



The Monthly Newsletter of the Caesar Creek Soaring Club

August 2010

**OPERATION BUZZARD – SUMMER SOARING CAMP SET! ERIC COCHRAN**

Summer Soaring Camp will be held 8/30 - 9/3 starting at 10am. If you are planning to attend or have questions contact Eric Cochran @ glider409@gmail.com. Sign up is not required to attend, but advanced notice of which days you plan to attend would greatly help to ensure efficient use of resources and personnel . If you weren't planning on flying but things changed, then come on out!

Tow pilots and instructors are still needed. If you can help out any days it would be appreciated. Please let me know which days to ensure we have sufficient coverage throughout the week.

Also, a club member would like to swap out his 1st Saturday crew day on September 4 due to an important prior commitment. This crew member is a student pilot planning to attend the camp the prior week. Anyone who could help him receive crew credit for September would be very appreciated. Without his September crew credit the camp would become cost prohibitive after Tuesday 8/31. Please contact me at glider409@gmail.com and I will put you in touch with him.

**Gas Alert – In accordance with the Schedule of Fees and Dues, fuel index tow fees are \$0.26 per 100 feet in altitude for all tows starting August 1, 2010.**

**OPS CORNER TOM MCDONALD**

Got altitude? What standard altitude callouts do you use? Generally, the club standard is to call "200 feet" after takeoff. A few more might be in order, and serve to increase your awareness. At my job, the pilot monitoring calls "1000 to go," during climbs and descents, while the pilot on the controls states the actual altitude, i.e. "six for seven thousand." There are additional calls of 500, 200 and 100 feet above minimums on tight approaches. Most air carrier or corporate pilots use a similar arrangement. I think that system would be overdoing it for a single-pilot glider, but calling two and one thousand to go while on tow, and a thousand above the pattern, makes sense to me. This is not a new requirement, but something for your consideration. Think about it.

MSL on tow cards. As part of our focus on altitude awareness, we changed the tow cards to reflect MSL release altitudes, rather than MSL. Thanks to Rolf Hegele for a great idea. Tami Scott tried to get rid of all the old cards, but there may be some left in aircraft or tucked away somewhere. If you find any of the old ones around, or have a personal stash of spares, please throw them out.

And speaking of altitude awareness, consider taking a no-altimeter training flight. Instructors should also conduct this training on flight reviews and field checks, and review the MSL pattern altitude with students as part of the flight card signoff for each solo.

I overhauled the crew list that comes with this newsletter. Let me know if your name is not listed correctly.

There was just one flight my crew on the 3rd Sunday in July. Lower clouds and higher winds aloft conspired to force a landout on a training flight, and we dropped everything else to retrieve the glider. Well done to

instructor Bill Gabbard, who decided early in the flight that he was in a bind, and selected a good field before any real problems developed. We got some unscheduled practice in 2-33 recovery, and it proved an interesting day. I wouldn't want to do it every time I came to the gliderport, though. I think everybody involved relearned that lesson about not getting downwind on brisk days. The farmer's wife gave us a lesson on the difference between alfalfa and weeds, too. We initially had the trailer and several vehicles in what turned out to be the former, not the latter.

Another lesson that we re-learned is that cellphones are no good if you don't have the other person's number. Get the crew chief's number before you fly. And you might want to update your pilot info card to include your own cellphone number as one of the emergency contacts, so somebody can call you too. We got everything done, but our initial communication could have been a lot better.



**The 2-32 "Pickle" at the start of the retrieve**

## **ON TOW ROPES**

**TOM MCDONALD**

We've changed tow ropes in order to fully comply with the regulations. Thanks are due to Don Burns for leading the effort to bring us up to speed, and to Garry Print for research and analysis.

As I am writing, we are using two sizes of ropes, and changing them often. By the time you read this, we should have a new type of rope in use, and only having to change ropes for gliders that are 1-26 size and lighter. I'm going to assume that is the case for this article.

To review, the FAR requires that the tow rope strength be between 80 and 200% of the max weight of the glider. Our old 1/4" rope was really too light to be legal for the club glass ships, and for most 18m gliders. The

next size up was too heavy for the lighter ones.

The new rope is made of Dacron, and is 1/5" diameter and 1500# test. In addition to being a one-size-fits-most product, it should last longer than the old kind, too. This rope will work for all but the very lightest gliders (those under 750# max weight), such as the Redwings 1-26, Tom Bonser's 1-23, and the Sparrowhawk. I anticipate that the single-seat Schweizers will continue to use the 1/4 inch rope. The Sparrowhawk, at 415# max weight, is a special case. They need rope of less than 830# strength to be legal. Currently, they are adding equal-strength weak links at both ends of the line. This isn't exactly per the regs, and we'll work towards an improvement for that aircraft.

