

**Caesar Creek Soaring Club**

September 1, 2015

**NEWS YOU NEED TO KNOW**

- Plan to participate this Saturday, September 5, in Founders & Builders Appreciation Event. Please RSVP to [Maury Drummey](#).

**CALENDAR OF UPCOMING EVENTS**

Sep 5	Founders and Builders Appreciation Event - Maury Drummey
Sep 12	The Great Wright Brothers Carnival - Huffman Prairie Flying Field
Sep 15	Order of Daedalians, Flight 9 - Bernie Fullenkamp
Sep 18-20	Boy Scout Troop 598 - Maury Drummey
Sep 19	Annual Hors D'oeuvres and Wine Sharing Party - 5 PM - JoAnne Pedersen

**CONGRATULATIONS TOM GEYGAN**

On Wednesday, August 26, Tom Geygan passed the Practical Test for his Private Glider rating. This was not an ordinary test. Mike Puehler, the FAA Chief Examiner observed the entire event because Bob Miller was being evaluated as an examiner. Tom is a retired lawyer, both Air Force and civilian. He has been flying powered aircraft since 1957 and has a Private certificate with an instrument rating and repairman authorization for his Christen Eagle biplane which he built and first flew in 1995. Congratulations Tom.



**Bob Miller and Tom Geygan at the completion of the Practical Test which resulted in a Glider rating for Tom and a DPE endorsement for Bob.**

**CONGRATULATIONS BOB MILLER**

Bob Miller completed the final step in a year-long process on Wednesday and received the official Designation as a Pilot Examiner (DPE). Mike Puehler, the FAA Chief Examiner, came to CCSC and observed the oral and flight portions of Bob's first practical test (which resulted in Tom Geygan receiving his private glider rating). At the conclusion of the test Mike provided his signature giving Bob authority to conduct Practical Tests for Private, Commercial and Flight Instructor privileges in gliders.

Bob will be replacing Dick Eckels as the DPE. Dick has been our examiner for 15 years and has performed the Practical Test by which many members obtained glider ratings. Bob expressed the desire to publicly thank Dick for his help in getting through the process to earn the designation as a Pilot Examiner.

Bob has been a member of CCSC for seven years and has served as a flight instructor and tow pilot. He is co-owner of a PIK 20 B glider based at CCSC. He also provides instruction in gliders at Stewart's airport on a part-time basis. Bob will be working with our Chief Flight Instructor and other instructors on development of a new curriculum for glider flight instruction. The goal will be to improve the efficiency of our training process to facilitate students completing the process in a timely manner and obtaining their pilot license. Because the FAA is putting special emphasis on stall/spin awareness training, Bob has indicated that he also will put special emphasis on assuring that all CCSC pilots are competent and operate safely in this aspect of flight.

### **WELCOME NEW MEMBERS**

Bill "Doc" Barone has been helping on Wednesdays for quite some time and finally succumbed to Steve Statkus' salesmanship. Bill has had a life long interest in learning to fly, but has put it off until now. His career in aerospace spans 50 years with experience working for General Electric, Pratt & Whitney, Rolls Royce and McDonald Douglass. One of his interests is antique convertibles - he owns eight. Welcome Bill.

Carter Aleson joined as a Youth Member. He is a student at Sycamore High School just starting his aviation career. Welcome Carter.



**Bill "Doc" Barone finally succumbed to Steve Statkus' salesmanship and decided to join CCSC.**

### **JIM GOEBEL'S CHALLENGE #3**

#### **Prepare, Think, Goals, Tolerances and Patterns/Landings**

(If you want something to read, try Aircraft Handbooks, Practical Test Standards {PTS}, and the Glider Flying Handbook)

You can choose Safety, or you can choose to be Unsafe. You CANNOT choose to ignore Safety; by ignoring Safety, you are choosing to be Unsafe.

