

CCSC Frequent Flier Newsletter

Editor: Steve Statkus

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stevestatkus@gmail.com

513-576-9080

NEWS YOU NEED TO KNOW:

Sunday 12-23, we spotted two eagles (a bald eagle and what appeared to be a mature golden eagle) soaring above CCSC. The photo appears at the end of the newsletter.

Two heads up: a review of water bills shows that we are using more water (at a higher cost) than we ought to be using. Please be observant and watch usage. We've learned that we may have a sticky handle in the men's room so keep an ear open when using the facilities. Second, issue is CATS. We're becoming a homeless shelter and soup kitchen for the critters. They have made their way into the clubhouse and are becoming a nuisance. Please do not feed them. If you love cats take a few home with you, but don't feed them at CCSC.

Finally ASK SD has completed the annual and is airworthy. The G103 is disassembled and undergoing its annual.

CCSC BANQUET:

The annual CCSC banquet was held at 6:00PM at the King's Island Resort & Conference Center (5691 Kings Island Drive, Mason, OH) on 19 Jan 2013. Seventy one members attended and enjoyed a wonderful happy hour hob-knobbing with folks you don't often see throughout the year. Mark Miller was the host and projectionist and between past pres Dan Reagan and current pres Frank Paynter the year, as well as our financial recovery was well presented and reviewed. The challenges of 2013 were laid out in a clear and concise way so all could appreciate. Various highlights were discussed; the camps, cross country, youth and seniors as well as the contest. Awards were handed out. Don Green was recognized as the most abused tow pilot and Rich Carraway received the same honor representing the instructor corps. Maury

Drummey's crew once again received the award for having the most flights during the year as

well as receiving the 2013 award for creative hangar stacking. John Antrim was recognized trying to sneak out the back door rather than accept the 2013 Safety Award for his work with sagging bladders...in tow plane fuel tanks. Finally, Rolf Hegele was recognized for his years of continued volunteer work by receiving the 2013 Trustees Award. The assembly was treated with a great slide show highlighting events throughout the year at our club. Be there next year.

CALENDER OF EVENTS:

January 27 Bi-annual ground school

March 23 & 24 CFI requalification

April 13 & 14 CCSC Spring Cleaning

April 21st-27th - Pennsylvania Ridge trip

May 24-27 Wright Memorial Day Event

June 10-15 Regional Sport Class Contest

July 8-12 Youth Camp

Aug 12-16 Adult camp

Aug 20-30 1-26 Championships Moriarty N.M.

Aug 31-Sept 1, 2013 – Labor Day Fun Fly, camp & cook out.

CCSC BOARD MINUTES JAN 2013:

Call to order – Frank Paynter: Members present; Frank Paynter, Dan Reagan, Jim Dudley,

John Dudley Mike Hutchison, Mark Miller, Rolf Hegele, Steve Statkus. Absent; Tim Christman

Reading of the Minutes – Steve Statkus: December board minutes approved as previously distributed.

Reports and Statements of Officers and Committees:

Secretary – Steve Statkus; New Members: Jon Stewart, tow pilot and commercial glider pilot. Member Resignations: Dustin Stalcup, Austin Rieder, Jamie Morris, Reece Martinez, all youth members. Eric Hinz adult member. Status changed to inactive: Garry Print, Ronald Sylva, William Ogle, Joe Benkert, Monte Rytel, Alex Rytel, Philip Nagel. Current membership as of Jan. 2013 is 205.

Treasurer – Rolf Hegele presented 2012 year to date actuals, 2012 profit and loss, 2011 and 2012 Profit and Loss Comparison and the 2013 Budget.

2013 Cash Balances: Savings and checking is \$45K. 2012 Income \$196.9K and Expenses \$197.6K. Gas Cost for Jan 2013: No change.

Comparing 2011 to 2012 shows a 14.3% (\$24.5K) increase in income, while expenses rose 11.7% (\$20.7K.) In 2011 the club flew 1750 flights versus 2317 in 2012. The five year average is 2300 flights and for budget purposes we use 2000 flights as the break even point and a membership total of 200. Just looking at flights and the two-year income comparison you can see how weather affects the income picture. The membership number of 205 is getting very close to the budgeted number of 200. We are very close to the break even point should membership decline, another poor soaring weather year like 2011 or large unplanned equipment expenditures will be a challenge. The message is recruit!

