

## Caesar Creek Soaring Club

## FREQUENT FLYER

December 7, 2021

### UPCOMING EVENTS

- January 8, 2022– CCSC Board Meeting, 10 AM, CCSC Clubhouse
- Jan 29, 2022 – CCSC Annual Banquet, Engineers Club, Linda Murray
- Feb 5, 2022 – CCSC Board Meeting. 10 AM, CCSC Clubhouse
- Feb 22 - 23, 2022 – SSA Convention Flight Instructor Refresher Course
- Feb 24 - 26, 2022 – SSA Convention, Reno NV
- March 5, 2022 – CCSC Board Meeting, 10AM, CCSC Clubhouse

### GLIDERPORT LAND

As a part of the Club's 138 acres of property, we own 23.371 acres on the north side of the lane on the east side of Elbon Rd. This protects our approach lane to the north side of Runway 27.

Discussions continued with Anabelle and Cody Brausch. They went to the county and discovered that in order to build a structure of any type, they needed at least 200 feet of road frontage. Therefore they submitted a revised view of possible land allocation (see the photo) such that they have the frontage needed while allowing us to maintain our landing lane.



The Board wants further input from the membership and time to consider the proposal before considering any action; but noted that any action would require a vote of all the shareholders. We reviewed the Current Agricultural Use Value (CAUV) requirements, which help reduce our property taxes. As long as any parcel has at least 10 acres in crops, then it is eligible for CAUV.

We also stayed in touch with the realtor selling the farm on the south side of Gard Red along with the 72 acre tract of land on the North side which includes the agricultural field (corn) on the south side of the lane that is our emergency field for Runway 09 takeoffs and Runway 27 landings.

The latest input is that the farm has been sold in its entirety. However, the buyer bought it for hunting purposes and may be interested in considering working with us on the agricultural part of the property. I authorized the realtor to forward our interest and contact information to the buyer.

## OPERATIONS

### COVID Update – Mark Miller

The current data available from the State of Ohio and the CDC shows that Ohio is still above the national average for new COVID cases. At the 4 December meeting of the Board of Directors there was significant discussion on both sides of the issues. By a split vote, the majority of the Directors voted to leave the existing COVID restrictions in place until the next discussion on January 8. In essence:

- There will be no Guest/Introductory flights
- Only members and their immediate family living with them are permitted on the field
- Masks are optional as determined by separation protocols and pilot agreement

### 4th Saturday Report

6 flights. We still have golf cart issues: E5 flat tire; G5 won't start; G3 won't start. 909 was hard to start, Thanks to John K12 and Jim Goebel for showing up. John instructed our 15-year old neighbor Lawsen Simpson. She's getting ready to solo.

### 4th Sunday Report

No report due to weather.

### 1st Saturday Report

It was a beautiful, sunny, day at the glider club. The forecast predicted winds of 9 mph from the north, which never materialized. In spite of a soaring index of +3.5, there was some lift to be found. There were 14 flights.

Kabota - the left front tire goes flat frequently. Radio No 4 does not transmit, but it receives. The hand mic was removed to see if it was the problem. With it removed, when the PTT button is pressed it makes a sound like it is being turned on and "VERTEX" appears on the screen.

BG - The tail wheel has a rubber doughnut that protects the tail. It frequently comes off the tail wheel and then gets lost. It is believed that it sticks to the fuselage when removing the wheel and then falls to the ground. Perhaps it could be attached to the wheel to prevent it from becoming lost. And, the brakes do not work.

Bob Anderson assembled his G109B motor glider and took it for a flight. Here it is coming out of the trailer.

On take off roll.



## 1st Sunday Report

No report.

## MEMBERSHIP

### New Members

We had two new members join the club in November. Introduce yourselves to Evan Estes and Julien Feis and help them enjoy the Club.

## RATING UPDATES

### Maria Sestito



**Maria, Christian, Michael**

Richard on his instructor rating.

### Meet Our Members

**Jason Cottingham Update** – I had been trying to contact Jason for several days to get some updates to his bio. As almost always happens, I sent out the Newsletter yesterday and within 5 minutes, Jason called; so I got some scattered tidbits and decided to print them anyway.

