

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

September 2009



Steve Kleine completes his Private Pilot – Glider Checkride with Dick Eckles

Summer Soaring Camp 2009

Bob Root

This year's Soaring Camp organized again by Eric Cochran can only be described as fantastic. Would you believe we had five days of near perfect weather with thermals to 5000 feet or better every day? The usual cross country tigers were getting some great flights to far off places with a few out landings thrown in. As we had plenty of ships available we relaxed the "one hour" club limit and most of those participating had some great flights. There were a number of learning experiences such as Charley Richardson's two hour flight with Pat DeNaples in the 2-33 (the story goes that he learned all of Pat's thermalling secrets). Steve Stakus found out where the point of no return was with his 1-26 and experienced his first cross country flight--and land out. Bernie Fullenkamp did a cross country flight with Dave Coucke in the Grob. He also discovered he could fit in a couple other ships (even though he's 6' 7"). Then on Friday Dave let Charley Richardson experience what it was like to fly cross country in the K-21 with a several hour flight. Marcin Swiderski was able to talk me into letting him stay up a total of 7 hours in the K-21-- The problem was we couldn't get him

to stop grinning. On Friday Steve Kleine took his check ride with Dick Eckels and passed – congrats Steve! On Wednesday the FAA did a site evaluation of our operation and as far as I could tell they were happy with how we were doing things. They were there all day and seemed to be enjoying themselves. I invited them to come back sometime when they weren't working and fly with us. They said they might do that.

When we were finished flying for the day and had everything put away we had popcorn - courtesy of Pat and Tom Bonser - and beer and told stories some of which may have had some truth to them. We finished up on Friday night with a Pizza party. A special thanks goes to everyone who worked hard to make it happen like the tow pilots, Dick Scheper, Don Green, Jim Goebel, Dave Coucke, Buck Towne, Gary Print, and anyone else I may have missed, without which we would just be a bunch of static displays, and the instructors, Gary Print, Dave Coucke, Lynn Alexander, Charley DeBarry, Dick Eckels, Bill Gabbard, Rich Carraway, and again some I may have missed, who instructed students as well as other duties.

A note from Rich Caraway regarding Steve Kleine:

Steve made his first solo flight during the 2008 youth camp, and worked hard during this year's camp preparing for both the knowledge test and the practical test. Steve is a recent graduate of Springboro High, and will be attending Ohio State later this month, majoring in Biomedical Engineering. Needless to say, Steve was elated to receive his Private ticket, but was probably just as excited when, the day following his checkride, the Ohio State Buckeyes defeated Navy, 31 to 27, in the season opener! Great job, Steve, and good luck at OSU.



Henry Meyerrose in his ASK-19



Dave Edwards in his syndicates new Sparrow Hawk

Newsletter Note

The timeframe for submitting newsletter items is being changed to accommodate the invoicing process. Articles will now be due by the last day of the month for publication in the next month's newsletter (i.e. articles for the October issue will be due by end of day September 30th). Thanks!

Oliver Rocks!

Rich Carraway

Oliver Schultz joined us in July for his third youth camp. He soloed during the previous camp (July 2008). He hadn't flown gliders since then, so he devoted most of his time this year getting "up-to-speed" again, and also preparing for the FAA knowledge test. He passed the FAA test the week after camp and did well. Also, during camp he received a checkout in the youth 1-26 and did several solo flights. After passing the knowledge test, he prepared for the flight test, and successfully completed the checkride with FAA examiner Dick Eckels on August 9. Dick reported that he passed "with flying colors"! Oliver worked very diligently during the entire process.

Below are some pics of Oliver and glider N36135, one of him and yours truly, and one of him taking his first passenger (his dad) as a new Private Pilot. Congratulations, Oliver!



Altimeter Review

There will be a review of the altimeter setting policy after the Board Meeting on Saturday November 7th starting at 11:30 AM. Anyone wanting to comment for the Board's consideration is encouraged to attend.

