



**Caesar Creek Soaring Club**

February 25, 2014

## **NEWS YOU NEED TO KNOW**

- Before flying CCSC aircraft each year UOP 4.2 now requires a check flight with a CFI-G.

## **CALENDAR OF UPCOMING EVENTS**

Mar 1	CCSC Board Meeting
Mar 8	Flight Review Ground School - 9:30 AM – Bob Miller
Mar 15	SSD Board – 10:00 AM; Potluck – 5:00 PM
Mar 29	Crew Chiefs Meeting at 9:00 AM - Brian Stoops
Apr 12	Flight Review Ground School – 9:00 AM -
Apr 12-13	Spring Cleanup –All Members
Apr 26	Tow Pilot meeting at 9:30 AM
May 10	Thermaling Seminar - John Lubon
May 24-26	Memorial Day Fun Fly – Gary Adams
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
Nov 11	Annual meeting and election

## **WINTER OPERATIONS STILL UNCERTAIN**



Clinton County Airport was actually the site for CCSC's first flights of 2014.

Until further notice crews should continue to report to CCSC on assigned crew days.

## **FOURTH SATURDAY CREW LAUNCHES FIRST FLIGHTS FOR 2014**



John Lubon: Eager for First Flight

The top 2" of the CCSC grounds were soft enough that at least one vehicle got stuck, so no club aircraft were taken out of their hangars. But John Lubon and Dan Reagan could not be stopped by a little mud. They hauled their trailers to Clinton County and assembled there where they were met by Larry Kirkbride with 48L which he had flown from Cubbies, fresh from its annual inspection.



Ross Bales releases the joy we all feel that the flying is finally starting for 2014.

Chuck Lohre and the rest of his 4th Saturday crew were on hand to assist. John Lubon flew twice, including a 1-hour flight and Dan Reagan accomplished his goal of flight checking some instrument modifications with a single brief flight.

## **YOUTH CAMP JULY 6-11, 2014 - PLANNING MEETING - STEVE MCMANUS**

We are off to a great start in planning the 2014 CCYSA Youth Camp. At the kickoff planning session at the CCSC clubhouse on Sunday February 23rd we had a great mix of 20 participants: John Lubon, Rich Carraway, Don Green, Mark Schababerle, Todd Docum, Marybeth & Kat McManus, Althea Porter (Tom McDonald's daughter), Bob Miller, Ross and Dana Bales, Jeff Chiles, Bob and

Chad Beckwiths, Cathy, Dave and Jacob Moore. All in attendance volunteered to help in the 2014 camp. Additionally, Lynn Alexander, Paul McClaskey, Tom McDonald and Steve Statkus have volunteered.

Three key roles are filled: Steve Statkus - Crew Chief for Youth Camp, Althea Porter - Meal Coordinator and Rich Caraway will maintain the roster of youth participants. There is still a lot to do to make sure we have coverage of instructors, tow pilots, and mealtime support activities.

Our discussion was two-fold; first, populating the 2014 camp with 15 to 18 enthusiastic campers and supporting volunteers and second making Youth Camp sustainable. One of the communication misses that came to light was brought up by Mark Schababerle; while our target group to attend Camp are 13 to 18 years old, both younger and older youth play a key role in camp as well and are welcome to attend.

Some of the ideas we brain stormed included:

Getting Youth involved in supporting the contest

Camping out during the contest spend a week or two away from home

Selling Box Lunches during the contest (sandwiches, chips, drink and fruit)

Supporting the Lunken airshow / War Birds

Pursuing invitees at the May Open House

Connecting with the Warren County Career center

Contacting area high school counselors

Robotics, Math Clubs

Linking with CAP

Update to the CCSC Web site / Facebook page

U-Tube Channel

Actions:

1. Steve to provide documents to "market" Youth Camp and get them in the hands of members and volunteers who can help spread the word.
2. Steve to contact Tom McDonald and Gary Adams, who maintain the club Facebook page and Soaring Clubhouse page, for a communication on youth camp. Consider updating search terms in layman's language. Note: search of "Soar Ohio" listed the Indiana club ahead of CCSC. Ref <https://www.facebook.com/CaesarCreekSoaringClub> and <https://www.facebook.com/soaringclubhouse>.
3. Steve and others to establish routine communication to club membership on Youth Camp status  
Setup a follow-up meeting in April to update the status

Thank you all for your support.

