



Caesar Creek Soaring Club

May 26, 2015

NEWS YOU NEED TO KNOW

- During the contest, June 24 - July 3, member flying will be limited - fly now and help then.

CALENDAR OF UPCOMING EVENTS

Jun 6	Board Meeting - 9:30 am - Clubhouse - John Lubon
Jun 20	Pot Luck - after flying - JoAnne Pedersen
Jun 22-Jul 3	Sports Class National Contest - Rolf Hegele
Jul 12-18	Youth Camp - Steve McManus
Jul 15	<i>Cloudstreet - Soaring The American West</i> - 10:00 pm - Dayton & Cincinnati PBS
Jul 18	Wright Patterson Single Airmen Introductory Ride Event - Kevin Price
Aug 9-16	Adult Camp & Vintage/Antique Glider Rally - Steve Statkus

WEATHER TURNED OUT GREAT FOR FLYING



Tow planes "48L" and "33Z" ready for action on Saturday. By the end of the day Chuck Lohre's Fourth Saturday Crew launched 27 flights.

Both Saturday and Sunday were great days for soaring with plenty of lift and plenty of people wanting to fly. There were 27 flights on Saturday and 25 on Sunday. The whole fleet was airborne at times. The Mighty 4th Sunday Crew rose to the challenge of having crew members missing, a hot day and a lot of eager pilots. The help of several club members who pitched in was greatly appreciated. Thanks especially to Kat McManus and Rick Perry.

GROB-102 AVAILABLE TO FLY

The Wednesday crew reassembled the wings and horizontal stabilizer to the fuselage, washed the interior and installed the seat and seat belts. With a new vario, a new tost mechanism and landing gear components replaced, the annual inspection is now completed and it is ready to fly. Before you fly this ship, inspect the landing gear actuation lever so you know exactly where the lever should be when the gear is down and locked. When you raise the gear in flight, cycle it a couple of times to become familiar with the sound and feel as it snaps into the down-and-locked position. It is subtle, but there is an audible confirmation as the lock snaps into place. Excessive force as you try to reassure yourself that it is locked could damage the mechanism.



Assembling the Grob-102 requires aligning pins on each wing with receivers on the opposite wing and other pins with receivers on the fuselage. It took John Murray's personal touch to complete the process. Although the weather was chilly and overcast much of the day, after finishing the Grob-102 and helping Tim Morris complete the annual inspection of 15H, the Wednesday Crew still found time to enjoy 8 flights, including an hour for Rolf in his 20.

RIDE OF A LIFETIME

Have you been outside the 5 mile radius of CCSC? Have you ever wondered what is beyond the 5 mile radius of CCSC? Well, now is your chance for the ride of a lifetime. Karl Streideick will be attending the 2015 Sports Class National with his Duo Discus. He is offering FREE rides, but you have to make \$200 donation to the USA Soaring team, if you fly. He has a few more spots available. Karl is like the "Godfather" or an Andretti or Petty of racing. He has been around the world a few times. The Duo Discus is a two place high performance racing sailplane, and would be like flying in a Lexus, Audi or BMW. You can't miss this chance. Contact him at (karls@uplink.net). You won't regret it.

CREW FOR CONTEST - VOLUNTEERS NEEDED

One of the fun ways to get involved in Sports Class National Contest, June 22- July 3, is to join the ground crew. You will be welcome to attend the pilots meeting at 9:00 AM and listen in as the day's task is described, the weather briefing is given, etc. Then the ground crew helps to get all the 25+ competitors' gliders out to the runway and positioned in a tight grid. When the signal to launch is given, the ground crew gets into high gear to safely launch all competitors as rapidly as possible using three tow planes. If any competitor is unable to find a thermal and has to land, the ground crew promptly retrieves that glider and positions it at the back of the grid for a second launch. While the race is on it is possible to watch the progress on a computer monitor, catch a bite to eat and relax. The next period of intense activity is when the gliders return to CCSC. The ground crew must rapidly move gliders off the runway to keep it open for subsequent landings. After helping move the gliders back to their trailers it is time to hear all the stories about how the flights went and to enjoy dinner with the pilots and crews. It really is a great way to get to know some very interesting people and to learn about competitive soaring while helping the club host a prestigious contest. Please volunteer for as many days as possible by contacting [Jim Dudley](#). Youthful legs are a big advantage, but there is something that each one can do to help.



