

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

November 2004

Farewell Matt

By: Rich Carraway

Many of you have heard the tragic news concerning the passing of Matt Wiebe on October 19. Matt succumbed to a very aggressive form of leukemia. Matt was originally from Fairfield, but was living in the Columbus area, while his wife Anna attended Ohio State College of Veterinary Medicine. Matt was a new member of CCSC, having joined in July of this year, but I got to know him well during the last three months. I'd like to share some of my experiences with Matt.

My initial contact with Matt took place on August 1st during a busy crew day at the gliderport. He needed a logbook, training record and some other materials that we provide to new members. After that business was taken care of, we discussed his previous flying activities, and he shared with me some of his experiences of learning to fly gliders at John Lane's operation in Lebanon. He initially soloed at Lebanon-Warren County Airport in 1991 at age fifteen, and completed about 100 flights in the 2-33 and the 1-26 at Lebanon. Other priorities got in the way, and he discontinued flying until this year. He was very enthused about resuming his flying career, and moving on with obtaining his Private Pilot-Glider rating.

Later that day, he and I took a flight in 16Q and it was evident from the outset that he was in command of the situation, despite a thirteen-year lapse in his training. In the weeks that followed, we flew together several times, and Matt soloed (again) on September 5. He quickly accomplished the ten required solo flights required for a 1-26 checkout. During this period, he was also preparing for the

Upcoming Events!!

XC Pilot's "Thank You" Party

November 20, 2004
6:00pm

CCSC Annual Dinner

February 5, 2005
Kings Island Inn

The Buckeye Nationals!

Standard Class National
Soaring Championship
June 14-23, 2005

Caesar Creek Soaring Club
P.O. Box 918
Waynesville, Ohio 45068
(513) 932-7627

See our website at:

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

FAA knowledge exam, which he completed in early October. I recall asking him how he did on the exam, and in his characteristically modest manner replied "Oh, I did ok, I got a 98." On October 10, his final day at the gliderport, we did a 1-26 checkout. Then, on his first 1-26 flight in many years, he flew for an hour, and came back beaming. He obviously enjoyed the 1-26!

During this last weekend together, I suggested to him that we start working on his recommendation for the flight test. He replied, "that's ok, I'm not in any big hurry." Perhaps there's something prophetic in that statement.

Matt was, in every respect, a very earnest and competent pilot. More importantly, he was a wonderful human being: low-key, somewhat serious and reserved, and always congenial and appreciative. He will be missed.

The Barron Hilton Cup – Flying the White Mountains

By Jim Price

I'm a pretty lucky man. In 12 years of soaring I've experiencing some of the best to be had in America. Many flights in the Alleghenies, especially the long ridge flights, were exceptionally exhilarating. Weeks spent in places like New Castle, VA and Uvalde, TX were extra special. The very best for me though has been over the high deserts and mountains of Nevada and California. During our week at the Flying M Ranch we had 6 straight days of excellent soaring.

During the week there were five 1000KM flights. In fact, the same pilot did three! If that had been the mutual goal of all the pilots, there would have been many more. Most pilots wanted to get back at a reasonable hour to enjoy the social part as well as the flying. My 6 flights added up to about 25 hours in the air. The middle four days I went to the White Mountains and averaged about 310 miles per day. The flight made on June 20 was typical.

The tow on this flight took about 8 minutes, which is much longer than here due to the high density altitude. I didn't have a preset goal but after climbing up, off tow, I decided to do a long run down to the south end of the Whites and back. A later look at the GPS trace showed the distance to be 323 miles and the trip down and back took 3 hours 36 minutes, about 90 mph. Sounds fast but I never felt like I was racing, just trying to stay high and have fun. How in the world do you do that in a glider in pure thermal flying with no ridge or wave lift? Well, here in Ohio you don't because you can't. Even the best days just aren't good enough. There, I think it's a combination of factors.

The most obvious, is the strength of thermals. I looked at some state record flights in Ohio as a basis of comparison. One flight was a 300KM triangle flown in the ASH 25, which resulted in a state record of 71 mph. I decided to compare the strongest 50% of the thermals, which provided about 75% of the total altitude gained while circling. In the Ohio flight I averaged 398 feet per minute or 4 knots. In the fully loaded Discus 2 (with much heavier wing loading) I averaged 570 fpm or 5.7 knots for the same "best 50%". This is a 43% better climb rate. Significant, but still not enough to get speeds like we had. I think, at least equally important to thermal strength, is the superior organization of lift over the long mountain ridges.

