

MARCH 2013 FREQUENT FLIER

NEWS YOU NEED TO KNOW:

Flight Operations: Due to the recent prop strike on 48L and a couple of other incidents involving runway lights and long glider wings, the CCSC board has decided to suspend further operations at Clinton County County airport. The board is assessing other more suitable options but until further notice it's back to our glider port. Bring your waders until after the spring thaw and if you're looking to fly check with the crew chief (see the last page of this newsletter for the schedule) because operations may be taking place somewhere other than CCSC, like Cubbys.

CALENDER OF EVENTS:

March 23 & 24 CFI requalification

April 13 & 14 CCSC Spring Cleaning

April 21st-27th- Pennsylvania Ridge trip

May 24-27 Wright Memorial Day Event

May 25 Get together to celebrate the flights made from CCSC to Blairstown, NJ this spring.

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.

ANOTHER RIDGE TEASER; This one from Jim Hurst and dates back to 2004.

So far there are about seven CCSC members committed to go to the Ridge Soaring Gliderport near State College, Pennsylvania the week of April 19, 2004. This will be my 16th consecutive trip. For Pat DeNaples and Bob Root, it will be more like their 30th trip. Why do we do this every year? Because this area has soaring conditions that are so much better than we have in Southwestern Ohio. Apparently, the moist gulf air passing through the Ohio valley gets dried out on the way to Pennsylvania such that the cloud bases are regularly two or three thousand feet higher than they are here. We can get above 5000 feet there on a bad day.

In addition to high cloud bases, there is very good ridge lift all up and down the Appalachians when the wind is blowing strong enough from the right direction. Trips of 1000 kilometers have been made in high performance ships at almost 1000 mph. These winds also produce waves frequently. I personally have been more than 4000 feet above the cloud base, and on that day other pilots reported altitudes of around 15000 feet. When the wind is not favorable for ridge life, the slopes of the ridges facing the sun produce fantastic thermals, 500 FPM on a mild day, with 1000 FPM spikes on a good day.

CCSC BOARD MINUTES MARCH 2013:

Call to order – Frank Paynter: Members present; Frank Paynter (remote), Jim Dudley, John Dudley Mike Hutchison, Mark Miller (remote), Rolf Hegele, Steve Statkus. Absent; Dan Reagan,

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

Reports and Statements of Officers and Committees:

Secretary – Steve Statkus; New Members: Richard Otto and David Meyer were approved.

Treasurer – Rolf Hegele: Cash on hand: \$42.5 K. Expenses for Feb. 2012 \$12.4 K. Total income year to date: \$16.9 K against a budgeted \$20.2 K. No change in gas price means no change to tow rates.

Operations/Ground Tow Vehicle Maintenance-Director of Operations-Mark Miller: Due to the recent prop strike a discussion took place dealing with the risk/reward aspect of Clinton County operations. Eventually a motion was made to define CCSC as the primary site for operations and Clinton County as a secondary (back up) if cross winds are not a factor. Motion passed.

Glider Maintenance - John Dudley: Grob 103 is back together and annual complete. The 2-33's will start in for annuals. It was mentioned that 15H's speed brake handle is slightly bent making deployment harder than desired. It was noted for the annual.

Tow Plane Maintenance – Tim Christman/Paul McClaskey:

N8848L: Paul briefed the board on the options available for repair of 48L. There are 3 options to deal with this high time engine (1950 hrs.) Option 1 is to perform the AD required after a prop strike, fix the prop and return to service (3-4 weeks) without an insurance claim. Little cost incurred. Option 2 is an overhaul shop teardown, insurance claim and replacement of internal parts not meeting serviceable specs and return to service in 7-8 weeks. This would result in a repaired high time engine still needing overhaul and cost about 5-6 K. Option 3 is a complete overhaul and insurance claim taking 8-9 weeks at a cost of about 10.6 K. An insurance claim will result in loss of our insurance discount for 2014 and partial loss for 2015.

