

# The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

August 2005

## INSTRUCTORS CORNER

By Jim Hurst

### ONE PROBLEM HIDES ANOTHER

I have always discouraged students from deploying dive brakes in the downwind leg unless they are very high. I try to preserve some extra altitude until I am turning on base leg. On July 21 I was giving a ride in the ASK-21 to Rob Root (Bob Jr.) and after a soaring flight of 45 or so minutes entered the pattern over Elbon Road at about 1000 feet for a landing to the east. I noted two 2-33's in the vicinity. One was 100 or so feet above me and I judged that he was not ready to land yet, so I disposed of that one as no problem. The other was below me nearing the base leg as I was on downwind. I was high enough to follow him, and let him finish the pattern. All I had to do then was get around him on the ground.

As I was flying the base leg, I noted where the 2-33 was landing and was planning my final flight path. Just as I was coming over the trees, Rob said "There's the Blanik". Indeed, there it was along side me, and no more than a couple of wing spans away! I noted that the pilot was not looking in my direction and I assumed that he did not see me. So here we are, one glider on the ground in the landing area, and two more trying to land and in an awkward situation where it was not easy to keep track of what the other guy was doing. Fortunately, as I looked to see where I was going to go, I noted that I had enough altitude to cross the pond and land on the south side of the field in the glider landing area used for landings to the west.

The pilot of the Blanik turned out to be Dick Scheper, flying a guest. We discussed the situation and found that both of us thought we were flying a normal pattern and neither saw the other. I didn't see him until coming over the trees on final and he didn't see me until I passed him in the air flying over the pond. As we described to each other where and how we flew the pattern, we were astounded that we didn't see each other long before we did.

The only explanation I have is that we were both distracted by the 2-33 which landed ahead of us. We saw traffic which would bear watching, and we focused on that, and stopped looking for other traffic. After all, four gliders in or around the pattern is a little unusual. I've had previous experience with this kind of problem. While towing gliders at Richmond in the 60's, I once lost my trim control. I was on the ground preparing for the next tow when I discovered the problem, but said to myself "I can handle this with a little extra load on the stick". So I proceeded with the tow and all went satisfactorily until the glider pilot began boxing the wake. Now I really couldn't handle it. I can't remember if I shook him off or gave him the rope. This has forever made me aware of the danger of flying with a known problem for which you can compensate, and then finding that a second problem compounds the difficulty. A few years back, an airliner crashed in the swamp in Florida while no one was flying the airplane, because the whole crew was distracted by trying to get the nose gear down.

The anecdotes are not perfect examples of the same problem, but illustrate how a pilot can get distracted by one problem and stop thinking about other possible problems. The lesson for me is that when you see one glider in the pattern with you, which you need to keep track of, don't get so focused on that one that you stop looking for a second one. And if you see two gliders, look for a third one. It also helps to preserve your altitude as long as possible when you see other gliders ahead of you in the pattern. This gives you time to think and preserves your options.

### Upcoming Events!!

#### September 3<sup>rd</sup> & 4<sup>th</sup>

- Labor day PARTY!! Bomb drop Sat and Sun
- Carry-in dinner Sunday 6 P.M.

#### January 21<sup>st</sup> 2006 7 P.M.

- Annual CCSC dinner and Awards Banquet

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

See our website at:

<http://www.soarccsc.com>

The following is the revised Schedule of Fees and Dues effective August 2005. The changes were described in the last Newsletter minutes. The Aircraft Use Fees have increased as has the Hook-Up Fee.

## Caesar Creek Soaring Club - Schedule of Fees and Dues

### I. Membership Fees

#### Member

- Initiation Fee - \$200 upon joining and \$200 at the first anniversary of your membership.
- Stock – Members are required to purchase a minimum of twelve (12) shares of Soaring Society of Dayton (SSD) stock at \$100 per share. The stock may be purchased at the time of joining or over a period of time per the schedule below. CCSC membership includes a membership in the Soaring Society of America (SSA). Dependent children and spouse may fly on this CCSC membership prior to reaching Pilot-in-Command status; at which time they must become Youth or Family Members.

