

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

September 2004

The Barron Hilton Cup

By Jim Price

On the longest day of the year at 5:30 AM the sun is still behind Mt Grant but the light grows stronger by the minute. It was another very clear night here in the desert at Barron Hilton's Flying M ranch and for a very brief time this morning a long sleeved shirt or sweatshirt will be most welcome. This morning Ronnie and I are getting up early to go see the first of several balloon races between Mr. Hilton and Bruno Gantenbrink. Bruno is a former 15 Meter world champion who now comes to this biennial event for the balloon races. The two balloonists start at the far end of the 6000 foot paved runway. The goal is a point in the large alfalfa field to the north of the ranch house, perhaps a mile and a half. During the race, Barron's helicopter, his beautifully restored 450 HP Stearman and a visiting P-51 are also flying and vying for attention. Afterward, we go back to our travel trailer for a shower before breakfast. There are not enough cottages and spare bedrooms at the ranch to handle this large group. Thus, each medal winner and guest is provided with a travel trailer for the week. No sweatshirt is needed for the walk to breakfast. The thin air at 5000 MSL quickly heats up.

Every morning a great spread is set out in buffet style. Ronnie and I seat ourselves and are joined by Cliff Roberson, a movie star from many years past. Like his good friend Barron Hilton, he has been a pilot of airplanes for decades. Gliders came later. He still flies a heavy older glider, taking comfort in its great strength. He was very charming and you could tell that he was much loved by the staff. They all greeted him with affection.

About 9:00 AM the pilots all take seats at the main table for the daily pilots' meeting. Dan Gudgel, a meteorologist, tow pilot and glider instructor starts the meeting with the most professional Power Point weather presentation I have ever seen. Today's outlook is for cloud bases to reach 18,000 MSL and lift will be greater than 1300 feet per minute in strong thermals. A point to note is the freezing level will be 14,000 MSL. Later, when running a cloud street at say 17,000 MSL, the outside temperature will be perhaps 15 to 20 degrees F. It will be very cold in the cockpit. As always, the best area for lift will be over the highest terrain and it is suggested that we go south to the White Mountains first, recognizing that there could be t-storms over the Whites by mid-afternoon. Carl

Upcoming Events!!

The Buckeye Nationals!

Standard Class National
Soaring Championship
14-23 June 2005

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See our website at:

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

Herold reviews landable airports in the flying area. The final point of the meeting is to assign gliders to the pilots. It's a rotating scheme so as to be fair to all. The glider pool includes two Duos, a DG505, LS6, Discus, two DG 300's and more. Mr. Hilton leases several high performance gliders just for the event. I brought my Discus 2 so I don't have to bid. Meeting over about 9:30. Time to go rig.

On the first day, I measured out about 30 gallons of water ballast. Now, I just fill it. With these conditions the heavier the better and you can hardly leave too early. Today the 15 Meter world champion, John Coutts, has the LS6 and he launches at 10:30, attempting a 1000 KM triangle. I launch shortly after. It's hot on the flight line now but I pull on a long sleeved shirt over

my tee shirt to keep warm at flying altitude. Then, turn on the oxygen, climb in, try to get everything organized, go through the pre-takeoff checklist, hook up and hang on! (The soaring was outstanding every day and to give it justice, I will describe a flight to the White Mountains later in a separate article).

I return to the Flying M ranch to land about 4:00 PM. Ronnie and I de-rig and it's time for another shower. She was swimming while I flew but the dust and heat factors at this time of day are both at extreme levels. By 6:00 PM when we all gather on the lawn for drinks it's starting to cool down. Tonight there will be perhaps 50 for dinner. This evening gathering quickly became a favorite time of day. At 7:30 PM the dinner bell rings and we go in for another great meal. Tonight Ronnie and I are invited to share the head of the table with Barron Hilton. We discover that he is a very gracious man who likes to be thought of as an innkeeper. For Ronnie, meeting him was one of the best parts of the trip because he was such a regular guy, just like her Dad. Time passes quickly and when we walk back to our lodgings it's cold! The night sky is dazzling with starlight.

