

**Caesar Creek Soaring Club**

October 20, 2015

**NEWS YOU NEED TO KNOW**

•

**CALENDAR OF UPCOMING EVENTS**

Nov 7      Board of Directors Meeting - 9:30 AM - John Lubon

**CONGRATULATIONS ZACH SIEFKER - PRIVATE PILOT**

Thursday was another great day for flying gliders. For Zach Siefker it was the right day for passing the Practical Test for his Private Pilot Certificate. Zach grew up in Columbus, OH, and is now in his third year at University of Cincinnati, studying Electrical Engineering. He alternates terms between his academic classes and a co-op job with Duke Energy where he has been designing substations. Zach joined CCSC a little over a year ago and has been making steady progress in preparation for the check ride. His first solo flight was 10 months ago on December 21. Bill Gabbard and Larry Kirkbride helped Zach polish his skills. Bob Miller was the examiner. Zach is a member of the Third Sunday Crew and Sunday he recruited Bill to fly with him again to get a rear seat check out in the 2-33 so he could commence work on his Commercial ticket. Congratulations, Zach.



**Zach Siefker receives new CCSC badge with blue ribbon signifying his Private Pilot status from examiner, Bob Miller**

## WELCOME NEW MEMBER BILL HALL



**Bill Hall (front seat) came out Wednesday and joined CCSC. A year ago he checked out the club, then decided to get some motor-glider training at Sporty's. In the meantime he has been monitoring club activities and eventually realized that the Wednesday Crew really does have more fun. Bill Gabbard (rear seat) was ready to help him become familiar with the handling characteristics of a 2-33. Bill and his wife Krista recently moved to the area following his retirement from a career in medical imaging sales and marketing management. Earlier Bill served in the US Navy on destroyers. He has always wanted to learn to fly and is looking forward to getting a lot of flight time as a member of CCSC.**

## WEDNESDAY CREW CHIEF REPORT

Bob Root reported that the Wednesday Crew flew 16 flights. Although the weather was beautiful, it was a little breezy with surface winds up to 15 kts. Dick Eckels provided chili to start the annual winter time tradition of soup for lunch on Wednesdays. It was pronounced the "best soup we ever had!" (Unfortunately the photographer was too busy enjoying the chili and forgot to use his camera.) Dick then wished every well and left to help Laurel finish preparations for their trip to Florida.

## WELCOME NEW MEMBER BILL CLAWSON



**Bill Clawson (rear seat) came last week to check out the club. He flew then with Bill Gabbard, met several club members and learned enough about the club that during the week he mailed in his application. On Saturday he returned with his friend and Net Jets colleague, Paul Heimann (front seat) who is already a CCSC member. Although he has not flown gliders for ten years, Bill is an experienced glider pilot with a CFI-G. He has also logged about a thousand tows in Pawnees. Recently Bill purchased an LS3, so he is eager to resume soaring. Bill and his wife have a daughter who is in the 10th grade. Welcome Bill and his family.**

## CAMPGROUND SPOTS AVAILABLE

There are good spots available in the campground. 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.

## WELCOME NEW MEMBER JAKOB SALZMANN



Jakob is a 16 year old exchange student from Finsterwalde, Germany who is living with CCSC youth member, Jack Runyan, and his family for this school year. Norm Leet welcomed Jakob and presented him with his CCSC Badge on Saturday. Jakob got a chance to fly with John Lubon to commence his glider pilot training. He has also enjoyed talking with Dieter and Henry. Jakob will serve on the Third Saturday crew and hopes to fly as much as possible before he returns home in June.

## FIREWOOD CUTTING DAY - BIG SUCCESS



By the time for the Oktoberfest gathering at the clubhouse there was a nice stack of freshly cut and split firewood that will meet much of the season's heating needs. However, based on prior experience it may be necessary to have one more event to be sure we don't run out some Wednesday in February just as the soup is ready to serve.

