

The Frequent Flyer

The Monthly Newsletter of Caesar Creek
Soaring Club

November 2002

The Newbie Speaks

By: Gil Stengel

The sixth region south regional competition at Caesar Creek Soaring club was held the last week in August of this year. I flew in sports class. I own half of an ASW-15, a glider that carries a handicap of 1.00, just right for the class. This was my first-ever, sanctioned competition and before the event I was unsure if I had the skills to fly in a contest. I don't have a lot of time flying cross-country and I had several preconceptions of competition flying, mainly safety fears. I worried about thermalling in heavy traffic, landing in heavy traffic and just generally flying in heavy traffic. In addition, I have never landed on anything but an airstrip and fear of landing out has always meant that I have stayed high and conservative when flying around CCSC. On an average Saturday I have seldom ventured away from the club unless cloud base is well over 4000 feet. Despite my fears, the lure of a week of vacation to do nothing but fly, look at gliders, talk about gliders – well you get the idea, where do I sign up? We wound up flying three days out of six for the contest and all my reservations were completely groundless. Flying the contest was a very safe and enjoyable experience from start to finish.

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Prior to the regional I did my best to practice and prepare. Every chance I got this summer I flew cross country and each flight I tried to push my limits and comfort zone a little bit. I worked on understanding my flight computer and flew a few final glides fairly close to the numbers. I flew cross-country a couple of times on windy days when I wouldn't normally have gone very far. I went over my equipment and made a couple of lists of things I would need for the contest. I flew more time in 6V before the contest than I did all of last year. Practicing was fun.

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The weather was poor on the practice day of the contest so 6V stayed in the trailer. I had fun meeting the pilots from out of town and looked over a couple of ships. There were nine pilots signed up for sports class, only five in standard and fifteen meter looked like the hot race with all the best local pilots and several out of town hot rocks. Twenty-five ships in all, with a sprinkling of CCSC ships, though oddly no local ships in standard class. Sports class had one other ASW-15, TTT from the Indianapolis club. Terry Wools flew here last year in the regional and I looked forward to flying with him for the week.

Curt Lewis brought his L-33 solo from Chicago.

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Upcoming Events

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](http://www.wrightdesigns.com/)

Sunday, the first contest day, was a no fly day. The lift never developed and cloud base never got high enough for a safe start. I have to admit I was nervous on this day, fearing we would launch on a day so low that I would be wedging into thermals with two dozen gliders packed into 500 feet of altitude. Your mind has the ability to make a situation seem much much worse than the reality. Not flying was probably more stressful on me than flying would have been. This day we finished with an excellent rib dinner, catered by a local restaurant.

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Monday, day two, we got a day. The sports class task was a pilot selected task with Hook field as the first turnpoint. Sports class was in the back of the grid and once the sniffer got high enough the launch began. I set nervousness and butterflies aside and concentrated on takeoff and tow after twenty or so gliders went ahead of me. The tow pilot took me straight to an available thermal. There were five other gliders circling in the lift but things were not nearly as crowded as I expected. For about forty-five minutes I flew inside the five-mile circle around Caesar Creek that comprised the start cylinder. The lift was not strong in this

area and I found myself continually pushing to the south to find usable thermals. Jim Price had not opened the sports class task yet so I had to wait for a few minutes before going out on course. My plan was to follow Rob Cluxton in O2 if possible but as I circled in a thermal south of the field I had no idea where he was. Just before sports class opened up, a small line of cumulus clouds formed briefly leading out to the west edge of the start cylinder right on course for Hook field. I jumped on this line of lift and found myself in a good thermal right on the edge of the start cylinder just as Jim opened the task. I found O2 in this spot, as well as X3 (Frank Paynter) and AT (Chuck Lohre). There were other gliders in this immediate area these were just the ones I noticed. I followed X3 and O2 out of the start gate and the race was on. I tailed these two LS-4's all the way to Hook field and around the turnpoint towards Greene county airport. About halfway to Greene County I lost them. Here I deviated to Moraine airport south of Dayton as I was not certain O2 and X3 had pushed on to Greene County. Cloud base was significantly lower towards that turnpoint and I was unsure if this was a sign to stay out of that area. When I looked back from Moraine airport I realized that I was probably wrong to deviate from that course but by then I was too far away, with no lift heading that way. I spent what was left of the day Flying between Moraine, Hook field and Dayton General, often seeing other gliders of other classes and eventually climbing to 5000 ft AGL. By 4:00 I began hearing reports of gliders landing at Hook field and since I had enough altitude and the minimum time was about up I decided to head for home. Caesar Creek was sitting in a big blue hole of no lift but my flight computer showed I had plenty of altitude to fly back home. Sports class was finishing in a two mile cylinder around CCSC, with a 1000 foot bottom to the cylinder. After an uneventful final glide and landing back at the field I found myself with a vise-like grip on fourth place. I had successfully completed my first contest task.

