

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

April 2009



More on Winching

Jim Goebel

I hope that a winch is eventually operated and tolerated at CCSC, and by CCSC members at other locations, ...perhaps during Soaring Safaris or chasing surrounding state soaring records by our club members. CCSC has current access to 1) a good winch (at a very reasonable rate), 2) good (experienced and/or trained, and current) operating crews and 3) a quality cadre of current and proficient winch CFGs. At Waynesville Airport (and during the November winch demonstration at CCSC) the current winch has operated safely and reliably, over 360 times.

Our five instructors have graduated over six winch CFGs and endorsed other pilots for ground launch-winch. They have provided many training, introductory, currency and demonstration winch launched flights. They have introduced potential club members to gliding. Showed winching to FAA FSDO representatives. Some winched flights have thermalled away. Our curriculum teaches/encourages safe winching AND many times raises the sometimes casual/atrophied flight skills of an aero towing pilot population.

Our winching produces current and more proficient, “switched-on” glider pilots. At release, flight training focuses on transitions, airmanship/aircraft control and accurate patterns/landings; but also preparation, decision making, and disciplined flying...and the occasional extended thermal flight.

If you would like some winch training, an endorsement, or just a winch demonstration/orientation flight, or if you just wish to crew or observe during winch flights, please contact Jim Goebel (goebeljw@aol.com) or Gerry Proffitt and we will put you on the callout list.

Note: In February, the CCSC Board voted to disallow winching of CCSC/SSD equipment from CCSC. Every Board Member who had taken a local winch launch, plus one other member, voted FOR winch operations at CCSC. Every Board Member who either voted AGAINST winch operations, or withheld their vote, had NOT taken a local winch launch. To my recollection, on the SSD Board, only Frank Paynter has taken a winch demonstration flight. The winch demonstration at CCSC was safe and successful (Please view- www.youtube.com/watch?v=C1XA1C_Q4QI) and pattern altitude was achieved despite operating with a tailwind. Training academics, presentations, syllabus and very conservative operational procedures for CCSC are completed. Instructors and Winch Operators are trained. The training venue is established and the training/standards are high. CCSC's \$10 total flight fee cannot be duplicated at Waynesville (launch AND glider rental). The winch and crew are ready if the board(s) reconsiders and allows an interim operational period. Please talk to someone who has recent, local winch experience.

Recently, the following winch statistics/excerpts were forwarded to me, directly and via the winchdesign working group, by a US winch expert.

“ Germany now has close to 1,000,000 winch launches a year. ... numbers from Germany ... indicate e.g. in 1999 21 accidents occurred during the course of roughly 700,000 winch launches, 1 per every 33,333 launches. That rate is about 2.6 times lower than what they have found for 1974-2005 in the UK .” (Using UK 's worst case numbers) “a civilian club that conducts 4000 winch launches per year would expect a fatal or serious injury every 21 years, a severely damaged glider every 7 years, and a winch accident of any kind every 3 years.”

“...in Germany there are about 22% less severe accidents during winch launching per start than there is for aero tows)”

(In the UK) “...the glider crash rate on winch launches is 50% higher than on aero tow launches but the fatal and serious injury rate on winch launches is eight times that on aero tow launches.”

“...there hasn't been a winch fatality in the US in more than 20 years” In the last 15 years there were only seven accidents by gliders launched by winch. (3 failed to maintain safety flying speeds, 1-2 bad low pattern/ground loop, 1 improper failure to release procedure, 2 taxied laterally/didn't release/struck object)

Note from Rolf Hegele, President, CCSC:

The CCSC Board is responsible for making decisions that are in the best interests of CCSC and its membership. As such, the Board heard many opinions over the six months this issue was on the table and did observe the winch launch demonstration as part of the education process. It certainly was not necessary for any Board member to take a winch launch in order to make an informed decision on the safety, training merits, and operational utility of winching at CCSC. Personally, I have 104 safe winch launches in my logbook and another winch launch would not change my opinion one way or another. The performance/safety statistics were addressed and presented to the Board as part of the decision process. The Board based its decision on all the information available and voted to not permit winch launching at CCSC.

