

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

July 2006

Youth Soaring Scholarship Fund

The contributions for the Youth Soaring Scholarship Fund continue to come in and the list of contributors now includes the following: (through 7/1/2006)

John Antrim	Paul Brown	Rich Carraway
Pat De Naples	Wally Detert	Andrew Dignan
Apostolos Dollas	Dave Edwards	Dick Holzwarth
Tom Hudson	Bill Hunt	Jim Hurst
Don Green	John Lubon	Tim Lynch
Greg McDowell	Jack Morari	Jim Price
Dave Rawson	Charles Richardson	Bob Root
Steve Sayer	Todd Schopp	Joe Simmers
Buck Towne	Paul Vintrup	Gene Wade
Wednesday Crew		

The Wednesday Crew collects, crushes and recycles the aluminum cans deposited in the blue plastic barrels around the club house, and has been contributing the cash collected to the Youth Fund. We can all help here by not tossing the aluminum cans in the trash, as many of us do, but by putting the cans in those blue containers.



You can still contribute by sending a check to CCSC for Account Number 9992, Youth Fund for whatever amount you wish, say, at least the cost of a 3000' tow. At our rates, it's not too much, but it may help a youngster afford summer camp.

Your gifts will be sincerely appreciated!

Upcoming Events!!

Youth Soaring Camp

July 9, 2006

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

See our website at:

<http://www.soarccsc.com>

Five Dual Flights to Solo

From a guest ride to solo in five dual flights for someone with no previous aviation experience and described by his instructor as having “slightly better than average” aptitude is quite remarkable. An article in the June-July 2006 issue of *Sailplane & Gliding* (the British equivalent to *Soaring*), entitled “Trialling a brand new approach to training” describes the first student whose initial training was performed on the gliding simulator at Lasham Gliding Society.

Completed in 2004, the Lasham gliding simulator includes a Grob 103 cockpit, a computer, flight simulation software that mimics a Grob 103, projectors and 3 screens. According to the article “the amount of control movement and coordination required to control the simulator, and the rate of response at any airspeed is realistic, when compared to the real glider”.

The first trainee, Andy Chawe, and Gordon MacDonald, the Chief Flying instructor at Lasham, spent 6 hours in the simulator, at a couple of hours a session, before Andy had reached “solo standard”. He then spent another two hours “solo” in the simulator prior to his first real instructional flight in an ASK21. He flew his complete first flight with just verbal coaching in less than ideal weather conditions. Gordon MacDonald’s comments on his second flight were “As an instructor, if you did not know Andy’s background and had been giving him a check flight you would have thought: he was a bit rusty but okay to fly solo”.

After five (real) instructional flights, one in a motor glider, he had an uneventful first (real) solo flight. Three more students are currently going through simulator training at Lasham. They are also using it for instructor training, safety training including situations that would be too dangerous to perform in a real glider and as a marketing tool allowing people who turn up but cannot decide whether to buy a trail flight to have a session in the simulator. They have also used it on weathered-off competition days to fly the task in the simulator. Apparently the simulator is especially realistic for ridge soaring including off the clock sink if you fly behind the ridge.

The simulator cost Lasham ~\$11,000 to build, but they had some sponsorship and used a lot of volunteer expertise and labor. They estimate that the commercial cost would be about \$30,000.

Is this the future for glider training? Only time will tell, but it is certainly an intriguing option for a club whose training is often curtailed by weather. Imagine being able to book a simulator training session with an instructor on a week day evening and not having to worry about the weather, a tow pilot, or ground crew. Does anyone know of a gliding simulator being developed in the USA? Should CCSC think about copying what has been done at Lasham?

Region 6 South Sailplane Contest Report

It was an eventful week of soaring experiences. From the "excellent" practice day to the final race day's unique weather conditions pilots got their fill of flying. But that's not all, one last great flight was a part of the whole event.