Crew list

We have added members to several crews since last month, but some are still very short-handed. Look at the list attached to this newsletter and you can see where help is needed. Also, there were several errors or omissions on the list. Pam Brooks and I hope we have that fixed, but may have missed someone. If we have you listed incorrectly, please let Pam (businessmanager@soarccsc.com) or me (tjmcdonald@fuse.net) know.

Instructor landing currency, instructor BFR rules

I've learned that a casual conversation with Garry Print will sometimes make him curious about the nuances of applying a rule or regulation, and cause him to do a great deal of research into FAA legal opinions.

Here's his latest find: Instructors do not necessarily have to have three landings in 90 days in order to conduct flight training, because the student is not a passenger.

From his e-mail to me: "...there is no passenger relationship between an instructor and a student so the 3 TO's and landings per 61.57 does not apply. Here is the quote from the Kortokrax opinion:

"We agree that, for purposes of section 61.57(b), an authorized instructor providing instruction in an aircraft is not considered a passenger with respect to the person receiving instruction, even where the person receiving the instruction is acting as PIC. (The instructor must be current, qualified to instruct, and hold a category, class and type rating in the aircraft, if a class and type rating is required.)

The instructor is not a passenger because he is present specifically to train the person receiving instruction. Neither is the person receiving instruction a passenger with respect to the instructor. This training may take place, even though neither pilot has met the 61.57(b) requirements."

The Olshock opinion further clarifies that the student can either be rated or unrated.

Of course if the instructor takes up a passenger on a non instructional basis (does not provide a lesson plan (verbal or written) and sign a log book per 61.189(a)) then he/she would have to be qualified per 61.57. Also, the TO's and Landings would have to be "sole manipulator of the controls" per 61.57. Supervising, or providing some assistance to, a student performing a TO or landing would not count.

Garry also attached the Levy opinion on the subject of instructor flight tests and BFR equivalency. This opinion states that an instructor flight test is not a pilot proficiency test and therefore does not automatically meet the BFR requirement of 61.56(d). At best, an instructor flight test for the renewal of an instructor certificate will exempt the applicant from the 1 hour of ground for the flight review, per 61.56(f) and 61.197(a)(1). Garry or I can forward copies of the actual FAA legal opinions to you if you want more detail.

Hello from the Office

Pam Brooks

I would like to thank the CCSC membership for my family's warm reception at the glider port! I also appreciate everyone's continued patience as I assume responsibility as Business Manager. Please note the following changes:

Board Members - Please check your mailbox in the clubhouse for important documents when you visit the glider port. I will also send email notices if I have your current email information. If there is a deadline involved I will mail them to you via the USPS.

Crew Chiefs - Please check your mailboxes for your current crew list, 90-day currency lists, and envelopes for payments, correspondence, etc. If you receive cash for an introductory flight and do not feel comfortable leaving the cash in the lockbox, you will find a locked mailbox next to the back door of the farmhouse. I will check the box every day.

Members - Please notify me of any changes (e.g. address, phone, email, etc.). Also, if there are changes in any rentals (hangers, campsites, etc.), please let me know so that I can make the proper corrections for billing.

Please direct billing questions and concerns to my attention. The best way to contact me is via email: businessmanager@soarccsc.com. I check the office phone for messages daily: (513) 932-7627. Feel free to call my cell phone as well: (937) 367-8486.

CCSC Visits Slovenia

Lucy Anne McKosky

If you use the Condor sailplane simulator, you've probably experienced soaring in the mountains of Slovenia. But no computer program can fully capture the thrills of swooping over ridges dotted with picturesque cabins and sheep, or the magnificence of the alpine vistas, or the warmth and hospitality of the Slovenian people. I had a chance to experience all this in July when the Women Soaring Pilots Association held its first international seminar at the Alpine Flying Centre in Lesce, Slovenia, hosted by the Slovenian Women Pilots Association.

