



**Caesar Creek Soaring Club**

February 18, 2014

## **NEWS YOU NEED TO KNOW**

- Operations at Hook Field delayed

## **CALENDAR OF UPCOMING EVENTS**

Feb 23	Youth Camp Planning- Steve McManus
Mar 1	CCSC Board meeting
Mar 8	Flight Review Ground School – Bob Miller
Mar 15	SSD Board Potluck after flying
Mar 29	Crew Chiefs Mtg - Brian Stoops
Apr 12	Flight Review Ground School
May 10	Thermaling Seminar - John Lubon
May 24-26	Memorial Day Fun Fly
June 11-22	126 & Region 6 South – Rolf Hegele
July 6-12	Youth Camp- Steve McManus
Aug 11-15	Adult Camp- Dan Reagan
Aug 30-Sep 1	Labor Day Event

## **WINTER OPERATIONS STILL UNCERTAIN**

Although the Board approved temporary operations at Hook Field, there is now some uncertainty about the availability of hangar space. The Middletown City Commission is now inviting CCSC to give a presentation at their 3/11/14 meeting. So, other options are again being investigated. Until further notice crews should continue to report to CCSC on assigned crew days.

## **YOUTH CAMP – PLANNING AND RECRUITING - STEVE MCMANUS**

As many of you are aware, CCSC membership is down and many other clubs across the US are experiencing a similar trend. One important contribution that CCSC makes to the popularity of soaring in the US and the strength of our own club is our annual Youth Camp. We will hold Youth Camp this year the week of July 6. Now we need members and family to provide ideas and input for the 2014 camp as well as ideas on how to institutionalize the camp for the future. On the immediate horizon is the 2014 camp, but this is not just about one more camp, rather we want to sustain the enthusiasm and use the power at CCSC to grow the sport and membership. Your skills, ideas and volunteer time are needed for organizing and planning to accomplish this.

I would like you to join me for a planning session at CCSC on Sunday February 23rd at 2:00 pm

(dessert provided) to discuss and layout plans for the 2014 camp.

Here is the agenda:

1. Recruiting Youth members for a camp; goal of ~15 youth participants
2. Recruiting Volunteers to help at camp
3. Laying out the agenda and topics for the week
4. Camp Cost

I urge you to come to the meeting Sunday, Feb. 23, and help make the 2014 Youth Camp one of our best ever.–Steve McManus

### **CREW CHIEFS MEETING – MARCH 29**

Crew chiefs, please plan to attend the annual meeting on March 29. Send suggested agenda items to Brian Stoops, [email](#).

### **FROM A PROUD AND THANKFUL DAD - Todd Dockum**

I know that Tyler discussed this at the banquet, but I wanted to tell the story From a Proud and Thankful Dad.

There are many reasons and many people/mentors that helped lead my son, Tyler Dockum, to achieve his “first” major life’s dream, appointment to the US Air Force Academy (**THE** Academy – sorry to Scott Mayer who has been accepted into the “other Academy”). Soaring at CCSC was a large part of Tyler’s development and one of the top reasons he stood out from the 12,000 applicants (about 10% of the applicants are offered appointments). I know, for example, through discussions with those on the congressional review panels, that Tyler’s sincere interest in flying really caught attention and stuck – Tyler was nominated both by Speaker Boehner and Senator Portman. But before I tell the story behind Tyler’s flying at CCSC, I would like to point out that there is a LOT more than wanting to be a pilot to get into one of the service academies.



Tyler on final for landing at CCSC - SOLO!

Academics makes up about 60% of the USAFA score, and this is where Tyler really excelled (ranked 5<sup>th</sup> in his class and great ACT scores). Tyler took every honors and AP course offered as well as several classes at Miami. Tyler’s teachers and counselors played a huge role, working with Tyler from early in his high school program to make sure he was always excelling academically, finishing with a weighted GPA over 4.40. So we are very thankful to them. School sports and physical fitness is another big part, and Tyler has been lucky to have great coaches in cross country and track (pole vault). Tyler’s

leadership with Civil Air Patrol certainly played a big role, and Tyler expects to reach the highest CAP rank of Colonel before leaving for the Academy in June. And we are very thankful for Tyler's senior CAP leaders who guided him through being a cadet squadron commander from a very early age. Tyler's experiences at Cadet Summer Encampment, National Honor Guard Academy, Winter Survival Training at Hawk Mountain PA, and at the acclaimed Cadet Officer School at Maxwell AFB have all contributed significantly to Tyler's development as a future military leader (I am predicting 4-star general). Sprinkle in student government, National Honors Society, active Key Club member, Boys State, Model UN, Jazz Band, Choir, and other things I have forgotten, Tyler really racked up an impressive resume, all with the objective of getting into the Academy. We are so thankful to all these teachers, counselors, coaches, and CAP leaders!



The Dockum family celebrating Tyler's first solo flight on his 14th birthday.

