

# The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

April 2004

## Sailplane Racing At Caesar Creek in 2004

The Wright Memorial Glider Meet: 29-31 May 2004

The Region 6 South Championship: 27 June – 3 July 2004

And we need your help! Please!

These are both key events during the soaring season at Caesar Creek. They are fun for pilots, spectators, and club as a whole, and they generate income for our club. But they also require a lot of effort to stage, and we need lot of help from club members to bring them off. The need for support starts even before the contest begins, we need help with registration and check in for both events, but especially for the Region 6 contest. (Last year we had 22 entrants who weren't members of our club.)

We have a chronic need, especially for the Region 6 event, for contest support on the ground. We need ground crew for launch and recovery. This is sort of like our regular crew duty, but it is also different, the pace of a race

launch is much greater, things happen more quickly, it is exciting and FUN to be part of it. Please consider volunteering to help out. (But you have to be fast on your feet!) For Saturdays and Sundays, we can often count on the regular ground crew for to handle many of these chores, but they can always use help. And we need lots of workers for the weekdays.

We need towpilots – lots of towpilots. We want to have all three of our towplanes working every day of the contest, so, towpilots, please consider volunteering some of your time during the contest week. Hey, the worst that could happen is that you have to take a day off from work and fly airplanes. Then, at the end of the day, you have to come to the party. (This is a real bad job, eh?)

We need help with scoring. Hey, if you really want to be part of the contest, but cannot take time off during the day, this is a great way to still get involved. The scorers real job begins in the late afternoon, as the racers return, and the GPS traces need to be analyzed. Good computer skills are required, and the scorer cannot have too many helpers to keep everything organized.

Retrieve phones – Be the first one on the gliderport to know who landed where! Seriously, this is another important job, taking careful notes from pilots who have landed out, and preparing the information so that their crew or our towpilots can go retrieve them.

The Wright Memorial Glider Meet always features our famous club Ox-Roast, and the Region 6 Meet must have several social events. We will need volunteers to help organize these, too.

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!

Or contact either Dick Holzwarth or Brian Stoops for more information or to let us know of your willingness to help.

### Upcoming Events!!

#### **Crew Chief Meeting**

April 10, 2004 9:00am

#### **SSD Annual Meeting**

April 13, 2004 7:00pm

#### **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

#### **2<sup>nd</sup> 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

(513) 932-7627

See our website at:

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

## **CCSC Monthly Minutes 6 March 2004**

The meeting was called to order by President, Joe Jackson. In attendance were Mike Karraker, Vice President; Jim Lowe, Treasurer; Rolf Hegele, Secretary; Dick Holzwarth, Social; Dave Rawson, Publicity, Brian Stoops, Operations, Dave Menchen, Maintenance, and Bill Paar, Grounds. The minutes from January 4 were reviewed and approved with two changes: Paul McClaskey is updating the Tow Pilot Qualification process and the UOPs have been updated with revised insurance requirements. There were no minutes from February since there was no quorum for an official meeting. The Treasurer's Report was approved and the budget was reviewed. In accordance with the By-Laws, the budget will be posted for comment in the Newsletter and in the Clubhouse.

A number of key dates for various meetings has been established. They are as follows:

April 10	Operations Meeting (All crew chiefs)
April 17	Clean Up Day (No flying until clean up tasks are finished). Tasks include: Fix the Deck - Dave Rawson Paint the Barn - Dave Menchen Fix the Crow's Nest - Henry Meyerrose
May 8	Instructor's Meeting
May 22	Tow Pilots Meeting

The Board agreed to host the Waynesville Chamber of Commerce on Friday, July 23. The telephone service in the office needs to be updated to ensure we have lightning protection. It was recommended that Sara call the phone company to initiate the work. The Emergency Phone number list also needs to be updated and placed prominently in the clubhouse and office. Buck Towne, Safety Officer is working on an Emergency Response Plan.

The SSD has purchased a Schweizer 1-34 single seat aircraft with the understanding that this is being used to invest available funds until there is a better opportunity to purchase another ASK-21. There was a discussion about the 1-34 series accident history and the corresponding pilot qualifications required to fly the aircraft. For the month of March, only flight instructors and a small qualification committee (current 1-34 qualified pilots) will be allowed to fly the aircraft. Joe Jackson will review their recommendations and will present them at the next Board meeting so they can be published in the Newsletter and corresponding UOPs prepared. The club will purchase full liability and collision insurance and the Aircraft Use Fee will be \$5.50 until such time as a complete cost review can be accomplished. It was also agreed to transfer \$20,000 to the SSD upon receipt of a purchase confirmation. Dave Menchen indicated that he had a hand-held radio he was willing to donate to the club. It was pointed out that the 1-34 already had a panel adapter capable of holding the radio and that use will be pursued.