Safety exists on a spectrum. At the extreme Safe end of the spectrum, all our gliders would remain hangared; and, we pilots would stay cloistered at home with family and friends (germophobically protected of course), eating healthy and exercising in a well-padded/ventilated/lit room. Wilber Wright said, "If one were looking for perfect safety, one would do well to sit on the fence and watch the birds." At the other end of the Safety spectrum we are moments from an accident/mishap/unplanned happening. A pilot/clubmember/guest is likely wishing (before or after the event) that he/she had NOT done the THINGS that led to the bad event. Our daily glider club



operations fall somewhere (mostly Safe) on the Safety spectrum, but we have too MANY singular, Unsafe/questionable spikes, of differing hazard levels, being performed individually by club members and guests.

Ignorance of Safety has its roots in COMPLACENCY (Remember Challenge #1, Human Factors?).

- Are you arriving at the airport well prepared, with your game face on and ready to play a Safe game of glider flight? Do you have GOALS (preparation, flight execution, postflight) for the day? Have you studied (FARs, PTS, weather, logbook, syllabus, aircraft/equipment operating handbooks)? Or are you complacently “just gonna fly” or “just gonna let the instructor figure out what I require”?

- Are you thinking about your ground operations? Are you watching for (and out for) others around you? Is your preflight thorough? Does it include: Pilot, Aircraft/Equipment, EnVironment, Eventualities (PAVE)? Are you “Switched-on” for the launch? The British Glider Association (BGA) tends to breed “Switched-on Pilots”. (This might be due to BGA’s higher reliance on winning.) Or, do you “Switch-on” only after releasing from the tow plane...after a 7 minute tow, nine miles and 3000 feet? Is your lift-off low speed, or are you worm-killing (at well above L/D max speed) until the tow plane launches? Do you wallow behind the tow plane?

- Do you “fly the plan” and predict the future? Or, do you react to the present...and recover? Are your roll rates crisp and coordinated (especially back in the pattern), or falling-off and sloppy. Is speed constant and appropriate for the conditions, or wandering? Is straight (or crabbed) really straight? Are you clearing well and often?

- Are approach speeds and final glide angles constant and of appropriate energy for your glider? Is your touchdown an on-target and on-speed landing, or an unplanned, ballistic compromise among a tail-crashing stall; a hard landing; or a fly-it-on-at-approach-speed landing somewhere, on/off property?

- In postflight, are you enforcing what you did right, and learning to optimize and make fewer mistakes? Are you planning for your next flight?

My challenge(s) this week (and always) is/are to: 1) Engage the brain more (in flight preparation and throughout the flight); 2) Fly more crisply to tighter personal tolerances; and 3) Critically perform better on-speed/on-angle approaches and on-speed/on-spot landings. Fly thinking! Fly to more and higher goals and with tighter tolerances! Is there room for improvement? Go there. Think Safety! (Do not be a candidate for a Darwin Award). Until next week, FLY SAFE! ([goebeljw<at>aol.com](mailto:goebeljw@aol.com))



**Norb Maurer launching brother Manfred Maurer. On Saturday each got a turn flying for a couple of hours in the strong lift that developed ahead of the thunder storms.**

## **FLIGHT ACTIVITY**

Tuesday the weather was enticing so five private gliders set out in search of adventure. Although the forecasts were all good, they were all wrong. There were two land outs, one requiring a trailer retrieve and the other on an airport from which an aero retrieve was made. Wednesday the skies were overcast until time to put the toys away, but there was a good crowd eager to take training and fun flights. Including Tom Geygan's Practical Test there were a total of 16 flights. Steve Statkus, Dick Scheper and Keith Kilpatrick worked on repairing a hole in the fabric on the elevator of 16Q, took a golf cart for engine work and the utility trailer for new tires.

Steve Fenstermaker's 1st Saturday Crew was supplemented by other club members on Saturday and launched 14 flights before rain forced early termination of the fun. Mike Karraker's First Sunday Training Crew had a busy day with new members and a Mile High Intro Flight. There were 25 flights in good flying weather before rain threatened.



