

**Caesar Creek Soaring Club**

November 6, 2018

UPCOMING EVENTS

Dec 1 Meeting of Board of Directors at 9:30am - John Lubon

SATURDAY CREW REPORT - MARK HANLON

The first Saturday crew showed up to a beautiful day with a good soaring forecast. Unfortunately the ponding water from the two previous days' rain made the field unusable. No flights were conducted.

SUNDAY CREW REPORT - MARK MILLER

We used only N36135 and N3616Q because the field was still soft and there was considerable cross wind. The south side of the field was still too soft to even use for retrieves. We operated from the west end with just one tow plane because only one instructor was available. Nevertheless, we launched a total of nine flights.

CCSC Flight Statistics Reflect a Rainy 2018

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>Budget</u>	
Flights in October:	151	124	140	90	Budget based on 1700 flights for 2018.
Flights total YTD:	1603	1546	1479	1610	

It was noted at the board meeting on Saturday that the rainfall at Wilmington, Ohio, in 2018 has exceeded the norm in seven of the first 10 months. There has been measureable precipitation at Wilmington on 135 of the first 304 days this year or 44%. By the end of October precipitation at Wilmington totaled 41.35 inches, whereas the average annual rainfall is only 41.14 inches.

Fortunately for our 126 National Contest May was the one month this year in which rainfall was significantly below average. October was the next best with only 1.39 inches compared with an average of 3.03 inches for the month of October. We all know how much this rain has impacted the number of flights this year. Part of the reason October flights exceeded plan was the lack of precipitation despite the strong winds. After the first weekend in November the trend does not seem to be changing. Stand by for a drought in 2019 with the best soaring we have seen in years!

HONEYBEES AT CCSC - TOM MCDONALD

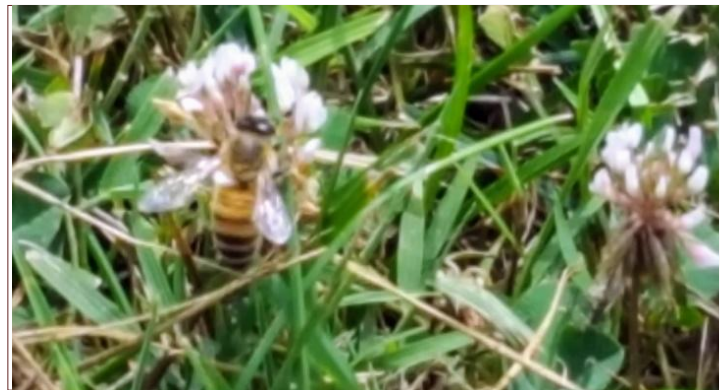
If you are interested in eating on a regular basis, then you are interested in pollinators at some level. No pollination = no seeds = no food. Honeybees are in decline. New pests from other parts of the world are making wild hives very rare here, and the ones managed by beekeepers need a lot more help than they used too.

Honeybees forage within about a mile of their home. With a runway made largely of clover, CCSC seems an ideal location for some happy hives. We already have plenty of honeybees from nearby farms on the property, including the one pictured below.

I'm a beginning beekeeper, with one colony in my back yard since last spring. I'd like to expand, and received permission from the board to put a couple more at the gliderport next year.

They will go in the far northwest corner of the campground, close to Elbon Road. (See the picture). I don't think they will bother anyone out in that remote area. No one really goes there except to mow the grass, and I don't expect anyone else to get closer than their comfort level. I'll take care of the immediate area. (I mow and weed whack right up to my hive at home without protective gear, and park my car within about 20 feet).

I'll share the honey. Don't expect any until late spring in 2020, though, and then only if they do well.



I've talked to a number of people at the club who are curious or interested. Here are a few pics from my existing colony. This is just to give you an idea of how it all works, and show what I've got in mind.

Getting a colony started typically costs a few hundred dollars. You need the boxes, empty frames for them to build comb, and of course the bees. I got a nucleus colony, or "nuc." This is a box of bees with five frames, including a laying queen, workers, drones, brood (eggs, larva, pupae) and honey. Not the cheapest way to do it, but gets them off to a quick start. They have everything they need right away, and the hatching brood means that their numbers begin to increase immediately.

