



Caesar Creek Soaring Club

January 19, 2016

NEWS YOU NEED TO KNOW

- Annual Field Flight Check required before flying CCSC aircraft

CALENDAR OF UPCOMING EVENTS

- Feb 6 Board of Directors Meeting - 9:30 AM - John Lubon
- Mar 5 Board of Directors Meeting - 9:30 AM - John Lubon
- Mar 19 Crew Chiefs' Meeting - 9:30 AM - Brian Stoops
- Apr 2-3 Spring Cleanup Event - Bob Miller
- Apr 9 Annual CCSC Banquet - Maury Drummey
- Apr 24-30 Ridge Soaring Trip - Mark Miller
- Jul 10-15 Youth Camp - Steve McManus

THIRD SUNDAY CREW ISSUES CHALLENGE

With 20 mph winds and snow showers there was no flying Sunday. However, the crew gathered in the clubhouse to enjoy some mid-winter "hangar talk" and lunch served by Crew Chef, Brian Stoops. He whipped up some of his infamous Chili, and it was served with Dave Whapham's Bacon Mac n Cheese, donuts provided by Tony Rein and potatoe chips provided by Zack Siefker. There was not much talking while we ate, but someone mumbled that it was "the BEST Chili they had ever had". That started a conversation about throwing out a challenge to the Wednesday crew or anyone else. Later we were joined by Mike and Lucy McKosky and Dan Reagan. After we admired the progress on the 16Q project we called it a day. Fun was had by all. - Brian Stoops



3rd Sunday Crew feasts on Brian Stoops' chili in front of crackling fire

WEDNESDAY CREW LEARNS PROCEDURE FOR A/C FABRIC COVERING

Nobody even mentioned flying Wednesday. We had the best soup ever thanks to Tony and we also learned about covering an aircraft with fabric from member and IA, Tim Morris. Tim explained the process step by step, displaying the FAA's official guidance from the [AMT Airframe Handbook](#). Then the whole crew joined in the process of covering Lynn Alexanders' horizontal stab. We also started making new control cables for 16Q. Bernie finished cleaning and waxing the G103. Great turn out by a bunch of interested and helpful folks. Lots of good work done. This club is cooking! - Steve Statkus



Early Wednesday we continued assembling the control components onto the frame and made control cables.



Tim Morris explained the detailed procedures for covering an aircraft component with fabric.

3rd SATURDAY CREW MAKES MORE PROGRESS ON ANNUAL INSPECTIONS

No flying but we managed to get some work done in the shop. G103 was inspected by John Murray. Current status is that the wings need waxing, controls need lubing, interior needs to be installed and the glider needs to be assembled but before the wings go on, we need to conduct a tension test on the spoilers per the AD. We'll do that this coming Wednesday. - Steve Statkus



Fabric is marked for cutting for one surface of Lynn Alexander's horizontal stabilizer.



Glue was used to attach the fabric over the entire surface. When that was dry the entire crew joined in to paint the fabric with dope.

REFURBISHING N3616Q - WEEK EIGHT

Saturday work was completed on new control cables for the rudder and elevator for 16Q. Keith Kilpatrick and Ron Kellerman are both becoming skilled Master Riggers but we'll need a test pilot to verify that they have hooked the controls up correctly. The rudder was covered with fabric and is awaiting sanding, taping, riveting, application of pinked tapes and final spray coats of polycote. We rough cut the fabric for the fuselage covering. Poul Peterson stopped by and got us re-thinking the wisdom of our decision to cover the fuselage completely to the nose handle. Henry brought in the new seats, properly varnished and drilled. They look really good and I think we ought to install them as is, no paint needed. We're probably two work days away from beginning to apply the covering to the fuselage. - Steve Statkus

DOLLY FOR K-21 AND GROB-103

Anyone who might have need to use the trailer to transport the Grob-103 or the K-21 should be aware of the following. John Murray provided this reminder to help club members use the right equipment when transporting the fiberglass gliders. It seems that when we bought the trailer it came with two (yes 2) sets of transportation hardware; one set for the K21 and one set for the Grob-103. We've addressed the differences at the trailer end of things by marking the location for the wing dolly and locking mechanisms, but apparently our collective memory has failed when it comes to the dolly itself. There are separate cradles, one that is now marked K21 in bold black letters and the other is now marked G103. We just need to inspect the dolly for the correct cradle before using it. The unused cradle will be found in the front of the trailer. Crew chiefs should be made aware of the difference. - Steve Statkus



Trailer dolly with K21 cradle. A similar cradle for the G103 can be installed on the same dolly. Be sure you use the right one.

