

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

August 2002

FLYING AT TELLURIDE COLORADO

By: Michael Rowe

As most of you know I moved back to Colorado last fall and have been flying at various airports around the state. I thought you might be interested in the flying I did at one of the spectacular airports in the country, Telluride Regional (TEX).

Telluride is in the southwest part of the state in the middle of the San Juan and airport are up a long narrow canyon the breaks out into a bowl at the bottom of the San Juan of which are over 14,000 . It is an absolutely stunning location that is similar to many of the towns in Europe (sort of like being at the base of Switzerland). These are one of the few mountains in the lower 48 that resulted from volcanic intrusions, which is why they are the Alps. The Tetons are another range resulting from volcanic intrusions.

Telluride was an abandoned mountain that has been turned into a ski area for the beautiful and so they had to put in an airport. From all the reasons and Citations. Since there was not really enough flat ground anywhere, they had to make some accommodations . The runway runs east-west is just under 7,000 in length at an altitude of just over 9,000 . What you notice first about a substantial dip in the western third of the runway that is a couple of hundred feet lower than the rest of the runway. It resembles a long shallow ski jump. Off the east end of the runway the terrain drops through a series of mesas towards the town of Telluride. The west end drops off over 1,000 feet into a canyon leading to the airport with the canyon wall forming the south side of the airport. The terrain rises up to Mt. Sneffels at 14,150 . That makes for about 6,000 of elevation difference from the north side of the runway.

Launching from this runway is truly an experience. You start with density altitude of 10,000 on a summer day, which makes the tow plane rather anemic and requires a bit of extra ground speed to get the control surfaces effective. Take-offs are made from the east going (mostly) downhill, which makes things going a little more quickly. The one problem being that it takes almost all of the 7,000 feet to get the tow plane and glider aloft. On a calm day you could get to the end of the runway at about 50 AGL. I was told that it is not uncommon for the tow plane to not be able to out climb the uphill section of the runway at the west end and that it will actually touch down again on the rising uphill section of the runway. No problem, I was told just hang on and wait for the tow plane to get airborne again. Fortunately, my flights were into 10kt westerly winds so I did not experience this unique phenomenon.

The next thing that happens is you fly into the sink air falling off of the cliff at the end of the runway and you drop to a few hundred feet below where you started, a most interesting event when you are looking for your 200 mark in case of a rope break. The tow plane now turns left and heads up the canyon to the south of the airport, generally at an altitude still higher than where you started. Basically, you are 4 or 5 minutes into the flight before you are higher than when you started. This leaves you not wanting to contemplate a rope break as you are now over a steep tree-lined canyon. I took a powered flight before launching in the glider and the pilot pointed out a small field on the opposite canyon wall that if you made a perfect approach and a steep uphill landing, you would be OK. Unfortunately, this is not the sort of thing you practice and I think you would be lucky to pull it off. However, there is an option. Since you now actually have about 1,000 feet of altitude you are a couple of fields in a side canyon that mere mortals could probably negotiate - just practice and hold best L/D for all you're worth, the fields are about six miles away.

Upcoming Events

Campfire Picnic

August 10th

Airborne Express Open House

August 17th 1:00pm - 6:30pm

Region 6 South Contest

August 25th - 30th

Caesar Creek Soaring Club

P.O. Box 918

Waynesville, Ohio 45068

(513)932-7627

See our website at:

<http://www.wrightdesigns.com>

[ccsc](http://www.ccscc.org)

you would be OK. Unfortunately, this is not the sort of thing you practice and I think you would be lucky to pull it off. However, there is an option. Since you now actually have about 1,000 feet of altitude you are a couple of fields in a side canyon that mere mortals could probably negotiate - just practice and hold best L/D for all you're worth, the fields are about six miles away.

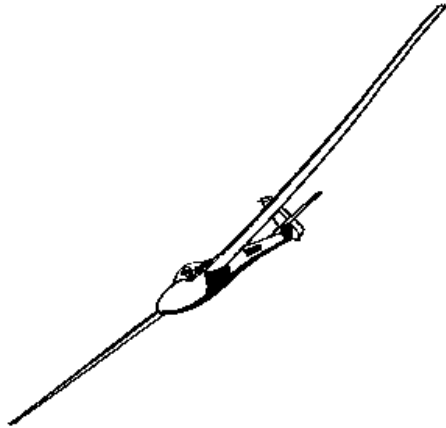
Once the tow plane actually begins climbing, the tow is generally to the north side of the canyon where the rock cliffs crank up some serious thermals. You also begin to take in a view that is dangerously distracting, it is just plain, drop-dead gorgeous. The volcanic peaks give way to

sandstone canyons and then to green river valleys and aspen groves. The sun at this elevation gives an enormous amount of heat to the rocky, sandy soil. Then, like an offering to the soaring gods, it is given back to the atmosphere quickly and in prodigious quantities. There is also wave and ridge lift, although not on the flights I made. I flew with a serious chicken little attitude, I did not know for sure I was back in the neighborhood of the landing pattern at about 2,000 AGL.

