

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

February 2009



CCSC Annual Banquet – Let the Good Times Roll...

On January 17th, CCSC held our annual awards banquet to celebrate another great year of flying as well as congratulate our award winners. The most prestigious award, the Trustee's Award, was presented this year to Paul McClaskey. Other awards were: Student of the Year – Dave Coucke, Youth Student of the Year – Andrew Reider, Instructor of the Year – Rich Carraway, Tow pilot of the Year – Garry Print, and Crew of the Year – 4th Sunday Crew.

SSD President John Lubon was our MC. Highlights of the evening were presentations by Frank Paynter on Condor, an update by Dennis Fischer on the activities of the SSA, a presentation by Sean Noronha on the Air Force's new programs for gliders, as well as the usual song creation/singing this year by Tom McDonald.



2008 CCSC Banquet Song Lyrics

By Tom McDonald

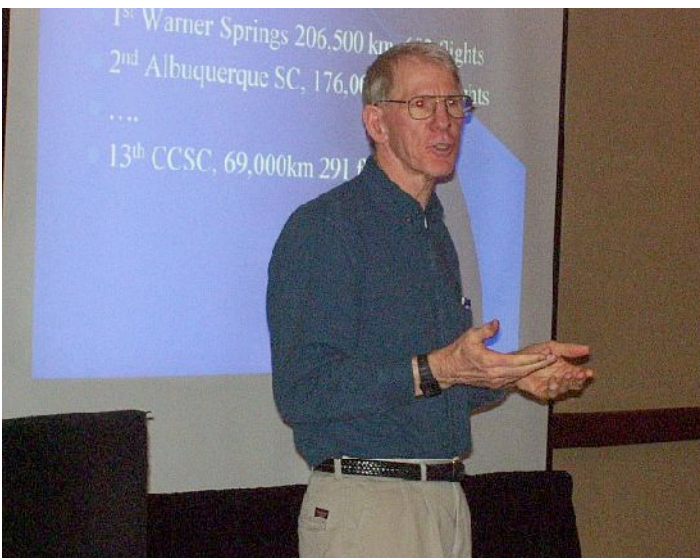
(Sung to Simon and Garfunkle's –
The Sounds of Silence)

Hello glider my old friend
I've come to soar with you again.
Because a thermal softly rising
Broke the ground while I was flying,
And the vision that was planted in my brain
Still remains
Within the sounds of silence.

For currency I flew some dual,
Thinking I was really cool.
'Neath the halo of the plexi-glas,
I flew without a drop of gas,
When my ears were stabbed by the sound of a
CFI
My skills decay
Instructors are a nuisance.

And at Caesar Creek I saw
Two hundred members, maybe more.
Pilots launching without towplanes,
Giving just a few migraines,
Pilots singing songs, the lamest songs you'll hear,
Just once a year
Disturb the sound of banquets.

"Fools!" said I, "you do not know,
I'm a ham-fisted tyro."
Hearing words that they might teach me,
Taking flights that they might reach me.
But those words like a sinking airmass fell...
So wish me well
Someday I'll get that license.



Stability is the Key... Teaching Weather Made Easier

by Paul Langston

Editor's note: An air traffic controller for 19 years, Paul Langston is an instrument-rated commercial pilot. This article is a reprint from the AOPA Air Safety Foundation "Instructor Report" and was provided for your interest by Tom Bales.

Weather isn't as sexy as aerodynamics, and it isn't nearly as much fun as chandelles or lazy eights, but let's face it – good, solid weather knowledge is essential to safe flying. So let me tell you how I explain it to my students by breaking it all down to a basic element of weather – stability.

I teach aviation weather at a college in Southern California. Recently we were having a discussion about the relationship between atmospheric stability and the dry adiabatic (ad-ee-uh-bat-ik) lapse rate. I'm pretty sure I overheard one of the students in the back of the class say to his buddy, "This guy is a dry adia-bat." While he may be right about me, there is a great deal to learn from this lapse rate.

Let's consider a parcel of air the size of a party balloon. If we inflate this balloon about halfway at sea level and then magically lift it in the atmosphere, we would observe some interesting phenomena.

Think about those air molecules in the balloon. The number of molecules in that balloon is fixed – no more can enter but none can escape, either. Picture a dance party of say, 200 people in your garage. Everyone would be hot and sweaty, bumping into each other. Now, take those same 200 people and move the party into a big gymnasium. People wouldn't be bumping into each other, everyone would spread out, and the temperature would go down.

The same concept applies to the air molecules in our balloon. As we go up in the atmosphere, pressure decreases. The higher pressure inside the balloon will force it to expand as the pressure outside decreases. The molecules aren't bumping into each other as much so the temperature cools down.