2016 5th WEEKEND CREW DAYS:

Jan 30 – 4th Sat Crew
Jan 31 – 4th Sun Crew
Apr 30 – 1st Sat Crew
May 29 – 1st Sun Crew

Jul 30 – 2nd Sat Crew
Jul 31 – 2nd Sun Crew
Oct 29 – 3rd Sat Crew
Oct 30 – 3rd Sun Crew
Dec 31 – ?? Sat Crew

SSA Glider Calendars - Final Chance

A couple of calendars remain. If you want one, call Brian Stoops (937-750-3788) within the next couple of days. Any that are not picked up in the next week will be sent back.

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

The requirements for the "A", "B" and "C" badges have been discussed in the past two issues of this newsletter. By the time you earn your C Badge you should be ready or already have completed your Practical Test for your Private Pilot Certificate. If you have already passed your Practical Test and have not been awarded these badges, find one of the following SSA-instructors and show him your log book: Charlie DeBerry, Dick Eckels, Dennis Fisher, Jim Goebel, Joe Jackson, Larry Kirkbride, Brian Lewis, Paul McClaskey, Bob Miller.

The next in the series is the Bronze Badge, which helps pilots to begin preparing for the challenges of cross-country soaring. Here are the requirements for the [Bronze Badge](#).

- Complete the A, B and C Badges
- Complete 15 solo hours in Gliders.
 - 30 solo flights, including
 - 10 flights in a single-place glider (if possible).
- Complete 2 flights, each lasting 2 hours or more.
- Perform
 - 3 solo spot landings witnessed by an SSAI. (Within 400 feet for a 2-33)
 - 2 dual accuracy landings without altimeter.
- Pass a Closed Book Written Test Covering Cross-country Techniques and Knowledge.



Bronze Badge

You will already have the skills needed by the time you complete the Practical Test, you will just need a few more solo flights terminating in Spot Landings witnessed by one of the instructors listed above. But some may react, "Oh, no! Not another written test." The good thing is that you can take the test at CCSC, you just need to get one of the instructors to administer it. How about setting a goal to complete the test before the weather turns good and everyone would rather be out flying than inside taking a test.

To help you prepare for this test The Soaring Safety Foundation provides a [Study Guide](#) listing questions and a reference to the help you delve more deeply into each topic. For instance, here is one of the questions:

- Q1) A flat bottomed cumulus cloud with sharp edges
- a) is a reliable indication of thermal lift
 - b) indicates a dissipating thermal
 - c) is not a reliable indication of thermal lift

Additional Bronze Badge Questions will be included in future editions of this newsletter, but don't wait. The [Study Guide](#) serves as a practice test and in your library you already have the reference materials to review the topics that are not already familiar.

WALLY DETERT

Long time member Wally Detert remains at Spring Mead Rehab Facility in Tipp City. Steve Statkus spoke Saturday with Wally's wife, Alice Fae. She reports that Wally sleeps most of the time and can endure less than an hour of light exercise daily. Recovery from aortic valve surgery in November is not progressing as well as was expected.

NEW VIDEO HIGHLIGHTS FLIGHT SERVICE DEVELOPMENTS

Flight Service is moving forward and is encouraging the development of new pilot services and products. New content delivery methods will make communication with the pilot community easier and faster. The goal is to help make aviation safer by making weather information accessible where and when you need it. Targeted, flight-specific updates will make it easier for you to stay current on the weather, without the information clutter. For more information on these developments, watch the new video from Flight Service – “Choices Made EASY” at www.faa.gov/tv/?mediaId=1242.

NEW STUDENT PILOT APPLICATION REQUIREMENTS

The FAA issued a new rule this week that requires student pilots to apply for, obtain, and carry a plastic pilot certificate to exercise the privileges of the pilot certificate. Additionally, it modifies the process by which student pilots apply for a certificate; they must now apply in person at a Flight Standards District Office, through a Designated Pilot Examiner, with an airman certification representative associated with a part 141 pilot school, or with a CFI. Student pilots who currently have a paper student pilot certificate may continue to use it, or can request a plastic replacement for \$2. The plastic certificates will not expire, which will give the student unlimited time to complete training without having to apply for another student pilot certificate. For more information on the rule, which becomes effective April 1, 2016, go to <https://federalregister.gov/a/2016-00199>.

