center of the field between the glider landing area and the launch area. Or it will be a tow plane or gliders sitting between the glider landing area and the launch area. In fact the stationary object might be an auto sitting adjacent to the takeoff area rather than parked near the corn on the East end of the field.

We all need to be safety officers when we're out on the field moving gliders or tow planes. Keep your eyes open. If you see, or perceive a potential problem, stop operations and correct that problem. Fiberglass can be repaired. Skin and bones can be repaired. It's a shame to have to repair either when the event could be avoided in the first place.

This past Saturday, 7/2/2011 the CCSC board took action to begin implementing actions necessary to correct some conditions which contribute to unsafe operations at CCSC. One item of interest to all pilots, students and licensed pilots has to do with altimeter setting. Currently the UOP states that all club gliders will be flown with altimeters set to field elevation. The Safety Assessment Committee looked into this practice and found that it was a contributory factor in several incidents recently. They recommended a change to the UOP stating that student pilots should be trained using MSL but licensed pilots should set the altimeter however it best suits their practices, MSL or AGL. The CCSC board decided to solve the problem by removing the requirement to set the altimeter completely from the UOP's, this with the understanding that the requirement would appear in the training manual and that all students trained at CCSC would learn MSL. Licensed pilots may set AGL. There is a 30 day comment period before this action becomes final. If you have a comment please contact Michael Hayden, the CCSC secretary.

The challenge we will face is to insure that each pilot climbing into a club ship checks the altimeter and sets it accordingly. IT'S WHAT PIC MEANS!

Instructor's Board

by Tom McDonald, Chief Instructor

In a policy change, the Board voted to remove all reference to altimeter settings from the UOPs. This is effective 30 days after publication in this newsletter.

This change seems simple, but is going to require a lot of care.

In order to make this change safety, we will all need to understand the effects of what human-factors experts term "expectation bias." Simply put, people's brains tend to register what they expect to see, rather than what is actually there.

This means that zero can be easily mistaken for 1000' and vice-versa, and minus 60 for 940', even when people are paying attention. People literally see what they expect to see. It isn't just a figure of speech. Be sure to read both hands on the altimeter. Make sure both cockpits match, too. Assume that whoever had the glider before you had the altimeter set almost 1000 feet away from where you want it to be.

The power of the law of primacy is the driving force for this policy change. Pilots who learned with the AGL system have been adamant about not wishing to change. More to the point, people tend to revert to what they learned first when under pressure. (I will note in passing that the word "adamant" doesn't even begin to cover John Murray's position. We're still friends, though).

If you have gotten used to MSL over the last three years, I hope you do not change your habit.

The intent of the instructor group is to continue to conduct all training activity for non glider rated pilots using MSL settings. This, and other training standards, will be published in an instructors manual. CFG's are going over a first draft of this manual as you are reading this.

See you at the gliderport.