There are a multitude of cross country options, with Utah and New Mexico an easy flight although you want to be ultra-conservative coming back. I think I would figure about 10-to-15 days for high peaks. In addition to Mt. Sneffels, Mt. Wilson at 14,246, Dolores Peak at 14,159 and a 10,000 foot peaks are within gliding distance of the airport.

Landing is what you might expect on a downhill runway, a paucity of air flowing over your surfaces and a high ground speed resulting from the altitude and carrying extra speed to deal with squirrely winds. Compensation is you might have the fun of asking Grumman G3s and such to slow down so you can land ahead of them. I found the commercial traffic to not have a problem with the fast guys always came over to look at the gliders while waiting for their fat-cat clients.

All-in-all, a once in a lifetime experience with plenty to do during the non-flying time coming back, hopefully with my courage cranked up a notch or two.



WOMEN PILOTS SOAR INTO CAESAR CREEK

By: Janet R. Sorrell

Twenty-four members of the Women Soaring Pilot Association (WSPA) came to their annual seminar that was held at CCSC in July. Texas and Ohio had the most pilots attending, followed by Pennsylvania, Virginia, Indiana, Maryland, New Jersey and Missouri. Nine pilots were first-time seminar attendees. Joining me from CCSC were Mary Jett, Lucy Anne McKosky, Kat Menchen, Tammy Spillane, and Charlie Witte, a young man who joined both CCSC and WSPA in the same week. Welcome, Charlie!

The week kicked off with a cook-out on Sunday night sponsored by Mike Karraker and the First Sunday Crew. The seminar officially started on Monday morning with a Welcome Breakfast prepared by Chef Kent Sorrell. Gordon Penner presented a seminar on Stall/Spin & Emergency Training, and he also provided spin and other advanced instruction in his Decathlon for a few of the pilots.

Despite a cloudy start on Tuesday, we were able to fly every day of the seminar. The 2-33s were in constant use for training, and the K-21 was very popular. Many of us were able to experience the high performance of a Duo Discus. Sharon Smith, WSPA President, was kind enough to bring her Duo and crew (Ken and Jane Jacobs) and let some of us fly with her. During the week there were sixty flights by non-CCSC members, and an estimated 90 flights overall.

But the numbers only tell part of the story. The real success is in the advancement that the women made in their flying. Two weeks after the seminar, Lucy Ann McKosky wrote, "On July 24, I soloed! It was great! My WSPA T-shirt is now minus its tail. I really enjoyed the week with you all. You inspired me and gave me the confidence I need to be a pilot." Sylvia Szafarczyk, a college student from Houston, Texas, worked with the written exam software before and after flying. As soon as she got home, she took the written exam and scored a 95. Her checkride is scheduled for next week. Another way that WSPA encourages and promotes women in soaring is by giving scholarships to student pilots. Mary Jett received one of those scholarships. Congratulations, Mary!

When we weren't flying, we had seminars on aviation history and safety. Betty Stagg Turner, a WASP during World War II, brought her uniform, photographs and other memorabilia to share with us. Bob Peterson, a Park Ranger with the Dayton Aviation Heritage National Historical Park presented a slide show on the Wright Brothers and Dayton in 1903. This was especially interesting since earlier in the week we had enjoyed a Wine & Cheese party at Wright Brothers Airport and toured the Wright 'B' Flyer Museum. To keep us current with the latest regulations, Martha Lunken from the FAA taught Airspace and discussed flying post-9/11. On Friday, Wolf Elber taught glider instrumentation and how to maintain and inspect the instruments.

After flying we did a lot of celebrating and socializing with steak fry's, cook-outs, S'mores around the campfire, and a banquet a Houston's. One night Mike Pflieger surprised us with Grater's ice cream and Tammy Spillane brought peaches. We all feasted on peaches and ice cream. On another day, Lucy Anne McKosky baked cinnamon coffee cakes. If we weren't flying, we were eating!

Obviously a seminar of this magnitude can't happen without people who are willing to donate their time and talents. A few dedicated people, like Larry Kirkbride, Rob Cluxton, Rich Carraway, Buck Towne, Brad Towne, Tammy Spillane, Lucy Anne McKosky, Mary Jett, Kat Menchen, Kent Sorrell, and Mike Pflieger worked all week. Gordon Penner, Jim Price, Roy Hennig, Dick Eckels, Mike Karraker, Alan Widner, Claire Crook, Margie Meyerrose, Kathy Muth, Carol Carraway, Zora Lopez, Mike McKosky, and Dave Menchen helped tow, instruct, move gliders, register attendees, cook, and do everything else that needed to be done to make this week successful. Thank you so much!