The weather summary for the practice day predicted early blue skies with haze domes and cumulus clouds gathering later. Steve Warner J11 said the day was "agonizing," but Guy Byers had an "excellent" experience and tripled his time in his and Jim Miceli's Schweizer 1-20 with a one-hour flight. Brad Towne Jr. flew his family's 1941 Ercoupe onto the field at the end of the day. Contest Manager Rolf Hegele was "overwhelmed" by all the ships signed up to compete. Eleven pilots from the "Chicago Mafia" came here in a huge caravan of glider trailers and motor homes. Bob Macys G1 report was, "Good, but it didn't start out that well. On the first leg I was asking myself, 'Where am I going to land out?' Too bad I'm going to miss dinner." And an excellent dinner it was with Chef Gil Stengel's daylong preparation for the Ox Roast. Ron Ridenour MT made a perfect landing at Oxford, OH, just in time for the feast, which he thought, was a nice way to get the group together at a different airport. Sorry Ron, the Ox Roast was back at CCSC but there is "Good Hope" that Tuesday the grill "Grimes" will be cleaned off and "Bloom" again with fire at CCSC. After all the dust settled, for the first day of the event there were 12 competitors in 15 Meter, 11 in Standard and eight in Sports Class.

Sunday was a bust but many area attractions kept guests entertained. I looked for fossils at the Caesar Creek Lake spillway with my family. The fossils date from 450 million years ago when the US was covered in a shallow sea. My nephews loved it because the Horn Coral fossils we found look like dinosaur teeth.

On Monday Frank Paynter X3, The Weatherman, said the forecaster predicted that there may be some very isolated thunder showers but Frank said, "You can tell by the way he is writing it that he doesn't really believe it." With the mass landout of 18 gliders at Clinton, 25 landouts in all and only two pilots making the task, Harolyn Burns was a master at accounting for all the pilots and even retrieved one twice. Frank explained the next day it was his evil twin responsible for not believing the TAFs. The "Lime Crew" was also thanked for their speedy help getting the gliders put away. Known for their lime green t-shirts they included: Rich Carraway, Stephen Sayre, Andy and Elizabeth McClaskey, Kat and Liz McManus, Claudia and Philip Neumann, Poul and Jo Ann Pedersen, Paul Vintrup, Gary Adams, Trace Lewis, Charlie Richardson, and James and Heather Goebel were there all week but many others helped out. Dad, James Goebel towed all week. The care and attention to detail never ceases to amaze me at the club. Late that night Paul McClaskey, the Chief Tow Pilot, said he was going to walk around the grounds and check that everything was tied down properly. Jim Price, Contest Director, reported the next day that he had had a bad dream. Hammering, hammering and even more hammering woke him up. He looked out and it was light even though it was in the dead of night, someone had built a gallows on the crow's nest. The day was devalued to max distance points of 400 for Standard and 15 Meter and no speed points since no one completed the task. Sports got 364 for distance and 629 for speed since two completed the task. Thanks to Ed Hollestelle A1, who called in and gave the list of the 18 gliders at Clinton. "At least everyone was accounted



for," Harolyn added. Ed commented, "Been there, done that before." Ed's flying in the Canadian Nationals next week. Les Dutka BF's story was, "I decided not to go to Fayette and turned back. Past Clinton it got worst and worst and worst. Turned back and with the tailwind made Clinton. Within 5 minutes it rained fiberglass and another 5 minutes real rain. It cleared up after a while and two tow planes came by and I took a tow back. At CCSC there was no car and no trailer. I was the one that got retrieved twice. Thanks to Andrew Dignan for helping me with a download problem."

Tuesday we flew again. At 1:50 pm Liz McManus got back to the clubhouse and reported that all the gliders got off in 53 minutes. She was here for the week to help out and brought a couple of neighborhood boys she was babysitting. When the 10-year-old twins met Liz they told her they didn't like the Cartoon Channel. They preferred aircraft and maps. Their little jaws dropped when Liz told them she was a pilot. Winner of Sports Class with a 50 mph speed, Manfred Franke HF reported, "It was a matter of timing, I heard one guy (me) had a relight, I strategically decided to start last." Andrew Dignan did a great job scoring and was thanked by everyone for the Wi-Fi and an on-line directory to upload logs. The day was valued 1000 for speed and 400 for distance for all classes.

