

**Caesar Creek Soaring Club**

May 3, 2016

NEWS YOU NEED TO KNOW**CALENDAR OF UPCOMING EVENTS**

- | | |
|-----------|---|
| May 7 | Board Meeting - 9:30 AM - John Lubon |
| May 21 | Pot Luck Dinner - 6:15 pm - Maury Drummey |
| May 22 | WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey |
| June 18 | Pot Luck Dinner - 6:15 pm - Maury Drummey |
| Jul 10-15 | Youth Camp - Steve McManus |
| July 16 | Pot Luck Dinner - 6:15 pm - Maury Drummey |
| Jul 17 | WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey |
| Aug 20 | Pot Luck Dinner - 6:15 pm - Maury Drummey |
| Aug 21-27 | Adult Camp & Vintage Glider Rally - Steve Statkus |
| Sep 3 | WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey |
| Sept 17 | Pot Luck Dinner - 6:15 pm - Maury Drummey |
| Oct 15 | Pot Luck Dinner - 6:15 pm - Maury Drummey |

BRONZE BADGE QUESTION OF THE WEEK

66) The correct method of stating 4,500 feet MSL to ATC is:

- ☐ a) "FOUR THOUSAND FIVE HUNDRED."
- ☐ b) "FOUR POINT FIVE."
- ☐ c) "FORTY-FIVE HUNDRED FEET MSL."

68) When two aircraft are approaching head on, each shall alter its course in which direction?

- ☐ a) To the left.
- ☐ b) Only the first to see the other need take avoiding action to the right.
- ☐ c) To the right.

69) When two aircraft are converging at approximately the same height, which has the right of way?

- ☐ a) The aircraft to the other's right, has right of way.
- ☐ b) The aircraft on the left.
- ☐ c) Neither. Both must take avoiding action.

“SAFETY STAND-DOWN” CCSC STYLE

by Bernie Fullenkamp, Director of Operations

On Wed, April 20th, during landing rollout, Pawnee 48L ran into the Blanik which was parked on the flight line. Thankfully there were no injuries to any people, but 48L suffered major damage and the Blanik is likely a complete loss. Our CCSC Chief of Safety, Kevin Price is leading a Safety committee review of this incident/accident. The committee is currently gathering witness statements – if you have an input valuable to this process please forward your written comments to Kevin at thekevinprice@gmail.com.

In military aviation this type of event often results in a Safety Stand-down where the commander orders all operations to cease. Then all members of the unit gather to share real-time information as well as review the policies, procedures, and practices which are intended to prevent accidents and incidents. Our CCSC club structure and all-volunteer nature does not lend itself to a classic Safety Stand-down but we need the same result! I am asking all members of CCSC to review and reflect on our CCSC policies, procedures, and practices as well as their role in accident prevention.

