

# The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

November 2008



## Winch Flights in Our 2-33's

**Tom McDonald**

[Editor's Note: About half of Tom's article last month was omitted due to my editing error. Here he covers the missing section I left out as well as brings the piece up to date with his thoughts on the subject].

Our long planned CCSC winch demo was conducted successfully on Saturday, November 1. The group flew seven flights, of which I was personally flying or instructing on six. Tom Rudolf was signed off as a winch instructor during the demonstration period. The intent of the demo was to allow the CCSC and SSD boards to evaluate the program for use at CCSC, and most of the board saw at least some of the flights.

Previously, the board approved the use of the club's 2-33 aircraft in winch operations at Waynesville. We've got 28 flights so far in club equipment, including the 7 at the demo. You can watch some of our flights at [www.youtube.com/tjm3](http://www.youtube.com/tjm3). Or, just go to youtube and search "ccsc winch."

### **Winch stats**

Three hundred and four 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.

The cost is \$15 per flight in our ship, \$27 in Stewarts. Even with the higher cost per flight, 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. A winch operation using two gliders can launch eight to ten flights in an hour. You will get better at everything in a big hurry through repetition, and cut way down on those expensive aerotows.

Currency flying uses much the same equation. One instructor told me that the winch operation is not cost-effective, because the short flights result in a very high cost per hour. I disagree. I get a lot out of these short flights, the point of which is precision. I don't need to bounce along behind the Pawnee to do this. Also, I've had four winch-to-thermal flights so far, even with our fairly low release height.

I can afford all the aerotows I need to stay current and enjoy myself, but then I'm already licensed. If I were learning, taking multiple flights learning to fly the pattern and land, the cost today could well be prohibitive. I doubt that I could have underwritten my son's flight instruction a few years ago at current prices.

Even if cost were no object, though, the equation of being a much better pilot at a much lower cost per flight is hard to beat.

### **Safety issues**

Winch launches have potential for problems. I'm not claiming to be an expert – I've got my checkout, plus about 20 flights as an instructor. I can tell you with authority that you have to know what you are doing – as Jim puts it, be "switched on."

I don't see the risk as unreasonable, especially when compared to the 200 foot aerotow rope breaks that we routinely do in training at CCSC. Jim and Gerry are running a very professional operation. I've reviewed the winch safety recommendations published in the SSA magazine a few months ago, and we are in compliance. The list of e-mail consultants to this operation now includes Frank Whitely, considered the U.S. winch authority, and the well known Derek Piggott.

The engine has a lot of power, unlike some earlier winches. It uses a light rope with a weak link, not a steel cable. The nose-hooked 2-33 glider has benign stall characteristics – important for our short-field operation. In fact, full aft stick on the winch will not result in a stall. Rope breaks are a possibility, but not unmanageable. I've had the worst case of max pitch, min altitude simulated winch engine failure as a surprise training event, and found it easy to cope.

### **Getting started**

Gordon Penner developed a PowerPoint presentation covering the academics, now available online. Taking a demo flight first might make this ground program more meaningful, since you would have a better frame of reference. Jim Goebel has an e-mail list of interested pilots. He sends periodic notices of available dates, and the rest of us let him know if we can be there. Email Jim at [goebeljw@aol.com](mailto:goebeljw@aol.com) or me at [tjmcdonald@fuse.net](mailto:tjmcdonald@fuse.net) to get on the list.

### **The future**

Unfortunately, the recent demo was contentious. Six of the board members approved the demo on the November 1 date via email, with another member stating only that he would not make the meeting. There was also approval in advance to set up and begin winch ops prior to having a quorum of the board present.

On October 31, one member vigorously objected to conducting the operation without another board vote. Unfortunately, this resulted in our representatives on the board spending their meeting discussing the propriety of conducting this long-planned and pre-approved operation on that day, rather than considering the merits of the operation itself. Also, none of the board members not already involved with winching even came out to the flight line, much less took a demo flight. So, the demo may not have served its stated purpose. There are also issues with having what amounts to a commercial operation within the club that will have to be addressed for the long term. I am hopeful the incoming board will take a fresh look next year.



Two of the pictures are from CCSC, and two from Waynesville. I like how 15H is lit from beneath by the sunrise in one of the CCSC shots. The shadows from the struts are cast up onto the bottom of the wing.

My son Tommy (in the front seat) was kind enough to come out and crew a couple of times. He also took a ride off the winch, and flew with me back and forth to Waynesville. One of those flights is also on Youtube.



## **Oktoberfest!**

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The Annual Neighbor Appreciation Day and Oktoberfest was its usual great time. Many of our neighbors came out, took rides, ate, drank and watched Ohio State football. Thanks to Maury Drummey and all of the towpilots, glider pilots, cooks and others who helped to make this such a success.