If anyone is interested in winch launching, we encourage you to participate in the winch operations at Waynesville. A CCSC 2-33 can be used for winch launch at Waynesville however it does require an aerotow out of and back to CCSC.

CCSC Youth Group Looking for Tax-Deductible Donations

The CCSC youth group recently received formal notification from the IRS that its application for charitable organization (501c3) status has been approved. This means the fair market value of any donations to this group should be fully deductible on your income tax return. Contributions/Donations will be used to support a variety of youth-oriented activities, including our annual Youth Soaring Camp, soaring scholarships, cross-country racing camps, and youth soaring safaris. If you would like to donate money, time, or other items of value please contact Frank Paynter at paynter.5@osu.edu or 614-539-3316 or 614-638-6749(cell).

Thanks! Frank Paynter

CCSC Memorial Day Weekend - Sunday Evening Barbeque

I would like to invite all members to the CCSC Memorial Day Weekend Barbeque Sunday evening May 24th starting at 6:00, after flying. The Club will provide Drinks, side dishes and meat for \$10 per person or \$5 per person if you bring a desert and or side dish. Reservations are required please Contact Steve McManus at 513-777-2747 or email steve.mcmanus@ge.com. In case of rain, Rain date Sunday May 31st. We hope to see there! Steve McManus, Social Director

Newsletter Editor Wanted

Tami Scott

We are looking for someone who is interested in taking over the CCSC Frequent Flyer newsletter and making it better than ever! If you are interested, please contact Rolf Hegele.

Several years ago and again recently, CCSC had 2-33s land out. In both cases instructors were onboard. In both cases the students involved were doing well in their training. (One student was taking an instructional flight prior to taking his FAA check ride, while the other was nearing initial solo, and progressing well in his training.) In both cases winds aloft, that is, winds above pattern altitude were very strong.

Several factors were at play in these land outs, but the common thread was the stronger than normal winds aloft and the failure of the pilots to adjust for this fact. Whether you are flying solo, or flying with an instructor, always consider the effect that the wind is having on your ground track. Don't wait for your instructor to tell you that you are too far away from the field. He may be watching you to see how far you will go! He may be waiting to see if you recognize your predicament! If you think you might be too far, but aren't sure, ask your instructor!

One of the toughest jobs an instructor has is deciding where to draw the line in allowing a student to make a mistake, become aware of it, and correct the mistake. What instructors want to see is that the student recognizes his or her mistakes and corrects them before the instructor has to intervene.

If the winds aloft are strong, you should not be downwind of the field, especially in a 2-33! Remember as you search for thermals to always know where the airport is, and how far you are from it. CCSC UOPs require us to remain within gliding distance of CCSC if you are flying a CCSC club ship. You must take the strength of the wind into account.

So, what if you find yourself too far from the field and decide that you cannot make it back safely? In both of the above mentioned cases the pilots decided they needed to land short of the airport. This is a difficult decision to make, because it requires that you acknowledge that you made a mistake. Make the hard decision, put it behind you, and focus on making a safe land out! This is the type of decision making that we ask of you when flying CCSC aircraft. No one on the Safety Committee or the CCSC Board will question your decision to land out. We may ask how you got there, and ask you to fly with an instructor before you fly solo again, but we will congratulate you for recognizing your situation and doing the right thing.

Both of these land outs ended well because the pilots made the tough decision to give up trying to get back to CCSC, and focused on making a successful landing in a field.

Buck Towne, CCSC Safety Officer

There are three UOP changes. All are effective May 15. This newsletter serves as the required 30-day notice to the membership. Please take the time to read the rest of these operations notes, too.

