

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

March 2004

Ridge Soaring Trip 2004

By Jim Hurst

So far there are about seven CCSC members committed to go to the Ridge Soaring Gliderport near State College, Pennsylvania the week of April 19, 2004. This will be my 16th consecutive trip. For Pat DeNaples and Bob Root, it will be more like their 30th trip. Why do we do this every year? Because this area has soaring conditions that are so much better than we have in Southwestern Ohio. Apparently, the moist gulf air passing through the Ohio valley gets dried out on the way to Pennsylvania such that the cloud bases are regularly two or three thousand feet higher than they are here. We can get above 5000 feet there on a bad day.

Upcoming Events!!

CCSC Youth Camp Planning Meeting

March 13, 2004 10:00am

CCSC Contest Planning Meeting

(WMGM & Region 6 Championships)

March 20, 2004 11:00am

Crew Chief Meeting

April 10, 2004 9:00am

SSD Annual Meeting

April 13, 2004

Annual Clean-Up Day!!!

April 17, 2004

Instructors Meeting

May 8, 2004 9:30am

Cinco de Mayo Party!!!

May 8, 2004

Wright Memorial Glider Meet

May 29 - 31, 2004

WMGM Ox Roast

May 30, 2004

2nd Annual CCSC Youth Soaring Camp

June 21-25, 2004

Region 6 Championships

June 27 - July 7, 2004

Caesar Creek Soaring Club

P.O. Box 918

Waynesville, Ohio 45068

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See our website at:

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

In addition to high cloud bases, there is very good ridge lift all up and down the Appalachians when the wind is blowing strong enough from the right direction. Trips of 1000 kilometers have been made in high performance ships at almost 100 MPH. These winds also produce waves frequently. I personally have been more than 4000 feet above the cloud base, and on that day other pilots reported altitudes of around 15,000 feet. When the wind is not favorable for ridge lift, the slopes of the ridges facing the sun produce fantastic thermals, 500 FPM on a mild day, with 1000 FPM spikes on a good day.

In recent years, there have been as many as twenty CCSC members at the ridge during this time, and at those times we took a club 2-33 with us, and made over 50 flights during our week stay. This meant that we were able to check out our own pilots to fly on the ridge, so that they could fly their private ships. Licensed pilots without their own glider and even a few students were able to be checked out and fly solo. We would like to do this again, but in order to do this, we need a half dozen or so people to who nothing to fly to commit to go to the ridge and we need someone to volunteer to tow the 2-33 up there and return. If we can't take a 2-33 with us, any pilots who want to fly the ridge will have to get a check out with Tom Knauff and Company.

It is about a seven-hour drive to the ridge. Hotel rooms are available, but frequently get filled up between now and April, so anyone deciding to go should make a decision as soon as possible. In addition to the wonderful soaring conditions, the area is replete with fine restaurants and we usually go to a different one each evening. The social aspects of the trip are just as good as the soaring conditions. Anyone interested should make it known and call Pat DeNaples at 937-291-1466 or email him at pat126@go-concepts.com. He has information about accommodations and based on your response will determine whether we can take a 2-33 with us.

Instructors Corner

Who Should Fly?

By Jim Hurst

I once heard an egocentric flight instructor say that he could teach anyone to fly. That may be true, but some students take a lot longer to learn to fly safely, and some should never fly at all.

First, in order to get started in flying, a person has to have the urge to do it. It has to look like fun, and there should be no prejudging the notion of whether flying is a prudent thing to do. The first time I soloed an airplane, I told a friend about it the next day and his reaction was: "Do you mean you went up in an airplane *all* by yourself?" He said he would not be able to sleep for a couple of nights thinking about this.

Another friend whom I had finally convinced to come to the gliderport for a ride said, "Where is the glider we are going to ride in?" I pointed up in the sky overhead at a dot under a cloud at about 6000 feet, and he murmured "my God" and the next time I turned my back, he had disappeared. These two friends should certainly not try to fly, and if they got somehow talked in to taking lessons, it would be difficult to convince them that it was safe, and they would probably be flying scared.

Even for those who do not have any preconceived fears about the idea of flying, there is a wide variation in aptitude. Flying is both a science and an art. Instructors teach the science. How and why the aircraft flies, how the controls work, and what the pilot has to do to make the aircraft do his or her bidding. The student must learn the art through practice and discovery. It is the same idea as a golf pro describing to a student how to hold the club, how to stand, and how to swing. But there are no words to adequately describe the action of hitting the ball squarely and the student of golf has to discover the art himself.

