

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

September 2007

Summer Flying Camp 2007 - Oh, So(lo) Sweet !



Eric prepares for the ceremonial shirt-cutting

The 1st annual Summer Soaring Camp held the week before Labor Day weekend was a success with nine SSA badges awarded. A few members gained quite a bit of training and experience along with and quite a few walk-ins and private ships. The camp averaged eighteen flights per day and like the Youth Camp, some of the flying was done when most people would not even think of coming out to the field.

The preliminary list of participants included pre-solo students: Steve Farber, Randy Orem, and Eric Cochran. Post-solo students were: Mike Wilkins and Charlie Richardson. Post-license pilots were: Lucy Ann McKoskey.

Of special note, Eric Cochran soloed the 2-33 on Thursday and Mike Wilkins completed his tenth 2-33 solo.

There is room for growth next year as we always had enough instructors, tow pilots and volunteers to support these students and pilots. Thanks to all who participated and especially those who came out and helped. We all would like to thank Pat De Naples for suggesting and organizing this event for the club.

Jim Goebel, Vice-President CCSC

President's Corner

Andrew Dignan

It is getting to the end of this long, hot and dry summer but we have a few more events coming along. Our field is varying between shades of light green to dark brown with the soil having a Rockwell rating of HRC 57 to 62, depending on what if any T-storm has passed over. Despite the lack of rain and lots of dust we have been kicking up, all in all one would have to say things are still looking great three months after our edition/hosting of the SSA Sports Class Nationals. You will see elsewhere that we did well to our bottom line, but we know that there was A LOT of hard work put into it by many people. I for one would like to thank Dick Holzwarth for taking on the mantel and responsibility as Contest Manager. He did a great job and you should let him know it the next time you see him at the field. The vast majority, and I do mean vast, that attended this event had nothing but good things to say about it all. There is no other way to say it other than the CCSC has the people, the experience and the commitment to throw a contest/event of the highest caliber. We have now proven this point over the last five years starting with the SSA Convention and ending with what was probably one of the best National contests of the year. Period.

Communication:

As is always an issue with a club our size it takes **communication** to make sure the right information gets to the right person. We have been facing a

lack of this in the past years. None of it has been life or death...yet, but communicating to others involves a little bit of smarts as a pilot and a club member. Being a club member brings with it the responsibility to watch each others' backs...by communication! It is your responsibility as a club member to contact the right people within our structure. By communicating to the right folks you make sure that you/we do the right thing when jumping in to solve a problem or fix equipment. By communicating to the right people you will pass on information about an event and pave the way for the right solution. In the not too distant future we will have a web based mechanism to do this. So how do you as a club member participate?

Here is how. It is no secret that the CCSC Board is organized expressly around the purpose of communication, that is to make sure someone is responsible for a particular area of the operation and act as a focal point of knowledge that both club members and the Board depend on. This helps our club keep running with a minimum of disruption, down time and ill-will. It also makes sure that someone has responsibility to complete the task, and I am sure we all want that. I could go on and name situations where the lack of communication has caused disruptions, planes being down longer than needed, but that is the past and we can't change that. The future? We can change.

You may have noticed that since February of this year, if you look on the back of every newsletter right under the crew schedule, there is a list of all the CCSC board members along with their telephone numbers and area of responsibility. This list gives you direct access to them. Every one on the board and other leader members of the club have taken the responsibility to head up a "division" within our organization. Most of the time they have chosen areas in which they have great knowledge. For some it is even their profession in 'the real world'. This organization of our Board creates a "Chain of Command". This chain is built up of the following areas; Operations (Crews and Staffing), Dave Menchen; Aircraft Maintenance, Steve McMannus; Grounds Maintenance, Dave Rawson, Treasurer, Jim Lowe, Secretary (Documentation), Rolf Hegele; and last but not least Events, Maury Drummey.

How can you use this to make a difference? I am asking you as a club member to take a proactive leap forward and put this information into your cell phone, PDA or phone list so you will have it right at your finger tips. The next time something goes on or awry, give someone a call....anyone!

When do you call these people? It does not matter. If the issue is big or small, take it upon yourself to pass along anything you flail, find or fix and let that person on the Board know. For instance; if a tow plane has an issue, always call Paul McClasky. If there is a sailplane issue, always let Steve McMannus know. If a bird or squirrel took out the transformer to the grounds, call Dave Rawson. You get the idea. If we all know what is going on by communicating with each other, we will all be a

happier bunch, especially your CCSC Board. If for some reason you can not get any of the aforementioned folks, give John Lubon or me a call. We will make sure the right person gets the information. So I ask you to COMMUNICATE! Try it, you'll like it.

