

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

November 2009



Frank brings the Trophy back to CCSC

Trophy Run

Frank Paynter

Sunday October 18 was a great cross-country soaring day, and while I was assembling my glider, Tom McDonald suggested this would be a great day to retrieve the traveling trophy from the Indy soaring club. I've wanted to do this ever since I started flying cross-country so I decided to give it a try. At first conditions weren't very good, so it took me about 40 minutes or so to get a decent climb. Once on course it took me a bit under 2 hours with a 7-10kt headwind to cover the approximately 97 miles to the Indy club. About 10 miles east of their airport, the clouds started overdeveloping badly, and I wound up landing there under a mostly solid overcast. As I was landing, there were several Indy gliders landing after finding no lift, so they were mystified as to how I had come all that way!

It took about 15-20 minutes to round up the trophy and get a tow, but I was able to get back out into the sunlight at a reasonable altitude. After that, it was clear soaring under great cloud streets and a tailwind back to CCSC. It only took an hour and 15 minutes to make the 97 mile trip, for an average speed of almost 80mph! As I passed Richmond Indiana on the way home, Don Burns, the dean of the trophy run, hooked up with me in 70 to escort the trophy back to its rightful owners.

Challenges of the Season Terry Buker (Safety Officer)

As we enter the winter flying season, I thought I would remind pilots and students of some of the challenges and opportunities that the season brings.

WEATHER - Certainly the biggest challenge of the season is the changing climate from the benign summer soaring days to the more diverse and often imperfect cooler weather flying days.

WINDS – Winds will challenge all phases of flight, from preflight through landing and hangar-ing.

- **Crosswinds**- The club recently had a glider land hard. While we are still looking at the circumstances surrounding this incident, it was at least partially due to ineffective crosswind corrections by the pilot. Despite adding speed to the glider's approach speed for the airfield's prevailing winds, the glider landed shorter and firmer than planned. The flight encountered a steeper than expected wind gradient in the lee of the tree line, and wasn't carrying enough energy to effectively overcome this. When landing in crosswinds near tree lines or other obstructions plan for the turbulence and shear, and consider other options. When launching or towing in a crosswind, anticipate the need to crab behind the tow plane and the orographic turbulence from very low altitudes to altitudes well above pattern. Winds at altitude can be quite high. And large wind gradients, though not the norm, can exist close to the ground.
- **Stronger Winds** – Higher winds affect many factors of our soaring/gliding flights. Certainly, try to remain upwind of your intended landing point until you enter the traffic pattern. Any thermals will likely be smaller and tighter. How good are your medium to steep banked turns? Add the appropriate speed to your glider's approach speeds (and speeds-to-fly). Fly a good traffic pattern with at least medium banked turns and keep a safe final approach gradient. React crisply to the winds effects on you. And do not push the edge of the envelope. Leave yourself some extra room for unexpected to occur. We have plenty of options at CCSC. Make sure you do not use them all up.

VISIBILITY – Fog, mist, precipitation, and the ceilings mentioned above, all affect local visibility conditions. Visibility may be legal to fly, but if you don't like what you are seeing, release from the tow immediately and/or head home and land before conditions deteriorate or you lose situation awareness. Local landmarks may be masked ground fog. You (and anyone else) flying in wet precipitation will lose some or all forward vision. Obviously, try to avoid flying in rain/sleet, but if you encounter this precipitation, use your peripheral vision and looking out the sides of the canopy and vent window to maintain aircraft control and safely leave the conditions.

TEMPERATURE – Lower temperatures and higher prevailing winds lead to lower wind chill factors. Dress appropriately, stay warm and protect exposed skin. Some things get brittle. Be more cautious with your canopy handling. Batteries will drain quicker. Maintain appropriate water and charge levels. On a positive note, cooler temperatures often leads to great visibility, and better tow plane performance and quicker tows. Tow pilots watch the power reductions after the tow to prevent shock cooling the engines. The shorter flying day means you'll have to clean and hangar the gliders a bit earlier at the end of the flying day.

FIELD CONDITIONS – In addition to the environmental conditions mentioned above, Crew Chiefs will have to negotiate changing and challenging airfield conditions. They may know the dryer areas/lanes and encourage launching and landing from these areas by pointing them out to the tow plane and glider pilots. Encourage "tail low" takeoffs by both glider and tow plane. A glider in the grass tops or airborne has much less drag than one plowing the mush aside, and will significantly reduce the ground run. Encourage spot/on-speed landings in the drier areas. This will do less damage to the airfield and glider, and ease towing the glider back to the flight line, rather than digging out a mired sailplane. Tow planes are also capable of spot landing in drier areas and choosing a spot that requires minimal taxiing. Use soft field techniques as much as possible.

