

**Caesar Creek Soaring Club**

July 25, 2017

**CALENDAR OF UPCOMING EVENTS**

- Aug 7-11    Adult Camp & Wright Memorial Fun Fly Event - Steve Statkus
- Aug 19     WPAFB Airmen Recreation Program event at CCSC - Kevin Price
- Sep 19     Order of Daedalians event at CCSC - Don Green

**2017 WRIGHT MEMORIAL EVENT, AUG 7-11 - STEVE STATKUS**

The rain-delayed 2017 WMC will take place during the upcoming Adult Camp, August 7-11. I call it an event, rather than a contest to emphasize the low stress aspect of the event. We'll have two categories of gliders, the Bunnies and Turtles. If your glider is white, you're a bunny. If your glider has some fabric on it, you're a turtle.

The contest will run every day during the week. There will be two basic tasks: turn point distance (Bunnies) and turn point and duration for the Turtles. The turn point distance will be scored using OLC. This will not be your usual turn point task. CCSC will be the locus of several rays extending out as far as you are willing to go. Just cross the three rays at any distance from the locus and you've completed the task. The farther out you go, the higher the score. Multiple attempts may be made throughout the week and the best score by Friday gets the trophy. For the Turtle duration, OLC again but we accumulate flight time for the week. Highest accumulated time wins.

This event is designed to encourage club members to compete in club aircraft. K-21's are Bunnies and 2-33's will compete as Turtles. Come on out for the week and have some fun. We'll be grilling and chilling.

Oh, did I mention that we'll be doing the bomb drop contest and spot landing for cash? Yep. It's gonna be a week of fun flying and companionship. Yea it'll be hot but we'll have ample cool water and shade. And, the temp drops 5 degrees per thousand feet so there's no reason to sit on the field and sweat. Hope to see you there and good luck beating #242 in the Turtle class.

**4th SATURDAY CREW REPORT - CHUCK LOHRE**

Saturday was a good day with a total of 17 flights including one Introductory Flight. John Atkins cleaned the prop and wings on 48L.

#### **4th SUNDAY CREW STARTS WORK ON N2615H - STEVE STATKUS**

Thunderstorms dominated the radar when the 4th Sunday Crew arrived at the club. The field had standing water but was firm underneath. We played hangar hockey getting two 2-33's out and then just watched the radar. Keith Kilpatric worked a couple of electrical issues and got the water pump working. We started stripping the flaking fabric from 15H's nose. By 12:30 we called it quits as more T-storms came marching thru with heavy rain. There were no flights, but of course, the sky cleared and the sun came out in the afternoon.



**Bill Barone, Steve Statkus and Tim Morris started the effort to spruce up N2615H by removing sections of fabric which will be replaced with new fabric.**

**Photo: Dan Reagan**



## MY WESTERN ODYSSEY - ROLF HEGELE

For the last year, my goal has been to accomplish the 500k Diamond distance so I can complete the Diamond badge. That will put me on a par with my uncle who taught me to fly gliders over 50 years ago.

I damaged my ASW-20 at the Seniors Contest this spring by dropping my wing over a tire identifying the runway boundary (nobody said it had a fixed light in the middle which tore up the gel coat). So the airplane was at John Murray's being repaired when Dan Reagan said, "The ridge is going to be good this weekend". So I didn't make Ridge Week nor the weekend ridge trip.

But Dan has been talking for several years about Parowan, Utah. He's been out there for the last three years and insisted that the soaring weather has been outstanding. He said "500k would be a piece of cake". That sold me and along with Mark Miller we all planned to meet at Parowan.

So the trailer got packed, glider tied down, RV packed and off we went. Dan and I left on the same morning, but he got to Indianapolis about 30 minutes before me and I never did catch him.