## EDITOR RETIRES

**PAM BROOKS**

Tami Scott has retired as editor of *The Frequent Flyer*. Tami served as editor for four years and leaves some very large shoes to fill!

Pam Brooks will serve as the new editor of *The Frequent Flyer*. Pam intends to follow Tami's fine example of reporting pertinent club information with input from the membership. Articles and pictures are welcome and may be submitted to:

[businessmanager@soarccsc.com](mailto:businessmanager@soarccsc.com)

Please indicate that the submission is intended for the newsletter in the email's subject line. Articles may be edited for content and length. Suggestions for article topics are also welcome and encouraged!

New deadlines have been established. Articles must be received by the first weekend of the month. The Business Office will co-ordinate its paper invoicing efforts with the publication of the newsletter on the Wednesday after the CCSC Board meeting each month.

CCSC wishes to extend its heartfelt thanks to Tami Scott for a job well done and wishes Tami the best in her future endeavors! Perhaps we will see her soaring at the glider port with her free time!

## CCSC Board Meeting Minutes July 3, 2010

**Rolf Hegele**

In attendance: Rolf Hegele – President; Jim Lowe – Treasurer; Paul McClaskey – Tow Plane Maintenance; Steve McManus; Steve Statkus – Glider Maintenance; Tami Scott – Secretary Absent; Andrew Dignan – Vice President Absent; Tom McDonald – Operations Joined meeting in progress.

Secretary – Minutes from the last meeting were distributed and accepted. Nine new members joined and were approved: Tom Merriman, Aaron Merriman, Jeff Drummey, Evan Harris, Matt Davis, Brian Decker, Courtney Schulker, Ross Bales, Issac Gorman, and Ross Bales.

The new Newsletter Editor is Pam. Transition period is TBD.

Treasurer – The actuals are tracking well against the budget year to date. Income from the 18M contest will appear on next month's report. A discussion about the contest checking account took place and it was decided to keep it separate from the club checking account. A motion was made and passed to require the Contest Manager be assigned the checking account and at the completion of the contest transfer checking account funds to the Treasurer. The recent problem with billing was resolved and the cash flow is back on track. The Treasurer's report was approved by the board.

Facilities - No report.

Tow Plane Maintenance – Tow planes are in good shape following the contest and are ready to support the Youth Camp.

Glider Maintenance – The Blanik is in for annual and canopy replacement. It will not be available for the youth camp.

Social – Youth camp starts Sunday evening July 4th with a 6:30 dinner. 21 kids signed up. September is the next club dinner.

Operations- Altitude awareness is the issue of the day. It was suggested that during bi-annuals each pilot be given a “no altimeter” flight. How to standardize this idea was not discussed. Tom reported he is still working on altitude awareness tools, posters, and briefing documents and will be coordinated with Joe Jackson, Chief Instructor. A general discussion about altitude awareness ensued. The task of logging flight times, takeoffs and souls on board has been removed. Thanks to the crew chiefs for their support during this evaluation. For the purposes of documentation the 2-33's will be charged with 0.5 hrs per flight and the other gliders will accumulate 0.7 hours per flight.

Vice President – No report

Old Business – FCC License still in work as is the idea of changing the stock purchase plan and the search for a lawyer. The process of converting the book keeping to Quick Books proceeds.

New Business – Steve McManus raised the issue of the club buying a small freezer for use during social events as well as the Youth Camp. \$500 was authorized and the freezer was purchased and installed by Steve, and worked wonderfully during the camp.

Todd Dockum gave a presentation to the Board of a new program that would provide CAP, ROTC and JROTC, an opportunity to take orientation flights in club gliders. This effort would be seamless with respect to CCSC management and would involve Sat and Sun scheduling by Todd with the crew chiefs so as to supplement flying not interfere with normal operations. Numerous wickets need to be passed through before this program could begin but the board approved the concept and agreed that further study be done in a Phased approach. Todd agreed to work the CAP/ROTC side of the issues. CCSC Board did not appoint a Point of Contact to investigate CCSC liability issues at this time.

It was reported that the PRA (Popular Rotorcraft Association) will be flying into Stewart's for a Fly-in July 11, 2010. They requested approval to land at CCSC and asked for a discount to take a glider flight. The board approved landing privileges and agreed to a \$10 discount if the fliers can show a valid current PRA or EAA membership card.

Brad Towne requested approval to buy fuel from CCSC for his aircraft. After some discussion the request was disapproved as the Board felt this activity could be seen as creating a retail environment and thus was not in the best interest of CCSC.

Dick Eckels submitted a letter requesting some changes to the training program. The CCSC Board decided to postpone acting on his recommendations for the time being.

Joe Jackson mentioned that the FAR/AIM's were out of date. The Board approved buying one set for the clubhouse.

