

**Caesar Creek Soaring Club**

October 9, 2014

**NEWS YOU NEED TO KNOW**

- Neighbor Appreciation Day - Saturday, October 18
- Election of Trustees on Nov. 11. Please volunteer to serve.

**CALENDAR OF UPCOMING EVENTS**

Oct 11	SSD Directors Meeting
Oct 18	Oktoberfest & Neighbor Appreciation Day - Maury Drummey
Oct 22	United Flying Octogenarians - Charlie DeBerry
Nov 1	CCSC Trustees Meeting
Nov 11	Annual meeting and election
Nov 15	November Potluck (6:00 pm)
Feb 21	Banquet – Gary Adams

**CONGRATULATIONS TO KEVIN PRICE AND THANK YOU TO DICK ECKLES**

Kevin Price completed his Commercial-Glider check ride this past Sunday with examiner Dick Eckles, despite strong winds and turbulence. Kevin is a former Air Force pilot (F-4 and F-16) and holds an ATP, so this is considered an add-on rating. Lynn Alexander was Kevin's recommending instructor.

Dick Eckles has served CCSC as an examiner for several years and has announced his intent to retire from that role. Soon he will be heading south to spend the winter in Florida. Thanks, Dick, for all your service to the club.

## CLUB STATISTICS

<u>ACTIVE MEMBERSHIP</u>	<u>9/1/2014</u>	<u>10/1/2014</u>	<u>FLIGHT ACTIVITY</u>	<u>2013</u>	<u>2014</u>
Full Members	155	157	Last month	231	248
Family & Youth	41	41	Year to Date	1441	1620

## FINANCIAL HIGHLIGHTS FOR SEPTEMBER

YTD net income was \$3,549 unfavorable to plan on gross income of \$144,622 at the end of September. Overall, the financial situation is still looking good and there is a good chance that we will end the year exactly breaking even. The fuel index remains at \$0.40 per 100 feet. There is ample cash on hand to cover the anticipated expenses during the next three months.

## BYLAW CHANGES PROPOSED

Several changes to the bylaws are being proposed for approval of the membership at the November 11, 2014, Annual Meeting. The first clarifies the SSD stock requirements for "Inactive" members. The others bring the wording up to date relative to technology used for retaining club records and providing notice of club functions. The full text of each of these proposed changes was provided in the [23 September Frequent Flyer](#). The full text will be provided on a ballot provided separately in a couple of days.

## ELECTION OF TRUSTEES

The two-year terms of the following will expire at the Annual Meeting in November: Jim Dudley, John Dudley, Tim Christman and Mark Schababerle. If you would consider serving the club as a trustee, please prepare a brief resume and send it to the Secretary, [John Dudley](#). He will be preparing ballots for proxy voting and the brief resume will be used along with the ballot to introduce you to the members.

## INTRODUCTORY FLIGHTS

When Vlad Karpa came to CCSC for his introductory flight on 9/27 he brought along his GoPro and recorded the whole flight. In the email in which he sent the link to his movie he commented: "It was AMAZING!!!! Thank you for the experience!" If you want to experience that very first flight again with Bill Gabbard as your instructor, check it out: <https://www.youtube.com/watch?v=pZtxlJaGRus> (The initial 9 minutes and 16 seconds are preparations for take off.) The same day Martin Quanci, his daughter, Sarah, and son, Thomas, each enjoyed an introductory ride. His comments: " The flying was great - and everyone in your club was great. Rich took my son Thomas up and Brian took my daughter Sarah up - and me too. Please let everyone know how much we appreciated their hospitality."

## YOU CAN'T BANK SAFETY - BERNIE FULLENKAMP

During my many years as an USAF officer/pilot, my family became aware of some of the short one-liners that I would use on duty. Two sayings, which migrated into our home and were used with my children include; "**Do it right the first time**" and "**You can't bank safety.**" The theory behind doing it right the first time is generally obvious but let's look at the thought behind not banking safety.

Safety is not a resource that can be saved and used at a later time. You can develop a pattern of safe practices, but there is no storage or reserve that you can draw on when really needed. Money in contrast, is the obvious item, which illustrates a resource that can be saved or stored and then used when needed. A pilot can spend decades being very safe and that record in and of itself offers no protection today. How safe a pilot was on any previous flight activity is completely irrelevant to the safety situation of the current moment.

I am very proud of my safety record! My safety related leadership led to 100s of thousands of accident free hours flown by units I led. However, that record provided no protection when I recently tried to write a check against a safety bank account, which does not and cannot exist!