The board discussed the options and selected option 3 since SSD had budgeted funds for the overhaul in late 2013. Motion was approved. John Lubon and Dieter did mention this action would result in pushing back some capital improvements.

N7333Z: Should be out of annual and engine overhaul early April.

54909: No squawks. Annual due 4/30/2013.

Facilities/Grounds Equipment Maintenance – Mike Hutchison: Club house roof needs replacement due to age and wind damage. Mike contacted the insurance company and a contractor for quotes and coverage. A new roof will be covered by insurance less 1K deductible. It's a capable expense to be paid for by SSD. Motion to proceed with roof repair passed. Mike also reported that both restrooms have had lights replaced and the counter tops and cabinets will go in this weekend. Finally a motion was made to contract removal of Honeysuckle at the west end of the field for the cost of \$800. Motion passed.

Public Relations – Jim Dudley: Frank Paynter and Tim Christman presented our club activity, Condor Soaring, and single person glider assembly briefing to the Dayton Engineers Club Tuesday 2/26. The presentation was well received.

Social Activities – Jim Dudley: No report.

Unfinished Business

Facilities: Carried forward from last meeting. No action taken this meeting. 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.

SSA Dues: Pending further review, no action needed until after Sports Regional contest: 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.

New Business:

48L Prop Strike: Tim Christman briefed the board on the details of the event. Aircraft landed normally in a 7-10 kt cross wind and exited the runway at Clinton County running into soft ground at which point the aircraft nosed over as the right tire dropped into really soft mud. Both tips showed evidence of contact. Aircraft was removed and red tagged. The subsequent discussion concerning operations at Clinton County eventually lead to a motion to stop further operations at Clinton County for 2013. This motion passed 5 - 3. This motion supersedes the previous motion that declared CCSC the primary field and Clinton County as the alternate field. Tim agreed to research cross wind limits (which are not included in the POH or Tow Pilots Manual) and look into hard surface operations by tow pilots. Also the issue of alternate field operations like Wilmington, Wright Bros., of Cubby's was brought up. Point of contact for this action was not identified.

Examiners: The question was raised concerning bringing in a non-club examiner to conduct flight exams in club aircraft when Dick Eckels is not in town. The issue boils down

to “who is PIC?” A non club member cannot act as PIC. After clarification it was the opinion of the grey beards that in the case of a flight exam with a properly rated examiner even though he is not a club member the student is considered PIC and if he is current and meets the member requirements he is authorized to act as PIC during the exam. Case closed.

FF Termination: Steve Statkus raised the issue of terminating the Frequent Flier since the weekly newsletter makes the monthly publication redundant with the exception of the board minutes. A brief discussion did not resolve the question. The issue was tabled until next board.

Board voted to adjourn.

The following report from Dan speaks to me about goal setting, preparation and execution. This guy is a joy to watch grow. You’ll probably see this article in the Soaring Magazine. I’m pleased to beat them to the punch.

THE CAROLINA WAVE PROJECT

Thoughts of a Beginner Wave Pilot

By Dan Reagan

In February, Chilhowee Soaring Association, Inc. in coordination with Jay Campbell once again hosted the Carolina Wave Project in the lee side of Mt. Mitchell. The launch point was the Shiflet Airport which is close to Marion, NC and about ten miles downwind of Mt. Mitchell, at 6684 feet, the highest point east of the Mississippi River.

Sarah Arnold, from Chilhowee, went to great lengths in working with the FAA to get the largest special use airspace for the wave window while avoiding power traffic airways. The wave window ended up being about 10 miles by 10 miles with altitudes to 26,000 feet.

The Shiflet Airport with its location, sod runway, and practically no power traffic, made an ideal location for the wave camp.

Sarah flew a Pawnee tow plane from Chilhowee to provide tows for the 15 wave camp attendees. Jay Campbell did an outstanding job of getting information to participants and managing the camp.