Jason borrowed the North Florida Soaring Society (NFSS) 1-26 to fly in the 1-26 Nationals. He has a Private Glider License with a total of around 200 hours glider time. He has about 15 hours in the NFSS Pilatus and is looking to get his ship flying soon. Jason has his own business selling rowing equipment and his dog is a unique blend of Rhodesian Ridgeback and Cataloula Leopard. (try saying that quickly)

Maria completed her Private Glider rating on November 29 at Red Stewart Airfield with Bob Miller (DE). She flew there because of Bob Miller's schedule but her crew for the day was Christian Maurer, towing, and Michael and Henry Hayter on the ground crew. Maria has her power rating and wanted to try soaring.

### Richard Cedar

We missed Richard's picture in an earlier Newsletter after he received his Commercial Pilot rating at CCSC on August 18. Richard flies a beautiful Libelle 201. His instructor has been Larry Kirkbride since he is also working with



**Bob Miller, Richard Cedar**

**Viktor McElfresh** - Viktor is one of our Youth members and lives in Luxembourg with his Polish mom and American father (Dave). He joined the Club in 2018 to attend the Youth Camp and has been able to schedule his travels so he could participate in all the subsequent Youth Camps and the 2020 cross-country camp. He soloed during the 2020 camp at age fourteen and even prepared a video of his first solo flight, (<https://www.facebook.com/CaesarCreekSoaringClub/videos/3351429081583537/>). Viktor and his dad were here last month with Viktor flying at Waynesville Airport and at CCSC.



Viktor attends the International School of Luxembourg, participates in Civil Air Patrol in Germany and likes to swim, ski and run. His interest in aviation truly came together during his first training flight when he was 12 years old with Rich Carraway in a Schweizer SGS 2-33. That flight was an amazing experience and his interest has developed as he grew older.



He continues to return to Waynesville, a few times each year, to fly due to the incredible attitudes and teaching ability of the community at CCSC and Red Stewart Airfield; such great people are truly rare. This upcoming summer, his goals include earning his Private Pilot Glider Rating at CCSC and soloing at Red Stewart in an Aeronca Champ.

In the long term, he plans to attend the United States Air Force Academy and fly for the Air Force as a career.



## INSTRUCTORS CORNER

### Condor is up and running

in the clubhouse! We'll get the VR goggles integrated next Sunday. Tom McDonald will be working with CFIGs individually over the winter to make sure we all know how to integrate the program into our training.

### Commercial students

should train and take their checkride in the back seat.

### Leave the radio ON and the transponder switch ON/ALT

for gliders so equipped. Use the battery switch as the avionics master switch. There will be an article appearing in the FF later this month with more detail.

We are gradually equipping our fleet with transponders, enabling ATC and well-equipped aircraft to see us electronically. In a related development, the FAA recently expanded use of the 1202 transponder code designated for gliders to be used whether or not the glider is in contact with ATC. This change took effect last November.

For this to be of any value, the transponder off-on knob has to be in the ALT (altitude) position. I recently powered up the battery in an ASK-21 to find the radio on, but the transponder off. I suspect that the aircraft was flown that way on the previous tow as well. Or maybe the pilot before me was old-school, turning the transponder to Off or Standby after landing. Do that, and the next person may well forget to turn it back on. Let's all do this:

- Leave the radio and transponder switches on all the time. Activate them both with the battery switch, treating it as an avionics master switch.

So there I was (all flying stories start that way), enjoying what turned out to be a terrific flight with Joe Jaap back in November. We didn't really soar with eagles, but we did manage to form up in the same thermal with some buzzards. Pretty cool. And our transponder was on. Did we have some dramatic near miss? Nope! Why not? Because before that Boeing 767 on the way to Wilmington passed overhead close enough to hear him, Columbus Approach issued him this advisory: "Traffic 12 o'clock, about 8 miles, maneuvering, on a glider code indicating 5000 feet." (Listen for yourself. I found a snippet of the exchange later on [www.liveatc.net](http://www.liveatc.net)).

And even without the assist from ATC, software on the airplane would have given the 767 crew a traffic alert, followed if necessary by a resolution advisory directing them to change altitude and avoid us. Note that we did not have to talk with anyone or be inconvenienced in any way. All we had to do was squawk 1202 – ALT and let the system take care of the rest.

Thanks to all for the price of that transponder, plus the work of Bob Miller, et. al., in getting it installed. I think these kind of non-incidents speak for themselves. Personally, I'd like to spend the money to do the rest faster than our current one-per-year pace.