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The weather did not cooperate for the next two days but still I arrived each morning at the airfield, assembled my glider and attended the pilots meeting. Frank Paynter, our weatherman, took a fair ration of grief, as since he was the weatherman, he was responsible for the bad weather. Each day, though flying was doubtful, we had a safety talk from one of the more experienced pilots in the contest. We towed gliders to the grid on Tuesday, though we didn't fly.

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Thursday, August 29, we got another day in. This day dawned cloudy down in Cincinnati where I live, but the gliderport had clear skies. The forecast was for moderate lift to 3500 foot cloud bases. We gridded as usual and this time the sniffer took awhile to find lift to a workable cloud base. We launched around 1:30 in sports class and the task opened by 2:00. Sports class drew a PST task with the town of Eaton as the first turn. Everyone else got a MAT with Richmond and Oxford as the assigned turns. Fifteen meter and Standard class were almost out on task by the time I got off tow in the start cylinder. I worked my way to the west edge of the five mile ring and found once again that I was in a gaggle with X3 and O2, TTT, AT and BH, all sports class competitors. Jim Price did not hesitate to open the task as the day was looking overdeveloped by 2:00. As the task opened I watched O2 speed away immediately on course, even though he was only at 2800 feet at the time. I did not have the confidence to stay with him and Rob told me later that he very quickly found himself at 1000 feet and spent a lot of the day below 2000. I followed TTT, BH and AT out on course. I heard over the radio that X3 had to take a relight and then called for a retrieve. Frank is my friend, and a great guy but I couldn't help but smile. Since K, the third place glider, had already withdrawn from the contest, if X3 couldn't make the task I could move into second place! I suspect that thoughts of this nature in one's first contest just about guarantee a landout and this day held exactly that for me. I ran under the clouds all the way to Eaton, with cloud base improving to 4000 feet. Five miles from Eaton I could see that the town was sitting in a big hole of no lift. I thermalled up to 4100 feet, thinking to sneak out, get the turnpoint and run right back to the thermal I just left. Once I got to the town I collected the turnpoint but deviated from my plan to check if there was lift over the town – where I saw three gliders circling below me. That was a bad idea and the time I spent in this maneuver meant the thermal I had left was now gone. 95, BH, TTT and myself were now over the town scratching hard. We spread out but nobody was finding anything. Soon I was down to 1500 feet at which point I dialed Morningstar into my flight computer. This is a grass strip four miles east of Eaton. I couldn't see the strip but my moving map directed me in the right direction. I thought I had the airport picked out and kept looking for lift. Suddenly I realized that the field I was looking at was not Morningstar and the computer was saying I still had two miles to go to get there. I looked off in the distance and had to choose – the good looking wheat field below me, or the grass airstrip in the distance. The computer said I could make the airfield with three hundred feet to spare and there were landable fields along the way. From my altitude I could just see Morningstar – simply because there were two other gliders on the ground there! I flew to the airfield, and as I lowered my gear for a short base leg I hit a thermal. I thought about trying to make a low save but I was below my comfort margin and I had already made up my mind to land so I kept the gear down and touched down on the grass. BH was right behind me and radioed that I should move off so that he could land. I quickly jumped out and pulled the glider to the side but BH hit the same thermal and wound up getting away. 95 and AT were there at Morningstar and we had a lot of fun talking to the owners and neighbors who came to see the gliders. The owners brought out

watermelon and cokes and were very nice hosts. Soon two tow planes arrived and AT and myself aerotowed out. 95 had his crew come for him.