This could be the most significant factor in flying faster in the west. There seems to this magic that occurs over high ground, which meteorologists probably understand. It also happens in the east but the effect in the west seems to be much greater. In Nevada and California, there are many very long and very high ridges. The White Mountain-Inyo Mountain ridge starting at Boundary Peak on the Nevada-California border and continuing south into California is probably the longest and highest. It extends south about 110 miles. White Mountain Peak, a bit over 14,000 feet, is the second highest mountain in California. The energy created over this formidable ridge is amazing. As a consequence soaring pilots go there in large numbers from many sites in California and Nevada. This has led to the need for a glider protocol where pilots call out their position at key points as they progress over the mountain. No midair has yet occurred but the precaution is prudent. Soaring high over the top of the Whites is honestly as good as it gets. During this flight, I had one straight glide of 43 miles, where I actually gained several hundred feet; another of 49 miles but with some altitude lost. No ridge, no wave, just pure thermals forming close together. Obviously this will have a significant effect on the overall speed, as it allows for some very long glides with no need to circle. Evidence shows up in the flight analysis.

The SeeYou flight analysis program comes up with an interesting number for each flight called “mean L/D” SeeYou adds up the total miles of all the glides between thermals and the total altitude lost to compute this overall “mean L/D” for the flight. The mean L/D for this flight was 66. Since the Discus 2 has a best L/D of around 42, that’s a pretty big number, especially when you consider that I was generally flying 90 knots between thermals. Without lift, in stable air, this speed would result in an achieved L/D of closer to 30! On the 300KM state record triangle we attained a mean L/D of 56, but the ASH 25 has a best L/D of about 57. A more apples to apples comparison would be between the White Mountain flight and some state record flights made in the LS4. Looking at several of those, the mean L/D attained was between 40 and 50 and the average length of glide between thermals was less than 8 miles. For the White Mountain flight the average glide between was 15.8 miles, nearly twice the distance. Superior organization of lift makes a huge difference.

I mentioned the heavier wing loading. Because of the very strong lift, you can often fly fully ballasted in the west but rarely or never in Ohio. Cruise speeds go up 10 to 12 knots with no loss of L/D. When thermals are this robust, the climb penalty is hardly noticed. The one exception was just off tow, while still relatively low, where the thermals were narrower and much rougher. In fact the tow and initial climb were the two aspects of the flights that I did not look forward to. Fully loaded, on tow, it was a struggle to keep the wings level and tows typically took 8 to 10 minutes (versus 3 or 4 at Caesar Creek). The difference is that takeoff altitude at the Flying M Ranch is 5000 MSL and it’s very hot. After the initial climb, the thermals are larger and one hardly notices the added weight. And, when flying in the long lines of organized lift described above, being heavier is a huge advantage.

Finally, due to the lofty altitudes attainable, you are flying at much higher True Airspeed (and thus, actual speed over the ground). The effect on the overall speed for a flight averaging 15,000 MSL (versus one in Ohio averaging say 5000 MSL) is significant. True Airspeed goes up about 2% per 1000 feet of altitude. This effect could be seen when looking at the speeds of glides between thermals, sometimes 130 plus mph over the ground, though I rarely exceeded 90 knots of Indicated Airspeed. So, on days like we had that week, you can fly very high and go very fast (relatively). It’s wonderful and exciting but for me the best part is seeing the panorama unfold below.

Off tow, just climbing up, Mt Patterson rises to the west, another awesome mountain that is often used in tasks from Minden. Huge cu-nim clouds often form there by mid- afternoon. Looking south, Boundary Peak, 62 miles distant, is there waiting. On course south, isolated in high rugged and bare hills, remnants of the old mining town of Bodie, NV are still there. The snow capped Sierra Nevada Front Range is always visible to the west. Mono Lake lies 45 miles or so to the southwest. It’s all visible in one sweeping view! Most of this terrain is extraordinarily inhospitable. Barron Hilton has a helicopter and pilot at the ranch for the week, just in case of a landout in this beautiful but very unlandable flying area.

Following the cu’s toward Boundary Peak, never forgetting the reality of what lay below, I took anything good to stay high. Still many miles from Boundary Peak, I saw cu’s which appeared to be between the mountain and me. After gliding a very long way, I realized they were in fact over the top. I arrived at the north end about 2000 feet below the top. Everything is much farther than it looks due to the thin dry air at high altitudes. Well, the choice was to fly up one of the colossal canyons coming at me or to fly around the west side and continue south hoping to fly into a strong one. I decided to go mountain climbing and went up the canyon straight ahead. Even though I had plenty of altitude above the tops of the ridges, those first few circles in search of a good thermal were very unnerving. Eventually, after a series of three climbs, it got smoother and I was on top.

