



Caesar Creek Soaring Club

December 9, 2014

NEWS YOU NEED TO KNOW

- Sign up now for Grob-102 BG in 2015

CALENDAR OF UPCOMING EVENTS

Jan 3	CCSC Trustees - 9:30
Jan 10	SSD Directors - 9:30; 2020 Planning Committee - 10:30 am
Feb 21	Banquet – Gary Adams
Mar 7-8	Instructor Refresher Course - Tom McDonald

BOARD OF TRUSTEES FOR 2015

Four trustees were elected for two year terms at the annual meeting on November 11: John Dudley, Jim Dudley, Rolf Hegele and Mark Miller. Trustees with one year remaining of their current term are: Gary Adams, Tim Christman, Bob Miller, Steve Statkus and Brian Stoops. At the meeting on December 6 each agreed to continue in his current role, with Mark Miller assuming the position of Vice President. Appreciation was extended to Mark Schababerle, who volunteered to fill the vacancy that developed mid year.

The roles for 2015 are:

President -	Jim Dudley	Secretary -	John Dudley	Operations -	Brian Stoops
Vice President -	Mark Miller	Tow Planes -	Tim Christman	Facilities -	Bob Miller
Treasurer -	Rolf Hegele	Gliders -	Steve Statkus	Publicity/Social -	Gary Adams

BOARD MEETING WELL ATTENDED

More than 30 members attended the Trustee meeting on Saturday and contributed to the discussion of a wide range of topics including the budget/operating plan for 2015, strategy for repair of "The Pickle", fleet upgrade, whether to retain the Grob-102 on the flight line in 2015, flight training program improvements, whether to limit operation of the Kubota to enhance safety relative to youthful operators, etc. Thank you to all who contributed to the meeting.

CLUB STATISTICS

<u>ACTIVE MEMBERSHIP</u>	<u>11/1/2014</u>	<u>12/1/2014</u>	<u>FLIGHT ACTIVITY</u>	<u>2013</u>	<u>2014</u>
Full Members	156	157	Last month	80	50
Family & Youth	40	36	Year to Date	1656	1791

WELCOME D'SATURNINO ALVAREZ

One new member was approved by the board, D'Saturnino Alvarez.

FINANCIAL HIGHLIGHTS FOR NOVEMBER

YTD net income was \$1,064 unfavorable to plan on gross income of \$167,406 at the end of November. Overall, the financial situation is still looking good and there is a good chance that we will end the year exactly on plan. The fuel index remains at \$0.40 per 100 feet. There is ample cash on hand to cover the anticipated expenses during the next three months, including the annual insurance payment and the quarterly lease payment to SSD which are both due in December.

WINTER OPERATIONS

Off site operation during the time that our field is likely to be muddy is under consideration, but no site has been identified at this time. If you have an opinion about whether operations should continue off site or a recommendation as to which site, contact Brian Stoops.

GROB-102 PLAN FOR 2015

The board approved treating the Baby Grob in the same manner as for 2014. So far in 2014 there have been 53 flights, of which 32 were prepaid and 21 were at the \$25 per flight rate. Dick Scheper is the clear winner with 9 flights for his one time payment of \$90 back in January. The expectation that the prepayers would fly BG a whole lot more this year did not come true. In fact, usage is down 6 from the 59 flights in 2013. So, the usage does not appear adequate to cover annual operating costs of roughly \$1700 (insurance ~\$1400, maintenance and annual inspection costs ~\$300).

Everyone who wants to fly the Baby Grob is asked sign up now such that all these costs are covered. In exchange, those members will fly up to 2-hour blocks with no Aircraft Use Fee. Other members will be charged \$25 for Aircraft Use and will be limited to 1-hour blocks. The Hook-up Fee, Basic Tow Fee and Altitude Index Fee will follow the Schedule of Fees and Dues for all pilots, only the Aircraft Use Fee is different.

If you want to fly G-102 with no Aircraft Use Fee in 2014 you must declare that desire now by email to [Jim Dudley](#). The \$90 G-102 Fee will be put on your February statement, payable by February 28.

TOM BALES IN HOSPICE

Charlie DeBerry reports that Tom Bales has been in Hospice care for a month. He has some good days and is in no pain, but has almost no energy. He sometimes gets out of bed, but in a short time he is out of energy and must go back to bed.