Wednesday, after some discussion, the day was called. The cloud base wasn't high enough to go anywhere. Everyone manned their computers checking stock portfolios, answering e-mails and reliving their flights. I mistook one pilot's screen for his altitude trace, but it turned out to be his stock portfolio. The market did some wild gyrations that day. Erik Nelson 1CW reported there were almost as many at the Air Force Museum as at Clinton on Monday.

Thursday at the grid after Don Burns 70 couldn't even stay up the pilots were getting anxious, Herb Kilian J7 volunteered to sniff and managed to stay up. Because of impending thundershowers a short task was called and Jim continuously reported the front's approach over the radio. As the front approached from the southwest several pilots returned from the east at red line under the front and two got into the convergence in front of the roll cloud and climbed 800' above cloudbase. Motti Pikelny U8 reported, "I went north to Jamestown and had a 20 minute climb through a gap in the storm front, 10 kts up at 80 kts, really, really smooth climb to 5600', there was wave lift in front of the storm, I could have gotten up to oxygen altitude, unbelievable." Of the eight landouts, Bob Higginson BH selected Clinton, got an aero tow out but they turned back half way to CCSC because Jim Price closed CCSC due to driving rain. BH finally got a second aero tow back to CCSC. As if the weather wasn't getting us wet enough, Kat McManus had a wing drop within "the three second rule" after release and a cry went out from the Lime Crew, "Into the pond." Sure enough the crew carried out their duties and threw Kat in to the pond after the launch was over.

Friday we woke up to rain and the awards were tossed out. Erik Nelson 1CW won 15 Meter after having taken a break from soaring for many years; he was a member of the US Junior Team. I guess that "muscle memory" is hard to shake. In Standard Class, Andy Gough 44 went from 4th to 1st with 33 more miles over second place Herb Kilian J7. Manfred Franke HF reinforced his second place 2005 ranking by winning 1st place in Sports. Also in Sports congratulations to John Cotter for getting 3rd and Bill Geiger 4th in their first contest. Bill Geiger and Larry Watkins were also first timers. I was posting my final report on the patio when Kirk and Carol Stant 66 were discussing the possibility of Kirk soaring back to St. Louis. It looked like good conditions for Saturday along with the quartering tailwind. The only thing holding them back was the lack of a crew radio, I cheerfully volunteered mine. In Kirk's words from his e-mail Sunday, "Well, I made it to within 63 miles of my home field at Highland-Winet, which was under a drenching thunderstorm, so I landed at Effingham Muni. Carol managed to get a hold of me at a critical moment, and let me know that she was close behind - my original estimate of 50 mph on course was just about exactly right - about 250 miles in just over five hours. Please repeat Carol and my appreciation to all the great crew at CCSC for a wonderful week of flying, racing, and socializing - we'll be back!"

I look forward to the arduous but pleasurable task of reporting on the Sports Class Nationals to be held here in 2007.

Chuck Lohre, Cell 513-260-9025, chuck@lohre.com

CHANGE IN PROCEDURES

As noted in the June minutes, The Board of Trustees has elected to push publication of the Newsletter and the invoices to the second Saturday of a month. This will allow decisions affecting the membership made at the Board Meetings on the first Saturday of the month to be published quickly rather than having to wait waiting a month. Invoices and their due date are also adjusted by one week accordingly.