Operations/Ground Tow Vehicle

Maintenance-Director of Operations-Mark Miller: No report.

Glider Maintenance - John Dudley: K21 CC annual complete and aircraft is airworthy. G102 BG annual complete awaiting reassembly after trailer fit check. S Statkus is the P.I.C. for the fit check. K21 SD annual underway.

Tow Plane Maintenance – Tim Christman/Paul McClaskey:

N8848L: The aircraft is at Stewart' for the annual. The inspection revealed numerous

squawks that needed attention. Cub found the structure of the floor was broken and had to be rebuilt. Also, the right wing structure next to fuselage wing walk was damaged and needed to be repaired. Rudder pedals were worn out and had to be replaced. Other items include new tires and tubes, new brake pads, new landing gear bolts, new throttle cable, numerous corrosion locations cleaned and painted and cracked muffler repair, In addition, the carburetor was overhauled to help address the performance/rich running problem. Finally, we are working on improving the attachment of the fuel bladder to the aircraft to eliminate the sagging bladder problems. This aircraft has been short changed at the annual time for several years due to operational needs (contest, spring soaring) and it really needed a good going over. This annual will be more expensive than normal. The aircraft is in the process of being reassembled and should be done in 7-10 days.

N7333Z: As soon as 48L is done, 33Z will go to Stewart's for it's annual and engine overhaul. Arrangements are being made with Signature for the engine overhaul. SSD is picking up the bill for the engine overhaul, removal and installation labor, and necessary parts. CCSC will be picking up the rest of the annual bill. With this arrangement, this should be a fairly low cost annual. The airplane will be down about four to five weeks and will need engine break in time before being used for towing. I am aware of a squawk for the battery being run down and we will look into that at the annual.

54909: All maintenance and inspections are up to date. Annual planned to start around February 1 and will take about three weeks. During this period, we will be down to one towplane. No known squawks at this time.

Gomolzig Muffler: The replacement muffler we ordered last summer came in, but it does not fit properly. I (Paul) am working with the Gomolzig people to get this resolved. It should not impact any of our maintenance plans.

Facilities/Grounds Equipment Maintenance –

Mike Hutchison: Camper grey water drain connections and drain caps was the topic of discussion. Since we're still on double secret probation by the Warren County Camp Ground cops something has to be done and Mike found a possible solution that he'll run by Warren County. It's a portable container on wheels into which is directed camper sewage. Cost for this 35 gal. container is \$275 or so. More info coming.

Neglected camper removal is in work. Also the septic system needs to be pumped out. Finally, a review of water usage shows a higher than expected rate and thus cost. All members are requested to keep this in mind and if water is running continuously (like a stuck handle on a toilet) take appropriate action.

Public Relations – Jim Dudley: No report.

Social Activities – Mark Miller/Jim Dudley: The banquet is set for Sat. 1/19 at the Kings Island Conference Center, preceded by the annual meeting which starts at 4:00 pm. .

Unfinished Business

2013 Region 6 South Contest – status of application: Rolf reported that the application has been filed and the sanctioned event will include Sports Class & FAI handicapped gliders. The contest practice day is 6/9 and the contest runs 6/10 through 6/15. The club ASK's will be available to compete.

New Business

Is it okay to take the **Baby Grob to ridge in April** if members want to fly it? The board voted to approve this action (pending completion of the trailer rework) in addition to the l K21 as usual.

Is it okay to have non member instructor to sit in on **Flight Instructor Refresher Course?** The board voted to approve this request but non-members would be required to pay the \$150.00 fee. Member CFI's could pay this fee also but

would be reimbursed the full amount over the course of 10 months of instructing at CCSC.

Host Hithergreen August 14, 2013? Expect 35 to 40 to attend. The board voted to approve this request.