Pat DeNaples sought approval to have a 1-26 gathering at CCSC over Labor Day 2010. The Board approved the gathering.

Steve Statkus raised the issue of the 1-34 replacement looking for guidance concerning the type, timing and cost of a replacement glider. A preliminary list of candidates gliders has been prepared. John Lubon reminded the assembled group that the 1-26E being finished by Wally Detert is part of the equation and that for guidance purposes 30K for both the 1-26E and a replacement would be a good number to shoot for. Timing is not critical.

2011 Contest Season: CCSC did not get the 2011 Sports Class Nationals but will try for the Standard Class Nationals which could include 10-20 aircraft. Consensus was reached to make it a 9 day national with a super regional Sports Class contest took place as well as the benefit of having it a “wet or dry” contest. Applications will be submitted. Our Board President Rolf agreed to manage the contest. Nothing has been heard from the 1-26 Group concerning the location of the 2011 Nationals.

Safety Committee: - The Safety Committee convened to investigate a spin event that occurred 6/30/2010 that involved the youth group's 1-26 and Jim Goebel as PIC. Following several hours of testimony and evaluation of ground and in flight observers as well as Jim's statements concerning the event, the Safety Committee could find no violation of FARs and UOPs. They resolved the issue by counseling Jim. A report was submitted to CCSC Board stating the findings.

A lengthy discussion ensued concerning the history of events that touched on the areas of judgment. After much discussion the CCSC board approved the Safety Committee's report and chose to remove Jim from operating any gliders or tow planes for a period of 45 days during which time he must complete a judgment training class. The board voted and approved this resolution. There being no further business, the meeting was adjourned at 14:30 hours.

## **CCSC Board Meeting Minutes August 7, 2010**

**Tami Scott**

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

Secretary – Minutes from the last meeting were distributed, reviewed and accepted without change. Two new members joined and were approved – we welcome Rick Basco and Linda Lockaby. One member requested termination. Newsletter for August will be a combined July/August letter to go out approx second weekend of August.

Facilities – Hangar doors have been updated – there is a bit more hardware to be added. Electrical in campground has been fixed regarding the Carraways' trailer. Old cistern by the house was pumped out.

Treasurer – Report was reviewed – it did not include contest income or youth camp. Cash flow positive for month. We are behind budget but this may be partially due to July billing issues. Jim reviewed the contest checkbook – it needs to be reconciled with the bank statements which he is awaiting copy of and receipts/records from Linda. Gas purchases were reviewed. In August, the gas charges for tow will be \$0.26 per 100ft. Treasurer's report was approved.

Tow Plane Maintenance – No issues reported.

Glider Maintenance – As an FYI – there is a 90 day warranty on the Blanik canopy. No current open issues were reported.

Operations – Private commercial pilot upgrade re: contest pilots – SSA change made. This means we will no longer have to name specific people on our policy. We will remove the specific names the next time we update our policy. Private pilot ground school was a success. Altitude awareness campaign continues – currently working on posters, newsletter articles, training checklist items, etc. Flight cards are being updated to reflect requests for tows to MSL altitudes.

Social – No report – potluck in September.

Vice President – Insurance claim for 1-34 should be processed this week.

President - Nothing new to report.

### Old Business

FCC License: Still in process.

Accounting System: Still working on – Rolf will get more involved. Change to charges based on stock purchases: Coordinating with SSD.

Legal review of business: Rolf working to identify qualified attorney.

Tow Rope Update: Don Burns reviewed the FAR, rope specs and various glider weights and provided summary to the board. We are currently using two rope sizes – ¼ for everything but the Grob and ASK21s. It



was noted that 1/5" white Dacron/polyester rope will work for all CCSC craft except the 1-26s. Board voted to purchase 2 rolls of the white 1/5" for all aircraft and to use the 1/4" yellow only on the 1-26s. Tom will advise crew chiefs and Rolf will follow up on rope purchase.

CAP update – Todd Dockum was unavailable so no update at this time.

Dick Eckels Training suggestions: Joe Jackson and Dick to coordinate.

### New Business

Safety Committee: Discussion held regarding pilot on 45 day suspension. Judgment training program has been put together. Board agreed that pilot will be able to fly when the suspension is over but must complete the judgment training program by month end to continue flying. Joe and Rolf to advise pilot.

Safety committee presented recommendations on the issue involving the youth 1-26. Committee recommended additional training for the pilot which was approved by the Board.

Off-field landing of 2-33 being investigated. First general comments were that it was a good decision by the pilot to land out rather than to try to make it back to the glider port.

Golf Carts: One is in need of over \$1500 of work. Discussed future of what we should use to retrieve the gliders. Will get status update from Tim Morris as to what he recommends.

Single Seat Aircraft Purchase: After discussion, Board voted to rescind our request for a 1-26 and instead recommend to the SSD that they purchase a single place high performance glider such as a Grob 102 or similar. Rolf to follow up with SSD.

