

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

January 2009



Dana and Andy Colvin - Taken by Jim Price Mid-April 1995

Remembering Dana

From Andy:

On December 29, 2008 we lost a great friend and pilot. Dana Hugh Colvin Sr. passed away peacefully at Bethesda North Hospital from lung complications. Before his passing he was blessed by the company of his wife, sons and grandkids including those living miles away from Ohio.

Dana was born on March 1st 1928, in Curtisville, Indiana. He caught the 'flying bug' early, taking his first solo flight in a Piper Cub at age 16. After graduating high school in 1945 (one year early), he joined the coast guard as an electronic technician and worked at the lighthouse in Camp Blanco, Oregon. Dana started his long 37 year 'home appliance repair' career with GE in 1950. This career coincided with an extended three decade holiday from airplanes as he raised seven boys with his loving wife Ruth. Yes, that's right, seven tough boys and no girls!

Dana started back flying in the late 70's (Lunken Airport, Ohio), quickly earning his private rating and becoming a member of the Beech Aero Club. He was introduced to the Caesar's Creek Soaring Club in the early 80's after bumping into the one and only Bruce Helvie at Bruce's vitamin shop! Bruce was quick to strike up a conversation about CCSC after catching sight of Dana's flying hat. This began a long friendship and shared love for soaring that never wavered.

Dana was an active tow pilot who was always more than willing to offer a weekday tow or volunteer during contests. His love for soaring took him to many great locations including a trip to the 'wave soaring camp' and 'the Ridge' in Pennsylvania. He also owned many shares in gliders including the 136 sprite, LS1-c, Red Wing(s), and the famous Caproni (aqua "Spaghetti Bomber")! Of course, Dana and Ruth were always easy find, spending endless hours with great company and friends that the CCSC is famous for.

On a personal note, Dana was the most amazing grandpa a kid could ever have. At the ripe age of 12, grandpa took me for my first glider ride and I was instantly hooked. From this point on, I was found bumming around the club not far from gramps. Summers with grandpa were the pinnacle of my teenage existence as he shared his experiences, lessons and stories. I couldn't have asked for a better mentor! Gramps was my tow pilot for my first solo flight at age 14 as well as my first flight in the LS-1. I'll always embrace the admiration and comfort I felt with Gramps through the countless flights that we shared over the years. I couldn't have picked a better best man when I married my wife Angela. Dana will be deeply missed by all who knew him.

From Jim Price:

When I think about Dana Colvin I also think about wife Ruthie and grandson Andy. Andy was just a wee lad when I learned to fly gliders in the early 90's. Looking back, I was so fortunate that I got to know them well and call them friends during the first couple of years after I joined CCSC in 1992. Here are Ruthie and Dana with Donna Bales at Oktoberfest 2002.



Dana and Ruthie loved to spend the day at the

glider club on days when they could have the club

all to themselves. They might pack a lunch, drive up from Madeira then get the Kubota and cut the grass around the pond. They loved the quiet and beauty of the field. They could watch bluebirds in the birdhouse in front of their trailer in spring time, maybe fish a little or just relax.

Back then, when he could, Dana brought grandson Andy with him. I remember the day that Andy completed his first 5 hour flight as part of getting his Silver Badge. I had a great photo of the two taken that day but must have given it to Dana since I can't locate it. Andy was still just a boy and only came up to Dana's shoulder. Dana had already been flying for decades when I took my first lesson and in the early 90's he was a partner in a two place metal glider, the Caproni. I recall being completely intimidated when Dana took me for a ride. At the time it was the biggest glider I had seen. As I recall, it was a flapped 20 meter wingspan and very heavy. Most interesting was the side by side seating. Even though I was just a beginner, Dana let me thermal some and trying to keep the yaw string centered was quite a challenge. I can still remember the landing. It seemed to happen in slow motion. I couldn't imagine ever flying something so big.

Dana was at the club on a very cold and windy April day in 1993 when I got my Private glider rating. Either Dana or John Antrim towed but I can't remember which. We huddled around the fireplace later in the day.

Here is a picture of Dana on April 21, 1993 with Hurst, Antrim, me, Williams and Root.



He was also there when I flew my LS4 the first time early in 1994. We flew together a lot that year. It became a habit for me to call Dana during the week to see if he might like to tow. He usually did, often coming up with Ruthie or Andy. I also got to know Alan Widner pretty well about that same time. Alan was probably Dana's best buddy. If he wasn't flying for his job at COMAIR he would likely join us. Dana, Alan and I flew cross country together several times that year and in later years.

I remember in particular the day that Dana helped Andy assemble the LS1 and coach him for his first flight in the LS1. Dana with Andy August 22, 1994.



(Note in background the ATV Andy used to become the undisputed champion in runway racing.)

