

**Caesar Creek Soaring Club**

October 23, 2018

**UPCOMING EVENTS**

- Oct 26 "Glider Camp" show featuring CCSC Youth Camp to air on PBS TV at 7:00 AM
- Oct 27 CCSC Fall Work Party - Keith Kilpatrick
- Oct 27 "Glider Camp" show on PBS TV at 5:00 AM
- Nov 3 Meeting of Board of Directors - John Lubon

**CONGRATULATIONS OTIS LEWIS - PRIVATE PILOT - GLIDER**

Monday, October 8, 2018, Otis Lewis completed his Private Pilot - Glider practical test with Bob Miller. Bob remembers providing Otis an Introductory Flight back on the 3rd Saturday in February, 2017. [Otis was hooked by that one flight](#) and submitted his membership application and payment for his initiation fee before leaving that day. Bob remarked that it was great to see Otis accomplish this goal and to have been a part of it from the beginning.



## CONGRATULATIONS DAN REAGAN - COMMERCIAL PILOT - GLIDER

Responding to the club's need for Commercial pilots to provide Introductory Flights Dan Reagan has been busy as well. Dan was ready to complete the Practical Test with Bob Miller after Otis had his turn on Monday, October 8. Bob comments that the paper work and problems with IACRA took as long as the test. Dan is reportedly working on his Instructor rating now to help with that shortage. Congratulations Dan.



## "GLIDER CAMP" SHOW TO AIR ON PBS TV - STEVE MCMANUS

A couple of years ago Tom "Buck" O'Connor came to Caesar Creek Soaring Club to film our Youth Camp for his Kentucky Children's PBS show, [Buck's Big World](#). The program titled "Glider Camp" will air for the first time this [Friday, October 26th, at 7am on K.E.T.'s Kentucky Channel/KET3](#) and again on [Saturday, October 27th at 5:00 am](#). It may also be repeated January 18 and 19 at same early times. Many of Bucks other Children's shows have also aired in Ohio and Indiana.

Buck's shows typically center around a single role model. However, in filming "Glider Camp" there were so many role models at Caesar Creek Soaring Club, he decided to deviate from his traditional single role model. This episode highlights the community of role models who offer their time and experience to boys and girls in the camp, teaching them to fly. I also believe that this show will be a success because the kids who watch the program will be able to see REAL KIDS launching, retrieving and at the controls of a real airplane/glider.



This episode recently passed KET's screening process and passed the "Focus Group Testing" screening in the classroom. Cincinnati members of Caesar Creek Soaring Club should be able to see it as it airs. [Here is a link to the low resolution screener](#) that was sent to KET reviewers to approve and for classrooms to screen. I know Buck is very proud of how it turned out as it tells a great story and features some great role models at Creaser Creek Soaring Club!

Congratulations to Buck and thank you to all the CCSC volunteers.

### **WEDNESDAY, OCTOBER 17 - MARK MILLER**

Winds were gusting above the safe operating threshold for towing gliders so it was a day to catch up on projects.

### **UPGRADED ROLLER FOR RUNWAY - BOB ANDERSON**

For some time Henry Meyerrose has been saying that the roller was too light to do an adequate job smoothing the runway. Months ago, Henry asked for help making the roller heavier. I suggested getting a tank for water and mounting it on the existing roller. Henry got approval in July from board to do the project. Preliminary design was done and a tank was purchased in July. I made detailed plans in September and refinements to the design were made in September with help from Haskell Simpkins. Steel was purchased in late September. I built the frame starting about October 1 and finished it on Saturday morning. Wednesday it was installed. The old roller which was built some 50 years ago weighed about 6000 lbs. When full of water, the modified roller will weigh about 11,000 lbs. Henry said that was a bit more than he needed but here it is.





The headset for 909 was in rather poor condition. Tim Christman had procured a kit with the parts needed to restore the headset but Tim was busy with 33z. So Mark Miller repaired the headset and put it back in 909.

Tim Christman brought 33Z back from Cubby's. It was taken there because of numerous complaints of low power. All the basics (mag timing, compression, carburetion and the overhauled muffler) were checked. The plugs were cleaned and the gaps checked. Nothing was found to be wrong from a mechanical standpoint. Unfortunately there was no opportunity to test it towing gliders because of the high winds.