The reverse is obviously true as we lower the balloon to the ground. As the pressure outside increases, the balloon shrinks and the molecules begin bumping into each other again. This, in turn, increases the temperature.

This cooling by expansion and warming by compression is what we refer to as the dry adiabatic lapse rate (DALR). We are assuming that the air is completely dry, hence the name dry adiabatic lapse rate. This gives us a point of reference to compare actual air samples in the atmosphere, which contain water vapor, to our

theoretically dry air parcel.

The DALR gives pilots an indication of the stability of the atmosphere in which we will be flying. Stability of the atmosphere can tell us about several useful and important conditions that affect pilots such as turbulence, cloud types, height of clouds, types of precipitation, and IFR or VFR conditions.

How can we tell if the air is stable or unstable based on these conditions? Easy. The DALR is a 3-degree Celsius temperature change per 1,000 feet. Twice a day the National Weather Service takes readings in the atmosphere to determine the actual lapse rate. If the actual lapse rate is greater than the DALR, then the air is unstable. Unstable air means that it wants to go up in the atmosphere. Therefore, you can expect good visibility in between puffy, white clouds and a bumpy ride. Watch out for thunderstorms! If the actual lapse rate is less than the DALR, expect the air to be stable. Stable air resists vertical motions, with IFR conditions likely, steady precipitation, and a smooth ride.

Now, you don't have to rely on the National Weather Service for your readings. On your first instructional flight of the day, notice the rate of temperature change in 1,000-foot increments. Relating this real-time knowledge to subsequent students can be valuable in cementing their concept of stable and unstable air. It can also be helpful on long cross-country flights where conditions can change rapidly, for in-flight decision making, and for routine pre-flight planning.

There you have it, a quick reference guide for determining the stability of the atmosphere. While weather admittedly may not be the most exciting subject matter, the more pilots understand the basic concepts, the better the pre-flight and in-flight weather decisions they're likely to make.

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 of the clinic as possible to allow adequate space to be reserved. Check with Joe on all of the benefits and requirements to attend this class.

SSD Board Elections Coming / Candidates Needed! **Lucy Anne 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 will 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.



Thar's Gold in Them Thar Hills! **Pat DeNaples #214**

And Silver and Diamonds, Too! Come join Dave Rawson and Pat De Naples for the 35th annual spring ridge soaring camp at Tom Knauff's and Doris Grove's Ridge Soaring Gliderport in Julian PA. Back in 1975, Bob Root, Pat De Naples and John Bennett mined three diamonds, a Silver Badge, and three Gold Badges in two days in the same 1-26 on those fabulous Pennsylvania hills. And there are lots more of those treasures in those hills waiting for you to claim!

We plan to leave on April 26 for an eight-day camp. To date the following also plan to be there: Lynn Alexander, Jim Hurst, Max Marshall, Charlie De Berry, Don Green, John De Naples, and Dennis Fisher. We will have a CCSC ASK-21 as well as several private ships there. If you're interested, contact Pat or Dave for more info. Remember, there's gold in them there hills, but you have to bring your own pick, shovel and pan.

Joint CCSC-SSD Board Meeting Minutes

Lucy Anne McCosky

January 17, 2009

Present: SSD : John Lubon, Pat DeNaples, Lucy Anne McCosky, Frank Paynter, Bob Root, Dieter Schmidt
CCSC: Andrew Dignan, Paul McClasky, Tom McDonald, Charlie Richardson, Tami Scott, Steve McManus

The meeting was called to order at 10:20 am by SSD board president, John Lubon. Minutes of the previous year's joint meeting were reviewed. Lubon reviewed the 2008 projects and expenditures. All of the projects identified at last year's joint board meeting have been completed or are well underway. Dieter Schmidt reviewed the SSD financial position. In 2008, stock redemptions exceeded purchases by \$8,000, a trend that is expected to continue in the coming year. Approximately \$20,000 is available for capital projects in 2009.

John Lubon presented a list of capital expenditure items (more than \$1000) which had been proposed by members of the two boards, to which several items were added during the discussion. After a thorough discussion of each item, each participant voted for a four major and five minor projects. Results were tabulated to produce a list of priorities. Major projects selected were west runway approach improvements (tree removal), farmhouse upgrades, campground electrical expansion, and purchase of a radio for the other ASK-21. Top priority minor projects were repair of main hangar doors, lights for towplane hangar, purchase of a generator, golf cart batteries, runway threshold, and fencing for the east end of the runway.

Project leaders were appointed as follows: Farmhouse upgrades: John Lubon, West runway approach improvements: Andrew Dignan, Campground electric expansion: Frank Paynter. The meeting was adjourned at 12:55 p.m.