For five days, eighteen American pilots joined with an equal number of our European counterparts to share flying adventures. The Alpine Flying Centre is well-equipped, with a fleet of Blanik L-13s and L-23s for training, and seven single-place DG 101s and a two-place DG 500 for cross country flights. In addition, our hosts had arranged for the use of several private aircraft, including an ASH 25, Mosquito, LS3, Grob Twin Astir, Bonus(experimental), and a vintage Weihe. A Piper Pawnee and a Super Cub provided aerotows from the 1,150 m (3800 ft) grass runway situated on the east side of a broad valley.

The first day of the seminar dawned rainy and overcast, but the next day we were greeted by blue skies and the kind of white, puffy clouds soaring pilots love to see. I was assigned to the DG500 with instructor Miha Avbeli. We took a 700 m (2200 ft) tow and headed north along the ridge toward Austria. Soon we were high enough to thermal and rapidly climbed 1000 m. Below us a spectacular tapestry of mountains and valleys stretched far into Austria. We flew up to the tower marking the border between Italy, Austria, and

Slovenia before turning back to the airport, where others were waiting to fly the plane. In a little over an hour we covered about 80 km (50 sm). Many outstanding flights were accomplished that day. One of the local pilots returned late in the evening after a flight of 9 hours, 52 minutes; another flew nearly 1000K.

Conditions weren't quite as good on the remaining days of the seminar, so I elected to do local flights in Blaniks to develop my skills and comfort level in ridge flying. In addition to flying, our hosts arranged several interesting presentations. Andrej Kolar, the developer of the SeeYou flight analysis software, discussed his experiences developing the software and using it for flight planning as well as analysis. Dr. Branko Brodnik, Chief Medical Officer of the Slovenian Air Authority, gave an interesting lecture on Slovenian aviation pioneers. Boris Žorž, a meteorologist at the Ljubljana International Airport, talked to us about mountain weather conditions and gave many useful pointers about where to find lift under various conditions and times of the day. Seminar participants also had the opportunity to fly with each of these pilots, as they are all instructors at the Lesce club! We also visited a plant that produces composite parts for sailplanes and ultralight aircraft and a shop that repairs and rebuilds sailplanes.

The seminar was a wonderful opportunity to fly in a beautiful locale with some great people. Slovenia offers some outstanding soaring conditions, and the Lesce flying club is well-equipped and hospitable. If you are interested in soaring in Slovenia, you can find more information at the Alpine Flying Centre website, www.alc-lesce.si. I would also be glad to put you in touch with some of the people I met at the seminar, who could be helpful in arranging a trip.



Lucy Anne soars in Slovakia!

CCSC Board Meeting Minutes

Pam Brooks

September 5, 2009

(Held the First Saturday of each Month)

In attendance were Rolf Hegele, President; Andrew Dignan, Vice-President; Jim Lowe, Treasurer; Charlie Richardson, Glider Maintenance; Paul McClaskey, Tow Plane Maintenance; and Steve McManus, Social. Minutes were recorded by Pam Brooks, CCSC Business Manager.

Secretary – Minutes from August were submitted via email from Tami Scott, Secretary. The minutes were reviewed and approved. Three new members were approved. No terminations. The following board positions will be placed on the ballot for the upcoming elections: President (Rolf Hegele will seek reelection.), Vice President (Andrew Dignan will seek reelection.), Treasurer (Jim Lowe will seek reelection.), Facilities, and Social. The Annual Meeting is scheduled for November 10, 2009.

Treasurer – Monies were moved from the checking account and the contest account to the interest-bearing savings account. SSA dues payment is pending this month, as well as the lease payment. The Treasurer's monthly account and budget reports were reviewed and approved.

Facilities – No report. Carl Brooks has completed the repair of the blockhouse. Andrew Dignan and Henry Meyerrose will work with the 1stSat Crew to repair the barn panel and create stops for the golf carts to prevent further damage to the panel.

Tow Plane Maintenance – Oil changes are pending for the tow planes. Paul provided follow up information regarding the replacement of the Schweitzer hooks with Tost hooks. The current budget does not reflect the considerable monies for the hooks. The hooks are generally considered more reliable and would reduce risk. Their maximum tow strength would be adequate for a 2400 pound glider, which is a consideration with the Nationals 18-meter wet contest approaching next summer. Further discussion will be necessary for a determination.

