

**Caesar Creek Soaring Club**

June 5, 2018

UPCOMING EVENTS

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| Jun 9 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| Jun 16 | Pot Luck Dinner |
| Jul 7 | Board of Directors meeting - 9:30 AM- John Lubon |
| Jul 15-20 | YEW 2018 - Steve McManus |
| Jul 21 | Pot Luck Dinner |
| Aug 3 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| August | Adult Camp |
| Aug 18 | Pot Luck Dinner |
| Aug 21 | Order of Daedalians event at CCSC - Don Green |
| August | Sailplane Weight & Balance Party - Chuck Lohre |
| Sep 15 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |
| Oct 20 | WPAFB Airmen Recreation Program event at CCSC - Kevin Price |

At the conclusion of the 1-26 Association National Championship Contest Thursday, May 31, most of the 1-26s were disassembled and loaded back onto their trailers for long trips home.



Thanks again to all CCSC volunteers who helped make this a very successful contest. Before departing the visiting pilots were lavish with their praise for all the members of CCSC who helped. You can see photos and read Chuck Lohre's report about the whole contest on the [1-26 Association website](#).

SATURDAY REPORT- STEVE FENSTERMAKER

The day started with a 600 ft ceiling, but improved enough for some private ships to launch. By the end of the day 17 flights had launched.



Preparation to launch 135

After a lengthy board meeting many directors hustled to assemble their gliders and enjoy some flight time. Henry Meyerrose (right) received assistance from John Lubon and Rolf Hegele (left) in assembling 9R before they all set out.



The thermals were elusive and OS (Rolf) was unable to return home in the air. Kevin Price, Bob Miller and Booker Atkins assisted in the retrieve. Since Rolf had taken his turn as part of Team-CCSC in the recent 1-26 contest, he was well prepared with the instructions which Steve Statkus provided to all contestants which are displayed on the next page.

Despite his flight being shorter than he intended, Rolf was the only member of the CCSC team to submit a flight to Online Contest. His flight lasted one hour and 58 minutes and covered 107 km at an average speed of 43 km/hr. Check it out:

<https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsId=6488448>

That one flight was good enough to get 10th place for the CCSC team in Round 7 of Online Contest USA Gold League competition and the 3 points that earned kept our team solidly in 10th place overall after seven rounds. The 9th place team also had only one flight submitted to OLC and 6th, 7th and 8th place teams had only two flights submitted, so other teams also were challenged by the weather.

LAND OUT PROCESS INSTRUCTIONS PROVIDED TO CONTESTANTS IN RECENT 1-26 NATIONAL CHAMPIONSHIP CONTEST - STEVE STATKUS

1. Once what is left of the airplane stops moving, open your eyes and inspect yourself. Do all your body parts work as you'd expect? If yes, go to step two. If not, attempt to find your cell phone and call 911.
2. Do you need to open the canopy to exit the airplane? If yes, go to step 3. If not go back and repeat step 1.
3. If you exited the airplane by opening the canopy stand near the cockpit and look around at the area in which you landed. Is it a farmer's field? If yes, go to step four.
4. Do you see a large animal running towards the airplane making loud snorting noises? If yes you'll not be able to out run this bull so your best chance of survival would be to climb back in the glider, repeat step 1 and hope for the best.
5. If there is not a large bull sharing your landing area, inspect the glider for damage. If none, go to step 6. If there is damage, start thinking about the story you will soon need to have, to explain how the damage occurred.
6. If you got this far, congratulations! You've just successfully landed your glider in a freshly planted farmer's field. Now you'll learn why the bull has an attitude. Maybe you can get the glider off the field before the farmer shows up. Probably not.
7. Find your cell phone, your Out Landing Card and a pen or pencil. Fill out the details required on the card and locate that sticky note you were given in your pilot packet. That's the one you knew you wouldn't need. But the number to the retrieve desk is 513-932-7627. Make the call before the EMT's, the farmer, the sheriff and fire department arrive. Go back to step 5 and polish the story. If it's a big enough whopper it might get you a free beer this evening.
8. Get ready to do it again tomorrow.

SUNDAY REPORT-MICHAEL KARRAKER

It was a windy day, but the thermals were great. We had a total of 13 flights.

