

**Caesar Creek Soaring Club**

March 6, 2018

UPCOMING EVENTS

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| Mar 17 | Instructor Meeting - 11:00 AM - Tom McDonald |
| Apr 7 | Board of Directors meeting- 9:30 AM - John Lubon |
| Apr 11 | Annual Meeting of SSD dba CCSC & Election - John Lubon |
| Apr 14 | Spring Cleanup at CCSC - Keith Kilpatrick |
| Apr 15 | Spring Cleanup at CCSC - Keith Kilpatrick |
| Apr 21 | Cincinnati Chapter of Ferrari Club of America Event - Maury Drummey |
| Apr 21 | Pot Luck Dinner |
| May 19 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| May 20-31 | 1-26 Championship Contest - Steve Statkus |
| Jun 9 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| Jun 16 | Cincinnati Chapter of Ferrari Club of America Event - Maury Drummey |
| Jun 16 | Pot Luck Dinner |
| Jul 15-20 | YEW 2018 - Steve McManus |
| Aug 3 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| August | Adult Camp |
| August | Sailplane Weight & Balance Party - Chuck Lohre |
| Oct 21 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |

CHLOE WILLIAMS RECEIVES NATIONAL RECOGNITION - Tom McDonald

Congratulations to Chloe Williams, winner of the 2018 \$2000 SSA Flight Training Scholarship. Her selection was recognized at the SSA's award banquet during the convention in Reno, NV, this past weekend. Chloe has been involved in the youth soaring program at Caesar Creek for the past four summers. She was both enthusiastic and serious right from her first lesson. That combination of serious and fun has not changed since then, and she has matured into a focused young woman.

Some of our youth members are with us for a year or two, moving on to other pursuits after that time. A few, like Chloe, are here for the long haul. A lot of our instruction in preflight, academic subjects, and the actual running of the line operation during our Youth Education Week is adult supervised, but student-led. We are able to count on Chloe as a leader and mentor, someone that our newer kids respect and will follow.

I have flown with Chloe several times over the course of her 73 flights, most recently just prior to her first solo last July. She's a good stick, a pilot who thinks: I gave her a simulated rope break at that awkward altitude, too high to just

turn around and land, but too low for a normal pattern. She definitely proved to me that she was the Pilot in Command, not the Student in the Glider. I anticipate that she will easily pick up next season where she left off, completing her FAA Knowledge Test and Private Pilot, Glider rating. Good work and congratulations, Chloe! - Tom McDonald



Correction: Youth/Student Member with Most Flights

The Youth/Student pilots with the most flights in 2017 were:

1. Chloe Williams - 43 flights
2. Alex Teffenhardt - 33 flights
3. Ethan Maxwell - 26 flights
4. Micah Ferguson - 24 flights

There was an error in the determination of the award for the Youth/Student with the most flights. It turns out that Chloe Williams should have received that award for her 43 glider flights in 2017. Unfortunately, the determination was based on flight card information, so the 33 flight cards with her grandfather's name and account number did not show up when the data base was queried for flights by Youth or Family Members. At the Awards Celebration and in the 2/20/18 Frequent Flyer it was reported that Alex Teffenhart had the most flights, but Chloe really won the prize. With all that flight experience there is good reason Chloe was selected for a prestigious flight training scholarship.

CONGRATULATIONS TIM CHRISTMAN - TRUSTEE AWARD

It was announced at the awards banquet that Tim Christman is the recipient of the Trustee Award this year, in recognition of his service to the club. Unfortunately Tim was not present to receive the award, so the award was presented to Tim at the meeting of the Board of Directors on March 3, 2018. Tim is a long time member of CCSC and has served the club in many roles, most recently as a Director overseeing the maintenance of our fleet of tow planes and coordinating the efforts of our tow pilots. When you see Tim be sure to thank him for his contribution to making this a great club.



Tim Christman (l.) receives Trustee Award from Henry Meyerrose (r.)

CLUB STATISTICS

ACTIVE MEMBERS	3/4/2017	3/3/2018	FLIGHT ACTIVITY	2017	2018	BUDGET*
Full Members	176	170	Last month	83	0	30
Family & Youth	27	21	Year to Date	117	7	30

*The 2018 budget is based on 190 members and 1700 flights for the year.

