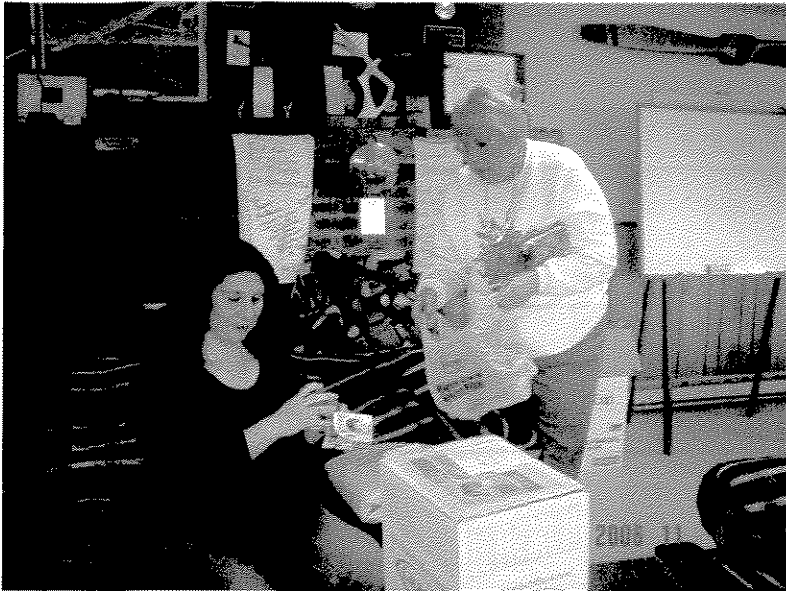


The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

November 2006

Congratulations ! It's a Pilot !



Sarah opening gifts with help from Doris



Gourmet Chefs – Ruthie and Kim

Sarah and Chris Palmer's son is arriving soon. On November 4th guys and gals celebrated the upcoming event with a potluck lunch and baby gift shower. About 40 people attended the event where there was lots of delicious food prepared. Sarah and Chris received a lovely assortment of gifts and as expected most of them carried a flight theme. The Palmers would like to thank everyone for their friendship and support and all of the special presents for the new baby.

IT'S ELECTION TIME..... AND WE STILL NEED YOUR VOTE !!!

The return on the ballots has been very disappointing. Despite the fact that the Club provided a return stamp, we have not even received half the ballots we sent out. Not only that, but to pass the By-Laws, we need an affirmative vote from half the membership. Please help us save costs and money by returning your ballot as soon as possible.

We have provided an easy format, where you only need to fold and tape the ballot so the address and return stamp are on the outside. There is still time. Please take just a few minutes to mark your votes and put the ballot in the mail.

If you have lost your ballot, please contact Rolf Hegele at N11rdbird@starband.net, or 937-862-8662, and we'll send out another one. They must be received by Monday, November 13 in time for the Annual Meeting scheduled for Tuesday, 14 November 2006 at 6:30 PM at the Clubhouse where the ballots will officially be counted.

Thanks and PLEASE VOTE !

FRANK RULES ! ...

CCSC's own Frank Paynter ruled the Sports Class sky on the third day of the Region 4N at Fairfield PA. This was Frank's first day win and he finished an excellent overall of 3rd place for the entire meet. Congratulations, Frank! It's just the beginning in a long string of wins!

...AND LYNN RATES !

Lynn Alexander has officially earned his Commercial Glider Rating. Not to be stopped, his sites are already set on checking out in the L-23, ASK and the Grob. Way to go, Lynn!

JUST SAY "NO" TO "LOW and SLOW" - THREE GOOD LESSONS FROM DICK ECKELS

Jim, you said that you never wanted to hear George Stillwagon say "never get low and slow" again. You probably won't, but George had it right, although a bit repetitive.

Most of us now have at least heard about the latest stall/spin incident in which the club's 1-26 was damaged. The Club and the individual involved were the recipients of more luck than could ever be expected in this incident. Had it happened a little higher, the pilot would probably not have survived. A little lower and there would have been several bystanders, including guests, who might at best been only severely injured. The stall/spin sequence occurred at just the right altitude to avoid bystanders and still allow the pilot to survive.

There appears to be three lessons to be learned from this incident. In talking to the pilot, he had the impression that the landing lane was at least partially obstructed by gliders. While there are differing opinions of the facts, the pilot's perspective is certainly different from that of people on the ground. At this point the situation is a matter of opinion and perspective. Lesson one - ALWAYS keep the landing lane as clear of gliders and other vehicles as possible, especially when there is traffic on other parts of the field.