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I found myself still in fourth place on Friday morning. Once again Cincinnati was overcast this morning but the club held clear skies by 9:30 A.M. There was a sense of quiet purpose among all the pilots I saw this morning. Everyone could tell that today would be a good day. Dick Holzwarth had already emailed me that morning with an admonition to make sure and return home on this last day. This was reinforced by John Murray, who I saw assembling his glider. He also emphasized the importance of finishing the task and getting home to maintain my fourth place standing. I listened. On this day sports class drew a MAT task with Jamestown lake, Clinton and Lebanon Warren the first three assigned turnpoints. The problem with this day was the wind, blowing almost 15 knots at 3000 feet ENE. The launch started earlier this day than any other and I found myself on the east edge of the start cylinder by 1:50, laying in wait for O2. Unfortunately I was unable to maintain my altitude on the east edge of the start cylinder and the wind kept blowing me back towards the club. When sports class task opened I found myself in a poor position to start and had to work my way back up above 3000 feet, the wind all the while blowing me further from the east edge of the cylinder. Once again I watched as O2 roared away, higher and faster than me. I finally started with 95, AT, TTT and BH but I was 500 feet lower than all these gliders. I worked my way upwind and quickly found myself at 1200 feet looking at yet another wheat field. I was facing my first field landing – an adventure for sure but not what I had planned for the day. I was getting frustrated early and very low. I then remembered some advice Alan Widner had given me on the first day. “Sometimes when things aren’t going right you just have to slow down and relax, shift into granny gear and try to figure out what you are doing wrong, take what the day gives you and don’t get in a hurry.” I calmed down, made myself relax as much as possible. I found a small bubble at 1000 feet and worked that hard to climb to 1800. I kept moving out on course, getting low, picking fields, finding small lift sources, climbing back up to 1800 and taking my time. In this fashion I was able to catch up to the rest of sports class, albeit way below them. Eventually I hit a big thermal that TTT marked out and I rode four knots to 4000 feet AGL. I had crawled out but I burned a lot of daylight in the process. I was only halfway to Jamestown lake but from 4000 feet I flew to the lake and found the boomer right over the turnpoint, which took me to 4600 AGL. Turning in this lift I looked down to see 95, way below me. I mentally tried to pull Curt Lewis up into the lift he was just short of finding but it was not to be, he landed in a dirt field five minutes later.

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From Jamestown lake the rest of the course was easy, with the wind blowing me to Clinton county. I drifted along course, turning down any thermal less than three knots and eventually found myself at Lebanon Warren county airport. From here I had to work back upwind to make the club. My computer said I had the club made with 300 feet to spare over my 1000 foot arrival margin, for me, pretty close, but I had practiced with the glide computer all summer. This was one of the items that had come up in a safety talk at the pilots meeting. Joe Shepherd was giving the talk, and at one point talked about flight computers and arrival margins. I had been flying with an 800 foot margin prior to Joe’s talk. He advocated beginner pilots use at least a 1000 foot margin, and if a pilot of his experience thought a higher margin was a good idea that was good enough for me. I started on final glide, to watch my altitude differential slip quickly to 200 feet, then 100, then –100. If this trend continued I wouldn’t make the field. I took a couple of turns in a strong thermal five miles out from home and made a straight in approach from the west.

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O2 as it turned out, had smoked the course in one hour but after making CCSC he got shot down and wasn’t able to collect any more turnpoints that day. He landed under time but his speed was divided by the two hour minimum, as was mine. This meant that I had actually beat him on this day as my handicap was higher than his. Because I did well by the numbers on this last day, I found myself in third place for the contest. I wound up taking second place on the final day, behind Bob Quass in his 1-35.

