

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

May 2002

What CCSC Has Meant To Me

By: Francis Bundy

I was born and raised in central Ohio. As a small child, when my father took my siblings and me for nature walks, one of the things that caught my attention was the soaring flight of hawks and turkey buzzards. I thought, Boy, wouldn't it be fun to soar around like that. That was back in 1914.

As it turned out I didn't get to learn to fly gliders until after World War II when the Mohawk Soaring Club was formed in Schenectady, NY in 1952. Our oldest son, John (high school age), and I joined as charter members and learned to fly in a Schweizer 2-22. I have been flying ever since.

In the spring of 1993, my wife Hazel and I moved from Schenectady, NY to the Otterbein-Lebanon Retirement Community on Route 741. One of the first things we did was to locate the Caesar Creek Soaring Club and join. Soaring was a vital part of my existence. CCSC enthusiastically took me in and made it possible to continue flying, instructing, and giving demonstration or fun rides. All this flying activity has meant a great deal to me in my old age, and I am very grateful for it. CCSC is certainly one of the best glider clubs in the USA (and I have flown from many of them).

One of the first features I enjoyed at CCSC was flying from a pure gliderport. All my previous experience in the Mohawk Soaring Club had been on municipal airports with mixed traffic of power planes and gliders. Unfortunately, these two cultures often conflict with the power guys being in the majority. So, I say hang on to your private gliderport as long as possible, and support it with your time, talents and money!

Upcoming Events

Wright Memorial Glider Meet
May 25th – May 27th

WMGM Ox Roast
Sunday, May 26th
The CCSC Tradition Continues

Region 6 South Contest
August 25-30, 2002

Caesar Creek Soaring Club
P.O. Box 918
Waynesville, Ohio 45068
(513)932-7627

See our website at:

<http://www.wrightdesigns.ccsc>

A second feature that has meant a lot to me is the wide spectrum of professional talent in the membership: aeronautical engineers, commercial pilots, military pilots, businessmen, doctors, lawyers, etc., etc. A very stimulating bunch! Good for all kinds of discussions, arguments, tall stories, etc. It makes for a wonderful and stimulating fellowship.

A third feature that has been important to me is the mix of ages, from school age kids just old enough and big enough to legally start flight training on up through the old professionals. This is quite different from the population at the retirement community, which is mostly in the last stages of maturity, - interesting but limited in outlook. At CCSC, the interaction with younger people has helped me maintain a broader outlook.

Another thing which I had not experienced before, was to have students who were experienced air transport pilots going for their glider rating. I learned a few things from these guys, and I remember especially well the tremendous kick one of them got one good soaring day when I had him do a cross-country flight

without an engine!

Of course, being an oldie myself, I naturally fit in with the Senior CCSC ers who get together on Wednesdays for brunch, fellowship, gliderport chores and flying (on flyable Wednesdays). Being active with this senior group has certainly been one of the most pleasant and satisfying experiences of my flying career.

I have always been a walker and hiker. One of the things I have enjoyed has been walking the periphery of the flying field, even on snowshoes when there was enough snow in the winter. It makes for a good nature walk as well as good exercise. Walking around the field affords excellent opportunities to observe what is going on in nature, -trees, birds, flowers, the pond, the atmosphere, etc. It is an interesting world!

As wonderful as it is, the CCSC site has one desirable feature missing. That is hills and mountains, with ridge and wave soaring. Rarely, a transient wave system drifts by, but they are transient and everything has to be ready to go at the critical time. I was pleased that on October 7, 2001, Greg Crook and a few others got to work the wave system that drifted by on that day. I read Greg got up to about 11,000 feet. I was on the ground at the Otterbein-Lebanon Retirement Community, powerless to do anything but watch. Of course I have enjoyed many wave flights in the Adirondacks, the Berkshires, and the White Mountains in the east, but none here at the CCSC site. One can't have everything all the time!

In conclusion, let me just say that the eight years I have had here at CCSC have been wonderful for me. I hope I have made the point that CCSC has a great situation and operation, and that all members must take it seriously, cooperate, and keep it healthy and thriving. It just will not happen automatically.

Region 6 South Contest

August 25-30, 2002

Chuck Lohre - Contest Manager.

Jim Price - Competition Director.

Volunteers Needed!!!