There are people who are apparently born to fly. They catch on quickly and qualify to fly solo with a minimum of training. During World War II, the American armed forces trained pilots in a program that expected the student to catch on quickly. Maneuvers were demonstrated, the pilot tried the maneuver, and the instructor criticized. The student tried it again. If the student didn't "get it" quickly, they were washed out. If they did "get it", the program moved on to the next maneuver. There was no time to spoon-feed those who didn't perform quickly. It might also be surmised that those who did not perform quickly would not be the best pilots. That may or may not be true.

Flight instructors have always said that a pilot license is a license to learn how to fly. We say this because in a concentrated training program, every possible happenstance cannot be envisioned and practiced. An active pilot may, during their career, fly ten or twenty times as many hours on their own as they did during the period of instruction. During those times, there will be untoward experiences, which will illustrate possible dangers caused by carelessness, inattention or incompetence. If such experiences are not fatal or otherwise disastrous, the good pilot learns something new and develops personal rules about how to avoid such dangers.

When it comes to making a judgment about whether someone should try to learn how to fly, I think about it in terms of how well they drive a car. Anyone who is not a good driver, in my opinion is also not a good candidate for learning to fly. There are people who are anxious on an expressway, are intimidated by trucks and other aggressive drivers, and those that don't think ahead. They are frequently in the wrong lane, have trouble entering and exiting the freeway, and are generally timid behind the wheel. To me, a good driver "wears" the car, and it is an extension of the driver's mind and body. Not an inanimate piece of machinery that he or she struggles to control. Good drivers don't think about how to drive. They just drive. A good pilot is not thinking about how to fly. The pilot just flies.

The length of time it takes a student to learn to fly is partially an indicator of future performance. After years of experience in glider instruction, it appears that the average person takes from 30 to 50 flights to solo. There are many who fly more often than that and finally disappear and never solo. There are others who hang on and take literally hundreds of flights without soloing, and who refuse to give up. There are apparently people who are not getting the art of flying. Sometimes their failings are mechanical and sometimes they are mental.

Let's think about the pilot who gets their license in 50 flights. Obviously their skills and judgments were good enough that instructors had confidence in the ability to fly solo, and later to be recommended for the flight test. Finally, a Pilot Examiner found the applicant to have the necessary aeronautical knowledge and skills to fly safely and even to carry passengers. The pilot has been judged to be the "master of the aircraft." Now this licensed pilot has 200 flights. As explained above, this pilot has probably learned a lot more about flying safely after getting his license than he did before. This is due to the additional experience gained when things happened that were unexpected and not anticipated in training.

Now think about the student who has 200 flights and who has not soloed, or who has soloed but who has not instilled sufficient confidence in his instructors to give him a recommendation for a flight test. Why not? Sometimes it's a faulty flying technique such as erratic speed control or poor coordination. More frequently, it is not because the person has not learned the art of flying the aircraft, but because they have not learned how to cope with the problems of managing their own flying and making sound decisions. Frequently, even pilots who have a lot of solo experience are the subjects of criticism from witnesses who question their judgment.

The student with 200 flights has not caught up to the pilot with 200 flights who got his license in 50 flights. Why not? It is because there is some psychological impediment to learning. It may be that they are not "wearing" the aircraft to the point where they fly without thinking about it and therefore, unusual situations cause them to be distracted. After so much experience, it is natural to wonder whether their deficiencies can ever be overcome. We have experience to indicate that persons in this category may go for long periods between questionable incidents, but one never knows when another will occur. They are like a dry alcoholic. No matter how long they have been dry, one never knows when they will fall off the wagon.

It is a very difficult position for a flight instructor to be put in, but the time may come when the instructor should ask a student whether or not they really want to do this. Some may reply, "Well, now that I think about it, maybe not." Others, who are persisting but not getting it, may need the suggestion that maybe they were not born to fly.

Cinco de Mayo Party!!!

We're planning a Cinco de Mayo party at the glider port. However, since the fifth of May falls on a Wednesday this year, it will have to be planned for Saturday, the 8th. We'll supply margaritas, make-your-own soft tacos, and some BBQ meat for sandwiches, but everyone attending should also bring along the covered Mexican (or American) dish of their choice.

