

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

October 2008



Neighborhood Appreciation / Oktoberfest Maury Drummey

CCSC will host our annual Neighborhood Appreciation Day in conjunction with our annual Oktoberfest on Oct. 18th at 5pm. Every year we invite our neighbors to come on down and see what we are all about. This year we have decided to do the traditional Oktoberfest meal – we will be having Bratts and Metts. We are asking everyone to bring a side dish. Considering that we are also feeding our neighbors, please bring a bit bigger dish or an extra one if you can. Glider rides are available as well as music, drink and fun. So come on out, have a little food and fest, and show our neighbors how much we appreciate their support of CCSC.

Winch Flights in Our 2-33's Tom McDonald

The CCSC board approved the use of the club's 2-33 aircraft in winch operations during their September meeting. Jim Goebel and I did this for the first time on Monday, October 6, completing my winch launch endorsement and winch instructor check in our own N2615H. In a good omen for this operation, we found a thermal and climbed to 400 feet above the release altitude on our first launch using a club ship.

This flying is restricted to the Waynesville airport (not ours, at least for now) on weekdays. It does not overlap or interfere with regular club operations. Obviously, we had to aerotow our glider back and forth. True, Stewart Field is too short for ideal launches. We're getting about 800 feet of altitude from 2500 feet of line. This usually isn't enough to find a thermal and soar, even though we did it today. Still, I'm stoked about this opportunity for some great training. I can tell you that I'm a much more accurate pilot from just over a dozen flights, and you can be too.

The winch

Jim Goebel purchased this winch a few months ago. It is based on a 350 CID Chevy truck engine, and develops 250 hp. Two hundred twenty-nine launches to date have used a little less than two cups of fuel per flight. By comparison, John Antrim's recent fuel use study for the Pawnees estimated that a 1000 foot release uses about 1.3 gallons. Gerry Proffitt is the primary winch operator, and Dave Menchen is also trained. Besides me, Jim has signed off Gordon Penner and Steve Thibodaux as winch instructors.

\$15 per flight in our ship, \$27 in theirs

Jim charges eight bucks per launch, and half that if an abort or rope break results in a straight-ahead landing. Our glider costs the same per flight as usual, plus a two dollar hookup fee to Stewart's. Their glider costs a flat \$12 per flight off the winch, which includes the hook-up fee. Instructor fees of at least \$7 per flight will also apply for the commercial operations' CFG. Considering the higher cost per flight and transportation between the two airports will still sometimes make renting Cubby's 2-33 more practical than using our own.

What you get

- A lot of fun
- A winch endorsement (or re-currency) in your logbook
- Rapid improvement in flying skills
- Potential significant cost savings

Student and currency flying

The price issue is important, but not the main thing. Consider value, or bang for the buck.

Winch-to-pattern will never replace aerotow in our operation. But if you are a student, winch training is definitely for you. A lot of training flights are spent developing skills in the traffic pattern and landing. If you are lucky, you can get two flights in a day. A winch operation using two gliders can launch eight to ten flights in an hour. Say four or five of those flights are yours



Hurricane Ike Hits CCSC!?

Tami Scott

The remnants of Hurricane Ike hit CCSC on September 14th. Our club photographer, Tom Bales, snapped these pictures of the damage and part of the clean up effort. CCSC had one fatality as can be seen by the damaged on our Little Red 1-26. Thanks to everyone for their efforts in helping with the cleanup.



I believe many club members have let their proficiency, standards and goals go. I believe many of our pilots may be operating well short of their capabilities. Some of us are just being, or becoming, lazy or complacent. I've heard some club members flaunt that they can stay up for hours and are therefore expertly skilled. I've ridden with a few, and the majority meander around the sky, failing to display the proficiency they profess. I've subsequently watched many folks muddle through the pattern, to over-speed and unstable approaches, usually (but not always) culminating in a safe, but inaccurate landing, and after stopping, the downwind wing usually crashes to the ground in the wind. Score the landings when you're at the airfield and see for yourself.