Youth Camp- Is it okay to accept applications to Youth Camp from CAP and ROTC youth to fill desired number of camp attendees? Decision is with Camp sponsors (Tom McDonald, Steve McManus, Steve Statkus, and others) but want to make sure okay with Board. The board approved the request to open youth camp to CAP with a current target of 10 positions. Todd Dockum would be the CAP contact. The board will request Tom McDonald and Todd Dockum present their plan at the next board meeting. Steve Statkus will coordinate this request.

Do we need any preparation now ahead of **Clinton County operation?** (if Director of Operations decides to go there?) At least talk to them now? The board approved operations at Clinton County Airport based on weather considerations and hangar space. Mark Miller will pursue the effort.

2013 Budget- Rolf: See elsewhere for details of the 2013 budget. Some usage data from 2012 that went into the 2013 budget follows: Flights by glider type: ASK- 485, G102- 60, G103 -170, Blanik-69, 233-839. This data resulted in glider use fees for 1202 of \$8.07 per flight actual and for 2013 the budget per flight will be \$9.00. Considering tow charges a 2000 foot tow worked out to be \$25.10 and a 3000 foot tow was \$28.90. For 2013 the budgeted tow rate will be \$25.00.

Discussion of **billing member \$64 SSA dues** in September- Rolf: The board proposed and approved this action in 2012 which provided \$12K additional revenue but did not approve this action for 2013 at this time. The decision was made to postpone any action until after the sports contest to see how the fly rate is moving this year. SSA dues are due in Sept so we have the time to see how the soaring season will progress.

Methods of **glider pilot currency** checking: The board discussed this issue and concluded we have a system that works. They did suggest that each crew update the pilot cards at the first opportunity in 2013.

Wright Memorial Day event – Steve Statkus proposed reinstating the Wright Memorial Day contest which the board approved. The contest will be a low key event and will be open to any glider pilots with SSA membership. The practice day will be Friday May 24 with contest flying the 25 & 26 (and possibly the 27th if weather interferes.) This will be a handicapped event with the task determined by the contestants the morning of each contest day. There will be scoring for placement overall based on handicap and if multiple aircraft by type compete, winners by type will be determined. Non-club members will be charged \$45.00 per tow, no entry fee.

CCSC wish list for CCSC/SSD joint meeting-Frank Paynter: Not in any order of priority the following were generated and forwarded to SSD: Pole barn replacement, new glider (Duo Discus), permanent flight line shelters to replace the tents, further deforestation on the west end, an extension of the tow plane hangar, and a dock for the pond. During the listing of these items a general discussion developed that focused on the need for a five year capital improvement plan that included replacement of both tractors, the small Kobota mower, the continued transistion to all gas golf carts, the addition of one additional gas cart next year and the need to replace the pole barn starting in 2013 by the removal of two bays. Frank then discussed the financial burden in out years of supporting three tow planes versus the cost benefit of using a winch. This will be discussed further in the future.

Board voted to adjourn.

CREW SCHEDULES FOR 2013:

Ground Crews are the corner stone to our club operations. It's the consistent attendance and dedication of the ground crew that keeps our flying charges low and equipment availability

high. For those folks that might think the flight charges are high I would advise you to join a ground crew and give one weekend day a month. You'll see your flying bill decrease and enjoyment factor increase.

For 2013 we have some extra crew days due to the calendar, phases of the moon and probably the variables the Mayan mystics forgot to take into account. Our new Director of Operations, (aka "Super Chief Mark") did not overlook the variables when asked to generate the crew calendar for 2013. See the back page for the additional crew days for 2013.

All crews are asked to be present for their respective crew days or have a replacement crew member stand in for them. A very workable way to achieve this is to contact a crew member on another crew and agree with him or her that you each will sub for the other as needed.

Finally, I'd appreciate the crew chiefs looking over the last page for accuracy of their crew members. If changes are required please get in contact with Mark Miller and myself so we can keep the crew list current.

FURTHER ADVENTURES ON THE RIDGE:

So here is where we left the Old Gunslinger last month, at 9700 msl with a problem to solve; head out over the plateau in a cloud street and be 100 miles from the turn point or use the altitude to re-cross the Knobblies and stay closer to the ridge before heading off across the plateau.

