

**Caesar Creek Soaring Club**

December 2, 2014

**NEWS YOU NEED TO KNOW**

- Sign up now for Grob-102 BG in 2015

**CALENDAR OF UPCOMING EVENTS**

Dec 6	CCSC Trustees - 9:30
Jan 3	CCSC Trustees - 9:30
Jan 10	SSD Directors - 9:30; 2020 Planning Committee - 10:30 am
Feb 21	Banquet – Gary Adams
Mar 7-8	Instructor Refresher Course - Tom McDonald

**GROB-102 PLAN FOR 2015**

With the budget planning for 2015 under way, it now appears that we need to handle the Baby Grob in the same manner as for 2014. So far in 2014 there have been 53 flights, of which 32 were prepaid and 21 were at the \$25 per flight rate. Dick Scheper is the clear winner with 9 flights for his one time payment of \$90 back in January. The expectation that the prepayers would fly BG a whole lot more this year did not come true. In fact, usage is down 6 from the 59 flights in 2013. So, the usage does not appear adequate to cover annual operating costs of roughly \$1700 (insurance ~\$1400, maintenance and annual inspection costs ~\$300).

Everyone who wants to fly the Baby Grob is asked to pay \$90 now such that all these costs are covered. In exchange, those members will fly up to 2-hour blocks with no Aircraft Use Fee. Other members will be charged \$25 for Aircraft Use and will be limited to 1-hour blocks. The Hook-up Fee, Basic Tow Fee and Altitude Index Fee will follow the Schedule of Fees and Dues for all pilots, only the Aircraft Use Fee is different.

If you want to fly G-102 with no Aircraft Use Fee in 2014 you must declare that desire now by email to [Jim Dudley](mailto:Jim.Dudley@ccsc.org). The \$90 G-102 Fee will be put on your February statement, payable by February 28.

**CREWS WORKED THANKSGIVING WEEKEND**

Steve Fenstermaker's crew stayed on the ground Saturday – probably due to people still being in a turkey coma. Steve Statkus installed a vario in the front panel of CC. Wood was split and stacked. The receiver plate for the latch on the door of the shed next to the gas tanks was aligned with the latch so that the door would stay closed and latched.

Mike Karraker's crew also stayed on the ground Sunday because of high winds high and low ceilings. More firewood was split and the club house was cleaned.