With the appearance to the pilot that the landing lane was at least partially obstructed, he decided to land over the tow plane that was hooking up for another tow. The tow plane started to taxi forward to takeoff position. Now, the safe landing space forward of the tow plane was becoming further away. Lesson two - When there are aircraft on Base Leg and/or Final Approach the ground crew/wing runner must ALWAYS signal the tow pilot to stop until those aircraft have landed.

Having the safe landing space in front of the tow plane become further away the pilot, rather than attempt to maneuver around the obstructions, tried to stretch his glide. It can't be done. He had insufficient altitude to land beyond the tow plane and insufficient airspeed to carry him to a safe landing. The result of attempting to stretch the glide was - a stall with the left wing dropping as a spin started. Fortunately he was at an altitude, where upon losing control in a left turn, he impacted the ground before excessive vertical velocity had developed. Lesson three - ALWAYS plan your landing approach to allow for unforeseen movement of objects on the ground and maintain sufficient airspeed to allow for last minute maneuvering and airspeed changes resulting from wind gradients. Yes Jim, as George continually said "Don't get low and slow".

It appears that damage to the aircraft amounts to several superficial dents and one wing spar overstressed and distorted. We, the Club and the pilot, were lucky. We cannot allow this to happen again. Hopefully, we have relearned these lessons. I, as an instructor and pilot examiner will, from now on, set up landing scenarios that require the student/applicant to display good judgement in planning a landing approach involving an unusual pattern. The objective of a landing pattern is to bring the aircraft to a safe landing. The standard rectangular pattern landing approach is recommended, because it provides a relatively predictable path to scan for landing aircraft, but the pattern is not the objective.

CAESAR CREEK SOARING CLUB - LADIES HOLIDAY LUNCHEON

Saturday, December 2, 2006 (arrive 11:30-11:45 am)
The Polo Grille Restaurant
5035 Deerfield Blvd.
Mason, Ohio

RSVP by Monday, November 27. Please call one of the following:
In Cincinnati: Carol Carraway 513-228-0537 (Lebanon) or Margie Meyerrose 513-385-7329
In Dayton: Harolyn Burns 937-256-0345
In Columbus: Kim Parr 614-775-0050

For added FUN bring a wrapped holiday gift exchange under \$5.00!

From I-71 take Exit 19 onto Mason-Montgomery Rd. Turn north on Mason-Montgomery (right, if traveling south, or left if traveling north) Go approx. 1 mile to Deerfield Town Center on the left. Turn left into Town Center. Polo Grille is two buildings to your right facing Mason-Montgomery Rd.

From I-75 take the Tylersville Rd. exit. Go east on Tylersville (which turns into Stitt Rd. as you cross Rt.42) until it comes to Mason-Montgomery. Turn right on M-M. Deerfield Town Center will be on your right. Turn into Town Center at Irwin Simpson Rd. or just after that there is an entrance to the Town Center. Polo Grille is in the strip of restaurants facing M-M Rd

CAESAR CREEK SOARING CLUB – ANNUAL CLUB BANQUET

The SSD and CCSC Boards cordially invite each and every member, your spouses and friends to join us for the annual Caesar Creek Soaring Club Annual Banquet to be held Saturday, January 20, 2007 at the Kings Island Resort and Conference Center located at 5691 Kings Island Drive, Mason, OH.

The event will begin with a reception at 6:30 pm and the prime rib and chicken buffet dinner served at 7:30 pm. The charge for the event is \$29 per person billed to your account. A cash bar will be available.

Reservations are required. Please RSVP as soon as possible to Maury Drummey by email at mfd4@aol.com or by calling (513) 871-1998. We look forward to seeing you at the Banquet.



Members of the Month – Jeanne and Greg McDowell

Upcoming Events!!

14 November	CCSC Annual Meeting	6:30 PM	Clubhouse
18 November	SSD Board Meeting	9:30 AM	Clubhouse
2 December	CCSC Board Meeting	9:30 AM	Clubhouse
	Ladies Holiday Lunch	11:30 AM	Mason, OH
16 December	SSD Board Meeting	9:30 AM	Clubhouse
6 January	CCSC Board Meeting	9:30 AM	Clubhouse
20 January	SSD Board Meeting	9:30 AM	Clubhouse
	Annual Member Banquet	6:30 PM	Mason, OH

EYES OUT by Dick Eckels

Several Wednesdays ago after a day of relatively poor soaring conditions a new air mass moved into our area and a member, a new private pilot, but experienced power pilot decided to take the 1-34 up for the last flight of the day. It turned out to be a good soaring flight. Unfortunately, a private jet inbound to Lunken Airport was descending through our area as directed by Dayton Approach. Upon clearing the clouds the jet pilot noticed a red glider in "close proximity" to his aircraft. He reported a "Near Miss" to FAA. He further reported that the glider was "at or had just exited the clouds".