This is the view of all views, looking at that monumental ridge from several thousand feet above it. The beauty just can't be described. The mountain rises very steeply to tower more than 7000 feet over the Owens Valley. Looking out, Bishop, CA is over 2 miles below in the valley. The mountain must be 5 to 7 miles across in places. Almost 4 months later my heart still pounds thinking of the spectacular scenery below. Screaming along at two miles a minute in a glider, the great mountain seems to move very slowly beneath. The scale is just magnificent. On the return, following the protocol of radioing position, I decided to call out when I thought I was about 5 miles south of White Mountain Peak. At that point I was 99 miles from the Flying M Ranch. When I finally arrived abeam of the peak I was 79 miles from the ranch! What I thought was 5 miles was actually 20 miles! I left Boundary Peak at 17,600 MSL on a final glide of 65.3 miles. It took 31 minutes and 45 seconds. The speed was 123 mph. I did cheat a little. Shortly after starting I hit some really strong lift, took two turns, gained 1200 feet for a little extra cushion, then glided home.

The next day, I was able to get a DuoDiscus and take Ronnie on the very same trip in equally good conditions. Over several years we flew many long flights together in the ASH 25, including several in Ohio and over the Pennsylvania ridges. Without doubt, our flight together in the DuoDiscus was the best of all. To be able to share this incredible scenery from high up in a glider was one of the great thrills in my life. Ronnie has a new appreciation for the beauty and the thrill of high mountain and desert soaring. As for me, I haven't yet stopped thinking of those spectacular views over the White Mountains.

**CAESAR CREEK SOARING CLUB
LADIES HOLIDAY LUNCHEON**

Saturday - December 4, 2004 @ 11:30AM

Hammel House Inn
121 South Main Street,
Waynesville, OH

Reservations needed by NOVEMBER 22, 2004 if you plan to attend. The Hammel House Restaurant has requested a head count.

CALL: in Cincinnati - Doris Morari 513-984-0561 or Margie Meyerrose 385-7329
in Dayton - Harolyn Burns 937-256-0345
in Columbus - Kim Paar 614-775-0050

SUPPORT YOUR FAVORITE CHARITY

HELP YOUR GLIDERPORT

MAKE A FRIEND

Caesar Creek receives many requests for donations to charitable organizations. The CCSC Board deals with these requests on an individual basis as best we can.

A common request is for the donation of a glider ride. It is something of value that charitable organizations can use to promote fundraising activities. Auction it off, give it as door prize, etc.

Recently, one of our members approached the board and requested the donation of two guest rides to a charity he supports. Two members of the board responded by personally purchasing and donating the requested ride certificates. When this happened, other board members suggested that perhaps the club could then sell these gift certificates at standard club rates for a 3000 ft tow, as opposed to the normal \$65.00 charge for a guest ride.

And a light bulb clicked on...

This will be our new policy for members wishing to support a charity through contribution of a gift certificate . You may purchase our usual gift certificates for a glider ride, but you will only will be billed the standard club rate for a 3000 ft tow. You can give the certificate to the charity to use as they see fit.

This is one of those rare situations when everyone wins. Your charity gets something of value that they can use. You get to support your charity, and you get to claim the charitable deduction if appropriate. The club makes a few bucks. And who knows - you might even make a new friend and help us find a new member.

Please consider this as a way to help support organizations you believe in. We will start providing notice to the membership of the requests for donations which we receive.

To help get the ball rolling, CCSC has received a request to provide something for the ThinkTV, Great TV Auction. (Channel 16 Public television, Dayton.) If you are already inclined to support public television, why not consider this alternative? Please contact Sara Palmer, if interested.

FLYING HIGH

This series lets 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.

- We have four new members: Ondrej Krejci, Cincinnati, has 590 glider hours, his pilots license and Silver badge; Keith Koon, Centerville, has 1000 hours as a SEL private pilot; Bill Smith, Vandalia, a student pilot; and Dave Gold, West Chester, with a SEL private license. Welcome to all and enjoy the club.
- Dieter Schmidt and Larry Kirkbride have purchased Jim Micelli's pristine ASH-26e. I hear their previous ships are available.
- Don Burns did it again. He has returned the traveling trophy to CCSC. On a day when many people struggled, he made it to Alexandria and back. Great flights, Don
- Just last month I introduced Matt Wiebe as a new CCSC member. I just got an e-mail that Matt passed away Tuesday, October 19, just 5 days after he was diagnosed with acute Myelogenous Leukemia. Our sincere condolences to Anna Wiebe his wife, and family.

XC Pilots "Thank You!" Party for the Club
20 November 2004
After Flying. (6:00 PM)

Thank You for Your Help!

Cross Country pilots would like to say "Thank You" to the many members of the Caesar Creek Soaring Club that have helped us out throughout the year. Helping us build our ships, getting us out to the line, helping us return home when we can't quite do it on our own, fetching our tail dollies and who knows what else? Well, we do, and we want to thank you for it.

The whole club is invited. Dinner after flying, 20 November, 2004, in the clubhouse and the patio. It's all on us, all you have to do is come on out.