Things went smoothly and I got to Kansas City that evening and parked in a Rest Area. I wanted to take a look at the strap holding the boom and so opened the trailer; but it was very hard to open. Something was obviously wrong. The only way I got it closed was to use a length of rope on the clamp to pull it down. I did get it shut; but it was not going to get opened again till I got there! Subsequent investigation and discussions with Dan indicated this was a known problem with Cobra trailers since when closed, the struts pushed forward, and with a weak hinge pin, the trailer sides push forward and the back of the trailer will not clear the lower hinge door or the sides. But Dan had good news. At last years' Parowan Camp, someone else had the exact same problem and Dave Norwood at Paro Air had been able to fix it. I just needed to get there.



The next day I drove to Avon Colorado and stopped at the Walmart. When I got out to inspect the rig, I found the trailer tongue completely broken and separated with only some internal material holding it off the ground. Starting at 08:30 the next morning, I went on-line to find someone to do welding but was not very optimistic being in a ski town. (Even though Barb and I had been there many times over the years skiing, it was hard to recognize locations in the middle of the summer.) Most welders were 20 to 30 miles farther down the road

and there was no way I was going that distance on the freeway. About 10 AM, I finally was able to talk to someone and they recommended I try a place in Vail. I called them and they were only 1.2 miles back up the road and would be willing to look at it. I decided that I would attempt that distance since I really had no idea how long I had been driving at freeway speeds with the broken tongue. Got it there and they jumped right on it, found that the surge assembly still worked and put a repair plan into action. After welding all the way around, putting a new plate on top and a fillet underneath, I was on my way again in two hours. Piece of cake, right!



Western Colorado and Eastern Utah is all high desert with several mountain ranges to get over. I turned on the generator to operate both air conditioners since the temperature had gone up about 20 degrees, but the generator kept going off. After several stops at roadside rests to restart the generator, I looked at the oil level and found it to be a quart low. Is there an oil sensor on the generator? I don't know, but I had oil so I filled it up and had no more problems with the generator. Got to Parowan that evening after Dan had already put in a day of flying. Put the trailer on the flight line and parked the RV in the camping area, only to find that one of the slideouts would not come out. Not a big deal since the other side did and I still had lots of living area (I still don't have that fixed).

But I'm there at Parowan to fly, but now the winds pick up and we sit on the ground for the next four days. That's not all bad since I now have time to work with Dave to get the trailer fixed. He digs out pictures from the repair he did last year and I eagerly said that's what I want. Three days and a few more dollars later, the trailer is repaired.



I also take the time to consult Herb Killian and Dan to lay out several potential 500k tasks to work on. Unfortunately most involve the next valley to the east, and getting there over the first mountain range is intimidating. Although Mark and I talked about flying together (his first time too), because of the launch sequence and Mark's marginal radio, we never got together and I mostly found myself flying alone and being very nervous and cautious. Oh, did I mention it was blue. The only clouds were over that range to the east and it took me three days to get the courage to go there, and then only by following someone else. But what a view, it was incredible.





I flew four days, with several rest days in the middle which was when the Brian Head fire started, the smoke from which increasingly inundated that next valley over. On the fourth day, I declared my 500k task which I thought I might have a reasonable task of accomplishing since the previous day I had flown up the same valley about two thirds of the way. I headed North to my first waypoint but got low by the airport in Salina and had to dig myself out, so I lost almost 40 minutes. I got back to Panguitch through the smoke and headed North again to my last turnpoint. On my way south, I had



flowed through some virga and that had now closed in to become a solid cloud on the mountain before I could get to the turnpoint. With no sun, the local

thermals had shut down so I stayed in the area of the Richfield airport trying to get up high enough to get home, or at least to the next airport south. I couldn't do either so I set up for a landing at Richfield after checking out the limp windsock. As I was about to touch down, I suddenly found myself 4 feet in the air and then I was violently slammed down onto the runway. I was afraid I had crushed the landing gear but after two more PIOs, found myself rolling off the left side of the runway. Oh yes, I missed the landing lights, but the tail assembly found the one electrical access in the ground within 2000 feet to be able to crush it. The landing gear was unscathed because it was subsequently found that I had PIO'd off the nose. A local guy came out to check on me and take me to the FBO and said "Oh, that windsock always lies". So I sheepishly called Dan and Mark who had a long drive to retrieve me. By the time we got back at 11PM, the Brian Head fire was very visible and glowing eerily in the night.