I was contacted by Cincinnati FSDO and asked if I knew who had been flying a "red glider". I replied that I did not know, but would find out. Upon contacting the individual, the story was somewhat different. The individual stated that he had not broken VFR cloud clearance limits and had seen the jet. He said that while the jet was somewhat close he had not felt threatened by it. A NASA form was filed, the FSDO was contacted, and the FSDO in turn contacted the individual concerned. No further action was taken, although Cincinnati FSDO stated that in view of the recent mid-air collision in Nevada the FAA will start to press for all gliders to be retrofitted with altitude encoding transponders.

The messages to be learned from this are:

- We are in a very high traffic area.
- While we may all at one time or another have been guilty of breaking the VFR cloud clearance limits, we must be extra cautious in approaching cloud clearance limits.
- We must be extra observant. Not only do we not want to be involved in a mid-air collision, but also we do not want to give the FAA more reasons to require transponders - especially on training aircraft.

As a further caution, I strongly suspect that our operations have been placed under surveillance. I have noticed several different individuals who were not Club members come out to the flight line and only watch. When asked if they were interested in flying, they replied that they were not and that they only wanted to watch.

Be Careful - Fly Safe

Editor's note: The meeting minutes for CCSC for both October and November are included as October's were not in the last newsletter.

CCSC Meeting Minutes 7 October 2006

In attendance were Andrew Dignan, President; Jim Lowe, Treasurer; Dave Menchen, Operations; Dave Rawson, Facilities; Rolf Hegele, Secretary; Steve McManus, Glider Maintenance; Maury Drummey; Social and PR; and Jim Goebel, Vice President.

The minutes from the previous meeting were reviewed and approved. The Treasurer's report was also reviewed and approved. Jim noted that our assets include about \$10k in youth funds however it was felt that an audit trail would be required to document the exact amount. There is a \$6500 donation along with the contents of the 9992 account that belongs to the Youth Group. It was also recommended that the Income portion of the Summary Report be broken down into the source of the funds (including flying income, dues, shares, hanger fees, initiation, and merchandise). Sara and Pat are to develop a methodology to extract that data from the financial system. It was also noted that the Waynesville Airport had provided a Glider Ride based on one of our Gift certificates. Payment to Waynesville was authorized.

There was extensive discussion about the 1-26. Repair estimates to date are well over \$5000 and would require a year(s) to fit into Cubby's schedule. Therefore it was agreed to pay \$5000 to the SSD as compensation for the loss of the aircraft. Disposition is the responsibility of SSD.

The plumbing manifold has been changed and final repairs should be completed within several weeks. There was also concern expressed about trailer safety on the electrical grid. Dave will continue his refurbishment efforts. It was also reported tht the roof on the house is still leaking and the issue was referred to the SSD. It was noted that the drinking water cistern needed cleaning, and Andrew will check on sources. The Ox Roast was discussed and it was agreed that the Club would reimburse Dick for the beef.

The ballots have been mailed and we encourage everyone to vote and return the ballot.

The meeting was adjourned at 11:20 AM.

Open Items are as follows:

- Provide audit trail for youth funds - Pat
- Provide a mechanism to categorize income from the financial system. - Sara and Pat
- Document Tow Pilot Qualifications - Paul McClaskey
- Emergency and Accident Response Plan, review SSA documents - the Board
- Refinishing trailer park electrical - Dave R.
- Newsletter article on "Chain of Command" – Andrew
- Place power drop cords in hanger – Dave R.
- New computer for the office – Andrew
- Plumbing repairs - Andrew

Gas Alert - October

Subsequent to the meeting, we received September gas bills which significantly reduced the price of gas. Therefore, in accordance with the Schedule of Fees and Dues, tow fees have been reduced to 60 cents per 100 feet of altitude, effective with the billings for October.

CCSC Meeting Minutes 4 November 2006

In attendance were Andrew Dignan, President; Jim Lowe, Treasurer; Dave Menchen, Operations; Dave Rawson, Facilities; Rolf Hegele, Secretary; Steve McManus, Glider Maintenance; Maury Drummey; Social and PR; and Paul McClaskey, Tow Plane Maintenance.