Safety Letter: Steve Statkus sent an open letter to the Board regarding Club Safety. – Will defer discussion on this until Steve is available.

John Antrim: John had an agenda item but was unavailable so will defer this until next month.

Dayton Miata Club: Would like to visit and take rides. Board approved Sept. 11 with following week as a rain date. Tom McDonald to advise them.

There being no further business, the meeting adjourned at 12:35 p.m.

### **CLASSIFIEDS**

For Sale: Variometer, Winter, scale  $\pm 10$  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](mailto: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](mailto:greg9632@gmail.com).

For Sale: RV/ Motorhome. 31ft Winnebago. \$5000. Already in campground. Contact Terry Buker. 786-512-3313 or email [tbuk@juno.com](mailto: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](mailto: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](mailto:GOEBELJW@AOL.COM).



**Austin Rieder and CFIG Rich Carraway  
in front of the CCSC Grob 103**



**Dick Eckels, Lynn Alexander, Tyler  
and Rich Carraway**

Austin Rieder soloed on the final day of camp, July 9. He had been training in the L-23, but since that glider was out-of-service, he transitioned to the Grob. After several Grob flights, he was ready to go. Mom and Dad and his brothers helped him celebrate, and dad even assisted the youth members in tossing young Austin into the pond!

Tyler Dockum attended this year's youth camp and worked very diligently on his pre-solo requirements, but unfortunately could not solo during camp since he was a few days short of being legal age. On Monday, July 19, his fourteenth birthday, we assembled a small crew to get him signed-off for solo. He did a superb job! A birthday party and luncheon with several family members and friends followed his solo flight and trip to the pond! Tyler is active in the Civil Air Patrol and hopes to attend the Air Force Academy.



**CFIG Rich Carraway Kipp Silber and Lynn Alexander**



**Cy Lam Haines post initial Solo Flight**

Kipp Silber joined CCSC in July 2009 and is a member of the first Sunday crew. Kipp was unable to join us for this year's camp due to his bike racing schedule. He has progressed very well, and he soloed on Wednesday, July 21, in a 2-33, with both mom and dad enthusiastically witnessing the event. Kipp turns sixteen in November, and when he's not racing his bike or flying gliders, he is taking driving lessons or flying the F-16 simulator at the Springfield ANG base.

Cy Lam Haines completed his initial solo flight in a 2-33 during youth camp. His dad arrived from work just in time to witness the event and take some photos and videos. This was Cy's third youth camp, and he was the

first student to solo during this year's camp. As soon as camp was over, he traveled with his family to China to spend a few days there sightseeing and visiting relatives. Nice job, Cy!

## EXPERIMENTAL GLIDER OPERATION UPDATE

STEVE STAKUS

At the recent 18M contest here at CCSC, John Murray briefed the pilots of a new FAA initiative to increase the awareness of owners of EXPERIMENTAL licensed gliders that the FAA expects to have in their file an updated (yearly requirement) Program Letter, for each registered EXPERIMENTAL glider operating in the USA.

Having licensed several experimental powered aircraft with the Cincinnati FSDO my curiosity was peaked after hearing John's briefing. I did some sleuth work at the club and found several differing explanations concerning this requirement. For clarification I called Stan Faske and got his explanation for the FAA's expectations. He also informed me that John Murray (of all people), submits yearly a totally acceptable Program Letter for his glider. Stan suggested I talk to John, which I did. Actually I listened to John.

So, for the fliers that operate EXPERIMENTAL licensed gliders and have not submitted your yearly Program Letter to the FAA FSDO, here is a sample letter that works:

Date: XX/XX/XXXX

Stan Faske/FAA FSDO  
4358 Furgeson Drive  
Cincinnati, OH 45245

Dear Mr. Faske,

Please consider this the annual program letter for the 2010 season for my experimental/racing certified sailplane NXXXXX. I plan to participate in any or all of the following sanctioned events or competitions in the 2010 season:

List as many events as you want. Include location and timing for each event. A good source of events is the Calendar of Events in the SSA magazine. Include also any road trips you plan to make such as the April trip to the ridge. For these events define them a "Badge and record practice for FAI badges and records."

If you have an experimental/racing glider and fly only at CCSC include a statement that says: "NXXXXX will be practicing at CCSC for FAI badges and record flights from Feb to Dec."

Thank you.

Your name.

If you find that you've omitted an event simply email or fax Stan a note and mention that this is an addendum to your program letter. His contact info is: Stan Faske Office Phone: 513-842-9639, Fax: 513-842-9620, email: Stan.Faske@faa.gov.

Remember, this is a YEARLY REQUIREMENT. The FAA considers an experimental glider non-airworthy if they (the FAA) do not have an up to date program letter in their possession.