What you didn't know was the reason for this effort. It was Jim's attempt to become the 2004 Eastern winner of the Baron Hilton Cup and he'd just finished a 600 KM tune up flight two weeks previously. And now back in the cockpit with Jim and be thankful it's a virtual cockpit so we don't have to share the relief tube.

But there I was in wave at over 9000 feet. What should I do? I honestly didn't know. I'm still not sure. Heading over the plateau from that point, it would be more than 100 miles to the turn point. If I used the altitude to get over the Knobblies and maybe over the Bedford Gap I could then wait until the Altoona Gap before turning out over the plateau. The distance to

travel from the ridge would be cut to 55 or 60 miles. However, there were great looking cloud streets here, even if they were off the course line. Also, I thought there might be more wave coming off the mountain farther back on the plateau. I made the decision to turn out over the plateau toward the turn point. Based on my flight trace, I must have stayed in the wave for the next 25 minutes because I sustained at about 8000 msl flying into strong headwinds at 85 to 95 kts. After that, my trace seems to show that I was able to use cloud streets for the next 20 to 25 minutes without turning. However, my speed eventually slowed. During the last hour over the plateau I had to stop for a thermal about every 5 to 6 minutes. To run the cloud streets I had gone south of course line and when I turned more northerly the crosswind part was slower. My flight trace shows that the first 50 miles over the plateau was at 60 mph but the overall speed slowed to 52 mph for the 101 miles from first contacting wave until I reached the turn point.

If I were doing it again, I would be very tempted to continue to the northeast and try to stay in wave rather than turn over the plateau with 101 miles to the turn point. It seems to me the worse case would have been that I would have ended back on the ridge much farther north, greatly shortening the upwind miles over the plateau. But the strategy that I chose did work. I had some headwinds of 35 kts out there over the plateau but the cloud streets were tremendous at the beginning of this run. Close to the turn point the CU's were a little smaller and I found the crosswind flying more difficult even with a smaller headwind component. Once I turned downwind at the second turn point, the flight became pure fun again. I dialed in the gap in the ridge at Tyrone, PA and flew a course of 110 to 120 degrees straight downwind and straight back to the ridge. These 50 miles were done at 99 mph. From the ridge at Tyrone to the gap in the ridge at Mill Hall, PA (50.7 miles) my speed was 112 mph. This was done at a very comfortable altitude. At Mill Hall I climbed and flew thermals to the last turn point at the north end of the ridge and until I had final glide back to Ridge Soaring. The winds had shifted to about 290 degrees, and were still over 20 kts but

I decided not to chance it on the ridge. The 97 miles from Mill Hall around the last turn and back home was at 67 mph. For the day, I made 70 mph over the 505 mile triangle. I landed at 4:45 PM.

And this flight successfully sealed the Old Gunslinger's bid for the 2004 Eastern Baron Hilton Cup. I hope these tales of daring get your juices flowing. If so, come on over to Ridge Soaring this April and join the fun. It's about more than soaring, but the flying you do will be inspirational.

CLASSIFIEDS:

Editor's note" Classifieds can be sent to stevestatkus@gmail.com. Date of entry noted in (). Ads may time out in three months unless resubmitted.

For Sale: 1997 Ford Camper-Van. Great glider support vehicle. Sportsmobile pop-top roof with bed, storage shelves, drawers and crank out awning. 7.3L turbo diesel gets 20 mpg highway and tows up to 12,000 lbs. 125,000 miles. \$6,000 obo. Rob Cluxton [513-702-3925](tel:513-702-3925) or rjcluxton@cinci.rr.com

For Sale (5/12); 1991 Elite Travel Trailer 30ft. Great shape, interior is in super shape, no known leaks. Newer refrigerator. Trailer is located on west end of the trailer park. Sale includes gas grill. A steal at \$2000 **OBO**. Norb Maurer [513 774 0380](tel:513-774-0380)



The Bald Eagle and Mature Golden Eagle

2013 CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker, **ACC:** Jim English, **Tow Pilots:** John Armor, Andy McClaskey, Mark Schababerle, **Instructor:** Paul McClaskey. **Crew:** Waseem Jamali, Courtney Schulker, Gerry Daugherty.