The minutes from the previous meeting were reviewed and approved. In addition, from now on this meeting's minutes will be published in the next newsletter so the membership will have current information. The Treasurer's report was also reviewed and approved. Jim noted that our assets still include about \$10k in youth funds and the \$5000 agreed to at the last meeting for the 1-26 damage. He asked about getting direction to pay those liabilities and it was noted that the motion from the Board at the last meeting justified paying the \$5k to SSD. There was an undercharge on the September tow fees and it was decided to not pursue any recovery. The Income portion of the Summary Report was shown as flying and other income while the process for identifying the source of funds is identified. Pat provided an explanation on how he arrived at the SSA payment (by eliminating non-members and delinquent accounts). Four members were more than 90 days in arrears and Pat could not make any progress with them. Therefore, they will be terminated from the Club.

We also received a letter from the insurance agency indicating that under the laws of the State of Ohio our insurance rates could increase, Andrew will check that out along with the rebate we should have received for selling 361 to the Youth group. We reviewed one new application and Dave Menchen will talk to the applicant before the next meeting. The application review process will be reviewed by Andrew, Rolf, Pat and Sara. Maury presented plans for the Membership Banquet to be held on Saturday 20 January, 2007. The reception begins at 6:30 PM with dinner at 7:30 PM with the program to follow. Maury will do a separate notice for the Newsletter. The plumbing has been repaired and paid and the floor will be repaired shortly. The tow planes will begin their annuals over the winter. The safety meeting with Jack is scheduled for Sunday. The new computer has been ordered and should be installed next weekend. The Ranger has withdrawn his request to hunt on our property.

The Board still needs to review the SSA Emergency Response Plan for application at CCSC. A quote of \$1200 was received for cleaning the three water cisterns and sealing one of them. This work was approved. There was concern about availability of the maintenance shop and Dave Rawson has the action to resolve.

There was discussion about having a SSF seminar for the membership next year and it was also noted that the Flight Instructors also need a renewal seminar. The Board agreed to pursue both seminars and Andrew will coordinate with Joe on the schedule. One of our members recommended we change our advisory frequency from 123.3 since the tow planes were cluttering the frequency with their position calls. There was some discussion about using 122.9, 122.75, or 122.85. The consensus of the Board and the members in attendance was that the tow planes should be on the glider frequency for safety in the gliderport area. We will leave operations as is for now. It was also recommended that we refocus on our primary concepts – safety of all our flight operations. It was recommended that we consider assigning a safety officer to each crew as well as adding some additional questions to the crew listing. This was deferred for more discussion.

The meeting was then adjourned

NOTE: The ballots have been mailed and we encourage everyone to vote and return the ballot.

Open Items are as follows:

- Provide a mechanism to categorize income from the financial system. - Sara and Pat
- Document Tow Pilot Qualifications - Paul McClaskey
- Emergency and Accident Response Plan, review SSA documents - the Board
- Refinishing trailer park electrical - Dave R.
- Newsletter article on "Chain of Command" – Andrew
- Place power drop cords in hanger – Dave R.
- New computer for the office – Andrew
- Check on insurance rebate – Andrew
- Coordinate SSF Seminars – Andrew and Joe
- Develop an application review process – Rolf, Andrew, Pat, Sara
- Clear the maintenance shop – Dave R
- Cistern cleanout - Andrew

Gas Alert - November

We received no new gas bills. Therefore, in accordance with the Schedule of Fees and Dues, tow fees will remain at 60 cents per 100 feet of altitude.

Classifieds

Editor's note: Ads will be re-run monthly unless otherwise advised. Thanks!

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.

Wanted: Garage hanger to rent, lease or buy. Please contact Randall Orem 937-667-7468 or rodo@acsorem.com

CCSC Board of Trustees:

Andrew Dignan - President
Jim Goebel - Vice President
Jim Lowe - Treasurer
Rolf Hegele - Secretary
Maury Drummey – Social/Publicity
Dave Rawson - Facilities

Steve McManus - Glider Maintenance
Paul McClaskey - Tow Plane Maintenance
Dave Menchen - Operations

Safety Committee:

Buck Towne
Paul McClaskey
Joe Jackson
Dave Menchen

Caesar Creek Soaring Club
P.O. Box 918
Waynesville, Ohio 45068
(513) 932-7627
See our website at:
<http://www.soarccsc.com>

Submissions for *The Frequent Flyer* should be sent to Tammy Scott at:
tspot1@sbcglobal.net

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

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. Gaertner	T. Bresser, M. Drummey, P. Vimtrup, B. Stoops R. Griffiths, C. Richardson, R. Greenlee,
	Glider: 1-26 – N17908 (548) – Rolf Hegele			Crew Chief E-mail: N1Irdbird@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, J. Coomes, P. Callihan, G. Proffitt, L. Alexander, L & K McManus, G. Toscani
	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