



Caesar Creek Soaring Club

February 16, 2016

NEWS YOU NEED TO KNOW

- Sign up now for Annual Banquet
- Sign up now for Ladies Winter Luncheon

CALENDAR OF UPCOMING EVENTS

Feb 18-20	Soaring Society of America Convention - Greenville, SC
Mar 5	Board of Directors Meeting - 9:30 AM - John Lubon
Mar 5	Ladies Winter Luncheon - 11:45 AM - Carol Carraway
TBD	Ground School for Flight Review
TBD	Flight Instructors Meeting
Mar 19	Crew Chiefs' Meeting - 9:30 AM - Brian Stoops
TBD	Tow Pilots Meeting
Apr 2-3	Spring Cleanup Event - Bob Miller
Apr 9	Annual CCSC Banquet 6:00 PM - Maury Drummey
Apr 13	Annual SSD Meeting and Election of Officers - 7:00 PM - John Lubon
Apr 24-30	Ridge Soaring Trip - Mark Miller
May 22	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
Jul 10-15	Youth Camp - Steve McManus
Jul 17	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
Aug 21-27	Adult Camp & Vintage Glider Rally - Steve Statkus
Sep 3	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey

WINTER THERMALS

Sunday may have been really cold (~18F) but Chuck Lohre found a good thermal and got a 2000 foot climb from 1000 to 3000 AGL while giving rides in the L23 to winter clothing experts from OROS who now have the flight video on [their website](#). Next time a cold front comes through, it is your turn.



Tony Rein prepares for take off in 135 on a cold Valentine's Day.

ANNUAL BANQUET

The annual CCSC banquet will take place on Saturday, April 9. To keep costs down and hopefully attract a large number of our members to participate, the event will be held at our own facility with food provided by a top catering service. The cash bar will open at 6:00 PM and the buffet dinner will be served at 7:00 pm, followed by presentations and awards. The price has been set at \$22, but if you act before March 15 your cost will be only \$20 per person. Sign up now by contacting [Maury Drummey](#).

CCSC LADIES WINTER GATHERING

On Saturday, March 5, 2016, the ladies of CCSC will gather for lunch and catching up at Hammel House in Waynesville at 11:45 AM. Hammel House is located at 121 S. Main Street. All ladies with a connection to the soaring club are invited to join us. Please call [Carol Carraway](#) at 513-228-0537 by March 4, so we can save a spot for YOU! - Carol Carraway

REFURBISHING N3616Q - WEEK TWELVE



Keith Kilpatrick and Ron Kellerman fit the vertical stabilizer into place and check the length of rudder cables to assure everything is ready for covering to commence.

Wednesday we completed some lingering assembly issues on 16Q with the intention of beginning the fuselage covering on Saturday. Keith and Ron finished the rudder cables and rudder rigging while Dan configured the interior panels to allow the fabric to be installed. Lynn prepped the nose section for covering by laying on a coat of Poly Brush which will increase the binding power of follow up coats once the covering is laid on. Under the supervision of four managers, Keith installed the brake control rod and we also installed a battery mount similar to what we have on 15H, so that if there is any money left in the kitty we might install an audio vario in 16Q.

Wednesday we enjoyed the best soup we've ever had, thanks to Jim Dudley's wife, Faith.

Covering of 16Q fuse was commenced on Saturday, but there has not been any activity on the wing at Cubbys.

Please leave the heaters on as we need to keep the fabric glue and dope warm so it can be applied. It thickens quickly in the cold. It also allows us to wax the glass birds if they are warm. - Steve Statkus

MAINTENANCE AND ANNUAL INSPECTIONS CONTINUE

On Wednesday Steve Statkus mocked up the replacement brake line for the G103 and delivered it to Tim Morris who used it to develop a prototype which was fit checked on Saturday. Once we are sure that it is right, on Wednesday the prototype brake line will go to Tim's for final manufacture. By that time I was hoping to have a proper inner tube from Wings and Wheels and have had Luti Tire install it on the rim. However, the G103 continues to defy all attempts to return it to flight status. The tail wheel replacement has become a comedy of errors. I hope to have a solution by Wednesday 2-17 after another call to W&W. We've ordered a split rim, new tire and tube(2) but continue to receive tubes with the valve stem that interferes with the fuselage. Hopefully the G103 will be ready for assembly by the 4th Saturday crew.

Golf cart #5 is in the shop getting individual battery charge. They were all very low in charge and we do not at present have a charger configured to work on an Easy Go cart. What we're trying to accomplish here is to individually charge each of the six batteries and then use a trickle charger similar to the one that Bob Root bought for his cart which appears to be working once all the batteries are brought up to a state of full charge. This trickle charger sells for less than \$100.

