

**Caesar Creek Soaring Club****CALENDAR OF UPCOMING EVENTS**

December 5, 2017

Jan 6 Board of Directors meeting- 9:30 AM - John Lubon

May 20-31 1-26 Championship Contest - Steve Statkus

CONGRATULATIONS DARIN CAVINESS: PRIVATE PILOT-GLIDER

Darin Caviness (center) completed his private check ride Sunday with Bob Miller (right). John Lubon (left) was his sign-off instructor. Congratulations Darin!

SATURDAY REPORT - STEVE FENSTERMAKER

It was a nice day. We had 18 flights at a relaxed, enjoyable pace.

SUNDAY REPORT - MARK MILLER

The weather was great for December with clear skies and warm temperatures which brought out a few people to fly or train. Winds were light all day from the SSW.

ASK-21 CC was disassembled on Saturday and was in the shop for its annual so John Lubon waxed the tops of both wings and Otis Lewis disassembled the cockpits.

Four members made progress on their ground training. We launched a total of eighteen flights using runway 27. Thanks to Zach Siefker, Bill Gabbard and John Lubon for helping with the instructor duties as Bob Miller was completing a Practical Test with Darin Caviness.

CLUB STATISTICS

ACTIVE MEMBERS	12/1/2016	12/2/2017	FLIGHT ACTIVITY	2016	2017	BUDGET*
Full Members	174	173	Last month	133	58	60
Family & Youth	31	23	Year to Date	1736	1604	1770

*The 2017 budget is based on 200 members and 1800 flights for the year.

FLIGHT INCOME FOR 2017 CONTINUES TO FALL BEHIND PLAN

Income and Expenses through November 30, 2017 vs. Plan

	<u>Budget YTD</u>	<u>Actual YTD</u>	<u>Annual Budget for 2017</u>
Total Income:	\$185,143	\$177,230	\$193,363.
Total Expenses:	\$156,913	\$159,417	\$193,363.
Net Income:	\$ 28,230	\$ 17,813	\$0

BUDGET FOR 2018 APPROVED BY BOARD OF DIRECTORS REQUIRES INCREASES IN SOME FEES - MARK MILLER

Each December the CCSC BOD approves a new budget for the following calendar year. The budget is formulated based on the expenses and income from the previous years with some adjustments for expected maintenance issues and increases or decreases in our revenue streams. The main revenue streams are member monthly dues and flight income. Most of the costs are a function of the number of aircraft and Club infrastructure.

For the last several years we have been building the budget based on a membership level of 200 and a total of 1800 flights for the year. We had been exceeding 1800 flights for several years until last year when we were just a little short, but this year we will end up well below that plan. As of today we have had only 1641 flights, which is more than 100 flights behind last year and well below 2015. With plans for 2018 including a contest (which we did not hold in 2017) and the hope for better weather 1700 flights seems to be a good assumption on which to base the 2018 budget.

This year we hovered between 192 and 197 members. Although CCSC currently has 196 members that is down from the 205 members one year ago, so assuming 190 members throughout 2018 may be slightly more cautious than necessary but it is consistent with the recent trend.

In recent years the Club has invested heavily in infrastructure, installing a new roof on the hangar, purchasing a new tractor, installing new siding on the (formerly red) barn, repairing the heating system for the farmhouse, etc. and there is always more to do. In particular, a new roof is badly needed for the (formerly red) barn and the pole barn needs attention. Unfortunately, there is no provision in the proposed budget for either of these projects or any other substantial infrastructure work other than finishing the siding for the farmhouse. It appears that the membership does not have the interest to participate in maintenance and facility improvement projects as was the case

throughout the early years of the club and therefore we will have to pay for others to do the work. For 2018 it does not appear that there will be sufficient funding. Other costs were reviewed and paired back where possible, but most of our other costs are fixed or dependent on the number of flights, cost of fuel, etc. Costs such as Real Estate taxes, premises insurance, SSA membership dues, flight insurance, electricity, water, etc. are extremely difficult to reduce below the current 2017 level.

The goal of the Club budget is to balance the income and expenses. We try to break even each year with our projections. The baseline budget that was presented to the BOD on Saturday assumed a membership level of 190 and 1700 flights. We believe that these numbers reflect the current reality. That proposal resulted in a deficit for 2018 of \$11,427.

The BOD debated and evaluated several adjustments to the schedule of fees and dues that would close the gap. We were able to close to zero by implementing the following changes that will hopefully, impact everyone as little as possible while maintaining our facilities and equipment in order to do what we are all here to do and that is fly gliders safely.