I heard about the wave camp from the SSA calendar. Since I fly out of Caesar Creek Soaring in Ohio, I had no high altitude experience and thought this would be an ideal time to get my first wave exposure. I had a goal of reaching my diamond altitude gain. In preparation for the event I completed my oxygen system, borrowed a snow suit, and bought heavy gloves and other “stay warm” items since the temperature above 20,000 feet would be below minus 30 degrees F.

As I drove to Marion, NC from Cincinnati, my thoughts were concerns of my first wave flights. First was the concern of oxygen management. Second was the concern of dealing with air traffic controllers at Atlanta Center when entering and departing their class A airspace at 18,000 feet. Third was the concern of towing through the dreaded wave rotor. Fourth was the concern of canopy icing reducing visibility? Fifth was the concern of

staying warm. I had looked at the Mt. Mitchell area on Google Earth and had realized that I would no longer be over the agricultural flat part of Ohio with unlimited landing fields but now I would be in the Appalachian Mountains which contain few landing options. An attempt to reduce this concern was made by a statement of, "Don't worry, there is a golf course right in the middle of the wave window".

Day 1

There were early morning rain showers with a frontal passage. Wave was forecast but the winds at altitude were predicted to be in the range of 100 mph at 20,000 feet. One of the glider was now a consideration. Launches started about 3:00 PM with official daylight ending at 6:13 PM. This was to be a good orientation flight. The oxygen mask and bulky gloves did not turn out to be a distraction and I never lost sight of the tow plane in the rotor so I guess that turned out okay. Sarah did a great job of towing and guiding the beginners and dropping us off in wave. As a rookie, somehow I got my directions confused and ended up out of the wave and back in the rotor. My navigation equipment was on "heading up" so when the glider became motionless relative to the ground in wave, the gps could not determine what my heading was and started to rotate on the display. How I had the least doubt about direction with a big mountain sitting directly to the west is beyond me. I'll blame it on the 30% cloud cover. Oh well, when I got back in the rotor at least I did not have a tow rope to worry about.

As a beginner I had to break the habit of slowing down in lift as I would do in a thermal. Every time I did this and hesitated, I would get blown downwind and had to struggle about four or five miles upwind to get back in the wave. My best estimate of the wind was 50 or 60 knots at 15,000 feet so it was easy to get blown out of position. The best flight of the day went to 22,000 feet while I struggled to get to 17,000. It was a great first day!!

Day 2

Since the wave forecast was very promising, the plan was to launch at dawn, however, Mother Nature had a different idea. Since practically all the gliders had been tied out overnight, there was a thick coating of frost on all the wings. Therefore, launches did not start until 9:00 AM. Flying through the rotor was not the piece of cake it was yesterday. It was a pounding go high, go low, slack rope, watch out for the tow plane kind of day. I only had to fly through the rotor once but our poor tow pilot Sarah had to fly through it and then **fly back** through it to get the next glider. This went on for about 15 times. Per Sarah's statement at the end of the day, "The rotor today was the real deal!" Since I was a beginner, this was great experience. Once in the smooth wave things got back to normal. I really wanted to get to 25,000 feet. We had to call Atlanta Center each time we entered or departed their air space at 18,000 feet. I went in and out of that airspace four different times since I could not maintain altitude. By the end of the day I felt like I was on a first name basis with the controller. He was very nice and kept vectoring the heavy iron around our area even though you could tell some of the airline captains were not pleased. Any concerns I had about air traffic controllers were not founded.

I was finally able to struggle to 22,000 for a gold altitude badge. At 22,000 I had a feeling of almost shock as I paused and took in the view in complete silence while sitting motionless in the wave. Anyone who flies gliders and has not experienced this really needs to give it a try!

After five hours of playing a beginner's game of wave, my oxygen supply was at a minimum so I had to give it up and descend. Five hours of wearing an oxygen mask was another non event. When I started descending I realized that at a 500 foot per minute decent rate (the rate my ears would tolerate), it would be almost 45 minutes before I landed.

After landing and refilling my oxygen bottle I paused and thought how lucky we are to be able to experience a day like today.