On a more pleasant note, it has been great to see people out using the facilities after the flying is done. I was buoyed by the fact that after staying at the field all day after our August CCSC Board meeting there was, for all intents and purposes, a potluck dinner with about 30 people in attendance. Ah the good old days are coming back. The dinner lasted well after dark and lots of very good food was eaten along with a few laughs ringing out. We got to meet the Carraway's son and some of his friends. Turns out they, like some others in the club, are heavy into astronomy. We may even organize a joint Columbus/Dayton/Cincinnati star watch at the field in late September or early October. Did you even know we have a few serious star gazers in our club? You have to be there to find out these things and a post flying day dinner is a great way to do it.

As I write this, we just finished up a week of Summer Flying Camp and the Labor Day weekend with some great flying days. Friday and Saturday saw an influx of nine 1-26's for a meet and the glass ships were making attempts at 500K's. People were getting in their solo flights and others bringing family members for the first trip to the glider port. Monday also proved to be a great day with 7 K thermals and 5-6K tops. What else could a CCSC glider pilot ask for in the way of nice weather like that?

On Saturday night we had the Ox Roast with 91 people in attendance. It was fantastic to see the porch full of people chomping away with a new chef (me) that managed to not bungle the job too much with the help of local carving talent (Guy Buyers).

We also owe some thanks to Harolyn Burns, Marybeth McManus and Joanne Pedersen for helping get the side dishes together. This was all aided by the addition of a new stove and microwave oven brought in by Steve McManus, installed by Dick Holzwarth, Joe Jackson and Steve. The real "chefs" at our facility were very happy about the new additions and the ease with which the food can now be prepared. So Keep'um Clean and do not leave your dirties around for others to wash. Your grown now...clean them your self.

See you at the field! Andrew

BOARD ELECTIONS

If you are interested in running for the CCSC Board of Trustees, contact any board member and Rolf Hegele.



September 11 ... Lest We Remember

During this month of September, let us all take time to remember the people who lost their lives in the terrorist attacks on our Country. And let us all take some time to be thankful for the freedoms we all enjoy – the freedom of family, friendship, and the freedom to soar our country's skies and enjoy its beauty. God Bless the USA.

Picture Submitted by Rolf Hegele

Oktoberfest 2007 – Saturday October 20th

Maury Drummey

The annual CCSC Oktoberfest will be held at the club on Saturday, October 20th. Food and drinks will be provided (but as usual everyone is welcome to bring their own favorite German dish). There will be lots of music so slide on your polka shoes and be ready ! All club members, family and friends are invited.

Campground Spots Opening Up

Dave Rawson

Our bylaws require that when new campground spots become available, we offer them first to the existing residents in the campground, with seniority in the campground being the method of prioritizing who gets what. I know many of you are happy where you are, but it's been quite a while since we had spots come available, and I don't want to miss anyone. The spots available or about to be are Larry Kirkbride's, Zora Lopez', and Mercedes Stafford's. If anyone has a wish to move, please let me know your preference as soon as possible, we'll sort things out.

FOOD FOR THOUGHT - HOW ARE YOU TREATING OUR SHIPS?

Over the past year as editor, I have received several emails regarding club members concerns on how we treat our various assets. In fact, I myself have written subtle reminders to our members about areas where we have become lax. Poor treatment/cleanliness of the clubhouse, joyriding on carts, abuse of mowers and other tools – heck, even some stuff that seems to “disappear” – all of these cost all of us. And sometimes, we need to reflect on what we have done poorly as individuals - things that probably weren't a good idea although it seemed okay at the time or we just weren't paying attention. I received the attached informational email from John Murray and it did get me to thinking about times I have not treated club ships with the same respect I would treat my own. No one can deny that our ships are our most valuable assets and no one understands this better than someone like John with his vast experience in glider repair. Here are excerpts from his letter:

-There have been many pictures of our club members not handling our ships in the best of ways. Recently I saw one where one of our instructors was sitting on a wing with his shoes on the wing surface. I bet this was a posed picture and is innocent enough, but please club members, let's think about how we treat Club equipment. Would any of you in a sober moment sit squarely on a wing with 100% of body weight on the wing skin? Probably not. If you doubt this is bad, please stop by my shop someday and I will show you how thin the outer skin of a glass wing is. It is less than 1/16" thick. While strong, it is not dent resistant and this will dent/damage the wing-skin.

Next issue; sitting on the wing-skin while wearing shoes. In case you have not thought of it, this is bad practice. It is really bad for the glider finish. There has to be dirt on the shoes' soles which will scratch and damage.

Moreover it shows a serious disrespect for the aircraft. I would not tolerate anyone treating my aircraft that way. Then I thought about it and, as it is a club ship and I am a club member, I realized it IS MY AIRCRAFT!!! and disrespecting my aircraft this way is totally unacceptable at any level. Let's please not do this to OUR AIRCRAFT! They deserve better.