Because of the weather so far this year and the resulting soggy condition of our sod runway, flights have been severely limited with the result that revenue from flights is already \$3,000 behind plan. Unfortunately, the saving in fuel is not sufficient to compensate.

OPERATIONS AT RED STEWART FIELD - TOM MCDONALD

As part of our enhanced cross-country training, we are developing written procedures for operations at nearby airports. Red Stewart is the first airport covered and also the most used. Tow pilots should also be familiar with the power plane pattern, so as to not interfere with the parachute drop zone.

Let me know if I missed anything. I'm also soliciting any tips you may have for our other local airports.

Operations at Red Stewart will be conducted in accordance with their usual procedures. Don't get in the way or do something unexpected. See the photos on following pages. Additionally, be advised:

- The CTAF is 122.9. However, many aircraft on the field are not radio equipped.
- The glider runway is the area to the north of the main runway.
- The glider runway will become wider or narrower at times, as the main runway cones are migrated north and south to even out wear on the turf and give the grass a chance to grow.
- If departing east, place the glider near the top of the rise. Starting from too far back will result in the rope dragging on the ground at the top, possibly causing 2-33s to back-release. You will have a lot of runway behind you at the start, but it is downhill from there.
- Departing west, it's uphill. The glider will seem low for some time after takeoff due to the rising terrain. The west end is unobstructed, and crossing off the airport property while still low is OK. In hot or no-wind conditions, starting about even with the hangar north of the runway is advised. The glider runway east of that point is very rough, and takeoffs or landings there are not advised.
- A landing on the airplane runway may be made at the pilot's discretion. Just as at CCSC, make every effort to keep the glider out of the way of other traffic on the ground.
- Arrange with the crewchief for a retrieve before departing. This is both for efficient ops and to provide flight following.

Runway 26 Active

Mid-Field Cross Overs Not Recommended Due to Skydiving Activity

Glider Traffic Pattern Base Leg
Shifted West to Give More
Altitude Over Power Lines

