

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

June 2002

EVERY SEVEN YEARS OR SO (Part 1 of 2)
by Jim Price

On Friday, May 3, 2002 I flew an FAI triangle of 813 km (505 miles). To qualify as an FAI triangle (less than 750 km) no leg may be shorter than 28% of the total. For triangles greater than 750 km, the shortest leg may not be less than 25% and the longest leg cannot exceed 45%. I began the flight to the southwest from my starting point over the ridge opposite Ridge Soaring Gliderport. The first turnpoint was 175 miles south on the mountaintop near Monterey, Virginia. The second turnpoint was almost due north 152 miles. This point is well away from the ridge, out over the Allegheny plateau approximately 15 miles southwest of Punxsutawney, PA. The third and last turnpoint was 127 miles to the northeast at the end of the main ridge just past Williamsport, PA. Completion was back at the point where I started, 60 miles southwest at Ridge Soaring Gliderport.

Sitting here on the porch of my rental cabin at Cherry Ridge reflecting on this flight, I began thinking of my experiences here 7 years ago. I had decided to stay for a month that time also. I had hopes of completing a 500 km flight and maybe, if successful with the 500 km, try a 1000 km. At the end of the first two weeks a very good day arrived on April 28, 1995 and I did a thermalling flight to Seneca Rock and back for a 500 km Out and Return. Since the weather outlook was not good for the next several days, I went home for a few days. On the way back I decided to return by way of Mountain Grove, Virginia. I was dreaming about a 1000 km flight and the zigzag task that Tom Knauff had in his book used Mountain Grove for the most southern turnpoint. During my flight to Seneca rock I had stayed high, allowing me to look at the terrain but the additional 60 miles to Mountain Grove was completely unknown to me. I took two days, driving from Cincinnati to Mountain Grove and then up the valley in front of the main soaring ridge (where possible) all the way to Ridge Soaring Gliderport. (By the way, seeing it from a car was not especially reassuring because you can't see most of the landable fields). I arrived at Ridge Soaring about 5:30PM on Friday, May 5, 1995, just in time to watch the weather forecast on public television coming from Penn State University. A classic cold front was set to come through overnight. Next morning I was up at 5:30AM and launched at 9:19AM. That day, May 6, 1995, there were four 1000 km flights from Ridge Soaring. I never really thought it would happen to me until I crossed the last gap at the end of the flight but I was in the group.

Upcoming Events

Mexican Hat Dance Covered Dish Dinner

June 22nd – after flying

WSPA Summer Seminar

July 8th – 12th

Independence Day Celebration

July 13th - after flying

Region 6 South Contest

August 25th – 30th

Caesar Creek Soaring Club

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See our website at:

<http://www.wrightdesigns.com/>

CGSC

Last winter I decided to come back in the spring for another 4 week stay. From mid April to mid May the days are getting longer and the weather pattern is still unsettled with frequent cold fronts passing through. It seems that many of the best ridge days occur in this 3 to 4 week period. If you can come for only a week or two you might miss the best day of the year. This time my goal was to complete at least one long FAI triangle. About 4 or 5 years ago I started thinking about how I might fly an FAI triangle taking advantage of ridge lift. I had trouble visualizing these large triangles so I acquired all the East coast TPC maps and cut and pasted them together into one big map about 6 feet by 6 feet. At that time, no good software was around to help lay out tasks so I spent several winter days trying out numerous combinations, ending up with 4 FAI triangles ranging from 620km to 1004km. For a bunch of reasons I made only one attempt prior to this spring.

I arrived Monday, April 16, and enjoyed some good thermal flying in abnormally warm weather. A promising day came along a week later on the 23rd. I declared the 620 km triangle. The day developed a little bit late so I didn't get launched until about 10:45AM. Although the ridge was working, I flew ridge only from Altoona to the first turnpoint at the quarry near

Cumberland and then back to the Bedford Gap. Most of the flight was using thermals. Still, I landed at 5PM with two hours of flying remaining in the day. This flight gave me more confidence that I might be able to complete a much longer flight, given a strong day and good luck. I already had a triangle of 805 km that I

liked and Tom Knauff had one in his task book of 750 km that he and Dale Kramer had worked up 3 years earlier. I tweaked them a little and came up with the triangle of 813 km (505 miles).