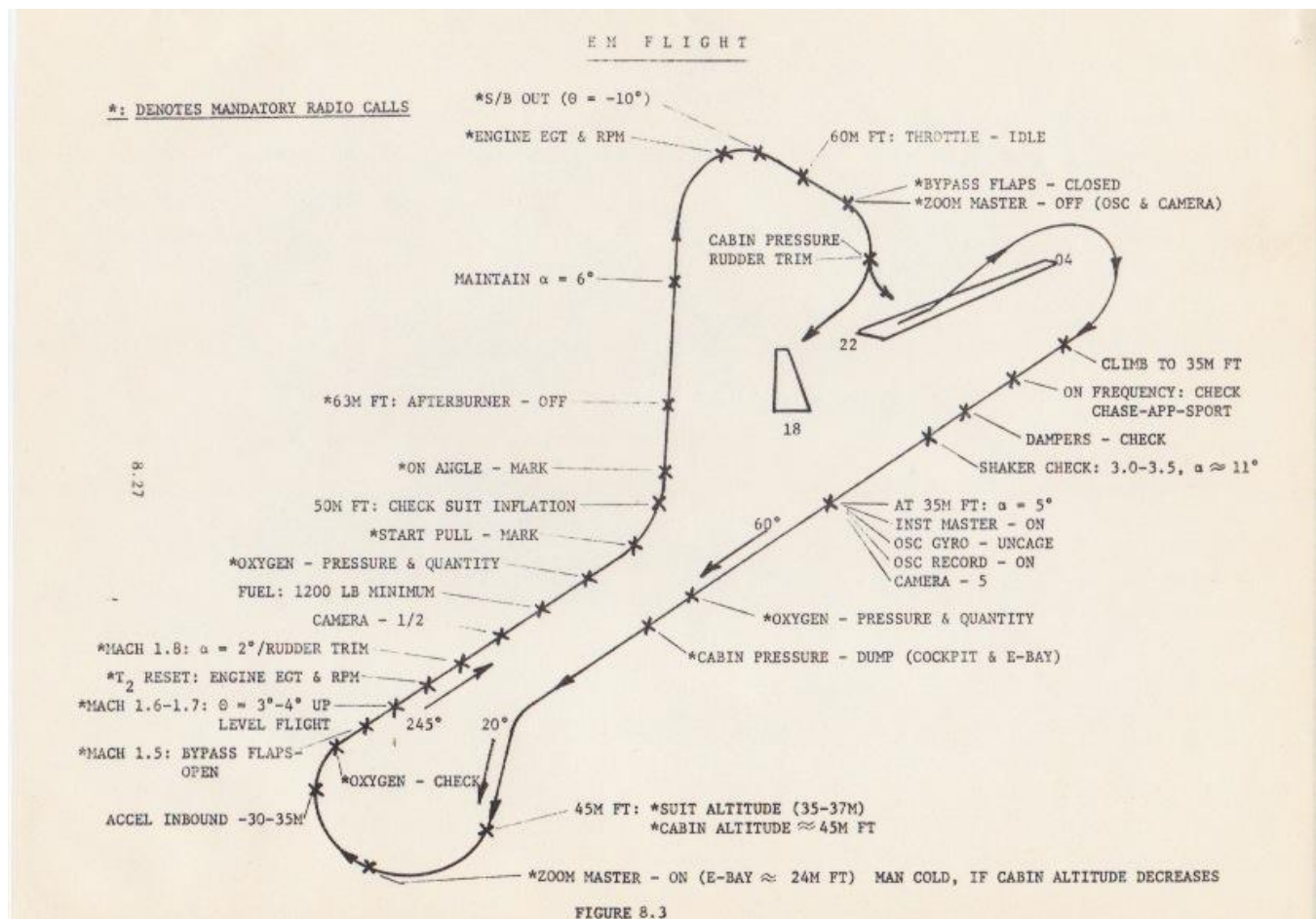
## THANKSGIVING - BERNIE FULLENKAMP

In the spirit of "Thanksgiving" I would like to express my sincere thanks to all associated with CCSC who have lent me support while I have begun my recovery from injuries sustained on Sept 26th. The article in the [Oct 9th CCSC newsletter](#) outlined the details of my accident/injuries so I will not repeat those here. On the medical update front; the pelvic fractures have healed nicely and I am walking very comfortably. OT and PT of my left wrist and left shoulder are my current and longer term challenge. I would like to believe that if I work it hard enough I will be ready for the spring flying season. Thank you again to all the supportive folks at CCSC! - BERNIE FULLENKAMP

## THE ENERGY MANAGEMENT FLIGHT - MARK MILLER

Back in the late sixties and early seventies the USAF Test Pilot School (TPS) conducted training missions with the Lockheed F-104 Starfighter. Student test pilots were required to successfully demonstrate several different test flights in the F-104 and an Energy Management (EM) flight. The EM flight was the particularly interesting because it involved a zoom flight to about 78K' in a full pressure suit. That mission also required an X-15 type pattern on return to base (RTB). The X-15 or lifting body approach was the ultimate glider pattern and was practiced regularly on the other training flights.

The EM mission required the student test pilot to climb his clean F-104 to 45K' at .9 Mach and then accelerate to 1.8 Mach in a shallow dive to 35K'. A level accel was then done in full AB and a gentle climb to target Mach 2.0 at 40K' for a 2.0-2.2g pull up to 30-35 deg nose up. The AB was disengaged passing through 63K' and engine left in mil power until nose over at about 78K'. As the aircraft began its decent the speed brakes were deployed and the engine was pulled back to idle. As the aircraft descended and RTB towards Edwards AFB the throttle was never touched again as it entered the lifting body approach. See below.