Gliders Use Right Hand Traffic Pattern Landing West

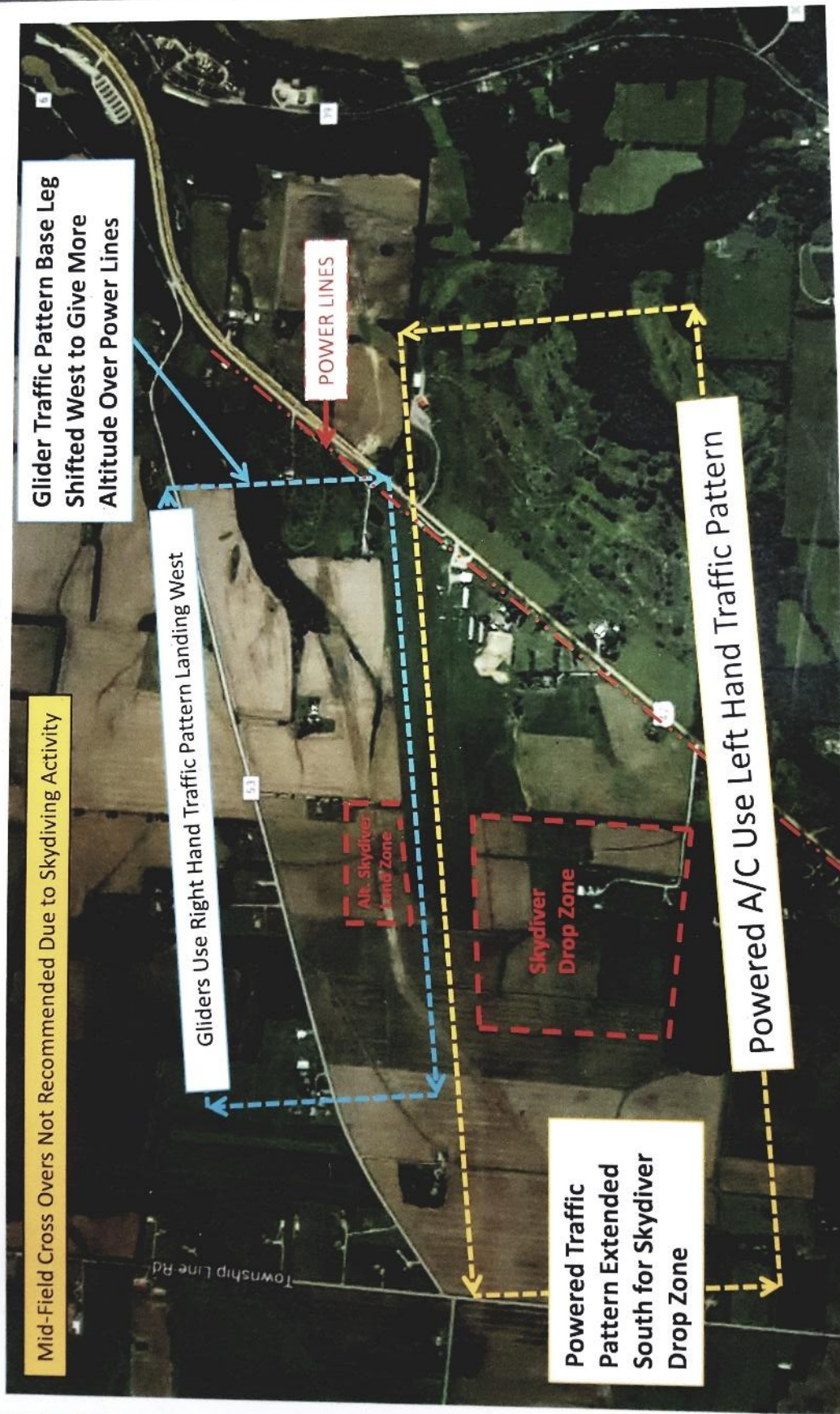
POWER LINES

Alt. Skydiver
Land Zone

Skydiver
Drop Zone

Powered Traffic
Pattern Extended
South for Skydiver
Drop Zone

Powered A/C Use Left Hand Traffic Pattern



Runway 08 Active

Mid-Field Cross Overs Not Recommended Due to Skydiving Activity

Powered A/C Use Left Hand Traffic Pattern

Gliders Use Left Hand Traffic Pattern Landing East

POWER LINES

Alt. Skydiver
Land Zone

Skydiver
Drop Zone



WEDNESDAY CREW REPORT - STEVE STATKUS

N2615H is receiving the attention of the Wednesday Crew. New interior panels have been constructed and installed. Upholstery work will also spruce up the interior. The exterior is receiving fabric repairs and new paint. Meanwhile the wings await attention to the spoiler mechanism, etc.



The photo below shows the new hanger dollies Keith Kilpatrick designed, assembled and painted. Tim Morris got the steel and had it lazer cut to Keiths' specs. This photo reveals how work is really accomplished at CCSC: guys with skills and talents offering their time and efforts to keep our club running as well as it does.



Now for the rest of the story: At one time our club had five metal glider dollies like the new yellow ones. They started to disappear somehow until we were down to two. Gary Print and I drew up a set of plans and he had a buddy water jet the parts. Morehead Welding in Batavia did the welding and we were back up to four dollies. And that's where we started this last time with the goal to have seven dollies for use in the hanger. Well, we're down to just one dolly. One of the older dollies is missing. How this happens is a mystery! - Steve Statkus

SATURDAY CREW REPORT - STEVE FENSTERMAKER

Upon walking onto the field Saturday it was obvious that flight operations would only damage the field because it was wet with standing water in some locations so we installed the crow's nest wind sock.

Marty Hosta dropped off the Kabota after doing its annual service. The brake works now and Marty installed a new rear view mirror. Thanks to Marty, that will help when towing gliders.

John Armor got assistance filling post holes where the clubhouse deck used to be. Thanks, boys.



The pond water level remains high, but it is still receiving a good flow from the runway drainage.



WHICH BADGE DO YOU PLAN TO EARN IN 2018?

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 (~\$470) 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 which is an advantage 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. 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, we may have 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 ~\$155 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.