CREW ACTIVITIES

It was rainy and overcast and the field was wet, so Steve Fenstermaker's First Saturday Crew participated in the Trustee meeting. The club house was then swept and cleaned up. There were no flights. A placard was placed on the Kubota indicating driving restrictions approved at the November board meeting. The crew trailer was organized. Mike Karraker's First Sunday Training Crew found that the field was still soggy, so there was no flying on Sunday either. They cleaned the tool shed, put CC in its trailer and replaced some tin on the barn roof. Instructors worked with students on ground school items and tests.

Steve Statkus reported that just to prove that gliders do fly from CCSC, the Wednesday crew launched two student flights 12/3. This is more than the combined total of the two preceding and two following weekend crews, and for zero crew credit. Then they put the 2-33 back in the hanger and left, but before the flight activity the crew enjoyed turkey soup, apple pie and ice cream thanks to the generosity of Lucy Ann and Mike McKosky. If you're of the mind that there is not enough social activity at CCSC come out and join the Wednesday crew. In the winter each Wednesday at noon we have soup, made by a volunteer. This is after we all meet for breakfast in Waynesville.

SAFETY... LET'S HELP EACH OTHER!

"Learn from the mistakes of others. You can't live long enough to make them all yourself." - Eleanor Roosevelt

While that sage advice was offered as a broad guideline for life, it is so very applicable to those of us that fly. All of us have made and will make mistakes as pilots. A redeeming outcome from those mistakes is that we can learn from them. Further, by sharing a lesson learned, we may save another pilot from making the same mistake...and in ways we may never know may save a life or lives in the process.

Those of us at CCSC that have a military flying background are fully familiar with frank and open post flight debriefs where each aspect of a flight is picked apart and addressed directly...the good, the bad, and the ugly. In spite of what Hollywood would have you believe about military pilots, egos are set aside in the debrief and the truth is laid on the table. Often, if a military pilot thinks it will benefit other pilots, he will "fess-up" to a mistake made that would have otherwise remained unknown. The end result of all of this is a safer and more effective flying operation.

At CCSC we don't have debriefs for normal flying, but we can benefit from the sharing of lessons learned...and some of those lessons learned will inevitably be from mistakes that have been made. Some of those mistakes made/lessons learned will be known only to you. Others will be noticed by others (e.g., a bad landing). Regardless, we need to share our lessons learned and be open as well to input/correction from our fellow pilots. Egos can interfere with that, but frankly, egos need to be put aside. If someone offers an input to you, please listen to what is said and strive to honestly assess whether there is merit to the comment. And by the way, you may get a compliment. If so, share your golden technique for whatever you did so others can excel like you!

Now I'll move away from the theoretical and give a real world example/application of the above...and use none other than myself for that. After 6,152 flights in the 2-33, I recently got my commercial glider rating. (OK, it just seemed like that many flights!) Anyhow, straightaway I got checked out in the Grob 103, and after a couple of flights I took my wife for a ride. Upon landing, a smiling Lynn Alexander greeted and chatted with me and my wife a bit. He then commented to me on the side that "We want you to come across the road higher." Rather than get defensive, I reflected on what he said. I asked myself, "Was I shallow?" Well, you know, I was. "Humm...why was I shallow?" I think it is probable that it was a result of a different landing picture from the Grob than from the 2-33. Regardless, lesson learned and taken to heart...and now shared with you.

To close, I believe we as a club need to work on being open to sharing our lessons learned and also on receiving inputs from others. Likewise, we need to find a practical means to share those lessons learned with others. Perhaps a Safety section can be added to the Frequent Flyer to convey lessons learned.

Anyhow, all for now. Fly Safe...and tell others how you do it! - Kevin Price

WINTER RULES IN EFFECT FOR WEDNESDAY CREW - STEVE STATKUS

With the coming of winter the Wednesday Crew's schedule switches to the "Winter Rules" which means a fire in the fireplace, beer in the fridge, an ample supply of hot sauce and soup at noon. This past Wednesday, Lucy Ann brought turkey soup, bread, apple pie and ice cream. Jim Hurst brought the cookies. Bob Root declared (from home via phone) that "the soup was the best we ever had." This was agreed to by all amid slurps and grins.

In the past I have tried to get recipes for the various soups and have had some success. The idea was to get these in the news letter and eventually create a CCSC Winter Rules Soup Cookbook. To get that ball rolling again, here's my recipe for:

Steve's Exothermic Chili:

Get one, no, two packages of Carroll Shelby's Real Texas Chili mix. You'll only use one but you oughta have one on hand just in case. You can find this on the aisle with spices, or sometimes with the chili powders at Krogers.