Glider Maintenance – 16Q and Blanik annuals were completed. Chargers have been removed from the gliders and will now be centrally located. Rubber grips for the spoiler handle were installed for the 135. Trim is here and will be installed as well. Charlie will follow up information on seat cushions for rear seats. A maintenance flight was authorized for the Grob to address concerns regarding the trim lever. Actual flight times need to be logged for each ship. Discussion was tabled till next month.

Operations – Report submitted by Tom McDonald via email. The report was reviewed and accepted. Six FAA inspectors visited the glider port on Wednesday, September 2 for an informal inspection of club operations. The visit was a success with nothing but positive comments. Rolf Hegele noted that a review of the altimeter change will be scheduled after the October 3 Board meeting with interested club members encouraged to attend.

Vice President – Andrew is completing updates to improve the e billing process. Andrew will follow up with information on a possible installation of runway cameras so that club members may access the website to visit real-time operations of our flights. They will be able to login to the website. He will also follow up information on directing weather updates to members' cell phones to provide flight conditions. Members will be able to sign up for the service on line.

Social – The Labor Day potluck will be a spaghetti dinner on Sunday, September 6. There will be no charge. The next social event will be Oktoberfest and Neighbor Appreciation Day on Saturday, October 17. Invitation flyers will be distributed to glider port neighbors. There will be coupons on each flyer for free intro flights. Each household will receive a maximum of two flights to a 2000' tow and must be completed between the hours of 10 a.m. and 4 p.m.

Old Business – Board members will seek a club member to maintain grounds equipment. Carl Brooks was contracted to repair the small John Deere and provide blade sharpening. Carl will also contract the repair the golf carts under Tim Morris' instruction. The construction gate still needs to be replaced by the new hangar. Due to lack of interest, participation in the Sauerkraut Festival was canceled. FCC ground base radio license is pending.

New Business – The Boy Scouts unanimously approved to return for a camping weekend Sept. 18-20. Discussion was held on the possibility of returning the 126E to the fleet upon completion of the repairs by Wally Detert. SSD will purchase the 126E with no increase in the lease payment. Consensus was to return the ship for the cross country program. Vote was taken with 5 yes and 1 no (Andrew Dignan). Issues of the Blanik were discussed as to whether to repair or sell as-is. Consensus by unanimous vote was to have the Blanik remain in the fleet, continue to operate and repair as needed. However, SSD will be approached to consider trading the Blanik for another Grob.

Bill Maxwell, representing the owners of the new Sparrowhawk, approached the Board about renting hangar

space in the tow plane hangar. The Board decided by unanimous vote that space would be allocated for rental in the tow plane hangar as it is available. A waiting list will be maintained under rules that are already in place. Waivers of liability will be required from the owners. The rental fee for this area will be \$50 per month or \$5 per night for short-term rental.

Steve McManus and Paul McClaskey addressed concerns for policies affecting the transition from youth to full member. Current policies are not conducive to sustaining memberships because of the costs involved for young people just graduating from college. Our goals should be to encourage continued participation and support of the club. The Board unanimously decided on the following action, which will only require a change in the schedule of fees and dues instead of a change in by-laws: Remove the \$200 initiation fee when transitioning from youth to full member; there will be no additional initiation fee; stock ownership will be deferred for one year.

The Annual Meeting is scheduled for November 10, 2009. There being no further business, the meeting was adjourned at 12:30 p.m.

Gas Alert - Despite receiving three new gasoline bills, tow fees remain at \$13.50 for the fixed portion and the fuel index will remain at \$0.26 per 100 feet of altitude.

