



Caesar Creek Soaring Club

January 26, 2016

NEWS YOU NEED TO KNOW

- Annual Field Flight Check required before flying CCSC aircraft

CALENDAR OF UPCOMING EVENTS

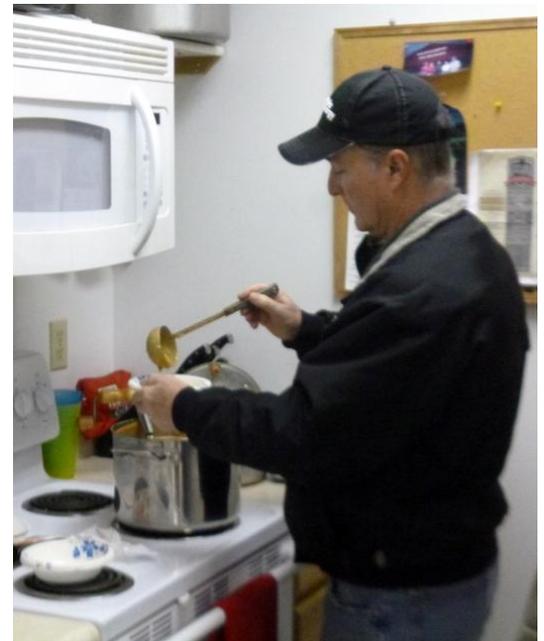
- Feb 6 Board of Directors Meeting - 9:30 AM - John Lubon
- Feb 18-20 Soaring Society of America Convention - Greenville, SC
- Mar 5 Board of Directors Meeting - 9:30 AM - John Lubon
- Mar 19 Crew Chiefs' Meeting - 9:30 AM - Brian Stoops
- Apr 2-3 Spring Cleanup Event - Bob Miller
- Apr 9 Annual CCSC Banquet - Maury Drummey
- Apr 24-30 Ridge Soaring Trip - Mark Miller
- Jul 10-15 Youth Camp - Steve McManus

WEDNESDAY CREW CONTINUES REFURBISHING N3616Q - WEEK NINE

A small but dedicated crew braved the snow and cold to make their way to the field on Wednesday. The first order of business was checking out a new battery charger on the golf cart; it appeared to work just fine so that cart should now be ready for the season. Keith Kilpatrick then rang the dinner bell for his special bean soup (jalapenos on the side) and home made jalapeno bread.



After due deliberation Steve Statkus pronounced this the best bean soup we ever had.



Keith Kilpatrick provided the bean soup for the Wednesday crew.



(l to r) Ron Kellerman, Keith Kilpatrick and Steve Statkus thread the new control cables through the guides in 16Q's frame.

Fortified with lunch, the crew proceeded to the shop to finish the installation of 16Q elevator cables and bolt in the aft seat floor panel. They also fit checked the other restored panels and the new wood seats and backrest. Dan Reagan has cast the fiberglass side panels, and will be fitting them as the next order of business. For this operation the frame has been moved to Dan's hangar/shop. Meanwhile Don Green and Tim Christman retrieved 909 from Cubby's and ferried over tow plane 48L for its annual. - Norm Leet

TOW PLANE STATUS

We tried to start 33Z, which did start and then died. This ran the battery down again. I took the battery out of 33Z and Paul McClaskey brought the old but still usable battery that was taken out of 909 and put it in 33Z to get that airplane back in service. So, two out of the three towplanes are at CCSC and ready to go. A new battery will be put in 33Z when it goes in for annual. For now 909 should be the primary towplane so we can get a few hours on it quickly and we'll check the filter at about the 15-20 hour mark to see how it's doing before the season starts. Thanks to Don Green and Paul McClaskey for all their help. - Tim Christman



After the new cables had been treaded into place and length verified, the loops at the ends were crimped in place by Ron Kellerman and Keith Kilpatrick.



Lynn Alexander and Dan Reagan check the fit of the new interior panels that Dan has fabricated. The frame has been moved to Dan's hangar/shop to facilitate fitting the new panels.

