

**Caesar Creek Soaring Club**

June 7, 2016

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

- June 18 Soaring Music - 2:00 pm - Tom McDonald
- 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

**"A FINE WEEK OF SOARING" by Gary Adams**

The title of the DVD documenting a week of flying with Karl Striedieck at the 2005 Mifflin R2 contest, is a perfect description of my experiences last week in the contest held at one of the premier gliding sites in the Eastern US.

I went to the contest to help out with ground/launch operations at the invitation of Paul Weeden, one of the best glider SCUM ("Soaring Crew Union Member") in the world. Paul has many, many stamps in his passport from crewing at multiple World Glider Competitions, over the past several decades.

**Gary Adams is back!**

I loaded up the RV again, after being home from Elmira and Ridge Soaring, for only a couple weeks. Taking the Scotties for company and since we'd be gone for well over a week, we headed out in driving rain. On Saturday, May 21st, the weather didn't look too promising for a full contest, with rain forecast for the next several days. We arrived after 11 long, slow hours on the road, a trip that "should" have taken 8 1/2 hours, with gas stops for the RV and 'pee' breaks for the dogs. Still raining while we parked and hooked up next to the clubhouse....at least a hot shower and a good dinner was on hand.

Sunday, the 22nd, was scheduled as the practice day.....not even close, as the day was another day beginning with rain, tapering off to a drizzle as the day progressed....activity for the day ended up

introducing the "girls" to John Godfrey's three "kids" parked next to us and inspecting the two HUGE Air Tractor ag planes parked on the ramp doing "Bug Bomber" work for the Penn Dept of Forestry.



The day ended with seeing old friends and making new ones, dinner for all, and followed by the mandatory pilot's meeting....Somehow CD John Seymour didn't seem the least bit worried for the week ahead, even though CM Janine "J9" Acee had her pucker string pulled a little tight.

A great night's sleep, awoke the following morning at 6am to a heavy fog that seemed to pick everybody's spirit up....fog in the morning there, usually forecast a soarable day...as it turned out to be. Depending on which forecast you believed, we were in for 6500 foot cu, spread out, or in the worst of them, thunderstorms late in the day. In truth we saw both.



### Day One Grid

The sniffer went up at 12:20 and reported back going through 4700 with 5 knots. This was plenty good enough to start the launch at 12:35 and all seemed well. Shortly after the last launch we heard 1 clap of thunder here but not much OD was too be seen.

Basically a classic day where the sun was your friend and then your enemy. About a third of the fleet made it around, a third aborted and came back home and the other third came home, not under the power of thermals but rather in the trailer.



Day Two was set to be better, much better than Day one, with a 3 1/2 hour task called for all four classes....conditions we rarely, if ever, see here in Southern Ohio.... It turned out even better than predicted. Many people reported being over 9,000, a few over 10,000 and 1 guy said he topped out at 11.2. Not too shabby!

After dinner, talking with Karl about the day, he casually asked if I'd like to fly with him the next day in his brand new Duo Discus **XL**. Collecting my jaw off the floor and adjusting what, momentarily, sounded like a pre-teen voice going through puberty, I said "sure...." Christmas came to me in May, baby! The thought of flying in the back seat with one of the legends of our sport could not be passed up or even imagined. Friends were howling at my reaction....Hard night to sleep....

Day three turned muggy with not as much promise as day two. Cirrus, not much hope for high cumulus, and forest fires started in controlled burns at the western edge of the task area over the plateau. A 3 hour MAT was called. Turned out to be a good call.



Strapped in, trading my baseball cap for my Tillie, loaded with water, and a charged phone for pictures, we were toward the end of the Sports Class grid. I was ready for the classroom lesson of my soaring career. Karl didn't disappoint. Off tow, we hit what KS called a "piddly" little 3 m/s thermal to get around in till the task opened. We started 10 minutes after the class opened, letting a number of gliders get out to mark the streets. At the top of the cylinder, Karl went away from the course, sped up to 120 kts and went back through the start, zooming up after the hit, right on course at his cruise speed between thermals of 80 knots. He flies at a constant speed, slower than I expected, between lift. Straight on task to the first turnpoint without thermaling until hitting a single 7 knot lift to 8,600 feet MSL (7,800 ft. AGL). Hit the turn and headed straight out in the direction of the fires...straight glide across Bald Eagle Ridge, Eagle Field and into the flat, forrested plateau. Second TP nicked and



straight across the fires, skipping like a flat rock, bumping the lift from the smoke, straight across at nearly 9,000 ft. He did not not circle again until well after the 3rd TP going to the forth. Back and forth to another pair of southern points, bumping lift, watching how the earlier glider were doing....below us. So far he was flying with a MacCready setting of 4 and following it faithfully. Going into one of the last turns, I had one of those "soaring" Zen moments when we were joined close up with a immature bald eagle that Karl spotted much earlier than I did. We stayed together for well over 1,500 feet. ....and then it was gone.



