



Caesar Creek Soaring Club

September 22, 2015

NEWS YOU NEED TO KNOW

•

CALENDAR OF UPCOMING EVENTS

- Oct 3 Board of Directors Meeting - 9:30 am - John Lubon
- Oct 17 Oktoberfest/Neighbor Appreciation Day - Maury Drummey
- Oct 17 Firewood Cutting Day - Bob Miller

WHAT'S A 1-26 DAY?

Actually, any day you climb into this sweet little glider is a 1-26 day, but this past Wednesday was really a great day to fly, and if you're lucky enough to be flying a 1-26 you know what I mean. Most glider pilots graduate to bigger (read more expensive) gliders that excel in cross country capability, and are beautiful to look at. They are works of art for sure. Almost to a man, these glider pilots have some 1-26 time in their log books and will share some stories of past daring deeds attempted in this little bird.

If your idea of enjoyment involves puffy clouds sitting on top of a nice column of warm rising air, you won't find a better seat than in a 1-26. - Steve Statkus



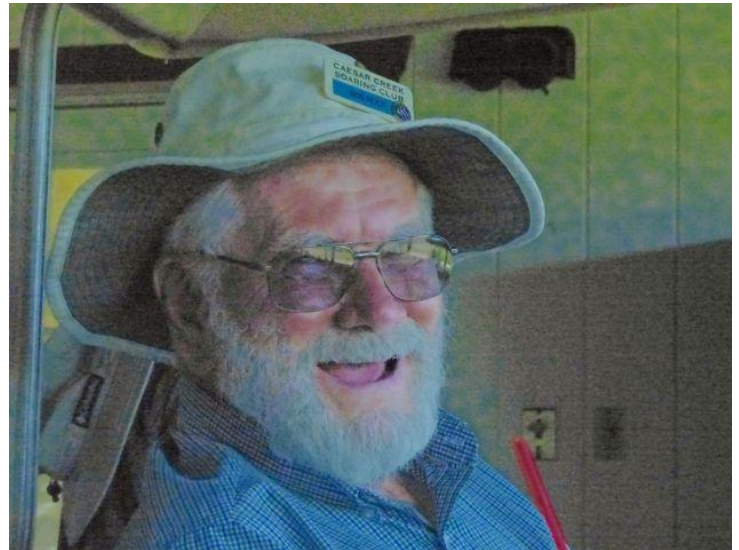
Steve Statkus got an earlier start in his 1-26 on Wednesday, so when he spotted Lynn Alexander in 548 he was in position for this great shot. Lynn never did manage to catch Steve, but the challenge enabled Steve to log his best flight of the year. Ask Steve how many times he made it around the inner course during those two hours?

BOB ROOT GIVES UP ON 2ND SATURDAY CREW - WEDNESDAYS ARE MORE FUN!

After 45 years of trying, Bob Root has decided the 2nd Saturday Crew is just flat untrainable and is turning the task of cat herding over to long time crewmember, Dick Holzwarth. However, he's not lost faith in the Wednesday crew, so he'll continue to brow beat those incorrigibles until further notice. This bit of news was shared this past Wednesday afternoon, but only after our Great Leader had lubricated his vocal cords in the holy tradition of Wednesdays at the Glider Port.

To say we were thunderstruck is an understatement. So, in an effort to understand and put in context the enormity of this announcement I grabbed a cocktail napkin (really the back side of a tow card but cocktail napkin sounds better) and did some math. Bob has served as crew chief on about 1276 days over the last 45 years; about 736 crew days were accumulated on Wednesdays. And he's still married to the same long-suffering wife, Ola. This is one of those records that will never be surpassed.

Aviation attracts all manner of strange and colorful personalities, but soaring seems to have that gravity where the really unique people come together and share the magic. It's an honor to be part of this tribe and serve with one of the best. Thanks, Bob, for your service. - Steve Statkus



Bob Root announcing to the Wednesday Crew that he is done with the 2nd Saturday Crew.

WEDNESDAY WAS NEAR-PERFECT FOR SOARING

There were 22 flights including two Mile High intro rides. The 1-26's thrived on the lift around Waynesville, but conditions were a little less robust to the west. One land-out at Richmond, IN, required an aero retrieve to get home. - Bob Root

BOY SCOUT TROUP 598

Friday evening scouts and parents set up came near the pond for a weekend camp out focused on the Aviation Merit Badge. Although passage of a cold front Saturday resulted in some rain and low ceilings that curtailed flying after only 5 scouts had a chance, before they left on Sunday all the 12 scouts who wanted to fly enjoyed a flight. One former member of this troop was inspired by his visit to CCSC in prior years and has now earned his pilot certificate. Several expressed interest in Youth Camp and at least one family is considering becoming members of CCSC. The boys enjoyed themselves and the Scout Leaders appreciated our hospitality for the weekend. Including the Scout flights and one additional Introductory Flight there were a total of 28 flights on Sunday.