I remember one time, it was a beautiful October day in 1995, when Dana flew his beloved Cessna 170 up and we flew around (me in the LS4) with him trying to take pictures of me flying over the lake. The colors were great but we had a tough time trying to get in the perfect position. Later we had some laughs at ourselves about our ineptness.

Another time, it was in September 1997, we tried to do a 200KM triangle together, he in the LS1 and me in the LS4. This was before CVG was Class B airspace. Thus we could go south. The triangle was southeast to Winchester, OH then west across the Ohio River to the Licking River and then north past Lunken airport for home. The harder we tried to fly together the poorer we did. We got totally separated and both almost landed down there looking for each other. Again, we laughed at ourselves later.

We flew in the ASH 25 together one day in a nice flight to Madison County and back. I did three Flight Reviews with Dana over the years. For whatever reasons, we did not fly much together in the last few years. In fact, my log books don't show us together in a flight since 2006. That surprises me but I guess it's true. After I got an airplane rating I called Dana one day in January 2006 to see if he wanted to go with me on a little 172 flight. I picked him up at the Blue Ash airport, we then flew to Grimes for lunch, and back to Blue Ash. On the way back, all the power went out (failed alternator) so we had a little pseudo emergency (i.e. had to slip to land because flaps were not operational).

I think Dana was one pilot who enjoyed towing.

Not all do but he just loved to fly and he could have fun towing too. Here is Dana in one of his favorite airplanes, the Piper Pawnee.



After he quit towing, Dana came out on 2nd Saturday to crew and was often seen in one of the carts retrieving gliders.



The last time I flew with Dana was June 14, 2006. We did a mini cross country just for fun flight in the K21 around the nearby airports.

He had many friends. Here are some with him at

Mio's in Lebanon in August 2005.

Red Wings 1-26 group.



Also, he was a beloved friend and member of the

We had many great times together but some of my best memories are those of us sitting under the awning in front of Dana's trailer. Dana and Ruthie were good friends to me. Dana was a good man, he was kind, generous, fun to be around, and I'm sad that he's gone. I'll miss him.

CCSC Flight Instructor Refresher Clinic

Joe Jackson

CCSC will sponsor a Flight Instructor Refresher Clinic March 7-8 at King's Island Resort which will be conducted by the Soaring Safety Foundation (SSF). The SSF provides US glider flight instructors the ability to renew their FAA flight instructor certificate in a class tailored to the need of glider pilots and students. Registration for the FIRC is open to the general public and may be attended by both flight instructors and non-instructors alike. The cost to attend the FIRC is \$150.00 for ALL attendees. The CCSC Board of Directors has once again agreed to reimburse active CCSC flight instructors for the FIRC registration fee. Joe Jackson, Chief Instructor for the Caesar Creek Soaring Club is the local coordinator for the FIRC. You can register for the FIRC by contacting Joe Jackson (email: joejackson@cinci.rr.com, tel: 513-851-4816). All attendees are requested to register for the FIRC as far in advance as possible so that adequate space is reserved. Check with Joe on all of the pre-requisites/requirements and the great benefits of this class.

Winch Launches at CCSC: Pros and Cons

Rolf Hegele

At the next Board meeting on 7 February at 11:30 AM, we will open the discussion about winch launching at CCSC. We encourage your comments and input and we expect to be able to present valid data from other sites/ clubs/ countries as to their actual experience. We will also discuss how such a program would fit into our training curriculum. In the meantime I would appreciate your input for a straw poll via e-mail at N11rdbird@starband.net. Thanks. Rolf Hegele

SSD Board Elections Coming / Candidates Needed!

LucyAnne McKosky

Have you ever wondered who makes the decisions about buying and selling equipment or constructing or renovating buildings at CCSC? Those responsibilities belong to the Soaring Society of Dayton, a for-profit corporation which owns the property and equipment used by CCSC. SSD is governed by a 9-member board whose members serve 3-year terms staggered so that each year 3 board members are elected. Current board members whose terms are due to expire in April are John Lubon, Dave Edwards, and Lucy Anne McKosky. Continuing board members are Pat DeNaples, Wally Detert, Bill Maxwell, Frank Paynter, Bob Root, and Dieter Schmidt. Elections for the SSD Board will take place at the SSD Annual Meeting on April 8, 2009. Ballots will be mailed to all stockholders in late March and should be returned promptly. Stockholders get one vote for each share of stock they own, and a quorum equal to 50% of the total number of outstanding shares is required. If you would like to get involved in making decisions about the property and equipment which CCSC depends on, you are invited to run for a seat on the board. All you need to do is to let a board member know that you want to be a candidate and send a brief resume of your flying experience and interests to Lucy Anne McKosky, 47 Lammers Ave., Dayton, OH 45459 or e-mail to Lmckosky@sbcglobal.net. But don't delay – ballots will soon be printed and in the mail.