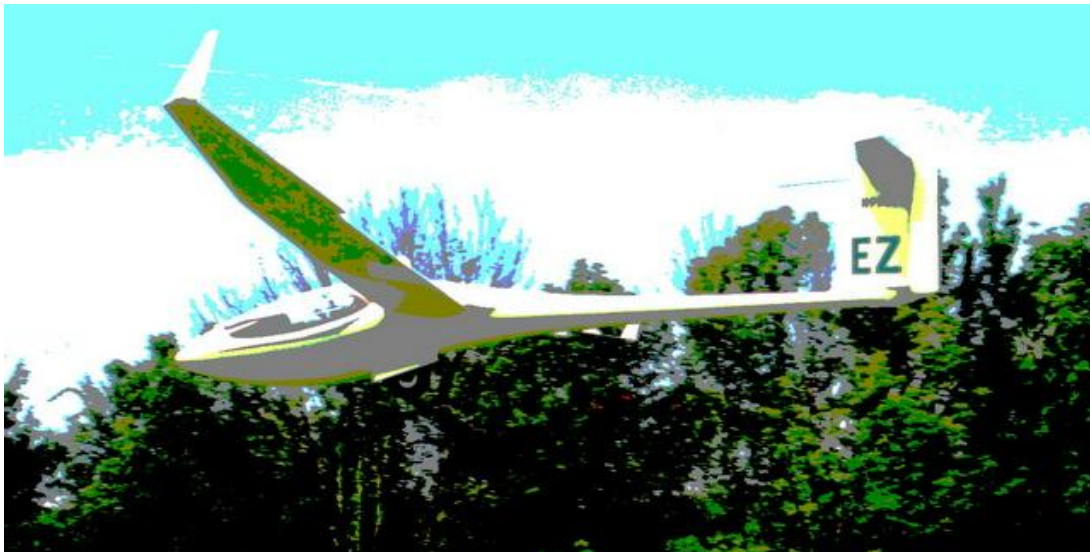
If you serve the club in a key position such as Crew Chief, Instructor, or Tow Pilot you have a special responsibility to help educate all CCSC members on the policies, procedures, and practices which help insure safe operations. Every CCSC member should be part of an environment which fosters safe operation – if you see something which might compromise safety, please say something. It is almost always better to handle such observations in real-time so I suggest that you use the Crew Chief as your first option. However, you may always forward your observation to me and I will endeavor to take the appropriate action. Contact me at BernieFullenkamp@woh.rr.com

CCSC operations can be Safe and Fun!!

WORLD DISTANCE AWARD

[Ed: Several months ago I noticed in Soaring Magazine a small item that proclaimed that Joe Simmers had been awarded the "World Distance Award". So, I asked Joe to tell us about his experience.]

"This is something I was unaware of until a year ago Dan Reagan informed me about it and talked me into submitting my flight info towards it. Both Dan and John Lubon started submitting their flights 2 or 3 years ago, they have both met the requirements to receive an award for flying “around the world”. The distance for this is 40,000 Kilometers or 24,000 miles.



Joe Simmers returns for landing. Photo and editing by Jim Price.

The only issue I found with this is, even if you already have 40000 kilometers or more in your logbook, when you submit your flights they must be less than 12 months old. With every 5000 kilometers you submit you receive an award towards your goal of 40000 km. There is no time limit, you can fly as little or as much as you want, just make sure to submit your flights before the 12 month old deadline. This is basically done on the honor system, no flight files etc. are required, this makes it very



Downtown Columbus photographed by Joe Simmers 5/3/2015 at 8000 MSL"when Dan Reagan and [Joe Simmers] were chasing after John Lubon." We were Northbound around Columbus southwest airport, Bolton Field. We were skirting just outside Class C being careful to keep our right wingtips out of the airspace.

easy even for those without flight loggers, just keep track of your XC flights and add them up and send them in. You do not need to declare any turnpoints, just go fly and add up the distance you flew after every flight to keep track. The easiest way to do this is to submit your flights on OLC, then at the end of the season add them up and submit them.

All pilots who are working towards this goal, and those who have completed it are listed online at this link <http://soaringweb.org/Awards/WDA>

So if you fly XC give it a try, not many pilots can say they have flown around the world, "without a motor"! - Joe Simmers

REPORT FROM THE RIDGE

By Mark Miller

CCSC members made our 42nd annual trip to Tom Knauff and Doris Grove's Ridge Soaring in Julian, PA this past week. We had seven members participate, Bob Miller, Don Green, Charlie DeBerry, Tony Rein, Rolf Hegele, Gary Adams and myself. Bob and I brought our glider and Rolf brought his. The others flew the Ridge Soaring G103.

Although the flying was not as spectacular as in past years we still managed some cross-country flights on Mon and Wed. Rolf got there earlier and flew over the preceding weekend when it was a little better. In fact, Rolf's Sunday, 4/24, flight was the longest submitted to OLC: 187.1km in 2.39hr for an average speed of 81.70km/hr.



It was Bob Miller's turn to fly when Mark Miller got this shot of 1WT parked near all the trailers around the Ridge Flying office.



