

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

July 2009



Jim Marks assists Jim Hurst in his first ride in an LS-4. The glider belongs to Jim Hurst's son-in-law. Jim had a nice thermalling flight and loved the glider!

CCSC Regional Contest

By Linda Murray

Well the CCSC Regional contest is over for the 2009 contest year. If you did not come out to the club during the contest, you missed a lot of fun. Many members did come to the contest and they did enjoy the competition. A contest is not just about the winner of the day's flight, but about meeting other people who hold the same great interest in soaring.

Thanks to the many volunteers for all the help. Kim Paar, Carol Carraway, and Lori McClaskey for helping with the dinners. Gary Adams for organizing the launch line. Garry Print for serving as Chief tow pilot. Harolyn Burns as being the Retrieve Desk. Frank Paynter for being the Weatherman. Andrew Dignan for being the scorer. Pat De Naples for recording the launch. Sara Palmer for insuring water delivery and an extra trash pick-up. The several Junior members for using their young legs to run ropes and launch ships. Many other club members helped with notifying other airports, cleaning gutters, taking out the trash, and a

lot of innumerable little things. All this activity in just one week including a great ball game on the runway!

Thanks to all of you who make this club work so well and congratulations to the winners !

18 Meter	John Lubon
15 Meter	Greg Leslie
Standard Class	Mike Smith
Sports Class	Dave Coucke

Note from the CCSC Board: A special thanks to Linda Murray for all of the work she did in coordinating another successful contest. CCSC appreciates her efforts and congratulates her on another job well done!

Ops Corner

Tom McDonald

We have several new club members. Welcome to Richard Perry, Thomas Baer, William Cleveland, Rik Ghai, and Dustin Stalcup. If you are a new member, or an old member who is not currently assigned to a crew, please consider 1st Saturday, 3rd Saturday, 3rd Sunday, or 4th Sunday. All these are very short-handed in ground crew members. We also have a pressing need for instructors on 2nd Saturday.

Speaking of ground crews...

The hookup/wing runner person is an important link in the safety chain. Look the glider over for safety considerations. Are the spoilers locked? Seatbelts tight and not twisted? Canopy closed and latched? Also, hooking up does not require a committee. To minimize distractions, there should only be one person in front of the glider (unless is training in progress).

Remember to remind the crew of the key point of the altimeter setting -- pattern altitude is 2,000 feet MSL. Do this just as you connect the rope. We'll stop requiring the reminder when this change is second nature to every pilot. I think that will be next spring at the earliest.

Pilot info cards

As of July 4, there were about 70 pilot cards in the file box. As of June 1, you have to have a card on file to fly. Yes, this includes flying your own aircraft. The club has a responsibility to ensure pilot currency as both the aircraft and airfield operator to meet our insurance requirements, and continuation of this procedure was recommended during our recent SSF audit. If you do not have a card on file, please take care of this on your next visit.

See you at the gliderport!



June Fun at CCSC

Hi from the House!

Pam Brooks

Carl and I are looking forward to our new roles of caretaker and business manager for CCSC. We appreciate everyone's patience as we become familiar with our new responsibilities. Please don't hesitate to contact us with any questions or concerns – our door is always open. You may reach us at (937) 367-8486 or ccscbusinessmanager@gmail.com.

Carl and I just celebrated our 22nd wedding anniversary. We have resided in Waynesville for the last 6 years, but have always called this area home. Carl is a general contractor and my background is in office management (I am a retired LPN as well). Carl was lucky enough to experience his first glider ride during the contest. He is excited about pursuing his glider license in the near future.

We have three children. Our oldest, Jessica, lives in Xenia and works as a police dispatcher. She and her husband are expecting our first grandchild in February. Our son, Jared, will soon be 21 and will be residing with us at the glider port, helping us with our chores while pursuing his education. You will also see his fiancée, Ali, with us frequently. We have a 14 year old daughter, Alex, who will be a freshman at WHS this year. Rounding out our family are three dogs – Chubs (a big fluffy mutt who likes to bark but loves attention), Charlie (a beagle who loves to play), and Miss T (a nearly 14 year old lab who thinks she is still a puppy). Please stop in to say hello! We are looking forward to getting to know everyone!

Upcoming Events - Mark Your SSA Calendar!