LEADERS NEEDED

The eleven directors of SSD dba CCSC are elected for three-year terms which are staggered so we need to elect three or four each year at the Annual Meeting on the second Wednesday of April (4/11/2018). This year the terms in office for John Lubon, Tim Christman and Brian Stoops expire, so we need to elect three directors for three-year terms to fill those positions. In addition, Steve Statkus has resigned from his position as director so we need one director to finish out the two remaining years of Steve's term. Brian Stoops has a new job which requires him to work weekends so Brian will not run for reelection as a director. John Lubon and Tim Christman have each agreed to serve an additional 3-year term if reelected, but that still leaves two positions which must be filled by other members. If you would consider contributing your leadership skills to serving the club in this way, please contact John Lubon or any other member of the board and John will add your name to the list of candidates.

There are additional appointed leadership positions which are currently vacant where your skills and interests may match the club needs. Speak with any of the current directors and indicate your willingness to serve.

SPRING CLEAN UP SET FOR APRIL 14th & 15th - KEITH KILPATRICK

In order to keep our club looking pristine spring is a good time to rid our members of cabin fever by getting us outdoors to participate in the annual CCSC spring clean up. As a club member your participation in these biannual events is necessary therefore we will be having this years clean up and beautification over a weekend to accommodate working schedules. There is much needed support to accomplish these tasks so please come out for some fun in sun and maybe get your hands dirty. Lunch and entertainment will be provided. - Keith Kilpatrick

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

ANNUAL FIELD FLIGHT REVIEW REQUIRED NOW

Remember that CCSC has a requirement that each member complete a CCSC Field Flight Review with a CCSC instructor and get the instructor's endorsement in his/her logbook each calendar year prior to acting as PIC of any CCSC glider (UOP 4.2-Pilot Qualifications). Your first CCSC glider flight of the year must be with an instructor. Take advantage of the good winter days ahead to get the requirement completed well in advance of the great spring soaring that is sure to follow. You will want to spend your time soaring then, not waiting for your turn to do the Flight Review. Also, check your logbook. Do you need to complete the FAR 61.56 Flight Review this year? If so, why not combine the two flight reviews and get both completed when they will not interfere with the soaring you want to do during the great weather later this year.

UOP REVISION IMPLEMENTED

A change to UOP Section 8.11 was approved by the board at the February meeting and reported in the Frequent Flyer each week in February with an appeal for any comments or objections to be submitted to any member of the Board of Directors prior to the March 3, 2018 meeting of the Board. No comments or objections were reported at the Board meeting on March 3, 2018, so the revision has been implemented with the following wording for section 8.11 and no other changes from the January version.

8.11 ALTERNATE FIELD USAGE

The runway is primarily for flying sailplanes. Alternate use for such activities as model airplane flying, etc. is permitted only when sailplane operations are not in progress. Sailplane flying ALWAYS preempts any other activity.

HUNTING AND FIREARMS

Hunting or discharging firearms (target practice) on the gliderport property is not permitted.

FIREWORKS

Use of fireworks is not permitted.

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 5:30 pm on 3/6/2018 there were no requests for a member to swap or substitute a crew day.



Jonny Stewart is now Skydive Sports! He is providing a drop off service right here at CCSC. If you need your parachute repacked, just leave it in the CCSC office and fill out one of the service cards and attach it to your rig.

Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

WANTED TO BUY

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

FOR SALE

ASW 20L \$29,000 (Factory L model sold with both 16.59 M wing extensions and M&H winglets) TT 1108 hrs. Komet trailer, Modified Cobra wing tip wheel, tow out bar. Excellent canopy, newer gas spring, older gelcoat. Cambridge L nav, Colibri flight recorder, Dittle ATR720B (old but works good) with new boom mic, Avier with LK-8000. Logs since new. Contact Tony Bonser tbonser@cinci.rr.com

Craftsman Snow Blower 22", Self-propelled, 2-stage, Electric start. \$195. Contact Tim Christman (937)475-1445

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 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.)

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: Mark Miller (acting) (cell: 513-235-6128) **ACC:** TBD **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.

2018 5th WEEKEND CREW DAYS:

Mar 31– 4th Sat Crew
Apr 29 – 4th Sun Crew
Jun 30 – 1st Sat Crew
Jul 29 – 1st Sun Crew
Sep 29 – 2nd Sat Crew
Sep 30 – 2nd Sun Crew
Dec 29 – 3rd Sat
Dec 30 – 3rd Sun

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 01/04/2018 mkm