What an oasis this is! Coming in from the north we drove on a dirt road for nearly 20 miles seeing absolutely nothing but desert. Suddenly, coming over a slight rise, we could see green about 3 miles distant. Large alfalfa fields surround the ranch house and water pours onto the plants day and night. Before leaving home I did a little research. A newspaper article said Mr. Hilton bought the ranch in 1969, initially for hunting, fishing and skeet shooting. Counting the federal lands that he leases, they estimated the size at 450,000 acres, stretching nearly 45 miles to Mono Lake. Barron Hilton is the son of Conrad Hilton who founded the Hilton chain. He's Paris Hilton's grandfather. Years ago he found himself seated next to Hanna Reitsch who was being honored at the Beverly Hilton by the Society of Experimental Test Pilots. As they talked she learned about his ranch in the desert and wanted to know if he understood that it was located in one of the best regions in the world for soaring? No, he did not, but he quickly ordered a glider and added that to the long list of aircraft he piloted. Somehow, out of that, and a desire to use the ranch for a unique soaring competition, the Barron Hilton Cup was born.

The first Barron Hilton Cup meet was held in 1981 for the 5 champions from Germany. Now it's an international competition with 5 winners from Europe/Asia, one each from Americas–East and Americas–West, one from South Africa or Australia and one from New Zealand or Japan. These nine winners plus the 3 world champions are invited to bring a guest and join Barron Hilton for a week in June every other year. The rules vary some by location but for the Americas, a handicap system is used so that any glider can compete. The flight must fit the rules of an FAI triangle and be at least 400 KM. Pilots may submit as many flights as they wish during the two-year cycle and the longest flight (adjusted for handicap) wins. Since the inception of the Barron Hilton Cup more than 30,000 pilots worldwide have submitted over 100,000 flights! I first submitted a flight about 6 years ago for a 500 KM triangle that I flew from Caesar Creek in my LS4. Al Tyler of Perry, SC won that time. In the spring of 2002 I connected with a good flight out of Ridge Soaring. This one qualified me as the Americas-East winner of the 2002-2003 Barron Hilton Cup. Ronnie and I were privileged to spend the week of June 17-24 at the Flying M Ranch. Everything about the week was outstanding. For both of us it was an experience that far exceeded our wildest dreams and left us with memories for a lifetime.

FLYING HIGH

This is the first in a series that let's us acknowledge flying achievements and happenings around the gliderport. If you know of someone who should be recognized, please forward the information to Rolf Hegele, 937-271-5003, rhegele@erinet.com. These are in no particular order other than the sequence in which they were recorded.

- Ethan Saladin made his first flights in 6V, an ASW-15
- Dick Holzwarth made several attempts at his 300k Gold Distance and Diamond Goal recently. Unfortunately, one attempt ended just 10 miles short at Dayton Wright Bros. Dick is flying an ASW-20 (63)
- Brad Towne completed his Bronze Badge at the youth soaring camp. One week later, he flew for 5 ½ hours for Silver Duration and also completed his Silver Altitude in a Schweizer 1-34. As an aside, he soloed on his 14th birthday and on 31 August he is scheduled to take his Private test with Dick Eckels, our Examiner.
- On 7 August, John Lubon flew a 409 Kilometer triangle (CCSC – Jackson – Elliot – CCSC) for a motorglider state record. On August 14 he flew a 423 Kilometer free distance, 3 turnpoint state record. John is flying a Ventus Cm.(JL).
- Timothy Paul Brown got his student license on 18 August.
- Rolf Hegele completed a 309 Kilometer triangle (CCSC – Pickaway County – Oxford – CCSC) for his Gold Distance and Diamond Goal badge legs in a Libelle 201b (N11RDbird).
- On 6 August, Dennis Fisher took a check ride with Dick Eckels and received his commercial rating in the Blanik. He is also a new club tow pilot.

