



Caesar Creek Soaring Club

February 23, 2016

NEWS YOU NEED TO KNOW

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

CALENDAR OF UPCOMING EVENTS

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

ANNUAL BANQUET

The annual CCSC banquet is planned for Saturday, April 9. It 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. Further details will be provided soon. 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 THIRTEEN

Covering 16Q commenced on Wednesday and continued on Saturday. At this point both fuselage sides are covered. On Wednesday, 2/24, we hope to complete covering the bottom, shrink the covering to the final taughtness and lay on the first coat of poly brush. In the following sessions we will add pinked tape over the seams, add inspection rings and reinforcing patches around the strut attachments and other areas that need some reinforcement. Then we start on the nose. It's looking good!



The crew commenced gluing fabric to 16Q's fuselage on Wednesday and continued on Saturday.

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

The Third Saturday crew continued work on ASK-21 CC. Chris Uhl and John Dudley waxed the right wing, lubed the hinges and returned it to the trailer and then moved the left wing into the shop for cleaning and waxing. Jack Runyon cleaned the fuselage. The Grob 103 brake line is at Tim Morris' shop for manufacturing. Steve Statkus continues to work the tail wheel issue with Wings and Wheels.



Jack Runyon cleaned CC's fuselage in preparation for waxing while Chris Uhl buffed the wax on the right wing and Charlie DeBerry supervised.

Steve Statkus continues to work the tail wheel issue with Wings and Wheels.

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 keeps CC's wing warm enough to wax. - Steve Statkus

SSA CONVENTION

Several CCSC members attended the SSA convention in Greenville, SC, including John and Linda Murray, Larry Kirkbride, Gary Adams, Paul Heiman, Tony Rein, Bob Miller, John Lubon and Dan Reagan.

From all accounts the SSA Convention was well attended and it looked like everyone there was thoroughly enjoying themselves. There were a total of 45 seminars educating attendees on weather, flight simulators, winching, variometers, engines, racing, birds of prey, better clubs, team flying, the Perlan 2 project, soaring products, wing design, cross county camps, and much much more. The only problem was that three seminars were presented at the same time so you had to pick which of the three interested you most and you missed the other two.

For instance one seminar told how SeeYou has teamed with TopMeteo (a European meteorology firm) to give a fantastic soaring condition predictor. It considers all sorts of factors and tells you how far you can fly today. It will tell you the time to launch and at the same time tell you when you will get back home. No really, if you enter a task that is too long for the day, it will even show you where your crew needs to go to pick you up because you are going to land out.

Another really interesting seminar was put on by Jim Payne. He is the chief pilot for the Perlan 2 project which has plans to go fly in a glider in wave off the Andes mountains to an altitude of 90,000 feet. The plan is to fly for three hours on the way up and one hour on the way down. The glider is currently in flight testing.

The convention hall had many vendors with a wide variety of products. There were all the latest

instruments, software, gliders, tee shirts, books, trailers, hangars, etc. There was even a bank there to finance your glider purchase.

The Conventions are very informative, entertaining, and you meet a lot of great people. So if you have the chance you owe it to yourself to attend the next one. - Dan Reagan



At the SSA convention in Greenville Bob Miller was given the "Region Six Most Active Instructor Award".



John Murray displayed his ASG-29Es to assist the new Schleicher dealer. Linda Murray arranged the display of previously enjoyed (used) gliders that were for sale at the convention.