UOP Change: Altimeter setting. We're going to start setting the altimeter on club aircraft to field elevation, instead of setting it to zero. Compliance with this UOP change is not optional. The old habit could be hard to break, so expect reminders from the launch crew before each flight at least into July.

The change adds a new bullet point under Paragraph 4.6, Responsibilities of Pilots: "The altimeter on club aircraft is set to field elevation prior to takeoff, rather than to zero."

UOP Change: Flights to Red Stewart Field. The current UOP definition of "cross country flight" includes flights to Waynesville. That isn't the intent, as we fly there routinely for training, maintenance and to do winch launches. The CCSC board voted to make a related UOP change. The practical effect of this is to make the written rules match what we already do; there is no real change to the operation. Instructors and students need to be aware that a solo student operation between the two airports would still require a cross-county endorsement under Far 61, though.

UOP Change: Simulated rope breaks. In the interest of proficiency and currency, an instructor flying solo may now conduct a simulated rope break and be charged accordingly, instead of being charged the 2000 foot minimum. As with the last item, this codifies what we were often doing already. Instructors will need to put their account number in both the "pilot" and "CFIG" blocks on the tow card to ensure they are charged correctly. We essentially deleted the "dual" requirement. Here is the old and new UOP text for comparison:

Old: 2.7 SIMULATED ROPE BREAKS

Rope breaks may be simulated during any dual instructional flight at the discretion of the flight instructor. ...
For a flight to be considered a simulated rope break, all of the following conditions must be met:

- The flight must be a dual flight with a CCSC CFIG,
- The sailplane must release at or below 1000 feet AGL,

New: 2.7 SIMULATED ROPE BREAKS

Rope breaks may be simulated during any flight at the discretion of the flight instructor. ...

For a flight to be considered a simulated rope break, all of the following conditions must be met:

- The flight must be with a CCSC CFIG,
- The sailplane must release at or below 1000 feet AGL,

BFR/Spring checkout ground school. Having trouble getting that BFR done, or could you use a painless refresher class for your spring checkout or upcoming check ride? Come to the BFR ground school on May 3 (1st Sunday) from 10:00 a.m. to noon.

Eric Hinz conducts a review of FAR's and glider performance, plus some UOP information. His signoff is for the ground portion of your BFR is good for 60 days, and you can then take the flying portion with any club CFIG at your convenience. This improves standardization, and is much more efficient than taking an

instructor off the line for each individual flight review.

Six CCSC pilots attended the first session of this course in April. I hope that member demand prompts Eric to extend the program beyond May. He instituted a similar program at his old club, the Texas Soaring Association, with great success.

Remember, the BFR ground training has to be logged. That means you need your logbook, license and photo ID when you show up for class.

Introductory flights. Commercial pilots take note: intro flights are now tows to 2500 feet AGL, not 3000. There is an option for a 5000 foot (mile-high) tow, too. The crewchief may offer the guest a discount on a second flight purchased the same day. Remember, our goal for introductory flights is a new member for the club. If the guest does not join, I hope they tell a friend how much fun they had flying with us, and the friend joins.

Cell phone information. Crewchiefs are going to start writing their cell number on the schedule board on the trailer. Put that number in your phone when you fly so you will have good contact information. This could save a lot of trouble in the event of a landout. (Remind the chief if he forgets to post the number).

Pilot safety meeting. We have annual meetings for instructors, towpilots and crewchiefs. Two different boards meet monthly to govern the club. There is one group that we've never scheduled a meeting for during my time here – the pilot group as a whole. Buck Towne and I will conduct our first pilot meeting along with the potluck dinner on Saturday, April 18 at about 6:00 p.m. We'll review some safety issues, in hopes of not repeating history this flying season. Try to be there.

Tow card currency information. The tow card has a spot for biennial flight review or 90 day solo endorsement expiration date. Be sure put this on the card – crewchiefs will be instructing their launch crews not to hook you up without a date on the form.

