

**Caesar Creek Soaring Club**

March 29, 2018

UPCOMING EVENTS

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| 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 |

FOURTH SATURDAY CREW REPORT - CHUCK LOHRE

There was no flying but it was a good day for the Crew Chief meeting. Registrations were checked in each glider and some were found to need updating.



Also, work continued on the N2615H in the workshop.



WEDNESDAY (MARCH 28) CREW REPORT - STEVE STATKUS

Even the birds were walking. We knew we were in trouble when we met Don Green going down the hill on Elbon Road, as we drove up the hill. Regardless, we were on a mission. The mission was called Hanger Hockey. The goal was to prepare the shop for the Baby Grob's annual inspection which was scheduled to begin this coming weekend. We'd hoped to have BG disassembled but due to the limited manpower and constant rain, that part of the mission did not happen.

We did get 15H out of the shop and cleaned up the shop a bit. Keith and Bill Hall painted the remaining four dollies bright yellow. They're on the table in the rear of the shop. A new document holder was purchased for SD and velcro patches attached but the fuselage was so cold the velcro would not stick. For now the document holder is in the rear cockpit bag and should be ready to attach to the inside fuse when it warms up.

Current registrations were installed in 16Q and 135 by Bill Hall.

I'm getting a ferry permit for 16Q (out of annual) and when Cathy Stewart is ready we can fly it over for the annual. 15H is ready to assemble but I'd like to hold off for a week until I manufacture some assembly tooling which will permit easy assembly/disassembly without damage to the mount bolts and less wear and tear to the people (old guys) doing the heavy lifting. - Steve Statkus

CREW CHIEFS MEETING

Crew Chiefs gathered on March 24 to prepare for the upcoming soaring season. Mark Miller is now Director of Flight Operations and conducted the meeting. Topics included the need for additional manpower to fill specific roles on several crews, content expected in Crew Chief Email Reports, weather and NOTAM advisories, use of radios, new dollies for the gliders, cart and glider maintenance and cleaning responsibilities, retrieve lane standardization, recruiting of Facebook reporters for each crew, caution about use of tail dollies for ASK-21 and Grob-103, Crew chiefs manual updates, First Aid & AED training and ASK-21 canopy locking mechanism hazards. Mark prepared [Minutes of the Crew Chiefs' Meeting](#) which are available in the Members-only section of the website at the bottom of the page with Minutes of Meetings. Subsequent articles in this newsletter provide more detail about some of topics covered in the meeting.

DO YOU LOVE YOUR WIFE? - STEVE STATKUS

On your next crew day take a few minutes and watch pilots walk out to a glider, climb in and launch. And ask yourself if that pilot has any idea about the airworthiness of that glider. There are only a few CCSC pilots who take pre flight inspections seriously and by the way, I'm not in that group myself. But think about what we're doing and what the consequences would be if Your wife might be going to be alone. Got your attention?

Aircraft accidents happen as a result of many factors and the last paragraph of the accident report most often has a reference to "pilot error" somewhere therein.

Putting your soft tissue into 600 pounds of steel or fiberglass and finding yourself 2000 feet above the earth is not the time to be thinking about what could go wrong with this situation from a mechanical perspective. Neither is setting your altimeter while on tow or sweeping the cockpit with the stick before closing the canopy and thinking the aircraft is good to go.

Reducing the odds that your name will be found on page one of the accident report can happen if we take our aviation experience a bit more seriously. In a flying club many folks touch the aircraft we climb into. Some of these folks actually know a thing or two about the risks of aviation. Others don't. We each accept the risk when we climb into the cockpit and hope that all the parts and pieces of this aircraft are going to function as designed until we get back down on the ground, in one piece. Key words: RISK and HOPE.

We can mitigate the risk and hope by instituting some rigor in our preparations for flight. I call this action OWNERSHIP. You as a club member can help reduce the risk/hope odds by taking some ownership in the pursuit of airworthiness of our fleet of gliders.

At the recent Crew Chiefs' meeting I raised the issue of glider airworthiness and proposed that each crew take ownership of an individual glider, as if it were their own personal aircraft. This ownership would include a detailed preflight of their aircraft on their crew day. It would include an inspection before flight ops begin and after and would include cleaning the bird before putting it to bed at the end of the day. The crew chiefs agreed to this proposal.

CCSC has spent significant dollars and manhours upgrading our fleet of gliders. Lets not ignore this fact and treat them like some treat a rental car. The following is a copy of the proposal the Crew Chiefs agreed upon. Step up and take some ownership. And, don't let me see you disconnect the tow cable using your foot and the back release capability of the tow hook. That action scuffs the paint on the fuselage.

