



Caesar Creek Soaring Club

March 1, 2016

NEWS YOU NEED TO KNOW

- Sign up now for Annual Banquet
- Sign up now for Ladies Winter Luncheon

CALENDAR OF UPCOMING EVENTS

Mar 5	Board of Directors Meeting - 9:30 AM - John Lubon
Mar 5	Ladies Winter Luncheon - 11:45 AM - Carol Carraway
Mar 19	Crew Chiefs' Meeting - 9:30 AM - Brian Stoops
Mar 26	Flight Instructors Meeting - 10:00 AM - Larry Kirkbride
TBD	Ground School for Flight Review
TBD	Tow Pilots Meeting
Apr 2-3	Spring Cleanup Event - Bob Miller
Apr 9	Annual CCSC Banquet 6:00 PM - Maury Drummey
Apr 13	Annual SSD Meeting and Election of Officers - 7:00 PM - John Lubon
Apr 24-30	Ridge Soaring Trip - Mark Miller
May 22	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
Jul 10-15	Youth Camp - Steve McManus
Jul 17	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
Aug 21-27	Adult Camp & Vintage Glider Rally - Steve Statkus
Sep 3	WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey

ROLF HEGELE AND DAN REAGAN EARN LENNIE PINS FOR 25,000' ALTITUDE GAIN

The Carolina Wave Project wave camp started on Sunday, February 21st, and Rolf Hegele and I were there ready to fly. The only problem was that the weather did not cooperate.

It was raining or low overcast on Sunday, Monday, Tuesday and Wednesday, but the forecast for Thursday looked good. The wind was from the right direction, there was a good inversion and the wind velocity was increasing with altitude. One problem was that the wind was forecast to be 110 knots at the desired altitude of 25,000 feet. On Thursday we launched into broken skies and climbed to 15,000 feet but that was as high as we could get. All day the broken skies gave great



Dan Reagan (l) and Rolf Hegele (r) congratulate each other after earning 25,000 Lennie Pins

concern because we did not want to get caught on top of the clouds. It was a good orientation flight after not flying for the last couple of months.

Friday's forecast looked okay but nothing special; but other than dealing with a confused Atlanta Center Air Traffic Control, it turned out to be a fantastic flight. Right off tow there was 10 knot lift to about 13,000 feet and then four or five knots the rest of the way up to 26,000 feet. So Rolf and I earned our 25,000 foot Lennie pins.

This camp is conducted by Sarah and Jason Arnold from Chilhowee and will be conducted again next year. John Good was at the camp with his Duo Discus giving high altitude rides to many happy customers. This camp is a great low pressure way to experience wave soaring. - Dan Reagan

WHICH BADGE DO YOU PLAN TO EARN IN 2016?

If you have been reading this section of the Frequent Flyer for the past two months, you have probably set a goal for yourself. Today's question is, "how will you prove that you really fulfilled the requirements?" In earlier times it was much more difficult than it is today. A device called a barograph was carried on board the glider to prove how high you went and that you had not landed and a camera was used to document your presence at the declared turn points in the right sequence. Those cumbersome techniques can still be used, but hardly anyone does. The current approach is to use a Flight Recorder (FR) or Position Recorder (PR) that records your GPS position coordinates and also your altitude and produces a standardized file (.igc format) required as evidence.

It is still acceptable to use the observations of the Official Observer as proof of your accomplishments for the Duration and Distance requirements, but when you go for the altitude gain requirement the time has come to acquire (or borrow) an approved FR. There are several devices from which to choose. They vary in features from something like the LXNAV Nano GPS Flight Recorder (~\$400) that is the most compact and very easy to use. It will record all the information needed to document your flight, but will not provide any assistance during the flight. It is fully portable if you will be flying CCSC gliders to earn your badges. Some members use a Nano as a backup FR in case their flight computer fails. There are several great flight computers from which to choose which provide varying levels of navigation and thermalling assistance as well as an approved .igc file to document the flight. One example is the Naviter Oudie IGC (~\$1300). You will want to do your own investigation when purchasing a flight computer.



Nano GPS Flight Recorder

SMART PHONE FLIGHT RECORDER

Your smart phone is **not** an approved Flight Recorder and cannot be used as evidence for a badge flight. The problem is security – the flight recorders and position recorders that are approved have been checked for file security and each file submitted for a badge is checked for security before evaluating the flight. Many things that create an .igc file do not have adequate security and they allow a user to modify the file after download from the device – that is why they cannot be used. All approved flight recorders and position recorders have enhanced file security that is used to confirm that no flight parameters have been changed since download.