After a few days of rain and a nice weekend with Ronnie and our friends Sandy and Dick Holzwarth, I went home for three days to watch the weather. Friday, May 3 looked good so I drove back on Thursday. Like that Friday evening 7 years earlier, about a dozen anxious glider pilots gathered in the bunkhouse Thursday at 5:30PM to watch the local forecast. Heidi Sonnen came on with the forecast. "This is a very powerful cold front. Tomorrow will be very blustery with winds of 15 to 25 all day, gusting stronger at times." There it was, *deja vu*, what more could you ask for!

I was up at 5:30AM. After listening to the wind howl past the cabin all night, it was very still. Eerily quiet. All the while rigging and prepping, it stayed that way. Was the ridge working or not? Tom had the winds at 15 NW from University Park, but he wasn't sure what was going on. I declared the 813 km triangle. About 8:15AM some wave cloud appeared down the ridge toward Eagle Field. Simultaneously, small, sharply formed CU's came blowing across from behind the knobs to the North. I pushed out immediately but let two pilots go ahead, 5 and 8G. Doug Haluza in 8G needs a stronger rope when his 20 meter Janus is full of water so he went first. My tow at 9:15 AM was an attention getter. I was almost fully loaded with water but the gusts were close to the limit. The stick was on the stops more than once. After release at ridge top I made a few turns in a violent thermal to allow the flight computer to take a stab at calculating the direction of the wind. Doug had done a remote start farther north but was now on the ridge south at Tyrone, PA reporting about 23 knots of wind at 280 degrees. I think my first reading was 28 knots from 273 degrees. The ideal direction is some place between 300 and 330 degrees but because the wind remained very strong the ridge would work well all day from Lock Haven, PA to Mountain Grove, VA.

To be continued....

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

Day one turned out to be a rain day, but I got the chance to meet a lot of people, hear lots of war stories, but also get more information about what I could expect. Day 2 was a ridge day with thermals starting about 9:00 AM. I started with a check ride with Tom Knauff in his Duo Discus. It was rather disconcerting flying 500 feet above the ridge at 100 knots, but his knowledge of all the fields in the area that were suitable for landing was impressive. That afternoon I took the Libelle and headed North in strong thermals. Unfortunately, the GPS flight data recorder kept losing satellites and I lost power after about one and one half hours and had to switch to the backup. (Lessons Learned: get things sorted out before you go on a trip; the battery leads were merely reversed between the primary and the backup batteries, and the FDR needed repair and calibration). The thermals were consistently 6 to 8 knots and seemed to be almost every mile or so, although Dick Eckels may disagree. I was able to get beyond Lock Haven and back.

The next day was not a ridge day but the thermals started early again. Lots of people declared various flights and I ventured out and declared a Silver badge triangle to the south. The GPS acted up again so I decided to go sightseeing and get familiar with the ridge south of the gliderport. The thermals were consistent again and it was a good soaring day.

The next day rained out again, but it gave me time to check out the FDR. I noticed that the antenna connector was loose, so Dick Eckels and I took it apart and made sure we had a good ground. Unfortunately, I now had an unsecured recorder, but it seemed to be working so with a forecast for ridge winds and thermals the next day I got ambitious and prepared a declaration for Gold distance. The decision

between going north or south was dictated by the ridge winds which favored the south. The thermals started about 9 AM again and I took a 2000 ft tow. The thermals weren't consistent although plentiful, and I was able to work my way up to 5000 ft, with my high for the day being 8600 feet later on. I thermaled up and down the ridge, venturing about 35 miles to the Altoona gap. I didn't have the nerve to go down to ridge height until Jim Price came flying by and convinced me the ridge was working pretty well in that area. As Jim flew back and forth giving me pointers, I tried to play catch up, but even with his gear down, our performance differences made it impossible to stay with him. But I did get a taste of the bumpy ride. After about 4 hours I had to go to the bathroom. Another Lesson Learned: Unzip before putting the parachute and lap belts on. I had to be a contortionist to get my zipper down. But there is a first time for everything. I had plenty of water with me, but I didn't drink enough and had nothing to eat. Big mistake because after 5 _ hours I was totally whipped.

