

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

July 2002

EVERY SEVEN YEARS OR SO (Part 2 of 2)

By: Jim Price

There was no reason to wait. I started at 9:25AM. After going around the slight bend in the ridge at Tyrone the wind angle was much better and the lift was just incredible. I could fly 90kts or more and stay well above Brush Mountain, which climbs nearly a 1000 feet going toward Altoona. At the end of Brush Mountain I had climbed to 4000msl without turning so I went straight across the 5 mile gap at Altoona, losing very little altitude because of the strong convection in the gap. I flew the Dunning Mountain ridge fast but high. There was just no way I could stand the pounding down close to the trees. At the end of this great section of ridge I took my first thermal, a 2-minute job, to gain 1100 feet and go across the 10 mile Bedford Gap at 5000msl. The mountain to the south of the Bedford Gap is split into two ridges with a narrow valley in between. I decided on the high ridge to the east, which was very turbulent. After a few miles these two ridges come together. A rounded mountain shaped like half a stovepipe then leads to the big quarry at Cumberland, Maryland 16 miles south. This ridge was smoother. Doug Haluza was leaving a thermal at the quarry as I pulled in. It was a good one, which took me to 6200msl. Enough to get started over the Knobbly Mountain. The ridge is broken up here for the next 20 to 30 miles and most pilots want to be higher in this section. I ran for about 10 minutes and wasn't yet looking for another thermal but hit a good one near the Allegheny Ballistics Lab so took it back to 6200msl. This was the last thermal I used until I got back to Keyser, West Virginia on the return. From here, I was able to sustain at this altitude, cruising fast, for several miles past Keyser. Bob Harvey (BC) experienced the same thing a little later. The lift source was not smooth like wave but I suppose it could have been wave. No matter, it was an unexpected freebie that I happily took.

Upcoming Events

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

CCSC

For me, what came next was the most exhilarating part of the flight, with some of the most dramatic scenery in soaring appearing in the distance. The North Fork of the Potomac River flows through a huge cut in the mountain called the Hopeville Gap, with giant slabs of rock sticking up on the far side. It is thrilling to approach this awesome chasm in a sailplane. The mountains are very high here and the scenery doesn't get any better. A few miles farther south, I decided to go over the top of the "wall" just before reaching Seneca Rock, which was a little tricky into a 20kt headwind. Going south, the mountain climbs and at the same time juts out to the west. You can either ridge soar around it or go over

it. The big mountains keep climbing higher down here in Virginia and West Virginia. The scenery is magnificent. The high valley past Seneca Rock is lush green. There are patches of dogwoods in full bloom here and there, but the trees on the crests are still skeletons without leaves. Spring is slower to arrive at almost 4500 feet above sea level. Ridge soaring at this altitude! What a feeling! Passing that small house built on a slab of rock right on the very crest of the mountain, I could remember the flight 7 years ago. The same sights and feelings. The adrenaline was flowing. Just before the turnpoint I thought I must have been having a hallucination. I thought I saw a delta wing fighter jet cross in front of me, coming from the west. As he pulled up over the ridge at warp speed he rolled inverted then disappeared down the other side. I could not quite believe what I had seen. I didn't hear a sound! This phantom briefly reappeared a moment later, perhaps to have a look at me. Later, Tom confirmed that military pilots do these wild ground following exercises at about 400 feet AGL in that area.

Once I made the turn, which is a few miles south of where Route 33 crosses over the mountain, I had a good tail wind component and, with the added bonus of going downhill, the miles went very fast. After only 3 thermals in about 235 miles this ridge ride had come to an end. It was time to look for lift to get across the Knobblies.

At Keyser, West Virginia, I connected with a good thermal and decided to stick with it to the top because it was strong and Doug Haluza had been in wave earlier. I thought it would be worth a few minutes to investigate. Cloud base was 8000 there. I flew from under the CU straight upwind into good lift, then under a couple of scraggly CU's. Next, one started forming all round the glider and finally I was in strong wave to about 9700msl.

When I was doing the planning, my intentions for this section of the flight were to get back over the Knobblies in thermal or wave and get back onto the ridge until reaching some point between Bedford and Altoona, where I hoped I would see a cloud street going toward my upwind turnpoint. This would give me a nearly straight upwind run to my second turnpoint about 15 miles southwest of Punxsutawney. It would also be approximately the shortest distance to the turnpoint from the ridge.