Here is my 10-frame box ready for occupancy last April. The new frames were almost completely covered less than a month later. I added more boxes over the course of the summer, and actually took a token few pounds of honey for myself in early October. They have an estimated 65 or 70 pounds of honey and pollen remaining, which should see them through the winter. I'll feed them some hard sugar for insurance, too. I'm well-positioned to see surplus honey next year.



The frame on the lower left is nearly all honey, with each cell covered by a wax cap. You can see that the workers at the bottom are still mostly on task, even though they've just been yanked out of their home.

And last, a wild swarm on the lower right. They probably absconded from a managed colony, not a hollow tree. We happened across them at a beekeeping school I attended last spring, and captured it as a class exercise. That's my hand scooping them up. Swarming bees have split off from an existing colony, and are in search of a new home. They don't have a hive to defend, and so are usually very docile. They are also worth some money. If you see a swarm next year, call a beekeeper. Leave that can of Raid on the shelf.

I plan on painting my CCSC colonies to match our 2-33s. I'll write periodic newsletter updates next year and let everyone know how things are going.

MODIFIED GLIDER DOLLIES - KEITH KILPATRICK

Over the next several weeks you will notice a change to the glider dollies. We've added new brackets and a rod to aid in keeping the wheel on the dolly during movement.



We all have experienced the wheels coming off the dollies resulting in the dollies rolling around the hanger . . . this fix should take care of that issue. Once the dolly is under the wheel just insert the rod and away you go.



CFI SCHOLARSHIP FROM SSA - TOM MCDONALD

The SSA is offering a new scholarship program to encourage members to become certified as flight instructors for gliders. This includes both initial and add-on instructor certificates and is good for a total of \$2000. That includes \$1500 from the national organization and a \$500 match from CCSC which the Board authorized at the most recent meeting.

There are 13 scholarships available. The application period opens on January 1st, and is first-come, first served. Effectively, that means that we should also consider January 1st as the deadline. We can only submit one application from our club.

The scholarships are intended to encourage the development of new club flight instructors. Our guidance from SSA is to select our nominee considering their likely effectiveness as teachers/instructors.

It is hoped that this program will provide an incentive to individuals who might otherwise not begin their CFI-G training, or are unlikely to complete their current CFI-G training, for financial reasons. It is also hoped that this program will provide an incentive to clubs to encourage their members to become flight instructors.

Interested? [Let me know](#); don't wait for a call. I'll fill you in on the details. You will need to provide a brief soaring biography and explanation of what your motivation and goals are in becoming an instructor for CCSC.

I would like to have expressions of interest this month, and not be rushed on the deadline with the upcoming holidays. This is an open process. In the case of multiple applicants, our board will ultimately decide on our nominee.

Active Membership status as of end of Board meeting:

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Members & Military	172	173	172	173	171	172	170	171	173	174	174	176	175	174	173
Family & Youth	23	24	24	23	20	21	21	21	22	22	22	25	25	25	24

BRONZE BADGE QUESTIONS OF THE WEEK

What force provides the forward motion necessary to move a glider through the air?

- a) Lift.
- b) Centripetal force.
- c) Gravity.

What effect would gusts and turbulence have on the load factor of a glider with changes in airspeed?

- a) Load factor decreases as airspeed increases.
- b) Load factor increases as airspeed increases.
- c) Load factor increases as airspeed decreases.

A sailplane has a best glide ratio of 23:1. How many feet will the glider lose in 8 nautical miles?

- a) 1,840 feet.
- b) 2,100 feet.
- c) 2,750 feet.

A sailplane has a best glide ratio of 30:1. How many nautical miles will the glider travel while losing 2,000 feet?

- a) 10 nautical miles.
- b) 15 nautical miles.
- c) 21 nautical miles.

A sailplane has lost 2,000 feet in 9 nautical miles. The best glide ratio for this sailplane is approximately

- a) 24:1.
- b) 27:1.
- c) 30:1.

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 3:00 pm on 11/06/2018 there are three requests 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	Sub/Swap
3rd Sunday in December 12-16-2018	N/A	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.)



Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



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

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

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.

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.



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.

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, 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:** Booker Atkins, Bill Hall, Ron Kellerman, Brian Mork, Jim Suda, Lizz Suda, Chloe 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:** Al Dunn, 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:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Tom Lepley, Charlie Maxwell, Ethan Maxwell, Joshua Rising.

3RD 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,

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, David McMaster, 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:** 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.

Revised 10/16/2018 mkm