



Caesar Creek Soaring Club

March 24, 2015

NEWS YOU NEED TO KNOW

- Operations have moved to Clinton County. Check with Crew Chief before starting out.

CALENDAR OF UPCOMING EVENTS

Mar 28	Flight Instructors Meeting - 10:00-14:00 - Larry Kirkbride
Mar 29	Cincinnati Observatory Center Outing - Poul Pedersen
Apr 4	Spring Cleanup Day 1 - Bob Miller
Apr 4	CCSC Trustees Meeting - 9:30 - Jim Dudley
Apr 8	Soaring Society of Dayton Annual Meeting - 6:30 pm - John Lubon
Apr 11	SSD Directors Meeting
Apr 18	Spring Cleanup Day 2 - Bob Miller
Apr 19-25	Annual Outing to Tom Knauff's Ridge Soaring in Julian, PA. - Mark Miller
May 16	Open House - Brian Stoops
Jun 22-Jul 3	Sports Class National Contest - Rolf Hegele
Jul 12-18	Youth Camp - Steve McManus
Aug 9-16	Adult Camp & Vintage/Antique Glider Rally - Steve Statkus

SOARING SOCIETY OF DAYTON ANNUAL MEETING

Each SSD shareholder should now have received an email notice of the upcoming Annual Meeting of Soaring Society of Dayton on **April 8**. It is very important that you respond to that notice and provide your proxy instructions, whether or not you plan to attend the meeting. At the meeting you will be able to retract your proxy and vote in person if you choose. If you did not receive a notice please contact [Jim Marks](#). If you have questions about the proposed Code of Regulations which is on the ballot, please contact [Jim Dudley](#) and those questions will be addressed in the next Frequent Flyer.

SPRING CLEANUP

Normally we all gather for a weekend to spruce up the glider port, but for a variety of reasons this year the two days will both be **Saturdays, April 4 and April 18**. One significant activity this year will be painting the exterior of some of our buildings, so be sure to wear old clothes. Bob Miller is organizing the effort and has prepared task lists for each crew. Plan now to join with other club members as we work together to care for our equipment and get our grounds and buildings looking great. Dave Menchen will also provide training in the use of our AED units and some CPR training.

WEDNESDAY IS FUN DAY

The Wednesday Crew enjoyed soup provided by John Antrim at the clubhouse. It was the "best that we have ever had" (of course). Part of the crew then went to work cleaning and waxing the Grob-102, Steve Statkus and Lynn Alexander finished assembling their 1-26s, Bob Miller fixed the fuel hose hanger and cleaned the nozzle. Others drove to Clinton County Airport to take advantage of the great weather. Although it was a little chilly with light winds we had 13 flights, including a Flight Review for Don Burns with Charlie DeBerry. With only one golf cart for towing gliders back to the staging area it got so busy that Bob Root had to assist by towing a 2-33 to get it clear of the runway.



Bob Root does it all! Our Tow Pilot in disguise.

YOUTH CAMP FILLING UP FAST

There are very few openings left for Youth Camp this year. If you, your child or your grandchild is interested, contact [Steve McManus](#) or [Rich Caraway](#). Also, complete the [registration form](#) that is provided on the [Youth Camp page](#) of our web site.

CHANGES COMING TO FAA TESTING - LARRY KIRKBRIDE

FAA testing changes appear on the horizon. Called ACS (Airman Certification Standards) the changes will include both the written (knowledge test), the checkride (practical test), and the FAA systems that support them. The documents will end up as a training standard used by instructors preparing students for all phases of training and testing.

The ACS offers some key improvements to the present system.

1. ACS is being designed to provide better guidance for those involved in airman certification—applicants, instructors, evaluators, and FAA inspectors.
2. ACS is being designed to ensure better test questions that are tied to a standard (“need to know”) and supported by guidance (handbooks).
3. The system that supports ACS is intended to reduce subjectivity and increase the system-wide standardization.
4. The intent is to “enhance safety by ensuring that standards, guidance, and testing for airman certification work together effectively.”

An example of the ACS from the present PTS offers insight into the changes. As of March 2015, only a draft for the airplane ACS is available, so comparisons can only be made in areas that are similar to the private glider PTS. From the private glider PTS for Area of Operation I (Preflight Preparation), Task A (Certificates and Documents) the present skill requirements include:

Objective. To determine that the applicant:

1. Exhibits knowledge of the elements related to certificates and documents by explaining—
 - a. pilot certificate privileges and limitations.
 - b. medical fitness.
 - c. pilot logbook or flight records.

The airplane ACS makes this a new task and renames it Pilot Qualifications. The purpose is to separate questions on airman certification, currency, and medical requirements from other areas in the present PTS task. Additionally, the ACS adds knowledge and risk management tasks to the existing PTS skill tasks. Figure 1 contains the draft ACS task for airplane.

