

**Caesar Creek Soaring Club**

July 12, 2016

CALENDAR OF UPCOMING EVENTS

- Jul 10-15 Youth Camp - Steve McManus
- July 16 Board Meeting - 9:30 a.m.
- July 16 Potluck Dinner - 6:15 pm - Maury Drummey
- Jul 17 WPAFB Outdoor Recreation Office Event - Kevin Price / Maury Drummey
- Aug 20 Potluck 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 Potluck Dinner - 6:15 pm - Maury Drummey
- Oct 15 Potluck Dinner - 6:15 pm - Maury Drummey



N3616Q is ready to fly again. Sheena Lou came to escort 16Q to the flight line.

N3616Q IS FINISHED AND READY TO FLY BY STEVE STATKUS

16Q was looking pretty sad after the flying season of 2015. The CCSC board voted to undertake the restoration project over the winter months and allocated the money to do so. I agreed to head up the project (one of my recent dumber choices), and in November of 2015 we disassembled the bird and took box cutters to the fabric. Parts were coming off that glider faster than I could catalog them and in short order we had a bare frame sitting in the shop looking like it needed some TLC. The first task was to relube the internal tubing, then clean the frame of surface rust, which was a frustrating experience. But we “stayed the course” to quote a recent president, and found a guy in Fairfield to walnut blast it, which he did. The corroded tubing was replaced and the frame was epoxy painted at Tim Morris’ shop.

Back at CCSC we began the covering process while we farmed out various pieces for refurbishment. We used the Polyfiber process and had the fuselage covered by February after running a couple of training sessions with our crew on the Polyfiber process. At this point we started getting a lot of advice concerning the paint scheme, which we ignored, but we were feeling the pressure and the bills were mounting. My personal CFO was starting to make some ominous sounds from behind her computer screen when the Visa bills started rolling in.

I had an idea early on to replicate a “between the wars military trainer” but kept that idea to myself until I ordered the Polyfiber color dope. It was grey, red and black with yellow for the wings. I posted a photo of a 1930’s Navy biplane on the door of the supply cabinet in the shop and when folks would wander in and ask “how you gonna paint it?” I’d point to the photo. They usually shook their heads and walked out.

Once we started shooting paint, the process kicked into high gear and the farmed-out parts started showing up looking really good. New rear cockpit glass (Bob Miller), new seats (thanks Henry) new control cables, and pneumatic tubing tail to cockpit were installed. The main wheel and brake assemble was overhauled and new pucks installed. Dan Reagan fabricated and installed the interior pieces and refurbished the front canopy assembly including a new smoked canopy bubble. A new instrument panel was fabricated and installed. We went through the aircraft from nose to tail. If it looked ugly, old or just dirty, we restored or replaced it. We installed a battery rack behind the rear seat, hoping the Board will spring for an electric vario sometime in the future.

The last hurdle was to strip the wings and repaint them. This operation took about a month, but we got through it. They sure are yellow, as are most of the surfaces in the shop, my shoes, glasses and cell phone. That over spray is way understated. Finally, we added the decals and here Keith and Bill took their time and with patience they had them all on and in place.

In summary, I have to say that if you weren’t on the crew doing the work, you just did not get a vote about the paint scheme. And further, if you were on the crew, you did not get a vote either. So, 16Q looks the way it does because of two things. First, it is a thank you to Wally Detert for all the years of service he gave the club. And second, it’s a way of celebrating our aviation heritage. We stand on the shoulders of those who have gone before us. We should acknowledge their contribution when we can. I believe this glider does both.

To answer your questions, “VMT-1? Huh?” “V” is a designation used by the Navy and Marines to denote an aircraft that is heavier than air. They used blimps back then. The “M” stands for Marine and the “T” identifies this aircraft as belonging to a training squadron. Was there ever a real VMT-1? I don’t know. And the MCAS stands for “Marine Corps Air Station.” I’m pretty sure there never was a Marine Corps Air Station Caesar Creek, but there is now. The number 16 identifies this aircraft as the 16th aircraft assigned to VMT-1. And the red strips on the top of the wings are there to help student pilots orient themselves with the lead aircraft in formation flying.

THE 16Q TEAM:

Bob Root, our Spiritual Leader who provided guidance in the darkest of times.

Keith Kilpatrick, welder, painter, rigger and the guy who would take over when I was losing it.

Lynn Alexander, who kept us in line, on task with somewhat of a military bearing and chain of command.

Ron Kellerman, Always there with sand paper, a rivet gun, ready to lift, push or answer his phone when tenets called and a guy who is really slow tying a knot.

Bill Hall, the historian who kept our design somewhat accurate and a guy who knows how to use a piece of sandpaper.

Mark Miller, also a pretty good sander and a detail guy who knows where the extra bolts can be found.

Bob Miller, our force behind stripping the wings. It was his diligence in the chemistry lab that got the primer off the wings.