Pilot Information Cards. The club has no record of who is checked out in which aircraft, what pilot certificate club members hold, or when a BFR expires. This situation does not square with our insurance requirements, and the club safety committee recommended a fix. Simply put, we need some record of this information separate from the pilot's own logbook.

Name		Pilot certificate number:				
Address		Type (student, private, etc):				
		Date issued:				
Emergency Contact Info:						
Glider Checkouts	Front seat		Back seat		Medical Class & Date	Last BFR date
	Date	CFIG name	Date	CFIG name		
SGS 2-33					(if applicable)	Student solo endorsement date
G-103						
ASK-21						
L-23						
SGS1-34			(L-23 prerequisite)		Towpilot? (Y/N)	(if applicable)
SGS 1-26			na	na		
Other					CFIG number/date (if applicable)	
Other						

CCSC Pilot Information Card

pencil may be used

To that end, you will need to fill a card like the one above the next time you come out to fly. Information that changes, like BFR dates, may be entered in pencil for easy updates. After June 1, flying without this card on file, or with outdated information on the card, (with thanks to Bob Root for suggesting an appropriate penalty) "shall be a beer-buying event."

SSD Board Meeting Minutes Lucy Anne McKosky

March 21, 2009

Present: Pat DeNaples, Wally Detert, John Lubon, Bill Maxwell, Lucy Anne McKosky, Frank Paynter, Dieter Schmidt

Absent: Dave Edwards, Bob Root

The meeting was called to order at 9:50 a.m. by John Lubon. The minutes of the previous meeting were reviewed and approved.

The treasurer's report was reviewed and approved. Dieter Schmidt moved that the proceeds of one CD from Bruce Helvie's bequest be used to pay for the 2-33 refurbishment and the aircraft named in his honor. The motion was seconded and passed. The radio for the ASK-21 has been received, and the total cost was approximately \$2600.

Dieter reported that the treasurer's books are ready for audit and will be transmitted to Lynn Alexander for audit.

The secretary reported that four candidates are running for three places on the board: Dave Edwards, John Lubon, Lucy Anne McKosky, and Dave Menchen. The ballots have been printed and were stuffed into envelopes immediately following the meeting.

Old Business: The campground electrical upgrade is proceeding on schedule. The main breaker has been replaced, and we are waiting for DP&L to install the transformer. The cost so far has been \$858.28, and there may be no further charge for the transformer. There is likely to be a monthly charge for the meter, however, which may be billed to CCSC. Rolf Hegele suggested that SSD could pay a lump sum to CCSD, who would be responsible for the monthly charges. Wally reported on the 2-33 progress. The fuselage has been covered, and dope application is in progress. There will be some additional costs for the interior and replacement of the spoiler tube. A progress payment of \$3000

was authorized. John Lubon reported on the candidates for the resident caretaker/business manager positions. Four couples have applied and interviews were conducted following the meeting. John Lubon, Pat DeNaples, and Frank Paynter represented SSD on the interview panel. The board reviewed and updated the list of position responsibilities. A set of selection criteria was developed.

New Business: Frank Paynter reported that the youth group has received its 501(c) 3 designation from the IRS. The group's relationship to CCSC and SSD remains to be clarified.

The meeting was adjourned at 11:05 a.m. The next meeting will be the SSD Annual Meeting, scheduled for Wednesday, April 8, 2009, at 6:30 p.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Rolf Hegele

April 4, 2009

In attendance were Rolf Hegele, President; Steve McManus, Social; Paul McClaskey, Tow Planes; Dave Coucke, Facilities; Jim Lowe, Treasurer; Charlie Richardson, Glider Maintenance; and Tom McDonald, Operations.

Vice President – No update available.

Secretary – Minutes from February and March were reviewed and approved. The Schedule of Fees and Dues need to be updated for introductory flight updates. There were four new member applications and they were approved. Welcome to Marcos Aranha, Todd and his son Tyler Dockum, and Mathew Pirrello. Welcome all.