**A better paraglide flight for Bernie**

On Friday evening Sept 26, 2014, the day was coming toward a close with a brilliant sun in a clear sky. The entire month had been prime weather for all my favorite flight activities including giving rides in the Grob-103 sailplane and the PT-17 Stearman bi-plane as well as routine operation of the soaring club's Piper Pawnee as a tow pilot. Earlier that Friday afternoon I had one of my many wonderful flights in my single seat LS-4 sailplane. Life and living was very good!

I had arranged with my son to meet at the flying field Friday evening to "play" with some static-line towing of my paraglider wing. This is not a common practice but if appropriate precautions/briefings/training and rehearsals are conducted it can be done with an appropriate safety margin. It is at this time in the "accident chain" that major mistakes were made. I by-passed the majority of the safety precautionary items because I was in a hurry to enjoy the

feeling of gliding under my paraglider wing with the setting sun.

(Author's note; this article is principally intended to enhance the reader's safety perspective and not a discussion of paraglider flight dynamics or procedures. The inclusion of paraglider wing position etc. is included for readability)

In paraglider flight the pilot will always pendulum below the wing in free flight. When a paraglider pilot is being towed, the pilot will be forward of the normal position due to the pulling force of the towrope, but the wing remains overhead and acting like a wing if the tow force is appropriate. If the tow force is too strong the wing will continue to fall back and with enough tow force the wing could fall back into what one might call a drag chute position where it is definitely not performing like a wing.

My flying season ended for 2014 when I found my paraglider wing behind me not above me and tow forces building to the point of tow harness failure. I estimate that I was 80-100 agl when I began my fall back to the field. The wing never reinflated but did act as a dysfunctional parachute, which must have slowed my decent, or I would not be writing this article. Much like a check written on an account with insufficient funds, I "bounced" broken and bruised.

In the time since the accident I have had more than sufficient time to reflect on where I could have stopped the chain of events that led to the accident and my injuries. I know exactly where I made all of my mistakes!

Do you always do it right the first time? Have you lulled yourself into believing you have banked safety because of your safety record? I hope my honesty relative to my failings will help others avoid similar mistakes.

Medical update:

- multiple pelvic fractures; the good news – they are stable and do not require surgical repair; the bad news – I am currently unable to walk.
- dislocation and multiple fractures to the left wrist; reconstructive surgery on Monday Oct 6<sup>th</sup> went well.
- entire body bruised but my spirit is intensified to finish well the journey the good Lord has allowed me to continue.

### **REMINDER-UNITED FLYING OCTOGENARIANS TO MEET AT CCSC**

Charlie DeBerry is hosting a gathering of UFO's (United Flying Octogenarians) at CCSC on Wednesday, October 22. If you would like to join in the festivities contact Charlie. He prepared a [flyer](#) with more information. There is a need for club members to volunteer to help, especially tow pilots and commercial pilots who are current for taking passengers.

### **CCSC TRUSTEE BOARD MINUTES**

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

### **CCSC IS ON FACEBOOK**

<https://www.facebook.com/CaesarCreekSoaringClub>. Help promote our sport and our club by uploading your favorite photographs, videos and stories.

### **CCSC WEBSITE**

Have you checked out our website recently? <http://soar-ccsc.com/> If you have suggestions for improvement please email them to [Jim Dudley](#).

## **FOR SALE**

One eighth share available for the Red Wing Soaring Club 1-26. \$1000.00 Call Jim Grueninger, 740-503-0032, share owner, or Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy soaring! Always tied down and ready to go!

2009 SparrowHawk, Dittel Radio with External Antenna, Ideal Trailer custom built by MM Fabrication, ballistic parachute, wing and tail dollies, Price :\$45,000. Contact: Dave, 859-356-0501, dedwardsky@insightbb.com or Charlie, 937-435-9229, 937-626-2000, deberrycw@aol.com

LAK 12 glider and trailer. 50/1. It's big. Price negotiable. Located on the field. Interested parties should contact Wally Detert, 937-667-6950 or John Biernacki.

"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)

1/3 Share in N11rdbird. A beautiful Libelle201b, Serial No.74. Includes Eberle trailer, tow out gear, Cambridge LNav Vario and GPS, MicroAir Radio, with IPAQ 3955 running SeeYou Mobile. New Chute with Annual through May 2015. Call Rolf, 937-271-5003.

