

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

February 2003

2003 SSA CONVENTION

The 2003 SSA Convention was a fantastic success and by all indications attendance was beyond expectations for January convention in Dayton, Ohio. This was a fantastic event to begin the Centennial of Flight Celebration in Dayton. Our gratitude goes out to Linda Murray and the rest of the SSA Convention team for their hard work and dedication. Special thanks goes out to those who manned the registration desk, worked with the speakers, checked badges, moved planes and dealt with the unexpected emergencies that always arise during an event this size. Thank you again to all the volunteers who made this convention possible.

First Apis Glider Kit Flies!!

Almost 6 months to the day after picking up my crated Apis 13M kit from Apisgliders, Inc. in Marion, OH, the weather cooperated enough to get in my first 2 flights. Looking out the window Sunday morning, December 29 (the day before my birthday, no less), I started thinking, this is going to be BIG!

Arriving at Caesar Creek glider port about 9:30 am, the club crew for the day was just showing up. Weather was clear, calm, 45 degrees. I started discussing my maiden flight plan with Wolf Schmidt, Manfred Mauer and Dave Rawson – first Apis kit-built to fly in the world, the 5th Apis airframe to fly, relatively new glider pilot – this should be interesting!

Upcoming Events

**Valentines Day Party/
Maple Tree Tapping**
February 15, 2003

CCSC ANNUAL DINNER
February 22, 2003
Cocktails 6:00 pm, Dinner 7:00 pm

**Pancake Breakfast/
St. Patrick's Day Party**
March 15, 2003

55th Wright Memorial Glider Meet
May 24-26, 2003

1-26 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>

We assembled the glider (those wings are soooo light), taped the wings and horizontal stabilizer, ran thru the assembly checklist – good to go.

I had gone thru this glider a dozen times making sure everything was in order, my next-door neighbor, Ray Parker (an A&P with kit-building experience), had looked over my shoulder throughout the building process, and Robert Mudd, Apisgliders, Inc., had generously spent several days with me, along with countless hours on the phone and trading emails, checking my work and providing terrific support. Dick Eckels, had spent an hour or so last weekend with me, discussing and planning the test flight. But still, as I walked the wing down to the west end of the field, I was feeling just a bit anxious.

Strapped in, pre-flight checklist complete, ceremonial pictures taken by my wife, son and Dave, I was rolling behind the Pawnee with tow pilot Deiter Schmidt – 5000' tow, gentle turns, nothing fancy, please. Other than getting airborne way before I was expecting to, the tow was smooth and uneventful – gentle movements of the huge rudder and full-span ailerons kept me in position. Some condensation had formed on the canopy, but opening up the demist vent cleared it quickly. Instruments seem to be functioning.

Ok, coming up on 5000' – another anxious moment. Somehow being tied to the tow plane with a 200' rope gives me false sense of security. Pull the tow hook release; watch

the rope fall away – that works. Gentle bank to the right, level off – so quiet! Put the flaps back to 0 (+5 is the takeoff setting), speed about 55 knts and gently verified the operation of the controls. Compared to wrestling with the Schweitzer trainers and Grob 103 that I was used to, the Apis is so quick to respond – very little movement or pressure required. Turns are easily coordinated.

After a few more minutes of gentle turns, varying speeds, I was starting to feel a bit more comfortable. Set the flaps to +10 (landing configuration), popped the airbrakes to simulate a landing at altitude and get a feel for the rate of descent. So far, so good. A couple of clearing turns, approach a stall – nice buffet at about 38 knts – no tendency for a wing to drop. Sit back, relax. A few more 360 degree turns. Nice.

I flew a normal landing pattern. Rate of descent was easily controlled with the Schemp-Hirth type airbrakes. Smooth touchdown.

My second flight was a bit more aggressive – steeper turns, faster speeds, a turning stall – still easily controlled and very predictable.

All in all, these first two flights could not have been better. With my weight pushing the max gross limit (especially after the holidays), the trim adjustment needs some tweaking. Also, I did not feel much wheel braking power on landing, but the field was wet and mushy, so an adjustment may be necessary.

As far as the building process goes, it was a fun and super learning experience. Although I consider myself fairly handy, having done a lot of woodworking, auto maintenance and boatbuilding, building a glider was a first. However, the instruction manual written by Robert Mudd was complete, easy to understand with lots of pictures. His knowledge and support was terrific. Factory support was excellent – emails were normally answered within a day, with drawings and photos. The quality of the parts and pieces are top notch, and 100% complete, down to the last nut and bolt. It takes a bit of stick-to-it-tiveness to complete a project like this, but the result is very satisfying.