Changes to the Schedule of Fees and Dues

Rolf Hegele

Several years ago, the Board introduced an index to the tow fees based upon the price of gasoline. Over the last several months, the Board has entertained member inputs on alternatives to the current structure and at that time fixed the tow fee index at \$0.90 per 100 feet of altitude.

At the 3 January Board Meeting, we took this one step further by allocating a fixed cost for the maintenance and insurance on our tow planes and indexing only the cost of gas. As such effective 1 February, the fixed costs for tows will be \$13.50 and the price of gas is indexed at 2 cents for every 20 cent change in the price of gas from a baseline of 20 cents per hundred feet for \$2.00 per gallon. (Note: The new updated fee sheet is included here in the newsletter).

Gas price	2 .00	2 .20	2 .40	2 .60	2 .80	3 .00	3 .20	3 .40	3 .60	3 .80	4 .00	4 .20	4 .40	4 .60	4 .80	5 .00
Index per 100 ft-cents	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50

Ops Corner

Tom McDonald

I'd like to introduce myself as a new board member and director of operations. I've been a professional pilot for 31 years, a flight instructor for twenty-six, and a CCSC member for nearly a decade.

My prior operations experience includes a stint as the chief instructor at an FAA-approved flight school, and I'm a current check pilot and a former aircraft program manager at Comair. My military pilot experience includes time in safety, operations, flight instruction, and company command. I view the CCSC job as one of maintaining our current level of operational integrity, along with a process of continuous improvement. I'll write a substantive article about operations improvements next month, after the two boards set priorities and finalize some decisions.

This appointment as D. O. is made much easier by the tireless work of my predecessor in the position, Jim Goebel. My thanks to him for his years of dedicated service, and for his help in making my transition smooth. Jim Hurst - Thanks are also due to longtime CCSC member Jim Hurst, who recently retired from active flight instruction. I'll quote Jim Goebel, who wrote to Jim Hurst, "And thanks for all your previous services for the club and for your assistance/training to many affected club members. As you transition from the training to the cross country/quality soaring-type of flying, I look forward to hearing of the places seen and distances traveled, and the challenges of these flights. I hope I can mentor our club members to follow in your footsteps, both in the instruction/services needs of the club and to introduce the cross country soaring bug to them. [We will need] to train three CFGs to fill the big instructor void you are creating. With the Wednesday and 2nd Saturday Crews, please help recruit and mentor your replacements. Thanks... Good luck, good health, fair skies, and great soaring flights to you..."

CCSC Board Meeting Minutes

Tammy Scott

January 3, 2009

All board members were in attendance except Andrew Dignan.

Secretary – The minutes from the December meeting were reviewed and accepted. No new members or recent terminations. Some past dues due to email/invoice process issues. Will work with Andrew to correct.

Treasurer – 2008 Financial report – year ended with <\$4K loss – report accepted. Reviewed 2009 Budget. Projected income vs. expenses looks equal - no expected changes to the revenue stream seem necessary. Budget accepted. Tow Fees – fixed versus fixed + variable cost structures reviewed. Voted and approved to change tow fee structure. Effective Feb 2009. **Facilities** - Drainage project appears to be working.

Clubhouse repair 99% complete. Tile replacement in men's room in Jan. Trusses for block house ordered. Temp fix of barn side complete. Awaiting welder reply on bush-hog repair. Electrical hookup for towplane generator complete. **Tow Plane Maintenance** – Four people added on to insurance for tow pilots – no increase in cost. Annuals: 330 – end of Feb, 909 – end of April, 48L – end of Jun. Will coordinate w/Stewarts. **Glider Maintenance** – SD is trailered & Blanik red tagged both due to no insurance. Checking on seatbelts for 134. Confusion regarding scheduled down of Grob for maintenance of gel coat – possible mix up - need to verify what is not currently being covered on insurance. **Social** – Hoping for about 80 people at banquet. **Operations** – Wish list solicited from crew chiefs. Working on semi-automated crew chief report. Need to review sport pilot training and insurance.