### **The Instructor Manual,**

needs an overhaul. Any volunteers to help out? Checking the links on pages 5 and 6 maybe? Some UOPs have changed, and we moved from Knauff to Holtz manuals. What other changes or additions would you recommend?

### **The Holtz student record book**

has proven cumbersome to use. Anyone want to lead the charge for a shorter version?

### **Pilot Induced Oscillations and Grobs                      by Dean Carswell**

*Introduction by Tom McDonald: This article on PIO's by the late Dan Carswell is aimed at the Grob 103, but applies equally to our similarly-configured K-21's. Here is an example of what we're talking about from YouTube, plus some analysis. We've seen some ugly examples at CCSC too, including one case where a 21 kangarooed off the north side of the runway, thankfully going through a gap in the trees. This article is included in our Instructor Manual, and is required reading for glass-ship checkouts at the club.*

In the last twelve months, there have been several reported cases of substantial damage to Grob sailplanes arising from the pilot's failure to control the glider correctly during the flare and touchdown phases of landing. Both the two-place G103 and single-place G102, with nosewheels, are prone to the problem of pilot-induced oscillation (PIO). Here is an example taken from a recent NTSB factual accident report [amended to remove identifiable references]:

". . . a Grob G103 was substantially damaged during landing. The certificated private pilot and passenger were not injured. The pilot stated that the purpose of the flight was to conduct a local area glider flight. He estimated the winds at the time of the accident to be 270 degrees at 10 - 15 knots. The sky was reported as clear. The pilot departed from Runway 23 and released from the tow aircraft at 3,000 feet above sea level. The pilot stated that he searched for thermals, but found none, and that

he remained within two miles of the airport until he decided to abort the flight due to insufficient lift. After deciding to abort the flight, he positioned the aircraft on a left downwind for Runway 23 at 800 feet above the ground. From downwind, he turned onto the base leg, and then final approach approximately 500 feet from the approach end of Runway 23. According to the pilot, it was the last flight of the day, so he planned to land long. It was the club's policy to land long on the last flight of the day because the glider was to be tied down at the opposite end of the runway."

The pilot stated that while on the final approach, he had his hands full just to keep the glider lined up with the runway, and that the ride was very bouncy. According to the pilot, he carried approximately ten knots of extra airspeed while on final because of the turbulence. He did not recall his exact airspeed, but estimated it to be approximately 70 knots. The pilot added that the glider touched down at the intended touchdown point, but bounced back into the air. He stated that after the first bounce, he was focusing on maintaining runway alignment [so] that the glider started to oscillate from the Pilot Induced Oscillation.

After contacting the runway a total of four times, the pilot was able to regain control of the glider and complete the landing. The pilot estimated that from the point of initial contact with the runway until he regained control of the glider was approximately 500 feet.

The pilot inspected the glider and found the tail-wheel crushed into the tail of the glider. He also observed several cracks in the tail that penetrated the gel-coat and the underlying fiberglass.

Dissecting what occurs in a Grob PIO can be instructive. There are two scenarios which usually precede arrivals such as the one reported. The first occurs when the glider touches down on the main-wheel and bounces back into the air. The pilot pitches the nose down and the glider strikes the nose-wheel resulting in the nose pitching up rapidly.

The second scenario occurs when the nose-wheel of the glider touches the ground first [the flare is initiated too late]. The nose-wheel strikes the ground and causes the nose to pitch up rapidly. Alternately, during the flare the pilot may raise the nose up too far, then pitches the nose back down. The nose-wheel then strikes the ground followed by it rapidly pitching up again.

What happens next is that the nose pitching up causes the tail to pitch down, striking the ground. After the tail strikes the ground, the glider pitches nose down again, striking the nose-wheel even harder. This process continues in a divergent oscillation which increases until something else occurs - usually, and all too often, structural failure just ahead of the fin unless the pilot takes action to correct the oscillation.

In the first case, it's simple - neutralize the controls after the first bounce - the glider will level out above the ground. Do not force the nose back down on or towards the ground. If the glider has bounced or climbed just a few feet, it will sink at a relatively gentle rate, and safely back to the ground of its own volition. If it is a BIG bounce, gently lower the nose and this time flare at the correct height. If the airbrakes are more than one-half open, gently closing them a little will allow additional time to flare correctly. Remember that lowering the nose decreases both angle of attack and lift, causing the glider to sink quite rapidly. Consequently, any forward stick movement must be gentle.