Final glide was WAY over slope, so the nose went down while Karl self analyzed his flying for staying with the eagle too long. 120 to 140 knots as we zipped through the Reedsville Gap below the ridge line. A classic zoom above 1,400 ft. letting gravity help as he lowered the big gear, arriving perfectly on final, touching down.....followed by that moment of "ahh." 190 miles flown in 3 1/2 hours, averaging on the SN-10 61 knots.

Lessons learned to apply to my flying? 1. Leave the thermal earlier than I do. 2. Bump the lift rather than circle if possible. 3. Fly straight, keeping time spent circling under 20% of the total flight time. 4. Center the lift immediately. 5. Don't get target fixation on a turnpoint, be willing to decide to change course without being indecisive. 6. Don't fly too fast between thermals, keep it steady, 10 to 15 knots above best glide.

I came down to earth but not down from cloud nine.

### Days 4-6

For me, the remainder of the contest was fun, but anti-climactic. Six straight contest days, filled with safe flying by some of the best pilots in the country, no rest days and my duty was that of front man on the launch line in front of the tow pilot..... Evenings, walking the dogs, eating great food (discovered one of the best restaurants I've enjoyed eating in little Reedsville...amazing!), and friends...lots of friends. Tall tales shared, memories of soaring adventures from 30 and 40 years ago, remembering old friends no longer with us, making new memories and friends.....in other words, soaring bum heaven!

I've already signed up to volunteer at next year's Sports Class Nationals coming to Mifflin next May..... I've also joined the non-club club, Mifflin Soaring Association for the next year, hoping to put some mountain miles on "Gum Ball," my ASW20-CL, splitting time between CCSC and MSA....

Now it's time to load up the rolling home, get the dogs, and head to Elmira to do some work in the NSM archives, swing over to the Club Class Nationals in Wurtsboro to lend a hand, home for a week

then back to Elmira for a week of the International Vintage Sailplane Meet.....keeping busy is good for the soul.

Gary 'GB' Adams

### **BRONZE BADGE QUESTION OF THE WEEK**

109) Approximately how many feet will a sailplane sink in 15 nautical miles if its lift/drag ratio is 22:1?

- ☐ a) 2,700 feet.
- ☐ b) 3,600 feet.
- ☐ c) 4,100 feet.

110) A cross-country profile view helps ensure safe return-or-proceed altitude by providing a series of:

- ☐ a) Decision points.
- ☐ b) Speeds to fly.
- ☐ c) Glide ratios.

111) A properly computed flight profile should allow the sailplane to arrive over either the departure or destination airport, or a safe landing place no less than:

- ☐ a) 500 feet AGL.
- ☐ b) 1,000 feet AGL.
- ☐ c) 1,500 feet AGL.

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

<http://www.soaringsafety.org/learning/bb6quiz.html>

### **IS NOW THE TIME FOR YOUR COMMERCIAL AND/OR CFI-G RATING?**

Larry Kirkbride is willing to put together group ground and flight sessions for CCSC members interested in completing a commercial glider or CFI glider certificate during the 2016 season, if there is enough interest. Those interested should contact him by email or the phone number listed in the club roster. [Members only portion of our website: [www.soarccsc.com/wp-content/uploads/2016/01/Membership-Listing-All-Active.pdf](http://www.soarccsc.com/wp-content/uploads/2016/01/Membership-Listing-All-Active.pdf). The password is printed at the bottom of your monthly invoice.]

## **SOARING MUSIC**

Saturday, June 18, starting at 2:00 pm at the clubhouse, enjoy jam session music with friends. Members of the Hills of Kentucky Dulcimers, the Northern Kentucky Unplugged acoustic music society and several other musically-inclined friends and local pilots are invited. This is **not** a dulcimer-only event. Bring your instrument and join in. More details and some recordings from previous years are available at <http://fotmd.com/tom-mcdonald/event/119/soaring-music-sw-ohio>.

Organized by Tom McDonald.

## **SATURDAY**

Steve Fenstermaker reports a total of 5 flights, including 2 guest rides. The guests were very pleased with their flights and spoke of coming back for mile high flights.

The first launch was on RW 27, then winds shifted so operations were switched to RW 09. Operations continued until about 3PM when the weather deteriorated substantially to the point of a down pour and creating a swamp in areas by the hangars.

## **BLAST FROM THE PAST**

Jeff Kosan's father, Doug Kosan, was a member of CCSC when the club was in Richmond, IN and when the club moved to Caesar's Creek. Interestingly, Doug funded his college education by being a smoke jumper. As a youth, Jeff worked many hours on transforming what was a dairy farm into the glider club. Jeff is a retired airline pilot who recently moved back into the area from Colorado. Jeff is considering becoming a member. If you want to welcome Jeff back, he can be reached at [jbkosan@msn.com](mailto:jbkosan@msn.com) or 937-305-9176.



**Jeff Kosan returns to CCSC with a lot more hours in his logbook and a new desire to fly gliders.**

**Photo : Steve Fenstermaker**

## **CLUB STATISTICS**

<b><u>ACTIVE MEMBERS</u></b>	<b><u>6/6/2015</u></b>	<b><u>6/1/2016</u></b>	<b><u>FLIGHT ACTIVITY</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>Budget*</u></b>
Full Members	164	171	Last month	231	188	200
Family & Youth	34	34	Year to Date	446	409	410

\*The 2016 budget is based on 200 members and 1800 flights for the year.