On some days the airfield is just too soggy to use, but usually there is some usable portion. On other days, the frozen ground melts to muddy tundra. When the conditions change, consider the option of moving the operation or putting the equipment away. It is kind of cool to fly when the ground has a light covering of snow however, some precautions... The first towed glider(s) will encounter a whiteout condition during the launch. And everyone will have significantly reduced depth perception to the landing surface. The golf carts are not as effective on snow. Keep the glider in the wheel track of the golf cart and you will significantly reduce its' drag.

Some days are truly non-flyable. On soggy days, some cleaning of equipment may be needed after flying.

PROFICIENCY/CURRENCY – The reduced flying of the winter season is an excellent time to get back in the books. Students, this is an excellent time visit the glider port often and to corner an instructor or experienced pilot and get you're your FAA knowledge questions answered and get your exam completed.

Experienced pilots might even consider an upgrade (Commercial/CFI, tail dragger/tow) and crack the books in preparation for their FAA knowledge tests.

The club has several opportunities to economically maintain proficiency/currency... from winching over at Waynesville/Red Stewart Airport, to high simulated premature termination of the tow (PTTs)/rope breaks with an instructor, to adventures at "the Ridge". So take a tow to 2000 feet AGL and try some spot landings with friends to see who can come closest to a target. Alternatively, come out and fly on the several, "better than normal" winter flying days and have a wonderful flight.

Winter is a wonderful, though often challenging, flying season. Prepare for the conditions. Maintain your skills and currency. Have fun and fly safe...



October 11th saw some unexpected and spectacular visitors at the CCSC field!

Ladies Christmas Lunch

Linda Murray

December 5th is the date for this year's Annual CCSC Ladies Christmas Luncheon. All CCSC ladies – pilots, wives, significant others - are welcome. We will meet at the Krohn Conservatory in Cincinnati at 10:00 A.M. for a walk thru of their holiday display. The display this year is themed "A Swedish Holiday". After our time at the conservatory we will go to the Mt Adams Bar and Grill for lunch. This is a very old establishment and has a lot of Cincinnati history attached to it. It also offers very good food for lunch.

These two places are very close together. Carpooling is being arranged, so when you call and make your reservation, let us know what you need, or if you will just meet the group at the conservatory. To reserve your place at the lunch table call: Margie Meyerrose 513-385-7328, Kim Paar 614-775-0050, or Linda Murray 513-897-7566

SSD Board Meeting Minutes

Lucy Anne McKosky

October 17, 2009

(Held the Third Saturday of each Month)

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

The meeting was called to order at 9:55 a.m. by John Lubon. The minutes of the September 19, 2009 meeting were reviewed and approved. The treasurer's report was reviewed and accepted. The Youth Endowment Fund stock was discussed. A motion to redeem 23 shares of stock in January and add the proceeds to the Youth Fund CD was passed. Control of the funds was discussed, and the group agreed to seek the advice of an accountant on the tax consequences of transferring control to the Youth Endowment Fund.

Old Business: Ways of avoiding further problems with towplane landing gear were discussed. Univair will provide six new snubbers to replace the parts that have failed or are likely to fail. They have changed their heat treatment process to reduce the likelihood of fatigue failure. Cubby has suggested putting larger tires with lower pressure on the towplanes to provide additional shock absorption. The cost would be \$500 - \$600 per plane. Safety cables could also be added to prevent the gear from collapsing if a snubber failed. Wally will discuss this possibility with Cubby. A motion was made and carried to authorize replacement of the towplane tires with larger ones. Paul McClaskey will determine the implementation.

Dave Coucke discussed the extremely rough condition of the field. He recommended renting a large vibrating roller to smooth the surface. A motion was passed authorizing him to spend up to \$1000 for equipment rental for this purpose.

Tree-cutting at the west end of the runway was discussed. Dave Coucke recommended renting a large bulldozer and knocking the trees down. Wood disposal issues were discussed, but no decision was made.

Rolf Hegele reported that he had discussed the grounding of the silo with Dave Coucke, and the silo grounding is adequate. Dave explained how the grounding is accomplished.