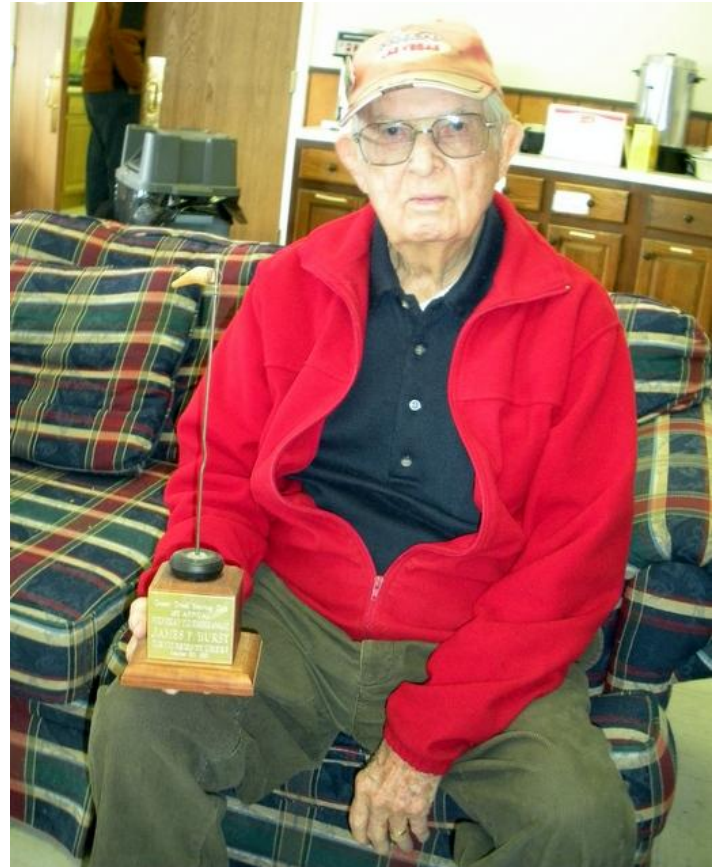
STORY BEHIND THE FUNNY WINDSOCK TROPHY

Have you noticed the small windsock trophy with a kink in the windsock pole? It normally resides on the mantle. There is a second similar trophy that gets blown around the clubhouse as well. Jim Hurst took so much heckling about an incident that took place while he was flying the tow plane that he wrote an article for the Frequent Flyer that was published in December 1991. Since then the wind sock has been relocated at least twice, so for this story you should visualize it on the northeast corner of the runway just where pedestrians stand to wait for a landing tow plane. Here is the story:

There has been no little curiosity as to how the pole holding the northeast windsock got the weird wrinkle in it. To make a long story short, I wrapped a tow rope around it on October 30 [1991] while on final, disassembling the whole thing. The windsock was mounted on a tall pipe which was set on a smaller diameter pipe, which was embedded in concrete. The tall pipe was pulled off the short pipe and flung down the runway and both pipes were pretty severely bent in the process. Nobody actually saw it, but they described the sound as "Buwaaaang" or "Spreewoing" or some such, apparently the sound of pipe sliding out of pipe. The strange kinks in the pipes resulted when we reassembled them, and tried to straighten them without the benefit of sophisticated tools. We used the van, a log chain, the tractor and a gang of bare hands. The pipes refused to unbend in the same place they were bent. The pipe is now more or less back to vertical, but a little wavy!

Aside from the comic aspects of the damage and repair of the sock, there are certain lessons to be learned. I claimed that my ground track was definitely over the runway and that the strong crosswind from the south blew the tow rope over the fence line. Further analysis indicates that this could be so. We probably had a crosswind component from the south of about 10 mph. I was trying to minimize the effects by flying diagonally across the runway, say on a course of 265 degrees. My little E6B shows that with a wind of 10 mph from 180, to maintain a ground track of 265 degrees with an airspeed of 60 mph I would have had to crab about 9 degrees into the wind. The rope would stream back in line with the longitudinal axis of the airplane. Since the airplane and its rope are about 250 feet long, the ground track of the ring on the end would be 39 feet north of the ground track of the airplane ($\sin 9 \text{ deg.} \times 250' = 39'$). This means the towplane can be well clear of the fence line (and the wind sock) crossing the road, but the end of the rope would be 39 feet farther north.

Obviously, with strong crosswinds, we need to realize that the track of the end of the rope is considerably downwind from the track of the airplane, and provide clearance accordingly. Those on the ground need to be aware of the same thing. The whole problem is solved if we have plenty of altitude crossing the road. I'm as guilty as anybody of breaking this rule because I just have trouble getting out of the habit of wanting to touch down on the near end of the runway. No need to do that. We have plenty of room to land in the middle. - Jim Hurst



Jim Hurst holds the Wind Sock Trophy commemorating his tangle with the windsock.

RIDGE SOARING MEMORIES

Back in 1975 when we were a lot younger, a delegation from CCSC were some of the first customers at Ridge Soaring Gliderport in Centre County, Pennsylvania, midway between Altoona and Lock Haven in the [Bald Eagle Valley](#) and approximately 20 minutes from Penn State University. Tom Knauff was tickled that we showed up that year because Pat DeNaples was a tow pilot and Tom didn't have a tow pilot. This was when Ridge Soaring Gliderport was just getting started and Tom put everyone to work doing something. - Bob Root



Pat DeNaples, Tom Knauff, Doris Grove and Bob Root in front of the sign which says "WELCOME TO THE WORLDS LONGEST DIAMOND MINE".