Thanks,
Kim Paar

Volunteers Needed for Sailplane Racing At Caesar Creek in 2004!!!!

Volunteers are needed for the Wright Memorial Glider Meet over Memorial Day, and the Region 6 Championships in late June! We have a chronic need, especially for the Region 6 event, for contest support on the ground. Also needed are towpilots, scoring gurus and retrieve phone support staff. Ox roasting help is also appreciated. We need help with all these jobs, and probably a whole lot more. PLEASE consider volunteering some of your time. We need you to help make these events successful. Besides, the post race parties are much more fun when you are a contributor!

There will be a SHORT meeting to discuss planning for these events at 11:00 on Saturday, 20 March.

MINUTES OF SSD BOARD MEETING Saturday, February 21, 2004

Present: Sorrell, Root, Maxwell, Norb Maurer, Schmidt, Lubon and Hurst
Absent: DeNaples and Gaerttner

The meeting was called to order by President Lubon at 9:56 AM. Minutes of the January joint CCSC/SSD meeting were reviewed and approved.

The board noted that the annual meeting is scheduled for Tuesday April 13, 2004. There will be three vacancies to be filled. Any member desiring to run for the board should contact the Secretary, Jim Hurst ASAP at 859-331-7557 or e-mail jfhurst@fuse.net. Ballots will be finalized on March 20 and mailed shortly thereafter. A proposal will be on the ballot to move the date of the SSD Annual Meeting to the second Wednesday in April starting in 2005. This may encourage greater attendance and allow an extra day to gather ballots in case we are short of a quorum.

Pawnee wing root modifications are in progress. The damaged 2-33 wing tip has been repaired. The clubhouse window replacement project has been completed thanks to Jack Morari. We are waiting for more experience with the new green golf cart to see if its electronic speed control system is more economical than the mechanical controls in the older carts. If so we will consider updating the older carts. The Board approved the expenditure of \$3000 for replacement of the main clubhouse roof. Bob Root will investigate local contractors.

Wally Detert gave us a presentation on the history of his Schweizer 1-34, discussed its equipment, and answered numerous questions. The Board then approved the purchase of the 1-34, its trailer and associated equipment for \$17,500 and Wally will render all assistance possible during the transition. The 1-34 will be made available for general club use as soon as the transfer is officially complete and enough instructors can be checked out so that they can sign off members to fly the aircraft.

Jim Hurst
Secretary, SSD

Congratulations to John & Linda Murray!

Winners of the Warren E. Eaton Trophy

The Eaton Trophy is awarded to persons who have made an outstanding contribution to the art, sport or science of soaring flight in the United States. It is considered SSA's highest award.

Candidates needed for the SSD Board!

There are three vacancies to be filled on SSD Board. Interested candidates should prepare a one-paragraph biography that will be included with the ballots. Any member desiring to run for the board should contact the Secretary, Jim Hurst ASAP at 859-331-7557 or e-mail jfhurst@fuse.net.

Annual CCSC Flight Instructor's Meeting

There will be a meeting for all CCSC Flight Instructors on Saturday, May 8th, 2004. The meeting will be held in the CCSC clubhouse beginning at 9:30 AM. All CCSC Flight Instructors are encouraged to attend.

Joe Jackson
CCSC Chief Instructor

2004 CCSC Youth Soaring Camp Planning Committee Update 2/14

Meeting Participants

Tim Brown, Paul Cahill, Rich Carraway, Pat DeNaples, Jim and Heather Goebel, Tom McDonald, Buck and Brad Towne, Steve Liz & Kat McManus, Gavin and Gion Monn, Dave and Katie Menchen

Discussion

The kick-off to our camp planning committee was a great success. Lots of members and youth participants showing interest, in participating and volunteering. We have already confirmed 7 youths of the 10 who participated in the 2003 camp will be returning to participate in the 2004 camp June 21st. through 25th. In a round table discussion we asked the students what they wanted to gain from the youth camp. Overwhelmingly they highlighted learning, testing and flying as the highest priorities, fun was fairly low down on the list. I guess it will be tough but we will try to have some fun as well.

Questions on inviting /Recruiting Non Member Youth Camp Participants

"Can and how do we invite non member /family members to participate in the camp?"

- o If a non member would like to participate they can join as a youth member for \$75 to cover Insurance and Soaring magazine subscription cost, plus dues \$9 month.

