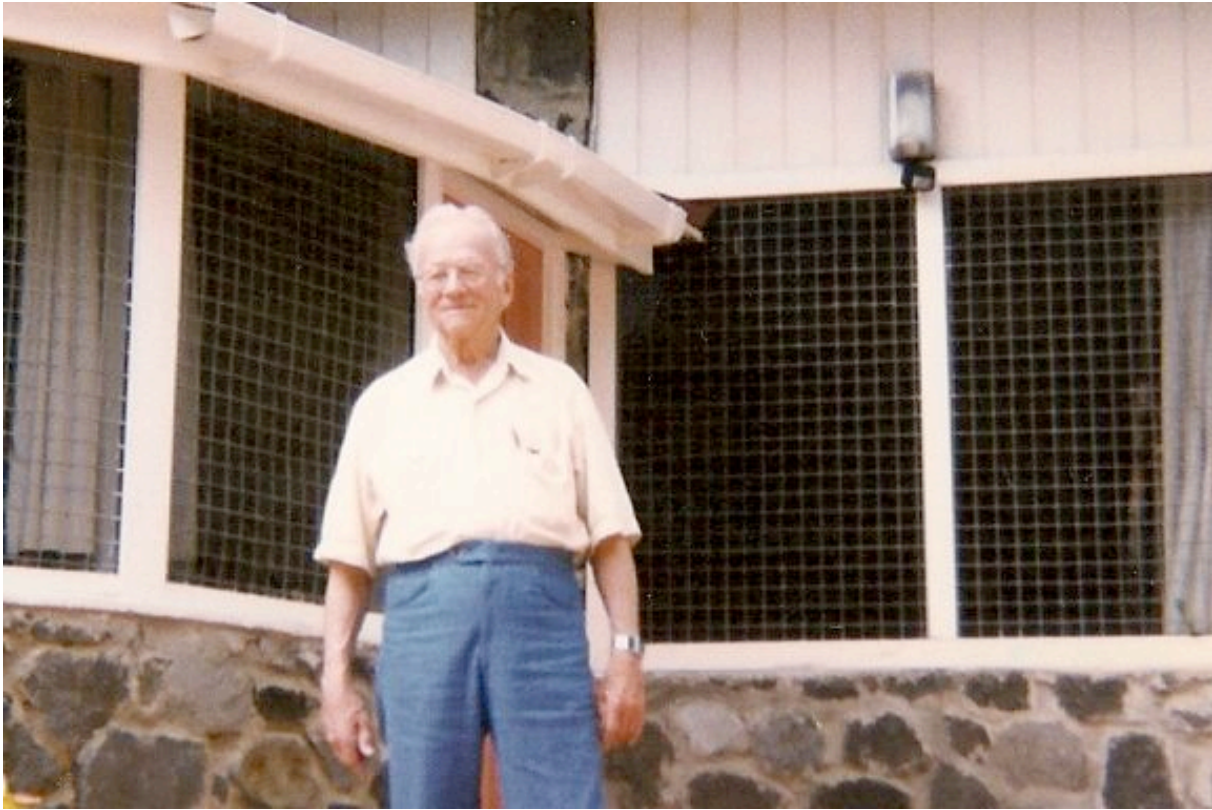


The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

August 2009



George Stillwagon relaxing at Marigot Bay St. Lucia in 1997

George – Thanks for Everything by Jim Hurst

George Stillwagon died in his sleep on July 23 at the age of 95. He was among the founding members of the Soaring Society of Dayton, which began in 1948. Club meetings were held in his basement in the early days. There are not many left from the early group. Among them are Tom Holloran, Wally Detert and John Biernacki. George was the chief tow pilot and the number one tow pilot for many years. He didn't count his tows but he counted the hours he spent towing. Nobody knows how many he did, but I would guess near 10,000. He towed until he was about 85 and never lost his flying skills. One of his favorite bits of advice was "don't fly low and slow."

George, along with Julian Allen and Marv Frost bought a Schweizer 1-23 from Bill Coverdale in the early 50's. It must have been a real bargain by today's standards, because I was in a group which bought the same glider from them in 1963 for \$3200.

George was a member of the Board of Directors for many years and was in charge of tow plane maintenance. He scanned Trade-a-Plane for spare parts and cornered the market a few times on jugs and

other critical items for our Stinson L-5 tow planes.

He checked me out to tow in 1966 and I considered him a dare devil to do this because I only had a few hours in the airplane. From the back seat you couldn't see the instruments (or anything else up front) and there were no brakes. He flew with me for two tows, then got out of the airplane and went home. I made 18 tows that day before and after a thunderstorm.