Brian Stoops, Operations, is updating and reorganizing the Crew Schedule. There was a discussion about his authority to control assignments and the Board confirmed his responsibility and authority. There was a suggestion to apply crew credit to the following month's flying but it was decided not to change the current structure. The old Flight Cards are still showing up and inadvertently being used. Anytime old ones are found, they are to be thrown away and only new ones used to conform to the UOPs. Brian also recommended that we purchase 6 walkie-talkies to be used on the flight line and in the golf carts. He was authorized \$250 to purchase the units. Crew chiefs are also reminded that operations should start by 10 AM.

It was noted that recent flight operations had involved the use of Cubby's tow plane, however, no one could identify or document the costs. Joe will review the terms and conditions of use with Cubby.

Dick Holzwarth announced that CCSC has been awarded the 2005 Standard Class National Championships for June 2005. Therefore this year's Region 6 South contest will have added significance since it is expected that some of the potential national competitors will use this contest as a warm-up for next year. Dick agreed to be Contest Manager for both events and he needs volunteers to make these contests a success.

The trailer pad discussion continued and it was recommended that a more formal planning process be undertaken to document requirements and alternatives. Bill Paar, Grounds, will continue this process. He also reported on the cost of insurance on the ASK-21 trailer, \$240.00. It was decided that in lieu of the short and infrequent trips by the Grob and/or ASK, that we would self insure. Should the aircraft be taken on an extended trip, we would then insure the trailer as appropriate.

The last Newsletter had an article about who is PIC when two rated pilots fly together. After discussion, it was agreed that the FARs must be followed. As such, the pilots must designate and agree on who will be PIC. If one of the pilots is a flight instructor, the instructor will be PIC and the UOPs will be updated accordingly. We also had two requests for CCSC support. It was agreed that one guest ride each will be given to the PBS Great TV Auction and to the Women's Club of Waynesville. There was also a request for a Cub Scout campout on March 19,20, and 21. There would be no interference with club operations and the request was granted at no charge.

Dave Menchen, Maintenance, recommended that the individual crews be assigned as plane captains. They would then be responsible for keeping the planes washed, waxed, and clean, ensuring that maintenance actions are brought to Dave's attention, and that all required paperwork and checklists are in the plane. For the glass ships, this includes hard waxing. There was also a discussion about the difference between airworthiness and maintenance, particularly in regards to the fiberglass aircraft. The appearance of the ships will be the responsibility of the plane crews and they will recommend maintenance actions to Dave.

The placards on the Blanik are being replaced to improve their readability. The ding on the underside of the ASK-21 will also be repaired and the airworthiness certificate and registration will be placed in the aircraft. Dave also indicated that the annuals on the two tow planes should be complete by the end of the month. This includes the modifications which will significantly reduce future maintenance and annual costs. Dave will also pursue the foot fairing and the improved seat belts for the 2-33s. New seat belts will be put in the Grob shortly.

There will be a Cinco de Mayo Party on May 8. Bring a covered Mexican dish.

Open Items were reviewed with the following held over or new from this meeting:

- The first aid kit in the trailer requires new supplies - Joe Jackson
- Review the available Public Use Airport documentation from Jim Micelli and prepare a presentation to the membership - Joe Jackson, Mike Karraker, Rolf Hegele
- Write up the termination procedure - Jim Lowe and Rolf Hegele
- Review annual Pawnee costs - Rolf Hegele
- Document Tow Pilot Qualification process - Paul McClaskey
- Emergency Response Plan - Buck Towne
- Update Emergency Phone List - Joe Jackson
- 1-34 pilot qualifications - Joe Jackson
- 1-34 Cost review
- Terms and conditions of Cubby's tow plane - Joe Jackson
- Trailer park planning - Bill Paar
- Update UOPs for PIC priority - Joe Jackson
- Install lights in the side hanger - Rolf Hegele (Rainy day crew assignment)
- New ice chest and water cooler - Brian Stoops

The meeting was adjourned at 12:55 PM

### **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

**Members Corner**  
**Who Should Instruct?**  
**By Mike McKosky**

This article was inspired by the “Who Should Fly?” article in the March issue of this newsletter. The symmetry of student/instructor and their interaction seemed too interesting to pass up.

**First, let’s dispose of a few things up front.**

1. Living in the Past, or The Enjoyment of Life:

With regards to the little story about the training of World War II pilots, it should be pointed out that we are no longer fighting that war, it has been over a long time ago. The conditions under which people were chosen for flight training then were extreme, and simply do not apply at this time. We who live in the present have different reasons for flying, much of it having to do with the enjoyment of life. We are trying to fly gliders and sailplanes, not fighter aircraft for crapes sake!

2. The Vehicle as Attire, or Goofy Metaphors:

Flying does not seem to me to be an exercise in “wearing “ the aircraft, any more than driving is like wearing a car. I tried to see if this claim was valid for me: it was not. Nor was it for a number of people I talked to.