**While others were flying Wednesday Dick Scheper and Steve Statkus were working on the repair of the elevator for 16Q.**

## **EXPECT THE UNEXPECTED**

A couple of weeks ago, two tow planes launched gliders in rapid succession....quicker than normal. After the first launch a golf cart began crossing the runway at midfield, at about the same time the second towplane began its takeoff. Kinda too close for comfort. ALWAYS look around when recovering a glider, carting to the hangar, even walking around on the field. Gliders (and towplanes too) are really quiet in the pattern, golf carts have roofs which block our vision, the runway slopes down toward the pond making it difficult to see the east end of the field. Lots of stuff happening. And need for caution, awareness should NEVER stop. Expect the unexpected! - Dick Scheper

## **FOUNDERS AND BUILDERS APPRECIATION EVENT - SATURDAY, SEPT. 5**

Plans are being made for an event to show our appreciation to those who have labored hard and long to create and sustain the wonderful club and facility that we enjoy. Put Saturday, September 5, on your calendar and set it aside to join with other members in a pot luck meal and celebration. Volunteers are needed to help grill the meats that the club will be providing to all participants. Additional volunteers are needed to provide transportation to any of the Founders and Builders who have such a need. Be sure your flight currency is up to date so you can help any of our honored guests who desires to enjoy a flight while the thermals are at their peak during the afternoon. [Maury Drummey](#) will appreciate hearing from you to volunteer to help.

## **THE GREAT WRIGHT BROTHERS CARNIVAL - SATURDAY, SEPT. 12**

The Great Wright Brothers Carnival will take place on Huffman Prairie Flying Field on the Wright-Patterson Air Force Base on Saturday, September 12, 2015. The event opens to the public at 10:30 and runs to 4:30. CCSC has been invited to set up gliders for display as part of the event. Please consider helping with the CCSC display for a couple of hours. This Aero Carnival looks to be the biggest one yet.



## **SECOND ANNUAL HORS D'OEUVRES AND WINE SHARING PARTY** **SATURDAY, SEPT. 19**

Please join us for conversation and fun on the patio Saturday, Sept 19th, around 5 PM, rain or shine. Just bring an hors d'oeuvre to share, and a bottle of wine if you wish, don't forget a glass. No need to worry about grilling! Just relax! Note that this takes the usual place of the potluck. - JoAnne Pedersen

### **ADDRESS CHANGE - ROLF HEGELE**

Just a reminder that we are no longer using PO Box 918. ALL correspondence should go to:

CCSC  
PO Box 920  
Waynesville, OH 45068

Unfortunately the Post Office is not always forwarding the mail, but is returning it to sender. If this happens, please let us have the returned envelope so we can show them what is happening.

### **CCSC BOARD MINUTES**

[http://soar-ccsc.com/?page\\_id=484](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/>



**Saturday Tim Christman was eager to try out his new one - man mechanisms for unboxing and assembling his glider. For his trial run he was careful to assemble an able crew to assist: Norb, Christian and Manfred Maurer and John Dudley were all happy to help.**

### **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!

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.

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:** 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.

### **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.  
**Instructor:** Bob Miller, Rich Carraway. **Crew:** Jul  
Alvarez, Don Burns, Stephen Kleine, Caitlin  
Lyons, Anil Mahajan, Irwin Mahajan, Jacob  
Moore, Nick Oleska, Dave Rawson, Skye Toomey,  
David Whapam, Joe Zeis.

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

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

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

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

### **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, Jack  
Runyan, 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©,  
Jon "Rusty" May, Laura May, Topher May, Jack  
Morari, Tony Rein, Zach Siefker, Joey Tomei.

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

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

**CC:** Steve Statkus (cell: 513-720-8955), **ACC:**  
Rik Ghai. **Tow Pilots:** Ron Blume, Matt Davis,  
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, Pete Schradin, Stefano  
Sinigaglia, Chloe Williams.

## **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, 937-750-  
3788  
**CHIEF INSTRUCTOR:**  
**DIR OF FACILITIES:** Bob Miller, 937-882-6012  
**BUSINESS MANAGER:** Noelle Stewart, cell: 513-  
932-1833, [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)  
**FREQUENT FLYER EDITOR:** Jim Dudley

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