Some pilots are choosing to be smooth rather than being precise...With currency and practice, you can be both. Some pilots may not have been trained well, and don't realize their capabilities. Also, pilots may not have augmented their education and training by more reading and/or seeking the better and more demanding instruction/instructors, either for advice or flight training. If I could encourage pilots to improve their flying in only three areas, those areas would be:

1. **Make every landing a spot landing, on-speed.** This will usually follow a well executed approach...on glide slope and also on approach speed. The transition, flare and touchdown will result in an energy managed, appropriately pitched, spot landing. The resultant stopping will also be precise and well within standards without stretching the envelope of the glider, or abusing the brakes or equipment.
2. **Maneuver better.** When flying straight, fly straight. Don't be wings-level with the earth moving horizontally around the nose. Stay on your aim point by use of your rudder and move the stick (or wing) slightly toward the TAIL of the yaw string until the glider stays on the point with less rudder pressure and the yaw string stays straight. When you don't want to go straight, TURN. Visualize a medium bank, and crisply establish the bank with an appropriate amount of rudder and aileron. Do not lazily fall off into a bank, or do a stepped bank. Now, while maintaining that bank angle and speed, work on your rudder and (opposing) aileron skills to stay coordinated...keeping the yaw string centered. If you maintain a constant bank at a constant speed, you'll be flying nearly circular orbits. When rolling out of a bank, use your rudder and aileron together again, and crisply roll out at a point, destination or on a fixed heading.
3. **Know what the air mass is doing to you while you are on tow.** If you encounter big, and/or strong lift before you get to your release altitude (but above your safety altitude), consider releasing into it. The professionals often do this rather than extending their tow away from a transient lift source. Think, and act, while on tow. You shouldn't start thinking after release. Obviously, correct release procedures still apply...clear (for both aircraft), ...turn right (to clear the tow rope and plane), ...fly the appropriate speed (min sink thermalling, L/D max-flying straight with no wind, accelerate and exit sink or in headwinds, add safety speeds if low or encounter strong sheers), ...keep clearing/planning/flying well.

The nice thing about a winch is that you can accomplish the first two things economically...and often. It is a near perfect tool to master the pattern and decisive flight. It also partially teaches you about speed

requirements as you quickly "switch" through the different phases of flight before landing.

If I had three other things that would help pilots master the skills they truly are capable of, they would be:

1. **Lifting off earlier, tail lower, during takeoff.** This becomes very helpful during the upcoming wet and swampy winter/spring field conditions.
2. **Fly prepared.** Study before the weekend and tell your instructor your needs and desires. And students, try to fly at least twice on the day, so you instill the lessons you've learned and don't repeat the mistakes you've made.
3. **Students, try to get through the training quickly.** Prepare and fly often. Again, the winch can help keep the expense of repetitive flights low and help you achieve proficiency in these next three goals/standards quickly...but that's another article.

CCSC Board Elections

Rolf Hegele

CCSC Board Elections – Ballots will soon be sent out for your voting on the upcoming board member changes.

Once you receive your ballot, please do your best to turn them around quickly. The votes will be counted at the Annual Meeting on Nov 11 at 6pm in the clubhouse.

Crew Members Wanted

Jim Goebel

CCSC needs your help in filling Crewing vacancies. Please review the attached crew roster and if you are not assigned to a weekend crew, or wish to help out a smaller crew/crew day in need of personnel, please contact Jim Goebel goebeljw@aol.com with your preferences. Thanks.

CCSC Flight Instructor's Meeting

Joe Jackson

There will be a CCSC Flight Instructor's meeting at the CCSC clubhouse on Saturday, October 25, 2008. The meeting will start at 10:00 AM and is expected to run through noon. All CCSC CFG's are requested to attend. Topics to be discussed at the meeting include: 1) A review of recent safety incidents at CCSC, 2) Preparation of CCSC students for the Practical Oral Exam, and 3) Landing Instruction. Anyone wishing to add other items to the agenda are asked to contact Joe Jackson, Chief Instructor prior to the meeting.

Ladies Holiday Lunch

Carol Carraway

This year the CCSC Ladies Holiday Lunch will be held Saturday, December 13, 2008 at the Golden Lamb Restaurant, Lebanon, Ohio, Corner of Main Street and Broadway. The merriment will commence in the Corwin Room from 11:00 AM -1:30PM. As always, we will have our under \$10 gift exchange. All ladies, pilots, wives, and significant others are invited.

Upcoming Events – Mark Your SSA Calendar !