VINTAGE SOARING HOME MOVIES

Paul Allen has put [movie footage](#) taken by his father on YouTube for us to enjoy. His dad, who passed away in 2003 was one of the founding members of Soaring Society of Dayton. The movies were taken during the 1950s and 1960s at soaring meets and club activities.

<https://youtu.be/5wNS80veggI>

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.

FM191500 20020G32KT P6SM BKN250 WS020/22055KT

Can you decode this excerpt from the Wilmington TAF last Friday? Have you ever seen the WS code before? Check it out, it stands for Wind Shear, so decoded it says: Wind Shear at 2000 feet from 220 degrees at 55 kts. Lets see, for a pattern speed of 55 mph, convert to knots, then subtract 55 kts to check for margin for wind shear. No, that didn't work. Just how do you fly safely with that much wind shear? Sounds like a good day for picking up firewood, off the ground. - Norm Leet

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

In prior issues the requirements for the Silver Badge have been introduced. This time let's look more closely at the Silver Distance Requirement. A great way to prepare for this flight is to practice flying the triangle with CCSC, Warren County (I68) and Dayton-Wright Brothers (MGY) as the turn points. The total distance around that triangle is very close to the 50 kilometers required for the "Distance" portion of the Silver Badge. A big difference is that for the Silver Badge the 50 kilometers must be a straight line distance. So pull out your sectional chart and look for an airport that is at least 50 kilometers away from CCSC. How about Fayette County (I23)? It is a little over 50 km away and if you stay to the north of the Wilmington Class D airspace there are airports which might work as alternates in case the lift disappears.

Now let's check the fine print: "...a loss of height exceeding 1% of the length of the course will invalidate the soaring performance." This rule is to prevent you from taking a tow to a high altitude and just gliding down to the finish without ever having to find a thermal. When you do the math you will calculate that you must pull the release below 1,640 AGL for a 50km flight to an airport at exactly the same elevation as the take-off airport. For the CCSC to Fayette County example the actual straight line distance is 58 km if you release directly over CCSC. The field elevation at I23 is 980 MSL. In this case you will have a valid Silver Badge Flight if you release directly above CCSC at 1900 feet above I23, which is 2880 MSL or 1940 feet over CCSC. That could work if you find a thermal when you get to the spillway. Remember to leave a little margin for instrument error either in your altimeter or the Flight Recorder you are using to document the flight. When you talk with some who have completed this requirement in the past you will find that many have chosen to be towed west and either release over Warren County (I68) or release and then fly to Warren County as the starting point and then fly to Fayette County. That makes it a 74 km flight and permits you to release at any altitude up to 3280 MSL so you can have plenty of time to find the first thermal.

There are at least four ways to complete the Silver Distance Task: (1) **Straight Out:** fly to and land at an airport more than 50 km away as described in the preceding paragraph; (2) **Finish Point:** You launch at CCSC and fly to a declared point more than 50 km away (your finish point) and then return and land at CCSC; (3) **Start Point, Finish Point at Launching Airport:** Fly to a declared start point more than 50 km away and then fly back to land at CCSC; (4) **Start Point, Finish Point:** Fly to a declared start point (I68), then to a declared finish point (I23) more than 50 km from the declared start point, then land wherever you please, back at CCSC if you can make it, at Fayette County if you want or anyplace else you choose to go if the soaring is so great you do not want to stop.



Silver Badge

Notice the key word "declared" in options 2,3 and 4. That means that you have to write down and provide to your official observer in advance the location of the Finish Point and/or Start Point and you have to complete the flight that you declared in advance.

This is the point at which you may want to buy or borrow a copy of Bob Wander's *Badge Soaring: The Silver Badge ... Made Easy* and become familiar with all the details to assure that your flight fulfills all the requirements for the Silver Badge. Next time we will consider how you are going to prove to the Official Observer and the badge committee that you really did complete the requirements.

DO YOU KNOW TO WHOM THESE TRAILERS BELONG?

The owners of two 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 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](#).



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



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

BRONZE BADGE QUESTION OF THE WEEK

In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?

- a) Aircraft engine and airframe logbooks, and owner's manual.
- b) Radio operator's permit, and repair and alteration forms.
- c) Operating limitations and Registration Certificate.

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

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.

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,
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
Runyon, 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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