However, you can use your smart phone to record flights that you would like to upload to OnLineContest. It is a great way to get started at no cost. Furthermore, Steve Statkus is planning an informal contest during Adult Camp this year for which OnLineContest will be used to do the scoring

and your smart phone is an approved recording device (approved by Steve Statkus.) So here is one way to do it using an iPhone. Android devices use a similar process.

1. Install SeeYouRecorder on your smart phone

- App Store
- Search for "SeeYou IGC Flight Recorder" by Naviter
- Install for free



2. Create an account by Registering. You may want to leave the "Contest Number" field blank when you initially register. For those who own their gliders the two or three character contest number is often displayed on the vertical stabilizer. [SSA registers numbers](#) such that only one person uses a particular number.

3. Create an account on OLC

- <http://www.onlinecontest.org>
- click on OK at the right side of the Login/Password block to bring up the login screen
- Below the question: "You are not registered?" click on the "sign on" link to bring up the registration screen. Fill in the data, being sure to select Caesar Creek Soaring in the list of Standard Clubs. When all your data has been entered, click "Save Data". At that point you are registered and ready to start logging your flights.

4. Activate the Recorder prior to your flight

- Tap the Recorder icon on your smart phone to open the App
- Log in using the email address and password that you chose when registering.
- Enter the correct Glider Type and Registration number in the appropriate fields.
- Check the logging frequency (e.g. 3s)
- Tap "Start Recording" and put your phone away where the recording process will not be inadvertently stopped.
- When you land tap "Finish Flight" to stop the recording

5. Upload your flight data (.igc file) to OnLineContest.

- There are a couple of ways to transfer your data from the SeeYou Recorder on your phone to the OLC website to get credit for your flight. One way is to directly upload to OLC. The software is self explanatory.
- Another process is to email the file to yourself and then upload it at your computer after logging in to OLC.

6. Display your flight on your computer (Optional. For fun and technique improvement.)

- Again there are alternatives. One is the SeeYou software for your computer which you can purchase for ~\$160 which will import the .igc file and enable you to analyze your flight.

BRONZE BADGE QUESTION OF THE WEEK

In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?

- a) Aircraft engine and airframe logbooks, and owner's manual.
- b) Radio operator's permit, and repair and alteration forms.
- c) Operating limitations and Registration Certificate.

See the SSF [Study Guide](#) for a practice test with all the questions.

REFURBISHING N3616Q - WEEK FOURTEEN

On Wednesday, February 24, the crew finished covering the aft fuselage, including the initial shrink. Work on covering the nose began Saturday, and after we ran out of patience on Sunday, the job was 5/8 complete. Next steps will be to final shrink, brush on one coat of Poly Brush, then add tapes and reinforcement patches. Stop by and look at the bird, I think you'll be impressed. We can always use additional help.

Please leave the heaters on as we need to keep the fabric glue and dope warm so it can be applied. It thickens quickly in the cold. It also allows us to wax the glass birds if they are warm. - Steve Statkus



(l. to r.) Lynn Alexander, Steve Statkus, Ron Kellerman and Bill Hall glue the final big sheet of fabric into place on the aft lower surface on Wednesday.

JOHN DEERE 5075E DELIVERED SATURDAY

The new tractor approved by the board at the February meeting was delivered Saturday and is now ready for pulling the roller to smooth the runway and grounds when the moisture level is right. Upon accepting delivery on behalf of the club, John Lubon remarked to the camera that, "[He is the happiest he has ever been!](#)" Thank you to Henry Meyerrose for his leadership and work in this decision and purchase. - Chuck Lohre



Ready to pull the roller and cut the grass.

MAINTENANCE AND ANNUAL INSPECTIONS CONTINUE

Nothing was done on K21 CC by the 3rd Sunday crew. This annual will proceed at a snail's pace unless the weekend crews take more of an interest when they are not flying. There are checklists taped on the wall cabinets. As you complete a task just initial the appropriate item so those volunteers stampeding into the shop to help will know where to start work.

Wednesday Jim Dudley cleaned and waxed the top of the left wing on K21 CC. Saturday Chuck Lohre's crew found the field too wet and soft to fly, so Ethan "The Elder" Saladin and Chuck Lohre waxed the front of K21 CC. They also lubricated all the bearings with Marvel Mystery Oil and used a grease gun on the two fittings. Ethan "The Younger" Maxwell sewed the front of the Grob 102 canopy cover. - Chuck Lohre

Sunday the winds were at Force 9 on the Beauford Scale (also known as a strong gale) so Steve Statkus' Mighty 4th Sunday Crew spent the day sniffing glue around 16Q and working annual inspection issues on K21 CC. Seat belts were removed as was the wheel/tire and brake assembly. John Lubon will order the brake pads, I'll order the tube and tire. We've lubed and replaced the wheel bearings, inspected and cleaned the nose wheel assembly and cleaned the underside of the left wing so it is ready for polishing.