Scout Roman Steele eagerly prepares for his Introductory Flight as Rich Carraway explains the controls in 135.

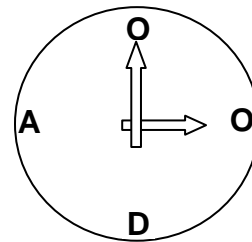
ADM AND THE OODA LOOP

Soaring is probably the most interesting and challenging flying that you will ever enjoy. The reasons for this are, of course, that you must be continuously engaged, continuously aware of your situation and continuously in the process of decision making. It has been recognized by the FAA and other organizations in the last 30 or 40 years that aircraft accidents generally have been less the result of mechanical failure and more the result of a failure of good decision making by pilots.

In *The Glider Flying Handbook* you will find a chapter devoted to Aeronautical Decision Making (ADM). In this chapter the authors provide, along with other information, an acronym to facilitate the intellectual process: DECIDE. The difficulty is that, in practice, the DECIDE acronym is a bit cumbersome. Fortunately we have another mental device given to us some time ago by an extraordinary thinker and USAF fighter pilot. Col. John Boyd developed the OODA loop originally as a mode of thinking for pilots in tactical situations. It has, since then, been shown to be a mode of thinking which can be effectively applied to any dynamic or even inter-personal scenario. The advantage of the OODA loop is that it guides us through a continuous process and it flows easily and logically.

Picture the face of a clock:

- At 12:00 is "O" for observe
- At 03:00 is "O" for orient
- At 06:00 is "D" for decide
- At 09:00 is "A" for act



So the decision process proceeds in a clockwise direction.

Consider: A problem arises or is seen to be arising. Perhaps a rope break, a conflict in the landing area or an encounter with great sink over inhospitable terrain.

First: **OBSERVE**

Take time to observe and understand all you know about your situation. Be aware that it is often the case that you have a bit more time than you think you have. Do not rush your evaluation.

Next: **ORIENT**

Based upon your understanding, assess the alternatives which are available to you.

Next: **DECIDE**

Based upon your understanding and assessment, decide on the best course of action.

Then: **ACT**

Based upon the preceding observation and thought processes, do that which you have determined to be correct. And be aware that sometimes delaying an action is correct.

So we have proceeded around the loop and have returned to the point of origination to begin the decision process anew relative to our situation as we have affected it.

In conclusion, sometimes the difficulty we have with decision making is the inability to determine a place to begin; experiencing the illusion of being in the midst of uncontrollable events swirling around us. Perhaps stress has got the better of us or perhaps we have just never considered the possibility of the current event. The OODA loop provides a mental device for locating the starting point, a place to, metaphorically, plant your feet and then to logically and in a disciplined way work through your problem.

Give it some thought. - John Atkins

CONGRATULATIONS TONY REIN - FIRST SOLO

Sunday was a great day at the gliderport with lift to 6300' and 3 to 5 knot thermals to get there. It was the right day for a first solo flight and Tony Rein was ready. With endorsements from Bill Gabbard and Larry Kirkbride, Tony chose to fly N36135 (The Pickle). Congratulations, Tony.

NO ONE FIGHTS CANCER ALONE - TEAM B

The fundraiser for Gary and Belinda Adams has new auction items: two Mile High Glider Ride Gift Certificates! Thank you to members of CCSC for your generosity in helping to support long time CCSC member Gary Adams and his wife Belinda during her battle with cancer.

The fundraiser is being held Saturday, September 26, from 5:00-10:00 pm at the Wilder City Hall, 520 Licking Pike, Wilder, KY 41071. There is an admission fee of \$12.00 which includes 2 drink tickets and snacks. More info on Facebook: <https://www.facebook.com/events/454908541300955/>

If you are unable to attend to bid on the many items available at the silent auction and want to donate monetarily a GoFundMe page is set up: <https://www.gofundme.com/bz2mv5y8>

Thank you for your thoughtfulness and prayers as Belinda continues to fight for her life.-Lorrie Penner



Gary and Belinda Adams.