3. Length of Time to Reach Ripeness or Rottenness, or The Shelf Life of a Student:

The comments with regards to how long it takes for a student to solo were particularly inflammatory, and I imagine downright discouraging to a number of students. I have heard many good instructors reassuring their students that the total time to solo is not a negative. Rather, one should solo when he or she feels ready for it

4. The Fallacy of the High Born, or We Were Not Born With Feathers:

I don’t think anyone is “born” to fly. Often times the making of a good pilot is the result of being mentored by an experienced pilot who encouraged the student. Sometimes we older guys forget the help we received from others on our way up and end our days as callous old sourpusses, sans feathers.

5. Pots and Kettles, or the Instructor as the Source of the Problem:

A factor missed or ignored by the “Who Should Fly” author is that the instructor may be the source of the problem. I myself have flown with an instructor (name withheld) who seemed very afraid of his student (me) and who seemed extremely fretful of the enterprise. I found myself flying the instructor rather than the aircraft, wondering what the hell I was going to screw up next and trying to avoid causing him to wet his pants in fear. I did not seek out this instructor to fly with very often. Fortunately there are many instructors in the club that present themselves as self-confident, capable, encouraging and proactive for their students. Those are the instructors the student should seek out.

6. Good Instructors Bad Instructors, or The Autonomy of the Student:

As far as the length of time it takes to solo or get a license, in my own case it took me 22 years. I tried several times to come back to the club only to encounter instructors who exhibited the poor attributes mentioned in the above. They did not earn my confidence and respect; they simply were not very good. My reaction was to ‘fire’ the instructor, move on and try other more enjoyable activities.

**Which brings us to “Who Should Instruct?”**

Behavioral traits that an instructor should have:

1. A proactive stance towards the student.
2. A desire to see the student advance past solo and on to the license.
3. An ability to develop empathy for the student in order to fathom why a student may be having problems. Hey, that’s why we are *students*, eh?.
4. A willingness to spend sufficient “face time” with the student in order to tailor the training to him.
5. An ability to train students who are not “the best” but that represent the average. After all, it doesn’t take

- much talent to train a person who is amongst the best.
6. A resistance to snatch the controls from a student when the conditions do not warrant it. Taking the controls too quickly very often undermines the student's confidence and deprives the student of the opportunity to sharpen his or her judgment.
  7. Ability and desire to fly with the student in a way commensurate with *established* best practices. The student should be able to go to any number of instructors with some assurance of receiving a consistent instructional effort. For example, a student may tend to fly a rigidly established landing pattern for fear of running afoul of one instructor's expectations (see the October 2003 issue of this newsletter "Landing Pattern Procedure"). Then when he flies with a different instructor having a different set of expectations the student may be perceived as lacking good judgment.
  8. Confidence in ones self as a pilot, instructor, and educator. Expressing fear or apprehension of the students will not instill self-confidence in the student.
  9. A good reputation as one being actively and *genuinely* interested in the progress of the student.

**This brings us to the matter of what the student should do in his or her self interest:**

The student should be aware of these points in order to wisely manage and assume responsibility for his or her training. The new student should try several instructors to see how they "fit".

The student should not hesitate to "fire" an instructor that does not perform satisfactorily according to his or her own needs. This may act as an incentive for the instructor to maintain and/or improve his performance, or if it happens often enough, to convince him to quit and maybe take up gardening or something.

Although the instruction is "free" there are costs attached to each flight in the form of initial fee, cost of club shares, monthly fees and towing charges. If the instruction received by the student is not effective the total costs of attaining the pilot glider license can far exceed that from a commercial operation. (Some old timers claim that the high turnover of students is an advantage to the club, since the student body supports the activities of the core membership through flying fees, non-refundable initial costs, and monthly fees. If this is the case, it is wrong-headed and too callous for my taste).

**Finally, who should continue to instruct:**

Even though an instructor may have many years of experience he may not have learned much from that experience. It is possible that an instructor who was highly regarded in the past could gradually slip to a lower level of performance.

Age does take its toll on some people, and long years of service can lead to instructor burnout. If an instructor finds himself feeling fearful of his students, anxious about what might happen in training flights, and soured on the whole instructor experience, it may be time for him to withdraw from the fray and leave the instructing to those whose enthusiasm and courage is still strong.

It is a very difficult position for a flight instructor to find himself in, but the time may come when the instructor should ask himself whether or not he really wants to continue. 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 ought to just hang it up.

**Congratulations**

Dave Corni made his initial solo flight in a 2-33 on  
Saturday, March 27. Great job, Dave!

## 2004 CCSC Youth Soaring Camp - 3/13 Meeting Minutes

### Meeting Participants

Tim Brown, Paul Cahill, Rich Carraway, Jim Goebel, Tom, Glen McDonald, Buck Towne, Steve Liz & Kat McManus, Andy and Paul McClaskey.

