

The Frequent Flyer

The Monthly Newsletter of Caesar Creek
Soaring Club

October 2002

The CCSC Region Soaring Contest

By: Frank Paynter (X)

The Region (South) Soaring Contest was held August at CCSC. Jim Price was CD. Chuck Lohre was Contest Manager. Bob Gaerttner was Operations Manager and Pat DeNaples helped as Treasurer. The tow pilots were Tom Holloran, Don Green, Dick Eckels, Gordon Penner, Dieter Schmidt, Tom Bales, Tom Green and Richard Scheper. The retrieve desk was ably 'manned' by Harolyn Burns, Zora Lopez and others. Andrew Dignan did the scoring with some timely help from Guy Byars. Ground crew included Tom McDonald, Buck Towne, Marty Keller, Sara Dowdney, Tim Lynch, Bill Gabbard and his lovely wife Barb Gabbard, Don Burns, Brian Stoops, Bob Root, Jim Hurst, Joe Muth, Steve Shields and Dick Holzworth. Jim Price, Ronnie Anderson and Claire Crook dazzled us with their culinary arts. Rob Cluxton was chief tow pilot and Frank Paynter played weatherman. There were a total of contestants in M in Standard and in Sports Class. At the end of the week, CCSC members were well represented in the winner's circle as John Lubon took 1st place overall in M and Rob Cluxton took 1st place overall in Sports Class. In fact, CCSC members took the top places in Sports Class (Rob Cluxton 1st, Frank Paynter 2nd, Gil Stengel 3rd and Chuck Lohre 4th) and of the top places (John Lubon 1st, Greg Crook 2nd, John Murray 3th and Joe Jackson 4th) in M. This was Gil & Chuck's first competition and they both did very well; Gil even scored a day win with 1st place for Day!

So why is it that normally sane people will drive hundreds of miles and pay hundreds of dollars to participate in a cross country soaring contest where only the top place in each class 'pays' and the top prize may be a book or a T shirt? Even crazier, why is it that other normally sane people volunteer to be used and abused by the contestants?

For me, at least, the reason is that cross-country sailplane racing is the absolute pinnacle of the soaring art. The idea of not only being able to fly long distances powered only by the sun and your brain, but being able to do so more (or less) quickly and efficiently than your peers. On a good day it's not enough just to make it around the course – you must do so without any wasted time or you'll find yourself landing 30 minutes or an hour behind everyone else. On

a bad day, it's survival time, and you have to put everything you know about wind and sun and terrain and thermals together just to make it home again. In both cases there is a huge thrill and feeling of accomplishment from pitting your brain against Mother Nature, win lose or draw. I can't really describe it, but there is something sublime that happens when you are 50 or 60 miles from home, working a thermal or on the run. There is absolutely no chance of making it back unless you not only find lift, but continue to make progress around the course. At some point all the stress and anxiety associated with being so far from home turns into a feeling of contentment and joy – you are one with the air and the hawks and the buzzards. You have done your best and will continue to do so. Maybe you'll make it back and maybe you won't – it doesn't matter.

A soaring contest like the recent Region 6 contest at CCSC is much more than regular weekend soaring because you and a bunch of other crazy people get together to live, breathe, and eat soaring for an entire week. Every morning you get up with the thought that you will be pitting your knowledge, skill and luck against the other competitors in

your class. You look out the window and wonder how the day is going to develop. Regardless of the weather you go to the mandatory pilot's meeting at 10:00AM to listen to the previous day's winners tell how they did it, and to hear the good news/bad news about the upcoming day from the weatherman. After the pilot's meeting there is very little time to waste, as the glider must be assembled and moved out to the grid before the 11:30 mandatory grid meeting. At the grid

Upcoming Events

CCSC OKTOBERFEST
Saturday, October 26th 3:00pm

SSA Convention & Air Sports Expo
January 23-25, 2003

□-26 Championship
July 7-17, 2003

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

See our website at:

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

CCSC

meeting, the day's task is handed out and any last-minute information is passed along. Then it's back to the glider to program the task into the flight computer and get ready for the launch. Shortly the Contest Director (CD) will send a 'sniffer' (usually the first competitor in the launch sequence) aloft to test the lift, and as soon as he/she reports climbing through 2500' AGL, the main launch starts. Within an hour, all the gliders have been launched and the field is empty. If all goes well, there won't be many (if any) relights, the tasks will open on time, and the gliders in each class will head out on their respective tasks. Now the tow pilots and the launch crew can relax, but the job of the retrieve line volunteers (and possibly the retrieve crews) has just started. The CD has plenty of time to worry whether his/her call for the day was too conservative or too aggressive, or whether the fleet should have been sent in an entirely different direction.