Task	<i>A. Pilot Qualifications</i>
Reference	14 CFR parts 61, 91; FAA-H-8083-25, FAA-H-8083-23
Objective	To determine the applicant exhibits satisfactory knowledge, skills and risk management associated with airman and medical certificates including privileges, limitations, currency, and operating as pilot-in-command as a private pilot.
Knowledge	The applicant demonstrates understanding of: <ol style="list-style-type: none"> 1. Required pilot documents. (PA.I.A.K1) <ol style="list-style-type: none"> a. Currency b. Privileges and limitations c. Required endorsements d. Certificate inspection 2. Logging pilot time. (PA.I.A.K2) <ol style="list-style-type: none"> a. PIC, SIC, Safety Pilot b. Required records 3. Compensation/Reimbursement. (PA.I.A.K3) <ol style="list-style-type: none"> a. Towing b. Charitable flights c. Shared expenses d. Search and rescue e. Aircraft demonstration f. Business trips
Skills	The applicant demonstrates the ability to apply requirements to act as PIC under Visual Flight Rules (VFR) in a scenario given by the evaluator. (PA.I.A.S1)
Risk Management	The applicant applies risk identification, assessment, and mitigation principles to: <ol style="list-style-type: none"> 1. Distinguishing proficiency vs. currency. (PA.I.A.R1) 2. Setting personal minimums. (PA.I.A.R2) 3. Maintaining fitness to fly. (PA.I.A.R3) 4. Flying unfamiliar aircraft. (PA.I.A.R4) 5. Flying with unfamiliar flight display systems or unfamiliar avionics. (PA.I.A.R5)

Figure 1. ACS draft example for Pilot Qualification task (Private Airplane).

Note within the ACS task are a set of ACS codes (i.e. PA.I.A.K1) that will replace the current learning statement code system. These codes will begin appearing on knowledge test reports along with the present system for any questions missed. The four element code indicates the following:

- | | | |
|-----------|--------------------------|-------------------------------|
| PA.I.A.K1 | | |
| PA | Applicable ACS | (Private Airplane) |
| I | Area of Operation | (I--Preflight Preparation) |
| A | Task A | (Pilot Qualification) |
| K1 | Knowledge Task Element 1 | (Requirement Pilot Documents) |

The second part of the present PTS Task A will become a separate task and be renamed Airworthiness Requirements. The existing PTS includes the following:

2. Exhibits knowledge of the elements related to certificates and documents by locating and explaining—
 - a. airworthiness and registration certificates.
 - b. operating limitations, placards, and instrument markings.
 - c. weight and balance data and equipment list.
 - d. maintenance requirements, appropriate airworthiness directives, and compliance records.

Figure 2 shows the ACS draft version of the task. As with all ACS tasks, the appropriate references will be noted in the task and the system is designed to keep the references current. This may also mean that some of the handbooks will be changed to include items from Advisory Circulars, PTS items listed under “special emphasis areas”, and other handbooks.

Task	B. Airworthiness Requirements
Reference	14 CFR parts 39, 43, 91; FAA-H-8083-25
Objective	To determine the applicant exhibits satisfactory knowledge, skills and risk management associated with airworthiness requirements, including aircraft certificates.
Knowledge	The applicant demonstrates understanding of: <ol style="list-style-type: none"> 1. General airworthiness requirements and compliance for airplanes. (PA.I.B.K1) <ol style="list-style-type: none"> a. Required certificates; location and expiration dates b. Inspections; requirements, limitations/expiration dates 2. Individuals and limitations of who can perform maintenance. (PA.I.B.K2) <ol style="list-style-type: none"> a. A&P, IA, Owner Operator 3. Flying with inoperative equipment. (PA.I.B.K3) <ol style="list-style-type: none"> a. Minimum Equipment List b. Kinds of Operation Equipment List c. Type Certificate requirements d. Special Flight Permit requirements 4. Experimental aircraft airworthiness, as applicable. (PA.I.B.K4)
Skills	The applicant demonstrates the ability to: <ol style="list-style-type: none"> 1. Locate aircraft airworthiness information. (PA.I.B.S1) 2. Determine the aircraft is airworthy in a scenario given by the evaluator. (PA.I.B.S2) 3. Explain requirements for flying with inoperative equipment. (PA.I.B.S3) 4. Explain requirements for obtaining and flying with a Special Flight Permit. (PA.I.B.S4)
Risk Management	The applicant applies risk identification, assessment, and mitigation principles to: <ol style="list-style-type: none"> 1. Flying with inoperative equipment. (PA.I.B.R1) 2. Equipment failure during flight. (PA.I.B.R2) 3. Recording, tracking, and resolving maintenance discrepancies. (PA.I.B.R3)

Figure 2. ACS draft example for Airworthiness Requirements

The schedule for implementation of ACS, testing changes, and other changes is uncertain as prototype testing and system changes occur. However, some written tests have changed, at least as required to eliminate inappropriate questions. It has been suggested that the final version of the airplane ACS will be published in October, 2015, and become effective by the end of the year. There is also a draft of ACS for commercial ratings and authorized instructors. When a draft version of the private and commercial glider ACS will be available has not been released. My guess is within 18 to 24 months of the release of the airplane versions.

If you are a flight instructor or are planning on becoming one in the near future, you will want to review the draft ACS for Authorized Instructor. All flight instructors will be included under one ACS rather than the present system of one PTS per rating. The changes to the FOI (Fundamentals of Instruction) test that triggered this change in 2011 will be included in the Authorized Instructor ACS.