4 October	CCSC Board Meeting, 9:30 AM at the clubhouse
18 October	Neighbor Appreciation Day – Oktoberfest
25 October	Flight Instructor's Meeting, 10 AM at the clubhouse
1 November	CCSC Board Meeting, 9:30 AM at the clubhouse
11 November	Annual Meeting 6 PM at the clubhouse. CCSC Board Election vote count.
15 November	SSD Board Meeting at the clubhouse
15 November	Potluck – 5 PM at the clubhouse
6 December	CCSC Board Meeting, 9:30 AM at the clubhouse
13 December	Ladies Holiday Luncheon – 11 AM at the Golden Lamb
20 December	SSD Board Meeting at the clubhouse
17 January	Annual Banquet – 6 PM

CCSC Board Meeting Minutes

Rolf Hegele

October 4, 2008

In attendance were Andrew Dignan, President; Rolf Hegele, Secretary; Dave Menchen, VP; Maury Drummey, Social; Paul McClaskey, Tow Planes; Gerry Proffitt, Facilities; Jim Lowe, Treasurer; and Jim Goebel, Operations.

Secretary – The minutes from the September meeting were reviewed and accepted with corrections and clarifications noted in italics. We also reviewed three new membership applications. All applicants were approved: Cecil Blackwood, Brian Lewis, and Reece Martinez a Youth member. WELCOME ALL! It was also recommended that the Member Application be revised to add the applicant's employer and to document how they heard about CCSC.

Treasurer – The financial statement indicated that we have adequate savings at the moment although we will still have a shortfall at the end of the year. Hopefully the increased rates have stabilized the income stream to account for the expenses. There was a motion that the Treasurer's report be changed to show the sources of income and break the expenses into fixed and variable costs. The motion was seconded and approved. The Treasurer's Report was approved.

Facilities - The clubhouse repair is mostly complete. We still need to finish the painting and the open hanger needs some roof repair. The computer is still out for repair and Andrew will pick it up. Electrical still needs to be run to the tow hanger and the main hanger doors need to be reworked so they are easier to open.

One of the men's toilets is overflowing and needs to be cleaned out. The main drainage repair is underway. Gerry will organize a mini-cleanup day before the neighbors' day on the 3rd Saturday.

Tow Plane Maintenance – All towplanes are operational.

Glider Maintenance – The spoiler handle on CC has been replaced. The 1-34 will have new seat belts installed. A motion was made to ground the 1-34 for safety reasons until the seat belts are replaced.

The motion was seconded and approved with 7 yes votes and 1 abstention. One of the 2-33s will be taken to Cubby's for rework and recovering over the winter with a commitment to be finished by 1 April.

There was also discussion about grounding some of the aircraft during the winter too save insurance costs. A motion was made to ground the Blanik effective 1 December. The motion was seconded but failed with 6 no votes and two yes. Another motion was made to ground the Blanik on 1 November for four months and bring it back on line 1 March. This motion was seconded and passed with 5 yes votes, 2 no votes, and 1 abstention. It was also noted that the aircraft should be disassembled and put on the trailer to ensure it is not accidentally flown. A stand down schedule for the rest of the aircraft will be reviewed at the next month's meeting.

Operations –The Board is still awaiting the Safety Board Reviews on two separate incidents. Crew Chief reports still have not been automated and information is still not flowing appropriately.

Social – We will hold our Neighbor Appreciation Day / Oktoberfest on Saturday, October 18. Andrew will cook the Ox Roast.

Old Business – The winch committee met and decided to defer the decision whether to allow a winch demonstration to mid October to ensure that the neighboring fields have been harvested and provide an additional margin of safety. It was noted that the snubber on the Waynesville 2-33 had broken and the tubing sustained some damage. It was unknown whether this was caused by winch or aero tows. This has to be part of our preflight. A motion was presented that CCSC continue to allow the use of club 2-33s for winch launch with the prior flying and instructor limitations. The motion was seconded and passed with 5 yes votes, 2 no votes, and 1 abstention. The schedule for next year's Regional contest has been set for June 7 through 12 to allow for other contest schedules. It was noted that Linda still needs to come to the next Board meeting with a budget plan.

The tow fee discussion was also continued but no specific plan was presented. This will be prepared for the next Board meeting. We are also looking for volunteers for the Board elections.

New Business – Dave Menchen bought two AEDs; one for the clubhouse and one for the trailer. There was also some concern about where the trailer registrations are. We will check with Sara and Pat.

A change to the Bylaws (Article III, Section 1 – Powers) was proposed. It was recommended that the second paragraph ("Trustees must be a Member. Youth, Limited, or Family Members are not eligible to be on the Board of Trustees.") be changed to read:

"Trustees must be a Member, Family Member, or Youth Member of at least 18 years of age. Limited members are not eligible to be on the Board of Trustees."