Everyone said they had a wonderful time and seemed very impressed with the hospitality and facilities at CCSC. Charlotte Taylor, a pilot from St. Louis, had such a good time that she added a donation to the club when she paid her bill. We all agreed that it was a great seminar—a fun week of great flying and good times. Next year the seminar goes to Moriarty. Some of us are already making plans to attend.

Minutes of the CCSC Board Meeting July 6, 2002

Location: Clubhouse at Caesar Creek Soaring Club

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

Absent: Greg Crook.

Guests: Joe Jackson, Bill Maxwell

The minutes of the previous meeting were read and approved.

Jim Micelli resigned as CCSC president as of today.

John Murray resigned as Director of Grounds but will stay for the rest of the term.

Joe Jackson said his statements about CCSC were his as a club member only, and not from the SSD Board.

Bill Parr is the interim president until another person on the candidate list agrees to serve out Jim's term.

CCSC Board members feel that SSD is attempting to override decisions that CCSC is authorized to make. In the ensuing discussion, several motions were made to help resolve the problem. 1. Call a combined CCSC-SSD Board meeting to discuss the issues. 2. Call a combined meeting to merge the two boards. Both motions failed.

A resolution was made to let Sarah and Chris do 100% of the billing and accounting.

Jim Lowe proposed considering an easy option for non-flying members to pay. The financial report is ok.

A new screen door will be installed at the west end of the clubhouse. The toilet in the men's room will be repaired.

Dick Eckels reported that all tow planes and gliders are back. The 4 bladed prop has cracks and has been taken out of service.

Jim Price made a motion that club rates be approved for members participating in contests. Bill Parr seconded the motion.

Mike Karraker reported that some crews don't have enough instructors and tow pilots.

Bill Parr will ask Linda Murray to come to the next board meeting to give us an update on the forthcoming convention.

Bill Maxwell reported that battery chargers were not available for the ASK and GROB.

Meeting adjourned 11:34 AM. Submitted by Don Burns, CCSC secretary.

Minutes of the SSD Board Meeting July 20, 2002

Board members present: John Lubon, Chuck Lohre, Joe DeNelson, Pat Bill Maxwell.

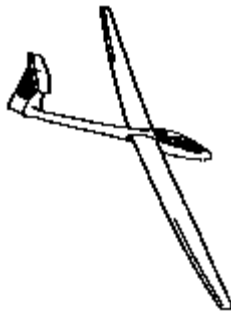
Reports:

1. Motion made and passed to approve the Treasurer s Report.
2. No minutes were available.

Old Business:

1. Regarding updating the trailer park electrical system, the need for the original Stamp was discussed. Once they are obtained they will be submitted for revisions.
2. Regarding the new drainage system, the contractors available are still busy with other reported that the work would be completed later this year.
3. Regarding the Hanik Solo trailer, Joe Jackson volunteered to submit ads to on-line service place an ad in SOARING Magazine.
4. Regarding the new hanger, not all funds have been received. Once deposited, the work w contracted.

Motion made and passed meeting adjourned. Next meeting Saturday, August 17, 2002 at 9:30 am.



YOU ARE CORDIALLY INVITED TO ATTEND THE 2002 AIRBORNE EXPRESS OPEN HOUSE AT AIRBORNE AIRPARK.

Saturday, August 17th

The event runs from 1300 to 1830 local and will have a cruise-in and carnival style midway along with static aircraft displays.

CAMPFIRE PICNIC

August 10, 2002

Come join us for a campfire picnic on August 10. Bring your hot dogs, brats, smores and anything else you over an open campfire. If you can't cooking on a campfire we'll fire up you!

PLAN A PARTY AT CCSC

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

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 chuck@luhre.com

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

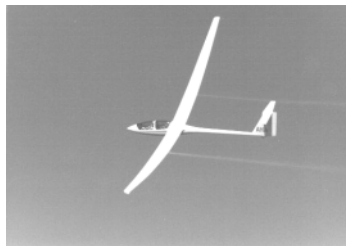
Classifieds

For Sale:

1977 MacGregor 22 Venture sailboat with 5hp Steepside \$3250 Complete and ready to fly. Remember that glider pilots make natural sailors. Gene Wade 937-667-5619

For Sale:

One-fifth share of Big Wings, ASH-25E, including Cobra trailer, competition in 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 email pogun@cbf.com

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 A. Colvin	J. Armor T. Hudson	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. Smissaert, D. McDonald
3rd Sat & 6/29	R. Griffiths B. Gaerttner	D. Dreager T. Murphy		B. Boesel, R. Weaver, D. Klenbanow, D. Rivers, E. Lopez, R. Hegele
3rd Sun & 6/30	J. Morari B. Paar	G. Owen B. Oagley	R. Eckels* J. Walasek	S. Estell, J. Homan, K. Sorrell, 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