I traveled and bunked with George on one trip to the ridge when he drove his Saturn. He did 95% of the driving, I think because I was a little too conservative. I limited myself to 5 mph over the speed limit and maintained a healthy distance between me and the car in front of me. He was too impatient and too aggressive for my driving style. He said he didn't want to be accused of driving like an old man, and he didn't! He was generally safe, but he drove like a teenager.

At the ridge, I was in the habit of walking a couple of miles in thirty minutes every morning before breakfast. George who was almost old enough to be my father went with me one morning and two miles was not far enough and thirty minutes was too slow. I could hardly keep up with him. George was born with a great set of genes. His father lived to 95, and his mother lived to about 105. George once asked "What's this arthritis all about? What's it feel like?"

George was always ready for a new adventure. Besides our trips to the ridge, he did river-boating on the Mississippi Queen and sailing on a 50 foot boat in the Virgin Islands. He was a Mechanical Engineer and he had a pretty complete machine shop in his garage. There are still a few 1-26's using metal canopy covers designed and built by George. We don't know how many other devices there are around the club which he fabricated.

In 1962, the club had about 60 members, owned one L-5 tow plane, a relatively new 2-22, and an old 2-22 with an open back seat. George was among the dreamers who thought this little club could some day own its own airport. He was one of the prime movers in getting the club established as a corporation for profit, so we could start selling stock and get ourselves on the path that led to where we are now. We wouldn't be here without people like George.



George piloting a 50' sailboat in the British Virgin Islands as Pat Denaples enjoys the ride.



Mary, Bob, George, and Jim enjoying beverages at the bar on the Mississippi Queen



Youth Soaring Camp 2009

By Jim Price

This year's camp opened on Sunday, July 12 with the arrival of 16 enthusiastic young participants. The organizers Steve McManus, Paul McClaskey and Buck Towne were on hand to get the event underway. Tents were set up in the campground and the "food preparation" crew had a great meal for everyone. Preparing meals, by the way, was a huge job. Imagine the quantities for 40 or more every day.

Each participant in the camp was asked to prepare three goals for the week. Some examples were: "To be able to fly from take off to landing without much help" -"Solo" -"Get checked out in the 1-26" - "Get checked out in the 1-34".

A lot of instruction took place during the five days of the camp, both on the ground and in the air. Typically there were 8 or 10 instructors plus 2 or 3 tow pilots on hand to keep it going.

Brad Towne had the record with some 22 tows and over 20 instruction rides during the five days. Steve McManus drafted one of the newer club members, Todd Dockum, to help run the flight line. Todd did a great job of keeping things moving which is much more difficult than it looks. Todd's son Tyler was the youngest member of the group, about a week short of his 13th birthday.

Personally, I had a wonderful time. The kids were enthusiastic, a lot of learning took place and by Friday afternoon when the pizza party took place a lot of the goals set had been accomplished. There were 234 instruction flights in the 5 days of the camp. I was honestly a bit sad when it was over – I had so much fun.

During the week I flew 19 instruction rides. One of my highlights was signing off Zach Vickland to “re-solo”. He had flown two solo flights at last year’s camp but then went back to Virginia and did not fly again until the first day of this camp. It probably took him a day longer than he expected to regain his form from last year, but by mid week he was flying like a veteran and was able to accomplish his goal of soloing in the 1-26. Zach came up with his Grandfather, Bill Vickland, who also brought his 1-26.

Another memorable experience was flying with Tyler Dockum. Tyler is a very well mannered young man, not yet 13, who on his 11th flight was almost able to do the entire flight without my help. I also did a Flight Review with my buddy and partner Bill Paar in a K21.

One of the other goals frequently seen on the goal lists was “Have Fun!” I think the kids did and I know I did. Steve McManus and his team have done this now for 5 or 6 consecutive years, and I can see what a big job it is to organize. Nevertheless, I sure hope he does it again next year.



Elizabeth and Jordan



Zach and Jim



Todd and Steve



Study Time

Summer Soaring Camp

By 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 non-soaring days provide fellowship and learning opportunities from the instructors ready to share insight on such things as the finer points of the Skew-T and Part 91. Come out and wind down the season with us. It's a great opportunity to meet those 2009 soaring goals such as soloing or badge flying. Contact Eric Cochran at 740 215 7718 or at glider409@gmail.com if you plan to attend or have any questions.

Way to Go, Reece!

Reece Martinez soloed in the 135 CCSC 2-33 on July 16th with Rich Carraway and Lynn Alexander, CFGIs, looking on. CCSC looks forward to seeing Reece continue to grow in his soaring career. Congratulations!