Don't forget to check the X-C board in the patio area. This highlights the longest flights and points achieved by our members for the on-line contest. CCSC is currently 23rd in the US with only 7 pilots participating and logging their flights. Let's get some more participation!!

Congratulations!!!!

Steve McManus made his initial solo flight on Sunday, August 29. He must be trying to play "catch-up". His daughter Liz soloed in June during the Youth Camp!. Nonetheless, congratulations, Steve, for a job well done!

Brad Towne turned sixteen on Tuesday, August 31. To mark the occasion, he soloed his dad's Piper Colt in the morning, and then proceeded to take his Private Pilot-Glider checkride with examiner Dick Eckels later that day. Brad is our newest Private pilot. He had a busy birthday, but one that was very rewarding and productive. Great job, Brad.

CCSC Board Minutes
7 August 2004

In attendance were Joe Jackson, President; Brian Stoops, Operations; Dave Menchen, Maintenance; Bill Paar, Grounds; Dick Holzwarth, Social; Dave Rawson, Publicity; Jim Lowe, Treasurer; and Rolf Hegele, Secretary. The previous minutes were reviewed and approved. The financials were reviewed and it was noted that the July bills did not reflect the increased tow fees. Rolf will check with Sara and Pat to get them corrected. There was also a discussion about our financial trends for the year and it was decided to form a committee of Jim Lowe, Dave Rawson, and Pat DeNaples to review actuals and trends.

In old business, the 48L safety review was accomplished and additional wood was added to prevent the tail wheel from jumping the track. The foot fairings for the 2-33 will cost about \$900 per ship. Dave will continue to develop other alternatives. Joe bought a ringer for the picnic deck and a remote phone. Both will be installed as soon as possible. We also discussed a second phone line but decided that we will use cellular for that function, particularly for the Nationals. The 48L magnetos have been rebuilt and it now starts normally.

Linda Murray has been requested to be the Contest Director (CD) for the 2005 Standard Class Nationals to be held at CCSC on June 14 to 23; and she has accepted. This schedule will impact two weekends in June, the first being practice days with the contest itself going on from June 11 to 13. She recommended that we ask the youth group to be the wing runners and ground crew for the period and that the Club offer them a free 3000 foot tow for their all day contribution. The reward was moved, seconded and approved although there is still concern about ability, liability, and training, even under the supervision of the adult mentors. Future discussion will address this issue. Linda will also purchase sweatshirts and bucket hats for the club. Nationals specific articles will be purchased only by direct order.

In order to improve safety, it was recommended that the western walkway be directed behind the leach field. This will keep individuals and vehicles, including golf carts, off the active runway and behind the tow planes. Rolf will provide reflectors and markers to guide personnel and vehicles and Dick will prepare a Newsletter article to inform the membership.

Paul Vimtrup requested that the Club provide some gift certificates for the American Diabetes Association in their public auction. There is always the concern by the Club that we are spending membership monies for these requests. The Board approved the ability of individual members to donate charitable flights from their own accounts. Dick Holzwarth will print Certificates good for a 3000 ft tow at member rates in the ASK-21. The Club will continue to pay for flights by News crews as part of our publicity and promotions budget.

Bill Paar presented an insurance issue that indicated that anyone handling the controls of a Club aircraft must be a member of the SSA. Since a CCSC family member does not necessarily have their own SSA membership, this could be an issue along with the delay in obtaining SSA membership when joining the club. Bill will contact the insurance agent directly and get further clarification.

Next Saturday, August 14, Airborne in Wilmington is having a fly-in. Katie Menchen would like to take the 1-26, 548, and display it for the day. In addition, Brian Stoops is going to take his Duo-

Discus. The 1-26 display was approved along with the tows and aerial retrieves to be charged at normal tow rates.