AUGUST 2011 CREW SCHEDULE

Day	Crewchief Assitant Aircraft	Towpilots	Instructors	Ground Crew
				Crewchief and assistant contact information
1 st Sat & 10/29	W. Detert J. English	J. Armor M Schababerle	R. Eslinger P. McClaskey-x	T. Cuthbert, G. Daugherty, D. Edwards, S. Fenstermaker, J. Lowe,A. McClaskey, E. McClaskey-^ C. Schulker, K. Wolf <i>{Students/Crew additions requested}</i> CC contact : none Asst CC contact : jim.english@morrison-chs.com 513-235-3696
1 st Sun & 10/30	M. Karraker M. Miller	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz B. Miller-x	G.Adams, M.Anthony, D. Burns, J.Gordon-^ , S. Kleine, B. Lewis, C. Lindsey, R. Martinez, C. Maurer, R. Miller, R. Mullins, D. Rawson, A. Rytel-^, M. Rytel, K. K. Silber, W. Smith, G. Southers, A. Swanson, A. Webb, G. Yee, J. Zeis CC contact : karrakmc@aol.com Asst CC contact : millersoasis@msn.com 513-235-6128
	Blanik L23 - N253BA – M. Karraker			
2 nd Sat &1/29	R. Root D. Staarmann	R. Anderson M. Schababerle	P. Osborne – x C. Giacomo	J. Antrim, J. Benner, T. Benner, J. Biernacki, R Holzwarth, J. Hurst, J. Marks, P. Marks, H. Simpkins, S. Prileszky, J. Price-i, M. Swiderski CC contact : olaandbob@aol.com 513-235-6128 Asst CC contact : 513-887-9738
2 nd Sun & 1/30	D. Menchen G. McDowell-x	B. Cooper F. Hawk L. Penner G. Penner-x	D. Conrad-x T. Rudolf-x J. Goebel-x	P. Compton, R. Basto, A. Engeseth, H. Goebel, J. Goebel-^, J. McDowell+,
	SGS 2-33 - N2615H – D. Menchen			
3 rd Sat & 7/30	M. Drummey R. Hegele	D. Green R. Scheper A. Widner R. Perry	C. DeBerry D.Coucke B. Gaerttner	Boesel, E.Cochran, B. Decker, Inman, G. McDonald, P. Pedersen C. Richardson-^, M. Wilkins-+ <i>{Students/Crew additions requested}</i> CC contact : mfd4@aol.com 513-871-1998 Asst CC contact : n11rdbird@att.net 937-271-5003
	SGS 2-33 - N36135 – M. Drummey			
3 rd Sun & 5/29	T. McDonald T. Bosner, Sr.-t	T. Bosner T. Christman M. Hutchison	R. Eckles-x* B. Gabbard C. Ryther	M.Aranha, D. Du Bois B. Elliott, C. Higgins, E. Moscona, J. Morari-^, E. & M. Towers <i>{Students/Crew additions requested}</i> CC contact : tjmcDonald@fuse.net 859-992-6801 Asst CC contact : mariner@mac.com
	SGS 2-33 - N3616Q – T. McDonald Kubota – T. McDonald			
4 th Sat & 4/30	A. Dignan H. Meyerrose	G. Byars R. Cluxton-x G. Print- x B. Fullenkamp	T. Lynch-x J. Jackson K. Adams	J. Atkins, R. Bales, T. Bales, C. Hildenbrand c, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ CC contact : asdignan@gmail.com 513.405.7839 Asst CC contact : hmm9r@aol.com 513.405.7839
	Grob103 - N44259 – J. Jackson ASK 21 N251CC – A. Dignan			
4 th Sun & 7/31 & 12/31	S. Statkus T. Dockum	J. Bierstine R. Blume F. Paynter-x T. Morris	L. Alexander B. Clark J. Lubon	T.Bresser, P.Callihan, R. Cedar, J. Coomes-^, Clark, T. Dockum, R Ghai, C. Haines, M. Hayden, K. McManus, S. Mayer, D. Reagan, An. Rieder-^, A. Salem, L. Stemley+, B. Stoops CC contact : sstatkus@cinci.rr.com 513-720-8955 Asst CC contact : todd@thetechpark.com 513-461-3535
Closed 12/25	ASK 21 – N221CC – J. Lubon			
i-CFIG, t-Tow Pilot, x-Tow Pilot & CFIG, c-Commercial Pilot, +-Pre-Solo Student, ^-Post-Solo Student, *- FAA Flight Examiner				
Additions/Corrections/Changes contact John Atkins at JAtkins@cinci.rr.com or 937-475-4298 Whom To Call – Contact Information				
SSD President: John Lubon 513-543-9154 (c) Chief Flight Instructor: Tom McDonald 859-992-6801 (c) tjmcDonald@fuse.net Crew Operations. John Atkins jatkins@cinci.rr.com 937-475-4298 Grounds Maintenance: Marcos Aranha 937-232-2393				CCSC President: Paul McClaskey 614-329-4945 or lpmcclaskey@earthlink.net Chief Tow Pilot: Tim Christman 937-475-1445 or tchristman24@aol.com Aircraft Maintenance/Safety Officer: Steve Statkus 513-720-8955 or sstatkus@cinci.rr.com