## **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. Please arrive by 11:30 so that we can place our orders in a timely way. Payment will be by individual checks. The Golden Lamb has asked that we get our reservation number in by Tuesday, December 9th. We are asking that you call one of the following ladies in your area to confirm your attendance. Harolyn Burns in Dayton at 937-256-0345; Margie Meyerrose in Cincinnati at 513-385-7329; Kim Paar in Columbus at 614-775-0050; or Carol Carraway in Waynesville/Lebanon at 513-228-0537. You may also email Carol at [carol.carraway@gmail.com](mailto:carol.carraway@gmail.com). As always, we will have our under \$10 gift exchange. Ladies of all ages - whether you are pilots, wives, youth or significant others - are invited.

## **Upcoming Events – Mark Your CCSC Calendar !**

- |                           |   |
|---------------------------|---|
| 11 <sup>th</sup> November | Annual CCSC Meeting and Vote Count 6:30 PM @ Clubhouse. |
| 15 <sup>th</sup> November | Potluck at Clubhouse 5 PM                               |
| 6 <sup>th</sup> December  | CCSC Board Meeting, 9:30 AM at the clubhouse            |
| 17 <sup>th</sup> January  | Annual Banquet @ Kings Island – 6 PM                    |

## New Drainage System a Big Undertaking

Club photographer, Tom Bales, snapped these pictures of the various phases of the new drainage project. It was a huge undertaking with a lot of hard work done by many. Hopefully, the benefits will show especially this coming spring - allowing for fewer days of missed flying or muddy gliders due to a soggy runway.



# SSD Board Meeting Minutes

Lucy Anne McKosky

**October 18, 2008**

Present: Pat DeNaples, Wally Detert, Dave Edwards, Lucy Anne McKosky, Bill Maxwell, Bob Root  
Absent: John Lubon, Frank Paynter, Dieter Schmidt                      Guests: Gerry Proffitt, Jim Goebel

The meeting was called to order at 10 a.m. by Bob Root. The minutes of the previous meeting were reviewed and approved. The treasurer's report was reviewed and approved. Two requests for stock redemption were approved.

Old Business: Dave Edwards reported on the cross-field drainage improvement project. The old drainage pipes were removed, new piping installed, the trenches backfilled, and final grading and seeding completed. A new drain pipe for the pond has also been installed. Concrete aprons for the drains will be poured to complete the project. Dave will provide as-built drawings. Gerry Proffitt and Jim Goebel did the majority of the work, with assistance from Dave Coucke. The board passed a resolution of commendation for the drainage team.

Following the September board meeting, Cubby's bid for recovering the blue 2-33 was received and accepted. The glider was delivered to Stewart's, and an initial payment of \$3000 has been made. Wally Detert reported that significant progress has been made. The fabric has been stripped, and the tubing has been inspected and prepared for sandblasting. An access panel will be added to the nose to provide access to the tow hook and supporting tubing.

Installation of the door for the towplane hangar has been delayed. The two-wire electrical cable that was installed will have to be replaced with three-wire cable. Wally will talk with John Lubon about replacing the wire. The door will not have a manual override; the club's generator can be used in case of power failure.

New Business: Dave Edwards reported that fire extinguisher regulations for fuel storage areas have changed to require higher pressure. Replacement of the fire extinguisher under the crow's nest will cost approximately \$325. A motion was passed to purchase new fire extinguishers as needed to comply with the regulations.

Gerry Proffitt reported that the drainage system behind the hangars needs to be redone. The collapsed section can't be located without digging it up.

The meeting was adjourned at 11:05 a.m. The next board meeting will be held Saturday, Nov. 15, 2008, at 9:30 a.m. at the CCSC clubhouse.

# CCSC Board Meeting Minutes

**Rolf Hegele**

**November 2, 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 October meeting were reviewed and accepted with corrections and clarifications noted in italics. In addition John Antrim recommended several changes to the minutes. It was moved and seconded to add the changes but the vote was 3 votes for, 4 against, and 1 abstention. It was then moved that the minutes be amended to include acknowledgement that all Schweizer aircraft use a soft release and the snubber inspection should be done on a daily basis. This change was accepted by a vote of 6 for, 1 no vote, and 1 abstention. Joe Jackson will prepare an article for the newsletter on this subject.

**Treasurer** – The financial statement indicated that we had good income for the month although we will still have a shortfall of about \$10,000 at the end of the year. It was noted that this report did not show the various components of the income stream and break the expenses into fixed and variable costs; and this will be addressed. The Treasurer's Report was approved.