SSD Board Meeting Minutes

Lucy Anne McKosky

August 15, 2009

(Held the Third Saturday of each Month)

Present: Pat DeNaples, Dave Edwards, John Lubon, Lucy Anne McKosky, Bob Root, Dieter Schmidt
Absent: Wally Detert, Bill Maxwell, Frank Paynter. Guest: Rolf Hegele

The meeting was called to order at 9:50 a.m. by John Lubon. The minutes of the July 18, 2009 meeting were reviewed and approved. The treasurer's report was reviewed and accepted. The money market account balance is \$35,326.79. \$5,000 will be transferred to the CD when it is renewed in September.

Five requests for stock redemption for a total of 45 shares of stock were approved. Pat reported that current CCSC membership is 235, including 34 youth members.

Old Business: Dieter reported that he has completed the FAA surveys for all of the aircraft. CCSC has recommended that the damaged Blanik canopy be repaired rather than replaced: repairs have been undertaken.

Improvements at the west end of the runway were discussed. John Lubon suggested that by removing trees at the northwest corner of the field, the runway could be shifted 10° north for contests. This would increase the length of the runway by 200 – 300 feet, which would be very useful when launching contest aircraft with water ballast. Concerns were raised about the amount of soil disturbance, potential for stream pollution, and conflicts with the staging and towplane landing areas. Lubon reported that CCSC will be hosting the 2010 18-meter National Contest, with 30 to 40 entrants expected. Runway improvements should be completed by that time.

Logistics of sharing the electric bill between SSD and the farmhouse tenants were discussed. Pat will set up the billing arrangements. Use of the old towplane hangar for tenants' storage was discussed; John Lubon will talk with them about their storage needs and plans.

Golf carts continue to have problems. Tim Morris is investigating opportunities for trading one or more EZ Go carts for Club Cars, which are easier and cheaper to maintain. Rolf Hegele expressed a need for more than three operable golf carts, and the suggestion was made that a supply of spare parts be maintained onsite to reduce down time.

New Business: Wally Detert asked if the club is interested in purchasing the 1-26 when he completes the repairs. A motion to purchase it was made but was tabled after some discussion. The matter will be referred to the CCSC board for direction.

Dave Edwards brought up the issue of lightning protection for the silo. It was unclear whether that was included in the repairs made last year. Lightning protection for the office computer was also discussed.

Dave reported that the power company can provide surge protection for a minimal monthly charge.

The meeting was adjourned at 10:45 a.m. The next meeting will be the Saturday, September 19, 2009, at 9:30 a.m. at the CCSC clubhouse.

Upcoming Events - Mark Your SSA Calendar!

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

17th October – Oktoberfest & Neighbor Appreciation Day –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. \$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: tscott@sterlingpcu.com or tspot1@sbcglobal.net

Submissions are due by day's end on the last day of the month for the next month's publication.
Caesar Creek Soaring Club, P.O. Box 918, Waynesville, Ohio 45068 Phone:(513) 932-7627

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

October 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 M. Miller	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz	G.Adams,M.Anthony,C. Blackwood,D. Burns, D. Gebhart, J.Gordon-^ ,C. Haines, S. Klein, B. Lewis, C. Lindsey, R. Martinez, ,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	P. Osborne - x	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 J. McDowell+	B. Cooper J. Goebel-x F. Hawk G. Penner-x	D. Conrad-x G. McDowell-x T. Rudolf	P. Compton, B. Elliott, 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
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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. McDonald, C. Richardson-^, M. Wilkins-+ { Student/Crew openings } cc email: mfd4@aol.com
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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	M.Aranha,T. Bonser Sr., C. Higgins, J. Koons, J. Morari-^, L. Old-^, J. Paar-+, P. Schradin { Student/Crew openings } cc email: tjmcdonald@fuse.net
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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. Fullenkamp, 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. Statkus T. Dockum	J. Bierstine R. Blume F. Paynter-x	L. Alexander B. Clark J. Lubon	T.Bresser, P.Callihan, R. Cedar, J. Coomes-^, T. Dockum, R Ghai, K. & S. McManus, An. Rieder-^, B. Stoops cc email: sstatkus@cinci.rr.com
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ASK21 - N221SD – J. Lubon				
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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		