Lastly while on this soapbox, another thing I have seen a lot of that concerns me. Many of us open the K-21 canopies by reaching in and lifting on the top of the window. This is again a terrible practice! K-21's have a special aluminum lifting tab on the canopy frame so one should not be tempted to open a canopy by the window. I would bet I have seen 20-30 cracked canopies in my career where the cracks originate at one of the screw holes above the window. It happens all the time. FYI - a new canopy costs about \$4600.00 dollars installed.

This sort of abuse is so easily avoided with some thought about how best to use our equipment. Let's use this as a positive lesson and hopefully never again see any of these three mistakes again!

John Murray, Eastern Sailplane, FAA CRS E#NR568J -

Many thanks to John for the reminder of the value of our ships and the importance of treating them with the respect they deserve.

DID YOU KNOW???

In flight, gliders/pilots should DO only two things, but too many gliders/pilots spend too much time DOING a third. (We're thinking bird-simple here.)

1. What are the two things gliders/pilots should do?
2. What is the third thing that too many spend too much time doing?

- Look elsewhere in the Newsletter for an answer

SSD Board Meeting Minutes – August 18, 2007

Present: John Lubon, Pat DeNaples, Wally Detert, Dave Edwards, Lucy Anne McKosky, Dieter Schmidt, Norb Maurer
Absent: Bill Maxwell, Bob Root

The meeting was called to order at 9:55 a.m. by John Lubon. The minutes of the previous meeting were read and accepted. The treasurer's report was reviewed and accepted. SSD balance on hand is approximately \$15,000. A bequest of \$7,000 was received from the estate of Bruce Helve, with another installment to be paid at a later date. This money will be invested in a CD and held for a special use to be determined later.

Old Business: Dieter Schmidt reported on his meeting with the Forestry Department regarding reclassifying the wooded areas of the property as forest to reduce property taxes. This would require a designated forest manager and a forestry management plan including removal of non-native invasive species such as honeysuckle. Another option would be to clear the trees so the ground could be classified as agricultural and planted with crops. If the current lessee is interested in increasing the amount of land he leases, this alternative would reduce the assessed valuation from the current level and generate some additional income. John Lubon will discuss this with the farmer. The request for reclassification of the property must be submitted by next January.

Leases for the enclosed hangars were also discussed. The first building's leases will start Nov. 1, 2007. The new lease rate must be determined and the occupants notified. The board discussed appropriate rental rates for the units. Rates of \$40 - \$50 per month have been proposed. The board would prefer that the rents be paid annually or semiannually, with the first lease period to be 14 months (1 November 2007 through 31 December 2008) and subsequent leases to follow the calendar year. If property taxes continue to increase, lease rates may need to be increased commensurately in future years. Replacement of two windows in the farmhouse has been completed.

The board reviewed the issue of the concrete block pump house and the red shed currently used for lawnmower storage. It appears that demolishing both buildings and putting a prefabricated shed in the campground would be the most convenient and cost-effective alternative. The CCSC board favors this approach. The old well in the pump house should be capped for safety reasons.

New Business: None

The meeting was adjourned at 11 a.m. The next meeting will be held Saturday, September 8, 2007, at 9:30 a.m. at the CCSC clubhouse.

Lucy Anne McKosky, Secretary

CCSC Board Meeting Minutes - 1 September 2007

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

Secretary - The minutes for the previous meeting were reviewed and accepted as read. There were no new member applications.

Treasurer – The report showed savings and cash of almost \$40K, however pending bills include the SSA and the lease payment to SSD. The Treasurer's report was approved.

Glider Maintenance – New seat belts are being installed on the 2-33s and the adjustments are being looked at in the 1-34. The pitot was bad on a K-21 which John Murray repaired. It was noted that the other one was loose and it was repaired that day. The back door window on 135 is cracked and needs repair. In reviewing registrations, it was found that 3616Q was a duplicate number with another aircraft and Andrew will follow-up and correct.

Facilities –**It was again noted that people are not taking care of the equipment.** The Kubota was found with three flat tires and no one had been notified. It was felt that a log should be developed for the equipment (maybe another white board). A number of trailer park movements have been taking place in accordance with the UOPs. We do need some sort of document for trailer residents (similar to a lease) that describes member responsibilities for disposing of their trailers. Steve and Rolf will prepare a draft for review. The wiring in the hanger is underway and an electrician will review the wiring requirements and also look at the fuse box in the barn.

Social – The Fly-In is scheduled for the second Sunday, September 9 and will include pancakes in the morning and hot dogs and burgers in the afternoon. We encourage members to participate to help with the aircraft and people movement. In addition, OKTOBERFEST is scheduled for 20 October and will include a pot luck dinner of brats and mets and anything you would like to bring. This will be combined with our neighbor appreciation day. Rain date is 27 October.