- Increase member and military dues from \$25/mo to \$28/mo

- Increase youth and family member dues from \$10/mo to \$12/mo

- Increase the cost of a pattern tow from \$20/ea to \$25/ea

- Increase introductory flights from \$90/3000' ft tow to \$100 and \$135/5300' tow to \$150

- Increase the hangar rental fee from \$40/mo to \$45/mo

In keeping with the Code of Regulations (Article VI) the budget approved by the BOD at the meeting on December 2, 2017, has been [posted on the website](#) for your review. This budget will go into effect at the beginning of January "unless the Board of Directors receives written objections from at least 20% of the shareholders". Should there be that level of objections it will trigger the full process as defined in the Code of Regulations, Article VI, Section-4, for a shareholder vote to approve or reject this budget and the above changes to the Schedule of Fees and Dues. [Note: the password for the Members Only portion of the website is printed at the bottom of your monthly statement.]

The BOD never likes to increase our dues and fees and they have not been increased in five years. Meanwhile, SSA dues were increased substantially a few months ago and inflation is impacting all the other costs of maintaining and operating our great facility. We hope that this explanation will help all to understand what goes into any decision to change our fees and dues.

SEEKING TEAM MEMBERS FOR 1-26 CONTEST - STEVE STATKUS

Ladies and gents, I'm entering my 1-26 in the 2018 1-26 championship, but as a team glider. Not a traditional 2 person team but as a multiple pilot team. I'm looking for a minimum of 5 pilots to join TEAM CCSC. We already have a Team Manager and Spiritual Guru; OutLand Bob Root has agreed to provide coaching, leadership, and spiritual guidance to the team. He's also charged with keeping the beer cooler filled. I'll cover the entry fee you'll just pay tow fees to 2 K AGL at the normal club rate. We've planned for ten contest days and two practice days so I'd expect each pilot to be ready to fly for two days and retrieve crew for two days. Really we won't fly 10 days due to weather and pilot fatigue but we'll accommodate your schedule.

I'll have my glider ready in March and I'd like each pilot to take a couple of flights to get familiar with the bird and the instrumentation. I'd like each pilot to demonstrate a short field landing also. You don't have to have 1-26 time in your log book. This Team CCSC is about having FUN and if we come in last lets just get some distance points for bragging rights. ZERO PRESSURE, FUN METER PEGGED AT MAX. - Steve Statkus call sign Buckeye

ROPE BREAK ON TAKEOFF . . . WHERE ARE YOU GOING TO LAND? KEVIN PRICE

Many pilots use the 200' AGL rule-of-thumb for a turn-back decision point on takeoff for a rope break, inadvertent disconnect or problem with the tow plane. Regardless of what AGL rule of you use, there is a point during takeoff where you will be unable to turn back to the field to land. Hopefully for operations at CCSC you have scoped out your landing options if you choose to not turn back to CCSC. Or, in case you do decide to turn back to CCSC, you find that you do not have enough altitude to make the runway. I have given some thought to this and done a little surveying for possible options as well as concerns for continuing ahead to land. I offer those for your consideration below. Please note that this discussion does not consider the effects of crops that may be in the fields. I am assuming an unplanted field which is the case for a few months of the year. Crops though may not be much of a consideration during a rope break just after takeoff since your choice may well come down to corn or trees. I think most pilots would agree that even mature corn is probably a better choice than the trees.

Let's begin by taking a look at an annotated map of the area right around CCSC. I'll then move on to a discussion of possible landing sites and offer up a few other things for you to consider."

[Editor: Click [here to see Kevin's full article in the Safety Corner on SoarCCSC.com.](#)]

UNIFORM OPERATING PROCEDURES REVISION PROPOSAL - ROLF HEGELE

Last Saturday the Board voted to make changes to the Uniform Operating Procedures (UOP) after a lengthy review by a subcommittee including our Safety Officer and Chief Instructor as well as members of the Board. This proposed new Version reflects the consensus of the Board.

Many Paragraphs have been changed to reflect updated terminology and spelling. The following Sections have had major changes and/or corrections:

Section 2.1.1 Safety Review Committee

Section 2.2 Crew Member Duties

Section 2.3 was revised to be generally consistent with Soaring Safety Foundation and current practice

Section 3.4 Tow Plane Takeoff, Landing, Pattern

Section 4.2 Pilot Qualifications

Section 4.9 Cross Country in Club Gliders has been significantly modified

Section 8.11 Alternate Field Usage

The baseline for these changes is our current UOPs dated June 6, 2015. In Members Only section of our website access is provided to "UOP Proposed Changes 1-18.pdf" in which all changes from that baseline are highlighted in color. The ~~RED~~ represents comments that were deleted from the baseline document while the BLUE represents new additions. In some cases the same paragraph shows in both colors since they were moved from one paragraph to another (hence a subtraction and then an addition).