2018 GLIDER ANNUAL SCHEDULE

<u>GLIDER</u>		<u>Plane Captain</u>	<u>ANNUAL DUE BY</u>	<u>ASSIGNED CREW / Golf Cart</u>
ASK-21	N221CC	John Lubon 513-543-9154	JAN 31 johnlubon@gmail.com	2 nd Sat
ASK-21	N521CC	Rolf Hegle 937-271-5003	JAN 31 N11RDBIRD@ATT.NET	3 rd Sat
G-103	N44259	Chris Uhl 515-708-4905	JAN 31 chris.uhl@gmail.com	2 nd Sun
G-102	N90538	Andrew Dignan 513-405-7839	MAR 31 asdignan@gmail.com	4 th Sat
SGS 2-33	N2615 H	Steve Statkus 513-576-9080	JUNE 30 stevestatkus@gmail.com	1 st Sat / #85 & #24
SGS 2-33	N3616 Q	OPEN	FEB 29	4 th Sun / Kobota & Elects.
SGS 2-33	N36135	OPEN	APRIL 30	3 rd Sun / #? & #7

> Note to the glass glider PC's: As you can see the month of January is jammed up so I'd suggest that you all get started in December as it usually takes 2 weeks to complete an annual; with no problems.

> SGS PC's (glass ships also) and assigned crew are responsible for monthly maintenance on their gliders and assigned golf carts: inspection, cleaning, normal maintenance and documentation of any anomalies from an airworthiness standpoint. The assigned crews will be expected to help facilitate the annual inspection. In all cases (glass and 2-33's) the assigned crews should wash the gliders just before the annual inspection and prepare a list of carry over squawks identified during the previous year. This list will be dealt with during the annual.

> An additional data sheet will be added to the weekend crew chief report that will ask the crew chief to document any anomalies with the gliders and golf carts. All the PC's will be on the distribution list for the crew chief daily report. It will be the responsibility of the PC to rectify the anomalies documented by the CC.

Steve Statkus

INSTRUCTORS AND TOW PILOTS - HERE'S YOUR CHANCE TO BE A HERO!

CCSC crew chiefs would like to develop a list of instructors and tow pilots whom we can call on when we need extra help. Despite the best efforts of all crews, sometimes the day is just so nice, with so many folks who want to fly, that we just cannot take care of everyone with the crew of the day.

So we are asking instructors and tow pilots, whom we can turn to during a busy day to help us out, to please volunteer for an as-needed call list.

We know this is going to be a pain in the butt for you. If we have enough warning, sometimes we might call a day or two in advance. Sometimes we'll be calling out of the blue, maybe in the middle of the day, and asking for help. We know that sometimes you simply cannot drop what you are doing and sprint to the club. So we aren't asking you to agree to that. We just want to know who would be willing to come out to the club and help if they can.

What we are asking for now is permission to call you. If you are willing to help out with extra flights and tows, sometimes on short or no notice, please contact Mark Miller, or me, or your own crew chief and let us know you are willing to be placed on the short notice call list.

Thanks in advance to all. - Dick Holzwarth - for all the CCSC Crew Chiefs.

WHAT IS THE GREATEST GIFT?

A new aircraft (Duhhh!)

OK, what time comes in as a close second?

Giving someone their life back! If you take the time to learn First Aid, CPR and how to use the club's AED devices you will have the tools to possibly save someone's life.

Statistics show that over 90% of cases where someone had to do CPR it is on a person that they know, a family member or friend.

We will be conducting brief classes covering basic First Aid, CPR and AED use during the club clean up day. There is no cost and all are welcome.

Remember, the life you save could be someone you love. - Dave Menchen



Learn CPR...
Save a Life

SAFETY CORNER--K-21 CANOPY HAZARD - KEVIN PRICE

The rear canopy on the K-21 opens straight up, making for a pretty big and interesting air brake if it opens inflight. If closed and locked you should never encounter this undesirable additional drag. Key words here are closed **AND LOCKED**. It is oh-too-easy though to close the rear canopy and not lock it, either due to a passenger not knowing how to fully engage the locks or through a more likely scenario where a pilot forgets to lock the rear canopy when going on a solo flight with an unoccupied rear cockpit.

The good news is that the K-21 canopy system is designed to prevent you from locking the front canopy if the rear canopy is not closed and locked. While the design is sound, the plastic interlock that does the magic has been known to fail which will allow the front canopy to be closed and locked when the rear canopy is closed but not locked. Not good. This is not a theoretical situation; as John Murray can relate, he just repaired a K-21 from a glider club in the region where an unlocked rear canopy came up during flight. The total damage was about \$10,000. (Not a typo.) In this incident the interlocks were broken or missing which enabled the front cockpit pilot to close and lock his canopy with the rear canopy still unlocked. The results were predictable, embarrassing and expensive.