- 12 July – 18 July – Youth Soaring Camp – CCSC Field
- 18 July – SSD Board Meeting – 9:30 am at the Clubhouse
- 18 July – Potluck Social – after flying – at the Clubhouse
- 1 August – CCSC Board Meeting – 9:30 am at the Clubhouse
- 15 August – SSD Board Meeting – 9:30 am at the Clubhouse
- 15 August – Potluck Social – after flying – at the Clubhouse
- 31 August – 4 Sept – Soaring Camp – SCS Field
- 5 Sept – CCSC Board Meeting – 9:30 am at the Clubhouse
- 6 Sept – Labor Day Dinner – after flying - at the Clubhouse

Summer Soaring Camp

Eric Cochran

The 3rd annual summer soaring camp is set for August 31 through September 4. Those who have attended the last two years know what a great time it is. Even the days without lift provide fellowship and learning opportunities. Come out and wind down the season. It's a great opportunity to meet those 2009 soaring goals.

Judgement Training

Terry Buker

Where Should We Land? How fast should we land? Which way should we land? What Pattern should we use? Gliders have a perfect flying record, we have never left one up there. One thing we know is we WILL come down. The finesse is all in how we do it.

There are probably as many ways and opinions on the above as there are glider pilots. So rather than direct you to one way to do it, lets look at what fits different situations. This, hopefully, is where the judgment training comes into play. It is one of the most nonspecific and toughest things to instill in new, or for that matter, old pilots. But if we put on the Mr. Safety hat, it is easier to direct the outcome towards that goal. So with getting on the ground safely being the ultimate goal, all the others fall into some semblance of order behind it.

Let's take Caesar Creek for example. We have standard patterns, directions, speeds and touchdown points that we use in training with students. Now some might ask why we do not use those very same ones all the time when we are flying without students on board. And I have heard quizzical comments from under the tent about some of the patterns, directions, speeds, slips and touchdown points that have been witnessed from same. As we all know, there are few things more entertaining than watching and critiquing the last moments of a flight. Be it a rope break or a 500 km grueling day long affair. I am not immune to this vicarious form of entertainment, it is actually quite satisfying. I suspect because I do not have to deal with all the myriad of tough decisions but get to enjoy the beauty of the end result (hopefully). But we must remember that we are not in the cockpit and do not know what is going through the mind of the one who is. Or what it is that they are trying to accomplish on this particular flight. There have been numerous times that I as an instructor have had the student do something out of the ordinary, whether it was an abnormal pattern or the use of a "wrong" touchdown point, slips to landings, for the benefit of practicing their ability to

adapt to the changing conditions at hand. And I, as odd as it may sound, have purposefully done the same thing to myself on occasion. Many of you who have flown in contests, know all too well, that the plan YOU had for the pattern or landing can be suddenly been changed beyond recognition by one or several others in the vicinity.

This applies equally and maybe even more predominately to flying with others in gaggles. Not only can you not control what they do, you often can not predict what they do or why. Better have a plan B and C handy, because there will not be time to make one up come crunch time. There are things that I sometimes do, that I would not encourage a brand new student to do. I do however want to train them to have the skills to be able to use all the skills in their tool box at some point. There are things I see done, that I would not do, some I know I do not have the skill or the inclination to do. And some, the inclination but not the skills. Aerobatics for example. But the point being, if you do not have the inclination or the skills, do not attempt them. If you do, make sure you do them safely. This brings us back to the original questions posed above.

The answer, I am afraid, depends on what we are trying to accomplish. There can be a great deal of difference in the touch down point for a student on first solo at a new airfield and an instructor giving a ride with another waiting at the staging area. Both need to be done safely, but there are many safe options in between. Should it be a low energy landing with a midfield turnoff, or a relative worm burner with enough energy to stow the dive brakes and scoot to the end. Do we need a full rectangle pattern or do we have a nervous and slightly urpee pax who is not sure they fully enjoyed lunch the first time around and not communicating. Is there inbound traffic or others hovering just outside the pattern waiting for it to start raining fiberglass.

And who will be behind or in front of you and where will they attempt to stop. Is the take off lane a viable or better option? Should we come from opposite ends of the runway at the same time and plan to land and hold short of a certain point. Is there enough room on the runway for this and who is on the opposing final and are we on the same page.