For the competitors, the launch means the start of a non-stop series of guesses and decisions. Whether to start early based on a feeling that the day might die early, or to start late to take advantage of fiberglass thermal markers along the way. Which way is the wind line, and is the best climb to be found on the upwind side or the sunny side of the clouds? Is the cirrus deck going to move in and kill everything or is it going to go the other way? Do I go north of the wind-line toward those good looking clouds, or south to stay within gliding range of an airport? If you guess right and are attuned to the weather and the other gliders, you do well. If you guess wrong or ignore what the weather and other gliders are trying to tell you, then you may get to give the retrieve crews something to do. Either way it's a rush!

At the end of the day, it's time to gather on the patio and share tales of what happened that day.. The skillful (or just plain lucky) pilots talk about what decisions they made and why. The not-so-skillful (or just unlucky) pilots bemoan their fate. A couple of glider trailers pull out from the field on their way to a retrieve for **really** unlucky pilots. As the evening's festivities get into full swing, the glider trailers are seen returning, and their pilots are treated like returning heroes. After all, they too did their best with what they were dealt, and only a bit of bad luck separated them from the day winner.

As the week goes on, a real feeling of camaraderie grows among all the competitors and contest personnel. Everyone has a unique story, but all share the same love of flying and soaring. Everyone has something to offer the rest – be it weather wisdom and competition tips from the more experienced, to enthusiasm and a willingness to learn from the newer guys. At the end of the contest we all go our own ways, but we have all helped to create a unique and wonderful piece of performance art – a successful regional cross-country soaring contest.

This summer, the Soaring Society of America informed Caesar Creek Soaring Club that they would be increasing membership dues effective immediately. As you know, part of the CCSC dues paid by each member goes towards our membership in the SSA. We also were advised that this dues increase would be the first of several increases in coming years that the SSA feels is necessary to catch up with inflation and other costs. The SSA has not had a dues increase for some time.

In an effort to remain financially strong, the Board of Trustees of Caesar Creek Soaring Club has decided that it will be necessary to pass along this dues increase to our members. Dues will increase for full members from \$12 per month to \$15 per month. Junior memberships will increase from \$8 to \$9 per month.

It is the hope of the Board that this increase will be adequate for the immediate future. However, we have no control over the SSA and we might expect future increases.

CCSC Elections

If you are interested in running for the CCSC Board of Directors, please notify Mike Karraker by October 15, 2002. Please provide a short Biography which will appear in the November newsletter. If you any questions, please contact any current board member. Elections for the CCSC board will be held in November.

Minutes of the SSD Board Meeting September 21, 2002

Location: Clubhouse, 5285 Elbon Road, Waynesville

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

Reports: The minutes from the August meeting were approved. The treasurer's report was presented and approved. The treasurer was authorized to redeem the 40 shares owned by the estate of Ted Galassini.

Old Business: By a vote of 7 to 0 it was approved to go ahead with the construction of the third trailer hangar with six bays. SSD will finance one of the bays, so that it can be sold or rented out later. SSD will sign the agreement with Wayne Builders and Brian Stoops will be asked to oversee the project.

John Lubon has received a cost estimate of \$8,400 from Robert Shaw for a drainage line along the northern edge of the runway. The contractor has already surveyed the field to insure that there is enough slope for the water to run away. He estimates that 1450 feet of 6-inch drainage pipe and 27 tons of gravel will be needed. Due to the location of the drainage line the proposed work will have little impact on flight operations. The contractor will tap and reseed the soil after refilling the ditch. The excess soil can go to a hole at the western end of the runway. The SSD board approved 7 to 0 the expenditures for this project.

Improving the electrical service to the campground probably will cost close to \$10,000. The question was raised if the upgrade is really needed and if the campground users are willing to pay for it in form of increased monthly fees or a one-time assessment. An owner of a camper has to come forward and champion this project, otherwise the SSD board will assume that it would be nice to have better electrical service, but that it is not worth the additional cost.

New Business: The exterior walls of the clubhouse near the bathrooms have mildew and need to be painted. Also the roof of the shed for the lawn mowers needs repair.

Meeting adjourned, next meeting October 19, 2002, at 9:30 a.m.