If you are planning to get a new rating in the near future and like the old system, you might want to complete the requirements as soon as possible. The new system implementation dates will be announced in advance by the FAA, but the change is normally so that after a certain date, the new ACS will apply. Note however, that no regulation changes are planned for the number of hours or flights required for a rating or certificate.

Addition information can be found at the following websites:

Video Changes Coming to the Airman Certification Process presentation by committee member to local FSDO (36 minutes, uses power point presentation below) Ms. Jackie Spanitz, ASA dated 01-2015. <https://www.youtube.com/watch?v=XsCJZhE3Eyw>

Powerpoint Introducing ACS—Airman Certification Standard.

http://www.faa.gov/training_testing/testing/media/acs_briefing.pdf

FAQ Frequently Asked Questions on ACS (9 pages)

http://www.faa.gov/training_testing/testing/media/acs_faq.pdf

Complete Committee Report (Dated 2013, released Jan 2015) (513 pages) First 50 pages explains in detail the committee results. (ACS draft examples private airplane, instrument airplane, commercial airplane and authorized instructor).

http://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/ATSTWG.RR.9.30.2013.PDF

Draft version of private airplane ACS only.

http://www.faa.gov/training_testing/testing/media/private_airplane_acs.pdf

CREW CHIEFS PREPARE FOR SPRING

All crew chiefs met on Saturday, 3/21, to discuss operations for the coming season. Some of the items discussed included:

- Starting 4/4 we return to summer hours with operations starting at 10:00 am.
- Preflight inspections need to be thorough and include tire pressure, especially the front tires of the glass ships.
- Canopies should be cleaned at least once each week. Use the PLEXUS canopy cleaner and clean microfiber rags in the trailer.
- Use the new white board on the side of the trailer to check for weather, NOTAMS, Cleared-to-Fly List, etc.
- In order to be able to rapidly clear the runway when gliders land, keep at least two golf carts available to retrieve at all times.
- The process for accepting credit card payment for Introductory Flights can be completed using the computer in the clubhouse (which can result in a paper receipt for the crew chief) or it can be completed using a smart phone at the flight line and the card reader stored in the trailer.
- New members are expected to join the First Sunday Training Crew and remain with that crew until reassigned. Crew Chiefs, Instructors and Mentors are all encouraged to assure that new members promptly take this first step of becoming active in all aspects of the club.
- At the end of each day of flying wash down the leading edges of all fiberglass ships.
- Dave Menchen provided training in the use of our AED units.

SATURDAY WAS A GOOD DAY TO FLY

While the Crew Chiefs were meeting the Third Saturday Crew was busy getting ready to fly at Clinton. Again the breeze made it feel cooler than the thermometer said, but many showed up to fly. After Dick Eslinger flew with Charlie DeBerry to update his currency, he introduced Jul Alvarez to operations from a hard surfaced runway with a cross wind. Rolf Hegele completed his Flight Review. In all we had 10 flights before the winds shut down operations.



Dick Eslinger taking off.



Youth itching to fly.



Crew waiting for tow plane to return.

MIKE HUTCHINSON

Be sure to check out the article about "Hutch" on page 18 of the March 2015 issue of **Soaring** magazine. It may bring a tear to your eye. It may also inspire and encourage you.

SUNDAY WAS A GOOD DAY TO FLY

Steve Statkus observed the winds at Clinton County and had the Mighty Fourth Sunday Crew set up operations on the home field at the west end to take advantage of the driest portion of the field. The day started with two 2-33s in service, but the Grob-103 joined the fun as the sun and wind continued to dry the field during the day. The sun's warmth also generated thermals that enabled several extended flights. In all 14 flights made it a great second day of spring at CCSC.



Sunday's highlight was Steve Statkus' test flight of "The Pickle" on its first flight since major repairs. It flew great and is now returned to the flight line.

CCSC TRUSTEE BOARD MINUTES

http://soar-ccsc.com/?page_id=484 (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 Gruening, 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!

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

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:

1ST 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.

1ST 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:** Jul Alvarez, Don Burns, Stephen Kleine, Jacob Moore, Dave Rawson, Joe Zeis.

2ND 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.

2ND SUNDAY

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

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906),
ACC: Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Charlie DeBerry, Richard Eslinger, 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 ©.

3RD 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, Jon

"Rusty" May, Laura May, Topher May, Jack Morari, Zach Siefker, Joey Tomei.

4TH 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:** Ross Bales, Jon Fullenkamp, Casey Hildenbrand, Henry Meyerrose, John Murray ©.

4TH 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, Jake Burd, Richard Cedar, Pat DeNaples©, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2015 5th WEEKEND CREW DAYS:

Jan 31 – 3rd Sat Crew
Mar 29 – 3rd Sun Crew
May 30 – 4th Sat Crew
May 31 – 4th Sun Crew
Aug 29 – 1st Sat Crew
Aug 30 – 1st Sun Crew
Oct 31 – 2nd Sat Crew
Nov 29 – 2nd 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
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