But there I was in wave at over 9000 feet. What should I do? I honestly didn't know. I'm still not sure. Heading over the plateau from that point, it would be more than 100 miles to the turnpoint. If I used the altitude to get over the Knobblies and maybe over the Bedford Gap I could then wait until the Altoona Gap before turning out over the plateau. The distance to travel from the ridge would be cut to 55 or 60 miles. However, there were great looking cloud streets here, even if they were off the course line. Also, I thought there might be more wave coming off the mountain farther back on the plateau. I made the decision to turn out over the plateau toward the turnpoint. Based on my flight trace, I must have stayed in the wave for the next 25 minutes because I sustained at about 8000msl flying into strong headwinds at 85 to 95kts. After that, my trace seems to show that I was able to use cloud streets for the next 20 to 25 minutes without turning. However, my speed eventually slowed. During the last hour over the plateau I had to stop for a thermal about every 5 to 6 minutes. To run the cloud streets I had gone south of course line and when I

turned more northerly the crosswind part was slower. My flight trace shows that the first 50 miles over the plateau was at 60mph but the overall speed slowed to 52 mph for the 101miles from first contacting wave until I reached the turnpoint.

If I were doing it again, I would be very tempted to continue to the northeast and try to stay in wave rather than turn over the plateau with 101 miles to the turnpoint. It seems to me the worse case would have been that I would have ended back on the ridge much farther north, greatly shortening the upwind miles over the plateau. But the strategy that I chose did work. I had some headwinds of 35kts out there over the plateau but the cloud streets were tremendous at the beginning of this run. Closer to the turnpoint the CU's were a little smaller and I found the crosswind flying more difficult even with a smaller headwind component.

Once I turned downwind at the second turnpoint, the flight became pure fun again. I dialed in the gap in the ridge at Tyrone, PA and flew a course of 110 to 120 degrees straight downwind and straight back to the ridge. These 50 miles were done at 99 mph. From the ridge at Tyrone to the gap in the ridge at Mill Hall, PA (50.7miles) my speed was 112 mph. This was done at a very comfortable altitude. At Mill Hall I climbed and flew thermals to the last turnpoint at the north end of the ridge and until I had final glide back to Ridge Soaring. The winds had shifted to about 290 degrees, and were still over 20 kts but I decided not to chance it on the ridge. The 97 miles from Mill Hall around the last turn and back home was at 67 mph. For the day, I made 70 mph over the 505-mile triangle. I landed at 4:45PM.

Tom said it was probably the best day of the year but unfortunately he didn't get to fly because none of his tow pilots wanted to tow in the extremely rough conditions. At one point he had to cease towing temporarily because of the gusts and the turbulence. At the end of the day there were four 1000 km zigzag flights, a 500 km out and return, a 500 zigzag, a 630 km FAI triangle and an 813 km FAI triangle. Not a bad day. May 3, 2002 was a little bit like that day at Ridge Soaring in May seven years ago.

Ridge Trip - 2002

By: Jim Hurst

We had a delayed start on this year's Ridge Trip as Bob Root, Pat DeNaples, Dick Eckels, Bill Maxwell, Jim Hurst and Max Marshall stopped to attend a memorial service for Marv Frost who was the founder of the Soaring Society of Dayton. Marv passed away in March. The service was also attended by Wally Detert, John Biernacki, Tom Bales, the Connelly brothers and perhaps others later.

We took two 1-26's and the Russia and all the partners got a chance to fly four out of the five days we were there. All four days were typical ridge type days with strong thermals, wild tows and generally conditions we might call unsuitable for instruction as CCSC. Dick Eckels landed out the first day in the Red 1-26 on an island in the Howard Reservoir. Johnny DeNaples brought his 1-26 (214) from North Carolina with a couple of partners. He had a very good flight

on Friday and landed out north of Ridge Soaring. On both occasions Bob Root said, "I've been there, I know right where he is!"

Jim Price, Rolf Hegele and Dick Holzwarth were also on hand. Jim Price was at the ridge for three weeks and reported having a dozen flights totaling 50 hours including an 813km triangle. Jim reported that there were four flights by others over 1000 km, and 9 long flights averaging over 700km. Rolf, flying the Libelle had many good flights including one 5 _ hours. He had trouble with this GPS and Flight Data Recorder and will probably have to do some badge legs over again.