SATURDAY CREW CONTINUED WORKING ON GROB-103

With 19 mph winds from the North the 4th Saturday Crew chose not to fly. Instead we continued getting the Grob-103 ready to fly by moving the fuselage into the hangar and putting one of the wings in the shop for waxing. The shop heaters were turned on, but the wing did not warm enough for waxing, so we marveled at the inspection hatch drilled into the under wing skin of the Grob 103 and then adjourned to the Stone House Inn to continue solving the world's problems - Chuck Lohre

SUNDAY CREW GOT TO FLY AS WELL AS WORK

Great turn out by the Mighty 4th Sunday Crew. Think it was due to the heads up that free donuts and Roadkill Stew were being served. Well, I lied about the donuts but the Roadkill Stew was well received, and I got that long dead opossum off my street.

We enjoyed 5 flights using a K-21 and a 2-33. Steve Statkus, who got his field checkout for 2016, almost beat the tow plane down. We got the one Grob-103 wing waxed. Chris Uhl came out to finish the cockpit details and apply wax to the other wing. The Wednesday crew will polish it and maybe put the glider together. Dan Reagan took the fuselage for 16Q to his hangar in Hamilton to fit the internal panels in the cockpit. Upon return, we'll do a final inspection of the fuse frame and install one more rudder cable, then begin the covering process.



Look at the shine on that wing!

GROB-102 PREPAYMENT STATUS

Twenty one members signed up to pay \$90 now for the privilege of flying the Grob-102 with no aircraft use fee in 2016. They should select the "Grob Prepaid" glider on the flight card. Any other member who flies the Grob-102 should circle "Grob 538" for which the fee is \$25.

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

The Bronze Badge was discussed in the prior issue of this newsletter. Fulfilling the requirements for that badge is a good way to start preparing for cross country flying. The next badge is the FAI Silver Badge, but there is an intermediate step that generations of CCSC pilots have found useful. The discussion of the Silver Badge will be delayed until next week and today we will focus on the local triangle that you can use to build your skill and confidence in preparation for the Silver Badge.



**Bucket hat with A, B, C, Bronze, Silver and Gold-750K badges.
What is your goal for 2016?**

The triangle from CCSC to Warren County/Lane (I68) and then to Dayton-Wright Brothers (MGY) and back to CCSC is a great cross country training route. Each of the three legs is about 8 nm (15 km), so it is possible to complete the triangle within an hour if you pick a good day. In fact, if you choose a day with lift to 5000 MSL and gentle winds even a 2-33 can remain within gliding distance of an airport with a safety factor of 2 (glide ratio of only 11). So, you can do this.

The traditional CCSC process has been for the new cross country pilot to fly the circuit twice with a cross country instructor. This does not need to be a CFI-G; why not invite one of our experienced cross country pilots to accompany you. Several have skipped the CFI-G rating and focused on developing their cross country skills. Find one who is fulfilling his crew day commitment and talk the Crew Chief into letting him accompany you around the triangle. After you have made the flight twice with an experienced cross country pilot, if you feel ready and you have your Private Pilot Certificate, get approval from a CCSC member holding at least a Silver badge and get the Crew Chief to approve your flying the same triangle solo.

Section 4.9 of the [Uniform Operating Procedures \(UOP\)](#) provide the club policy on cross country flights in club gliders. Be sure to make your flights in compliance with these procedures.

4.9 CROSS COUNTRY IN CLUB GLIDERS

CCSC encourages all members to participate in cross country soaring after completing flight training and earning the private glider rating. CCSC actively promotes cross-country soaring through numerous club sponsored and supported events, including:

- ABC / Bronze Badge Program
- ...
- Use of designated club aircraft by qualified CCSC members for
 - ABC / Bronze badge flights
 - Supervised local cross country soaring practice
 - Badge flights necessary to earn the Silver C badge"

4.9.3 Cross Country Flight in CCSC Aircraft

CCSC members holding private pilot certificate or better with glider rating and meeting all other requirements established by these UOPs are permitted to use designated CCSC aircraft for the following types of cross country flights:

- Local cross country soaring practice

- Silver C distance attempts

...