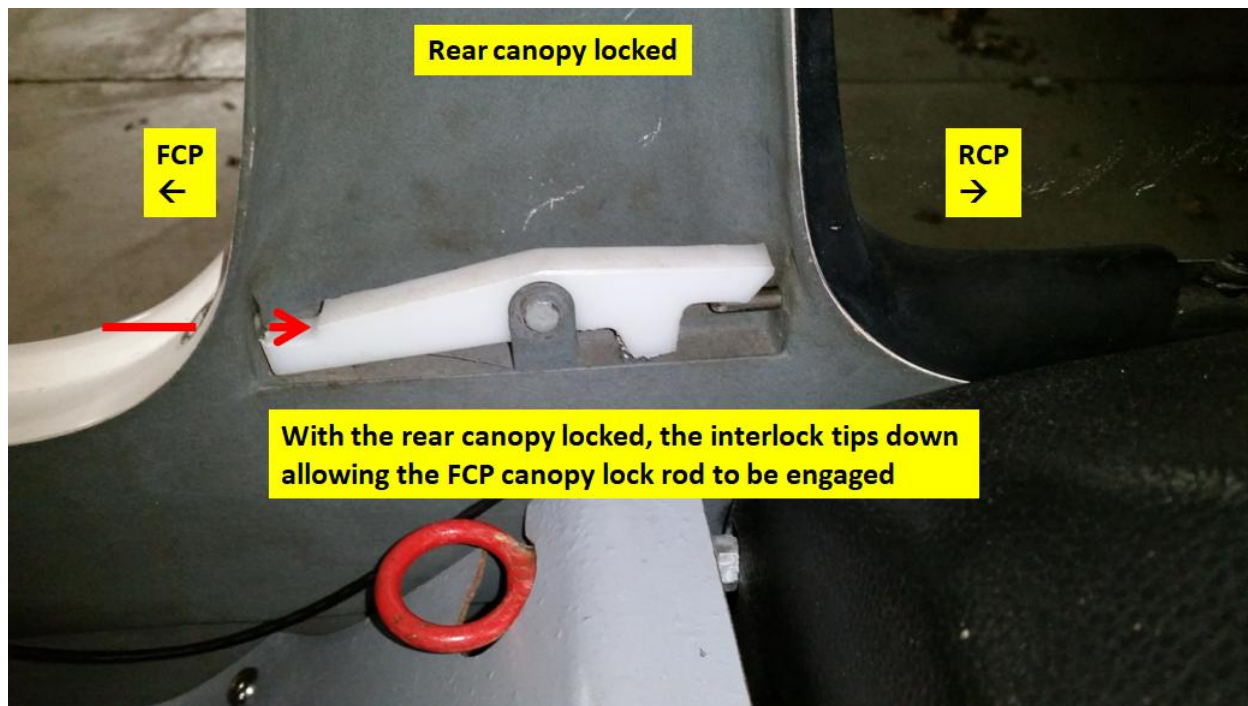
How can we prevent this from happening at CCSC? Simple. Before flying a K-21, leave the rear canopy open and then lower and try to lock the front canopy. (Don't use excessive force, otherwise you can break perfectly good interlocks.) ***If you can lock the front canopy with the rear canopy open, the interlocks are broken (or missing) and the aircraft must be grounded until they can be repaired.***

Crew chiefs: Ensure your crews perform this check prior to the first flight of the day.

Pilots: As part of your preflight, check whether you can lock the front canopy with the rear canopy open.

See the pictures below for how the interlocks work:





BRONZE BADGE QUESTION OF THE WEEK

A blue-segmented circle on a Sectional Chart depicts which class airspace?

- a) Class B.
- b) Class C.
- c) Class D.

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

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

SHAREHOLDERS ANNUAL MEETING ON APRIL 11

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 one director must be appointed to finish out the two remaining years of Steve's term in accordance with the Code of Regulations (Article III-Board of Directors, Section 8-Vacancies). 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. Bob Miller and Tom McDonald have agreed to serve again if elected. A meeting announcement and proxy ballot will be sent to each shareholder of SSD within the next few days. If you will not be able to attend the meeting on April 11, please complete and return the proxy ballot.

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 spring days ahead to get the requirement completed well in advance of the great 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.

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 3:00 pm on 3/29/2018 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. **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:** Fred Hawk, Dan Katuziensi, 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, Zach Siefker. **Crew:** Darin Caviness, Otis Lewis, Dan Miner, Tony Rein, 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:** Keith Kilpatrick. **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, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca John Williams.

2017 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 03/24/2018 mkm