If you want a grand example of all this, check out one of the major contests, and you will see it all for free. I have had the pleasure of participating as a tow pilot and as a competitor, and when it works, it is aerial

ballet. Six or more tow planes launching and landing continuously. When it does not, it is aerial spaghetti. 10 or more gliders falling out of the pattern at the same time. There seems to be more communication among the tow pilots than competitors, as one might expect, when landings and takeoffs are sequential or simultaneous. That takes trust and an out for everyone.

The point of this last diatribe is this. Try to be aware of those around you in the area and what their requirements might be and leave them options, too. Not always possible, but a great tune up mechanism for the judgment and situational awareness training.

Fly Safe and Have Fun.

(Editors's Note: Welcome & thanks to Terry Buker for volunteering to take over as the CCSC Safety Officer.)

SSD Board Meeting Minutes

Lucy Anne McKosky

June 20, 2009

Present: Pat DeNaples, Dave Edwards, John Lubon, Bill Maxwell, Lucy Anne McKosky, Dieter Schmidt

Absent: Wally Detert, Frank Paynter, Bob Root

Guest: Rolf Hegele

The meeting was called to order at 9:50 a.m. by John Lubon. The minutes of the May 16, 2009 meeting were reviewed and approved. The treasurer's report was reviewed and accepted. Dieter reported that final payment has been made for the refurbishment of the 2-33. The total cost was \$11,900.78.

A request for redemption and transfer of 12 shares of stock was received, for which a total of 9 stock certificates cannot be located. Ordinarily, a bond of \$25 per missing certificate is required for redemption. A motion was made to reduce the bond in this case only and ask the recipients of the transferred and donated shares to pay the bond for those shares. The motion passed by a vote of 3-2.

Old Business: Dieter reported that all trailers have been registered except the Blanik trailer, for which no purchase documentation can be located. Options for repairing or replacing the damaged Blanik canopy were discussed. CCSC is investigating alternatives and will provide a recommendation.

Rolf Hegele reported that Bert Compton, of the Soaring Safety Foundation, will be at the gliderport on Sunday, June 21, to conduct an evaluation of the site and operations. He will provide a briefing for the CCSC board and SSD board members are invited to participate.

John Lubon reported that the Palmers will be moving out of the farmhouse within a couple of weeks, and the Brooks family will move in soon after. Planned repairs will have to be made after they move in, including

replacement of the kitchen floor covering. Carl Brooks has volunteered to complete the re-roofing of the concrete block shed, and Pam has begun helping with data entry.

\$5,000 has been allocated for removal of trees and site improvements at the west end of the field. Dave Coucke has suggested renting equipment to remove trees across the width of the runway and grade the area. Dave Edwards will work with him to develop a detailed plan for the work, which needs to be completed before the national contest scheduled here next year.

New Business: Pat DeNaples requested that the board select a new agent of record for the corporation. He has been the agent for many years. The position involves no responsibilities but is required for the Articles of Incorporation. Dieter proposed John Lubon as the new agent, and a motion to this effect was passed.

The meeting was adjourned at 10:45 a.m. The next meeting will be the Saturday, July 18, 2009, at 9:30 a.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Tami Scott

July 5, 2009

In attendance were Andrew Dignan, Vice President; Tom Mc Donald, Operations; Dave Coucke, Facilities; Charlie Richardson, Glider Maintenance; Steve McManus, Social; and Tami Scott, Secretary.

Secretary – Minutes from June were reviewed and approved. Five new member applications were approved. No terminations.

Treasurer – SSD lease was paid. No final figures from contest yet. On budget for the year. Treasurer's report was email to board members prior to meeting so it was approved.

Facilities - Red bush-hog repaired. New screen door on clubhouse complete. New paddles on patio fans complete. Last of the remaining scrap metal/trailers have been removed from the premises.

Tow Plane Maintenance – 48L annual is in process at Waynesville.

Glider Maintenance – Blanick – in process of getting new canopies. 15H annual is complete. Youth 1-26 is back. Blanick and 16Q due for annual at end of August. John Murray working on altimeter repair on ASK21.

Social – Potluck Dinners to continue – third Saturday – next one July 18th, the August 15th. Labor Day plan will be similar to Memorial Day. Date set for Sunday, Sept 6th.