# E1 FLIGHT GROUND TRACK

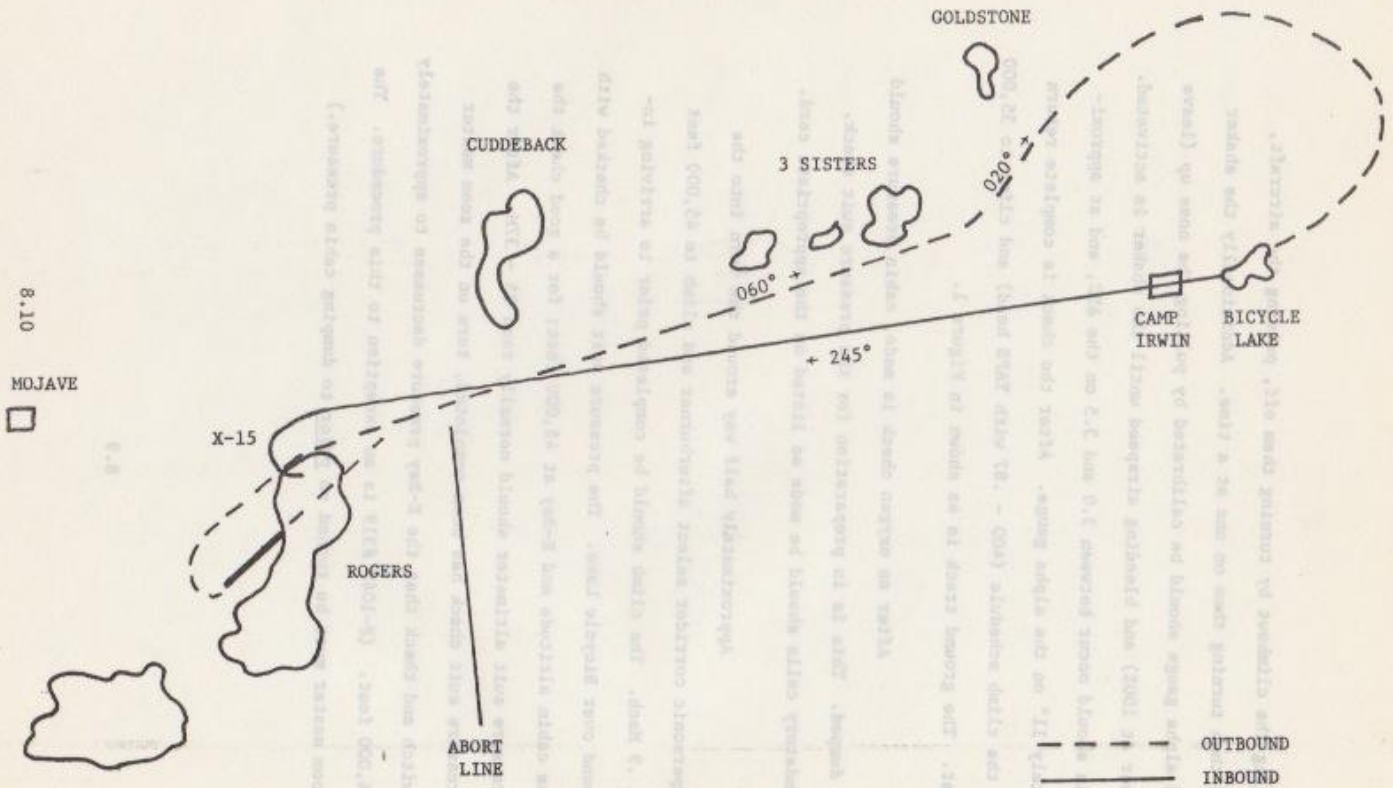


FIGURE 8.1



8-341

## THE X-15 TYPE

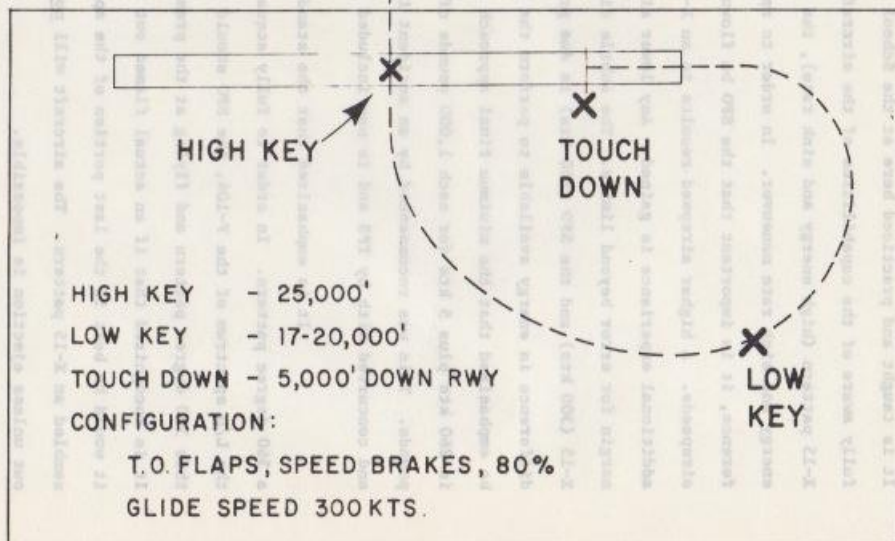


FIGURE 3.2.1

High key for the lifting body approach was between 25-30K' and directly over the runway. (Note the "glide speed")



Edwards main runway is 15K' long and the elevation is about 2500'. In order to maintain 300 KIAS in the pattern with the F-104 with speed brakes, T/O flaps and engine at idle the nose down attitude was rather steep. See photo of base to final turn to runway 22 taken from chase.

The F-104 glide ratio clean was about 8 to 1, so with the speed brakes and flaps it was a lot less. That is how it could eat up 27K' in one 270 deg turn. The gear rotation speed was 260 KIAS, so the pilot had to begin to slow his rate of decent and bleed off the airspeed as he approached the runway threshold in order to be able to deploy the gear, which really assisted in further bleeding off airspeed. That meant he could not do it too early or he will be short, but it also meant that he had to hold off touch down until he had three green indicators that the gear was down and locked. That translated to a touch down speed between 200-220 KIAS and deploying the drag chute immediately upon touch down.

The EM flights ended in late 1973 when TPS transitioned from the F-104 to the F-4C. These F-104s are not to be confused with the NF-104s made famous in Tom Wolfe's "The Right Stuff". Those were three highly modified F-104s with AIM-9 rocket motors installed at the base of the vertical stab and were designed to zoom to 100+K'. That program ended after Chuck Yeager spun one of them in after a zoom mission in the late sixties.

Next time you are out at the field and you see our mild-mannered tow pilot, Don Green, pre-flight one of the Pawnees, ask him how flying the K-21 compares to dropping an F-104 on to runway 22 at EAFB at 200+ KIAS in a full pressure suit.

## **CCSC TRUSTEE BOARD MINUTES**

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

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

**CCSC WEBSITE** <http://soar-ccsc.com/>

## **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. Dittel 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.

## 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:** Gerry Daugherty, Waseem Jamali, Courtney Ohl, 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, Stephen Kleine, Jacob Moore, Dave Rawson, Chad Runyon, Jack Runyon, Joe Zeis.

### **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, Joey Tomei.

### **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, Chad Ryther. **Crew:** Dave Conrad, Alyssa Engeseth, Tom Geygan, Fred Hawk, Mike McKosky, Katie Menchen.

### **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, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©.

### **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, Chad Ryther. **Crew:** Daniel Beans, Jack Morari, Zach Siefker.

### **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:** Tom Bales ©, Ross Bales, Jon Fullenkamp, Casey Hildenbrand, Henry Meyerrose, John Murray ©.

### **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, Mauricio Berrizbeitia, Richard Cedar, Pat DeNaples©, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, 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

Revised 11/27/14