Welcome Aboard

We have more new members to announce:

1. Mike Hutchison from Hamilton is an experienced glider pilot and tow pilot, who comes to us from the Central Indiana Soaring Society. His wife is Kathy.
2. Yuichiro Tanabe comes to us from Japan and now lives in Dublin, Ohio. He has a Private (SEL) power rating and will be working on his Glider rating. His wife is Masae.
3. Michael Wilkins and his wife Carolyn live in Mason. He is British and has no recent flying experience.
4. Sean Noronha, a Midshipman from the U.S. Naval Academy in Annapolis, is from Wilmington. He has a Private SEL rating and has, in the past few weeks with us, attained his Private glider rating.
5. Christopher and Kristine Albee are from Dayton. Chris has no prior flying experience. In 1931 his grandfather was issued a glider license signed by Orville Wright.

CCSC Meeting Minutes

3 June 2006

In attendance were Dick Holzwarth, President; Andrew Dignan, Vice President; Jim Lowe, Treasurer; Linda Murray, Social and Publicity; Dave Rawson, Facilities; Dennis Fisher, Tow Plane Maintenance; and Rolf Hegele, Secretary. The minutes were reviewed and approved as was the treasurer's report. There was no new gasoline bill to impact tow fees.

There was significant discussion about the best response to an accident or fall at CCSC. The Board was unanimous that calling 911 was the best possible action. Linda will work with Dick Garrison to write an article for the Newsletter. It was noted that Bob Root had undergone successful surgery on his neck.

It was also agreed that for now we would not purchase a Beermeister. In addition to increasing difficulty in purchasing kegs, nobody has stepped up to perform the routine maintenance. With reduced consumption we will continue to stock the refrigerator. The status of the contest preparations was reviewed and several suggestions were presented for implementation

We have had significant propeller damage on the tow planes and all of it has been due to ground handling errors. The four bladed propeller incurred \$3200 worth of damage while being pushed into a barn stall. It was also noted that two of the metal two-blade propellers had also incurred similar damage which already have been fixed. All damage was incurred by not paying attention to the propeller position when being pushed into the barn. Even worse, no one notified our Director of Tow Plane Maintenance, Dennis Fisher. It is admirable that members take it upon themselves to initiate maintenance so as to minimize the impact on flight operations, but Dennis has to be a part of the maintenance process. It was decided not to repair the four-bladed propeller nor was there a pressing need for a spare at this time. Dick will prepare a Newsletter article addressing the 'Chain of Command'. Andrew will talk with Henry about raising the tow plane stall roof a foot to prevent any further propeller strikes.

It was also recommended that we change the date of the Newsletter to the second Saturday of the month. In this way actions of the Board could be announced immediately without losing a whole month. This was approved and Rolf will work out the logistics with our Editor, Aaron Sorrell.

The altimeter in the back seat of the new ASK-21 is bad and will be repaired. Steve and Dick have the action. The batteries in the gliders are not being charged which is primarily a Crew Chief issue to get them plugged in at the end of the day. Dave is going to arrange for several drop cords be installed in the barn to make it convenient and noticeable that this needs to be done. It was also noted that the boards need to be replaced above the hanger doors to keep the birds out. There was also discussion about letting additional instructors fly and mentor for the X/C clinics, but the consensus of the Board was that if one doesn't have the experience themselves, it would be hard to effectively mentor. It was hoped that the situation would encourage more instructors to learn their X/C skills.

We have four new members and all were approved: Yuichiro Tanabe; Michael Hutchison; Michael Wilkins; and Sean Noronha. Welcome all.

Subsequent to the meeting, Linda Murray and Dennis Fisher resigned from the Board and their resignations were accepted effective 18 June.

Open Items are as follows:

- Document Tow Pilot Qualifications - Paul McClaskey
- Emergency Response Plan - Linda and Dick
- Trailer park planning for remaining electric and pads - Dave Rawson
- Review By-Laws changes - Rolf
- Clarify status of second trailer in the campground - Pat D.
- Trailer removal service - Dave Rawson

Gas Alert

No gas bills were received, therefore, there is no change to the Schedule of Fees and Dues and tow fees remain at 70 cents per 100 feet of altitude

2006 Regional – Trailer Rentals

We have had several inquiries from the 2006 Regional participants about the availability of trailer rentals for the duration of the contest. Should you have a trailer that you would consider renting around the 17 – 23 June timeframe, please contact Rolf Hegele, 937-271-5003, n11rdbird@starband.net.