### **FALL WORK DAY SATURDAY, OCTOBER 27th - KEITH KILPATRICK**

This is a reminder to all club members that this Saturday, Oct. 27th is our annual fall work day. Roll up your sleeves and come out for some fresh air and participate. Please plan on starting at 9:30 am . . . see me for assignments. Rain at your house will postpone this event. Don't forget gloves. Lunch provided. There are several items with which we need your help. Were planning on removing dead ash trees, cutting and splitting wood for the winter months ahead, filling low areas on the runway with dirt and replacing wind socks. Flight operations and crew will resume as scheduled. Thanks, Keith

### **OCTOBER 20, NEIGHBOR APPRECIATION DAY WAS WINDY**

Despite the low overcast and the brisk winds when the Third Saturday Crew arrived there was a sense of anticipation because of the plan for eleven airmen from the WPAFB Airmen Recreation Program to enjoy Introductory Flights followed by our annual Neighbor Appreciation Day on which we offer free Introductory Flights to neighbors surrounding the CCSC property. Maury evaluated the winds, the clouds and the forecast and then instructed the crew to tow only part of the fleet to the flight line, but to be ready to take advantage of any favorable change in the conditions. Soon ten airmen arrived for their flights and the whole group gathered at the flight line to listen to ASOS and AWOS reports and monitor cloud formations and forecasts interrupted by occasionally performing preflight inspections of the waiting gliders.





Gradually the cloud bases lifted and patches opened to permit the warm sun through. However, the sustained winds remained about 20 kts with gusts nearing 30 kts at surrounding airports, so the waiting game continued. Eventually Bob Miller offered to fly a 2-33 to get an up close and personal evaluation of the conditions. Dick Scheper reluctantly agreed to fly N8848L with N36135 trailing behind with Bob Miller at the controls. To those watching intently from the ground their flights appeared to be uneventful, but upon returning safely to CCSC both agreed that it was not wise for any more flights to be launched. The crew promptly put all the aircraft back in the hangars and closed the doors only to observe that a big blue patch of sky over CCSC was allowing the warm sun to shine brightly on the limp windsock as neighbors commenced arriving for their flights. Nevertheless, reports from the nearby airports still indicated sustained winds of about 20 knots with gusts close to 30 and the forecast called for more of the same. So, there was only one flight for the day!

## OKTOBERFEST AT CCSC - NORM LEET

Fierce winds continued to pound the region, knocking out power to 30,000 customers of Duke Power in Cincinnati and comparable numbers around the entire region, but at CCSC Saturday evening was a time to enjoy a meal with friends. Here are a few photos.



There was a very, very good selection of Hor d'Ouvres (salmon, chili, an excellent bread & dip, and real German beer) followed by a serious bratwurst offering and a sliced potato creation.





The Ghostly Moment was when the wind knocked out the power to the clubhouse and the lights went out. An instant later the room was lit up by the glow of cell phone displays. Al Quinn was the only member with a real flashlight (probably the bush pilot survival instinct asserting itself)



Introducing "Tiffin", the newest additon (at 13 weeks) to the John & Linda Murray household. Tiffin explored the nooks and crannies of the clubhouse and, satisfied that all was in order, settled in for a nap. No insomnia issues with this critter.



## **SUNDAY REPORT - BRIAN STOOPS**

By Sunday morning cold air had overspread the area and displaced most of the clouds. It was cold but the sun was strong enough to create some good lift in isolated areas. Five of the airmen who were unable to get their Introductory Flights Saturday because of the strong winds returned to get them Sunday. One came prepared with his membership application and initiation fee. It was a good day with a total of 62 flights.



## BILL HALL - PRIVATE PILOT PRACTICAL TEST - MORE OF THE STORY

In the [September 11, 2018, Frequent Flyer](#) it was reported that Bill Hall achieved his Private Pilot-Glider rating on August 29, 2018. Bill had actually started the test a week earlier, but after

completing the oral portion of the exam with Bob Miller he found that the wind had picked up and gusts were strong enough to make it extremely difficult to achieve the tight tolerances required to pass the test, especially the precision landing task. So he decided to suspend testing and wait for better weather on another day. On August 29 Bill got an earlier start on the flight portion of the test, but the winds were picking up as he succeeded in nailing the precision landing. You may remember that the front page photo showed Bill in front of N2615H being doused with



cooling water. Bob Miller observes that it appears from the photo that "either Bill is very quick or somebody has lousy aim" because much of the water was applied to N2615H. The next story was about the corn field landing event and showed photographs of the freshly washed N2615H planted in the corn field just down the hill from the end of runway 27, a victim of the turbulence encountered before reaching 200 feet AGL. As a result of all the excitement over the latter event and the work to disassemble N2615H and extract it from the corn field attention was diverted from celebrating Bill's achievement. Bill's primary instructor, Bob Anderson, is on the Second Saturday Crew with Bill. Their crew day on Saturday, October 13, provided the first opportunity to get this student and instructor photo celebrating Bill's achievement of the private pilot- glider rating. Bill joined CCSC in October 2015 and is a regular on the Wednesday crew as well as the 2nd Saturday Crew. He now wants to get checked out in the glass ships and have some fun. Congratulations again Bill!