In the second case, damp out the oscillation motion - i.e. pitch down gently (stick moving forward) as the nose comes up, and vice versa. When the oscillation stops, centralize the controls and let the glider land itself (as in Case One). DO NOT FORCE the nose back onto the ground. If for any reason the glider continues to oscillate (if your timing is bad and you aggravate the oscillation), neutralize the controls and apply full airbrake. This will quickly reduce energy and stop the glider from flying, even if in a rather unpleasant and abrupt manner. It is less likely to cause damage than permitting the oscillation to continue unchecked.

The undignified and possibly expensive method of arrival can be avoided by

1. Establish the landing approach at the correct airspeed for the conditions. The greater the airspeed, the greater the pitch sensitivity.
2. Establish the landing approach with half or more airbrake (the more the airbrakes are closed, the less pitch stability the Grob will have, making a PIO more likely if otherwise mishandled).
3. Flare at the correct height. Don't fly the glider into or force it onto the ground. Aim to arrive with low energy, touching down with the main-wheel and tail-wheel simultaneously.

It should be noted that a correct approach (i.e. preparation for the flare and touchdown) is important in preventing this problem. Fly the correct approach speed (not too fast or too slow) using at least one-half airbrake, thus eliminating the pitch instability. These simple steps will greatly reduce the problem and risks of pilot induced oscillations.

## ODDS AND ENDS

### If It's Wednesday, It's Soup Day At The Club

Every Wednesday in the colder months of winter, the fireplace will be crackling and the clubhouse will smell like Grandma's kitchen. Around noon you'll hear "soups on" from the kitchen. Each soup is different and is provided by one of the Wednesday Regulars. Some days pies, ice cream and or cookies follow. Regardless of the fare, the companionship is what it's all about.



This past Wednesday the clubhouse looked like the waiting room at the VA hospital. Our two Evil Knievel wannabes showed up; one on a walker and one on a cane with his foot in a plastic boot. In addition to Jim Fox and Bill Gabbard, Bob Root rolled in with his daughter, April, on point clearing the way for Bob. It was good to see these three guys (and April AKA "The Ringer") after so long.

After a bit of story telling, we got down to the reason for being at the club on a cold miserable winter day when "soups on" comes from the kitchen. As is the custom, the first soup of the winter was Steve's Exothermic Chili, which isn't really a soup, but the large pot it was cooked in always goes home empty.

Bob Root declared it as "the best soup he's ever tasted." Ya all come, ya hear.

### CCSC Turkey Shooters 2021

The first shoot of 2021 took place after the soup was devoured this past Wednesday. Although the turn out was small (four contestants) everyone had a good time and the rain held off at the firing range.

Little did we know that Bob Root had a plan up his sleeve to leave with a Turkey. We all thought that daughter April would be lucky to hit the trees, much less the target 25 yards down range. After winning the Turkey she said "I qualified Expert in the military." But she said it with a smile. (Can you say Ringer?) Bob was grinning ear to ear and licking his lips at the same time. Keith Kilpatrick (two recently reattached torn retinas) won the sniper competition with a bullseye and a three ring second shot. (I need the name of his eye doctor.) Bill Hall came in a close second but in this





game you're either the winner or you're just making noise in the woods.

Hurt feelings were mended by adult beverages as we lounged in the club house and listened to Robin's 15 minute acceptance speech after being presented her Turkey. I'm thinking we losers were the Turkeys. But there's always next time.

### **Lost – Black Spiral Notebook**

Chris Summers is looking for his flying notes notebook. It was last seen during the Cross-Country Camp. If you know of its whereabouts, please let Chris know at [chrissummers@versamedical.net](mailto:chrissummers@versamedical.net) or 513-807-0077

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

**CCSC IS ON THE WEB** [www.soarccsc.com](http://www.soarccsc.com)

## **CLASSIFIEDS**

### **Glider Trailer Wanted**

Jason Cottingham is currently looking for a used, open or closed, trailer for his Pilatus B4. The trailer does not have to be in tip-top condition as he is willing to put in some work to get it fully road-worthy. A covered trailer is preferred but he is open to all opportunities. If you have or know of someone that has an older trailer they might be interested in selling, please let him know. He can be reached at 205-305-9477 or [JasonLCottingham@gmail.com](mailto:JasonLCottingham@gmail.com).