**Facilities** - The clubhouse repair is mostly complete. Some painting is still required to finish and Charlie Richardson is finishing up the roof repairs. The open hanger still needs some roof and siding repair. The computer should be back in operation within a week. One of the men's toilets is overflowing and needs to be cleaned out. Some rotten boards on the main barn also need to be replaced. Gerry also repaired the bank wall of the gravel bin.

The drainage work has been completed midfield. Kudos to Gerry Proffitt, Jim Goebel, Dave Edwards and Dave Coucke for all their efforts in getting the work done. In addition, while they had the equipment, they repaired the pond overflow drain and also filled in a drainage ditch.

**Tow Plane Maintenance** – One tow plane is at Cubby's for a cowling repair. The others are operational. Paul noted that several ADs need to be addressed during the annuals. Paul also noted that several members have indicated an interest in becoming tow Pilots. He recommended that this be put off until the new insurance paperwork is prepared at the beginning of the year. **If you are interested in becoming a tow pilot, please contact Paul McClaskey.**

**Glider Maintenance** – The 1-34 remains grounded for safety reasons until the seat belts are replaced. One of the ASK-21s has a stress issue with the canopy mounting and needs to be corrected. SD had screws missing from the small window tracks. They were replaced but we must be careful to not open or close the canopy using the plastic rails. A tail wheel has also been replaced. 16Q has a vario problem and 15H needs to have the brake repaired.

**Operations** – We continue to have a mismatch between the published crew list and the monthly operations sheet. This needs to be coordinated between Sara, Tammy, and Jim Goebel. We have a need for instructors and Jim is talking to several members about their interest in instructing. 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** – The Neighbor Appreciation Day was quite successful with 22 neighbor rides. We are a member of the Waynesville Chamber of Commerce and it was recommended we attend their meetings. Andrew will talk to Linda Murray to see if she would represent us. The annual banquet is set for 17 January.

**Old Business** – The winch committee met and decided to allow a winch demonstration on 1 November. It was reported that the winch flights achieved heights of 600+ feet and Tom McDonald offered to let members winch on his ticket. It was also noted that the Board had overlooked a motion made in July to not allow any winch operations at CCSC. Since the winch operations had already occurred there was no clear solution. A motion was made to table any further discussion about winching until the next Board meeting with the understanding that no winch operations will occur at CCSC. This was approved with 6 yes votes and 1 nay.

There was a continued discussion of dollar savings available by parking aircraft for several months without flight insurance. It was noted that the Blanik has already been committed to be off-line Nov, Dec, and January. After discussion, a motion was made to Park several other aircraft as follows: SD – November through January; and the Grob – January through March. This motion was passed unanimously. We also discussed the insurance valuations on the aircraft and it was decided that Dave would chair a committee with Paul, Andrew, and John Lubon (as a club member) to perform an analysis of the fair valuations.

The tow fee discussion was also continued with John Antrim providing a presentation on non-linear pricing. Rolf presented a linear approach that incremented the gas only portion and fixed the maintenance and insurance costs. A motion was mad without rationale to reduce the current \$1.20 per 100 feet of altitude be fixed at \$0.90 per 100 feet of altitude for the next six months. This motion was rejected by a vote of 4 yes votes, 2 against and 1 abstention. After clarification that 5 affirmative votes were required to pass a motion, a motion was made to revote which passed with 5 yes votes and 2 nays. The revote to accept the reduction without rationale was passed with 6 yes votes and 1 negative vote.

**New Business** - Joe Jackson made a presentation for hosting a Flight Instructor Revalidation Clinic since instructor certifications expire every 24 months. He proposed March 28 and 29 but this might change after negotiations with the Soaring Safety Foundation. A motion was made to authorize Joe to coordinate the FIRC, reimburse flight instructors for the \$150 cost based upon their crew participation, coordinate the facilities with the SSF, authorizes crew credit for those participating that have crew days that weekend, and for Joe to spend up to \$300 for incidentals. This motion passed unanimously. Joe also provided a summary of the last Instructor's meeting. The primary issue was whether to set the aircraft altimeters to read AGL or MSL. Joe recommended the training procedures be changed to MSL with a tentative implementation of next May. A motion was made to table this discussion until next month to evaluate implementation dates and techniques. The motion carried with 6 yes votes and 1 abstention.

There being no further business, the meeting was adjourned at 1:25 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
- Update the financial report – Jim Lowe
- Provide a Regional contest budget to the Board – Linda M.