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The contest week was a blast. I flew more and further than I would have in similar weather. I found myself low several times, picking fields and planning landouts. I thermalled in more traffic than ever before. In short, the contest pushed my limits and taught me more about cross country flying than the two seasons previous that I had flown 6V. Knowing there was a support crew back at CCSC in the event I landed in a field made the whole experience safer, more reassuring than an average weekend day. Twice I found myself just about to turn base to land in a wheat field, and knowing there were people back at the club to help me allowed me to concentrate on the process of picking a good field and landing safely rather than worrying if I could find someone to hitch up the trailer and make the long drive to come and get me. Even standing around the grid on a day we did not fly was loads of fun and very informative as all the other pilots were very willing to share their experience and knowledge. I would recommend flying the regional to any pilot interested in cross country soaring.

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Many people worked together to ensure the contest went off safely and efficiently. I can't list all the names here but a special thanks to Chuck Lohre for being the CM and Jim Price for a great job as CD. The ground crew, retrieve office, tow pilots and scorer Andrew Dignan all deserve a big thank you.

CCSC Elections

Please remember to return your ballots by the second Tuesday in November.

Minutes of the SSD Board Meeting October

Location: Clubhouse Elbon Road Waynesville

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

Reports: The minutes from the meeting in September were approved The treasurer's report was presented and approved

Old Business: The money for the new hangar has been received The start of the construction is most likely after January The contract for the drainage project has been signed with a start date of October and an expected completion date of November It was suggested that soil left over from digging the drenches could be used when leveling the ground for the new hangar

Joe Jackson has received an offer of for the L trailer He was authorized to accept this offer and to proceed with the sale of the trailer on an as is basis

New Business: Pat DeNaples reported on a phone call which he had received from Brad Norris a grandson of Stolley He indicated that the estate of Stolley has leased the field at the eastern end of our runway to a farmer for at least two years and he expects that the field will be farmed for much longer than that Mr Norris also stated that the hangar on their airport could be available for renting Pat DeNaples will contact Mr Norris in order to arrange a meeting

Meeting adjourned, next meeting November 16, 2002, at 9:30 a.m.

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

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

"We just wanted to say "danke" (thanks) to Greg and Claire for the fun OKTOBERFEST at the Gliderport this past weekend. The food was wonderful. Everyone had a great time. It was labeled one of the best parties by all of us. Again thanks for your effort." Thanks also to the 4th Saturday Crew for their cleanup.

Diane S., Doris M., Inge M., Janet S., Joanne P., Kathy M., Kim P., Margie M., Tammy S., Roberta W. Ruthie C., and Harolyn B.

INSTRUCTORS CORNER

Woes of Aero Tow

By: Jim Hurst

The ideal position of the glider behind the tow plane is such that the tow plane is on the horizon and its rudder splits the fuselage when the wings are level. There is of course a range of positions which might be defined by a circle around the ideal position, perhaps twenty feet in diameter, where the glider may not be in serious trouble. I might casually traverse this range of positions when giving a guest ride, momentarily and consciously distracted while pointing out landmarks or explaining the instrumentation.

So, students and even licensed pilots during flight reviews might understandably feel grumpy if the instructor insists that they be precise about getting exactly behind the tow plane. So what's the big deal? The fact is that the limits of the twenty foot circle are only marginally OK, for example, if you are out on the right side and the tow plane turns left. All pilots should strive to maintain the perfect position even on calm days because the time will come when they will have to struggle to even get to the outer edges of the marginally OK position.

When we have a very good soaring day, or a very windy or gusty day, it is sometimes a real challenge to maintain a comfortable position on tow. On days like this at CCSC, the instructors may sometimes agree that the students are not going to learn much except that it is not a good day to fly. Yet, if we go to a place like the ridge in Pennsylvania, you may never fly if you refuse to fly on a day like this. I have released early from tow not because I was in a good thermal, but because I

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
ljbn@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

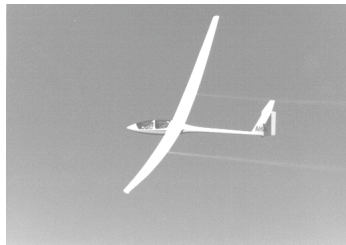
Classifieds

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