## OKTOBERFEST



**A great crew of wood cutters showed up early Saturday morning and tackled the dead trees along the north side of the runway to start. This photo was taken as part of the crew began working on the dead ash trees just north of the path at the east end of the runway. Thanks to all who turned out to help, the work went fast and everyone had fun. Several stayed on to fly or instruct and to help with Oktoberfest preparations at the clubhouse.**



**Meanwhile at the flight line there was activity all day long as 10 neighbors who live on the properties surrounding CCSC came to enjoy a free flight as the club's guests. With several training flights and fun flights the total came to 31 for the day. Did you notice the new picnic table and fresh paint on the old table? Thank Bob Miller for that also.**



**Irwin Mahajan helped cutting firewood and then came to the flight line for a couple of training flights. While waiting his turn he enjoyed a little affection from the pot-bellied pet pig that a neighbor boy brought on a leash.**



**Steve Festermaker took his turn as grill master.**



**Members and neighbors started gathering in the clubhouse well before time to eat.**



All thanked Maury Drummey after dinner for his leadership in organizing the event.

### **MORE OKTOBERFEST PHOTOS**

Norm Leet provided many more photos which are available at:

<https://www.dropbox.com/sh/ust7m7el8lpbjal/AAAH8rMxFB-I9cdvIjIXEMTDa?dl=0>

### **COMMERCIAL CHECK RIDE COMPLETED**

This Monday, October 19, was Jim Dudley's turn to fly with Bob Miller. Larry Kirkbride provided instruction and endorsement. He also flew the Pawnee tow plane. Bob and Larry were both hidden behind the camera for this shot. Thanks to both of them for all that they do for the members of CCSC.



## **THE STORY OF BABE**

I could start this tale many ways: Three guys meet in a bar, a hanger, a lifeboat, or maybe just tell it like it happened, which is my choice. Regardless, it is a story of a problem, of discovery, and of club members coming together to solve the problem. We'll see how a Navy Guy, a History Major, and two engineers, one centered (ZEN), the other from left field (LF) came together, to get a glider back in service. It's a great story and if I miss state some facts, give me a break or brake..... and so it happened.

A fellow member who introduced us some years back to the altimeter setting known as "periscope depth" came to me and complained about the G102 (aka Baby Grob, hereafter known as Baby) not having any brakes. I inquired as to the need for brakes at our 3000-foot grass field and got a dissertation about the history of brakes, which begins shortly after the invention of the wheel some many thousands of years ago. OK, I'll look into it, which satisfied this SUBmariner (hereafter known as SUB for short) and, he offered a possible solution, which he'd used on a similar brake system. So we removed the brake assembly, disassembled same, sanded the shoes and drum, reassembled and declared the problem solved and it remained so until the next flight by SUB and his post flight maintenance briefing to me was "NO JOY" which is pilot speak for NO BRAKES. Darn it (which is PC for Marine speak.) Attempt two was to adjust the brake at the wheel assembly. Worked in the hanger but not in the grass as SUB reported again. DOUBLE DARN IT.

At this point, through Divine Intervention, a clear thinking engineer (hereafter known as the ZENgineer) walked up to the Baby and inquired as to the cause of my rather colorful language as I lay under the Baby's left wing communicating with the brake assembly. I shared the history of the problem as ZEN sat next to Baby and quietly meditated for several minutes. He then pulled out a flashlight, disguised as a ballpoint pen (that's a writing tool for those born after 1990) and dove into the Baby's cockpit headfirst. Five minutes and a small metric wrench later (we're not in Schweitzer Land anymore Todo) the brake was working, remaining so until.....we tried to exercise the brake. Remember I was under the wing, ZEN was pulling on the speed brake (retract lever was in the down and locked position.) I exerted force on the axle while ZEN applied the brake. The gear collapsed. QUADRUPLE DARN! Whoa, what a crock of (PC here.) So we looked closely at the system and found the intermediate gear assembly (a rather strange assembly of parts) had failed big time. (Place the order to Germany.)