Please contact:

Chuck Lohre

3015 Beaver Ave.

Cincinnati, OH 45213

513-731-3429 or chuck@luhre.com

Some Notes on Crewing and Crew Credit

1. To receive crew credit you must be listed on the current crew list as posted in The Frequent Flyer . If you are not on the list, you will not be given credit! To crew, call Mike Karraker and have him assign you to a crew.
2. To receive crew credit, you must be listed by your Crew Chief as present on your assigned crew day. If you are not marked as present, you will not be given credit!
3. If you were present for duty but did not receive crew credit, contact your Crew Chief and ask that an updated crew attendance list be submitted. Please do not complain to Sara or Pat. To assure that you are not missed, make sure that your Crew Chief knows that you are present. This is especially true for new members as the Crew Chief may not recognize you or know that you have been assigned to their crew.

4. If you cannot make your assigned crew day, it is your responsibility to find a substitute. Your substitute will earn your crew credit for you on that day. You may not crew on another day to earn your credit—it must be done on your assigned day by either yourself or a substitute.
5. When you become a Crew Member, you take on a responsibility to your fellow club members that you will be present on your assigned day to provide the services that will keep them flying, just as other crew persons will do for you the rest of the month. It is the Crew Chiefs right to have you removed from their crew if you are a chronic absentee or if they feel you are not productive on crew. You will not be reassigned to another crew unless a Crew Chief asks for you.
6. Our crew system has been in effect for over 30 years. It works well and will continue to work as long as we all do our part.

Pat DeNaples

Camp Site People: Trailers Wanted!!!

Do you have a trailer you would be willing to rent for a week in July? The Women Soaring Pilots are coming to CCSC during the week of July 8-12. Some of the women would like to enjoy a week totally immersed in soaring by renting a trailer at CCSC. Would you be willing to share your trailer?

The women will pay \$100 for the use of your trailer beginning 3:00 p.m. on Sunday, July 7 and ending at 3:00 p.m. on Friday, July 12. This arrangement helps both you and the club. Fifty dollars will go to you, which covers the cost of your trailer for two months. Not bad for giving it up for one week! The remainder of the money will go to the club to cover the extra showers, electricity, etc. incurred by the seminar. This was a win-win situation at the last seminar, and we think it can be again.

If you are willing to rent your trailer, please let me know. The lucky woman who rents your trailer will thank you. (More importantly, she will pay you for it.) Contact me at sorrell@erinet.com or 937-855-7135 if you are willing to participate. Thanks. Janet Sorrell

The CCSC board recently voted to propose the following change to the UOP s regarding the use of the clubs workshop by the membership. The change is intended to allow the individual members to schedule the use of the shop among themselves for most projects without having to involve the Maintenance Director. Please let me know if you have any comments.

- Jim Miceli

7.4 WORKSHOP

The purpose of the workshop is to perform maintenance on club aircraft. Work on private aircraft will be allowed at the discretion of the maintenance director. The workshop is for aircraft and club equipment only. No private automotive work will be permitted.

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The following is intended to serve as a guideline for club members who wish to use the CCSC workshop for projects on privately owned aircraft.

Anyone wishing to utilize the workshop must first check the Scheduling Calendar hanging in the workshop to verify that there is space available on the day(s) the project is planned.

- Projects which require less than 3 days to accomplish

The person wishing to use the workshop verifies via the Scheduling Calendar that space is available in the shop and writes their name on the calendar on the days the shop will be used. In order to facilitate communication among those wishing to use the workshop, please write a contact phone number on the calendar beside your name.

- Projects requiring more than 3 days to accomplish

The person wishing to use the workshop verifies via the Scheduling Calendar that space is available in the shop and must contact the CCSC Director of Maintenance for approval.

Based upon the scope of the project, the Director of Maintenance may request the individual appear before the CCSC Board of Directors to discuss the use of the workshop. As part of this discussion, the individual may be asked to present a contingency plan to vacate the shop in the event that the club requires the workshop.

Please remember that the workshop is to be left organized and clean when you have completed your project.

Minutes of the Annual Stockholder's Meeting of the Soaring Society of Dayton

Date: Tuesday April 9, 2002, 7:15 pm.

Location: Clubhouse, 5385 Elbon Road, Waynesville.

The meeting was called to order by the president of SSD, John Lubon. He stated that the invitation and the ballots to the meeting were mailed out in time. The minutes for the annual stockholder's meeting in 2001 were distributed and approved.

The treasurer gave an overview of income and expenditures in 2001. The club remains debt free despite the purchase of the ASK-21 in the 2001. The expenditure for that aircraft is reflected by a depletion of the savings.