Most of the building tasks can be done by 1 person, but thanks to my wife, Wendy and son, Nate for helping me move parts around in my garage (an airplane hangar would have been nice). Also, thanks to Mark Statt who stopped by a few times to lend a hand and help with the mylar seals, and to Dave Rawson for cutting out my aluminum fittings and parts.



A note of thanks:

Having the ASK 21 in the lobby at the convention center was an excellent idea. The CCSC logo on the side was excellent publicity for the club and generated significant interest. I expect that we will get quite a few new club members as a result of our efforts. Particular thanks to the Sunday crew who did a great job getting the ship cleaned up and loaded in the trailer. Special thanks also to Paul Brown, Jim Goebel, Henry Meyerrose and Bill Dawson who spent a significant part of their time talking to anyone stopping by the ship. And thanks to all the able bodies for help in getting the ship in and out of the convention center.

Thanks
Rolf Hegele

CCSC CFIG Revalidation Clinic, March 8-9

CCSC will host a CFIG Revalidation Clinic in the CCSC clubhouse over the weekend of March 8-9, 2003. The clinic will be conducted by Bob Wander. The cost to attend the clinic will be \$100.00 for CFI-Gs wishing to obtain a renewal certificate and \$75.00 if you just want to audit the course. (Note: the cost for the clinic was previously reported to be \$150.00 in last month's newsletter. This was a mistake. The cost to attend the full clinic is only \$100.00).

Attendance is not limited to just CFI-Gs wishing to renew their certificates, but is open to everyone including both members and non-members of CCSC. If you're not a CFI-G, you might still want to consider auditing the course for recurrent ground training and as a comprehensive safety seminar. Who knows, you might just pick up a few pointers on how to be a better and safer pilot for the upcoming soaring season.

For current or prospective CCSC CFIG's, the CCSC Board of Directors has agreed once again to pay one-half of the registration fee, \$50.00, for any CCSC CFIG that attends the clinic and that serves on a CCSC crew as a CFIG during the following year. CCSC will also pay one-half of the registration fee for any prospective CFIG who attends the clinic provided they get their CFIG rating within the following year and also serve as CFIG on a regular CCSC crew.

To register for the seminar, CCSC members should contact me (Joe Jackson) either via email or via telephone (email is preferred). I will then register you directly with the SSA and arrange to have your share of the seminar costs billed to you on an upcoming CCSC invoice. Non-CCSC members can register directly with the SSA by calling 505 392-1177. If you register directly with the SSA, I would appreciate if you could notify me so that I can keep track of how many attendees to expect for planning purposes.

Please contact me directly if you have any questions about the seminar.

Joe Jackson
CCSC Chief Flight Instructor
Tel: (513) 851-4816
email: joejackson@cinci.rr.com



Gloria Dalton and Janet Sorrell were elected to the 2003 Board of Directors for the Women Soaring Pilots Association (WSPA). The WSPA began in 1985 and is a division of the SSA. The goal of the organization is to encourage the growth and participation of women in soaring. Gloria will represent the Southeast Region, and Janet will represent the North Central Region.

Minutes of the SSD Board Meeting January 4, 2003

Location: Clubhouse, 5285 Elbon Road, Waynesville

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

The meeting was held after the joint meeting with CCSC. John Lubon called the meeting to order at 11:45. The minutes from the meeting on November 16th, 2002 were approved. A report from the treasurer was not available, but no major expenditures have been made recently nor are any foreseen for the near future.

Most of the old and new business had been discussed in the meeting with CCSC. Since SSD is the owner of the airport, the SSD board will orchestrate the discussion on the pros and cons for converting to a public use airport. Since Jim Miceli has worked the most on this issue he will be asked to give a presentation on this topic at the next SSD board meeting in February. If necessary the question on converting to a public use airport could be put on the ballot for the SSD elections in April. The terms of the board members Norbert Maurer, William Maxwell, and Robert Root will expire this year.

The next SSD board meeting will held on February 15th, the third Saturday of the month, at 9:30 in the clubhouse.

Meeting adjourned at 12:05.

Respectfully submitted, Dieter Schmidt.



Come join Bob Root and Pat De Naples on their 29th annual Spring ridge soaring camp at Tom Knauff's and Doris Grove's Ridge Soaring Gliderport in Julian PA. In 1975, Bob, Pat and John Bennet mined three diamonds, a Silver Badge, and three Gold Badges in two days in the same 1-26 in those fabulous hills of Pennsylvania. There's lots more treasures yet in those hills waiting for you, too.

We plan to leave on April 20 for a ten day camp. To date the following will also be there: Jim Hurst, Bill Maxwell, Max Marshall, Jim Price and Rolf Hegele.

If you're interested, contact Pat or Bob for more info. Bring you own pick, shovel and pan.