### **Trailer Sharing Available**

Chuck Lohre would like to offer his Casita trailer for a sharing opportunity. It's a completely tricked out trailer and road ready. You're welcome to take it off site as well. He's planning to take it to Burning Man next year. Comes with a swamp cooler as well! It's the one with a Mako shark on top!

Chuck Lohre, 513-260-9025





**Jonny Stewart is 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.

**Phone:** 937-267-1733

**Email:** [skydivesports@gmail.com](mailto:skydivesports@gmail.com)



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



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**LAND'S END EMBROIDERED CLOTHING AND PROMOTIONAL ITEMS AVAILABLE ONLINE. PATCHES ARE IN THE DISPLAY CASE. – Chuck Lohre**

Embroidered patches are available in the display case at \$5 each. The design is slightly different than the Land's End version.



The Land's End embroidered CCSC patch is approved for use on their clothing line website. Go to <http://business.landsend.com/store/ccsc>, select your garment or promotional product and then select the "APPLY LOGO(S)" box. The CCSC Patch was created for general club use. For my own personal use, I created the embroidery of my call sign "6V" and the ASW 15 plane form for the sleeves. If you would like your call sign or plane form created, send me a photo of your tail, the one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are on the back of our silk screened t-shirts in the club house. The sizes run large, I got my usual XL shirt and it's too large for me. Only some of the promotional items are available one at a time for embroidery. My shirt, shown, cost \$35.95, plus \$8.95 for the patch and \$6.95 each for the sleeves. They will also charge you tax and my shipping was \$9.95.

## CCSC GROUND CREWS:

### 1<sup>ST</sup> SATURDAY

**CC:** Steve Fenstermaker (cell: 937-581-7713) **ACC:** Dick Huskey. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Joe Jaap, Dwight Mattmuller, Kevin Price, Bryan Sanbongi.

### 1<sup>ST</sup> SUNDAY – Training Crew

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Stephen Kleine, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

### 2<sup>ND</sup> SATURDAY

**CC:** Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jaison Lavergne, Daniel Pienaar, Marius Pienaar, Jim Suda, Liz Suda.

### 2<sup>ND</sup> SUNDAY

**CC:** Lucy Anne McKosky (cell: 937-216-5754) **ACC:** Kate Menchen Kreiner. **Tow Pilots:** Lorrie Penner, Gordon Penner. **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Val Boehm, Fred Hawk, Mike McKosky, David Wrinkle.

### 3<sup>RD</sup> SATURDAY

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Sami Rintala. **Instructors:** Charlie DeBerry, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, Poul Pedersen, Charlie Richardson, Mariateresa Sestito.

### 3<sup>RD</sup> SUNDAY

**CC:** Dan Miner (cell: 614-395-3953) **ACC:** Andrew Stringfellow **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Sami Rintala. **Crew:** Jacob Dunnohew, Mike Keltos, John Kondratowicz, Karl Ludolph, Rusty May, Brian Stoops, David Whapham.

### 4<sup>TH</sup> 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, David McMaster, John Murray, Curt Pollock, Tony Rein.

### 4<sup>TH</sup> SUNDAY

**CC:** Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Tim Morris, Al Quinn **Instructors:** John Lubon, Kat McManus. **Crew:** Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Rick Ghai, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers, Laviniu Tirca.

### 2022 5th WEEKEND CREW DAYS:

Jan 29 – 2nd Sat Crew  
Jan 30 – 2nd Sun Crew  
Apr 30 – 3rd Sat Crew  
May 29– 3rd Sun Crew  
Jul 30– 4th Sat Crew  
Jul 31– 4th Sun Crew  
Oct 29 – 1st Sat Crew  
Oct 30 – 1st Sun Crew  
Dec 31 – New Years Eve Volunteers

**PRESIDENT:** Andrew Dignan

**VP/MEMBERSHIP:** John Lubon

**SAFETY OFFICER:** Kevin Price

**DIR OF OPS:** Mark Miller

**TREASURER:** Chuck Lohre

**DIR OF FACILITIES:** Keith Kilpatrick

**TOWPLANES:** Tim Christman

**GLIDER MAINTENANCE:** Bob Miller

**BUSINESS MANAGER:** Jon Stewart,

BM@soarccsc.com

**FREQUENT FLYER EDITOR:** Rolf Hegele,

n11rdbird@att.net

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

Revised 11/17//2021 mkm