#### Youth Member

- A Youth Member shall be enrolled fulltime in an academic institution or shall be less than twenty-one years of age and shall have all the rights of Members but is exempt from the share ownership requirements.
- Initiation Fee - \$75 when joining plus \$200 upon becoming a Member as required for Pilot-in-Command status.
- Dues – Are \$9 per month; \$8 per month if the Youth Member owns at least one share of SSD stock.

#### Family Member

A Family Member shall be the spouse of a Member and have achieved Pilot-in-Command status. Dues are \$9 per month.

#### Limited Member

A Limited Member is one who wishes to utilize the facilities of the club on a limited basis for a short period of time. They shall have the right to vote only during the membership time period.

### II. Monthly Membership Costs for SSD Stock and CCSC Dues

Shares Owned	Stock Subscription	Stock Assessment	Total Stock Fees	Dues	Monthly Total
0	\$10	\$10	\$20	\$15	\$35
1	\$9	\$10	\$19	\$15	\$34
2	\$8	\$10	\$18	\$15	\$33
3	\$8	\$10	\$18	\$15	\$33
4	\$7	\$10	\$17	\$15	\$32
5	\$6	\$10	\$16	\$15	\$31
6	\$5	\$10	\$15	\$15	\$30
7	\$4	\$10	\$14	\$15	\$29
8	\$3	\$10	\$13	\$15	\$28
9	\$3	\$10	\$13	\$15	\$28
10	\$2	\$10	\$12	\$15	\$27
11	\$1	\$10	\$11	\$15	\$26
12	\$0	\$0	\$0	\$15	\$15

*Note: Initiation Fees and Monthly Dues are subject to State of Ohio Sales Tax*

### III. Member Flight Fees

Flight fees are the sum of the Aircraft Use Fee, \$15 Hook-up Fee, and Tow Fee (65 cents per 100' of Altitude)

Aircraft Use Fee: 2-33/1-26 - \$4.00 L-23/1-34 - \$8.00 Grob - \$12.50 ASK-21/Limited Members - \$15.00

Tow Altitude	Private Aircraft	2-33 / 1-26	L-23/1-34	Grob	ASK-21	Limited Member
2000'	\$28.00	\$32.00	\$36.00	\$40.50	\$43.00	\$43.00
3000'	\$34.50	\$38.50	\$42.50	\$47.00	\$49.50	\$49.50
4000'	\$41.00	\$45.00	\$49.00	\$53.50	\$56.00	\$56.00
5000'	\$47.50	\$51.50	\$55.50	\$60.00	\$62.50	\$62.50

*Example for a 2-33 tow to 2000: \$4.00 Aircraft Use Fee plus \$15.00 Hook-up Fee plus (\$0.65 x 20) tow fee = \$32.00*

*Note: The \$15 Hook-up Fee is waived for participating crew activities. Tow fees change 5 cents per 100 feet for each 20 cent change in fuel prices from a baseline of \$2.20 per gallon. Minimum tows are 2000 feet except for rope breaks which incur a \$6.50 tow fee.*

### IV. Limited Member Flight Fees

Introductory Flights - \$65 for all aircraft. Tow limited to 3000' AGL, time limited to one-half hour.

Special Event Membership Fee - \$20.00 (includes flights in their own glider with proof of SSA membership)

Event manager to publish other event fees at least 30 days prior to the event

### V. Aero Retrieves

\$85 per hour tow plane tach time with a one-half hour minimum

### VI. Other Gliderport Fees

- Aircraft and Trailer Storage:
- Outside Tiedown - \$7.50 per month
- Handheld GPS Rental - \$2 per day
- Permanent Camping Trailer Site (as available) - \$35 per month
- Temporary Campsite Fees - \$5 per night, \$25 per month
- Workshop - \$5 per day during heating season, \$25 per day for unauthorized use
- Pole Barn - \$20 per month per ½ bay
- Hanger - \$5 per night (Overnight only)
- Barograph Rental - \$2 per day

**MINUTES OF SSD BOARD MEETING  
July 16, 2005**

The meeting was called to order by president Lubon at 9:42AM. Those present: Maxwell, Hurst, Lubon, Schmidt, Detert, Root, Maurer. Absent: Sorrell, Towne

Minutes of the previous meeting of May 21, 2005 were reviewed and approved. There was no July meeting because of the lack of a quorum. The Treasurer's report was also approved.