The president reported on the accomplishments of 2001 and the plans for 2002. Besides the ASK-21, a ground radio station and a bush-hog were bought last year. The later is used for the widening of the runway. A major project last year was the trimming and removing of trees in order to improve the approaches to the runway and to provide more space for the runway and retrieving of gliders. This effort has been continued in 2002. John Lubon showed the plans for installing more drainage lines this summer. This time the digging of the trenches will not affect the flying operation. Another planned project is to improve the electrical service to the buildings on the airport and to the campground. Also the upgrading of the grass cutting equipment is under consideration. There was no news on the properties of interest to SSD, except that the property to the south of the airport has been sold to an investor with interests in flying.

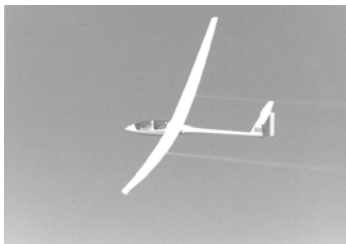
The secretary reported that of the 3057 eligible votes 1606 votes had been cast. Members of CCSC own 1907 shares and 62% of these shares were voted. Shareholders who are not members of CCSC own 1144 shares and 32% of these shares were voted. The outcome was: Dick Holzwarth 513, Norbert Maurer 1350, Bill Maxwell 1075, David Menchen 579, Robert Root 1031, abstain 270. Since more than 50% of the eligible votes had been cast the election is valid and with it the three incumbents Norbert Maurer, Bill Maxwell and Robert Root were reelected. The motion to accept this report on the election was approved.

There were no questions from the audience, and the meeting adjourned at 8:20.

Submitted by Dieter Schmidt, secretary SSD.

Classifieds

For Sale: One-fifth share of Big Wings, ASH-25E, including Cobra trailer, competition instruments, new winglets and 55-1 L/D. Contact Greg Crook at 513-494-1350 or email gregcrook@att.net.



For Sale:
16.6 meter tips for ASW20L, \$475
Contact Paul Gunn at 248-444-7089 or pgunn@mail.cbf.com

Minutes of SSD Board Meeting April 9, 2002

Location: Clubhouse, 5285 Elbon Road, Waynesville

Present: Pat DeNaples, Joe Jackson, John Lubon, Norbert Maurer, Robert Root (during second part of meeting), Dieter Schmidt. **Absent:** Robert Gaertner, William Maxwell.

Visitor: Bran Stoops, Jim Miceli.

The meeting was held before the annual SSD stockholder's meeting, and was continued after that meeting. The meeting was called to order by the president at 6:10 pm. The minutes from meeting in March were approved. The treasurer's report was presented and approved. The treasurer was authorized to redeem the shares of Bill Gable and Ken Bradley and to redeem the shares of Marvin Frost if his daughter asks for it.

Old Business: The lease agreement with CCSC requires that all aircrafts flying off the field have enough liability insurance. CCSC is asked to place this requirement into the UOP's and to check that gliders at the field meet this requirement.

It was not clear if the ad for the L-33 trailer has appeared. Greg Crook has to be asked, what has been done.

Brian Stoops presented again his proposal for a third hangar with 5 bays, which can accommodate open class trailers. He requested that the lease shall be for 15 years. John Lubon made the motion to approve the request. It passed 5 to 1.

The president of CCSC, Jim Miceli, presented the opinion of the CCSC board for the need of new grass cutting equipment. With the current equipment it takes 8 hours to cut the grass of the runway. With a 15 feet bat-wing-deck the cutting time could be reduced to 3 hours. With the larger equipment the caretakers of the airport would also be willing to cut grass at the tie-down area and other places. This would reduce the usage of the Kubota and the need to replace it. The bat-wing-deck would cost around \$10,000. It requires a tractor with 35 horsepower. The tractor at the field is rated at 39 hp when it was new. Concern was raised that it would break down under the increased load. Jim Miceli stated that used tractors, which would meet our needs, can be found at auctions and sometimes at other places for around \$5,000. The motion was made to search first for a suitable tractor in the \$5,000 to \$6,000 price range. The motion passed.

The meeting recessed for the annual SSD stockholder's meeting and resumed at 8:55 p.m. in order to elect the new officers. Everyone agreed to continue in their current position so that the officers remain:

President: John Lubon,
Vice President: Robert Root
Treasurer: Pat DeNaples
Assistant Treasurer: Charles Lohre
Secretary: Dieter Schmidt
Coordinator with CCSC: Joe Jackson.

Meeting adjourned at 9:15 p.m. Next scheduled meeting May 18, 2002 at 9:30 a.m.