1ST SUNDAY

CC: Mike Karaker, **ACC:** Mark Miller, **Tow Pilots:** Manfred Mauer, Norb Mauer, Dieter Schmidt, Andy Swanson, Bob Miller. **Instructor,** Bob Miller, Rich Carroway. **Crew:** Don Burns, Dave Rawson.

2ND SATURDAY

CC Bob Root, **ACC** Dan Staarmann. **Tow Pilots:** Bob Anderson, Mark Schababerle. **Instructor:** Bill Gabbard. **Crew:** John Antrim, John Biernacki, Pat DeNaples ©, Dick Holzwarth, Jim Hurst ©, Jim Marks, Haskell Simpkins ©.

2ND SUNDAY

CC: Dave Menchen, **ACC:** Greg McDowell, **Tow Pilots:** Fred Hawk, Lorrie Penner, Gorden Penner, Jim Goebel **Instructor:** Gorden Penner, Bill Gabbard, Jim Goebel, Tom Rudolf, **Crew:** Alyssa Engeseth, Lucy McClosky, Mike McClosky, Katie Menchen, Jamie Morris.

3RD SATURDAY

CC:Maury Drummey, **ACC:**Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Dick Eslinger, Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Eric Cochran, Jeff Crowford, Jim Dudley, Jim Dudley, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops, Chris Uhl ©, Chad Daughters

3RD SUNDAY

CC: Tom Bonser, **ACC,** None. **Tow Pilots:**Tony Bonser, Tim Christman, Mike Hutchison. **Instructor:** Dick Eckels, BillMiley, Chad Ryther, Bill Gabbard. **Crew:** Marcos Aranha, Jack Morari, Eran Moscona, Paul Schuette.

4TH SATURDAY:

CC: Henry Meyerrose. **ACC:** None. **Tow Pilots:** John Atkins, Guy Byars, Bernie Fullenhamp ©. **Instructor:** John Atkins, Joe Jackson, Larry Kirkbride ©. **Crew:** Tom Bales ©, Ross Bales, Michael Hayden. Chuch Lohre, John Murray ©, Ethan Saladin.

4TH SUNDAY

CC: Steve Statkus, **ACC:** Todd Dockum. **Tow Pilots:** Jim Bierstine, Matt Davis, Frank Paynter, **Instructor:** , Lynn Alexander, Frank Paynter. **Crew;** Rich Cedar, Barry Clark, Pat DeNaples, Typer Dockum, Rik Ghai, Scott Mayer, Dan Reagan,Pete Schradin, Adam Wilson, Josh Young, Shelby Estell.

2013 ADDITIONAL CREW DAYS BY CREW:

March 30- 1st Sat Crew, March 31 – 1st Sun Crew.
June 29 – 2nd Sat Crew, June 30 – 2nd Sun Crew.
Aug 31 – 3rd Sat Crew.
Sept. 1 – 3rd Sun Crew.
Nov. 30 – 4th Sat Crew.
Dec 1 – 4th Sun Crew

2013 POINTS OF CONTACT:

SSD PRES: John Lubon, hm: 513-870-0994
CCSC PRES: Frank Paynter, cell: 614-638-6749
CFI: Tom McDonald, cell: 859-992-6801
CHIEF TOW PILOT: Tim Christman, hm: 937-475-1445
SAFETY OFFICER: Steve Statkus, hm: 513-576-9080, cell: 513-720-8955
DIR OF OPS: Mark Miller, hm: 513-235-6128
DIR OF FACILITIES: Mike Hutchison, hm: 812-343-1531
TOW PLANE MAINT: Paul McClaskey, hm: 614-245-8129 & Tim Christman, hm 937-475-1445
GLIDER MAINT: John Dudley, cell 513-314-4823
BUSINESS MANAGER: Noel Stewart, 513-932-7627