Old Business - Safety: Buck Towne spoke with pilot. Pilot will speak with other safety board members then board will meet for discussion. Discussed hosting 2010 18m and 2012 Sports Class Nationals – approved to try for both. Need to advise Linda Murray ASAP. Century advised that Easy Go has our lost golf cart. Need to follow up. Club needs some new business cards. CFGI refresher in March. Advanced Ratings seminar Jan 10th. Pat to follow up on info re: soil conservation/drainage. Jan 17th will be joint board meeting. CCSC wish list was created (see below) to be discussed/prioritized at joint board meeting. Determination needs to be made on winch operations in the future. Discussion will be held presenting pros and cons at 11:30am at Feb 7 CCSC board meeting - decision will be made how to proceed. Funding requested for SSF Safety Audit a couple years ago. Buck will check on new price and advise. **New Business** – Suggested we need to review other price structures to increase flights such as cheaper flights before noon, selling blocks of flights, increasing price of guest rides. Meeting was adjourned. Wish list items are as followed (estimated price):

- Replace old John Deere (\$10K)
- Cart #3 New Batteries (\$600)
- Generator for Flight Line (\$600)
- Solar Power Top for 1 Golf Cart (\$400)
- Recover 16Q (\$10K)
- New Hangar Doors on Glider Hanger
- Two Seat Tow Plane
- Winch for Towing (\$8K)
- New Glass Ship
- New Single Place Glider
- Re-level, Extend and Widen Runway (\$600)
- One Radio for one 2-33 (\$2,500)
- East End Culvert
- Drainage around Tow Plane Hangar
- Lights for Tow Plane Hangar
- Bushes/Fence/Barrier at East End of Runway
- Farm House Upgrades (\$3-5K)
- Heavier Duty Golf Cart Replacement
- Visible Threshold/ Distance Marking

Upcoming Events - Mark Your SSA Calendar !

7 February CCSC Board Meeting, 9:30 AM at the clubhouse

7-8 March CCSC Flight Instructor Refresher Clinic, King's Island Resort

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

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 Phone:(513) 932-7627

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

January 2009 CREW SCHEDULE

Day	Crew Chief Assistant Aircraft	Tow Pilots	Instructors/CFIGs	Ground Crew Crew Chief E-mail
1 st Sat &5/30	D. Edwards J. English SGS 1-34 – N11485 – W. Detert	J. Armor T. Hudson W. Ogley	R. Eslinger P. McClaskey-x {Open}	G. Daugherty, W. Detert, S. Fenstermaker J. Lowe, A. McClaskey, E. McClaskey-^ {Students/Crew additions requested} cc email: dedwardsky@aol.com
1 st Sun &5/31	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,C. Blackwood,D. Burns, P. Compton, B. Fullenkamp, D. Gebhart, J.Gordon-^, C. Haines, S. Klein, B. Lewis, C. Lindsey, R. Martinez, M. Miller, R. Miller, R. Mullins,R. Rowland, A. Rytel-^,M. Rytel, W.Smith,G. Southers, A.Swanson, D. Watson, A. Webb, G. Yee, J. Zeis cc email: karrakmc@aol.com
2 nd Sat &8/29	R. Root D. Staarmann (H. Simpkins)	R. Anderson B. Towne {Open}	{ Open/Must Fill } G. Wade-x	J. Antrim, J. Benner, T. Benner, J. Biernacki, B. Connolly, J. Marks, P. Marks J. Price-i, M. Swiderski, B. Towne Jr.-i, S. Trefzger cc email: olaandbob@aol.com
2 nd Sun &8/30	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, G. Proffitt, cc email: dmenchen@cinci.rr.com
3 rd Sat &10/31	M. Drummey R. Hegele-t SGS 2-33 - N36135 – M. Drummey	D. Green R. Scheper A. Widner	{ Open/Must Fill } B. Gaerttner	E.Cochran, D.Coucke, G.Crook, C.DeBerry-x, G. McDonald, C.Richardson-^, M. Wilkins-+ { Student/Crew openings } cc email: mfd4@aol.com
3 rd Sun &10/31	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 { Student/Crew openings } cc email: djmorari@zoomtown.com
4 th Sat &1/31	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, D. Corni, B. Fel, R. Holzwarth, H. Jones, C. Lohre, T. Lowitz, B. Milligan J. Murray, E. Saladin, T. Scott-+ cc email: dignan@fusemail.com
4 th Sun &3/29	S. McManus S. Statkus 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, An. Rieder-^, Au. Rieder-+, W. Simpson-+, B. Stoops, A. Webb 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 2009 5th CREW DAY SCHEDULE

Additions/Corrections/Changes contact Tom McDonald at tjmcdonald@fuse.net or 859-992-6801 (c)

WHO TO CALL – CONTACT INFORMATION

SSD President: John Lubon 513-543-9154 (c)	CCSC President: Rolf Hegele 937-271-5003 (c)
Chief Flight Instructor: Joe Jackson 513-851-4816 (h)	Chief Tow Pilot: Paul McClaskey 614-855-4532 (h)
Crew Operations: Tom McDonald 859-992-6801 (c)	Glider Chief: Charley Richardson 513-474-1504 (h)
Grounds Maintenance: Gerry Proffitt 513-934-1398 (h)	Ground Equipment: Bill Maxwell 513-708-7917 (c)