Charles Maxwell points out the great job that Ethan "The Elder" Saladin is doing waxing CC.



Ethan "The Younger" Maxwell points out the canopy cover which he repaired on Saturday.

Solutions to the brake line and tail wheel problems on the G103 appear to be hopeful. We'll know by Wednesday if the brake line remanufacturing effort succeeds. The tail wheel is still a week to 10 days out, but we have a solution and hope springs eternal. I'm almost to the point of dragging it outdoors and leaving it in the elements just to reestablish whose in charge.

Please leave the shop heaters on as we need to keep the fabric glue and dope warm so it can be applied. It also keeps CC's wing warm enough to wax. - Steve Statkus

THE SEARCH FOR PAWNEE N7333Z

In mid April [1996] I accepted a challenge to find a replacement for [tow plane] 10L. What motivated me to do this? Certainly stupidity. Possibly a guilt trip for not running for the SSD Board again. Or was it memories of a love/hate relationship with tail draggers that I had purchased in the past. I knew I could never duplicate the pre-war basket case Taylorcraft that I bought a 1/3 share of for thirty-three dollars and thirty-three and 1/3 pennies. Or how about a 1/16 share of a factory new 1-26 for \$200.00. Linda Murray gave me her full support and an ultimatum: have it here by May 10th ready for the WMGM and Regional.

The first step was to establish a criteria by consulting with Cubby Stewart and assorted thrill seekers (experts). General concensus was that a 235 h.p. B or C model Pawnee (or even a D model like 909) was the best choice. We have yet to agree on a suitable 2-place tow plane. We ruled out 250, 260 engines due to the Av gas requirement and, not so incidentally, the increased noise pollution that 200 more rpm provides. The 4-cylinder Pawnees are cheap, but lack climb performance. Constant speed props would increase maintenance cost, weight and noise. Ag mods such as Hutch wings, metalized fuselages, etc. were not desireable.

The desired profile for the Pawnee included a low time SMOH engine, 235 h.p. auto gas STC, no damage history, recent fabric and airframe rebuild, all AD's complied with, and a recent annual. Ideal case would be the expensive option of a remanufactured airframe and a zero time engine. Cubby agreed to help in the search, to review aircraft and engine logs, AD compliances, repair 337's and possibly to inspect the airplane prior to purchase.

This criteria was reviewed with the SSD Board, along with a recommendation to bid for the remains of 10L, which would provide a significant salvage value. Subsequently, Pat DeNaples negotiated a very favorable settlement with the insurance company, with the balance of \$19,000.00 to be applied to the purchase of the replacement tow plane. SSD also recommended that i consult with Mel Williams to establish a solid purchase agreement. Mel had kind words for my draft agreement, but three hours later a much more logical version dropped out of his printer. Thanks, Mel. Two bankers were impressed, and we have the agreement on file for future use.

The search, after many near misses and duds, narrowed to two Pawnees in Minnesota: one at \$30K and the other undergoing a complete rebuild at \$48K "to be completed in 8 weeks." Fortunately, as it turned out, both sellers agreed to give SSD fist right of refusal to buy the Pawnee. Finally I was off to Minneapolis via a \$100 roundtrip standby ticket, thanks to Comair pilot Alan Widner and a reservations assist by Karen Robbins, Comair dispatcher.

The prime candidate was the \$30K N7333Z in Fairborn, about 150 miles southeast of Minneapolis



via Alamo. I would check out the \$48K Pawnee by an additional 150 mile drive only if necessary. I was favorably impressed with N7333Z after inspecting it with lights, mirrors, magnifying glasses, tape measure to measure the

drooped tips, etc., inspecting the paperwork, talking to the owners, mechanic, engine overhaul shop, and running up the engine. No, I did not fly it due to insurance concerns. Cubby had previously reviewed the AD compliances, key excerpts from the engine and aircraft logs, engine overhaoul paperwork, etc. Cubby remarked, "If it's as good as the paperwork, buy it." I decided our criteria appeared to be met. After a joint meeting with the owners, the local bank vice president, and a conference call with AOPA to arrange a title and accident search, we signed the Letter of Agreement and made a conditional down payment.