If all the changes are accepted as presented, then the document will appear as shown in "UOP V11 Conformed.pdf" which also is provided on the website. It is planned to email each of these documents to all CCSC members but they are large documents so access is also being provided via the website to be sure that all who are interested can get the documents.

In keeping with the Code of Regulations (Article VI) these documents have been emailed to every member and have also been [posted on the website for your review](#). This proposed UOP will go into effect at the beginning of January "unless the Board of Directors receives written objections from at least 20% of the members". Should there be that level of objection it will trigger the full process as defined in the Code of Regulations, Article VI, Section-4, for a member vote to approve or reject the proposed changes to the UOP. [Note: the password for the Members Only portion of the website is printed at the bottom of your monthly statement.]

The Board is specifically soliciting comments on the major paragraphs shown above as well as the document as a whole. If there is something you don't agree with, don't just tell us you don't agree, you must present alternative language that would pass your muster. - Rolf Hegele for the CCSC Board of Directors.

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. Mark Miller is now the person who oversees crew assignments, so Mark 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 from the responsibility for arranging for a qualified substitute and informing the crew chief; rather it is intended to help accomplish that task.

As of 6:00 pm on 12/05/2017 there are two requests for a member to swap or substitute a crew day.

<u>Date:</u>	<u>Skills:</u>	<u>Click Here:</u>
2nd Saturday in February 02-10-2018	Crew	Sub/Swap
3rd Sunday in December 12-17-2017	CFI-G	Sub/Swap

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

[CCSC WEBSITE](#)

[MINUTES FROM BOARD OF DIRECTORS MEETINGS](#)

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

SCHOLARSHIPS FOR YOUTH SOARING PILOTS - BRIAN STOOPS

There are a number of new scholarships being awarded this year by the SSA to youth members (ages 14-22) of all skill levels (Purduski, Costello, Bultman, etc). Youth members of Caesar Creek Soaring Club are encouraged to send in a completed application to the SSA no later than December 31. For more information and application forms see: <http://www.ssa.org/Youth>

WANTED TO BUY

Open trailer - Schweizer, Gehrlein or equivalent. Any condition. Contact: Guy Byars

FOR SALE

ICOM IC-A14 Transceiver and Desktop Charger - Like New! I bought it new about 2 or 3 years ago when I was flying contests. Paid about \$240 and they are still about the same price. Sell for \$175. Call me at 513-543-4008 or email jimfripp@embarqmail.com I am here for 2 weeks camped in the club campground. Jim Price

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

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

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713) **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, Joe Jaap, Kevin Price, Dan Beans, Jul Alvarez, D. Mattmuller, B. Sanbongi, A. Quinn, Michael Zengel, Waseem Jamali.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Bob Miller. **Crew:** Don Burns, Bill Clawson, Christian Maurer, Ethan Maxwell, Eran Moscona, Dave Rawson, Joe Zeis..

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard, Jim Price. **Crew:** Bill Hall, Ron Kellerman, Brian Mork, Chloe Williams, Michael Williams.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315) **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Dave Conrad, Fred Hawk, Dan Katuzienski, Mike McKosky.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Chris Uhl, Charlie DeBerry. **Crew:** Soren Adams, Jake Burd, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet,, Joshua Rising, Jack Runyon,

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788) **ACC:** **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, **Crew:** Darin Caviness, Otis Lewis, Dan Miner, Tony Rein, Zach Siefker, David Whapham,

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Edgar Byars, Ross Bales, Andrew Dignan, Helen Lohre, Henry Meyerrose, John Murray.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955) **ACC:** TBD **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** John Lubon, Kat McManus. **Crew:** Lynn Alexander, Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, M. Hosta, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca John Williams.

2017 5th WEEKEND CREW DAYS:

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

POINTS OF CONTACT:

PRESIDENT: John Lubon
SAFETY OFFICER: Kevin Price
DIR OF OPS: Mark Miller
DIR OF FACILITIES: Keith Kilpatrick
BUSINESS MANAGER: Jon Stewart,
BusinessManager@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
FrequentFlyer@soarccsc.com

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

Revised 11/07/2017 mkm