Addendum: Within a few days Mike Karraker, Jim Miceli, and John Murray found in Mount Orab a tractor which would meet our needs. John Lubon called a special SSD board meeting for Wednesday, April 17. in order to discuss the purchase of this tractor. All SSD board members were present. The meeting was called to order at 6:30 p.m.

Mike Karraker described what they had found. It is a 1979 John Deere tractor with low hours in good condition. The tractor has 70 hps and 1900 hours are recorded. The tractor is for sale by a dealer who would also sell a brand new 15 feet mowing deck. The total package would be \$15,000 with a 60-day warranty. The tractor has narrow tires for farm use and it was hoped that in the deal at least the front tires could be replaced by turf tire. A motion was made and it passed unanimously to authorize SSD to pursue the purchase of this tractor. Dick Eckels and Bill Maxwell were asked to help with the checking out of the tractor.

Meeting adjourned 7:07 p.m.

Ground Instruction Manuals

In order to facilitate ground training, the club is providing a set of training manuals for students, and other interested members, to use while on the flight line. A three-drawer cabinet has been placed in the club trailer. It is secured with a combination lock, and all Instructors and Crew Chiefs have been provided with the combination. The following is a summary of training books and manuals available for member use.

Glider Basics- First Flight to Solo
Glider Basics- After Solo
SSA Soaring Flight Manual
FAR/AIM
Private Pilot Test Prep- 2002
Practical Test Standards- Private Glider
Aviation Weather
Pilots Handbook of Aeronautical Knowledge
The Art of Thermaling
The ABC Badges

In addition to the above manuals, the cabinet also contains a current Cincinnati sectional, flight manuals for each club glider type, various manuals pertaining to ground operations and assorted other training material. The intent of this plan is to supplement, not replace, a student's personal collection of books, and to provide a convenient source of study and reference material for both students and instructors, for both one-on-one guided instruction and independent self-study.

We all know that the flight line can get very cluttered on a busy day, so each manual has been clearly identified with a CCSC label. They should be used only on the flight line and should be returned promptly to the cabinet when you are finished with them so that other members can borrow them.

Hopefully, these study aids will be put to productive use, and I welcome any comments or suggestions on improving this program.

Rich Carraway (RCarr65869@aol.com)

Crew Schedule

Here are the Most Valuable People in the Club

Date	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 11/30	J. Chiles A. Sorrell	J. Armor D. Colvin	R. Hennig W. Miley C. De Berry	J. Beaupre, T. Bresser, G. Daugherty, J. Lowe, P. Nord, Dave Edwards
1st Sun & 12/29	M. Karraker R. Carraway	M. Maurer N. Maurer D. Schmidt	A. Swanson J. Sorrell	W. Van Beukelen, W. Schmid, B. Towne, J. Pruden, D. Rawson, Lynch
2nd Sat & 8/31	R. Root D. Staarmann	J. Antrim R. Anderson	J. Price J. Hurst M. Williams	J. Biernacki, B. Connolly, W. Detert, S. Trefzger, J. Benner, C. Sheets, R. Lorenz
2nd Sun & 9/29	D. Menchen J. Muth	L. Kirkbride F. Hawk T. Holloran	G. Wade T. Rudolf	R. Anderson, M. & L. McKosky, K. Menchen, P. Pedersen, J. Palfery, M. Debeque
3rd Sat & 6/29	R. Griffiths B. Gaerttner	D. Dreager T. Murphy R. Hegele		B. Boesel, R. Weaver, D. Klenbanow, D. Rivers, E. Lopez, H. Huester
3rd Sun & 6/30	J. Morari B. Paar	G. Owen B. Oagley	R. Eckels* J. Walasek	J. Homan, K. Sorrell, A. Colvin, T. Huester, J. Koons, M. Keller, K. Robertson
4th Sat & 3/30	J. Miceli J. Murray	T. Bales G. Byars S. Day	J. Jackson**	T. Spillane, C. Lohre, H. Meyerrose, E. Saladin, B. Stoops
4th Sun & 3/31	R. Holzwarth M. Statt	F. Paynter A. Widner R. Scheper	G. Penner	D. Burns, D. Carr, R. Cedar, G. Crook, W. Gabbard, J. & P. Lubon, D. Hoskins, G. Stengel
Floating Crew		T. Buker R. Cluxton R. Garrison E. Gieselman J. Goebel G. McDowell E. Rutherford D. Taschuk G. Tyler	T. Buker R. Cluxton R. Garrison J. Goebel G. McDowell E. Rutherford G. Tyler	

*Designated Examiner **Chief Instructor

If you are not assigned to a crew and would like to be, contact Mike Karraker at 513-932-6251