Treasurer – The financial statement indicated that although income was down for the month, budget projections for the year remain strong. It was noted that this report did not show the various components of the income stream. The Treasurer's Report was approved. Our taxes have been filed and there were no new gas bills. A number of delinquencies were discussed and various members will contact the members.

Facilities - The campground power has been restored on the new transformer. Now the entire facility has better power distribution and capacity. The downspout has been resolved and the bushog repaired although it still needs some welding. A cleanup day has been scheduled for Saturday, April 25 with the following Sunday as the backup day.

Tow Plane Maintenance – The annual on 33Z has been completed and 909 will be next. Fire extinguishers have been installed in every tow plane but the installation is not ideal and will be reconsidered. Paul has been our chief Tow Pilot for many years and felt it was time to for someone else to assume those responsibilities. He recommended Buck Towne and Buck agreed to assume those responsibilities. Thanks to Paul for all his efforts and contributions. The tow pilot meeting is scheduled for next Saturday at 10AM.

Glider Maintenance – The Grob is having cosmetic and fiberglass repair done. Joe Jackson is leading and performing most of this work. The radio for 221CC has been received and will be installed on a non-flying day. The door on 15H has been fixed. There is an AD on the Blanik that needs to be scheduled.

Operations – Tom reviewed the Status Report Card which will be printed and available next weekend. All members must fill it out by the end of June. Tom also presented a recommendation for UOP changes that establish the use of field elevation in all Club aircraft effective 15 May. The recommendation is to add the following bullet to Paragraph 4.6; "The altimeter on club aircraft is set to field elevation prior to takeoff, rather than to zero." This motion was approved and will be published in the Newsletter. The UOP changes that allow flights to Waynesville will also be published.

Social – The next pot luck is scheduled for 18 April. A dinner is also being planned for Memorial Day weekend.

Old Business – There was no old business.

New Business – The Waynesville Chamber of Commerce reminded us that we had not renewed our membership. The renewed membership was approved. Joe Jackson indicated that a local retirement community was interested in visiting the field. Joe indicated he would organize the event and prepare a briefing for them. This was approved.

There being no further business, the meeting was adjourned at 11:25 AM.

Gas Alert

In accordance with the Schedule of Fees and Dues, tow fees remain at \$13.50 for the fixed portion and the fuel index remains at \$0.30 per 100 feet of altitude.

Upcoming Events - Mark Your SSA Calendar!

18 April – SSD Board Meeting – 9:30 am at the Clubhouse

18 April – Spring Potluck Dinner – after flying – at the Clubhouse

25th April – Ridge Soaring Camp Week

25th April – Annual Clean Up Day

2 May – CCSC Board Meeting – 9:30 am at the Clubhouse

16 May – SSD Board Meeting – 9:30 am at the 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 complete with parachute, trailer, great co-owners and a beautiful Thunderbird paint scheme. \$3,750 Call Dave Menchen (513) 313-2315

For Sale: Dittel 71-M Base Station Radio with battery charger, auto-lighter charger and car-top antenna. \$2750. This radio can be easily removed from the base station and used in your glider if you prefer, all at a price considerably less than new. Call Greg Crook at greg.crook@sbcglobal.net or call 614 932 9979.

Wanted: Winch Students/Pilots – If you wish winch training/currency BEFORE the winch leaves the local area, please get your name on the training list by contacting Jim at GOEBELJW@AOL.COM. The following winch training venues are available: Winch Endorsement, Winch Currency/Proficiency, and Winch-to-Pattern-Placement (1. Student pattern & spot/on-speed proficiency, 2. Licensed Pilot landing currency), Biennial Flight Review - Winch Training, Winch Training – Opportunistic/Other, Winch-to-Thermal Training (Good Luck!), Winch Training of Private Ships.

Wanted: Winch Operator(s) (for weekday winch operations) – Free Training. Reduced Flight Rates. Lots of Satisfaction. Medical not required. Contact Jim at: GOEBELJW@AOL.COM.

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>

April 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)