### Discussion

Progress on the planning activities of the Youth Soaring Camp going well, we have identified more activities than time will allow. Since we will be at the mercy of the weather we want to fly as much as possible and supplement down time with ground school which will require flexibility in our schedule

### Camp Planning Activities, and Actions

- 1) **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 will be used. - McManus
  - b) Emergency Medical - Must be completed to participate – McManus / McDonald
- 2) **Ground Training** - McDonald (recommended training plan)
  - a) Recommended training materials:
  - b) Glider Assembly – Rotate teams on assembling and disassembling club 126 Glider
  - c) Testing and License Application – Student participants to complete club tests, for license application - must have state/government issued identification
- 3) **Managing Flight Operations** –Towne / McManus
  - a) We will rotate a Youth Crew Chief /Assistant Crew Chief – give the student participant the opportunity to practice leadership
- 4) **Recruitment of Volunteers** - Buck Towne
  - a) Coordinate the recruitment of Tow Pilots, Flight Instructors, Lecturers & Youth leaders -
- 5) **Food and Drink** – Steve McManus
  - a) Breakfasts /Lunch/Dinner /Snacks/Refreshments for the campers and all volunteers.
  - b) Organize a Farewell Feast
- 6) **Evening /Social Activities** – Steve McManus
  - a) 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.
    - Road Trip – WPAFB /Airport /Canoeing (Need authorization to transport)
    - Bring: Ultimate Frisbee, Soccer, Football, Cards, Telescope and Bike

### Additional Action

- 1) Publish Youth Activities on CCSC Club Website - Wright Designs (McManus Action)

### Youth Camp Key Dates and Times

Camp Date: June 21 through the 25

- Early Registration: Sunday evening 6:00pm

April 10 10:00 Planning Committee Meeting #3  
11:00 Ground School - Tom McDonald lecturer

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

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

### Question on the camp

S. McManus 513 777-4727 [smcmanus1@cinci.rr.com](mailto:smcmanus1@cinci.rr.com) or B. Towne 937-299-9697  
[townehouse720@aol.com](mailto:townehouse720@aol.com)

### Thank You -Youth Camp Ground Training - March 13

Special thanks to Rich Caraway for organizing and completing the lecture on: Private Pilot Knowledge Examination. Of the 6 students present all walked away with a better understanding of the requirements, how the FAA material is organized as well as where to get help. Rich also showed us how to use the Club ASA Prepware in preparation of the knowledge examination.

### Notice for Newsletter Regarding 2004 Budget

As required in the By-laws the annual budget for Caesar Creek Soaring Club is to be posted for review by the membership. The complete budget is available by contacting Jim Lowe, Treasurer. The following are highlights from the 2004 budget: The projected annual income is expected to be \$168,528. We anticipate annual expenses of \$133,957, resulting in an estimated profit for the year of \$34,571. This profit is a result of having brought forward expenses from 2004 into 2003 thus resulting in less expenditures than normal for 2004 versus prior years. We were able to prepay some 2004 expenses as a result of operating income for 2003. Some of the major expenditures include: Glider/Tow Plane expenses, \$24,901; gasoline, \$10,239; grounds equipment \$4,728; SSA dues, \$12,663; SSD Lease payment, \$25,500; Stock Escrow, \$15,370; and, utilities, \$9,921.

### Cinco de Mayo Party!!!

We're planning a Cinco de Mayo party at the glider port on Saturday, May 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

### 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](mailto: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](mailto:gstengel@fuse.net)

#### For Sale or Rent:

26' Kenkraft 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](mailto: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 P. McClaskey***x	R. Hennig - x W. Miley	J. Beaupre, J. Chiles, A. Colvin, J. Lowe, A. Sorrell,
1st Sun & 10/31	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	G. Penner - x A. Swanson R. Carraway	M. Jett, G&G Monn, M. Munz, W. Van Breukelen, D. Burns, J. Sorrell, G. Yee
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., J. Hurst, M. Williams
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. Ganis
3rd Sat & 5/29	R. Hegele S. McManus	D. Green R. Scheper A. Widner	C. DeBerry - x B. Gaerttner	B. Boesel, T. Bresser, M. Drummey, P. Vintrup, R. Griffiths, L & K McManus
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, ? Scott
4th Sun & 2/29	M. Statt G. Crook	F. Paynter - x T. Buker R. Cluxton	J. Lubon B. Gabbard	R. Cedar, B. Kish, P. Lubon, G. Stengel, G. Berneir, B. Stoops

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

For additions or changes please contact Brian Stoops at (937) 438-8877 or eagleyez39@earthlink.net

**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](mailto:aaronsorrell@ameritech.net)

- or -

Aaron Sorrell  
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Dayton, Ohio 45405  
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