The owners, a one-man aerial ag operation and his wife (N7333Z had only one previous owner, a farmer) obviously felt like they were losing a member of the family. It was apparent to me that this Pawnee had received much TLC from this fine, young couple. I hope their new 450 AgCat is a good choice.

My next objective, after missing Linda's timing mandate, was to complete the procurement process prior to leaving on June 1st for a 10-day sailing trip to the BVI with "Admiral" Root and some of the Wednesday kids. Two days prior to our departure, Pat and I met with our Waynesville bank to wire the balance of the \$30K to the Minnesota bank. This required some creative financing by Pat and Jim Miceli since SSD had not yet received the \$19K insurance payment. Thanks guys-your efforts are not always known or appreciated.

Norb Maurer, SSD President, coordinated the final stages for procuring N7333Z. Rob Cluxton flew to Fairmont via scheduled carriers and returned with our new Pawnee, dodging the rain drops to keep it dry. An interesting flight, I'm sure. Thanks, Rob.

N7333Z is currently being inspected by Cubby, the remainder of the Ag gear has been removed, the tow hook has been conncted, and it should be ready to tow before you read this.

It was a long, sometimes frustrating, search. But I met or talked to a lot of really nice folks in Minnesota and elsewhere, and received a lot of help and encouragment from various club members. I found that Pawnees are still in demand, both for Ag work and of course as tow planes. At least six of them sold quickly. N7333Z would have been included had the owners not maintained their promise to hold it for us. Rhonda Anderson and I were right about people from Minnessota. I invited Nancy and Steven Holmseth, the former owners of N7333Z to visit us for sailplane rides and to check on their baby. I'm sure we will see them here. - by John Antrim, reprinted from Frequent Flyer, July 1996.

ANNUAL BANQUET

The annual CCSC banquet is planned for Saturday, April 9. It will be held at our own facility with food provided by a top catering service. The cash bar will open at 6:00 PM and the buffet dinner will be served at 7:00 pm, followed by presentations and awards. The price has been set at \$22, but if you act before March 15 your cost will be only \$20 per person. Further details will be provided soon. Sign up now by contacting [Maury Drummey](#).

CCSC LADIES WINTER GATHERING

On Saturday, March 5, 2016, the ladies of CCSC will gather for lunch and catching up at Hammel House in Waynesville at 11:45 AM. Hammel House is located at 121 S. Main Street. All ladies with a connection to the soaring club are invited to join us. Please call [Carol Carraway](#) at 513-228-0537 by March 4, so we can save a spot for YOU! - Carol Carraway

APPEAL FOR DIRECTORS

Members of the Board of Directors serve 3-year terms. They are staggered such that each year the terms are completed for 3 or 4 of the eleven Directors. This year the terms for Jim Marks, Henry Meyerrose, Rolf Hegele and Mark Miller are completed. Elections are held at the Annual meeting on the second Wednesday of April. Now is the time to consider if you would be willing to serve the club in this way. If you are interested, speak with any of the [current Directors](#) for more information. To indicate your willingness to be on the slate of candidates, contact [John Lubon](#) or [Jim Dudley](#) before March 4. This will enable the slate to be presented to shareholders 30 days in advance of the meeting on April 13.

LOCKERS IN GLIDER HANGAR

Several of the lockers along the south wall of the main hangar are locked and there is no obvious owner identification. If you have things in any of the lockers, please be sure that your name is clearly displayed on the outside of the locker prior to Spring Cleanup. Any unidentified lockers will be opened by cutting off the locks. Contents will be disposed of as CCSC property.

Walter O. Detert

Long time member of Caesar Creek Soaring Club [Wally Detert](#) passed away Saturday, February 27, at the age of 89. An [obituary is on the Hale-Sarver Family Funeral Home website](#).

Visitation will be at the Hale-Sarver Family Funeral Home, 284 N. Miami Street, West Milton, OH from 4-7pm Tuesday, March 1. Funeral services will be held at St. John's Lutheran Church, 122 W. National Road, Vandalia, OH at 10:30am Wednesday, March 2 with Pastor Gil Santiago officiating. Burial will follow at Mote Cemetery, Pitsburg, OH.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

(<http://www.soarccsc.com/resources/members/meetingminutes/>
The password is printed on your monthly bill.)