THANK YOU FOR HELP WITH THE DAEDALIAN EVENT

The weather man blessed the Daedalian event on Tuesday with perfect fall weather – clear blue skies, a very defined horizon line, high 70s, a light southerly breeze, and enough light lift to demonstrate thermal climbs without cascading the schedule out of control. 23 flights were flown and enjoyed by all.

The real blessing was how the members of CCSC stepped up in the tradition of our “volunteer” organization to support this event. A sincere thank you to the operations crew which was led by Crew Chief; Maury Drummey; Crew: Jonathan Fullenkamp, Lynn Alexander and John Atkins; Tow pilots; Bob Miller, Tim Christman and Larry Kirkbride; K-21, SD pilot: Don Green, K-21, CC pilots: Mark Miller/Kevin Price and Grob-103 pilot: Bernie Fullenkamp.

As the sun set, the crowd of 75 enjoyed the catered meal and were inspired by Marybeth McManus and her presentation on the CCSC Youth Soaring Program.

CCSC is a great group of flight enthusiasts who are willing to share the joy of flight – Thank you to all who supported the Daedalian event on Sept 15. - Bernie Fullenkamp.

ONLINE GROUND SCHOOL FOR GLIDERS

Are you (or your students) stuck on the dreaded FAA Knowledge Test, or maybe a transition pilot trying to gear up for the oral exam? Let's face it, prepping for these by yourself is daunting. Most online or traditional test prep courses are just that – test prep – and do a poor job of actually teaching the material. Plus, they are specific to airplanes, not gliders. The Knauff series used by many of our

students does center on gliders, but it also centers on the teaching style of the author. It requires a lot of filtering to get to answers to test questions from those books. Scheduling a traditional ground school isn't easy either.

I learned of an online ground school for gliders via an ad that showed up on my Facebook feed a few days ago. I clicked on the link, took the sample sections, and liked what I saw. Online learning seems ideal for our club, and author and MIT engineering graduate, Russell Holtz, has done a nice job with his series of instructional videos. He is teaching the material, not the test. He uses FAA test questions to review each section, and you get immediate feedback on your answers. The cost is much less than a traditional or weekend ground school, and could easily cut months off of the time it takes a typical CCSC student to go from first solo to license.

Here is the link to get you started. See what you think, and go finish that rating!

<http://www.gliderbooks.com/online-courses.html> - Tom McDonald

DO YOU GET A NEWSPAPER?

What do you do with the Sunday paper when you are done with it? Well... bring it to the gliderport and we will recycle it for you. With the winter months approaching we are always looking for paper to start fires. We have the wood, just no paper to start a fire. So help us out and bring your newspapers down and put them on the hearth. Thanks in advance. - Brian Stoops

CART 5 EQUIPPED WITH NEW BATTERIES

The full set of batteries in cart 5 have been replaced and the cart is now running well. There is no tow rope attached as a reminder that it is to be used for moving people, not airplanes. - Steve Statkus

RADIO CHARGERS

The hand held radios have rechargeable batteries that will last a long time if treated kindly. This means that they should be turned on when the pilot does his cockpit preflight checklist, and off at the end of the flight. It also means that we can't just leave them plugged in and charging 24/7. So, we've installed a timer in the crew chief's locker that is set to come on at 6:00 am and turn off at 7:00 am each day of the week. So when you go to the crew chief's locker to retrieve radios at the beginning of your shift do not be alarmed to not see red lights winking at you. The radios will be charged full. Just make sure that the radios are turned off before you put them in their cradles.

Thanks for your attention to this part of our glider experience. - Steve Statkus

MINUTES FROM BOARD OF DIRECTORS MEETINGS

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

Free to good home. Four heavy duty and six lightweight jack stands, wooden steps, and a clean 16 gallon water bottle with a faucet at the bottom. They were under my RV at spot C-2 in the campground. Everything is in decent shape, with nothing wrong that can't be cured with a little WD-40. If you can use these, go pick them up. I will dispose of them shortly if they are not claimed. – Tom McDonald

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.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: Kevin Price , **Tow Pilots:** John Armor,
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.
Instructor: Bob Miller, Rich Carraway. **Crew:** Jul
Alvarez, Don Burns, Anil Mahajan, Irwin
Mahajan, Jacob Moore, Nick Oleska, Dave
Rawson, Skye Toomey, David Whapam, Joe Zeis.

2ND SATURDAY

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

2ND 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.

3RD 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 ©.

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, Tony Rein, 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,
Michael Hayden, Casey Hildenbrand, Henry
Meyerrose, John Murray ©.

4TH 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: Kevin Price,
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
FREQUENT FLYER EDITOR: Jim Dudley

Revised 9/22/15