



Caesar Creek Soaring Club

October 6, 2015

NEWS YOU NEED TO KNOW

- Your help is needed on October 17. Come out and enjoy!

CALENDAR OF UPCOMING EVENTS

Oct 17	Oktoberfest/Neighbor Appreciation Day - Maury Drummey
Oct 17	Firewood Cutting Day - Bob Miller
Nov 7	Board of Directors Meeting - 9:30 AM - John Lubon

FIRST SUNDAY CREW BUSY FLYING AND TRAINING

The weather was beautiful so Mike Karraker and his crew were busy. The twenty flights provided ample opportunity for three new members to learn CCSC standard procedures and still take some instructional flights. Later in the day ASK-21 CC was taken to Waynesville Airport to support the airshow.



Christian Maurer caught this photo of Norb Maurer (l) and Bob Miller (c) getting CC into position at Cubby's for the air show on Sunday. There was a good crowd at the air show. CCSC brochures were handed out to several who are interested in soaring.

CLUB STATISTICS

<u>ACTIVE MEMBERSHIP</u>	<u>10/1/2014</u>	<u>10/1/2015</u>	<u>FLIGHT ACTIVITY</u>	<u>2014</u>	<u>2015</u>
Full Members	157	166	Last month	248	230
Family & Youth	41	36	Year to Date	1620	1658

NEW MEMBERS

At the October meeting the Board approved membership applications from Ronald Kellerman, Bruce Porter and William Grawe. Welcome each of these new members when you see them.

GAS COST - FUEL INDEX

The fuel index is now \$0.34/100 ft.

FINANCIAL CONDITION

Thanks to a small increase in membership relative to plan, a small increase in flying relative to plan and an increase in Introductory Flights relative to plan the YTD income is \$8,400 ahead of plan. Expenses have been held \$16,800 below plan. The primary reason for expenses being below plan is that the weather delayed painting the roof of the main hangar, so \$12,000 allocated for that work will be due in another week if the painting is completed this week as expected. Also, the \$5,000 bill for runway drainage improvements has not been received or paid even though that work was completed in August. So, expenses are really tracking quite close to plan. There is ample cash on hand to cover all foreseen expenses and provide a good cushion to get us through the winter months when expenses for annual inspections are high and flight revenue is reduced. So, overall the club financial condition is healthy.

MEMBER CREW RESPONSIBILITIES

One key to keeping flying costs affordable is that members do all the work to operate CCSC on a voluntary basis. For anyone to be able to fly it is essential for there to be others serving as tow pilots, instructors, ground crew, maintenance staff, etc. Recently there have been several days on which crews were understaffed with an impact on other members who wanted to fly, so here is a reminder about what our Uniform Operating Procedures (section 2.2) say about each member's responsibilities.

New members must serve on a crew: "All new members of the Caesar Creek Soaring Club are required to serve on an active crew for a minimum of twelve (12) months upon joining or until they receive their Private Pilots Certificate, whichever is longer. In the event that there are circumstances that do not allow the individual to serve on a weekend crew, the Board may assign other activities that contribute to the organization."

Each new member is expected to join the 1st Sunday Training Crew until completing the training and then move to another crew. The Crew Supervisor (Brian Stoops) will work with you to make this a good match to your personal situation as well as the club's needs.

Arrive on time or arrange for a substitute: "Flight Operations are scheduled to start at 10:00 AM on each regular crew day. All crew members are to report for duty at 9:30 AM and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence."

"Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions. During the occasional days when no flying or less than a full days flying is done, each crew member is expected to meet at least the equivalent of a half a day's effort on behalf of the club. Such effort could involve things like maintenance, repair, cleaning, mowing, etc. Crew Chiefs will direct such effort."

COMING SOON: IMPROVED GLIDER PILOT TRAINING SYSTEM

The effort has commenced to overhaul the CCSC pilot training program to standardize all flight operations required by the FAA practical test standard (PTS) and to prepare for future implementation of the Airmen Certification Standard (ACS) which will eventually replace the PTS. An initial step is for the Flight Instruction Committee, a small group of CCSC instructors, to work with our DPE, Bob Miller, to agree upon and reduce to writing/pictures all of those procedures. Subsequently, each CCSC instructor will fly with one of the Committee for a checkout of their instructional technique for the standardized procedures.

