



## Caesar Creek Soaring Club

December 10, 2019

### UPCOMING EVENTS

- Jan 4 Board of Directors meeting at 9:30am – John Lubon
- Feb 8 Annual Banquet – Valley Vineyards at 6:00pm – Chuck Lohre
- Jun 3-6 [SkySoldiers](#) (173<sup>rd</sup> Airborne Brigade Assn.) [reunion](#) guest soaring
- Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre

### SATURDAY, DECEMBER 7, REPORT – STEVE FENSTERMAKER

Wind was from the east at 5 mph with bright sun, but little thermal activity. It was a good day for flying and we had a total of 20 flights using runway 09. At one moment we had two gliders on the downwind leg at the same time, but neither was aware of the other. One pilot detected the presence of the other by seeing its shadow on the ground. It was strongly suggested that the ground crew should always have a radio and announce to gliders when this situation occurs.

### NEAR MISS! – DICK SCHEPER

Blue sky, unlimited visibility, light east winds, air like glass, 2 or 3 gliders operating...great day for a couple sled rides in the G102. Descended back into and radioed a standard right downwind to RW 09 from a 45 dogleg to the SE... couple towplanes radioing entry, couple gliders on tugback along the south side...concentrating on spacing and where to land....normal base, turn final about 300ft to see a 2-33 less than 100' ahead and 50' below me. He was not visible to me on his low pattern downwind demonstration. Slightly above, my fuselage blocked him, his high left wing blocked me. The instructor was concentrating on instruction, did not radio position, saw 2 plane shadows on the ground and turned base early to get clear. I slowed, he kept up speed to land long. Ground crew had no radio to call us, maybe couldn't see us, both hidden in the full, bright sun. All the conditions for an accident coming together...the 'perfect storm'. We lucked out, or had some angels flying with us.

Lessons Learned: Ground crews need radios and need to always watch traffic. Pilots need to talk and add another level of caution and searching for traffic in the pattern, when just getting safely on the ground may not be enough. Expect the unexpected.

### SO THERE I WAS ... – TOM MCDONALD

So there I was (because all flying stories start like that), on a low downwind to runway 9 in a 2-33. We had just taken off and done an intermediate altitude rope break on the crosswind at maybe 5 or 600 feet. Given the fairly brisk east wind, there was enough room to do a normal pattern if we kept it tight. I was the instructor pilot in the back seat.

My mental model for this until just after pulling the release was completely different. I had expected to land 27, with an extra turn or two to burn off the altitude.

But as I said, there I was. My pilot had decided to run an abbreviated pattern back to 9. We had the room, so I let it play out. Approaching the west end of the runway, I noticed the shadows of two

aircraft on the downwind. Both were about the same size, leading me to conclude we were at nearly the same altitude. I was flying an unbriefed echelon-right formation with another glider. Yikes!

Looking left, no traffic. He must be just above. I knocked the stick right and beheld the Baby Grob right where I thought he would be, towards the sun and blocked from view by my wing before I banked. This was close enough to read the tail letters and clearly discern the alternating white and orange stripes. We were probably blocked from view by his wing as well and would have been difficult to spot regardless due to the lack of relative motion between us.

We continued that right turn to an early base and landed long to leave room behind us. The whole thing takes longer to read about than it did to happen. We were very lucky to have a sunny day to catch that shadow. Without that, you might have first heard about this on the evening news.

So, lessons learned, or learned again:

- If you are departing for a rope break or pattern tow, make that announcement before takeoff. The other pilot would have known to watch for us. There wasn't time in the event to fumble with the mic, and even my original plan to land 27 might have left us nose to nose.
- I understand that people on the ground saw this play out. The crew chief or another safety person should always have a radio. I don't expect a control tower or even a Unicom, but getting this critical news to both pilots even five or ten seconds sooner could make a real difference.

## **BUDGET FOR 2020 AVAILABLE FOR YOUR REVIEW**

At the 7 December 2019 meeting of the Board of Directors Rolf Hegele presented a proposed budget for the club for the forthcoming year. After discussion and a couple of minor adjustments the Board approved the proposed budget unanimously.