Day 3

There were high hopes but with mountain top winds only in the 15 to 20 knot range, there was some doubt as to the wave quality. Everyone at the camp flew but the weak wave only produced a highest flight of 16,000 feet. The view was unbelievable. You could see forever. What a feeling it is to sit motionless in silence looking out over the towns and mountains! This made three days in a row of wave flying.

Day 4 and Day 5

A front came through with rain and overcast skies. There was no actual flying but this did not stop table flying at night at the local pizza place and Mexican restaurant.

Day 6

Again frost and ice formed on the gliders as they were assembled so this delayed launches until about 9:00 AM. Lift was great up to about 10,000 feet but after that lift of one to three knots was the order of the day. Patience was the name of the game. I came within about 150 feet of a diamond altitude at 22,100 feet. Drat!! The view from that altitude was fantastic! It was another great day!

Day 7 and Day 8

With winds that were not good for wave, overcast skies, and rain, there were no flights for these days.

Day 9

The wind was not from an ideal direction. Fog slowed down the launching process but gliders were in the air by 9:30. With weak wave, the highest flight was to 13,000 feet. The clouds around made it a beautiful day.

Day 10 (the last day of the camp)

I had never assembled a glider in snow showers so this was a first. The predictions were for good wave but at dawn the mostly cloudy skies and light snow showers did not add to my confidence. Wave clouds could be seen. Sarah test flew the tow plane over toward the primary wave but with the wicked rotor and snow showers she stopped short. Upon her return to the airport she called a pilot's meeting and said she would be glad to tow to the secondary wave but she advised against any tow to the primary. The sky looked to be overcast except for wave gaps. This rookie wave pilot had some real concerns.

I was number two to launch and released in the secondary wave which was not comfortably inside the Atlanta Center assigned wave window. It wasn't long before I was climbing at about 15 knots right up the face of the wave cloud. What a rush! As the altitude increased the lift decreased but upon arrival at 17,500 feet I decided to fly upwind into the

primary wave. Once in the primary wave I could then ascend in the Atlanta assigned wave window. The trip from secondary to primary was an attention getter. There were some very tense moments flying over clouds while descending at a very alarming rate. Sink of over 10 knots seemed to last for ten minutes but in fact only 3000 feet were lost before lift was realized again. Being on top of the clouds was a beautiful sight. The climb continued to over 24,000 feet at a slow rate of two to three knots but this was good enough for my diamond altitude goal. Words cannot describe the peacefulness of climbing in smooth wave at over 20,000 feet with a cloud layer 10,000 feet below. If you have not experienced it, this is something you must try.

Conclusion:

The Carolina Wave Project is a great place for the beginner or old timer to experience wave. With Jay Campbell's advice and guidance, and Sarah Arnold's vast experience, a rookie can gain some great experience. With the downwind location of the Shiflet airport to Mt. Mitchell, a lake right next to the airport so it is easy to locate, and little airport power traffic, the location could not be better.

With great camaraderie at after flying dinners, new friends are made.

The concerns I had before the camp relating to using oxygen, dealing with air traffic controllers, finding land out locations, handling canopy icing, and flying in the wave rotor were not founded.

The wave camp experience was fantastic and for anyone who has not experienced wave flying, you really, really, need to give it a try. It should not be a mysterious concern when it is actually a magical experience.

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 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

Need a cool place to hide out from the wife or girl friend? Think about a Time Share at CCSC's campground. Shark Manor is looking for a co-renter to enjoy this unique crash pad. Bring your woolies cause the A/C works really well. Contact Chuck Lohre at 513-260-9025 or chuck@lohre.com.

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 Carraway,. **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 McKosky, Mike McKosky, 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, John 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: Chuck Lohre. **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins, Guy Byars, Bernie Fullenkamp ©. **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. John Lubon. **Crew;** Rich Cedar, Barry Clark, Pat DeNaples, Tyler 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: Noelle Stewart, 513-932-7627