RIDGE SOARING TRIP 2016

Ready for a road trip? This coming April 24th through April 30th a hardy crew from CCSC will venture to Ridge Soaring in Julian, PA, in hopes of flying the Bald Eagle Ridge. Every year we tow our gliders and one of the Club's K-21s to the ridge. The K-21 is available for orientation flights for new adventurers and those that just want to fly the local area.

Tom Knauff and Doris Grove operate Ridge Soaring at the base of the Bald Eagle Ridge and have provided their clubhouse and hospitality for the CCSC visitors each spring for the past 40+ years. Tow fees are \$50 each but when the ridge is working that can mean hours in the air and distances over 750 km. Even when the winds are not providing ridge lift the thermals that come off of the gaps in the ridge will allow long flights and hours in the air.

CCSC has secured a block of 10 rooms at the Quality Inn in State College, PA, for that week at the reduced rate of \$79/night. This is higher than the deal we got last year, but rates have gone up significantly and this is still a \$20/night discount. The Quality Inn is located on N. Atherton just 20 minutes over the ridge from Julian. Each room has a refrigerator and breakfast is served daily. There is plenty of shopping and there are restaurants available. Just call the Quality Inn at (814) 234-1600 and tell them that you are with Caesar Creek Soaring Club (our group number is 2402888) to reserve your room for as many nights as you think you can participate.

Let [Mark Miller](mailto:millersoasis@msn.com) know that you are going and how many nights (millersoasis@msn.com) you will stay at the Quality Inn. Mark will keep track of the number of rooms and cancel any that are not needed. In early April he will give Tom and Doris a headcount. - Mark Miller

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/>)

IS THIS YOUR TRAILER?

Preparations are being made for the annual spring cleanup. One of the items that needs to be moved for mowing and brush removal is this red trailer. If it is yours, please identify yourself to [Dick Scheper](#).



Is this yours?



Registration expired in 2012.

FOR SALE

Red Wing Soaring Club 1-26, N126TU is now for sale, complete with open Trailer \$9000 OBO. Has two variors, one is electric. Annual is due 4/16. Call Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy and low cost soaring!

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, Blake Bailey, Bob
Bohl, Don Burns, Bill Clawson, Russell Cook, CR
Gillespie, Bill Grawe, Bill Hall, Christian Maurer,
Bruce Porter, Dave Rawson, Skye Toomey,
Michael Williams, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth, **ACC:** Jim Marks. **Tow
Pilots:** Bob Anderson, Haskell Simpkins.
Instructor: Bob Anderson, Jim Price. **Crew:** John
Antrim, Stuart Delk, Jim Hurst, Ron Kellerman,
Anil Mahajan, Irwin Mahajan, Nick Oleska.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:**
Lucy McKosky, **Tow Pilots:** Jim Goebel, Tom
Geygan, Lorrie Penner, Gordon Penner, Tom
Rudolf, **Instructor:** Jim Goebel, Tom McDonald,
Gordon Penner, Tom Rudolf, Chad Ryther. **Crew:**
Dave Conrad, Alyssa Engeseth, 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,
Soren Adams, Jake Click, Eric Cochran, Chandler
Demler, Jim Dudley, John Dudley, Micah
Ferguson, Norm Leet, Poul Pederson, Jack
Runyan, Chris Uhl.

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788), **ACC:**.
Tow Pilots: Tony Bonser, Tim Christman,
Richard Perry. **Instructor:** Dick Eckels, Bill

Gabbard, Chad Ryther. **Crew:** Daniel Beans, Tom
Bonser, Mike Brewer, Laura May, Topher May,
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, Michael Hayden,
Casey Hildenbrand, Ethan Maxwell, 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:** Bill Barone, Chad Beckwith,
Mauricio Berrizbeitia, Jake Burd, Richard Cedar,
Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan
Reagan, Pete Schradin, Stefano Sinigaglia,Chloe
Williams.

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POINTS OF CONTACT:

PRESIDENT: John Lubon, 513-543-9154
SAFETY OFFICER: Kevin Price, 801-726-5173
DIR OF OPS: Bernie Fullenkamp,
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
FREQUENT FLYER EDITOR: Jim Dudley,
JimDudleySoars@gmail.com

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