Due to flying conditions, the meeting was adjourned at 11 AM.

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

- Review the available Public Use Airport documentation from Jim Micelli and prepare a presentation to the membership - Joe Jackson, Mike Karraker, 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
- Investigate Internet options - Joe Jackson
- Purchase driving directions software
- 1-34 flying cost review
- Terms and conditions for using Cubby's tow plane - Joe Jackson
- Trailer park planning - Bill Paar
- Foot fairings for the 2-33s - Dave Menchen
- Update the late notice letter – Jim Lowe
- Continue ground and launch crew discussions for the Nationals – Board
- Prepare newsletter article for traffic changes behind the leach field – Dick
- Prepare charitable flight Certificates – Dick Holzwarth
- Resolve insurance issue requirements – Bill Paar
- Review financial trends - Jim Lowe, Dave Rawson, Pat DeNaples

The Buckeye Nationals
Standard Class National Soaring Championship
Caesar Creek Gliderport, Waynesville, OH
14-23 June 2005

Caesar Creek Soaring Club has been selected to host the Standard Class National Championship in 2005. The best sailplane racers in America will be here to compete in what is always one of the most hotly contested championships, and we get to host it! This is an honor for our club, an opportunity to showcase ourselves, and a chance to generate some additional income.

But it is also going to be a HUGE challenge. In some ways, this event will be more difficult to bring about than the convention, and certainly will require the same, or greater level of commitment and involvement by the club. There is much to be done, both long term, such as preparing the gliderport, and during the conduct of the event. We have to be ready to receive upwards of 40 entrants and crews and be prepared to support 12 full days of racing and practice, with all the functions and services required, and we have to provide for social functions.

We need participation from the club to help prepare the gliderport.

We will need club members to help with welcoming guests, registration, ground operations, towing, retrieve calls, contest scoring, results reporting, weather, and social activities. There is plenty of work for everyone!

Please contact Dick Holzwarth for more information.

Classifieds

For Sale:

LS-1F, N261EH, built 1975, 1950 hours, easy to fly, good choice for transition to fiberglass; \$18,000. Will also consider ¼ shares. Email: Dieter.Schmidt@uc.edu or by telephone at (937) 748-5390.

For Sale:

1-26B, N1230 with trailer \$6500. Trailer needs TLC. Contact John Antrim at (513) 825-1447 or Andy Swanson at (937) 376-9473.

For Sale:

For Sale: One share of Redwings Soaring Club, "Two 1-26's."
Contact Tom Bales @ 937 256 4843 or tombales@donet.com.

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 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. Eslinger McClaskey***x	J. Beaupre, J. Chiles, A. Colvin, J. Lowe, A. Sorrell, T. James, L. Sergent
1st Sun & 10/31	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	G. Penner - x A. Swanson R. Carraway-x	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 J. Hurst M. Williams	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, J & H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, R.Sexton, E. Tete, M. Ganis
3rd Sat & 5/29	R. Hegele S. McManus	D. Green R. Scheper A. Widner	C. DeBerry – x B. Gaertner	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 - x* B. Gabbard R. Hennig - x	T. Bonser, M. Keller, J. Koons, J. MacNicol, K. Sorrell, C. Richardson
4th Sat & 1/31	J. Miceli J. Murray	L. Kirkbride - x G. Byars S. Day	J. Jackson ** T. Bales – x	T. Scott, C. Lohre, H. Meyerrose, E. Saladin, R. Holzwarth, A. Dignan, D. Corni,
4th Sun & 2/29	M. Statt G. Crook	T. Buker R. Cluxton	J. Lubon B. Gabbard	R. Cedar, M. Jett, G. Stengel, G. Berneir, B. Stoops, C. Sheets, B. Cooper, D. Fisher

*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

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

aaronсорrell@ameritech.net

- or -

Aaron Sorrell
128 McDaniel St.
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Submissions are due by the Monday before the first Saturday of each month.