The discussion on the plan to build fire resistant buildings for storing towplanes continued. Jim Hurst presented a drawing showing the space available north of the main hangar/pole barn area, and a possible location for a building to hold two tow planes. The board approved a plan to proceed with the construction of such a building, which would advance in stages. This would begin with a building open on both ends with minimum concrete track at the entrances. Bifold doors and a full concrete floor could be added later as available funds permit. Initial construction would be less that \$50,000.

Pat DeNaples pointed out after the meeting that our initial zoning agreement stated that there could be no construction within 200 feet of the property line. This needs to be clarified as this would affect the location of the building.

Dick Holzwarth presented information indicating that there may be an ASK-21 available which could be delivered in late 2005, otherwise it would be a year or more before another one would be available. John Lubon agreed to investigate this idea and a special board meeting is scheduled for Wednesday, July 20 to review this proposal and decide whether it is feasible to place an order now.

Bill Maxwell brought up the idea of installing lightening rods on the barn to provide some protection from a lightening strike. Bill will investigate the cost.

The meeting was adjourned at 11:40 AM. The next regular meeting of the board will be held on Saturday August 20, 2005 at 9:30AM.

Jim Hurst  
Secretary, SSD

**Wireless at the Club??**

It has been brought to our attention that DSL high speed internet service is available at the Club. Because there would probably be limited users, the Board did not feel that it would be fair to burden the entire membership with the costs. Therefore we are taking a survey as to who would be willing to commit an additional \$5.00 per month for the DSL service which would be distributed wirelessly throughout the clubhouse and possibly the campground. The cost of the initial equipment setup would be shared by the users. If you feel you could utilize this service effectively and are willing to pay; Please notify Rolf Hegele at 937-862-8662 or preferably at N11rdbird@starband.net. We need the commitment of enough members to cover this cost before the service will be procured. Thanks

## MINUTES OF SPECIAL SSD BOARD MEETING July 20, 2005

President Lubon called a special meeting of the Board of Directors which convened at 6:30 PM on July 20, 2005 to review his analysis of the consequences of the purchase of a second ASK-21, and to decide whether such a purchase should be made now, or delayed to some later time.

Those present: Lubon, Detert, Schmidt, Root, Hurst, Maurer. Absent: Maxwell, Sorrell, Towne. After a thorough round table discussion among board members and interested visitors, President Lubon presented a comprehensive motion which included the following elements:

1. Order an ASK-21 now. This is based on the report that an ASK-21 is now available, which could be delivered near the end of 2005.
2. Sell the white 1-26 now.
3. After the new ASK-21 is in service through a significant portion of the 2006 soaring season, (say by September 1, 2006) evaluate the effect on the usage of all the club gliders to determine if the sale of another club glider is justified.
4. Increase CCSC's lease payment to SSD by about \$1000/quarter, to assist in financing the ASK-21 purchase.
5. Scale back the appropriation for the current towplane hangar project to a maximum of \$35,000.
6. Maintain a balance of \$30,000 in cash as a fund for replacement of towplane engines or other unknown emergencies.
7. Encourage the members to purchase additional SSD stock to raise \$5000 to \$10,000.
8. Any balance of funds necessary to complete the purchase of the ASK-21 will be borrowed from members or our bank.

After further discussion the motion to proceed with this plan was passed. Treasurer Dieter Schmidt will arrange the financial activities necessary to commit to the order for the ASK-21. The meeting was adjourned at 8:20 PM.

Jim Hurst  
Secretary, SSD

On September 3<sup>rd</sup> & 4<sup>th</sup> come and celebrate the holiday at CCSC. All day long on Saturday and Sunday we will be "DROPPING BOMBS". Come and enjoy the fun and the big question is, "CAN YOU DROP THE CLOSEST BOMB TO THE TARGET?" Don't be a party pooper, come and really get into the fun!

Sunday, September 4<sup>th</sup> is the carry-in dinner. This is a feast that you create. Bring your meat for the grill, whatever you would like to drink, and a BIG dish to share. We are counting on ALL our members to come and have a good time. The number of members that have been coming out to the picnics and events has been only 30 to 40. I am not sure why, since we have over 200 members. Maybe you have been one of the missing persons. Come out and find out why some of us think this place is really SPECIAL.