Dan Reagan is responsible for the ergonomics. The interior came into being at his hanger in Hamilton and the canopy (new tinted bubble in front at his expense) and the canopy trim and struts. He's a detailed craftsman.

Chris Gillespie, the guy who knew how to slop on glue before the fabric was laid on. He also inhaled more than his share of hallucinagenic fumes. So, give him a pass if he's towing you towards Detroit.

Steve Statkus, the guy who said "yeah we can do that."

Rolf Hegele who wrote the checks.

Caroline Statkus who moved a lot of our personal money around to cover the project's credit card expenses and had faith enough in me to continue doing it.

And many others who stopped by from time to time to help and give some guidance.

16Q, that senior citizen glider that allowed us to undress her, poke around her innards and dress her up like the beauty queen going to her first prom. Like all Schweizers she's a lady. Maybe she's not the fastest horse on the track but one that will treat you with respect and deliver you home on time and intact. It was a pleasure having this relationship.



N3616Q on short final on Monday, 7/11/16, as Youth Camp pilots enjoy learning to fly. Photo: JCD

NOTICE: CHECK WHETHER YOU RECEIVED YOUR JULY STATEMENT

Statements were sent out on 4 July via e-mail. If you have not received yours, please respond accordingly to businessmanager@soarccsc.com and to n11rdbird@att.net

Thanks, Rolf Hegele, SSD Treasurer

YOUTH CAMP THIS WEEK



A small portion of the tents used by Youth Camp attendees in the late afternoon sun. Photo: JCD



Paul McClaskey and Rich Carraway congratulate Chandler Demler on award of a scholarship for Youth Camp from CCYSA.



Paul McClaskey congratulates Micah Ferguson on award of a scholarship for Youth Camp from Tom Bayles Youth Memorial Fund



Paul McClaskey and Steve Statkus congratulate Jake Burd on award of a scholarship for Youth Camp from CCYSA.

Donations are the source of all funds for CCYSA scholarships. CCYSA is a 501-C3 corporation, so all gifts are tax deductible. In addition to support for attending Youth Camp, CCYSA is also going to be awarding scholarships to youth who have attended the most recent Youth Camp and are actively participating on a CCSC crew and receiving crew credit. Up to one flight per month may be covered by CCYSA for a deserving youth.

Criteria for CCYSA scholarships: Must be nominated by a CCYSA board member or CCSC board member, or flight instructor or crew chief. The Tom Bayles scholarship requires one of the above listed individuals and also an active tow pilot. Each applicant must write an essay explaining what it would mean to him/her to receive a scholarship. The selection of the winners is based on demonstrated enthusiasm for flying gliders, essay, community involvement, volunteer service.

Food for 16 campers: In case you were wondering, campers and volunteers are fed in the clubhouse. Today at lunch three (3) whole loaves of bread were required for all the sandwiches. Thanks to all volunteers who have helped with food.



Recipients of awards Monday night: (l. to r.) Chad Beckwith, Blake Bailey, Jake Click, Madison Root, Josh Rising, Jake Burd, Cynder Haines, Robbie Root. Each evening a meeting is held to review what was achieved or learned that day and to set expectations for the next day. Campers select individuals for special recognition of their day's activities.

SATURDAY OPERATIONS

Dick Holzwarth's 2nd Saturday crew had a good day with 20 flights including 1 guest ride. The crew enjoyed being among the first to offer the freshly restored N3616Q for members wanting to fly a 2-33. The described it as BEAUTIFUL!

SUNDAY OPERATIONS

Dave Menchen reports that Sunday was a beautiful day, but it got off to a slow start with 23 flights overall.



Steve Statkus provided this photo and challenges you to identify who it is and what he/she is doing. He offers a possible caption: "So the bombardier would be here, except we need to remove the tow hook cover plate so he can see the target."



Durell Fullenkamp captured this photo of a vulture sitting on the CCSC sign a little over a week ago. Bernie suggested that we have a caption contest and offered the following caption to get the contest started:

Rumors of the demise of CCSC are greatly exaggerated!

If you have a caption suggestion, email it to Jim Dudley.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

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

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

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

FOR SALE

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

CCSC GROUND CREWS:

1ST SATURDAY

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

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** 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.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Bob Anderson, Haskell Simpkins, CR Gillespie. **Instructors:** 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 Anne McKosky. **Tow Pilots:** Jim Goebel, Lorrie Penner, Gordon Penner, Tom Rudolf. **Instructors:** Jim Goebel, Tom McDonald, Gordon Penner, Tom Rudolf. **Crew:** Dave Conrad, Alyssa Engeseth, Tom Geygan, 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. **Instructors:** Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Soren Adams, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Poul Pedersen, Joshua Rising, Jack Runyon, Chris Uhl.

Revised 7/5/2016

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788) **ACC:** Mike Brewer. **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Bill Gabbard, Chad Ryther. **Crew:** Blake Bailey, Daniel Beans, Darin Caviness, Jack Morari, 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. **Instructors:** 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. **Instructors:** 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, 937-626-0990
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