2004 Ford T Bird sports car. 17,200 miles Black w black soft & hard tops, V8 3.9 liter, auto, all options, one owner, very good condition, always garaged, \$18,500. Tom Geygan 513-265-2535

2008 Saturn Sky Red Line Turbo sports car. Chili pepper red w tan soft top, 260 hp. One owner, 18,100 miles, automatic, all options, very good condition, always garaged, \$18,500. Tom Geygan 513-265-2535

## CCSC GROUND CREWS:

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

**CC:** Steve Fenstermaker (cell: 937-581-7713),  
**ACC:** , **Tow Pilots:** John Armor, Mark Schababerle, Richard Perry, **Instructor:** Paul McClaskey, Bill Gabbard, Tom McDonald, Richard Perry. **Crew:** Waseem Jamali, Courtney Ohl, Gerry Daugherty, Kevin Price, John Raines.

### 1<sup>ST</sup> SUNDAY

**CC:** Mike Karraker (cell: 937-830-0627), **ACC:** Mark Miller, **Tow Pilots:** Manfred Mauer, Norb Mauer, Dieter Schmidt, Andy Swanson, Bob Miller. **Instructor,** Bob Miller, Rich Carraway. **Crew:** Don Burns, Dave Rawson, Stephen Kleine, Joe Zeis, Chad Runyon, Jack Runyon, Jacob Moore.

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

**CC:**Bob Root (cell: 513-630-8761), **ACC:** Dan Staarmann. **Tow Pilots:** Bob Anderson, Haskell Simpkins©. **Instructor:** Chris Giacomo, Bob Anderson, Jim Price. **Crew:** John Antrim, John Biernacki, Pat DeNaples©, Dick Holzwarth, Jim Hurst ©, Jim Marks.

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

**CC:** Dave Menchen (cell: 513-313-2315), **ACC:** Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie Penner, Gordon Penner, Jim Goebel **Instructor:** Gordon Penner, Jim Goebel, Tom Rudolf, **Crew:** Alyssa Engeseth, Mike McKosky, Katie Menchen, Tom Geygan, Fred Hawk, Dave Conrad.

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

**CC:**Maury Drummey (cell: 513-543-1906),  
**ACC:**Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Eric Cochran, Jeff Crawford, Jim Dudley, John Dudley, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©, Chandler Demler, Jake Click, Micah Ferguson.

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

**CC:** Tom Bonser (cell: 513-673-7746), **ACC:** **Tow Pilots:** Tony Bonser©, Tim Christman, Richard Perry. **Instructor:** Dick Eckels, Bill Gabbard. **Crew:** Jack Morari.

### 4<sup>TH</sup> SATURDAY:

**CC:** Chuck Lohre (cell: 513-260-9025). **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins©, Guy Byars, Bernie Fullenkamp©, Larry Kirkbride. **Instructor:** John Atkins, Joe Jackson, Larry Kirkbride. **Crew:** Henry Meyerrose, Tom Bales ©, Ross Bales, Jon Fullenkamp, John Murray ©, Casey Hildenbrand.

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

**CC:** Steve Statkus (cell: 513-720-8955), **ACC:** Rik Ghai. **Tow Pilots:** Matt Davis, Ron Blume, Tim Morris. **Instructor:** Lynn Alexander, John Lubon. **Crew;** Chad Beckwith, Richard Cedar, Pat DeNaples©, Shelby Estell, Jeff Grawe, David Meyer, Dan Reagan, Kindall Sanders, Pete Schradin, Stefano Sinigaglia.

## 2014 ADDITIONAL CREW DAYS:

March 29 – 2nd Sat Crew

March 30 – 2nd Sun Crew

May 31 – 3<sup>rd</sup> Sat Crew

June 29 – 3<sup>rd</sup> Sun Crew

Aug 30 – 4<sup>th</sup> Sat Crew

Aug 31 – 4<sup>th</sup> Sun Crew

Nov. 29 – 1<sup>st</sup> Sat Crew

Nov 30 – 1<sup>st</sup> Sun Crew

## POINTS OF CONTACT:

**CCSC PRES:** Jim Dudley, © 513-582-5661

**CHIEF TOW PILOT:** Tim Christman, hm: 937-475-1445

**SAFETY OFFICER:** Paul McClaskey, hm: 614-245-8129

**DIR OF OPS:** Brian Stoops, 937-203-6997 (c)

**DIR OF FACILITIES:** Bob Miller, 937-882-6012

**TOW PLANE MAINT:** Tim Christman, hm 937-475-1445

**GLIDER MAINT:** Steve Statkus, 513-576-9080

**SSD PRES:** John Lubon, hm: 513-870-0994

**BUSINESS MANAGER:** Noelle Stewart, cell: 808-286-2373, [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)

**FREQUENT FLYER EDITOR:** Jim Dudley

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