SSD Board Meeting Minutes

Lucy Anne McCosky

January 17, 2009

Present: Pat DeNaples, John Lubon, Lucy Anne McCosky, Frank Paynter, Bob Root, Dieter Schmidt
Absent: Wally Detert, Dave Edwards, Bill Maxwell

The meeting was called to order at 1 p.m. by John Lubon. The minutes of the previous meeting were reviewed and approved. The treasurer's report was reviewed and approved. Three requests for stock redemption (12 shares each) were approved. The final installment on the 2-33 refurbishment will probably

be due before the next CCSC lease payment is received, and property taxes will be paid in February. CDs for the Bruce Helvie bequest and the youth endowment fund will be renewed when they come due in February.

Old Business: Frank Paynter reported that the request for 501c3 status for the youth soaring program has been submitted to the IRS. When it is approved, he will present a plan for cooperation between SSD, CCSC, and the youth organization. The meeting was adjourned at 1:20 p.m. The next meeting will be Saturday, February 21, 2009, at 9:30 a.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Tammy Scott

February 7, 2009

All board members were in attendance except Gerry Proffitt. Meeting started at 9:40 am

Secretary – The minutes from the January meeting were reviewed and accepted. No new members or recent terminations. **Treasurer** – Cash flow positive for the month of January. Expenditures listed – still need to be able to itemize/group incoming funds. Prices on purchase of blocks of flights or pre-noon flights discussion tabled. No gas bills this month except fuel oil for house – SSD cost? New schedule of fees and dues in effect. Financials reviewed and accepted. **Facilities** - Work on projects continues. **Tow Plane Maintenance** – 330 Annual expires EOM February. 909 good through April, 48L good through June (may move earlier so done by flying season). Pilots meeting April 11th 10am. **Glider Maintenance** – Both 21's annualized. On hold for no insurance: 521 comes off hold March 1, 221 comes off hold March 17th. Blanik off hold as of Jan 30th. Grob to be taken apart to start work. Wally to install seat belt on 134. 16Q has vario problem, 15h brake issue, 15H door seal issue. **Social** – Nice turnout for banquet. Cost will be approx \$29 per person. Valentine Potluck 2/14/09 after flying. **Operations** – 1st Sun of April and May – Eric Heins to do flight reviews – 2 hour ground school covering UOP/FAR items. Crew Chief can't tell currency – who is checked out in what glider – will develop card with all needed info. Tom will check to see if UOP change needed to implement. Buck will schedule a general pilot safety meeting. Regarding open safety issues – Buck will advise the pilot of requirements to continue. Next crew chief meeting – 1st sat in April. Review proposed changes in limited membership rides. Need to review insurance requirements – may be a pricing issue. Andrew will check. Proposed taking a glider to two events in Waynesville for marketing purposes – approved by board. **Old Business** – Andrew finalizing email billing process. Two laptops complete and ready to go. **New Business** - Andrew to check on license plate for utility trailer. Defibrillator needs mounted in clubhouse – will be done today Billing – 35 people in arrears – Pat has cleaned most of these up. Jim will notify two members of potential termination for non-payment. 25th of April Ridge camp – Approved to take an ASK21 there. Waynesville CofC – dues are past –Jim will pay these. Steve to look into finding a CCSC rep for the CofC. Proposed change to UOP's to cover pilots landing at Waynesville. Tom will work on proposed change. \$300 for application fees for 2010 18M and 2012 Sports class contest approved. Rolf/Gerry completing order of business cards. Jim Price and John Lubon to use Ask21s to fly in region 6 contest. Approved by board. Youth Soaring Camp will be July 13-17th. SSF Site Safety Survey of CCSC approved – possibly June 20th or 28th. Buck to send email invite from club. Fee to be determined by club at end of

survey. Motion approved for FAA to use CCSC facilities (based on timing) for general Aviation Safety Seminar. Buck to advise.

Vintage Soaring regatta – request use of CCSC over weekend in May 2010. Approved based on more information of timing. (Some question on whether Rolf's Labelle is vintage or not). Altimeter setting policy discussed. Tom, Joe and Garry will discuss and brief board next month. Discussion of pros and cons of winch operations at CCSC. Motion made and approved – No winch operations allowed at CCSC.

Upcoming Events - Mark Your SSA Calendar !

14 February – Potluck – After flying at the clubhouse (Kat's Beer!)

21 February – SSD Board Meeting – 9:30 at the clubhouse

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

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

4 April – Crew Chief Meeting – TBD at the clubhouse

11 April – Tow Pilot's Meeting – 10:00 am at the Clubhouse

25th April – Ridge Soaring Camp Week

13th-17th July – Youth Soaring Camp – CCSC

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

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>

February 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 513-477-6112 (c)
Grounds Maintenance: Gerry Proffitt 513-934-1398 (h)	Ground Equipment: Bill Maxwell 513-708-7917 (c)