Ops Corner

By Tom McDonald

We are still very short-handed on ground crew for 1st Saturday, 3rd Saturday, 3rd Sunday, or 4th Sunday. We also have a pressing need for instructors on 2nd Saturday. If you can help, please let me know.

Golf cart safety reminders - One finding from our recent safety audit was that we need to wind up the towrope on the back of the golf carts every time they are moved. Burt Compton pointed out that there are broken legs at gliderports every year from feet getting snagged in rope loops as carts drive by. Obviously, this is most likely where there are a lot of feet to catch. So, stow the rope immediately upon releasing the

glider – don't drive by the crowd of people near the ops trailer with the rope trailing behind.

On a related matter, turn the keys off in the golf carts while they are parked. Another club wrecked a glider when a cooler tipped off the seat and onto the gas pedal, sending an unmanned cart into the aircraft.

Altimeters - I hope the change in altimeter setting from zero to field elevation is less a concern now that most have had a chance to develop new habits. The safety board will conduct a review of this change at the conclusion of the flying season, probably in October or November. I'm trying to talk to those who have strong feelings on the issue one way or the other beforehand.

Sauerkraut festival membership drive: We would like to conduct a membership drive at the Ohio Sauerkraut Festival in Waynesville on October 10th and 11th. The tentative plan is to bring a glider to the festival, and spend the weekend talking about our sport. We need at least three people stationed at the aircraft each day, plus help with assembly and transport.

I've done this sort of thing with a flight school and found it to be a great way to spark interest and get new student starts. I think it would be worthwhile for our group, and dealing with a glider outdoors would be a heck of a lot easier my previous experience of taking a Cessna 150 apart to get it inside a shopping mall. However, we need plenty of help to make it happen. Are you willing to help?



Fellow Flyer Visits 1st Saturday

Crew!



The first Saturday crew had an unexpected visit from a fellow aviator this month. A very friendly domestic pigeon landed on the canopy seal of a 2-33 shortly after the glider landed, and rode there while the aircraft was towed back for takeoff.

After that, the bird ambled around getting to know everyone. It landed uninvited on Tom McDonald's

shoulder, and looked for something to eat in his ear. It eventually flew back to the picnic table, but not before leaving a memento of the visit on his shirt.

Winch Wow☺, Woe☹, Now...

By Jim Goebel

Wow - We had a wonderful year winching at Waynesville, CCSC, and at Central Indiana Soaring Society (CISS, in Alexandria). With almost 400 launches in 2009, all accomplished safely, the program has been a success. We developed and implemented operating procedures at three separate airport locations. We developed academics and a training syllabus. We trained five winch operators and ten-ish winch CFIs. We trained many other individuals toward their winch endorsements and gave many winch transition/demonstration flights. We even had a few winch-to-thermal flights when we operated during the mid-day... two out of three days while at CISS. We tuned, patched, and improved the winch. We got the CCSC/SSD boards to unlock the SGS 2-33s for winch use.

In November, we had a very safe and successful winch demonstration on the CCSC property. We tweaked the winch for the SGS 2-33 at Waynesville and CCSC, and last May at CISS, for the Blanik. All was well and improving...

Woe - We were preparing for another wonderful winching season at Waynesville. However, while the winch was being returned from CISS, it was rolled over on I-75 South of Dayton. There were no injuries to personnel, but the winch was badly bent and the motor dislodged.

Now – The winch is down for extensive maintenance/rebuild. The frame is being rebuilt and the scavenged parts reconditioned and repaired. Replacement parts are being purchased or manufactured. Optimistically, we might have the winch operational again by September. When the winch is back in operation at Waynesville, please take advantage of it for your winch endorsements, currencies, or simply for proficiency winchings-to-pattern. Come on out...Get proficient and “switched-on”.

Upcoming Events - Mark Your SSA Calendar!

15 August – SSD Board Meeting – 9:30 am at the Clubhouse

31 August – 4 Sept – Soaring Camp – SSCS Field

5 Sept – CCSC Board Meeting – 9:30 am at the Clubhouse

6 Sept – Labor Day Dinner – after flying - at the Clubhouse

19 Sept – SSD Board Meeting – 9:30 am at the Clubhouse

11 -12 October – Sauerkraut Festival

CCSC Board Meeting Minutes

Tami Scott

August 1, 2009

In attendance were Rolf Hegele, President; Jim Lowe, Treasurer; Tom McDonald, Operations; Dave Coucke, Facilities; Charlie Richardson, Glider Maintenance; Steve McManus, Social; and Tami Scott, Secretary.

