

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

December 2009



Important Dates and Updates

Rolf Hegele

The joint board meeting of the CCSC board and the SSD board will be held on January 23 at 10 am in the clubhouse. This is an excellent time to find out what is being planned for 2010. All members are encouraged to attend.

The date has changed for the annual club banquet. The new date is Saturday, February 6th. The prior date was cancelled due to conflicts for the SSA convention attendees and a conflict with another event at the hotel. Contact Steve McManus with the number of people in your party who will be attending the banquet so will can plan accordingly. It will be held at King's island again this year. As always, it will be a great evening of camaraderie.



October 2, 1955

Sketch of a glider
EXHIBIT 101

Meeting Notes

The next meeting of the Soaring Society of Dayton will be held at 8:00 P.M. on Tuesday, October 11, 1955, at the Redway Club. A discussion meeting at this time after the meeting, Bob Elmer's Soaring, "History of Soaring", in serial and color will be shown.

Summary of Last Meeting - USA, Ohio, 1954

Mark Savage of the Ohio Aviation Board, discussed plans of the Board to sponsor the opening of three colleges of flight, one at Cincinnati, Ohio. At his request, members of the Soaring Society of Dayton, several of whom had been at the Purdue Glider Club, expressed their opinions on the possibility of starting a similar club, particularly the collection of the glider and making of a landing field. There was enthusiastic about the idea, with the possibility of six or more clubs being started. The last speaker tonight was Robert Elmer from Columbus, Ohio.

Discussion - Columbus

W. S. P. Perapat, Trophy Winner of Army Glider (in training)

Discussion - On September 1, John Munn attempted to make a glider flight to Millersburg, Ohio. After starting out with a glider, he was forced to land in a field near Dayton Airport, where glider was damaged. The glider was repaired and sent to Springfield, Ohio, where it was repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

Activities - On this date, Mark Savage was out gliding in the area of a flight of 2 hours, 30 minutes. This needed another 1 hour, 30 minutes for the glider to be repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

Discussion - Bob Carls and the members of the 18 1/2 hours flight in the area of a flight of 2 hours, 30 minutes. This needed another 1 hour, 30 minutes for the glider to be repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

Discussion - Another glider was out gliding in the area of a flight of 2 hours, 30 minutes. This needed another 1 hour, 30 minutes for the glider to be repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

Discussion - John Munn (in training) was out gliding in the area of a flight of 2 hours, 30 minutes. This needed another 1 hour, 30 minutes for the glider to be repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

Discussion - It was reported that Mark Savage was out gliding in the area of a flight of 2 hours, 30 minutes. This needed another 1 hour, 30 minutes for the glider to be repaired. The glider was repaired and sent to Springfield, Ohio, where it was repaired.

The Roots of SSD and CCSC

Your Newsletter Editor received several documents and photos of the original years of the SSD from member Karl Elias. According to his note, the first newsletter was sent to members in August of 1953 and thereafter remained as the

only written record of club activities. Above is a picture of the SSD members in 1956 – some of these, according to Karl, were the founding fathers of soaring activities in the Dayton area. To the left is a copy of Newsletter 53-3 dated October 2, 1953. Upon reading it, I thought there were some pretty cool excerpts with some names of members still in the club today. They follow.

53-3 SSD Newsletter - By John Martz, Secretary SSD in 1953

Meeting Notice

The next meeting of the soaring Society of Dayton will be held at 8:00 PM on Tuesday, October 13, 1953 at 546 Hathaway Road. Directors meeting at 7:00PM. After the meeting, Walt Disney's Cartoon, 'History of Aviation' in sound and color will be shown.

Summary of Last Meeting – SSA Take Note!

Mark Savage of the Ohio Aviation Board discussed plans of the board to sponsor the forming of three college gliding clubs throughout Ohio. At his request, members of the Soaring Society of Dayton, several of whom belonged to the Purdue Glider Club, expressed their opinions on the problem of starting a glider club, particularly the selection of the glider and method of launching it. Everyone was enthusiastic about the idea, visualizing the possibility of six or seven college clubs competing for next year's Wright Memorial Glider Meet Collegiate trophy.

September Calendar

SSD Perpetual Trophy Winners (Early Birds get the trophies)

Distance – On September 1, John Martz attempted to make a Golden "C" distance flight to Alliance, OH. After starting out with a discouraging five minute slide back to South Dayton Airport, your editor took off again and fought for an hour and a half to get to Springfield. Finally landed in a clover patch in Sunbury, Ohio. 81 miles distance. The land owner kindly removed 4 rows of corn to facilitate the removal of TG-3 from his property.

Altitude Gain – On this same day, Willi Elias made a better duration in the 2-22 with a flight of 3 hours, 40 minutes. Willi needed another 1 hr, 20 minutes for his Silver "C" duration, but his altitude gain of 5900' wins for him the perpetual trophy for September as well as the Silver "C" altitude leg.

Duration – Bud Carbaugh has recuperated from his 5 hr 12 ½ minute flight in the TG-2 on September 6. This makes Bud the first "Soarhead" to earn the Silver "C" Soaring award. Keep going Bud, that Golden "C"

ain't too bad (It says here.)

Early September – Another all-metal (and a little fabric here and there) glider is attracting widespread interest at the airport. Adolf Rahm claims this particular 2-22 will be converted from a wreck to a flying machine by 1955. Wonder why Julian Allen had the 2-22 moved from vicinity of 1-23?

September 5 – John A. (Ah! fly anything) Biernacki decided to let Bud Carbaugh test fly Dick Geist's L-K, because said John, "It flies like a TG-3." Trouble was – Bud had never flown an L-K or a TG-3. But did O.K, though.

Len Larsen soloed the SSD 2-22. Now for that Private License!

September 6 - It was reported that Wally Detert stayed up over 4 hours in the 2-22. Wally must have been watching the National Air Show at the far-distant Municipal Airport.

Editor's Note – Continued writings of the early days of the SSD will be published in upcoming newsletters – continue to watch for these interesting and exciting articles of the days when glider flight was simply that...

OPS Corner

Tom McDonald

Another successful soaring season is now mostly in the books, and I have just completed my first year as the club's director of operations. I said at the outset that I wanted to make incremental progress in a number of areas. Here is an overview of what I'm working on:

Altimeter setting. The CCSC board amended the UOPs last spring to require the use of field elevation, rather than setting the altimeter to zero. As part of that process, we decided to review the policy at the end of the flying season. I'm not going to rehash the debate here, except to say that the review is ongoing. Member comments received over the last month or so are in the hands of a committee of three board members, and they will return a recommendation regarding any changes to the board next month.

Crew lists. The crew schedule on this newsletter has occasional inaccuracies. Pam Brooks and I keep each other informed of changes, and I try to keep the list up to date. There are issues, especially with the 1st Sunday training crew. This isn't a reflection on that crew in any way, but a function of the number of members moving through training and on to a different crew day. If you move, let me know. If you are a crewchief and have a roster change, let me know. I'll see the daily crew sheets eventually, but that may be a month or more after the fact. It is easier to keep up with as changes happen, and cuts down on the number of emails I get from frustrated members because the newsletter list runs a month or two behind. I'd rather hear about an individual move from two or three sources than not at all.

Most crewchief cell phone numbers are on the crew list. This is intended to give you a point of contact in case of a question regarding the daily operation, or in the event of a landout.

Pilot info cards. This project is ongoing. All the data from the cards is now in a database. This allows me to keep up with aircraft checks and BFR and 90 day solo expiration dates, making it less likely that someone will inadvertently fly out of currency, and therefore uninsured. This is also important to safety.

In my decade here, most incidents reviewed by the safety committee had a non-current pilot involved. Current pilots tend to be safe pilots, and vice-versa. There is one glaring problem, and that is that not everyone has filled out a card. I recently looked at the 90 day currency list as compared to the pilot data list. I expected to find that a couple of pilots had flown with no card on file. Wrong! About 25 members have flown in the last three months without having their pilot info on file. This includes some of our most active cross county pilots, an instructor or two, solo students, and members of both boards. This management system is critical to our obligations as an aircraft operator, and was strongly endorsed by the Soaring Safety Foundation in their review of our operation. The days of pilot currency and licensing information being between the pilot and the FAA, and not a club concern, are behind us. I can keep up with the database and the paper, but I need crewchiefs and instructors to keep up with their people.

Crash Box. Another safety review recommendation involved a crash box, with tools and first aid equipment that might be required in the immediate aftermath of an accident. That box is built, and most contents purchased. Craig Higgins graciously volunteered to take the box home and apply a coat of paint. We will install the completed kit in the trailer later this month.

Winch operations. Jim Goebel's winch is back in service following an extensive rebuild. We fly our 2-33's from Cubbys on occasional weekdays. They are too busy there to accommodate the winch on weekends, and winching is not approved at our field out of concern for the proximity of the trees. So, there are some obstacles, both literally and figuratively.

The winch is a great way to rapidly improve your skills, gives a lot of bang for the buck, and is great fun besides. Yes, student pilots are welcome. We are looking for a nearby weekend home for the operation, which would make scheduling a lot easier. Drop Jim or me a line if you want to be on the list, and we'll let you know when we are flying. Go to www.youtube.com and search "ccsc winch" to see what it's all about.



Wanted: Tow Pilots

Buck Towne

Interested in Becoming a CCSC Tow Pilot? If you are considering it, please contact me to discuss the requirements and process for doing so. Each year when CCSC renews our insurance policy we are able to add tow pilots to the policy at no cost. At other times of the year there is a charge. Please contact me ASAP. Our policy renews January 4, 2010. Buck Towne (937) 825-6716 or wm_towne@yahoo.com

Editor Address Change

Tami Scott

Any submissions for the CCSC newsletter should be sent to Tscott@sterlingpcu.com. My old address has been discontinued. Please update your records.

Business Manager/Caretaker Contacts

Pam Brooks

Pam and Carl Brooks can be contacted at the following: Email businessmanager@soarccsc.com

Office phone: 513-932-7627. Pam cell : 937-367-8486 Carl cell: 937-367-3241

Messages are checked on a daily basis. Let us know if there is anything you need.

SSD Board Meeting Minutes

Lucy Anne McKosky

November 21, 2009

(Held the Third Saturday of each Month)

Present: Pat DeNaples, Wally Detert, Dave Edwards, John Lubon, Bill Maxwell, Lucy Anne McKosky, Bob Root, Dieter Schmidt - Absent: Frank Paynter - CCSC Board Members: Rolf Hegele, Dave Coucke, Paul McClaskey

The meeting was called to order at 9:45 a.m. by John Lubon. The minutes of the October 17, 2009 meeting were amended and approved. The treasurer's report was reviewed and accepted. The pros and cons of transferring control of the Youth Endowment Fund to the CCYSA versus SSD retaining control were discussed. John Lubon will investigate placing the funds with the SSA Foundation for management.

No action has been taken on replacing the tires on the towplanes with a larger size. Wally reported that Cubby is determining specifications for safety cables and will probably install them on his Pawnee. Paul McClaskey reported that he and Haskell Simpkins are investigating the snubber problem and system needs. Univair has supplied six new snubbers and shock cords, but they haven't yet been installed. The landing struts on 48L have been inspected, and cracked snubbers were replaced with old parts. 33Z was inspected and snubbers were found to be all right. One cracked and one broken snubber on 909 were replaced with new Univair parts so the plane can be ferried to Cubby's for repair of minor aileron damage resulting from landing gear failure. It appears that cracks begin to appear in the snubbers after about 200 hours of use. A decision on changes to the shock cords and tires is forthcoming.

New Business:

John Murray reported that the Grob has been returned to service following repairs to the towhook. Paul McClaskey is investigating putting Tost hooks on the towplanes. They are more reliable than Schweizer hooks for releasing under side and downward loads, and they would permit use of towropes with breaking strength greater than 1200 lb. for heavier aircraft. To replace hooks on all three towplanes would cost about \$4700 for parts and \$1000 for labor. Tost hooks would have to be replaced every four years. If only one towplane were fitted with a Tost hook, an adaptor could be used on towropes. McClaskey also reported problems using autogas in the towplanes. 33Z is now using 100LL.

Pat DeNaples presented three requests for stock redemption, for a total of 52 shares. A motion to redeem this stock was passed.

The meeting was adjourned at 11:05 a.m. The next meeting will be the Saturday, December 19, 2009, at 10

a.m. at the CCSC clubhouse.

CCSC Board Meeting Minutes

Tami Scott

December 5, 2009

(Held the First Saturday of each Month)

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

Secretary – Minutes from November were reviewed and approved. One new member in process – One member relinquished membership. No terminations. Rope update – Ran tensile-type test on old rope versus rope purchased locally. Test results show ropes similar. Will try roll of new rope to see if any issues.

Treasurer – On budget for the year. New gas bill – need to review for any updates to fees. SSD and CCSC board Presidents and Treasurers to meet to align budgets for 2010. Treasurer's report submitted, reviewed and approved.

Facilities – Fence on north side of hangar temporarily replaced. New hydraulics on John Deere. All tractors winterized (still useable).

Tow Plane Maintenance – 33Z had mag issue. Both failed within a couple days of each other. Fixed and also distributor gears replaced. 48L complaints on power. Inspected by Stewarts – all ok. Could use some work on prop – will do during annual. 909 – Stewarts putting on their schedule. Still reviewing Univair fix on shocks – vendor has made changes. Tost hooks – Kits run \$1500 each plus \$250 labor to install. Total of \$5300 for project to do all three tow planes. Safer release is result. Some question on speed of FAA paperwork once installed. Also, may need a regular required overhaul. Discussed cost sharing where SSD pays for hook kits. CCSC to pay for install and maintenance. Motion approved for CCSC to pay our share.

Glider Maintenance – No report.

Social – Kings Island – Annual CCSC Banquet – Agreed to change date to February 6th. Prior date was a conflict with SSA Convention attendees and another event at the hotel.

Operations – Pilot cards coming along. Still working on ideas to collect glider flight times. Plan on working with Crew Chiefs in April on this. Safety – Had a dual release last month. Need Safety committee to review and report. Damage to 16Q during handling on ground. Needs repaired during winter. Rolf to touch base with Safety Committee regarding the hard landing last month.

Vice President – No report.

President – Attended Waynesville C of C meeting. No real value to continued attendance at meeting but will continue membership.

Old Business – FCC ground base radio license still in process.

New Business – Board Elections complete. Welcome to Steve Statkus as a new member. Charlie Richardson resigned his position. New positions for 2010 agreed to as followed: President : Rolf Hegele; Vice President: Andrew Dignan; Secretary: Tammy Scott; Treasurer: Jim Lowe; Operations: Tom McDonald; Tow Plane Maintenance: Paul McClasky; Facilities: Dave Coucke; Glider Maintenance: Steve Statkus. Steve McManus was asked to stay on as Social. He will advise.

Discussion was held regarding input from members on the AGL vs MSL requirement. Team of Steve McManus, Paul McClasky, and Tami Scott will review information and report recommendations to board next meeting. There being no further business, the meeting was adjourned at 11:35 a.m.

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

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>

January 2010 CREW SCHEDULE

Day	Crewchief Assistant Aircraft	Towpilots	Instructors	Ground crew
Crewchief and assistant contact information				
1 st Sat & 1/30	D. Edwards J. English	J. Armor T. Hudson	R. Eslinger P. McClaskey-x	G. Daugherty, W. Detert, S. Fenstermaker, J. Lowe, A. McClaskey, E. McClaskey-^ {Students/Crew additions requested} cc contact: dedwardsky@aol.com 859-322-4452 asst: jim.english@morrison-chs.com 513 235-3696
<hr/>				
SGS 1-34 – N11485 – W. Detert				
1 st Sun & 1/31	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, J.Gordon-^ , S. Kleine, B. Lewis, C. Lindsey, R. Martinez, ,R. Miller, R. Mullins, D. Rawson, A. Rytel-^,M. Rytel, K. K. Silber, W. Smith, G. Southers, A. Swanson, A. Webb, G. Yee, J. Zeis cc contact: karrakmc@aol.com asst cc contact: millersoasis@msn.com 513-235-6128
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Blantik L23 - N253BA – M. Karraker				
2 nd Sat & 5/29	R. Root D. Staarmann	R. Anderson B. Towne M. Schababerle	P. Osborne – x	J. Antrim, J. Benner, T. Benner, J. Biernacki, B. Connolly, R Holzwarth, J. Hurst, J. Marks, P. Marks, H. Simpkins, J. Price-i, M. Swiderski, B. Towne Jr.-i, S. Trefzger cc contact: olaandbob@aol.com 513-235-6128 asst cc contact:
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2 nd Sun & 5/30	D. Menchen G. McDowell-x	B. Cooper J. Goebel-x F. Hawk G. Penner-x	D. Conrad-x T. Rudolf	P. Compton, B. Elliott, A. Engeseth, H. Goebel, J. Goebel-^, J. McDowell+, L. McKosky, M. McKosky, K. Menchen, J. Morris-+, P. Pedersen, L. Penner, cc contact: dmenchen@cinci.rr.com 513 313-2315 asst cc contact: quivvinn@verizon.net
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SGS 2-33 - N2615H – D. Menchen				
3 rd Sat & 7/31	M. Drummey R. Hegele	D. Green R. Scheper A. Widner	C. DeBerry D.Coucke B. Gaerttner	Boesel, E.Cochran, Inman, G. McDonald, R. Perry, C. Richardson-^, M. Wilkins-+ { Student/Crew openings } cc contact: mfd4@aol.com 513 871-1998 asst cc contact: N11rdbird@starband.net 937-271-5003
<hr/>				
SGS 2-33 - N36135 – M. Drummey				
3 rd Sun & 8/29	T. McDonald B. Paar	T. Bonser T. Christman M. Hutchison T. Morris	R. Eckles-x* B. Gabbard	M.Aranha,T. Bonser Sr., B. Elliott, C. Higgins, J. Koons, J. Morari-^, L. Old-^, J. Paar-+, { Student/Crew openings } cc contact: tjmcdonald@fuse.net 859 992 6801 asst cc contact: mariner@mac.com
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SGS 2-33 - N3616Q – J. Morari				
4 th Sat & 10/30	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print- x	T. Bales T. Lynch-x J. Jackson	K. Adams, B. Fullenkamp, C. Hildenbrand^, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc contact: dignan@fusemail.com 513.405.7839 asst cc contact:
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Grob103 - N44259 – J. Jackson				
4 th Sun & 10/31	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-^, Clark, T. Dockum, R Ghai, C. Haines, K. & S. McManus, An. Rieder-^, A. Salem, B. Stoops cc contact: sstatkus@cinci.rr.com asst cc contact: todd@thetechpark.com 513-461-3535
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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 2010 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)
 Chief Flight Instructor: Joe Jackson 513-851-4816 (h)
 Crew Operations. Tom McDonald 859-992-6801 (c)
 Grounds Maintenance: David Couke 937-287-0910 (c)

CCSC President: Rolf Hegele 937-271-5003 (c)
 Chief Tow Pilot: Buck Towne 937-825-6716 (c)
wm_towne@yahoo.com
 Glider Maint: Steve Statkus sstatkus@cinci.rr.com
 Ground Equipment: Open