But more than anything or any one person, we are thankful for the CCSC! There are a few people like Rich Carraway, Lynn Alexander, Steve McMannus, and Steve Statkus that I would especially like to thank for mentoring my son and helping develop him as the man he is today, ready for the challenges of the USAFA and basic training at Jack's Valley in June. I remember very well our first visit to CCSC. Tyler was 12 years old and in 7<sup>th</sup> grade. My Dad, who taught at the AFA and was a soaring instructor there, had just talked to Tyler about the idea of getting into the Academy, Civil Air Patrol and soaring. Tyler joined CAP and was disappointed they did not do more soaring. Tyler was at a math competition one day at UC, and I went to the library to get out of the way. With nothing else to do, I got on one of the computers and Googled "soaring Ohio" and up popped CCSC. On the way home I suggested we take grandpa over there the next day just to look around. It was a cold cloudy day (I think it was March). We pulled up to the Club House and all seemed abandoned. All of a sudden, a big white tow plane went screaming by and then a bright yellow glider at the end of a rope. I remember thinking..."Oh yeah, this is gonna work!" About then, Jim Marks came out of the club house (who knows what he was doing in there all alone while the crew was down at the west end) and said "Welcome, let me show you around!" He took us down to the end of the runway and there we met several others, but I specifically remember Buck Towne. Everyone was so open and excited to see us. We felt very welcomed. We took pics, we talked about the Academy, planes were taking off, pilots were preparing. You know the scene. But imagine the impression on a first time 12 year old, his dad, and his grandpa! We signed up that day, and have had such a wonderful and enriching experience. The mentors I mentioned taught Tyler a LOT more than flying! They taught him responsibility, confidence and character. Lynn would always say to Tyler..."You are the Pilot in Command, I am just along for the ride. So what's your plan?" You can't tell me a better way to teach that life lesson than soaring at CCSC!! Thank you CCSC! - Todd Dockum

## LADIES LUNCHEON A BIG SUCCESS



The Third Saturday Crew may have wimped out because of the snow and cold weather, but 17 of the ladies of CCSC found Saturday perfect for good food and conversation with friends at the Hammel House Inn in Waynesville.



Ladies of CCSC enjoying lunch

## PENNSYLVANIA RIDGE TO FLORIDA - KARL STRIEDIECK THINKS IT IS POSSIBLE

DAN REAGAN



Julian, Pennsylvania to Pensacola, Florida

*editor's note: When we left this story two weeks ago the big question was which way to go around Atlanta air space. Although this chart may suggest that issue is settled, it is not! The observed weather will determine that choice, and probably not until they pass Chattanooga. No target destination has been declared, actually Dan*

*declares that his destination is 50 feet south of the Florida border somewhere between Pensacola and Jacksonville, totally at the mercy of the weather. More about choosing a destination and the route in a future article.*

As has been previously disclosed, John Lubon and I are at least planning a flight from central Pennsylvania to Florida. Whether an actual attempt is made will depend on the weather.

In an effort to promote cross country soaring at CCSC I will write a series of articles explaining the planning and efforts that we make for the attempt at this long cross country flight.

I had heard that Karl Striedieck has made this attempt so I emailed him to ask for his input. For those who don't know, Karl is one of the original pioneers of developing the technique of ridge running. Karl has an airport on the Pennsylvania ridge and is still actively flying. If you check the national soaring records you will see his name show up often. The following is the response I got from Karl a week or so ago.

Dan,

I've been trying to fly from Pennsylvania to Florida since my first try March 16, 1979. On March 22, 1980 Roy McMaster and I got as far as Cartersville, Georgia. Another time I landed near Knoxville, caught an airline home and got up the next day to drive down and get my glider.

The flight to Selma, Alabama (about 100 miles from the Florida border) on April 18, 1997 would have ended in Florida if the weather hadn't folded.

The destination in the pan handle, Pensacola or Apalachicola, requires a weather system that is flyable up here (ridge working, no precip, high enough cloud bases and at least a 5,000' convective layer in Georgia/Alabama. The problem is that usually by the time the weather is ok here, the southern end has blue'd out and has an inversion around 3,000'.

The flight is possible and I've probably missed one or two due to various reasons. The state of soaring weather forecasting has taken a lot of the mystery out of the idea. For ridge days in April and May I check Dr. Jack for the forecast soaring conditions in Alabama/Georgia and decide if the mission is possible. As I said, the "southern end" is usually weak by the time we can use the ridge up here.

Let me know if I can help with any aspects of a long flight.

Karl

Details of weather research, waypoint research, logistics of making it happen, safety concerns, etc., etc. will follow in future issues of the Frequent Flyer.

## **CCSC TRUSTEE BOARD MINUTES**

Available [here](#). The password is printed on your monthly bill.

## **CCSC IS ON FACEBOOK**

Click [here](#) to visit our Facebook page. Help promote our sport and our club by uploading your favorite photographs, videos and stories.

## **GROUND CREW LIST**