I did have another RV issue on the way back. There is one fuse that feeds the windshield fans as well as the engine AC control unit. It kept blowing anywhere from one hour to five hours after replacing the fuse. I finally just left it blown without any front ventilation. That's still a work in progress too.

Thanks Dan. It's been a real "piece of cake", but I want another bite.

Sooo. Back to John's for more repair but we're going to have one hell of a retrieve dinner. Hello N11rdbird.

## **HENRY'S WIND SOCK**

Here is a reminder that if you see a wind sock displayed outside Henry's hangar this is a signal that Henry would like a little assistance putting his glider together or taking it apart. - Dan Reagan



## **FLYING AT CCSC IN THE LATE 1970'S - SHEILA DOYLE**

*Sheila Doyle learned to fly at CCSC in the late 1970's. Bruce Helvie and Jim O'Quinn were two of her instructors. She has many fond memories of the people and the events she enjoyed at CCSC and was kind enough to share this memory of her first solo.*

It was a cold December day. It had rained the night before and wanted to do that again, the ceiling slowly dropping all day. And the powers that be decided that I could be soloed before the ceiling hit the runway. The aircraft of the hour, the 2-22. I knew something was up when the airspeed and altimeter were covered with double-sided suction cups for a flight, pre-solo check box 1. Then, flight instructor was switched, check box 2, for approval of 2 instructors. For the next flight, the instructor carried the tow ticket to the tow plane himself, to have a consultation. This was it, check box 3, simulated rope break.

With the light wind, we were taking off to the east. It is a bit fun taking off this direction. Instead of letting the nose up when the glider gains enough speed, you start flying as you come off the edge of a very slight step. The release was pulled over the road and I executed a snappy (for a 2-22) 180 back to the runway and deployed the spoilers. For those of you unfamiliar with the -22, spoilers are tiny flaps on the top of each wing. Touching down I applied the wheel brake (a metal strap that runs over the tire) and put the nose skid down. The 2-22 was now in full braking mode. With the wet grass, sticking a hand out the window would have been just as effective. Onward we slide, straight down the runway to the launch line.

WHAM! We plow into the slight step and are airborne again. The -22 weather cocked a tad right. BAM! Back down on the runway. Get the nose back down. The little bit of crab angle to our direction of travel finally gave the skid and wheel enough resistance to cause an abrupt stop.

My pre-solo instructions were to release when I started to lose sight of the tow plane, about 900 feet. Due to the weather, the 1st solo dunking with pond water was exchanged for a bucket of wet leaves. The bucket bearer slipped on the wet grass.

## **HELP FINDING SOMEONE TO SWAP CREW DAY ASSIGNMENTS**

A web-based process for facilitating swapping crew day assignments was announced in the 2/21/2017 Frequent Flyer along with instructions for using the system. This process is intended to help members find another member who will agree to swap crew duties for one specific set of dates. It is **not** for getting reassigned to a different crew for an indefinite period. Brian Stoops is the person who oversees crew assignments, so Brian is the one to whom you need to speak about a long term change.

Remember that **UOP 2.2 CREW MEMBER DUTIES** states: "All crew members are to report for duty at 9:30 AM and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence. Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions." This new process does not relieve any crew member of the responsibility for arranging for a qualified substitute and informing the crew chief; rather it is intended to help accomplish that task.