Minutes of the CCSC Board Meeting September 7, 2002

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Location: Clubhouse at Caesar Creek Soaring Club

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

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Guests: Sarah Palmer, Chris Palmer, Linda Murray, Bob Root, John Lubon, Jim Miceli, Bill Maxwell, Rolf Hegele.

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The minutes of the previous meeting were read and approved.

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We received a letter of appreciation and donation from the National Aviation Hall of Fame for our participation at the Moraine Airpark event. We gave a number of guest rides in the ASK-21. Dick Eckels flew the ASK and Dick Garrison flew the Pawnee.

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Old business. Dave Menchen will bring an accounting package to the next board meeting for evaluation. Battery problems with the ASK and Grob should be resolved in the next couple of months. Greg Crook reported we had 90 attendees at the Labor Day picnic. Expenses \$1121, income \$1008, deficit \$113. Ten-fifteen pounds of pork left in the freezer.

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New business. John Lubon outlined SSD responsibilities. Plans for the rest of 2002 include campground electrical upgrade and runway drainage. There was a discussion about whether two separate boards are needed. A suggestion was made to have a committee study the pros and cons concerning the two boards. The committee will report back to the two boards within the next two months. Jim Miceli said Emerson Stewart wanted to know if the club would be interested in towing banners. This led to a discussion about what the purpose of the club is. The insurance ramifications of participating in the commercial arena such as towing banners, towing for hire at Air Fair etc., will be checked by Bill Parr.

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The ongoing problem of how to reduce the possibility of a collision with Airborne traffic was discussed.

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Jim Lowe reported that currently he expects we will break even at the end of the year. Past history is used to project the budget. If we meet our projections, we will meet budget.

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In order to offset our increasing costs the board voted to increase dues from \$12 per month to \$15 per month for regular members, and from \$8 per month to \$9 per month for youth members.

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Sarah Palmer reported we need two new fire extinguishers, which was approved by the board. The board approved the payment of mileage to Sarah and Chris when involved in club business such as going after parts for the tractor etc. The board approved tractor maintenance as crew credit for Chris.

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There have been problems with members who received past due notices still flying before paying their past due amount in full. The board approved additional wording in the past due notice which states that "if you fly before you pay your bill you will be subject to termination at the next board meeting".

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There was a discussion about the deteriorating segmented circle and what to do about it. Dick Eckels will bring the requirements to the next board meeting.

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Some members are going off the CCSC board. If you are interested in serving on the board, contact Mike Karraker or any board member as soon as possible.

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Greg Crook reported that the next social activity is a catered Octoberfest on Oct. 26. If you have any ideas or suggestions, contact Greg.

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Linda Murray reported that things are working out regarding the convention.

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Meeting adjourned 12:23 PM. Submitted by Don Burns, CCSC secretary.

Names & Faces From The Past:

We had visits at the gliderport from two inactive members who haven't been around for many years. Gary Adams, who has just retired from teaching, stopped by to say hello and left with an application form. Gary was the first CCSC pilot to complete a 500k flight from Tom Knauff's Ridge Soaring, way back in the 1970's.

Our other visitor, also retired, was Bill Schieman who spent a Wednesday afternoon cruising around the area with Greg Crook in Big Wings. Bill was a very active competition pilot in the late 70's and 80's. At one time he held many, if not most, of the Ohio soaring records. He left here with a big smile and starry-eyed. He may be back !

Ken & Clara Bradley from Fort Wayne brought their affiliation with CCSC and SSD to a closure recently by redeeming their SSD stock. Ken was a long time glider pilot who instructed Army glider pilots during WWII. He and Clara had a camper in our campgrounds for many years.

Another name recently removed from our books, but not our minds, was Tex Galassini, whose estate just redeemed his SSD shares. Tex" was a very active SSD and later CCSC member, dating back to the 1960's, who died a couple of years ago. He, like the Bradley's, was a long time resident of the campgrounds and a long time crew chief dating back from the 1960's thru the late 1980's.