The Saturday Crew prepared early for a busy day.

CCSC ADVANCES IN OLC STANDINGS

Thanks to great flights on Sunday by Don Burns and John Lubon and on Saturday by Dan Reagan, CCSC moved up three places in the Silver League to 5th place in the national rankings. Don's flight of 233 km at an average speed of 93 km/hr on Sunday got us the most points for the week. Although the higher scores were achieved on Sunday, on Saturday six members submitted flights to OLC. Nineteen members have submitted flights so far this year. Don Burns has the most with 21 flights on the score sheet, but Dan Reagan and Joe Simmers have the higher point totals because of their great flights from Ridge Soaring in Pennsylvania noted last week. Come on out and join the effort. Let's take first place in the Silver League!

CLOUDSTREET - SOARING THE AMERICAN WEST TELEVISION DOCUMENTARY

SSA is sponsoring a high-definition movie showing the beauty and drama of a flying adventure in the American West. Here is a teaser: <https://vimeo.com/88283001>. The documentary is being released to all PBS affiliate stations. It is scheduled to air on Wednesday, July 15, at 10 pm on the Cincinnati and Dayton PBS stations, ThinkTV 14.1 & 14.5. Watch it and encourage others to watch it and then come out and experience an Introductory Soaring Flight.

PLANE CAPTAINS NEEDED - STEVE STATKUS

Our gliders each require the attention of someone who will take responsibility for assuring that all squawks are promptly documented and reported and the aircraft are maintained to the club's high standards throughout the year. Although the effort is greatest at annual inspection time, a Go-To-Person is needed all year 'round. Three of the four glass ships currently have plane captains, but we need someone to step up and claim the G103 as their baby. And we need plane captains for all 2-33's and the Blanik, as well.

The workload on these trainers is much less than the glass ships as they do not require waxing on a yearly basis, just a wash job and some minor disassembly, lubricating and scheduling the annual inspection. The plane captains are responsible for recruiting a crew and preparing for the inspection (disassembly, cleaning, lubricating, waxing) and reassembly.

Together we can keep our fleet airworthy and in good shape so that we can continue to enjoy safe, economical flying in aircraft we are proud to fly. The glider maintenance team needs your help. Please consider volunteering and adopt one of these orphans. Just a little effort on your part will pay big dividends, and you might learn a bit about these ships you enjoy on the weekends. Email [Steve Statkus](mailto:Steve.Statkus) to let him know for which glider you are willing to be Plane Captain.

CODE OF REGULATIONS - CHANGES RECOMMENDED

Although a major revision to the Code of Regulations was just approved in April 2015, issues have arisen that warrant additional changes. The Board approved four proposed changes in concept at the May meeting; however, the detailed wording changes had not been formulated at that time. Those changes are still being worked, but [a preliminary draft is available for your review](#) on the website. After the Board approves the final wording changes at the June meeting a special meeting of the shareholders will be called to vote thereon. It is anticipated that shareholders will be given opportunity to vote on each of the four sets of changes individually.

1. Family Membership to Include Children

As currently worded the Family Membership is available only to the spouse of a member. The first change would simply add the words "or dependent minor child" to expand family membership option to children. The current Schedule of Fees and Dues does not require any initiation fee for a Family Member but does require a \$75 initiation fee for a Youth Member. The monthly dues are currently the same for both a Family Member and a Youth Member.