I had three great days of flying, met lots of people whose names I can't remember, learned a lot about technique, and increased my confidence in going cross country. What a great experience. Anybody want to join me for a long weekend this fall?

TO ALL OWNERS OF PRIVATE GLIDERS BASED AT CCSC:

The CCSC Board of Directors requests that all private ship owners send a copy of their Certificate of Insurance or some other form of insurance verification to Sara Palmer's attention at the club. We would like to have this process completed by June 15, 2002. Thank you in advance for your cooperation.

Best regards,
Jim Miceli

**2002 CCSC Wright Memorial Glider Meet
Monday, May 27, 2002
Results**

Cumulative Rank	Points	ID	Name	Glider	Points	Speed		Distance	
						Hndcp	Actual	Hndcp	Actual
1	700	LX	Murray, John	ASW-27	700	38.53	43.78	78.86	89.61
2	462	EW	Lopez, Ed	LS-3	462	25.45	26.73	50.9	53.47
3	451	AT	Lohre, Chuck	PIK-20	451	24.82	25.46	49.64	50.92
4	444	RD	Hegele, Rolf	Libelle	444	24.43	24.86	48.87	49.71
5	334	FT	Jackson, Joe	Ventus C	334			70.04	77.91
6	198	6V	Stengel, Gil	ASW-15	198			36.34	36.34
7	186	11	Byars, Guy Ford	Discus 2B	186			33.65	36.34
8	179	GM	Neumann, Uri	H-301 Libe	179			36.03	36.65



PLAN A PARTY AT CCSC

It's party season at CCSC and everyone can participate. There's no such thing as a bad party, although some are certainly better than others. So if you have an idea for party that might be a little different, or if you would just like to take charge and show off your party animal qualities contact Claire or Greg Crook at (513) 494 1350. We will help you to schedule the event and to organize any additional help that you may need.

Congratulations to Reiff Lorenz who completed his initial solo flight on May 22 in the 2-33.

Articles, news items, classified ads or other submissions for the Frequent Flyer can be sent to:

aaronsorrell@ameritech.net

Aaron Sorrell
128 McDaniel St.
Dayton, Ohio 45405

Questions? Please call me at (937) 220-9026

Minutes of the CCSC Board Meeting May 4, 2002

Location: Clubhouse at Caesar Creek Soaring Club

Present: Jim Micelli, Jim Lowe, Mike Karraker, John Murray, Dick Eckels, Greg Crook, Bill Parr, Don Burns.

Absent: Jim Price.

Guests: Sarah & Chris Palmer, John Lubon, Joe Jackson, Jim Hurst, Bob Root, Bill Maxwell, Linda Murray, Henry Meyerrose, Ed Lopez, Aaron Sorrell.

The meeting was called to order at 9:34 AM

The minutes of the previous meeting were read and approved.

Jim Lowe reported a 20K budget deficit, and we'll probably end the year at a loss. There was a discussion about the members in arrears with their payments. The SSD lease will be paid June 1st.

Mike Karraker discussed the tow pilot situation. We've lost some of our most active tow pilots due to health problems. Runway threshold markers were discussed. A suggestion was made to increase the size of the opening at the east end of the runway to facilitate the staging of private gliders.

John Murray made some suggestions about how to reduce our liability exposure. We already have the maximum liability insurance coverage that can be purchased. One way to reduce our exposure is to find ways to increase safety. Giving commercial rides certainly increases our exposure. Requiring ride guests to be limited members with the ride cost to be applied to membership costs if that person becomes a member may reduce our liability. It's hard to see how that idea would work for a guest who obviously had no intention of becoming a member. The safest thing for the club, in terms of liability exposure, is to not give rides to non full members. It seems to come down to a cost benefit situation. Does the benefit to the club from giving rides, exceed the potential liability costs from giving rides. Discussion to be continued.

Dick Eckels reported the annual for one of the tow planes is done. It was suggested that the tow planes be annualled in the winter if possible.