January 21, 2006, 7 P.M. This is the date for the "formal" (better than airport flying clothes) dinner and awards banquet. If you have never been to one of these, you need to tell me, why not? At this banquet all the yearly awards are presented plus some rather special ones that members like to give. Did you see the boots that Joe Jackson was presented last year?

This is really a fun evening, and no one has to cook. The Kings Island Conference Center sets up a wonderful buffet for us and we get to drink (cash bar) and eat INSIDE. Please put this date on your calendar and plan to attend. Reservations are a MUST !! Reserve your place with Linda Murray (513) 897 - 7566, or Margie Meyerrose (513) 385-7239.

Thanks, Linda

## **THIS IS WATER?**

Anyone who has lately had a drink from our cooler out on the flightline will agree that its tastes awful, like a public swimming pool. Apparently our supplier is finding it necessary to do some aggressive treatment due to deterioration of HIS supply. It reminds me of the Iodine tablets we used to carry to Mexico to avoid being poisoned. We always ordered our drinks without ice, not knowing that they had been mixed over ice before they got to us. The Clorox flavor won't hurt you and it does kill the offensive bugs in the water. On the second Saturday, I put a can of Sprite in the cooler but any improvement was hardly detectable. Next time I will try two cans or may some lemonade.

### **CCSC Featured in New Book**

CCSC is featured with a 4-page spread of photos in the new book: "Aviation Century: Wings of Change." Photographer Dan Patterson visited the club on a beautiful Fall day in October, 2000, and shot the spectacular photos from the club's Grob and Dick Garrison's Super Cub. Find out more about Dan Patterson's work at his site, [flyinghistory.com](http://flyinghistory.com). The book can be purchased from Amazon, and the photo spreads can be seen online at [soarccsc.com](http://soarccsc.com).

## **Classifieds**

### **For Sale:**

National 360 parachute. It is in very good condition and comes with a carry case. \$700.  
Contact Steve Kaltenbach [nimbus@wcnnet.org](mailto:nimbus@wcnnet.org) or (419) 669-3258.

### **For Sale:**

One share of Redwings Soaring Club, "The Two Best Looking and Flying 1-26's East (or West) of the Mississippi!" Contact John MacNicol (W) (937) 656-7276, (H) (937) 320-5143, or email [John.MacNicol@wpafb.af.mil](mailto:John.MacNicol@wpafb.af.mil)

### **For Sale:**

LS-1C (1969) 1480TT, fresh annual, Kuhn trailer, barograph, parachute. \$17,000.  
Contact Kent Sorrell (937) 855-7135 or Dana Colvin (513) 272-0360.

### **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](mailto:tombales@donet.com).

# Crew Schedule

	<i>Crew Chief</i>	<i>Tow Pilots</i>	<i>Instructors</i>	<i>Ground Crew</i>
1st Sat & 4/30	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Eslinger McClaskey***x	J. Beaupre, A. Colvin, J. Lowe, S. Hoye
1st Sun & 5/29	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	G. Penner - x R. Carraway-x	W. Van Breukelen, D. Burns, G. Yee, M. Anthony, D. Gold, M. Miller, M & A. Rytel, T & M Schopp, W. Smith, G. Adams
2nd Sat & 1/29	R. Root D. Staarmann	R Anderson B. Towne G. Wade - x	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., C. Welsh
2nd Sun & 1/30	D. Menchen T. McDonald	F. Hawk T. Holloran	T. Rudolf D. Conrad-x	P & D Cahill, M. Debeque, J & H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, R.Sexton, M. Ganis, M. Statt
3rd Sat & 10/29	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, C. Richardson, R. Greenlee
3rd Sun & 10/30	J. Morari B. Paar	R. Hennig - x	R. Eckels - x* B. Gabbard	T. Bonser, M. Keller, J. Koons, J. MacNicol, K. Sorrell, J. Sorrell, A. Sorrell,
4th Sat & 7/30 12/31	J. Miceli H. Meyerrose	L. Kirkbride - x G. Byars S. Day	J. Jackson** T. Lynch	T. Scott, C. Lohre, J. Murray, E. Saladin, R. Holzwarth, A. Dignan, D. Corni, T. Bales
4th Sun & 7/31	B. Stoops	R. Blume F. Paynter	J. Lubon D. Fisher - x	R. Cedar, O.Krejci, P. Callihan,

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

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

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

[aaronsorrell@ameritech.net](mailto: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.