2. Membership Required Prior to Flight Instruction

Currently the Code of Regulations and the Schedule of Fees and Dues permits the spouse and the children of a member to receive instruction in club aircraft prior to solo flight without becoming members. A recent insurance company clarification makes it very clear that our insurance would not cover instruction in club aircraft if the student were not a member of the club. Hence, at the April meeting the Directors approved a motion that required membership in the club prior to any instruction. This change to the Code of Regulations just makes the

wording of the Code consistent with the policy necessitated by the insurance situation. Wording changes are necessary in multiple places.

3. Active Duty Military Category of Membership

There are expected to be many members from the WPAFB community visiting CCSC this summer as a couple of things that Kevin Price has set up take place. It is expected that there will be individuals who have a passion for aviation, may already have experience in gliders and even some with glider flight instructor experience at the Academy. The initiation fees and stock purchase requirements are perceived to be a major barrier to attracting these desirable prospective members. So, it is proposed to create a new category of membership that will enable initiation fees and stock purchase requirements to be adjusted as appropriate for this group.

4. Spouse Eligible to Serve as Director

There has been a long standing debate in the club about the eligibility requirements for serving on the Board of Directors. The Board has taken a fresh look at the issue and is recommending a change to permit the spouse of a Member to serve as a Director.

Your vote on each of these four proposals will be solicited at a Special Meeting of Shareholders that has not yet been scheduled, but will take place after the June Board meeting. Please review the [proposed changes](#) (Access Code for Members Only Area is printed on you monthly statement) and provide your comments to a board member prior to the June meeting.

UNIFORM OPERATING PROCEDURES REVISION PROPOSAL

The Board of Directors approved changes to the UOP at the April 11, 2015, meeting. Those changes are primarily to be consistent with the new organizational structure (e.g. change Trustees to Directors, change By-Laws to Code of Regulations, etc.) and corrections to spelling errors. Changes to the Section 2.3.2 Ground Signals were also approved to make them consistent with recommendations of the SSA/Soaring Safety Foundation which are nationally accepted. The proposed document was made available on the website. There was reconsideration of the changes to Section 2.3.2 Ground Signals at the May meeting of the Board. The result was a decision to remove the detailed description of the Standard Signals and Launching Procedures from the UOP, leaving only a reference that standard signals and procedures should be used in accordance with training materials. Mark Miller was tasked with drafting a revision to the training materials for review and approval at the June Board meeting.

The UOP has been revised again and the new document is available on the website. Please review [this document](#) and provide comments to the Board of Directors. Unless additional changes are requested by the membership this version will become official policy of CCSC on June 6, 2015.

CCSC 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

Russia AC-4A. S/N 14. N126TH Manufactured 1995. Total time 293.3 hrs. 12.6 meter wingspan. Empty weight 290 lbs, gross weight 551 lbs. Basic instruments & very nice Sno Bird enclosed trailer. Trailer always stored in hangar at CCSC, Waynesville, OH. Fresh annual at time of sale. \$16,500
Tom Holloran, tholloran@cableone.net, 928-251-1078
<https://www.flickr.com/photos/129750433@N07/sets/72157650983503295/>

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!

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.

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: Kevin Price , **Tow Pilots:** John Armor,
Mark Schababerle, Richard Perry, **Instructor:**
Paul McClaskey, Bill Gabbard, Tom McDonald,
Richard Perry. **Crew:** Gerry Daugherty, Waseem
Jamali, Courtney Ohl, 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:

PRESIDENT: John Lubon, 513-543-9154
SAFETY OFFICER: Paul McClaskey, 614-245-
8129
DIR OF OPS: John Atkins, 937-475-4298
CREW SUPERVISOR: Brian Stoops, 937-203-
6997
CHIEF INSTRUCTOR: Larry Kirkbride, 614-725-
8761
DIR OF FACILITIES: Bob Miller, 937-882-6012
BUSINESS MANAGER: Noelle Stewart, cell: 513-
932-1833, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley

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