Mark Miller took this photo of Charlie DeBerry and Don Greene launching at Ridge Soaring in Tom Knauff's G103

We had rain predicted for Tues, so Don, Charlie, Bob and myself went to Shanksville, PA to visit the Flight 93 memorial, which was rather sobering. More rain moved in for Thurs and Fri, so after celebrating Tom's 78th birthday at the Tavern Wed night the gang packed up Thurs morning and headed home.

In case you have not yet figured out how ridge flying dovetails with your other soaring plans, a seminar about Flying the Appalachian Ridge that was prepared by Mid Atlantic Soaring Association (MASA) may interest you and provide guidance. It's over three hours long so get the popcorn ready first.

<https://www.youtube.com/watch?v=sGNUZsjhpR4>



Dinner celebrating Tom Knauff's 78th birthday. Tavern in State College, PA. At far end of table are Tom Knauff and Doris Groves. On Doris' left is her daughter, Maria.

A NOTE FROM ALICE FAE DETERT, WIFE OF WALLY DETERT

April 24, 2016

At long last, I am taking time to go back to September 2015 to the picnic at the Club House to honor the long time members who were instrumental in obtaining the present Glider site. That was a wonderful gesture and a highlight of Wally's year. He really enjoyed that evening and as things turned out, it was the last time he would be with his glider friends. You were his life. Thank you again for that experience.

October 11, 2015 Wally was taken to the emergency room with severe breathing problems. He was admitted and three days later transferred to Miami Valley in Dayton. His Aortic Valve was replaced and he never fully recovered. He didn't return home – was in rehab and nursing home facilities where he had Hospice care the last month of his life ending February 27, 2016.

Thanks to so many of you who came to the visitation and/or funeral service for Wally at the time of his death. I know the distance was great and I didn't expect so many to come. Thank you for taking the time to do so. Wally would have been so happy. The numerous cards, calls and flowers were greatly appreciated by the family. I only regret that it has taken me so long to write.

Sincerely, Alice Fae Detert

FROM THE FLIGHT LINE

By Brian Stoops

Dear Members,

Finally, Spring is here and we can start dusting off the 'rust' and start aviating again. I just wanted to mention a few things we are trying to accomplish this year, and a few things I want you to keep in mind while on the field.

First, with the start of spring comes a change in our flying schedule. Effective immediately **ALL CREWS will begin flying at 10:00 a.m.** and can start closing down operations **around 6:00 p.m.** If you need to miss all or part of the day, get a sub and contact your Crew Chief.

The time between **10:00 a.m. and 12:00 p.m. is recommended for currency work and field checks.** Since flying may be slow during the first part of the day, come out early and get some hassle free flights. You might even get 3 in a row? This is NOT to say that you can **ONLY** fly during this period, it is just a chance to get yourself current in a hassle free way. Operations will be open and operating as normal.

Crews, when you pull the planes out in the morning be sure to **check tire pressure** on the hangar floor where it is easier. You can do a visual check and easily measure the pressure. The air hose is on the South outside of the hangar, and the compressor is inside the hangar on the South side. If the tire side walls seem to be bulging, then put air in it. Especially the ASK-21's and the Grob 103, as they are usually carrying more weight and should stay inflated to proper levels.

For the Golf carts, since most of them are running on gas and oil now, we need to check them before they go out to the flight line. Just top off the fuel every morning and check oil regularly. The Crew Chiefs have been asked to keep close attention to the golf cart use. There should **always be 2 golf carts at the flight line for retrieving, unless for emergency, at all times.**

We recharged our Walkie talkies last year, but usage has remained spotty. There should be one in every golf cart, and the Crew Chief or Assistant should have one to direct traffic flow. PLEASE use them. In the long run it will save you and another person, having to walk back to the flight line, only to find out they wanted the glider in the hangar. Crew Chiefs please make sure all carts have Walkie talkies. Also be sure to make sure you have working Aircraft radios. They are also another tool for safety.