Operations – Altimeter setting – need instructors and tow hook-up people to continue to remind PICs of proper setting before they launch. The SSF Survey went very well with some good ideas from the inspector as well as his compliments that we are doing a good job overall. Pilot information cards are required to be completed by the PIC and on file before taking any flights. The flight cards have been changed to add a statement regarding the PIC qualifications. These need to be signed (signature not initials) by the PIC to confirm they have met qualifications. We are planning to display a glider at the Sauerkraut Festival – will

need lots of bodies to volunteer to man the area to protect the glider from the crowd and to talk with people who ask questions and may be interested.

Vice President – No update available. Sarah noted that the ebilling process will be continued his month.

Old Business – Terry Buker has volunteered to replace Buck Towne as Safety Officer.

New Business – No new business.

There being no further business, the meeting was adjourned at 11:30 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 will change to \$0.26 per 100 feet of altitude.

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.

For Sale: 1990 Dutchman \$3200. Please call for details, Todd or Michelle 859.371.6606 or toddnshell@yahoo.com

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 avail able: 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 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>

August 2009 CREW SCHEDULE

Day	Crewchief Assistant Aircraft	Towpilots	Instructors	Ground crew Crewchief e-mail
1 st Sat & 5/30	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-^ {Students/Crew additions requested} cc email: dedwardsky@aol.com
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SGS 1-34 – N11485 – W. Detert				
1 st Sun & 5/31	M. Karraker Open	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz	G.Adams,M.Anthony,C. Blackwood,D. Burns, B. Fullenkamp, D. Gebhart, J.Gordon-^ ,C. Haines, S. Klein, B. Lewis, C. Lindsey, R. Martinez, M. Miller, R. Miller, R. Mullins, D. Rawson, A. Rytel-^,M. Rytel, W.Smith,G. Southers, A.Swanson, A. Webb, G. Yee, J. Zeis cc email: karrakmc@aol.com
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Blanik L23 - N253BA – M. Karraker				
2 nd Sat & 8/29	R. Root D. Staarmann	R. Anderson B. Towne	{Open/Must Fill}	J. Antrim, J. Benner, T. Benner, J. Biernacki, B. Connolly, J. Hurst, J. Marks, P. Marks (H. Simpkins) J. Price-i, M. Swiderski, B. Towne Jr.-i, S. Trefzger cc email: olaandbob@aol.com
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2 nd Sun & 8/30	D. Menchen Open	B. Cooper J. Goebel-x F. Hawk G. Penner-x	D. Conrad-x G. McDowell-x T. Rudolf	P. Compton, A. Engeseth, H. Goebel, J. Goebel-^, C. Hildenbrand^, J. McDowell-+, L. McKosky, M. McKosky, K. Menchen, J. Morris- +, P. Pedersen, L. Penner, G. Proffitt cc email: dmenchen@cinci.rr.com
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SGS 2-33 - N2615H – D. Menchen				
3 rd Sat & 10/31	M. Drummey R. Hegele	D. Green R. Scheper A. Widner	C. DeBerry D.Coucke B. Gaerttner	E.Cochran, G.Crook, G. McDonald, C. Richardson-^, M. Wilkins-+ { Student/Crew openings }
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SGS 2-33 - N36135 – M. Drummey				
3 rd Sun & 11/29	T. McDonald B. Paar	T. Bonser T. Christman M. Hutchison T. Morris	R. Eckles-x* B. Gabbard	T. Bonser Sr., J. Koons, J. Morari-^, L. Old-^, J. Paar-+, P. Schradin { Student/Crew openings }
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SGS 2-33 - N3616Q – J. Morari				
4 th Sat & 1/31	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print	T. Bales T. Lynch-x J. Jackson	K. Adams, B. Fel, R. Holzwarth, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc email: dignan@fusemail.com
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Grob103 - N44259 – J. Jackson ASK21 - N521CC – A. Dignan				
4 th Sun & 3/29	S. McManus S. Statkus	J. Bierstine R. Blume F. Paynter-x	L. Alexander B. Clark J. Lubon	T.Bressler, P.Callihan, R. Cedar, J. Coomes-^, T. & T. Dockum, K. McManus, An. Rieder-^, B. Stoops cc email: steve.mcmanus@ge.com
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ASK21 - N221SD – J. Lubon				

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: Buck Towne
Crew Operations. Tom McDonald 859-992-6801 (c)	Glider Chief: Charley Richardson 513-474-1504 (h)
Grounds Maintenance: David Couke 937-287-0910 (c)	Ground Equipment: Bill Maxwell 513-708-7917 (c)