As of 1:00 pm on 7/25/2017 there are eight requests for a member to swap or substitute a crew day:

<u>Date:</u>	<u>Skills:</u>	<u>Click Here:</u>
5th Saturday in July 07-29-2017	Tow Pilot	<a href="#"><u>Sub/Swap</u></a>
5th Saturday in July 07-29-2017	Tow Pilot	<a href="#"><u>Sub/Swap</u></a>
1st Saturday in September 09-02-2017	Tow Pilot	<a href="#"><u>Sub/Swap</u></a>
1st Saturday in August 08-05-2017	Tow Pilot	<a href="#"><u>Sub/Swap</u></a>
1st Saturday in August 08-05-2017	N/A	<a href="#"><u>Sub/Swap</u></a>
1st Sunday in August 08-06-2017	N/A	<a href="#"><u>Sub/Swap</u></a>
1st Saturday in August 08-05-2017	Crew Chief	<a href="#"><u>Sub/Swap</u></a>
1st Saturday in September 09-02-2017	Crew Chief	<a href="#"><u>Sub/Swap</u></a>

## **BALANCING PRIVACY AND CONVENIENCE**

One of our members did a Google search for his own phone number and was alarmed to discover several links to older copies of the Frequent Flyer that not only provided his phone number but also his email and full name. At his suggestion some changes have been considered to protect personal identifiable information from being available on the internet to spammers and others who might misuse and abuse the information. In this spot in the Frequent Flyer an appeal for input has been repeated for 4 weeks. There was only one response to the request for member opinions and that came from a member of the Board who was concerned that such a policy change not be made just because one member had an issue without considering the opinions of the rest of the members. It was felt that there is a strong argument for having the Newsletters in the open since they are the record and history of the club which should be open to the public. Hence, the request for member opinions and also consideration of a policy for protecting personal information at the July 8 Board meeting. The Board considered and discussed the issue and came to the conclusion that it is very helpful to have phone numbers and email addresses provided in the Frequent Flyer for key roles



such as Crew Chiefs and Assistants, Board Members and several additional leadership positions. Each of these individuals will be given the opportunity to decline to have his/her phone number listed in the Frequent Flyer but the Board's desire is to resume providing that information the way it has been done prior to June 20, 2017.

# Young Eagles Rally

## FREE AIRPLANE RIDE

Provided by EAA Chapter 382

Greene Co. Airport --- Valley Rd. off Route 35 East

**FOR BOYS AND GIRLS 8-17 YEARS OF AGE**

Please call The Moyer's @ 426-9312 to  
**RESERVE** your ride or for more information

For more info: [www.382.eaachapter.org](http://www.382.eaachapter.org)

# 2017

MAY 27TH --- JUN 17TH --- JUL 15TH

AUG 12TH --- SEP 16TH

**Registrations ONLY taken 1 month in advance**



## **YOUNG EAGLES - FREE AIRPLANE RIDES FOR YOUTH**

If the preceding page caught your interest and you would like to know more about this EAA activity here is a link at which you can obtain more information: <http://www.382.eaachapter.org/> A helicopter ride is a definite possibility if that is what interests you. Thanks to Kevin Price for providing this announcement.

## **MINUTES FROM BOARD OF DIRECTORS MEETINGS**

<http://www.soarccsc.com/resources/members/meetingminutes/>

(The password is printed on your monthly statement.)

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

## **CCSC WEBSITE**

## **FOR SALE**

**Refrigerator - Free.** The refrigerator that was in my trailer at CCSC and fits in the opening where the original equipment refrigerator used to be is free for the taking. It runs on 120V. It runs fine but doesn't cycle on and off. Maybe someone who knows refrigerators could fix it. It is sitting outside my trailer's front door on the patio. It is the second trailer in from the runway in the 4th row, next to Jim Marks trailer. Tim Christman.

**PARACHUTE PACKING** - Jonny Stewart is offering CCSC members a discount on parachute packing this year. Just \$65. Generally requires no more than one week and special orders can be discussed directly with Jonny. Just leave the chute in the CCSC office with a name and phone number and it will be taken care of.