Operations – CPR training is scheduled for Wednesday, 12 September at 6PM; Saturday, 15 September at 9AM; and Sunday, 16 September at 11AM. The automated Crew Chief report is being worked but not yet operational.

Tow Plane Maintenance – There was no towplane report however it was noted that they were all flying. However, the headset is missing from 33Z. A new pair was authorized.

Old Business - The adult Summer Camp was successful in that Eric Cochran was able to solo (Congratulation), along with 9 badge flights. The Sport Pilot changes to the UOPs are being prepared pending input from our insurance carrier.

New Business - The idea for a web cam was discussed as long as access was limited to club members. A new stove and microwave were being installed primarily thanks to Steve's efforts. The ladies are ecstatic. He was also authorized to purchase a small freezer in which to keep ice to make room for food in the refrigerator. Besides the ice maker does not work. Steve will procure.

John Lubon discussed the need for a mentor program to help developing students maintain their enthusiasm for the process. They would not do any instruction but help assigned protégés stay involved and active. John is looking for a manager for this program. If you would like to volunteer, contact John Lubon. One idea would be to have a new member question and answer period on the 1st Sunday of every month at 9AM which would then tie into crew training.

A thank you note was received from Cody and Shiloh Smith for the Youth Camp contributions which allowed them to attend. The card included a note from their mother noting that the camp had a significant effect on Cody and his life's interests.

Andrew volunteered to manage a Region 6 South Regional Contest next year and it was agreed that we should sponsor a contest. No details of Classes, wet/dry or other officials were available. The Vintage Soaring Association is also interested in using our field next year. Andrew will coordinate with them. It was also decided to thank Club members for their participation this year. Therefore the Ox Roast would be charged to members at \$5.00 per person. Several people have been identified to perform the financial review and it will be started shortly.

Open Items are as follows:

- Document Tow Pilot Qualifications - Paul McClaskey
- Provide a notice on maintenance shop breaker box about heat usage – Dave R
- Newsletter article on "Chain of Command" – Andrew
- Place power drop cords in hanger (in progress) – Dave R.
- Emergency and Accident Response Plan, review SSA documents - the Board
- Prepare the safety policy signs for display on the trailer and on the web page – Paul
- Identify monthly reports for Board consideration -Andrew, Rolf, Sara
- Establish a SoarCCSC. com address for data updates on the invoices – Andrew
- Review, update and publish Board position responsibilities (in review) - Andrew, Rolf
- Identify social functions for the year and put them in the Newsletter – Maury
- Move FoxPro files to Access – Andrew, Kevin Christner
- Review Sport Pilot training and insurance issues – Joe Jackson, Andrew, Rolf, Jim G.
- Prepare a plan for the midfield drainage ditch – Dave R.
- Nameplates for open trailer bay – Dave R.

Gas Alert

We received no new gas bills. Therefore, in accordance with the Schedule of Fees and Dues, tow fees will remain at 80 cents per 100 feet of altitude.

Upcoming Events

Fly-In: 9 September

CPR Training: 12 September at 6PM, 15 September at 9AM, 16 September at 11AM

Oktoberfest / Neighborhood Appreciation Day: October 20

SURE, YOU KNEW!

(The answers to Did You Know)

1. A glider (1) goes straight and, a glider (2) turns.
2. Students and some (too many) pilots (3) spend too much time transitioning between the two - rolling by "falling off into a turn", casual banking, stepped banking, banking too shallow, flying on one downwind/base and "wishing themselves" on a wider/closer downwind, and changing headings with wings nearly level, changing heading while straight, slipping while straight.

...When you decide to turn or go straight...roll-in, or out, with intent and coordination. Be at a fixed bank of your choosing if you are turning. Alternatively, track or head at a fixed point if your intent is to go STRAIGHT. Go where YOU choose to go, and not where/how "the glider takes you".

By Jim Gobel

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: Can't be a Thunderbird? The next best thing is to buy my 1/4 share of the best looking best flying 1-34 for sale anywhere. A9 come completewith parachute, trailer, great co-owners and a beautiful Thunderbird paint scheme. \$3,750 Call Dave Menchen (513) 313-2315

For Sale: Udo Rumpf one man rigging dolly, \$750. Strong 303 parachute, \$650. Garmin GPS Pilot III with EW-D data logger, \$600. Contact Greg McDowell, 937-382-5065

Wanted: Campground Trailer on the pad. If you have any interest in selling your trailer, please contact me at n774jp@netscape.net or 812-537-3137. Thanks, Jim Price

Wanted: 3-5 partners in new DG-1000T. 30k-40k per share, 1 to 3 years until delivery. Contact Rob Cluxton at rjcluxton@cinci.rr.com or phone 513-702-3925

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.

Caesar Creek Soaring Club

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See our website at: <http://www.soarccsc.com>