- Fix the men's toilet – Gerry
- Present two safety meeting reports to the Board – Buck Towne
- Send an e-mail to the membership to ask their interest in winching – Andrew
- Repair and install the clubhouse computer - Andrew

## **Members on the Move**

## **Rich Carraway**

Dave Coucke added a Commercial Glider rating to his Commercial multiengine certificate on October 22. He took the flight test in the Grob. He recently purchased a Standard Cirrus, and is well on his way to becoming a proficient cross-country pilot. Below, he performs his pre-flight check. Congratulations, Dave!



## Gas Alert

We had one new gas bill at \$4.09 per gallon. Therefore, in accordance with the Schedule of Fees and Dues, tow fees will be reduced to 1.20 per 100 feet of altitude for November.

## 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 complete with parachute, trailer, great co-owners and a beautiful Thunderbird paint scheme. \$3,750 Call Dave Menchen (513) 313-2315

**Wanted:** Self rigging and tow out gear for a glass sailplane. If you have a wing rigger, wing wheel, or tow bar you would like to sell give David Coucke a call @ 937-287-0910.

Submissions for *The Frequent Flyer* should be sent to  
Tammy Scott at: [tspot1@sbcglobal.net](mailto: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>



# November 2008 CREW SCHEDULE

Day	Crew Chief(s)	Tow Pilots	Instructors/CFIGs	Ground Crew
1 <sup>st</sup> Sat &11/29	D. Edwards J. English	J. Armor T. Hudson W.Ogley	R. Eslinger P. McClaskey-x {Open}	G. Daugherty, W. Detert, S.Fenstermaker, J. Lowe, A. McClaskey E. McClaskey-^, { <b>Students/Crew additions requested</b> } cc email: <a href="mailto:dedwardsky@aol.com">dedwardsky@aol.com</a>
<hr/>				
1 <sup>st</sup> Sun &11/30	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz {Open/ <b>Must Fill</b> }	G.Adams, M.Anthony, C. Blackwood, D. Burns, P.Compton, D.Gebhart, J.Gordon-^, C. Haines, S. Klein, B. Lewis, C. Lindsey, R. Martinez, B. Miller, M. Miller, R. Miller, R. Mullins-+, R Rowland, A. Rytel-^, M. Rytel, W. Smith, A. Swanson, G. Southers, D. Watson, G. Yee, J. Zeis cc email: <a href="mailto:karrakme@aol.com">karrakme@aol.com</a>
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Blanik L23 - N253BA – M. Karraker				
2 <sup>nd</sup> Sat &3/29	R. Root D. Staarmann	R. Anderson B. Towne (H. Simpkins)	J. Hurst G. Wade-x {Open}	J. Antrim, J. Benner, T. Benner, J. Biernacki, B. Connolly, D. Colvin, J. Marks, P. Marks, J. Price-i, M. Swiderski, B. Towne Jr., S. Trefzger cc email: <a href="mailto:olaandbob@aol.com">olaandbob@aol.com</a>
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2 <sup>nd</sup> Sun &3/30	D. Menchen T. McDonald-i	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; G. Proffitt cc email: <a href="mailto:dmenchen@cinci.rr.com">dmenchen@cinci.rr.com</a>
<hr/>				
3 <sup>rd</sup> Sat &5/31	R. Hegele-t M. Drummey	D. Green R. Scheper A. Widner	<b>{Open/Must Fill}</b> B. Gaerttner {Open}	E. Cochran, D.Coucke, G.Crook, C.DeBerry-x G. McDonald, C.Richardson-^, M. Wilkins-+ { <b>Student/Crew openings</b> } cc email: <a href="mailto:n11rdbird@starband.net">n11rdbird@starband.net</a>
<hr/>				
3 <sup>rd</sup> Sun &6/29	J. Morari-^ B. Paar	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, { <b>Student/Crew openings</b> } cc email: <a href="mailto:djmorari@zoomtown.com">djmorari@zoomtown.com</a>
<hr/>				
4 <sup>th</sup> Sat &8/30	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print-x	T. Bales T. Lynch-x J. Jackson	K. Adams, D. Corni, B. Fel, R. Holzwarth H. Jones, C. Lohre, T. Lowitz, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc email: <a href="mailto:ccsc.president@soarccsc.com">ccsc.president@soarccsc.com</a>
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4 <sup>th</sup> Sun &8/31	S. McManus S. Stakus	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, An. Rieder-^, Au. Rieder-+ W. Simpson-+, B. Stoops; A. Webb cc email: <a href="mailto:steve.mcmanus@ge.com">steve.mcmanus@ge.com</a>

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 5<sup>th</sup> CREW DAY SCHEDULE

Additions/Corrections/Changes contact Jim Goebel at [goebeljw@aol.com](mailto: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)