On Thursday, the only rainy day, Root, Hurst and Marshall drove to Altoona to visit the Railroad Museum. In the 1800's there was a canal that ran from Harrisburg to Pittsburgh, PA and the canal boats were hauled over the mountains by a series of inclines. The trip took thirteen days and this was reduced to five days when the railroad was built which included the famous horseshoe curve. It's too bad we always visit these interesting attractions in terrible weather. Last year we visited Gettysburg in the rain.

All the social events were a big success. We had dinner trips to the Tavern, the Deli, The American Ale House & Grill, as well as the annual Root/Knauff birthday party at the Rocky Point Lodge. There was also a pig roast on Saturday night at the gliderport. Max Marshall and I made chili for an estimated 50 people. The kitty indicated that only 29 showed up, but they wouldn't stop eating until the chili was gone. Two pilots were conned into buying a case of beer that evening, one to celebrate Jim Price's flight and another to pay off for Dick Eckels land out and retrieve. So chili and beer was only \$2.00 each. This threatens to be an annual affair.

I wanted to let everyone know that I have 'donated' my fathers SOARING magazine collection and a few soaring books to the Clubhouse. I would like to see them stay in the clubhouse for your reading pleasure. If you have removed any magazines or Books please return them A.S.A.P.

For those of you who are 'new' to Soaring may like to take a look at some of the magazines. I don't remember the dates, but I guess some date back to the 1950's. This is a GREAT opportunity to learn and see where soaring was and where it has gone over the years. You 'old timers' can just sit and reminisce about the 'olden days'. Please take the time to look at them, but PLEASE LEAVE THEM IN THE CLUBHOUSE.

Flv Safe.

Minutes of the CCSC Board Meeting June 1, 2002

Location: Clubhouse at Caesar Creek Soaring Club

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

Absent: Mike Karraker.

The minutes of the previous meeting were approved as amended.

Jim Price will meet with other members to discuss safety issues regarding guest rides.

New member orientation will be handled by Katie and Dave Menchen.

The Shriners will use our facilities on a Saturday in the future. They will have someone cater their affair.

Bill Parr and John Lubon will discuss our drainage problems with the county engineer. The work will be done in the fall. There was a discussion about whether to have all the work done by a contractor or to have the members do part of the work.

Dick Eckels reported that all log books for tow planes and gliders are in a locked file in the office. The Blanik and 15H are back. 48 L will be annualized this month.

Jim Lowe reported that we had a pretty good month but budget is still down about 13K. A tow price increase was discussed. We are covering our repair costs and making the lease payment. Sarah has a list of accounts in arrears. E-mail for club business is being studied by Bill Parr and Joe Jackson.

Jim Price reported we need a better printer for contest scoring. Someone gave us a printer but it needs work.

Greg Crook reported we had a good turnout for the Memorial Day ox roast. About 80 people attended. Let Greg know if you have any suggestions or ideas for future parties.

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

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

Minutes of the SSD Board Meeting June 19, 2002

Location: Clubhouse, 5285 Elbon Road, Waynesville

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

On behalf of the president Joe Jackson called the meeting to order at 9:30. The minutes from May 19th were approved. The treasurer's report was presented and approved.

The money for four bays of the new hangar has been received and the payment for the fifth is expected to come in soon. A new member has expressed interest in getting a slot in the new hangar. Since the contract with Wayne Builders has not yet been signed it will be possible to increase the size of the hangar by another bay.

Joe Jackson reported that John Lubon has tried to get cost estimates for the proposed drainage lines. Due to the wet season the contractors, which are approved by Warren County, are so busy that none had time to come out. The best time for doing the work is in August. A sump pump has been used to remove the water from the basement of the farmhouse. A more permanent solution might require a new drainage line.

John Lubon has received papers from the electric company DPL concerning a second service to the field. The papers are under study in order to determine what the cost will be.

The batteries of the electrical golf carts continue to quit early and the old tricubs have to serve as backups. Norbert Maurer will see what a new riding lawn mower (without the grass cutting equipment) would cost and which ones would be suitable for pulling gliders.