## **WELCOME NEW MEMBERS**

- David G. Rombach
- Daniel M. Miller

## **FINANCIAL SUMMARY**

	<b><u>Budget YTD</u></b>	<b><u>Actual YTD</u></b>
Total Income:	\$74,831.00	\$60,472.21
Total Expenses:	\$80,619.00	\$98,760.02
Addition to Reserves:	\$- 5,788.00	\$-38,287.81

Expenses for grounds equipment maintenance are above budget, partly because of repair of the power steering for the small tractor. The costs of glider annuals were higher than forecast; the Grob-103 wing AD compliance effort contributed to aircraft maintenance budget being exceeded. Income continues to be misrepresented because of transfers to/from reserves. The correct story (excluding reserves transfers) is that income is actually \$3,041 ahead of the budget/plan.

## **FUEL INDEX ADJUSTED**

The recent delivery of gas was at an increased cost per gallon with the result that the fuel index has increased to \$0.30 per hundred feet, effective June 1.

## **FLIGHT CARD DETAILS**

In the past month five (5) flight cards did not have any indication of the glider which was flown, resulting in the pilots being charged \$20 for a K-21 flight. Be careful to fill your flight card out in full!

## **ANNUAL SHARE PURCHASE PROCESS**

The Code of Regulations in Article VII, Section 5 states that "members shall purchase and hold twelve (12) shares of Soaring Society of Dayton, Inc. stock. These shares shall be acquired at the rate of at least one (1) share per year (to be invoiced in April of every year)". At the board meeting questions were raised about this process, resulting in the determination that the invoicing did not take place in April 2016. The June invoices should have this item for all members who do not yet own 12 shares.

## **WEDNESDAY, JUNE 1**

Bob Root manned the flight line all day as Crew Chief and insisted there was great lift to 6K+. There were 15 total tows, including returning 15H from Cubby's, a "Mile High" Introductory Flight for a prospective new member, and an aero retrieve from Mad River airfield. - Bernie Fullenkamp



## **LANDING GEAR PROFICIENCY CHECK FOR ALL GROB-102 PILOTS**

On May 7 a ground test (pushing backwards, side forces, etc.) was performed to see if ground handling could cause the gear to unlock. It was concluded that no ground handling procedure could be found that caused the gear to unlock if it was in the down-and-locked position. Therefore, it was also concluded that each of the events in which the gear has been found in the down-but-**not**-locked position must have been pilot error. The Safety Officer recommends requiring a checkout in gear operation before any pilot would be authorized to fly the G-102 with the gear raised. Tim Christman recommended adding a warning horn that would sound if spoilers were deployed when the gear was not in the down-and-locked position. Some of the details for the checkout still need to be worked, but G-102 pilots should expect to be required to demonstrate understanding of the procedure for locking the gear in the down position.

## **TWENTY YEARS AGO AT CCSC - Jim Hurst**

May, 1996: The club bought two Yamaha electric golf carts. They were initially intended only to transport people to the clubhouse at the demise of the Port-O-Johns. Don't know how long that idea lasted.

John Lubon wrote an article on his flight from CCSC to the ridge. Jim Price wrote an article on his 1000km flight at 77MPH at the Ridge.

INSTRUCTOR'S CORNER featured an article by Jim Hurst on the difference between crabs and forward slips, how they work, why you do them and how you do them.

June, 1996: Plans were afoot for building the second glider trailer building. The club was discussing the financing with possible tenants.

## **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](mailto:bonsertom@aol.com). 513-673-7746

**Libelle201B** s/n 74. Built 1969. Eberle trailer. 1/3 share. 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](mailto:n11rdbird@att.net)



## CCSC GROUND CREWS:

### **1<sup>ST</sup> SATURDAY**

**CC:** Steve Fenstermaker (cell: 937-581-7713),  
**Tow Pilots:** John Armor, **Instructor:** Paul McClaskey, Bill Gabbard, Tom McDonald. **Crew:** Kevin Price, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Courtney Ohl.

### **1<sup>ST</sup> 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, Bob Bohl, Don Burns, Bill Clawson, Bill Grawe, Bill Hall, Christian Maurer, Bruce Porter, Dave Rawson, Laviniu Tirca, Michael Williams, Joe Zeis.

### **2<sup>ND</sup> 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.

### **2<sup>ND</sup> 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.

### **3<sup>RD</sup> 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.

### **3<sup>RD</sup> SUNDAY**

**CC:** Brian Stoops (cell: 937-750-3788). **Tow Pilots:** Tony Bonser, Tim Christman. **Instructor:** Dick Eckels, Bill Gabbard, Chad Ryther. **Crew:** Blake Bailey, Daniel Beans, Mike Brewer, Darin Caviness, Jack Morari, Tony Rein, Zach Siefker, Joey Tomei, David Whapham.

### **4<sup>TH</sup> 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.

### **4<sup>TH</sup> 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, John 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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