The Board has agreed that the club will defray the costs of these standardization flights, fully covering the development of the standards (up to 16 flights) and covering all except the Altitude Index Fee (fuel charge) for each instructor's check flights on an ongoing basis.

WHAT IF THE RELEASE FAILS? WHAT IS YOUR PLAN? - TONY REIN

The other day, Tom MacDonald was quizzing me on signals, and we spent a few minutes discussing the "Nobody can release" scenario. We all know the drill: Glider assumes low tow position, towplane descends **slowly**, and the two aircraft land together. The towplane lands long, so as not to drag the glider through the trees.

But where would be the best place to land? My inclination, with an airline background, is to slow down in an emergency – as long as the aircraft are under control, there's no rush at all to get back on the ground. Also, in a situation requiring a non-standard approach, I'd tend to gravitate towards the longest possible landing area within practical range. So, assuming the towplane has enough fuel, I'd be all in favor of heading for Wilmington or Dayton International or Wright-Patterson AFB, whichever has the least crosswind that particular day. They're easy to get hold of, since they monitor 121.5. And it's an emergency, so the lack of a transponder is irrelevant. In my opinion, one of these places, or somewhere similar, would have several advantages:

- Long runways, so the towplane can land way long with no worries about running off the end
- Unobstructed approaches, allowing a nice straight stable descent at 200 feet per minute or so
- If worse comes to worst, emergency crews standing by

I believe those advantages would outweigh the familiarity, ease of logistics, etc. offered by a return to good ol' CCSC, or even Cubby's.

However, I'm very new to this whole glider thing, and I've never done any towing, so I want to know what you all think, and what suggestions you have:

- Other low-time glider pilots without a power background?
- Glider pilots with lots of experience in high-performance ships?
- Tow pilots? (I'd especially like the thoughts of the tow pilots!)

How would you go about making this decision?

FIREWOOD CUTTING DAY - SATURDAY, OCTOBER 17

In case you have not noticed, winter will be here soon and our firewood supply is nil. Since we heat the clubhouse primarily by burning wood in the fireplace, the time has come to replenish the supply. October 17 is the day. There are 8 dead ash trees to cut and split. Hopefully that will yield the 2 chords that we need. Please plan to help. Then stay for Oktoberfest and enjoy some refreshment.

CAMPGROUND SPOTS AVAILABLE

In prior years there has been a waiting list to get a spot in the campground, but right now there are good spots available. As you are considering how to spend more time flying and less time driving and as you are looking for a peaceful and pleasant place to hide away from your busy work week, think about joining the members who regularly camp at CCSC each weekend or even the full summer.

HOW HIGH CAN A GLIDER GO?

Would you believe 90,000 feet? Well, not yet, but that is the goal for the Perlan 2 Glider which flew for the first time on September 23. (A Wednesday, of course!) Eventually, using stratospheric mountain waves, the hope is that Perlan 2 will go as high as 90,000 feet. Here is a 2 minute video: <https://www.youtube.com/watch?v=4GvreViQLMg>. By the way, the first pilot in the video is 'JP', Jim Payne, a former member of Caesar Creek Soaring Club.



As CC was rolling for take off to return to CCSC Christian Maurer took this photo showing the extensive setup for the air show and the crowd that was still lingering to enjoy the event.

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

Hangar space at Butler County. <http://bcra.butlercountyohio.org/pdf/hangarRentalInfo.pdf>

FAA Airman Knowledge Testing Center ([PSI](#)) at Butler County.

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©, Mark Schababerle.

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:**
Carter Aleson, Jul Alvarez, Bill Barone, Don
Burns, Russell Cook, Del Doddy, Michael Fuller,
Bill Grawe, Anil Mahajan, Irwin Mahajan, Bruce
Porter, Dave Rawson, Skye Toomey, Michael
Williams, 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, Richard Eslinger, Kat McManus. **Crew:**
Gary Adams, Soren 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, Mike
Brewer, Jon "Rusty" May, Laura May, Topher
May, Jack Morari, Tony Rein, Zach Siefker, Joey
Tomei, David Whapham.

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-
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