CCSC IS ON FACEBOOK (<https://www.facebook.com/CaesarCreekSoaringClub>)

CCSC WEBSITE (<http://soarccsc.com/>)

GLIDER WANTED

CCSC member in search of 1980s fiberglass 15 meter single ship. Flaps not required. Searching for LS-3A, LS-4, ASW-19, ASW-20, DG-202, DG-300, Ventus B, Glasflugel Mosquito. Need good trailer and good gelcoat. Paul Heimann, (614)390-2175 Private mobile, pheimann@me.com Private, (614)271-3674 Work mobile, pheimann@netjets.com Work

FOR SALE

Red Wing Soaring Club 1-26, N126TU is now for sale, complete with open Trailer \$9000 OBO. Has two varies, one is electric. Annual is due 4/16. Call Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy and low cost soaring!

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: Kevin Price , **Tow Pilots:** John Armor,
Instructor: Paul McClaskey, Bill Gabbard, Tom
McDonald. **Crew:** Gerry Daugherty, Waseem
Jamali, Courtney Ohl.

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:**
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb
Mauer, Dieter Schmidt, Andy Swanson.
Instructor: Bob Miller, Rich Carraway. **Crew:**
Carter Aleson, Jul Alvarez, Blake Bailey, Bob
Bohl, Don Burns, Bill Clawson, Russell Cook, CR
Gillespie, Bill Grawe, Bill Hall, Christian Maurer,
Bruce Porter, Dave Rawson, Skye Toomey,
Michael Williams, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth, **ACC:** Jim Marks. **Tow
Pilots:** Bob Anderson, Haskell Simpkins, CR
Gillespie. **Instructor:** Bob Anderson, Jim Price.
Crew: John Antrim, Stuart Delk, Jim Hurst, Ron
Kellerman, Anil Mahajan, Irwin Mahajan, Nick
Oleska.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:**
Lucy McKosky, **Tow Pilots:** Jim Goebel, Tom
Geygan, Lorrie Penner, Gordon Penner, Tom
Rudolf, **Instructor:** Jim Goebel, Tom McDonald,
Gordon Penner, Tom Rudolf, Chad Ryther. **Crew:**
Dave Conrad, Alyssa Engeseth, Fred Hawk, Kate
Kreiner, Mike McKosky.

3RD SATURDAY

CC:Maury Drummey (cell: 513-543-1906),
ACC:Rolf Hegele, **Tow Pilots:** Don Green, Steve
McManus. Dick Scheper. **Instructor:** Charlie
DeBerry, Kat McManus. **Crew:** Gary Adams,
Soren Adams, Jake Click, Eric Cochran, Chandler
Demler, Jim Dudley, John Dudley, Micah
Ferguson, Norm Leet, Poul Pederson, Jack
Runyon, Chris Uhl.

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788), **ACC:.**
Tow Pilots: Tony Bonser, Tim Christman.

Instructor: Dick Eckels, Bill Gabbard, Chad
Ryther. **Crew:** Daniel Beans, Tom Bonser, Mike
Brewer, Tony Rein, Zach Siefker, Joey Tomei,
David Whapham.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025). **ACC:**
Ethan Saladin. **Tow Pilots:** John Atkins, Guy
Byars, Bernie Fullenkamp, Larry Kirkbride.
Instructor: John Atkins, Joe Jackson, Larry
Kirkbride. **Crew:** Ross Bales, Michael Hayden,
Casey Hildenbrand, Ethan Maxwell, Henry
Meyerrose, John Murray.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955), **ACC:**
Rik Ghai. **Tow Pilots:** Ron Blume, Matt Davis,
Tim Morris. **Instructor:** Lynn Alexander, John
Lubon. **Crew:** Bill Barone, Chad Beckwith,
Mauricio Berrizbeitia, Jake Burd, Richard Cedar,
Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan
Reagan, Pete Schradin, Stefano Sinigaglia,Chloe
Williams.

2016 5th WEEKEND CREW DAYS:

Jan 30 - 4th Sat Crew
Jan 31 - 4th Sun Crew
Apr 30 - 1st Sat Crew
May 29 - 1st Sun Crew
Jul 30 - 2nd Sat Crew
Jul 31 - 2nd Sun Crew
Oct 29 - 3rd Sat Crew
Oct 30 - 3rd Sun Crew
Dec 31 - ?? Sat Crew

POINTS OF CONTACT:

PRESIDENT: John Lubon, 513-543-9154
SAFETY OFFICER: Kevin Price, 801-726-5173
DIR OF OPS: Bernie Fullenkamp,
CREW SUPERVISOR: Brian Stoops, 937-750-
3788
DIR OF FACILITIES: Bob Miller, 937-882-6012
BUSINESS MANAGER: Noelle Stewart, cell: 513-
932-1833, BusinessManager@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
JimDudleySoars@gmail.com

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