4.9.4 Approval for Local Cross Country Practice and Silver C Distance Attempts

Before operating any CCSC aircraft on a cross country flight for either local cross country practice or a Silver C distance attempt, the pilot must review the flight with and obtain approval from a CCSC member holding at least a Silver badge. At a minimum, the following items will be included in the pre-flight review:

- A weather assessment to determine that the perspective flight can be completed safely with a high probability of success and minimum risk
- The flight plan including route to be taken and a minimum flight profile to be used to ensure that any out landing required can be made at an improved airport
- A review of equipment and any paperwork needed for badge flight verification

4.9.5 Responsibilities of Cross Country Pilots

All pilots operating CCSC aircraft on cross country flights shall:

- Hold a private pilot certificate or better with glider rating
- Prior to the flight:
 - Obtain instructions on how to assemble and disassemble the aircraft to be flown
 - Arrange for sufficient crew to retrieve the aircraft
 - Arrange for a properly equipped tow vehicle with trailer hitch and wiring compatible with the retrieve trailer to be used
 - Ensure that a properly equipped trailer complete with all fittings needed to retrieve the aircraft is available and in good condition
 - Obtain permission from the Crew Chief to use the aircraft on the day of the flight
 - Ensure that the aircraft to be used is in an airworthy condition
 - Plan the flight, including generation of a minimum flight profile
 - Obtain any equipment necessary for flight verification (e.g., secure flight recorder, barograph, camera, etc.)
 - For local cross country practice and Silver C distance attempts review the flight with and obtain the approval of a CCSC member having at least a Silver badge on the day of the flight

Is a solo flight around the triangle the right goal for you in 2016?

BRONZE BADGE QUESTION OF THE WEEK

- 5) When thermaling, the best speed to fly is
- a) Best L/D speed
 - b) Best L/D plus 1/2 the estimated wind
 - c) Best L/D plus 1/3 the estimated wind
 - d) minimum sink speed for the angle of bank being flown

See the SSF [Study Guide](#) for a practice test with all the questions.

SAFETY CORNER

Now that we are having snow which stays around a while, this is a good time to review a safety concern. With white snow blanketing everything below, the depth perception of a pilot is greatly affected when landing. Be aware that it can be difficult to judge height above the ground when approaching the touch down point. It can be difficult to determine whether you are five feet or 25 feet above the ground. This can be especially unforgiving when slipping with a wing tip below the landing wheel as is possible when doing a no spoiler landing. So, the bottom line is to be aware of potential depth perception problems when snow is on the ground. - Dan Reagan

SKEW-T IN CLEAR ENGLISH

If you're like me (sorry about that) and you've struggled to get a handle on that crazy diagram, here's a jewel that will help you on your quest to enlightenment. Although it comes from a weather guesser's perspective, as a glider pilot you'll feel the light bulb come on as you get down to the section that provides the "specific sounding related parameters." Hint: look for the term LCL.

On your browser type: <http://weather.unisys.com/forecast.php?Name=45244>. Once the home page opens, on the left side are some options, double click on "Upper Air Data." When this page opens, you'll see: [More Information on SkewT Diagrams](#). Double click. After you've spent some time on this site, I'd recommend you go to your soaring library and pull out *A SOARING PILOT'S HANDBOOK* by our own Dick Eckles and open it to page 275. Refill your coffee cup and spend some time slaying that Skew T dragon. - Steve Statkus

WINGS: FAA SAFETY TEAM | SAFER SKIES THROUGH EDUCATION

Topic of the Month - "Best Glide Speed" - Your engine just quit. Now you're in a glider. So now what do you do? Tuesday, February 9, 2016 at 19:00 Eastern Standard Time at Aviation Sales - Dayton Wright Brothers Airport, 10600 Springboro Pike, Miamisburg, OH 45342 Learn more about it at this seminar. To view further details and registration information for this seminar, click [here](#). This seminar will earn you 1 credit toward WINGS/AMT which can be used to fulfill Flight Review requirements. [Click here to view the WINGS help page](#)

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

Red Wing Soaring Club 1-26, N126TU is now for sale, complete with open Trailer \$9000 OBO. Has two varies, 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.

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

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

Revised 1/10/2016