Secretary – Minutes from July were reviewed and approved. Three new member applications were approved. No terminations. Tami to follow up on notification of upcoming board elections.

Treasurer – July income down but expenses also down so net + for the month. Contest final numbers received and money has been received into our account. Pam to send Jim copy of Contest account statement and also sales tax info when escrow info is sent. DP & L bill up due to install of new meter. Due to sizeable amount in checking account, it was agreed to move money from Contest account into savings account as well as put new deposits into savings account for now so we can earn interest. The audit was completed with no discrepancies found. Question on AT&T charges for long distance – Pam to follow up. Treasurer's report approved.

Facilities - Carl completing the roof on the concrete building. ed bush-hog repaired. Henry installed new heating coils in the hot water heater.

Tow Plane Maintenance – (report received via email from Paul). All tow planes up and running. 48L annual is completed – a few additional items to do but plane is fully airworthy. Cub will complete as his schedule permits. Oil changes complete on 33Z and 909 during youth camp. There was a question posted as to perhaps we need to investigate using Tost hooks. Better for upcoming contest and possibly our everyday operation. Cost involved. Paul will follow up.

Glider Maintenance – Blanick – consensus to repair rather than replace canopies. Board posted in hangar with aircraft annual dates and place for comments. 15H – small crack in wing – will review. ASK 21 SD altimeter repaired. Blanik and 16Q due for annual at end of August. Grob nosewheel – tube replaced. 16Q valve stem replaced. 135 trim tension spring to be replaced and possibly sprocket.

Social – Potluck Dinners to continue third Saturday however none in August due to Labor Day plan (which will be similar to Memorial Day). Date set for Sunday, Sept 6th.

Operations – Altimeter setting – Change seems to be going okay – need to continue reminders. Pilot checkout cards – now a master list of who has one on file will be available in the trailer. List to be updated monthly. Tom will print some additional cards. Working on the crash kit for the trailer as recommended by the SSF review. Winch was damaged in road accident – in repair but will be back in business soon. Looking to set up agreement with an airport with a longer runway for winch operations. Also, looking for approval to use a 2-33 on some weekends – dates will be requested and approved first. 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 – Still working to improve e-billing procedures. Office computer is working again.

Old Business – Still in process of reviewing sport pilot training and insurance issues. Still need plan for attending the Chamber of Commerce and Wayne township meetings. Board agreed to donate \$500 to the Soaring Safety Foundation to thank them for the review.

New Business – Bill Maxwell, who has been our Grounds Equipment maintenance man for years, has decided to retire the post. Carl Brooks will take over. Many thanks to Bill for all of the years of hard work.

Dennis Fisher holding a company picnic at CCSC – board would like riders to fill out limited membership applications before riding.

FCC license – Pam will follow up to be sure we are compliant and up to date.

There was a low landing incident – the safety board has reviewed and made recommendations which were approved by the board.

Per insurance, family members must be members of the SSA to be covered. Board agreed to have Pam get these few people signed up as SSA members and CCSC will pay the annual fees for them.

New concerns were voiced over the altimeter setting – Rolf to schedule separate meeting for club members to attend to discuss.

Construction gate by new hanger needs to be put back up. Also, all club members are requested to close the entrance gate if you are the last one out for the day – for security purposes.

There being no further business, the meeting was adjourned at 11:50 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 remain at \$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. \$2350. 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. Contact Greg Crook at greg9632@gmail.com.

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 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 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>

September 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
<hr/>				
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
<hr/>				
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
<hr/>				
2 nd Sun & 8/30	D. Menchen J. McDowell+	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^, , L. McKosky, M. McKosky, K. Menchen, J. Morris+, P. Pedersen, L. Penner, cc email: dmenchen@cinci.rr.com
<hr/>				
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} cc email: mfd4@aol.com
<hr/>				
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} cc email: tjmcdonald@fuse.net
<hr/>				
SGS 2-33 - N3616Q – J. Morari				
4 th Sat & 1/31	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print- x	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
<hr/>				
Grob103 - N44259 – J. Jackson ASK21 - N521CC – A. Dignan				
4 th Sun & 3/29	S. Statkus T. Dockum	J. Bierstine R. Blume F. Paynter-x	L. Alexander B. Clark J. Lubon	T.Bressler, P.Callihan, R. Cedar, J. Coomes-^, T. Dockum, K. & S. McManus, An. Rieder-^, B. Stoops cc email: sstatkus@cinci.rr.com
<hr/>				
ASK21 - N221SD – J. Lubon				
<hr/>				
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: Open	

Summary of changes: