

The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

June 2010



Ops Corner

Tom McDonald

My article did not make the newsletter last month due to an e-mail glitch. The newsletter did not make it to you on time, either. That was due to an issue with the post office. So, I've got two months worth of information to talk about.

1-34 Accident and Recurrent Training

Our 1-34 was totaled in a landing accident during April. No damage to the pilot, luckily. The club safety review committee recommended that we place more emphasis on the SSA Badge program, and cross-country training for all members, and to generally enhance unusual pattern and off-field landing skills. Sentiment during the board meeting was to go beyond that recommendation, and strongly encourage (possibly require) every member to take a training flight with a no-altimeter pattern and landing, and to require at least one approach without the altimeter on all field checks and flight reviews.

When is the last time you did any recurrent training in the glider? Consider taking a training flight soon.

FRGS

Eric Hinz provided a Flight Review Ground School over the last few months. This made accomplishing the ground portion of the review easier and more efficient, and enhanced safety and standardization in the bargain. Those providing feedback are unanimous in praising this method.

I plan on teaching a session during youth camp in July, with the exact date and time determined in part by the weather. We will have the schedule for future FRGS sessions firmed up from August through the fall by the time you have the next newsletter in your hands.

FAA Examiner Notes

Dick Eckels, our FAA examiner, provided feedback at the last board meeting regarding training and checking issues at the club. He is coordinating with Joe Jackson regarding possible changes to the curriculum. We will make two changes very quickly, though.

Radios. We are buying more handheld radios, with intent of using them on every training flight. Dick is required to test this area on checkrides, so we have to start training to standard in this area. One word of caution with a handheld: there is a hazard if it gets dropped and jams the controls, so it has to be secured before takeoff. Clipping onto the right shoulder harness makes it easy to hear, and to reach the push-to-talk switch with the left hand.

Stage checks. The thinking pilot will fly a training mission with Dick shortly before taking a checkride with him. This will allow him to note any areas that need work, and greatly enhance the odds on passing on the first try.

Potential not-qualified list

Most of you sent for a new pilot certificate if needed, and took the time to update your pilot info card. Thank you. There are still a few stragglers. In general, I've found that people are good with FAA requirements, and just haven't updated their cards. We have found exceptions -- people who forgot their license update or accidentally let their flight review date go by. Either could have the effect of voiding our insurance, so these remain questions that are worth asking. Don't be insulted if someone asks you.

Remember, you need three things to fly at CCSC as pilot in command. This applies even if you are flying your own aircraft:

1. A current pilot certificate. Paper certificates (other than student or temporary) are now expired.
2. A current flight review logged, or a current solo endorsement in the case of student pilots.

3. A data card on file with CCSC showing both of the above.

Crewchiefs have a master list indicating which pilots meet all three of the above. Those who come out to fly and lack one or more items will be asked to update their info. Again, most people already have what they need. In practice, we've found that card updates usually take a matter of 30 seconds, with about 3 minutes needed to fill out a card from scratch.

Flight Log

Crewchiefs began taking responsibility for logging the pilot name and takeoff/landing time of every glider flight a few weeks ago. (This is routine at most clubs, and we were an exception in not already doing this here).

This is intended to serve two purposes:

1. Increase safety through improved flight-following. If a glider is lost away from the airfield (as opposed to landed out), we'll know about it a lot sooner, and know with certainty who is in the glider. Hopefully, we would be able to find our pilot before dark, instead of the next morning.
2. Aid us in logging actual flight time on the gliders. We now use an estimate of x minutes per flight, with the number used varying with aircraft type. Actual data will obviously be much more accurate.

CCSC XC Training Triangle

Tom Rudolf has written a detailed set of guidelines to go with our cross country training program, which uses a triangle from CCSC to the Warren County and Dayton-Wright airports. As with the FRGS and the pilot database information, this does not change the rules for anything. However, it makes following the rules we already have a lot easier and safer. Tom's document is still circulating among the instructors in draft form as of the newsletter deadline. Expect a more detailed treatment of the subject next month.

See you at the gliderport!





Private / Commercial Pilot Test Prep

Tom McDonald

We're pretty good at teaching people to fly gliders if you measure success by first solo flights. If you measure by private license completions after solo, we're not so good, with somewhere below 50% of solo students finishing within two summers.

Of course, flying solo is the goal for some. Once they have done that, the money and work to get licensed become too much. They move on to other pursuits, and I can't fault them. They met their objective, flying a 2-33 by themselves, after all.

There are a variety of reasons why the others drift away. Once a pilot solos, most are pretty close to being able to pass the flying portion of the private checkride. But getting over the hump of the written and oral exam is really daunting when the program is almost all self-study. There are similar issues in upgrading from a private to a commercial certificate.

This was one subject at our annual instructor meeting a couple of months ago. The consensus was to offer a weekend ground school for test prep, and help to bridge the gap. I developed and taught a course like that when I made my living as a flight instructor in the mid 80's.

Here's the bottom line: There is not a large group of instructors wanting to do this, and it is way too much work to take on as a volunteer. (I'm estimating at least six to seven hours of course prep work per hour of classroom time). So I'm developing a weekend course as a commercial venture. The CCSC board approved use of club facilities to teach the course.

This is similar in concept to Bob Wander and others coming in to run the flight instructor refresher clinic every two years. We benefit by keeping our instructors current. In the case of pilots, we benefit in the short term, and the whole sport in the longer term, by producing licensed pilots.

I'm going to teach this on July 10 and 11. That's right after youth camp. Cost is \$150, the same as the flight instructor refresher. Pass the training, then take the test by Wednesday, July 14, and I guarantee a passing score. If you are a solo student, or will be this season, this could make your transition from student to licensed pilot a lot easier. I hope you will consider attending. Contact me at tjmcdonald@fuse.net to sign up, or with any questions.

Editor Retiring

Tami Scott

After four years of publications, your current CCSC editor will be retiring. If you are interested in being the next editor, please contact me at 937-750-1761 or tscott@pcuinc.com. I will be publishing June, July and August editions so there is plenty of time to get acclimated before the September issue. It is a fun way to keep up on all the goings-on.

CCSC Board Meeting Minutes

Tami Scott

**June 5, 2010
each Month)**

(Held the First Saturday of

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

Secretary – Minutes from the last meeting were distributed, reviewed and accepted without change. One new member joined and was approved – we welcome Timothy Cuthbert. Robert Mockler, John Nolan and Thomas Mann all submitted to discontinue their memberships – we thank them for all of their support over the years.

Treasurer – Revenue was off this month due to a billing problem. The original set of bills was lost by the post

office. A second copy was mailed on 6/2 from another post office. Everyone is encouraged to contact Pam Brooks if they do not receive theirs. Pam will probably send copies of the April invoices with the May one so everyone needs to keep an eye out for this. Expenses were down this month. Lease payment to SSD due in June. Currently on budget for the year. Treasurer's report was approved. New gas bills means the gas index will increase to \$0.32 per 100 ft. It was confirmed and agreed that when a member is terminated, we will collect outstanding balances but will not go back to collect SSA dues. Also, Tami needs to add to the schedule of fees and dues that for non-members to receive hard copies of the newsletter, the fee is \$12 per year.

Facilities – One side of the hangar doors has been updated and is 1000% better in ease of operation.

Thanks to Henry Meyyrose, Garry Print, Manfred Maurer, Steve McManus, Ethan Saladin, Steve Fenstermaker, John Murray, Joe Zeis, Pete Schradin, Andrew Dignan, and Joe Jackson for the assistance. (Sorry if we forgot your name!). Nice job to everyone. Henry is also responsible for fixing the tiles in the men's room shower. Thanks again, Henry.

Tow Plane Maintenance - 48L is at Stewart's for annual and should be complete this weekend. 48L also had a gear inspection and small crack was found in shock absorber. New design will be implemented to repair. 909 to get tost hook this week also.

Glider Maintenance – An Electric Vario is wanted for the 2-33 – discussed taking the one from the 1-34 but this was dismissed due to the pending insurance claim. SSD issue as it is a capital improvement.

Board approved Henry Meyyrose to purchase more of the rope we have been using. He will coordinate strength testing with Haskell Simpkins.

ASK21 SD has some trailer rash on the front end of the elevator. John Murray reviewed and it is not necessary to be fixed at this time – can be done this winter.

John Murray will be adding small arrow signs to the ASK21s showing where to and where not to lift the canopy. Hoping to prevent canopy damage.

Operations – Pilot cards continue to be useful especially when sorting the database for various things such as commercially rated tow pilots. 5 of 8 crews are now logging flight time. Although it is a pain to do, it has given us some data on the aircraft hours. We will continue to ask for the data through the end of the summer.

Social – No report.

Vice President – No report.

Old Business – FCC License: Pam is still working on. Accounting System: Update is in process.

18 M Contest Update: Still working on getting enough commercially rated tow pilots. Everything else running smooth.

Safety Committee: Discussion held over the crash of the 1-34. The Safety Board recommendations were reviewed and approved. Board will ask Chief Instructor and Ops to review possible changes/additions to student training and field checks and report an awareness program at the next Board meeting.

New Business – Chief Examiner: Dick Eckles presented a list of concerns/changes he would like to see implemented by the CCSC so that pilots can meet all of the requirements of the Practical Test Standards. Some of these include: Understanding of Certificates and Documents – to understand if a glider is really airworthy, Preflight procedures – mainly understanding how to put the glider together and take it apart; Radio Communications – to be sure each pilot understands how to make proper radio calls, position reports, etc. Dick also recommended students get phase checks with him prior to the final check ride so deficiencies can be addressed. Dick will work with Joe and the instructors on how best to implement the various training items into the student syllabus. The Board approved the purchase of two more handheld radios for use in the 2-33s. Two Seat Tow Plane: John Antrim mentioned that there is currently a Morane Saulnier two-place tow plane for sale at a good price. Garry will bring it up to the SSD board. Limited Membership: It was suggested we need to get a better legal interpretation in regard to aviation insurance and regulations and operating as a “commercial operation”. Rolf will look into this. Company Visit: Paul McClaskey requested to bring some of his company employees out for some flights and a cookout at the club. This was approved.

There being no further business, the meeting was adjourned at 12:15 p.m.

Gas Alert - In accordance with the Schedule of Fees and Dues, fuel index tow fees are increasing to \$0.32 per 100 feet in altitude for all tows starting June 1, 2010.

Classifieds

Editor's note: Ads will be re-run monthly unless otherwise advised. Thanks !

Wanted: Donation of vario or total energy probe for use in wind tunnel testing related to attempt to break the glider altitude record. Contact Glenn McDonald, gmcd05@gmail.net or 859 628-0971

For Sale: Variometer, Winter, scale ± 10 knots, 57 mm diameter. Flawless function and appearance. The variometer includes a .45L capacity bottle and an installed McCready ring that is suitable for a high performance glider. \$310.00. Contact Poul Pedersen on (513) 769-1263 or by e-mail dyhr_pedersen@fuse.net

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: 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>

June 2010 CREW SCHEDULE

Day	Crewchief Assistant Aircraft	Towpilots	Instructors	Ground crew
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
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, 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
Blanik 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, R Holzwarth, J. Hurst, J. Marks, P. Marks, H. Simpkins, J. Price-i, M. Swiderski, B. Towne Jr.-i, cc contact: olaandbob@aol.com 513-235-6128 asst cc contact:
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, 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
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
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-^, { Student/Crew openings } cc contact: tjmcdonald@fuse.net 859 992 6801 asst cc contact: mariner@mac.com
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. Fel, 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:
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 513-720-8955 asst cc contact: todd@thetechpark.com 513-461-3535
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)	CCSC President: Rolf Hegele 937-271-5003 (c)
Chief Flight Instructor: Joe Jackson 513-851-4816 (h)	Chief Tow Pilot: Buck Towne 937-825-6716 (c)
Crew Operations. Tom McDonald 859-992-6801 (c)	wm_towne@yahoo.com
Grounds Maintenance: David Couke 937-287-0910 (c)	Glider Maint: Steve Statkus sstatkus@cinci.rr.com 513-720-8955
Billing issues: businessmanager@soarccsc.com	Ground Equipment: Open
	Safety Officer: Maury Drummey mfd4@aol.com 513 871-1998