New Business: John Lubon solicited suggestions for the annual “wish list”. The following items were suggested:

- 1-26E
- New interior and nose repair for 15H
- Maintain/replace Blanik
- Main hangar door replacement
- Extension of main hangar
- New computer program for bookkeeping (CCSC is already working on this)
- Replace 1 or 2 golf carts
- Paint farmhouse
- Paint and repair pole barn roof

Lucy Anne McKosky reported that an architectural contest for area high school students will be based on designing a facility for CCSC. The club has no obligation or plans to implement the designs.

The meeting was adjourned at 12:02 p.m. The next meeting will be the Saturday, November 21, 2009, at 9:30 a.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Tami Scott

November 7, 2009

(Held the First Saturday of each Month)

In attendance were Rolf Hegele - President; Andrew Dignan - Vice President; Jim Lowe - Treasurer; Paul McClaskey - Tow Plane Maintenance; Steve McManus - Social; Dave Coucke - Facilities; Tom McDonald – Operations; Tami Scott - Secretary

Secretary – Minutes from October were reviewed – One change noted – the wording for the UOP change regarding instructor currency was questioned. Minutes were approved as is and the wording will be discussed. No new members.

Treasurer – Good month for cash flow. Projecting positive inflow for the year. Still looking into sweep account. Check given to Pat for donation to fire department. Gas purchased – need to review costs to determine any change in fees. Motion approved to reimburse John Murray for SSA dues as the rep for our club. Approved Treasurer’s report. Reviewed process of notification on past due invoices. 30 day letter to be sent. After that Pat will work to contact member and give recommendations to board and board will vote. One termination approved.

Facilities – Field rolled from hangars to end of campground. Need to put back fence at north end of hangar. Tami to work on signage.

Tow Plane Maintenance – Still working on shock absorber issue with vendor. Many thanks to Haskell

Simpkins for all of the help in identifying the problem and working through potential solutions. 33Z flaps binding – repaired. 33Z running rough – cleaned plugs but not lasting so now on strict diet of Avgas. No progress yet on tost tow hooks.

Glider Maintenance – Blanik down for winter storage. Grob down – new tow hook on order.

Operations – Question on wording of the recent UOP change regarding instructor currency. Intention was three (3) “take offs and landings” versus the wording from the minutes of three (3) “flights”. Motion approved the UOP state – “In order to instruct in a CCSC glider, the instructor must have made three (3) takeoffs and landings in a glider as sole manipulator of controls in the past 90 days prior to instructing.” Pilot checkout database continues to come along nicely. Still need everyone who doesn’t have a card on file to get one in and crew chiefs to help make this happen. In process of working on a way to keep track of flight/aircraft usage for club aircraft. Tom working on document.

Social – Oktoberfest / Neighbor Appreciation Day was a success. Reviewed options for annual banquet dates and locations. Agreed to January 30th at King’s Island.

Vice President – Review of gliders coming off insurance coverage. Will review coverage on 135 to be sure it is enough.

President – No new updates.

Old Business – None.

New Business – Giacomo has donated a hand held to the club – many thanks to him. Annual meeting next Tuesday at 6:30 pm. Safety committee – no report. Concern on tow rope quality – will consider looking into local source. AIA has a student architecture project challenge – they would like to work with us. Board agreed to support the project – no cost to the club.

Altimeter Review – Opened the meeting to discussion regarding the UOP change in altimeter setting. Move made and approved to allow members a 30 day window to comment directly to the board via email, mail, phone, etc any comments they have on the current altimeter setting policy.

Everyone is reminded that once the Board votes on a UOP change – there is a 30 day window for member comment and consideration until the UOP comes into effect.

There being no further business, the meeting was adjourned at 12:30 pm.

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 \$0.28 per 100 feet of altitude.

CCSC Board Member Election

Tami Scott

On November 10th, ballots for the election of new board members were counted. Congratulations and thanks to the returning board members Rolf Hegele, Andrew Dignan, Jim Lowe, and Dave Coucke.

Welcome new board member Steve Statkus. Also, the board extends many thanks to Steve McManus for all of his hard work and dedication over the past years.

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 comes 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

For Sale: RV/ Motorhome. 31ft Winnebago. \$5000. Already in campground. Contact Terry Buker. 786-512-3313 or email tbuk@juno.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>

November 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, B. Fullenkamp, 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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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, 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	

Summary of changes, last month and this month: