Caesar Creek Soaring Club **FREQUENT FLYER**

October 18, 2022

UPCOMING EVENTS

Oct 22 - Fall Work Day, CCSC, Keith Kilpatrick

Nov 5 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Dec 3 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Jan 7, 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Jan 29, 2023 - CCSC Annual Banquet, Engineers Club, Dayton

May 2 - 11, 2023 - 1-26 National Contest

2024 - Contest, Sports and Standard Class, Club Class, TBD, Brian Stoops – CD, Chuck Lohre and Steve Statkus – Co-Managers

MEMBERSHIP

Ola Root's Passing - Steve Statkus

Got the sad news yesterday (10/6/2022) from April and Robin Root, that their mom passed away peacefully at home earlier in the day. They currently have no power but do have transportation. Their house was not significantly damaged so they are holed up with candle light in the evening. They have no internet and cell phone time is limited. No funeral arrangements are known at this time. Their address:

Bob Root, 443 Rotonda Circle, Rotonda West, FL, 33947

CREW CHIEF REPORTS

2nd Saturday Report

We had 16 flights, including one guest ride. (The WPAFB contingent did not show up.) There were no operational issues.

Towplanes: 48L began running rough, lost power, and was seen to be smoking by a glider on tow. The glider waved off. Later check showed a 300 rpm drop on the left mag. Tim Christman was informed and aircraft red tagged.

Equipment issues: gas golf cart #3 ran rough all day, like it never warmed up. It was surging, would not run under 1/2 throttle, so we could not tow with it.

Personnel: We were short staffed today. Thanks to Jim Goebel, John K12, Al Quinn, and Brian Stoops for helping us out. Much appreciated.

2nd Sunday Report

Another beautiful day at the gliderport. We operated on Runway 27 with light to moderate winds from the west. We had 22 flights, including 3 mile-high guest rides. Good lift was reported, with several flights exceeding one hour.

Thanks to John K12 for help with instruction and Christian Maurer for towing. Golf cart #1 had a dead

battery, and golf cart #2 still shows excessive oil use.

3rd Saturday Report

We operated off runway 27 with 27 flights. 9 neighbor flights, 3 guest rides, and 15 CCSC members. Six of the guest and CCSC flights were mile high flights.

Steve Statkus repaired the Grob brake and it worked effectively. SD was put back together and everything worked. Thanks to Steve, John K12 and Larry Kirkbride for their help.

3rd Sunday Report

We had a windy day out of the SW with some lift. 15 flights, with one enthusiastic guest ride named Kim. She would be a great add to the club.

135's back door latch broke again and golf cart #3 battery is dead again.

SAFETY

There was continued discussion about whether to replace the 2-33, upgrade to a 1-26 or 1-23, or some other considerations. The Board decided to have John Lubon fly both a 1-26 and a 1-23 to establish a handling characteristics comparison between the two aircraft. Here is his report:

On Sunday Oct 9, I flew both the 1-26 and 1-23 for 2 hours each.

1-26 Flight

The 1-26 take-off went fine, it was in the air in less than 100 ft with the approximately 10 knot winds on the ground. After getting off tow, I checked the spin tendency straight ahead several times where the right wing dropped when less than 30 mph but recovered with no input after letting go of the controls.

I took a half-dozen thermals where it tracked and climbed very well with minimal input. The trim knob would take the thermal speed from 45-40 when engaged. Winds aloft were around 15, so it was slow going into the wind as expected. Spoilers are slightly more effective than the 2-33, so there was no issue adjusting the glide profile.

Overall, I believe it is a great transition ship from the 2-33 and would have no issue signing off early solo students.

1-23 Flight

The 1-23 take-off was also ok, but on tow I had a distorted view of the tow plane unless I was sitting up extra high to look over the blurred area of the canopy.

After release from tow, I let go of controls and it stabilized at a very fast speed of 80 mph. Part of this was due to the trim being inoperative. The other part is that my weight is 210 vs Tony's weight is 180. My conclusion is that the Pilot position is much further ahead of the CG which makes it more difficult to achieve a lower hands off speed.

I stalled in straight ahead and turning configurations and found no spin tendency. Maybe this was because my weight had a forward CG. Thermaling took constant attention to speed control. Once at the top of the thermal, it has a little more glide capability than the 2-33 and 1-26.

In straight and level flight, I had to keep inputting roll inputs to keep wings level. There is less dihedral on this 1-23 as compared to the 2-33 and the 1-26. Spoilers worked ok and landed similar to a 2-33.

Microbursts and Gliding - Clemens Ceipek

Editor's note, this week continues with our final of the five-part microburst series. You will find parts one, two, three, and four in the links.

The following summarizes my personal takeaways. You may need to adjust these based on your flying environment, your experience and skills, and your glider.

Recognize the Potential for Microbursts

First, there are a few facts about microbursts that I will try to remember:

1. Microbursts are a common summer-day phenomenon. In the Western US, they occur on practically any good summer soaring day.
2. Microbursts do not just develop below towering cumulonimbus cells. They can occur under any mature cumulus cloud that is starting to dissolve, especially if there are signs of precipitation below cloud base.
3. Dry microbursts are invisible. The only visible indicator may be a ring of dust on the ground emanating from the center of a downburst. However, dust can obviously only be noticed after the microburst has already reached the ground. You may not be able to see it in time!
4. Virga is an indicator that microbursts may be present because virga is a tell-tale sign of evaporative cooling, which accelerates any downward movement of the air.
5. Microbursts can be extremely powerful and the sink alone can be overwhelming.
6. Near the surface, strong sink from a microburst is typically followed by a sudden and powerful tailwind, no matter in which direction we're heading. This is a consequence of the fact that the down-streaming air is deflected outwards in all directions as it hits the ground.
7. The greatest risk of sudden tailwinds exists below 1000 ft with a peak wind differential at around 200 ft AGL. That's why microbursts are so dangerous in the landing pattern.
8. In addition, I will remember that AWOS reports are outdated. Microbursts occur suddenly and the reported wind speed necessarily reflects what happened in the past, not what is currently happening. There can also be a substantial time delay in the reporting.

Anticipate and Avoid

Second, the best strategy to minimize the risk of getting caught in a microburst at a low altitude is to anticipate and avoid it. Practical strategies I will use going forward are:

1. If there is any indication of overdevelopment or virga I will adjust my final glide approach such that I plan to arrive at the target airport with a minimum altitude of at least 3000 ft AGL. This will give me more time to assess the conditions and make alternative plans.
2. If virga is present above or immediately next to my landing site I will attempt to delay my landing by staying in rising air at a safe distance and altitude and wait for the virga to move away or dissipate completely. This usually only takes a few minutes.
3. If this is not possible, I will divert to a different airfield or landing site provided that the conditions look more favorable.

Modified Landing Pattern if Necessary

Third, as a last resort, if I must land despite the presence of virga above or next to the field I will modify my landing pattern as follows:

1. I will enter the landing pattern much higher than usual. This may be as high as 3000 ft AGL to allow for the possibility of massive sink on the downwind leg. (I will also announce this unusual pattern on the radio so other traffic is not taken by surprise.)
2. I will plan to maintain a substantial altitude safety margin throughout the pattern and complete my final turn while still at an altitude of approx. 1000 ft AGL, planning to fly a very steep final approach. Completing the final turn around 1000ft will significantly reduce the risk of a sudden gust from behind, especially while turning.
3. I will fly at a much higher pattern airspeed. This is especially important once I get below 1000 ft because that is where a gust from behind is most likely and also most dangerous. If there is any virga in the vicinity, I will fly at a minimum IAS of 80 kts (20kts above the yellow triangle speed). If I encounter sink in the pattern I will immediately increase my airspeed further. As a rule of thumb, I will add extra airspeed equivalent to my sink rate. E.g., if my sink rate is 10 kts (1000 fpm), I will add another 10 kts and fly at 90 kts IAS. If my sink rate is 20 kts, I will fly at 100 kts IAS. The stronger the downdraft, the stronger the potential tailwind once I get close to the ground. I think this airspeed adjustment will better protect me against sudden tail gusts or descending into a sudden tail wind.

Communication and Training

I realize that flying such an unusual pattern can in itself be a risk. There are two concerns in particular:

1. Other traffic may not anticipate it and be taken by surprise.
2. I could misjudge my altitude and overshoot the runway.

With respect to the first concern, I will mitigate it by clearly announcing my intentions. I would also hope that such a pattern is rarely necessary because I intend to avoid to land in such conditions whenever possible. This pattern is the last resort.

With respect to the second concern, it is something that I will deliberately practice when there is no other traffic in the vicinity. It is clearly helpful to get accustomed to the sight picture of finishing the turn to final at 1000 ft AGL and making a spot landing at the normal aim point. I am fortunate that my glider has very powerful airbrakes, which allow for a very steep descent if necessary. This approach may not work for gliders with less effective spoilers.

Final Thoughts

Writing this article has been difficult. However, I sincerely hope that it was worth it. Unfortunately, it won't help Shmulik. But I know that it will help me and hope that you, too, find it valuable. I am not a fatalist and I like to avoid leaving things to chance. I know that our sport is objectively dangerous. But I also know that if we are willing to do the hard work that it takes to learn from the accidents of others it does not have to remain quite as dangerous. I hope this analysis is another step in that direction.

Disclaimer: this analysis is not intended to preempt or substitute the official NTSB accident investigation. It is solely based on information that I had ready access to. More information may come to light (e.g. by analyzing the more detailed igc trace rather than the ADS-B trace). My analysis also includes interpretations that are necessarily subjective.

(Reprinted with the courtesy of Clemens Ceipek and Wings and Wheels. Join their newsletter here: https://wingsand wheels.com/newsletter)

ODDS AND ENDS

RING FOUND

This ring was found on the walkway to the East end of the runway. If you recognize it, please call Brian Stoops at 9*37-750-3788.

SOARING MAGAZINES

In the office, we have years' worth of *Soaring* magazines in binders by the year. Is anyone interested in them?

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WONDERFUL WEATHER

We have had a long stretch of dry weather but unfortunately the air was very stable and only limited soaring was available. But here are a couple of pictures from last Sunday showing some pretty nice skies. Here's the 3rd Sunday crew hard at work. Nice blue sky.

Sammi is back training with Lauren Simpson (mother of Lawsen) after his Salt Lake City wedding.

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CLASSIFIEDS

PARACHUTE PACKING

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

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

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

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 differentfrom 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 planeform for the sleeves. If you would like your call sign or planeform 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-shirtsin the clubhouse. The sizes runlarge, 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:

1ST 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, Kevin Price, Bryan Sanbongi.

1ST 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, Steve Hoffman, Lucas Hoffman, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

2ND 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, Lizz Suda.

2ND 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, Jack Derrickson, Fred Hawk, Mike McKosky, Lawsen Simpson, Bill Torok, David Wrinkle.

3RD SATURDAY

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

3RD SUNDAY

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

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC**: Ethan Saladin. **Tow Pilots:** Guy Byars, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Cole Delabar, David McMaster, John Murray, Curt Pollock, Tony Rein.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Tim Morris, Al Quinn **Instructors:** John Lubon**. 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

POINTS OF CONTACT:

PRESIDENT: Andrew Dignan
VP: John Lubon
MEMBERSHIP: Brian Stoops
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.

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