Get two cans of chili beans, two cans of diced tomatoes, a little jar of green peppers, a big can of V8 juice, a big jar of salsa medium hot, a small can of tomato paste, a container of mushrooms, a green and red pepper a big red onion, a log of Morning Star Farms veggie sausage or veggie crumbles in the bag, about a pound I think. And about 5 small red potatoes, and a bunch of olives (about 25.) Get a jar of sliced jalapeno peppers.

Stir fry (I use virgin olive oil, but virgins are getting harder to find so use what you've got) the potatoes (after you've cut them into chunks about 9/16 in. on a side. As they're getting done, throw in the peppers, sliced and cut into chunks about 5/16 in. wide by about 7/8 in. long. In goes the onion diced about 1/4 in. square. Dump in the veggie crumbles and mix this mess up. Throw in the mushrooms cut in slices 3/16 in. thick

Open up the chili pack and dump in about half of the red chili powder, (the big packet.) Mix this stuff around and cook. I usually throw in a heaping tablespoon of garlic a couple of minutes before I take this mess off the stove.

While your stir frying is cooking get out a big cooking pot (5 qt size or thereabouts) and dump in the V8 juice, the two cans of beans, juice and all. I usually rinse out the cans with half a can of water and dump that in the pot too. Throw in the paste, the salsa, the green chilies. Fire this puppy up and stir it up good. Add the olives cut in half. Don't let the bottom burn. Dump the rest of the opened chili mix in the pot and stir. I usually add a heaping tablespoon of red chili powder.

Now you've got to decide how important your wife and kids are to you because you've come to the point of separating the Big Dogs from the rest of the curb sitters. You gonna use them Jalapenos or are you gonna put em away in the cabinet? If you're a Big Dog, half the jar goes in the pot. I usually hit the spice cabinet for some cajian seasoning and more chili powder. I'll add a tablespoon of garlic powder, the small red packet in the chili mix, and the salt from the chili mix. Keep stirring. About now I'll open another beer cause that stirring makes me thirsty.

When the stir frying is done, dump that into the pot. You might need to add some water to thin it a bit, not too much though. Keep stirring and watch the bottom. Look around the kitchen and if you forgot anything throw it in now.

Turn down this fire and let the chemistry do it's thing. Stir when ever you go in for a beer. At some point dump the bag of Mesa powder, (the cream colored packet in the chili mix.) This will thicken the batch up. Salt and pepper to your taste. It ought to go down nice and reward your tongue with a nice blast of heat after a few minutes.

About fifteen minutes before you're ready to eat the stuff, grab a jug of Maple syrup or pancake syrup and dump a cup into the mix and stir a minute.

That's about it except for the disclaimer. Don't serve this to old people, folks on pacemakers or those people who may suffer from hemorrhoids. In case you have guests and want to serve this, keep a gallon of Vanilla Ice Cream handy cause nobody wants to admit having hemorrhoids.

FRAUKE ELBER HAS PUBLISHED HER FIRST BOOK

Many of you recognize Fauke Elber's name from her contributions to *Soaring Magazine's* Club News section or her role as editor of *Hangar Soaring*, the newsletter of the Women Soaring Pilot Association. Some know her personally from her involvement involvement in soaring contests and activities for many years. Those of you with connections (emotional) to the Navy or an interest in WW II naval activity may be interested in Fauke's book which has just been published at Amazon.com. The title is: The Tall Man in the Dark Suit, the World War II Ship Diary and Letters of a German Kriegsmarine Cadet. (paperback, 107 pages)

Frauke's summary: "I have been in possession of my uncle's WWII ship diary. Before I donated it to the Mariner's Museum in Newport News, I translated it from German into English. The more I read the more intrigued I became about the uncle I never knew. Not only gave it a glimpse into his short life but I also realized that it was a unique historic document."

CCSC TRUSTEE BOARD MINUTES

Available on [website](#). The password is printed on your monthly bill.

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

CCSC WEBSITE <http://soar-ccsc.com/>

FOR SALE

One eighth share available for the Red Wing Soaring Club 1-26. \$1000.00 Call Jim Grueninger, 740-503-0032, share owner, or Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy soaring! Always tied down and ready to go!