The sooner the glider is in the air, the sooner you can have your lunch and a water. The club is making bottled water available to ALL CREWS this summer. There is a 70 Qt. (blue) cooler in the trailer and bottled water in the Hangar. If the temperature is over 75* F please make sure you use the water. There are some Sharpies around (I will add some to the trailer) so you can mark your bottle. Ice is available at Ellis in Waynesville, and billed to the club. I would recommend 2 BIG bags of Ice for the cooler. You can also throw in a Gatorade if you would like. If you don't mark it, it is FREE reign.

See you at the GP. -Brian

GROB 102 FLYERS:

[Ed: If you prepaid for the G-102 this year, flew it last year, are a crew chief or Board Member you received the following from Kevin Price recently. It applies to all of us who serve as part of a ground crew as well. In fact, the general principles apply to many of our gliders, not just the G-102. So, give it a read.]

I need to bring to your attention a very serious safety matter concerning the Grob 102. In short, twice in the past 2 weeks the ground crew has found the landing gear handle in the DOWN yet unlocked position. (Midway vs FULLY FORWARD.) That means the aircraft has landed twice with the gear unlocked. A harder landing, bump, or fore/aft/transverse movement with the gear in the down, unlocked position can result in the gear collapsing with a high chance of substantial damage. (The Grob 102 was down for 3+ months last year after the gear collapsed in the hangar, likely due to the gear being down but not locked.)

Please note that the gear handle must be FULLY FORWARD for the gear to be DOWN and LOCKED. Michael Hayden just wrote a nice article with pictures about this for the most recent Frequent Flyer (Feb 26th 2016). Recommend reading this before your next flight in the Grob 102. Please check that the landing gear handle is FULLY FORWARD before takeoff as well as before landing.

CREW CHIEFS and CREWS:

As part of your flight preparations as well as in-between flights of the Grob 102, please check and ensure that its landing gear handle is FULLY FORWARD.

Thank you, Kevin Price, Safety Officer

WILMINGTON ACTIVITY LEVEL HAS INCREASED

Be aware that there is significantly more flight activity at Wilmington. The Class D airspace is only 11 statute miles east of CCSC and a runway is less than 16 miles from our field. Stay vigilant for traffic.- John Atkins

GREEN COUNTY AIRPORT (XENIA) CLOSED FOR CONSTRUCTION

A NOTAM has been issued that Greene County Airport is closed until June 2nd due to construction. Folks who plan to fly away from the home field should check NOTAMS for Xenia. Work has commenced to resurface the runway. Likely it will not even be good enough in an emergency.

SATURDAY, APRIL 30, WEATHER FORECAST WAS CORRECT - OVERCAST- RAIN

Steve Fenstermaker reports that his 1st Saturday crew did not find anyone who wanted to fly so they busied themselves organizing the crew trailer and checking the facility. The G102 gear was found down, but NOT locked, so it was locked in the down position. The wind sock from the East end was found in

the back of the Kubota. 2 pairs of children's shoes were found soaked on the clubhouse deck. They were returned to John Stewart for his kids.

SUNDAY, MAY 1, STARTED WITH LOW CEILINGS, IMPROVED STEADILY

The 1st Sunday Training Crew enjoyed great thermals (4-500 ft). Only 16 flights took advantage of the steadily improving conditions, mostly student training flights. It really was a great day. Sorry so many missed it.- Mike Karraker



Training flight early Sunday afternoon. Bob Miller , CFI-G. Photo and editing by Steve Reinke.



Photo and editing by Steve Reinke, a professional photographer who enjoys hanging around CCSC with his camera. This ASK-21 was returning from a training flight late Sunday afternoon.