#### **FOURTH SUNDAY CREW WORKED ON BG**

The snow flurries and muddy areas did not discourage the Fourth Sunday Crew who showed up in nearly full force. It was decided to work inside, so the Baby Grob was disassembled and put in the workshop for its annual inspection. The field was inspected and found to have dried out considerably during the past week.

## **ELECTRONIC PAYMENT OF DUES IS NOW AVAILABLE**



Look for this Icon on the "Pay Your Bill Here" page

The option is now available to pay your monthly dues and flight charges using PayPal. Look in the [Members Only](#) page of the website (the password is printed on your monthly statement). There is a new page named "[Pay Your Bill Here](#)". Enter your account number to assure that you get credit for the payment, then click on the Pay Now button and follow the instructions. If you do not have a PayPal account, you may use a credit card or a direct transfer from your bank account. A few of us have tested it through one full cycle and it appears to be working fine, so it is available for any member who chooses to pay in this manner. There is no need for you to change how you make your payment if you prefer to continue to use your familiar process.

Soon there will be a feature on the website that will enable non-members to purchase gift certificates on line using PayPal. We expect that will increase the number of gift certificates purchased. Also, we will soon have the capability of accepting payment for Introductory (Guest) Flights right at the flight line. In the past we have lost potential guest rides because guests did not have cash or check book with them. More about this in a future issue. For now you may want to try using the PayPal approach for paying your bill so that you become familiar with how it works and comfortable to encourage a guest to use this system.

## **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](#).

## **HISTORY OF CCSC - JIM HURST**

Are you curious about the early days of CCSC. An article written by Jim Hurst in 1993 has just been added to our web site. It is titled "[What Makes Caesar Creek Tick?](#)" and contains much of the early [history of the club](#). If you have favorite memories or interesting information about club history please let [Jim Dudley](#) know and I will be glad to put your story on our web site for others to enjoy. By the way, a scrapbook with many photographs and stories about the early days of the club has disappeared. If anyone knows where the scrapbook is, please help us recover the book.

## **PENNSYLVANIA TO FLORIDA - DAN REAGAN**



## Pennsylvania to Florida

From the point of a comment of, "Hey let's fly to Florida", the following is some of the thought process that has gone into analyzing the possibility. John Lubon has flown practically everywhere in the eastern United States so he is a great mentor to assist in putting a plan together. There are great mentors at Caesar Creek. Whether you are planning for the silver distance badge or a 500K, they are more than eager to help.

So the Florida plan starts with using the Appalachian ridge at the beginning of the flight so the flight can start at daylight. In mid-April this give a complete day of about 13 hours. When the cold front, high pressure and low pressure areas are in the proper place, a daylight launch works well. If the pilot is strapped in well, good ridge top winds allow glider speeds in excess of 100 miles an hour.

For the required speeds to be obtained for the trip there must be a northwest wind blowing at about 25 miles an hour at ridge top and continuous afternoon thermal clouds south of the Knoxville/Chattanooga area. A tail wind south of Chattanooga is also needed. All of this seldom happens on the same day.

The ridge starts in north central Pennsylvania, travels south west for about 450 miles and ends about 20 miles north of Knoxville. That means with an average of 100 miles an hour, and a launch at 6:30am, the arrival time in Knoxville will be about 11:15. To be at the Florida line in advance of official sunset there must be thermals and clouds at Knoxville. This is asking a lot at 11:15 in the morning.

From Knoxville to Chattanooga is about 100 miles. Averaging 50 miles an hour makes Chattanooga arrival time 1:15. From this point to the Florida line is from 275 to 300 miles depending on the flight heading. Official daylight ends at 8:15. If we plan to land one hour before dark, that gives us six hours to travel 300 miles for an average of 50 miles an hour.

So, is it possible to fly from central Pennsylvania to Florida? Yes, but it is not very likely.

John will be trying to break the current national open class record for distance to a goal which is 800 miles.

If the weather cooperates we can at least give it a shot.

## **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**

## **FOR SALE**

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