2009 SparrowHawk, Dittel Radio with External Antenna, Ideal Trailer custom built by MM Fabrication, ballistic parachute, wing and tail dollies, Price :\$45,000. Contact: Dave, 859-356-0501, dedwardsky@insightbb.com or Charlie, 937-435-9229, 937-626-2000, deberrycw@aol.com

LAK 12 glider and trailer. 50/1. It's big. Price negotiable. Located on the field. Interested parties should contact Wally Detert, 937-667-6950 or John Biernacki.

"6V" ASW 15. Cambridge 302 Vario and moving map Flight Computer. Dittel radio. 1/3 share is For Sale. Contact Chuck Lohre 513-260-9025, chuck@lohre.com

1/3 Share in N11rdbird. A beautiful Libelle201b, Serial No.74. Includes Eberle trailer, tow out gear, Cambridge LNav Vario and GPS, MicroAir Radio, with IPAQ 3955 running SeeYou Mobile. New Chute with Annual through May 2015. Call Rolf, 937-271-5003.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: , **Tow Pilots:** John Armor, Mark Schababerle, Richard Perry, **Instructor:** Paul McClaskey, Bill Gabbard, Tom McDonald, Richard Perry. **Crew:** Gerry Daugherty, Waseem Jamali, Courtney Ohl, Kevin Price, John Raines.

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:** Mark Miller, **Tow Pilots:** Manfred Mauer, Norb Mauer, Dieter Schmidt, Andy Swanson, Bob Miller. **Instructor,** Bob Miller, Rich Carraway. **Crew:** Don Burns, Stephen Kleine, Jacob Moore, Dave Rawson, Chad Runyon, Jack Runyon, Joe Zeis.

2ND SATURDAY

CC: Bob Root (cell: 513-630-8761), **ACC:** Dan Staarmann. **Tow Pilots:** Bob Anderson, Haskell Simpkins©. **Instructor:** Chris Giacomo, Bob Anderson, Jim Price. **Crew:** John Antrim, John Biernacki, Pat DeNaples©, Dick Holzwarth, Jim Hurst ©, Jim Marks, Joey Tomei.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:** Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie Penner, Gordon Penner, Jim Goebel **Instructor:** Gordon Penner, Jim Goebel, Tom Rudolf, Chad Ryther. **Crew:** Dave Conrad, Alyssa Engeseth, Tom Geygan, Fred Hawk, Mike McKosky, Katie Menchen.

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906), **ACC:** Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Jake Click, Eric Cochran, Chandler Demler, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©.

3RD SUNDAY

CC: Tom Bonser (cell: 513-673-7746), **ACC:** **Tow Pilots:** Tony Bonser©, Tim Christman, Richard Perry. **Instructor:** Dick Eckels, Bill

Gabbard, Chad Ryther. **Crew:** Daniel Beans, Jack Morari, Zach Siefker.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025). **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins©, Guy Byars, Bernie Fullenkamp©, Larry Kirkbride. **Instructor:** John Atkins, Joe Jackson, Larry Kirkbride. **Crew:** Tom Bales ©, Ross Bales, Jon Fullenkamp, Casey Hildenbrand, Henry Meyerrose, John Murray ©.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955), **ACC:** Rik Ghai. **Tow Pilots:** Matt Davis, Ron Blume, Tim Morris. **Instructor:** Lynn Alexander, John Lubon. **Crew:** Chad Beckwith, Mauricio Berrizbeitia, Richard Cedar, Pat DeNaples©, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2014 ADDITIONAL CREW DAYS:

March 29 – 2nd Sat Crew

March 30 – 2nd Sun Crew

May 31 – 3rd Sat Crew

June 29 – 3rd Sun Crew

Aug 30 – 4th Sat Crew

Aug 31 – 4th Sun Crew

Nov. 29 – 1st Sat Crew

Nov 30 – 1st Sun Crew

POINTS OF CONTACT:

CCSC PRES: Jim Dudley, © 513-582-5661

CHIEF TOW PILOT: Tim Christman, hm: 937-475-1445

SAFETY OFFICER: Paul McClaskey, hm: 614-245-8129

DIR OF OPS: Brian Stoops, 937-203-6997 (c)

DIR OF FACILITIES: Bob Miller, 937-882-6012

TOW PLANE MAINT: Tim Christman, hm 937-475-1445

GLIDER MAINT: Steve Statkus, 513-576-9080

SSD PRES: John Lubon, hm: 513-870-0994

BUSINESS MANAGER: Noelle Stewart, cell: 808-286-2373, BusinessManager@soar-ccsc.com

FREQUENT FLYER EDITOR: Jim Dudley

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