On Saturday the K21 CC was inducted for it's annual. Fuselage is in the shop, vacuumed and the interior removed. The right wing is in the shop, striped of tape and washed, ready to wax.

Please leave the shop heaters on as we need to keep the fabric glue and dope warm so it can be applied. It thickens quickly in the cold. It also allows us to wax the glass birds if they are warm. - Steve Statkus

APPEAL FOR INSTRUCTORS

Are you at the point in your flying that you are ready to share your knowledge and enthusiasm with others? Several crews have a shortage of instructors, putting extra burden on the remaining instructors. What better way to fulfill your monthly crew requirement than serving as a flight instructor!

APPEAL FOR DIRECTORS

Members of the Board of Directors serve 3-year terms. They are staggered such that each year the terms are completed for 3 or 4 of the eleven Directors. This year the terms for Jim Marks, Henry Meyerrose, Rolf Hegele and Mark Miller are completed. Elections are held at the Annual meeting on the second Wednesday of April. Now is the time to consider if you would be willing to serve the club in this way. If you are interested, speak with any of the [current Directors](#) for more information. To indicate your willingness to be on the slate of candidates, contact [John Lubon](#) or [Jim Dudley](#) before February 29. This will enable the slate to be presented to shareholders 30 days in advance of the meeting on April 13.

LOCKERS IN GLIDER HANGAR

Several of the lockers along the south wall of the main hangar are locked and there is no obvious owner identification. If you have things in any of the lockers, please be sure that your name is clearly displayed on the outside of the locker prior to Spring Cleanup. Any unidentified lockers will be opened by cutting off the locks. Contents will be disposed of as CCSC property.

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

In prior issues there has been discussion of the A, B, C, and Bronze badges. If you do not have all of these already, you are hopefully formulating your plan to get each of them this year. Two weeks ago the discussion of the Silver Badge was started with an overview of the 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.

Exactly what do you have to do to complete the Silver Duration requirement? Well, for one thing the time starts at release, not at the start of the tow. After release you need to fly for at least 5 hours. Your release altitude must be not more than 1000 meters (3,281 feet) above the finish point, i.e. you can take a 3,000 foot tow, but that's all. Keep the extra 281 feet in reserve for instrument error, etc.

What evidence do you need to provide about the release altitude and the time between release and landing? It is acceptable to find an Official Observer (person with at least a B badge who is familiar with the F.A.I rules) and remain within that observer's sight for the full time and have the tow pilot confirm to the official observer at what altitude you released. Most will prefer to use a recording device to document those details rather than to risk a friendship. You will still need an official observer to certify your flight. He must certify the recorder data (that the recorder was in the airplane with you and only you were in the airplane, the data had not been tampered with, etc.) More on recorders in a future edition.

Start planning now about how you will complete the Silver Badge 5-hour duration flight this year.

BRONZE BADGE QUESTION OF THE WEEK

How many statute miles will a glider with a 30:1 glide ratio travel for each 1000 feet of altitude loss?

- a) 30 miles
- b) 3 miles
- c) 5.7 miles
- d) 0.57 miles

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

ELECTRIC POWER FOR CAMPERGROUND

The high electric bill for the campground for January triggered some detective work by Dan Reagan. He measured the current to each camper individually, but that did not identify a problem. With all campground breakers off he then measured the current on each of the lines to the breaker box and measured 15 amps on one line and 0 on the other. Additional troubleshooting is planned for Wednesday with the help of Tim Christman and a friend with training and experience in finding shorts to ground. Hopefully Dan's measurements will lead to a solution this time.

DO YOU KNOW TO WHOM THESE TRAILERS BELONG?

The owners of three trailers are currently unknown to club officers and it is believed that no rent is being paid for their storage under the pole barn. No license plates or other identifying information is available on the outside



This trailer is at the south end of the pole barn.



Another view of trailer at south end of pole

and the trailers are locked. If you are the owner or if you know who is the owner, please notify [Rolf Hegele](#) or [Noelle Stewart](#).



Rear of two unidentified trailers in middle of pole barn (beside the one with the blue tarp).



Front of two unidentified trailers in middle of pole barn (beside the one with the blue tarp).

If the trailers have not been identified by the Spring Cleanup Days the locks will be cut off so we can open the trailers and identify the make, model and serial number of the glider and possibly identify the owner. If we are unable to identify the owner they will be moved to the back lot and locked up as the first step in disposing of them. - Rolf Hegele - Treasurer

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 varicos, 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,
Instructor: Paul McClaskey, Bill Gabbard, Tom
McDonald. **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.
Instructor: Dick Eckels, Bill Gabbard, Chad

Ryther. **Crew:** Daniel Beans, Tom Bonser, Mike
Brewer, 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@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
JimDudleySoars@gmail.com

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