## BRONZE BADGE QUESTIONS OF THE WEEK

Class B airspace is indicated on a sectional chart by

- a) segmented magenta circle
- b) segmented blue circle and a blue airport
- c) solid blue circle and a blue airport
- d) solid magenta circle

In which airspace type do the following VFR cloud clearance requirements apply? 1000 feet above, 2000 feet horizontal, and 500 feet below

- a) class C, D, & E
- b) class C, D, E & G
- c) class B, C, D, E, & F
- d) class C & D

Class D airspace with a blue "[26]" indicates

- a) top of the class D airspace is at 2600 feet AGL
- b) base of the class D airspace is at 2600 feet AGL
- c) top of the class D airspace is at 2600 feet MSL
- d) base of the class D airspace is at 2600 feet MSL

To operate above 18,000 feet MSL

- a) ATC must be advised upon entering the airspace
- b) ATC must issue a deviation to the normal equipment requirements for Class A airspace
- c) clearance is not required in some remote areas

Which is true about a blue line on a section chart identified as "V71"?

- a) it is an airway, 4 miles wide, above 7100 MSL
- b) it identifies the base of adjacent airspace at 7100 ft
- c) it is an airway, 8 miles wide above 1200 AGL
- d) it is an airway, 4 miles wide, above 1200 AGL

There have been several inquiries about where to find the approved answers and the references in which Bronze Badge topics are explained and discussed. The answers are not all that secret, but the desire is for candidates to at least put in some effort to gain the desired knowledge. One can go to the [Study Guide](#), complete the practice tests and have them graded and the correct answers will be provided along with a specific reference.



## 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 1:00 pm on 10/23/2018 there is one request for a member to swap or substitute a crew day.

<u>Date:</u>	<u>Skills:</u>	<u>Click Here:</u>
2nd Saturday in November 11-10-2018	N/A	<a href="#">Sub/Swap</a>

**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.)



**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](mailto: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-24

Very clean and well kept ASW-24 in great condition. Stored at CCSC for the past 7 years. CG hook. Boom microphone, dual batteries. Factory canopy in excellent condition-always covered. Factory winglets included. Also included are water ballast bags installed in wings. Softie Parachute SA-111 with 6777 lambskin pad included, last inspection 3/15/2018. Self rigging and all tow out gear included. Also included (but not installed) is an oxygen system with bottle and valve system, gear warning alarm and emergency locator beacon EBC-102A. All flight logs and documentation since manufactured are included. \$52,000. Contact Henry Meyerrose 513-375-4721 (hmm9r@aol.com).



## ASW-20

Alexander Schleicher ASW-20 **OS**  
S/N 20598, Mfg. 9/1982, N31TS,  
1267TT through 4/18/18 Annual,  
Comes with M&H Refinish and  
Winglets. Finish in Excellent  
condition. Wedekind locking  
system. Outstanding electronics  
including ClearNav II w. stick  
controller and Trig Transponder.  
Excellent Cobra trailer. Also  
includes oxygen, tow out gear,  
single man rigger, two LiPo  
batteries, parachute and much  
more. All logs \$40,500. Contact Rolf @ 937-271-5003 or [N11rdbird@att.net](mailto:N11rdbird@att.net).



**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](mailto: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.



## **CCSC GROUND CREWS:**

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

### **1<sup>ST</sup> 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, Eran Moscona, Dave Rawson, Joe Zeis..

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

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

### **2<sup>ND</sup> 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:** Al Dunn, Fred Hawk, Dan Katuzienski, Mike McKosky.

### **3<sup>RD</sup> 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:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Tom Lepley, Charlie Maxwell, Ethan Maxwell, Joshua Rising.

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

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

### **4<sup>TH</sup> 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, David McMaster, Henry Meyerrose, John Murray.

### **4<sup>TH</sup> 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:** 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– 4<sup>th</sup> Sat Crew

Apr 29 – 4<sup>th</sup> Sun Crew

Jun 30 – 1<sup>st</sup> Sat Crew

Jul 29 – 1<sup>st</sup> Sun Crew

Sep 29 – 2<sup>nd</sup> Sat Crew

Sep 30 – 2<sup>nd</sup> Sun Crew

Dec 29 – 3<sup>rd</sup> Sat

Dec 30 – 3<sup>rd</sup> 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,

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**FREQUENT FLYER EDITOR:** Jim Dudley,

[FrequentFlyer@soarccsc.com](mailto:FrequentFlyer@soarccsc.com)

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

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