This motion was seconded and passed with 6 yes votes and 2 no votes. Rolf will include this proposed Bylaw change with the Board elections. We need your vote, so please return your ballot promptly.

CCSC Board Elections - There are three vacancies for the coming two year board-membership. If any club

member is interested in volunteering/participating/running for these important positions, they need to forward their names to Rolf Hegele Rolf@starband.net for inclusion in November's elections.

There being no further business, the meeting was adjourned at 12:00 pm.

Open Items are as follows:

- Establish a SoarCCSC. com address for data updates on the invoices – Andrew
- Complete the automated crew chief report - Andrew
- Review Sport Pilot training and insurance issues – Joe Jackson, Andrew, Rolf, Jim G.
- Prepare draft document regarding trailer removal – Gerry P.
- 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
- Nameplates for open trailer bay – Gerry P
- Wrap poles in hanger with foam – Gerry P
- Review insurance options - Dave M / Paul M
- Prepare a To Do list for rain day crews – Gerry
- Remove the fuel pump junction box from the silo - Gerry

Gas Alert

We had no new gas bills. Therefore, in accordance with the Schedule of Fees and Dues, tow fees will remain at \$1.35 per 100 feet of altitude for October.

SSD Board Meeting Minutes

Lucy Anne McKosky

September 20, 2008

Present: Wally Detert, Dave Edwards, John Lubon, Lucy Anne McKosky, Bob Root, Dieter Schmidt

Absent: Pat DeNaples, Bill Maxwell, Frank Paynter Guest: Dave Menchen

The meeting was called to order at 10 a.m. by John Lubon. The minutes of the previous meeting were reviewed and approved. The treasurer's report was reviewed and approved. The balance on hand is approximately \$20,000.

Hurricane damage was reviewed. About 12 shingles came off the clubhouse roof; Charlie Richardson has volunteered to do the repairs. No damage was reported to the farmhouse, and no major trees were lost. One panel blew off the open shed. The Redwings' 1-26 sustained heavy damage.

Old Business: The door for the towplane hangar is scheduled to be installed in September, but the job may be delayed because of storm-related work. The underground power line has been installed, and the panel and breaker are ready for installation.

Dave Edwards presented plans for cross-field drainage improvements, with a projected cost of \$4,000. The contractor who did the previous drainage work cannot be located. The board agreed that center field drainage is the first priority, with the west end landing lanes second, and that the work should be done with minimal impact on club operations. A new contractor will have to be identified.

Cubby's bid for recovering the blue 2-33 has not yet been submitted; Wally Detert will work with him to develop a proposal. A motion was passed to accept Cubby's bid if it is less than \$10,000 and he can complete the job by April 1, 2009; otherwise the work will be done by Leading Edge Aircraft.

New Business: Dave Menchen presented a request to purchase 2 automated emergency defibrillators (AEDs) and to upgrade first aid kits. One AED would be kept in the clubhouse and the other at the flight line. The total cost would be \$2690. The board voted to approve this purchase.

The CCSC board has approved use of club 2-33s in winch operations at Red Stewart Field. The current lease does not restrict the use of gliders in winch operations, but the SSD board can consider adding a restriction to the lease when it is renewed in January. Dave Menchen reported that using club gliders in winch operations could reduce the cost of maintaining currency, although normal per-flight charges would apply, and a club member would have to pay the cost of flights to and from Stewart's. The SSD board's main concern is the potential for damage to the gliders. Discussion was tabled until the joint board meeting.

The meeting was adjourned at 11:25 a.m. The next board meeting will be held Saturday, Oct. 18, 2008, at 9:30 a.m. at the CCSC clubhouse.

Classifieds

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

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

Wanted: Seeking to purchase sailplane or partnership in older glass ship. Please contact David Coucke @ 937-287-0910 if you have something available.