John Murray has a delivery position for an ASK-21 available. SSD does not have the money for it at the moment and demand for another two place glider does not seem to exist unless the Blanik is sold first.

The projects agreed with CCSC on clearing trees have been completed and any further removal of major trees should be discussed with the SSD board. A proposal had been received to clear the northeast corner of the field in order to create a staging area for private gliders. That area is very uneven and judged unsuitable for that purpose.

If CCSC members do not pay their bills within 60 days they will lose their flying privileges and after 90 days their membership is cancelled. The automatic application of these rules has caused some ill feelings and several members of CCSC have left the club because of it. Joe Jackson will discuss this issue with CCSC and to recommend a review of the automatic letters before they are sent out.

Meeting adjourned 10:45 a.m., next meeting July 20th, at 9:30 a.m.

Dave and Katie Menchen will be handling Club membership responsibilities, such as processing new member applications, making up and distributing new member information packets, assigning account numbers, preparing nametags, etc. Thanks to Rich Carraway who has been handling these duties over the past few years.

**2002 Wright Memorial Glider Meet
Official Results**

[Editor's Note: The **unofficial** results were published in the June issue of *The Frequent Flyer*. Below are the official results. I apologize if any unnecessary bragging took place.]

Rank	Contestant	Points	Distance	Speed
1	LX John Murray	629	78.86	38.53
2	EW Ed Lopez	415	50.95	25.45
3	RD Rolf Hegele	399	48.87	24.86
4	AT Chuck Lorhe	200	39.50	
5	GV Gil Stengel	186	36.34	
6	GM Uli Neumann	185	36.03	
7	11 Guy Byars	174	33.65	
8	FT Joe Jackson	0		
9	322 Pat DeNaples	0		
10	329 Bill Maxwell	0		

For many the Wright Memorial Glider Meet brings memories of RAIN, RAIN, RAIN, but not this year! The first two days of the weekend were not soarable, but fairly nice May days. The third day was a soaring challenge, but a good one. The contest day developed well and the gate for the task was opened as soon as the planes were launched. No waiting for anything, a 2 hour task was the challenge.

The sports class contest has always been challenging. This year the happiest of the contenders had to be the three guys who had never completed a contest day, or such a long task. As Rolf Hegele, Chuck Lohre, and Gil Stengel got out of their aircraft, they all three beamed a broad smile. A soaring first for all of them. CONGRATULATIONS !

Now the rest of the private owners who are contemplating a contesting future, just check in with these guys and get their story first hand. They now have valuable experience to pass on to the next first timers.

As always no contest happens with out a lot of ground support, thanks to all the volunteers who launched, scored, and helped the "contest" happen. Thanks in a very big way to Mike Karraker for organizing 3 days of crew.

If you are a club member reading this and wonder what is this all about, come out next Memorial Day Weekend and experience the Wright Memorial Glider Meet first hand, if you are a lucky private ship owner, FLY the contest!

Linda Murray
2002 Contest Director

Welcome New Members!!

Jon Inman Cincinnati, OH

John MacNicol Beavercreek, OH
ATP, Comm Glider, Private SEL

Ertan Tete Cincinnati, OH

Jon Thocker Loveland, OH
ATP SEL

Paul Vimtrup Cincinnati, OH
SEL, commercial

Keith Adams Wilmington, OH
SEL

Thomson Hudson Louisville, KY
Commercial MEL, Glider

Robert Savard Georgetown, OH
ATP

Steve Wiggins Garden City, MI
ATP, MEL, Commercial
Helicopter/CFI-A

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.

Submissions for *The Frequent Flyer* should be sent to:

aaronsorrell@ameritech.net

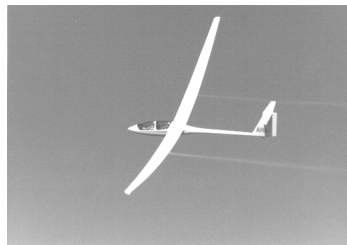
- or -

Aaron Sorrell
128 McDaniel St.
Dayton, Ohio 45405

All formats accepted.
Questions? Call (937) 220-9026

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 charger. 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, Ed Dorosz, M. & L. McKosky, K. Menchen, P. Pedersen, J. Palfery, M. Debeque, J. Smissart, 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