While we waited for our German allies to make the new part we considered how the gear assembly had become a pretzel. To resolve this question we enlisted the aid of our local glass glider repair expert (and History Major, here after known in reverence as THE ORACLE, aka TO.) TO stopped work on revenue project that would have resulted in him driving a new 2016 Audi and came to the hanger to exercise our demons. Did I mention that TO is gifted with the ability to THINK in German? (He can so think, and he also swears like a Marine First Sergeant when around gliders that are not known as ASW, ASK, AS whatever.) After TO awoke the spirits of Chesty Puller and encouraged them to cast out the spells of STUPIDITY he declared that the gear assembly will lock UP, and DOWN and that the German designers were giving the world a brake assembly that on the best day, was marginal. But we could make it work.

And so the brainstorming (debate) began. TO and LF both dove into Baby's cockpit. Elbows and tools rattled around. Theories were developed, debated and discarded. Having no technical data contributed to the flights of fancy. It was quite a rare experience. Through all the non-productivity ZEN sat in silence, arms crossed, eyes closed, in peace. TO and LF were spent, scratching their balding heads in confusion and wonderment. The sun set at CCSC with no resolution, and no help from our German allies.

### *"The Rest of the Story."*

At the dawn of a new day, with hope in their hearts, the three principles convened at Baby's side. The old gear assembly found its way into the shop vice and was treated to some sledge hammer therapy to reshape the pretzel. It certainly was not water boarding but it was easy enough to see how desperate grown men can resort to violent action to achieve a goal. Ever the clear thinker, ZEN match marked the gear mesh on the pretzel. The new gear assembly was adjusted to replicate the old assembly gear mesh and the gear was actuated numerous times. More theories developed. TO maintained his allegiance with this Teutonic Spiritual Guides, LF went off to the land of Neutonian Physics to support his theory and ZEN spent his time in silence. The noise and heat of debate had subsided and ZEN awoke from his meditation. He suggested one and a half turns on a push rod and WALLAH, the system worked. Clear thinking grounded in reality had won the day and solved the problem.

Subsequently, SUB reappeared and suggested a placard to alert the non alert pilots that the gear handle needs to be positioned full forward when the gear is down and locked. And so it was placarded. SUB was selected to be the test pilot, which he reluctantly agreed to (manhood being at stake here) and he brought the Babe back in one piece, but he was still not happy with the brake effectiveness. So now I'm starting to consider some hammer therapy on a test pilot. But that's for another day.

The lesson to take from this event, and we were alerted to the solution by perhaps our First Female President: "It Takes a Village to Raise a Child" and the same could be said about maintaining a fleet of gliders and tow planes. We're not all experts. We bring to the table divergent backgrounds, histories, and abilities but as we have a common goal we find a way to merge those differences that results in achieving our goal. It was a great experience. I would recommend all our members try it.....and there will be another opportunity this winter as we begin the 16Q journey. - Steve Statkus



**Thanks to Steve Statkus and members of the Wednesday Crew, the Baby Grob is flyable. After helping Steve reassemble BG, Michael Hayden was the one to test fly it late Wednesday afternoon. It took some coaxing to get him to return when it was time to put the toys away. We can conclude that it flies just fine, even if it does not want to stop.**

### **WALLY DETERT IN HOSPITAL**

Alice Detert (Wally's wife) called Saturday to tell Steve Statkus that Wally has been in the hospital since Sunday. His initial symptom was breathing difficulties. Initial tests suggested a heart valve problem. He was transferred to Miami Valley Hospital, 1 Wyoming St. Dayton where additional tests were run and they found a mass in his kidney. Next step is to examine the mass. Wally's phone number at home is: 937-667-6950. - Steve Statkus

## **MINUTES FROM BOARD OF DIRECTORS MEETINGS**

([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/>)

## **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.

## **CCSC GROUND CREWS:**

### **1<sup>ST</sup> 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.

### **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:**  
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.

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

### **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, 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.

### **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, Mike  
Brewer, Jon "Rusty" May, Laura May, Topher  
May, Jack Morari, Tony Rein, Zach Siefker, Joey  
Tomei, David Whapham.

### **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, Ethan  
Maxwell, 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:** Kevin Price,  
**DIR OF OPS:** John Atkins, 937-475-4298  
**CREW SUPERVISOR:** Brian Stoops, 937-750-  
3788  
**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  
Revised 10/6/15