Welcome New Members:

Jake Miguel Xenia Ohio
Student

David "Tim" Spencer Dayton Ohio
Engineer

Steven McManus West Chester Ohio
Manager

Frank Sarmiento Logan Ohio
Designer

Diana Cahill Dayton Ohio
Student

Markus Munz Beaver creek Ohio

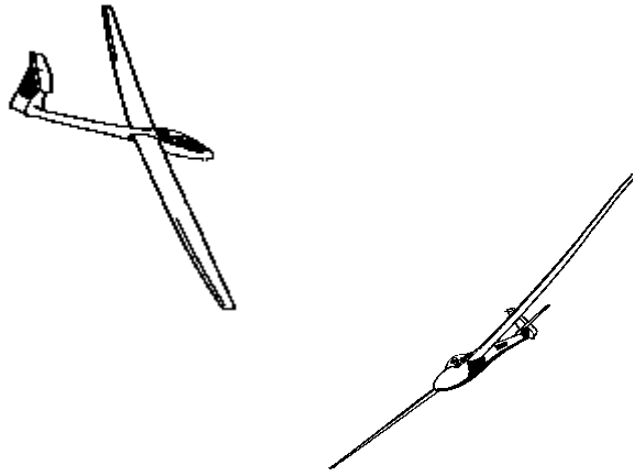
CCSC OKTOBERFEST & HAY RIDES

This is going to be one of the best parties of the year We are planning an authentic German Oktoberfest party for Saturday October The required German food music and of course beer will be provided with a little help from our German club members This party will start a little earlier than usual at PM because we don't want to miss out on any of the German traditions The German food (and there will be plenty of it) will be served at around : PM Please R S V P by contacting Claire or Greg Crook at (513) 494-1350 or clairecrook@att.net

Don't forget your stein

In Memoriam:

Aircraft designer Roy LoPresti died August 7th at age 73. He served in the Air Force with the Aircraft Laboratory at WPAFB and joined the SSD in 1953. Roy contributed to the club in the early years and crewed as a tow pilot and participated in Wright Memorial Glider Meets. He also served as chief engineer for both Moony and Beech. More recently, LoPresti established LoPresti Speed Merchants, which specializes in speed modifications for piston singles.



A reminder to all Crew Chiefs to call the Dayton Tower before commencing daily operations at the Club Dayton's Tower number is () This will help avoid any incidents with inbound Airborne Express traffic

John Murray

Those with internet access can view pictures of CCSC at <http://www.msnusers.com/balesphotos> The pictures will be updated on a haphazard basis As I take new pix the old ones will be replaced There are currently some photos of the WSPA Seminar on the site

Anyone using the plastic oil spouts PLEASE LEAVE THE SPOUT ON THE EMPTY OIL BOTTLE AND PUT THE CAP ON IT! This prevents dirt from getting in the spout and then into the engine of whatever you are adding oil

Caution: If you see a stepladder (not in use) standing anywhere near the towplane hangars lay it flat on the ground This will prevent the airplane prop blast from blowing the ladder into some other aircraft trailer or person I know our tow pilots are always aware of prop blast problems but some of our transient pilot visitors might not be so savvy

Tom Bales

2003 SSA Calendars

Contact Sara Palmer or Pat De Naples to order your 2003 calendar at \$6.50 each.

Only 100 available, so be sure to reserve yours today!

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 a 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 () . We will help you to schedule the event and to organize any additional help that you may need.

Jan 23-25, 2003

SSA Convention & Air Sports Expo
Dayton Convention Center
Hosts: Caesar Creek Soaring Club
Contact: Linda & John Murray
lbhn@easternsailplane.com

July 7-17, 2003

1-26 Championships
CCSC
Hosts: Caesar Creek Soaring Club
Contact: Pat De Naples
ccsc@go-concepts.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

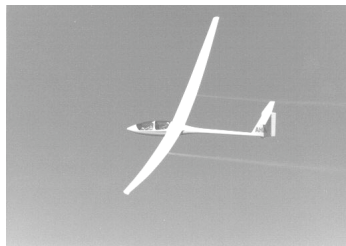
Classifieds

For Sale:

MacGregor ' Venture sailboat with hp Evinrude. Sleeps . Complete and ready to sail.
Remember that glider pilots make natural sailors. Gene Wade

For Sale:

One fifth share of Big Wings ASH E including Cobra trailer, competition instruments, new winglets and L/D. Contact Greg Crook at or email gregcrook@att.net



For Sale:

meter tips for ASW L
Contact Paul Gunn at or pgunn@mail.cbf.com

Crew Schedule

Date	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 11/30	A. Sorrell A. Colvin	J. Armor T. Hudson	R. Hennig W. Miley	J. Beaupre, T. Bresser, 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	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, 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	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	C. De Berry	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 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**

Caesar Creek Soaring Club
P.O. Box 918
Waynesville, Ohio 45068