"Do we have to attend all five days of the camp?"

Attend the days and participate to the level of individual's preference

Camp Planning Activities

- 1) Ground Training -Students and parents agreed that ground training would be a great activity to have as part of the camp.
 - a) Tom McDonald agreed to coordinate and lead the development of a ground school training plan supported by Jim Goebel and Buck Towne. After the training plan is established we will coordinate lectures.
 - b) We also agreed that in order to complete the depth and volume of training that it would be offered monthly after the youth camp meetings at 11:00
 - Rich Carraway will lead the first training session 3/13 on Private Pilot Knowledge Exams
- 2) Testing and License Application
 - a) Coordinate student participants to complete club tests
 - b) Coordinate student license application,
 - Students must have state/government issued identification
- 3) Managing Flight Operations During camp
 - a) We will rotate a Youth Crew Chief /Assistant Crew Chief – give the student participant the opportunity to practice leadership
 - b) Equipment Inspections A/C Handling
- 4) Safety – First order of business, all camp participants must attend flight line safety lecture that will include an overview on handling the gliders and ground handling equipment.
 - a) Club Training materials- lecturer TBD
 - b) Emergency Medical – Tom McDonald
- 5) Recruitment of Volunteers - Buck Towne agreed to lead the effort and coordinate the recruitment of Tow Pilots, Flight Instructors, Lecturers & Youth leaders -
- 6) Food and Drink – Steve McManus will coordinate menu: Breakfasts /Lunch/Dinner /Snacks/Refreshments for the campers and all volunteers. Organize a Farewell Feast
- 7) Evening Activities – Some discussion on non flying and evening activities, depending on the weather trying to make the best of flying conditions we will have several options planned.
- 8) Road Trip – WPAFB /Airport /Canoeing
 - a) Bring your social sports equipment: and be prepared to play: Ultimate Frisbee, Soccer, Football, Cards, Telescope and Bike

Youth Camp Key Dates and Times

March 13

- o 10:00 Planning Committee Meeting #2
- o 11:00 Ground School - Rich Carraway - Private Pilot Knowledge Exams

Follow-on dates: April 10, May 8, May 22, and June 12

- o 10:00 Planning Committee Meetings
- o 11:00 Ground School – Trainer and Topic TBD

Camp date

- o June 21 through the 25

Question on the camp

Contact Steve McManus 513 777-4727 smcmanus1@cinci.rr.com, Buck Towne 937-299-9697
towmehouse720@aol.com

Old Fashion Maple Tree Tapping

After our first camp meeting, Bill Maxwell led a fun and educational training session on how to tap a maple tree. The weather could not have been better, just enough snow to feel like winter but, warm enough to be comfortable. Bill led a group of us out past the ice fishermen on the pond to back of the property where we located two suitable Sugar Maples.

When asked how could you tell which tree was a Sugar Maple? Bill showed us the first clue; the dried fallen leaves scattered around the tree, "they're just like that on the Canadian Flag". Second, "The bark on the Sugar maple tree had a much tighter structure than the Ash trees surrounding the two Maples trees". The third clue, "which was most obvious, are the scars from which he had tap the trees in prior years. There is nothing like experience!

What really was amazing was the yield; 16 gallons of sap to 1 gallon of syrup. We will remember that next time we pour it on!

Thanks Bill everyone enjoyed it!

House Party At A Frank Lloyd Wright Home

You and yours are invited to come and experience Janet's and my new home on March 20th. Everyone is invited and encouraged to be there for the beautiful sunset, which occurs that day at 6:49 pm. It is going to be a pot luck affair so bring your favorite appetizer and beverage. We will be enjoying the fireplace for the whole evening so come whenever you like.

The extreme event of purchasing this home and adjusting to it's unique features has been a wonderful experience. You know John Murray told me once, "You can sleep in your glider but you can't fly your house." Not true, come and see for yourself. For a sneak peak and a map go to <http://www.lohre.com/chuck/Boulter/>

I would like an RSVP so drop me a line at chuck@lohre.com or call my cell at 513-260-9025 or the house at 513-751-9657.