Pat De Naples# 322

CCSC ANNUAL DINNER SATURDAY, FEBRUARY 22, 2003

Kings Island Resort and Conference Center

Cocktails 6:00 PM Dinner 7:00 PM

RESERVATIONS ARE REQUIRED!

Please Call or Email Dick or Sandy Holzwarth for Reservations
(937) 885-4156

rhozwarth@woh.rr.com

55th Wright Memorial Glider Meet

Sport Class Contest, Ox Roast, and General Soaring Party
24-26 May 2003

July 7-17, 2003

1-26 Championships

Hosts: Caesar Creek Soaring Club

Contact: Pat De Naples
ccsc@go-concepts.com

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 Dick or Sandy Holzwarth at: (937) 885 4156.

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

aaronSORRELL@ameritech.net

- or -

Aaron Sorrell
128 McDaniel St.
Dayton, Ohio 45405
(937) 220-9026

WANTED TO BORROW: Digital Projector

For presenting club photographs at the upcoming annual meeting. With the increased use of digital cameras by the club members, it would be easiest to project them using a digital projector.

Please contact Chuck Lohre if you have one we could use or borrow from your company. I will take personal responsibility for its proper use and return. This would save us the cost of renting a projector. My only other option is not showing all those great digital photographs.

Thanks, Chuck Lohre
chuck@lohre.com.
Home 513-731-3429
Work 513-961-1174

Classifieds

For Sale:

1977 MacGregor 22' Venture sailboat with 5hp Evinrude. Sleeps 4. \$3250 Complete and ready to sail. 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 instruments, new winglets and 55-1 L/D. Contact Greg Crook at 513-494-1350 or email gregcrook@att.net.

For Sale:

One or two shares of Redwing's two SGS 1-26's. \$1000 each share. Low cost way to learn cross country flying with the help of some great pilots like Bob Root and Pat DeNaples. Shares include parachutes, trailers, radios, etc. both gliders were recently rebuilt and are in great shape. Contact Jim Price at 513-677-2703 or e-mail at jimprice@attglobal.net

For Sale:

1995 Wilderness 24C camper. Stove, Refrigerator, Microwave, Double Sink, Stereo System, Bathroom, and Shower. Sleeps 6.
Contact Dick White AT 513-528-7757

Crew Schedule

Date	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 3/29	A. Sorrell A. Colvin	J. Armor T. Hudson	R. Hennig W. Miley	J. Beaupre, J. Chiles, D. Colvin, P. Nord G. Daugherty, Dave Edwards, J. Lowe
1st Sun & 3/30	M. Karraker R. Carraway	M. Maurer N. Maurer D. Schmidt	A. Swanson J. Sorrell	W. Van Breukelen, M. Jett, W. Schmid M. Munz, B.& B Towne, J. Miles, D. Rawson S. Tagariello, T..Lynch
2nd Sat & 5/31	R. Root D. Staarmann	R Anderson	J. Price J. Hurst M. Williams	J. Antrim, J. Biernacki, B. Connolly, W. Detert, S. Trefzger, J. Benner, J. Inman
2nd Sun & 6/29	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, R.Sexton M. Debeque, J. Smissaert, T. & G. McDonald
3rd Sat & 8/30	R. Griffiths	D. Green R. Hegele A. Widner	B. Gaerttner C. De Berry	B. Boesel, R. Weaver, D. Klenbanow E. Lopez, T. Bresser, T. Lynch, J. Miquel H. Poelzing, P. Vintrup, D. Rivers
3rd Sun & 8/31	J. Morari B. Paar	B. Oagley	R. Eckels * J. Walasek	S. Estell, K. Sorrell, J. Koons, M. Keller K. Robertson, S. Shields, T. Bonser R. Reinhart, J. Macnicol
4th Sat & 11/29	J. Miceli J. Murray	T. Bales G. Byars S. Day	J. Jackson ** T. Bales	T. Spillane, C. Lohre, H. Meyerrose, E. Saladin, B. Stoops, A. Dignan
4th Sun & 11/30	R. Holzwarth M. Statt	F. Paynter R. Scheper	J. Lubon	D. Burns, D. Carr, R. Cedar, G. Crook, B. Kish, J. Jordan, P. Lubon, G. Stengel, G. Berneir
Floating Crew		T. Buker R. Cluxton R. Garrison E. Gieselman J. Goabel G. McDowell G. Owen G. Penner E. Rutherford D. Taschuk G. Tyler	T. Buker R, Cluxton R. Garrison J. Goebel G. McDowell G. Penner E. Rutherford G. Tyler	

* Designated Examiner

** Chief Instructor

**If you are not assigned to a crew and would like to be, contact Dave Menchen at
513-779-0821.**