Greg Crook reported Kent Sorrell will head up the ox roast. Sarah & Chris volunteered to stock the coke machine. The Chamber of Commerce picnic is July 26th. The Shriners would like to use the facilities, and this will be encouraged. Joe Jackson and his boy scouts will join us on Sept. 14 & 15th.

The new member application forms were approved. Changes in the UOPS regarding the workshop use will appear in the newsletter. The computer system update is scheduled for Jan-Feb. The CCSC Board Meeting will start at 8:30 AM from now thru Sept.

Meeting adjourned 11:22 AM. Submitted by Don Burns, CCSC secretary

Minutes of SSD Board Meeting, May 18, 2002

Location: Clubhouse, 5285 Elbon Road, Waynesville

Present: Robert Gaertner, William Maxwell, Pat DeNaples (treasurer), John Lubon (president), Robert Root (vice president), Dieter Schmidt (secretary). **Absent:** Charles Lohre, Norbert Maurer.

The president called the meeting to order at 10:00 am. The minutes from April 9 were approved. The treasurer's report was presented and approved.

Brian Stoops submitted the payments for the third hangar. Everything is now in place for SSD to sign a contract with Wayne Builders for the construction of the hangar. The construction will probably occur in the fall.

The new tractor is in use, but where to store it has not yet been decided. It could go into the barn if the trailer for the flight line is moved under the pole barn.

John Lubon reported that he has contacted Warren County concerning the drainage of the airfield and that he was given a list of approved contractors. He plans to get cost estimates from some of them. The basement of the farmhouse is full of water. Due to the heavy rainfall in recent weeks this is not unexpected, but the water should not have stayed there for such a long time. The drainage pipes for the house need to be checked.

John Lubon was not successful to reach engineers of DP&L to find out what their suggestion would be to improve the electric service. It turns out that the engineering office is in Wilmington and not in Dayton. John Lubon will try to get information from there.

The electrical golf carts do not last all day. Newer models use electronic controls instead of resistors for speed control. With it the electric charge of the battery might last longer, but it is not clear if the improvement is significant and worth the added cost.

A lawn mower, which is not in use, can be sold to Mike Karraker for \$150.

Meeting adjourned 11:00 am, next meeting June 15th, at 9:30 am.

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

Welcome New Members!!

Jeanne Smislaert Wilmington, OH

Rich Reinhart Cincinnati, OH
ASEL/Sea

Donald Green Dayton, OH
ATP/Commercial Glider

Gary Bernier Hebron, KY
ASEL

Johannes Radermacher Maineville, OH
ASEL/Glider

Andrew Meyer Fairborn, OH
ASEL/Glider

Jon Jordan Beavercreek, OH

Douglas Lewandowski Lebanon, OH
ASEL/ Instrument

Women Soaring Pilots Summer Seminar

The Women Soaring Pilots Association (WSPA) is holding its 2002 summer seminar here at CCSC from July 8 - 12. We will have speakers in the morning and fly in the afternoon. If you are a tow pilot, instructor, or ground person, we need you!!! If you can help us out, please contact Janet Sorrell at jsorrell@gtownonline.com or 937-855-7135 in the evenings. During the day the phone number is 937-496-7177.

Some of the highlights of the seminar will be Martha Lunken from the FAA speaking on airspace, a former World War II Woman Air Service Pilot (WASP) talking about her experiences, and a park ranger from the new Aviation Trail Historic Park speaking about the Wright Brothers. It promises to be a fun seminar.

To sign up, go to www.womensoaring.org to print an application form. Send the application and your check to the address listed on the form. If you are not a member of WSPA, you can join it for \$10.00. Applications and directions are also at the www.womensoaring.org website.

WSPA is not just for women. We already have two men signed up for the seminar. So for a great week of flying and fun, please join us.

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

For Sale:

Delcom AIR 960 handheld VHF transceiver. Top mounted controls and antenna jack allow for panel mounting in your glider. Includes Ni-Cd power pack, optional alkaline battery pack and recharger. Three years old. Excellent condition. Asking \$120. Rich Carraway 474-0854

Crew Schedule

Here are the Most Valuable People in the Club

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