ON LINE CONTEST - NEED MORE CCSC PILOTS TO PARTICIPATE

Thousands of glider pilots worldwide participate in On Line Contest, including a good number from CCSC. It is free and provides a great way to compare your flights with others and a way to challenge yourself to improve your cross country soaring. Here is a link to the website so you can explore it for yourself. <http://www.onlinecontest.org/olc-2.0/gliding/index.html?c=C0&sc=&st=olc&rt=olc>

If you look at the OLC-Plus Statistic: Club category for North America in 2016 you will find that CCSC is currently ranked #12 in North America with 14,602 km flown in 85 reported flights. That should be compared with the leader, Arizona Soaring Assn, whose members have logged 28,634 km in 407

flights. Note that CCSC members have longer average flights, just nowhere near as many. Overall in 2016 only 16 CCSC members have submitted flights to OLC, a total of 91 flights from those 16.

To report your flight to OLC you need a flight recorder which creates the appropriate .igc file. One very inexpensive option was explained in detail in the March 1, 2016 Frequent Flyer on pages 2-3. http://www.soarccsc.com/wp-content/uploads/2016/03/Frequent-Flyer_20160301.pdf. There are many options. As you increase your cross country flying you may decide to acquire a flight computer, in which case you will probably choose one with Flight Recorder capabilities, but that is a more significant investment and one you will want to study thoroughly before making the investment. Try the free option in order to get started without delay.

OLC is something with which you really want to become familiar. It is part of the vocabulary that you will hear almost every time you are at the club. So, get started logging your flights and submitting them to OLC. Together we can improve CCSC ranking in the On Line Contest. Make sure your flights are counted.

DISTRIBUTION LISTS MAINTAINED BY CCSC

We have established a number of distribution lists that are self-explanatory. All end with @soarccsc.com

2020committee
Crewchiefs
Impromptuflying
Instructors
Ladies
Safety
Maintenance
Ssd.board
Towpilots

EMAIL DELIVERY PROBLEMS CONTINUE

A couple of new reports were received this past week of members not receiving monthly invoices, Frequent Flyer announcements or other club email. I am trying to construct a complete list of problems, so if you have not received email that you think was sent to any of the above distribution lists that you think you should have received, notify [Jim Dudley](#). I will verify that your address is correctly entered into that list and make a record of your delivery failure.

I remain suspicious that the problem is an over-active SPAM-BLOCKER provided by your Internet Service Provider (ISP) because that turned out to be the problem a couple of years ago when similar symptoms occurred. That was resolved when a member called her ISP and complained. They not only responded to her complaint, but took the full list of email addresses that were experiencing similar problems and worked with the other ISPs to get all the problems resolved. I am hopeful that we can get this current problem resolved similarly and have asked a couple of you to be first to place a call to your ISP. Before placing that call, contact me and I will provide you the full list of members experiencing similar problems. - [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/>)

FOR SALE

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

Has two varios, one is electric. Annual is due 4/16. Call Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy and low cost soaring!

Schweizer SGS 1-23, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Thomas G. Bonser, bonsertom@aol.com. 513-673-7746

Libelle201B s/n 74. Built 1969. Eberle trailer. 1/3 share is available. Registration N11RD (better known as N11rdbird). All ADs complied with and will have new Annual May 2016. Comes with GPS NAV Model 25 and IPAQ Pocket PC running Mobile CU. Electric Vario and seat-pac parachute. Also comes with two great partners, Richard Cedar and Eric Cochran. \$5000
Call Rolf at 937-271-5003 or n11rdbird@att.net

2002 Anschau Komet trailer setup for two seater 20 meter sailplane. Fiberglass top clamshell trailer in good condition. All fixtures and fittings for a DuoDiscus. Being told trailer will work for 20 meter two seaters or other sailplanes such as as Grob 103's, ASK 21's, DG 505/1000's, Grob Twin Astir, etc. All dimensions confirmed for a 1984 Grob 103 Twin II. located in Saratoga Springs, New York USA.
Asking 8,900 USD OR Best Offer

Tim Hanke

Operations/ Treasurer, Adirondack Soaring Association, Inc.
2017 Barrett Road, Ballston Spa, New York 12020, (518) 693-6849

www.adirondacksoaring.com

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, Laviniu
Tirca, Skye Toomey, John C. Williams,
Michael Williams, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **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, Joshua
Rising, 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
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