SALES TAX INCREASE - ROLF HEGELE

Just a reminder that sales tax increased to 7% in Warren County. Therefore your bills will look slightly larger. If you do automatic payments, be sure to update the amount so you won't get caught with finance charges. - Rolf Hegele, Treasurer

WELCOME NEW MEMBERS

At the Saturday meeting of the Board of Directors applications were reviewed and the following individuals were accepted as members: Jerry F. Dye from West Jefferson, OH; Robert F. Kramer from West Chester, OH and Viktor McElfresh (Youth) from Luxembourg,

CLUB STATISTICS

ACTIVE MEMBERS	6/1/2017	6/2/2018	FLIGHT ACTIVITY	2017	2018	PLAN*
Full Members	171	175	Last month	134	123	150
Family & Youth	23	23	Year to Date	403	323	420

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

BRONZE BADGE QUESTIONS OF THE WEEK

How many statute miles will a glider with a 30:1 glide ratio travel for each 1000 feet of altitude loss?

- ☐ a) 30 miles
- ☐ b) 3 miles
- ☐ c) 5.7 miles
- ☐ d) 0.57 miles

How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind?

- ☐ a) 4.1 miles
- ☐ b) 4.5 miles
- ☐ c) 5.7 miles
- ☐ d) 12 miles

How much altitude will a glider with a 30:1 glide ratio lose while traveling one statute mile in still air.

- ☐ a) 300 feet
- ☐ b) 176 feet
- ☐ c) 200 feet
- ☐ d) 247 feet

In calm winds, 20 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive over the airport at 1000' AGL? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.

- ☐ a) 3500 MSL
- ☐ b) 4500 MSL
- ☐ c) 5320 MSL

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

COMMUNICATION- KEVIN PRICE

In the last month or so there have been a couple of incidents that could have had serious consequences. The first one involved a tow plane accomplishing a downwind landing on 27 while a takeoff was commencing on 09. A takeoff abort resulted along with a go-around by the tow plane. Sporty! A glider-in-tow takeoff abort is inherently risky...something you need to think about ahead of time. For one, can you **IMMEDIATELY** find the rope release? If you fly multiple glider variants that may not be as simple as it sounds. (Technique: I keep the back of my hand on the ball so I can quickly find and pull it if need be.)

The second event involved a simulated rope break where the glider turned around to find there were 3 approaching contest aircraft landing from the opposite direction. Quick thinking and directive action by Dan Reagan on the radio helped avoid an accident.

What is a common thread between these two incidents? Communication! While it can be said that gliders and other aircraft have historically flown and can safely fly today without a radio, who can argue with a speed-of-light device that can instantly bring critical situational awareness to aircraft that are coming into conflict?

Whether on the ground or in the air, please have a radio at hand. We have sufficient handheld radios for each 2-33 as well as for the Crew Chief and one other ground crew member. For those on the ground, the radio needs to be on your person and not on the picnic table or in the golf cart. Please ensure the radio is operating, the volume is up, you are on 123.300, and that you are familiar with its operation. The handheld radios we have are confusing to operate, especially if they get off frequency. Please reference the laminated guide in the trailer or the digital copy on the CCSC website for a simplified overview of how to operate the radio.

A couple of other considerations. If a practice rope break is pre-planned, it is recommend that the instructor ensure that the tow pilot knows about the plan and that the tow pilot broadcasts that over the radio as part of his takeoff radio call. That will provide an opportunity for aircraft approaching the field to be aware and adjust their pattern, verbally deconflict landing lanes, or make a directive radio call for the rope break exercise to be terminated. Also, if the ground crew is aware that a practice rope break is planned and they note any aircraft anywhere in the pattern, they must not allow the takeoff roll to commence.

Lastly, the radio can only be as good as the ears and attention of the recipients. Please prioritize listening to the radio just prior to takeoff and as you approach the field. If you hear a call and are unsure of what was said, ask for the transmission to be repeated. - Kevin Price, CCSC Safety Officer, June 3, 2018

HANGAR WEBCAM - ANDREW DIGNAN

After a 3 week hiatus, the [Web Hanger Cam](#) is back on line.

NEW PATIO WiFi UNIT - ANDREW DIGNAN

A new WiFi unit has been placed at the patio. The ccsc_porch_2G_guest network has a much extended range. You can go to the corner of the campground by Elbon Road and still get a workable signal. This 2.4 GHz signal should cover the whole campground with a computer. Phones may have a harder go of it with that range since the WiFi antenna is not as capable. If you can connect to the ccsc_porch_5G_guest go for it, but the range is not as good. There is no password needed for the guest WiFi network.

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 2:00 pm on 6/05/2018 there are two requests for a member to swap or substitute a crew day.

<u>Date:</u>	<u>Skills:</u>	<u>Click Here:</u>
5th Saturday in June 06-30-2018	N/A	Sub/Swap
1st Saturday in July 07-07-2018	N/A	Sub/Swap



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

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) **ACC:** TBD. **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 Katuziowski, 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:** 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.

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.

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