(And if you would like to help sponsor this party, contact Dick Holzwarth.)

CCSC Board Minutes 2 October 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 minutes from the previous meeting were reviewed and approved. The treasurer's report was also approved with the note that September's expenses were large, primarily due to the dues payment to SSA and the lease payment to SSD.. It was also indicated that the budget process for the next year will be started as soon as possible. There was discussion about a \$65 guest ride charge for which the funds were not collected. A motion to waive the fee was approved. There was further discussion about how to account for guest rides with an unassigned crew. A motion was made that guest rides not be permitted unless there is an acting crew chief willing to take responsibility. After further discussion, the motion was withdrawn. Jim Hurst will coordinate with the Wednesday crew.

Under maintenance, the Grob window has been repaired and the Blanik window will also be replaced. Based on several requests, the club will buy an electric blower for use on the picnic patio. It was noted that these kinds of requests should be coordinated with the grounds director, Bill Paar. Joe will prepare a letter for the membership encouraging that coordination. We also had continuing discussions about insurance and our liability coverage. Dave Menchen will assemble a list of questions for Bill Paar to pass on to Costello for clarification.

The elections for next year's Board is to occur in November. Candidates need to be identified by 10 October. There was also a discussion about changing the By-Laws to require Board members to be voting members of the Club. No motion was proposed and the By-Laws will not be changed. The issue about a public use airport may be revisited since Stahle's property has been sold to develop a new planned community of 5000 homes.

Joe presented an overview of the new TSA Interim Final Rule (IFR) for Flight Training for Aliens. The rule was effective 20 September with full compliance required by 20 October. A motion requiring our members to conform to the IFR by submitting proof of citizenship to CCSC prior to flight training was approved. All flight instructors must register with the TSA. All foreign students need to get with our Chief Flight Instructor, Joe Jackson. Joe will develop a mailing to alert the membership to be issued with the membership ballots. Specific implementation procedures will be developed on Friday night by Joe, Pat DeNaples, Dave Menchen, and Rolf Hegele.

Four new members were approved. There was also a motion to participate in the ThinkTV auction with guest rides. A newsletter article will be prepared by Dick Holzwarth soliciting member donations. There being no further business, the meeting was adjourned.

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
- 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
 - Update the late notice letter – Jim Lowe
 - Continue ground and launch crew discussions for the Nationals – Board
 - Resolve insurance issue requirements – Bill Paar
 - Grounds coordination letter - Joe
-

Glider Operations Exempted from Alien Flight Training Rule (49 CFR 1552)

A notice was recently sent to all CCSC members along with the notice for the CCSC annual election notifying the membership that they would need to provide proof of U.S. citizenship to be eligible to receive flight training at CCSC on or after 20 October 2004. This was required for compliance with the Alien Flight Training rule (49 CFR 1552) issued by the Transportation Security Administration (TSA) on September 20, 2004.

Good news. On October 29, 2004, the Transportation Security Administration (TSA) issued an exemption to the Alien Flight Training rule exempting airships, balloons, and gliders from having to comply with the rule. This means that the rule will have no impact on CCSC flight training operations.

Please disregard the earlier notice. I am sorry for any inconvenience that this may have caused to the membership, but we were obligated to comply with the rule prior to receiving the exemption.

Joe Jackson
CCSC Chief Instructor



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 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

Wanted:

Share of glass sailplane capable of badge pursuit and competitive contest soaring. Please contact Dennis Fisher at dmfcavu@ameritech.net or 937-885-9074/Home, 937-304-4156/Cell.

For Sub Lease:

Space in trailer storage barn (two doors). Three years remaining as of Nov. 1st.
Contact John Antrim (513) 825-1447 or Bob Root (513) 575-5494.

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:

1/3 share of ASW-15 "6V" \$4800.00 Contact gstengel@fuse.net or 513-470-6372

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. Sergeant
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. 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. Hennig - x	R. Eckels - x* B. Gabbard R.	T. Bonser, M. Keller, J. Koons, J. MacNicol, K. Sorrell, C. Richardson, C. Welsh
4th Sat & 1/31	J. Miceli J. Murray	L. Kirkbride - x G. Byars S. Day	J. Jackson **	T. Scott, C. Lohre, H. Meyerrose, E. Saladin, R. Holzwarth, A. Dignan, D. Corni, T. Bales
4th Sun & 2/29	M. Statt G. Crook	D. Fisher	J. Lubon B. Gabbard	R. Cedar, M. Jett, G. Berneir, B. Stoops, C. Sheets, B. Cooper

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

For additions or changes please contact Brian Stoops at eagleyez39@earthlink.net

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

aaronSORRELL@ameritech.net

- or -

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

Submissions are due by the Monday before the
first Saturday of each month.