Thanks

New Email Address

CCSC has a new email address. It's CCSC@SoarCCSC.com The old address will be void at the end of May. You may use the new on now

Classifieds

For Sale:

One share of Redwings Soaring Club, "The Two Best Looking and Flying 1-26's East (or West) of the Mississippi!" Contact Pat De Naples 937-291-1466, or email patccsc@sbcglobal.net

For Sale:

LS-1c, 1495 TT, fresh annual, M-Nav, Terra 760, Kuhn trailer, parachute.
\$16,500. 937-220-9026 or aaron_sorrell@sbcglobal.net

For Sale:

Parachute, Strong backpack Model 303. Good condition. Fresh repack at sale. \$450.00 Contact John Antrim at (513) 825-1447.

Crew Schedule

	Crew Chief	Tow Pilots	Instructors	Ground Crew
1st Sat & 12/31	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Eslinger McClaskey*** x	J. Beaupre, A. Colvin, J. Lowe, S. Hoye, A. McClaskey, E. Eslinger, J. English,
	Glider: 2-33 – N36135 – Gerry Daugherty			Crew Chief E-mail: gdaugherty@cinci.rr.com
1st Sun & 10/29	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, M. Miller, M & A. Rytel, W. Smith, G. Adams
	Glider: Blanik L23 – N253BA – Mike Karraker			Crew Chief E-mail: karrakmc@aol.com
2nd Sat & 4/29	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, B. Towne Jr., C. Welsh
	Glider: 1-34 - N11485 - Wally Detert			Crew Chief E-mail: olaandbob@aol.com
2nd Sun & 4/30	D. Menchen T. McDonald	F. Hawk J. Goebel	T. Rudolf D. Conrad-x	P & D Cahill, M. Debeque, J & H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, M. Ganist
	Glider: 2-33 – N2615H – Dave Menchen			Crew Chief E-mail: DMenchen@cinci.rr.com
3rd Sat & 7/29	R. Hegele	D. Green R. Scheper A. Widner	C. DeBerry – x B. Gaerttner	T. Bresser, M. Drummey, P. Vimtrup, B. Stoops R. Griffiths, C. Richardson, R. Greenlee, G. Toscani
	Glider: 1-26 – N17908 (548) – Rolf Hegele			Crew Chief E-mail: N11rdbird@starband.net
3rd Sun & 7/30	J. Morari B. Paar	R. Hennig – x T. Bonser	R. Eckels - x* B. Gabbard	J. Koons, K. Sorrell, J. Sorrell, J. Paar, J Geeraert, A. Dollas, T. Morris
	Glider: 2-33 – N3616Q – Jack Morari			Crew Chief E-mail: djmorari@fuse.net
4th Sat 12/31/05	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
	Glider: Grob 103 - N44259 – Joe Jackson ASK-21 –N521CC – Dick Holzwarth			Crew Chief E-mail: jm514@aol.com
4th Sun & 1/29	S. McManus O. Krejci	R. Blume D. Fisher – x F. Paynter - x	J. Lubon A. Golkin	R. Cedar, P. Callihan, G. Proffitt, L. Alexander, L & K McManus,
	Glider: ASK-21 - N221CC – John Lubon			Crew Chief E-mail: smcmanus1@cinci.rr.com

*FAA Flight Examiner

** Chief Flight Instructor

*** Chief Towpilot

x – Tow Pilot & Instrctr

PLEASE CHECK YOUR 2006 5TH CREW DAY SCHEDULE

For additions or changes please contact Dave Menchen at - (513) 779-0821 H, (513) 313-2315 C, or DMenchen@cinci.rr.com

Submissions for *The Frequent Flyer* should be sent to:
aaron_sorrell@sbcglobal.net

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