The Code of Regulations Article VI requires such a plan listing expected income and expenditures for the Club for a one-year period. It provides an instrument that requires the Club to do advance financial planning and provides a system of priorities that will ensure that the more important things are taken care of first. It also constitutes a means of placing the entire financial program before the membership for their information and approval. Once approved it provides an authorization for the Treasurer to pay those obligations of the Club which are enumerated in the budget.

The Code of Regulations Article VI requires that a budget be prepared and approved by the Board of Directors. It must then be provided in writing to the shareholders at least thirty (30) days prior to its proposed effective date. The budget becomes effective as provided unless the Board of Directors receives written objections from at least 20% of the shareholders. Upon receipt of such written objections, the Board must withdraw the proposed Budget or present it to the shareholders at a Special Meeting of Shareholders for approval or rejection. If a new budget is not adopted, the current budget remains in force until such time as a new budget is adopted.

The 2020 Budget approved by the Board of Directors is available for your inspection in the members-only section of our website at [this link](#). [Remember that the password for the members-only section is printed at the bottom of your monthly statement.]

Two key assumptions used in preparing this budget are the number of members and the number of flights throughout the coming year. For 2020 it is assumed that there will be 190 members and 1650 flights, the same as was assumed for 2019. Most of the other line items are also about the same as experienced in 2019. For the past several years significant improvements have been made in our facility and equipment with the purchase of a new tractor, new roof and siding for the barn, new roof and siding for the farmhouse, etc. There is no provision for a major upgrade in the plan for 2020, but

with the loan for the tractor now fully paid off, there is a good increase in the funds being set aside monthly in a Reserve Fund for future improvements such as a new glider, etc.

Shareowner members should review the budget. If you have questions or concerns contact the Treasurer, [Rolf Hegele](#), or any other member of the board of directors.

## CLUB STATISTICS

ACTIVE MEMBERS	12/2/2017	12/1/2018	12/7/2019	2019 PLAN	2020 PLAN
Full Members	173	169	170	166	166
Family & Youth	23	25	30	24	24

  

FLIGHT ACTIVITY	2017	2018	2019	2019 PLAN	2020 PLAN
November	58	80	92	65	65
Year to Date	1604	1556	1533	1600	1600

- The 2017 budget was based on 200 members and 1800 flights for the year.
- The 2018 budget was based on 190 members and 1700 flights for the year.
- The 2019 budget was based on 190 members and 1650 flights for the year.

## CCSC CROSS COUNTRY CAMP, AUGUST 3 -7, 2020 - CHUCK LOHRE



***Gliders finishing a race photo by astir698. The vapor you see is from the dumping of water ballast. Gliders load up with water before they launch and get rid of the extra weight before they land. A heavier glider will fly faster, increasing distance and speed points for the flight.***

Sailplane cross country flight with high performance gliders is an exciting and challenging way to fly. Plan now to take advantage of this rare opportunity for training and mentoring right at home at CCSC. Each day a different course will be chosen by the pilots and the [OLC scoring program](#) will choose the best 2.5 hour segment for scoring. Depending on the weather conditions maximum distance race around the course within a typical 2.5 hour period might be 150 miles. Participants will fly as far away as Columbus, north of Dayton and nearly to Indianapolis. The daily course stays at least 30 miles away from the Northern Kentucky, Greater Cincinnati airport.

At the camp, experienced pilots will take a small group of gliders out on course. Typical groups may include medium performance gliders like ASW 15, LS 4, Libelle, and LS 1 going to Clinton, Green County, Dayton Wright, Lebanon and back home. Another lower performance group might include 1-26, K6 or AC-4 Russia following the leader to Red Stewart airport three miles away and then on to Lebanon six miles more and then fly eight miles back to CCSC.