Submissions for *The Frequent Flyer* should be sent to
Tammy Scott at: tspot1@sbcglobal.net
Submissions are due by day's end on the Monday before the second Saturday of each month.
Caesar Creek Soaring Club, P.O. Box 918, Waynesville, Ohio 45068
(513) 932-7627
See our website at: <http://www.soarccsc.com>

September 2008 CREW SCHEDULE

Day	Crew Chief Assistant Aircraft	Tow Pilots	Instructors/CFIGs	Ground Crew Crew Chief E-mail
1 st Sat &11/29	D. Edwards J. English SGS 2-33 - N36135 – G. Daugherty	J. Armor T. Hudson W.Ogley	R. Eslinger P. McClaskey-x {Open}	G. Daugherty, S.Fenstermaker,J. Lowe, , A. McClaskey E. McClaskey-^, { Students/Crew additions requested } cc email: dedwardsky@aol.com
1 st Sun &11/30	M. Karraker D. Rawson Blanik L23 - N253BA – M. Karraker	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz {Open/ Must Fill }	G.Adams, M.Anthony, D. Burns, P. Compton, D. Gebhart, J. Gordon-^, C. Haines, M. Miller R.Mullins-+, R. Rowland, A. Rytel-^, M. Rytel, W. Smith, A. Swanson, C. Watson D. Watson, A. Webb G. Yee, J. Zeis cc email: karrakmc@aol.com
2 nd Sat &3/29	R. Root D. Staarmann SGS 1-34 - N11485 – W. Detert	R. Anderson B. Towne (H. Simpkins)	J. Hurst G. Wade-x {Open}	J. Antrim, J. Benner, T. Benner, J. Biernacki, B. Connolly, D. Colvin, W. Detert, J. Marks, P. Marks, J. Price-i, M. Swiderski, B. Towne Jr., S. Trefzger cc email: olaandbob@aol.com
2 nd Sun &3/30	D. Menchen T. McDonald-i SGS 2-33 - N2615H – D. Menchen	B. Cooper J. Goebel-x F. Hawk G. Penner-x	D. Conrad-x G. McDowell-x T. Rudolf	A. Engeseth, H. Goebel, J. Goebel-^, J. McDowell-+, L. McKosky, M. McKosky, K. Menchen, J. Morris-+, P. Pedersen, L. Penner cc email: dmenchen@cinci.rr.com
3 rd Sat &5/31	R. Hegele-t M. Drummey {Equipment- Open}	D. Green R. Scheper A. Widner	{Open/Must Fill} B. Gaerttner {Open}	E. Cochran, D.Coucke, G.Crook, C.DeBerry-x G. McDonald, C.Richardson-^, M. Wilkins-+ { Student/Crew openings } cc email: n11rdbird@starband.net
3 rd Sun &6/29	J. Morari-^ B. Paar SGS 2-33 - N3616Q – J. Morari	T. Bonser T. Christman M. Hutchison T. Morris	R. Eckles-x* B. Gabbard {Open}	T. Bonser Sr., J. Koons, L. Old-^, J. Paar-+, P. Schradin, J. Simmers { Student/Crew openings } cc email: djmorari@zoomtown.com
4 th Sat &8/30	A. Dignan-t H. Meyerrose Grob103 - N44259 – J. Jackson ASK21 - N521CC – A. Dignan	G. Byars R. Cluxton-x G. Print-x	T. Bales T. Lynch-x J. Jackson	K. Adams, A. Allen, D. Corni, R. Holzwarth H. Jones, C. Lohre, T. Lowitz, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc email: ccsc.president@soarccsc.com
4 th Sun &8/31	S. McManus A. Salem-^ ASK21 - N221SD – J. Lubon	J. Bierstine R. Blume F. Paynter-x	L. Alexander B. Clark J. Lubon	T. Bressler, P. Callihan, R.Cedar, J.Coomes-^, K. McManus, L. McManus, S.Noronha, G. Proffitt, An. Rieder-^, Au. Rieder-+ W. Simpson-+, S. Statkus, B. Stoops cc email: steve.mcmanus@ge.com

i-CFIG, t-Tow Pilot, x-Tow Pilot & CFIG, c-Commercial Pilot, +-Pre-Solo Student, ^-Post-Solo Student, *- FAA Flight Examiner

PLEASE CHECK YOUR 2008 5th CREW DAY SCHEDULE

Additions/Corrections/Changes contact Jim Goebel at goebeljw@aol.com or 513-774-7680 (h)

WHO TO CALL – CONTACT INFORMATION

SSD President: John Lubon 513-543-9154 (c)	CCSC President: Andrew Dignan 513-277-0426 (c)
Chief Flight Instructor: Joe Jackson 513-851-4816 (h)	Chief Tow Pilot: Paul McClaskey 614-855-4532 (h)
Crew Operations. Jim Goebel 513-774-7680 (h)	Glider Chief: Steve Mc Manus 513-378-2637 (c)
Grounds Maintenance: Gerry Proffitt 513-934-1398 (h)	Ground Equipment: Bill Maxwell 513-708-7917 (c)