**Schweizer SGS 1-23**, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

**ILEC SN10B nav computer and vario.** Came with glider but never installed. No wiring bundle. \$300, Contact Mark Miller.

**Note: See Membership Roster on website for contact information for all members.**

## CCSC GROUND CREWS:

### **1<sup>ST</sup> SATURDAY**

**CC:** Steve Fenstermaker **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, Kevin Price, Dan Beans, Jul Alvarez, D. Mattmuller, B. Sanbongi

### **1<sup>ST</sup> SUNDAY – Training Crew**

**CC:** Mike Karraker **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Bob Miller. **Crew:** Carter Aleson, Bob Bohl, Don Burns, Bill Clawson, Jonathan Criss, Joe Jaap, Christian Maurer, Bruce Porter, Dave Rawson, Ramon Rodriguez, Alex Teffenhardt, Laviniu Tirca, Joe Zeis.

### **2<sup>ND</sup> SATURDAY**

**CC:** Dick Holzwarth **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Haskell Simpkins. **Instructors:** Bob Anderson, Jim Price, Bill Gabbard. **Crew:** Bill Hall, Jim Hurst, Ron Kellerman, Aaron Marshall, Brian Mork, T. O'Berg, Chloe Williams, Michael Williams.

### **2<sup>ND</sup> SUNDAY**

**CC:** Dave Menchen **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Dave Conrad, Fred Hawk, Kate Kreiner, Mike McKosky.

### **3<sup>RD</sup> SATURDAY**

**CC:** Maury Drummey **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Charlie DeBerry. **Crew:** Gary Adams, Soren Adams, Blake Bailey, Jake Burd, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Ethan Maxwell, Joshua Rising, Jack Runyon, Chris Uhl.

### **3<sup>RD</sup> SUNDAY**

**CC:** Brian Stoops **ACC:** **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, **Crew:** Darin Caviness, Otis Lewis, Tony Rein, Zach Siefker, David Whapham,

### **4<sup>TH</sup> SATURDAY:**

**CC:** Chuck Lohre **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Bernie Fullenkamp, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Andrew Dignan, Michael Hayden, Casey Hildenbrand, Henry Meyerrose, John Murray,

### **4<sup>TH</sup> SUNDAY**

**CC:** Steve Statkus **ACC:** Rik Ghai. **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** Lynn Alexander, John Lubon, Kat McManus. **Crew:** Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Bill Grawe, Jeff Grawe, M. Hosta, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, John Williams.

## 2017 5th WEEKEND CREW DAYS:

Jan 29 – 3<sup>rd</sup> Sun Crew  
Apr 29 – 3<sup>rd</sup> Sat Crew  
Apr 30 – 4<sup>th</sup> Sun Crew  
Jul 29 – 1<sup>st</sup> Sat Crew  
Jul 30 – 1<sup>st</sup> Sun Crew  
Sep 30 – 2<sup>nd</sup> Sat Crew  
Oct 29 – 2<sup>nd</sup> Sun Crew  
Dec 30 – 4<sup>th</sup> Sat  
Dec 31 – Informal (Unknown)

## POINTS OF CONTACT:

**PRESIDENT:** John Lubon  
**SAFETY OFFICER:** Kevin Price  
**DIR OF OPS:** Bernie Fullenkamp  
**CREW SUPERVISOR:** Brian Stoops  
**DIR OF FACILITIES:** Keith Kilpatrick  
**BUSINESS MANAGER:** Jon Stewart,  
[BusinessManager@soarccsc.com](mailto:BusinessManager@soarccsc.com)  
**FREQUENT FLYER EDITOR:** Jim Dudley,  
[FrequentFlyer@soarccsc.com](mailto:FrequentFlyer@soarccsc.com)

Revised 6/21/2017 bas

Note: See [Membership Roster](#) on [soarccsc.com](http://soarccsc.com) for phone numbers and email addresses for all members.