



Caesar Creek Soaring Club

February 2, 2016

NEWS YOU NEED TO KNOW

- Annual Field Flight Check required before flying CCSC aircraft

CALENDAR OF UPCOMING EVENTS

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| 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 SOARS

The runway surface was frozen with no snow so it was safe for the tow plane and glider to use, so Charlie DeBerry and Don Green decided to take advantage of the opportunity and go flying. There was a solid overcast all day so there were only 4 flights. The exciting



Charlie and Don land after (slightly) extended flight.

part was that two of the four flights found lift in the vicinity of the ball fields and enjoyed a few hundred feet of altitude gain even without any sun.

WEDNESDAY CREW CONTINUES REFURBISHING N3616Q - WEEK TEN

Most of the activity on Wednesday was in the workshop. First it was necessary to finish waxing the wings for the G103. Steve has received the tail wheel and tire for that bird and is waiting to get the high pressure brake line remanufactured by Tim Morris early next week after which it will be installed, the brake bleed, glider assembled and returned to service after its annual. Then we will induct K21 CC for it's annual.

Jim Hurst provided the soup which was judged the best we ever had. The great crew forged ahead with the 16Q project, taping the rudder from 16Q as well as Lynn's horizontal stab. I think we're about one or two days away from starting to cover the fuselage. Lot's of good help and a fun bunch of guys to be around. - Bob Root, Steve Statkus



Steve Statkus and Keith Kilpatrick work on horizontal stabilizer under the watchful supervision of Ron Kellerman, Bob Root and CR Gillespie

SATURDAY CREW

With 15 mph winds from the south gusting to 25 and high upper level winds the Saturday Crew was again thwarted in their desire to fly. John Murray installed the rudder on ASK21 SD. The elevator on G102 was installed and taped as well as the wing roots. It's ready to fly. The new registration documents had been received and were placed in each of the aircraft. Steve Status and Michael Hayden removed the break line in the G103. It will be replaced once Tim Morris finishes making the new one. Brake fluid in ASK 21 SD was replaced. Henry Meyerrose put some gravel in the pot holes in the driveway. - Chuck Lohre

SUNDAY

Zero flights due to high winds and low ceilings. The crew disassembled K21 CC to begin the annual inspection process. The fuselage for 16Q was returned to the club after having the cockpit panels fitted by Dan Reagan. A bit more work and covering begins. Started work on the golf cart annuals by troubleshooting Bob Roots' cart. We found a broken cable and replaced it, hooked up the charger that Rolf provided and the cart is accepting a charge. Tim Morris agreed to manufacture a replacement brake line for the G103. Should have it by the end of the week. This will put the G103 back in service. - Steve Statkus

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

The skills and confidence that you build in flying the triangular course between CCSC, Warren County (I68) and Dayton Wright Brothers (MGY) that was mentioned last week will prepare you for the Silver Badge. In fact, the distance around the triangle is almost the same as the distance required for the Silver Badge. Could this be your goal for 2016?

The FAI Silver Badge involves 3 requirements. Silver Altitude is a 1,000-meter (3,281-foot) altitude gain above an in-flight low point; Silver Duration is a 5-hour flight time after tow release and Silver Distance is a 50-km (31.07 mile) cross country flight. Those requirements do not have to be met on a single flight; you can use three flights and complete one of the requirements on each flight.

The Silver Badge is the first in a series of awards governed by [The Fédération Aéronautique Internationale](#) (FAI), the world governing body for air sports, aeronautics and astronautics world records. Over the years the FAI Sporting Code has been highly refined, "providing a framework of rules and procedures which enhance the pleasure of taking part in air sports and activities by establishing a fair comparison between performances." Part of your preparation for earning the Silver Badge will be becoming familiar with the rules. The [SSA website](#) has the information that you need. Also, there are books available such as Bob Wander's *Badge Soaring: The Silver Badge ... Made Easy!*

There must be an Official Observer who meets FAI qualifications to certify that your flight took place and your claims of time, distance and altitude gain are valid. Also, for that time that you are out of the official observer's sight there must be some means (such as a GPS-based flight recorder) for demonstrating that you did not land and that you actually went where you claim. In future weeks more on each of those topics.

The height gain may be the easiest to complete. The requirement is a gain in altitude of 1000 meters (3,281 feet) from a low point after release to a subsequent high point. It is permitted to

find a thermal and descend in that thermal to establish the low point. You can use that same thermal to start your climb. Let's say that you find your thermal over the ball fields and descend to 1000 AGL i.e. 1940 MSL. Your task is to climb 3,281 ft. to 5,221 MSL (plus a little margin to account for altimeter error, recorder error, etc.) That is not so tough, there are several days each year that support considerably more altitude gain than that. Go for it!