Directions from I-75: Take the Hopple Street exit. Turn left and go 1 mile east on Martin Luther King Drive to Clifton Avenue. Turn left and go 1/2 mile north to Ludlow Avenue. Turn left and go 2/10th mile west to Middleton Avenue. Turn right and go 1/2 mile north to Rawson Woods Lane. Turn left and go 1/10th mile west to 1 Rawson Woods Circle, Cin., OH 45220 on the southeast corner.

Please call 513-751-9657 if you need assistance. Chuck Lohre.

Crew Chief Feedback Needed

I am working on re-vamping the crew schedule, there are several 'loop holes' that I would like to fix. Any feedback or input would be appreciated and will be considered in making the changes.

You can drop me an email to eagleyez39@earthlink.net, give me a call at home 937-438-8877. I would prefer something in writing so I don't have a 1000 notes to look through.

Thanks for your assistance,

Brian Stoops

Operation Dir. - CCSC

Note: If there is ANY ONE who is NOT on a crew and would like to be, please take the time to drop me a note. Any 'old' floating Crew that can commit to a crew please let me know. Thanks.

2004 Ridge Soaring Camp

Thar's Gold in Them Thar Hills.... Silver and Diamonds Too !!!

Come join Bob Root and Pat De Naples on their 30th 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 Bennett 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 18 for a ten-day camp. To date the following will also be there: Jim Hurst, Bill Maxwell, Max Marshall, Dick Eckels, Buck Towne and Dave Rawson.

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

Classifieds

For Sale:

Rolladen Schneider LS-6b, half share. Asking \$22,500. Contact Greg at 513-494-1350.

For Sale:

Security 150 parachute, chair-type. Also Raine Winter barograph, 10 km.
Contact Kent Sorrell 937-855-7135

For Sale:

One share of Redwings SGS 1-26. Contact Stewart Trefzger at 513-561-5579 or e-mail at strefzger@worldnet.att.net

For Sale:

1/2 share in 6V, N178K, 1972 ASW-15. \$7500, contact Gil Stengel 513-233-2103 or gstengel@fuse.net

For Sale or Rent:

26' Kencraft 1966 Travel Trailer. Located at the glider port. \$1500.
Contact Gloria Dalton for rental information at 704 394-0401, or e-mail gbdalton@juno.com.

Crew Schedule

Date	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 10/30	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Hennig - x W. Miley	J. Beaupre, J. Chiles, A. Colvin, P. Nord, J. Lowe, A. Sorrell, P. McClaskey***
1st Sun & 10/31	M. Karraker R. Carraway	M. Maurer - x N. Maurer - x D. Schmidt	G. Penner - x A. Swanson J. Sorrell	M. Jett, G&G Monn, M.Munz, D. Rawson, W. Van Breukelen, D. Burns
2nd Sat & 7/31	R. Root D. Staarmann	R Anderson B. Towne	J. Price R. Eslinger	J. Antrim, J. Biernacki, B. Connolly, D. Colvin, W. Detert, S. Trefzger, J. Benner, J. Inman, B. Towne Jr.
2nd Sun & 8/29	D. Menchen T. McDonald	F. Hawk T. Holloran	G. Wade - x T. Rudolf	P & D Cahill, M. Debeque, H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, R.Sexton, E. Tete, B. Cooper, M. Gannis, S. McManus, L McManus
3rd Sat & 5/29	R. Hegele R. Griffiths	D. Green A. Widner	B. Gaerttner C. DeBerry - x	B. Boesel, T. Bresser, M. Drummey, P. Vintrup
3rd Sun & 5/30	J. Morari B. Paar	G. Owens R. Reinhart	R. Eckels * B. Gabbard	T. Bonser, M. Keller, J. Koons, J. MacNicol, S. Shields, K. Sorrell
4th Sat & 1/31	J. Miceli J. Murray	L. Kirkbride - x G. Byars S. Day	J. Jackson ** T. Bales - x	T. Spillane, C. Lohre, H. Meyerrose, E. Saladin, R. Holzwarth, A. Dignan, D. Corni
4th Sun & 2/29	M. Statt G. Crook	F. Paynter T. Buker	J. Lubon	R. Cedar, B. Kish, P. Lubon, G. Stengel, G. Berneir, B. Stoops

*FAA Flight Examiner ** Chief Flight Instructor *** Chief Towpilot x – Tow Pilot & Instructor

Note: I have tried to update this to the best of my knowledge. If there are any changes please contact me at (937)-438-8877. Brian Stoops

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

aaronsorrell@ameritech.net

- or -

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