Are you ready? Read more about the [details on the CCSC website](#) and save the dates: Aug 3-7

## BRONZE BADGE QUESTIONS

When flying cross country at a minimum altitude of 2000 ft AGL you should

- A. select a specific landing area(s)
- B. be on the upwind leg of a specific landing area
- C. select a general landing area(s)

While thermaling at 4,500 feet from which direction would you expect most VFR traffic to come?

- A. it is not possible to predict.
- B. easterly (flying westerly).
- C. westerly (flying easterly).
- D. north (flying southerly).

What is meant by the term "dewpoint"?

- A. The temperature at which condensation and evaporation are equal.
- B. The temperature at which dew will always form.
- C. The temperature to which air must be cooled to become saturated.

What happens to visibility and temperature at the passage of a cold front?

- A. Visibility increases and temperature decreases.
- B. Visibility decreases and temperature decreases.
- C. Visibility increases and temperature increases.

In the Northern Hemisphere, the magnetic compass will normally indicate a turn toward the south when

- A. A left turn is entered from an east heading.
- B. A right turn is entered from a west heading.
- C. The aircraft is decelerated while on a west heading.

What does the red line on an airspeed indicator represent?

- A. Maneuvering speed.
- B. Turbulent or rough-air speed.
- C. Never-exceed speed.

The Soaring Society of America website provides a Bronze Badge Study Guide which is designed to help prospective Bronze Badge candidates prepare for the written exam. The [questions that are used for the Bronze Badge written test](#) are now presented in the form of a quiz. This will be very helpful for pilots preparing to take the written test for the Bronze Badge, so [take a look and try a practice test](#). An excellent list is provided with links to the fifteen references in which the full explanation of the subject matter is available.

## INCREASED SECURITY FOR PERSONAL INFORMATION IN ROSTER

In addition to the password requirement to access pages in the Members Only portion of the CCSC website the files that have personal information now have an additional level of protection. If a person gains access to the Members Only pages and downloads a file and saves it on his computer subsequent attempts to open that file now require a password. More information will be forthcoming.

## 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 12/10/2019 there are 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](mailto:skydivesports@gmail.com)



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



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

## FOR SALE: 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. **New Canopy.** Finish in **Great** 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 \$36,000. Contact Rolf @ 937-271-5003 or [N11rdbird@att.net](mailto:N11rdbird@att.net).



**Schweizer SGS 1-23**, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

**CCSC IS ON FACEBOOK** <https://www.facebook.com/CaesarCreekSoaringClub>

**CCSC WEBSITE** [MINUTES FROM BOARD OF DIRECTORS MEETINGS](#)

**(The password is printed on your monthly statement.)**

## 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:** Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Dick Huskey, Waseem Jamali, Joe Jaap, D. Mattmuller, Kevin Price, B. Sanbongi.

### **1<sup>ST</sup> SUNDAY – Training Crew**

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Bill Clawson, Christian Maurer, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

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

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

### **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:** Dave Conrad, Al Dunn, Fred Hawk, Dan Katuziowski, 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:** Charlie DeBerry, Tom Lepley, Sami Rintala, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, Al Quinn, 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. **Crew:** Jacob Dunnohew, Dan Miner, Tony Rein, David Whapham, Ian Wolfe, Mark Crosten, John Konoratowiz

### **4<sup>TH</sup> SATURDAY:**

**CC:** Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Tony Deatherage, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Edgar Byars, Andrew Dignan, 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, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca.

### **2019 5th WEEKEND CREW DAYS:**

Dec 29 – 2nd Sun Crew

### **2020 5th WEEKEND CREW DAYS:**

Feb 29 – 4<sup>th</sup> Sat Crew

Mar 29 – 4<sup>th</sup> Sun Crew

Mar 30 – 1<sup>st</sup> Sat Crew

May 31 – 1<sup>st</sup> Sun Crew

Aug 29 – 2<sup>nd</sup> Sat Crew

Aug 30 – 2<sup>nd</sup> Sun Crew

Oct 31 – 3<sup>rd</sup> Sat Crew

Nov 29 – 3<sup>rd</sup> Sun Crew

### **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](mailto:BusinessManager@soarccsc.com)

**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.

Revised 12/08/2019 mkm