41 years ago these three pilots, Pat DeNaples (l.), Bob Root (c.), and John Bennett (r.) flew nine badge legs at the newly opened Ridge Soaring Gliderport within the span of 36 hours, flying the Red Wings 1-26 #336. , Silver Distance, Silver Duration, Silver Altitude, Gold Distance, Diamond Goal (John Bennett), Gold Distance, Diamond Goal, (Pat DeNaples), Gold Distance, Diamond Goal (Bob Root).

BRONZE BADGE QUESTION OF THE WEEK

What performance factor is recommended for beginning cross country pilots when planning safe decision points?

- a) Best L/D glide ratio
- b) 1/2 best L/D glide ratio
- c) 2 times best L/D glide ratio
- d) Minimum sink speed

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

SSA INSTRUCTORS

I have prepared a kit containing everything needed for awarding Badges ABC and Bronze. It also contains application forms to be an SSA Instructor for those that are interested. I will leave the kit in the trailer for our use. - Charlie DeBerry

NEW FLIGHT TRAINING MANUAL

Our primary flight training manual in recent years has been Tom Knauff's "Glider Basics From First Flight to Solo". This publication is now out-of-print, as a stand-alone item, and it has been replaced with the "Glider Flight Training Manual". This new manual incorporates all of the material in "Glider Basics", plus it also includes Knauff's follow-on book, entitled "After Solo". In recent years, we also stocked "After Solo" in the display case and offered it for sale to members, but for whatever reason, it did not sell and so it was discontinued. We take advantage of the 25% discount that both SSA and Knauff provide for clubs and chapters, which requires a ten copy minimum purchase of each item. At various times, we also stocked the FAR/AIM, Knauff's "Transition to Gliders" book for power transition pilots and some of Bob Wander's excellent "Glider Mentor" series. Likewise, none of those publications sold very briskly, and because it is not practical to carry an inventory of books that do not sell, we no longer offer those items either. All are readily available from SSA or other sources, but the discount does not apply to individual member purchases.

With our club discount, we will offer the new manual at our cost, which is \$30. A supply arrived last week, and they are available in the clubhouse display case. If you are currently a student pilot, and you already own a copy of "Glider Basics", there really is no need to step up to the new expanded manual, unless of course, you prefer to have a more comprehensive training manual. Keep in mind that we also offer two other excellent and comprehensive manuals, "The Glider Flying Handbook" and the "Soaring Pilot's Handbook" written by our own Dick Eckels. Member prices on those two books are \$22 and \$30 respectively.

Lastly, if you are a pre-solo student, the seven written stage tests that are administered to pre-solo members (except power transition folks) come directly from "Glider Basics" but they are also replicated in the new manual (with no changes) so the new manual does not change the testing process in any way.

Feel free to contact me with any questions or comments at rcarr65869@aol.com. - Rich Carraway

WEBSITE IMPROVEMENTS

Our new website is about ready to be implemented. Rolf has been moving all the useful information from our old site: www.soar-ccsc.com to our new site: www.soarccsc.com. One improvement is that link names will now make sense, instead of being useless codes. There has been an effort to make information easier to find and reduce the number of clicks to get to the most helpful information. You will recognize that you are on the new site when you see that the sidebar menu is now on the right side instead of the left where it has been. This newsletter was published to the new site and all the links provided herein are on the new site. Very soon when you attempt to get to the old site you will be redirected to the new site. If you have suggestions for additional content or other site improvements send them to [Jim Dudley](mailto:Jim.Dudley).

MINUTES FROM BOARD OF DIRECTORS MEETINGS

(<http://www.soarccsc.com/resources/members/meetingminutes/>
The password is printed on your monthly bill.)

CCSC IS ON FACEBOOK (<https://www.facebook.com/CaesarCreekSoaringClub>)

CCSC WEBSITE (<http://soarccsc.com/>)

GLIDER WANTED

CCSC member in search of 1980s fiberglass 15 meter single ship. Flaps not required. Searching for LS-3A, LS-4, ASW-19, ASW-20, DG-202, DG-300, Ventus B, Glasflugel Mosquito. Need good trailer and good gelcoat. Paul Heimann, (614)390-2175 Private mobile, pheimann@me.com Private, (614)271-3674 Work mobile, pheimann@netjets.com Work

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.

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, CR
Gillespie. **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
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CREW SUPERVISOR: Brian Stoops, 937-750-
3788
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