



Caesar Creek Soaring Club

April 28, 2015

NEWS YOU NEED TO KNOW

- Our equipment is all back at CCSC; operations will be at CCSC from now on.

CALENDAR OF UPCOMING EVENTS

May 2	Board Meeting - 9:30 am - Clubhouse - John Lubon
May 16	Open House - Brian Stoops
May 16	Pot Luck to conclude Open House - JoAnne Pedersen
Jun 6	Board Meeting - 9:30 am - Clubhouse - John Lubon
Jun 20	Pot Luck - after flying - JoAnne Pedersen
Jun 22-Jul 3	Sports Class National Contest - Rolf Hegele
Jul 12-18	Youth Camp - Steve McManus
Jul 18	Wright Patterson Single Airmen Introductory Ride Event - Kevin Price
Aug 9-16	Adult Camp & Vintage/Antique Glider Rally - Steve Statkus

WINGS ... FOR SAFER, EASIER CURRENCY TRAINING - CHRIS GIACOMO

If you ask most instructors, the point of the flight review every two years is primarily to help pilots maintain not only their physical flying skills, but their decision making and thought process skills as well. For most pilots, this second aspect rears its ugly head right around month 23 since your last review, causing a flurry of studying so as to not embarrass yourself from the forgotten material. This process has always seemed incredibly wasteful to me, as it promotes studying for a test and not for actual safe flying. This is why I have found my use of the FAA WINGS program to be a refreshing change, both as a pilot and instructor.

The Current version of the FAA WINGS program is instituted in [FAA AC2061-91J](#), and has changed slightly from previous versions. The WINGS program is comprised of a plethora of online courses (or seminars for credit) and flight profiles that you complete with an instructor to achieve "Phases" at three different levels of competence – Basic, Advanced, and Master WINGS. Completion of three ground courses and three instructor flights earns you a phase in the Wings program, and to ice the cake, **satisfies the requirement for a flight review** per Part 61.56(e).

Having completed multiple independent courses in my spare time, I have found the ground courses to be very helpful in forcing me to think more critically about aircraft decision making and pre-flight preparation. There are dozens of courses to choose from, and the flight elements are tailored to what you and/or your instructor would like to focus on. My impression is that it is a home-run for pilots who do not fly every day and are looking to avoid the stress traditionally associated with the flight review. I would strongly urge instructors and students to consider this program as an option for continuous learning and long-term proficiency. For more details on the program, please see [this link](#), visit the [FAA Safety website](#), or contact me at cxgiacomo@gmail.com.

CAESAR CREEK SOARING CLUB OPEN HOUSE



May 16, 2015
(Rain or Shine)
10:00 a.m. to 6:00 p.m.

Bring your friends, neighbors, business associates, and everyone else and show them what you like to do on the weekends. We will be offering rides to those interested in taking a flight.

It will be a fun day of flying and there will be hot dogs, hamburgers and drinks available to all, so be sure to tell them to come early.

CLOUDSTREET - SOARING THE AMERICAN WEST TELEVISION DOCUMENTARY

SSA is sponsoring a high-definition movie showing the beauty and drama of a flying adventure in the American West. Here is a teaser: <https://vimeo.com/88283001>. The documentary is being released to all PBS affiliate stations starting May 20, 2015, so it should be coming soon on your favorite PBS station. Watch it so you can respond when you hear the buzz at the water cooler or the grocery store. Then invite people to come out and experience an Introductory Soaring Flight.

WEBCAMS WORKING AGAIN

Do you sometimes wonder whether the crew chief has decided to fly or not on a day when the weather is questionable? One way to find out is to look at the [Web Cameras on our website](#). If the hangar doors are still closed, that is a good indication. Recently the cameras have not been updating on our website, but thanks to Andrew Dignan all three are now working again. Two cameras are located in the clubhouse behind valences in the windows and one is located at the back of the main hangar. Please be careful not to unplug the power cords to them. Also, please leave the clubhouse computer on at all times. By the way, the link to the web cameras is now the second item in the list on the left margin of most [web pages](#). By the way, it looks like the Sunday crew left the lights on in the hangar!



View to the east from the clubhouse.

UNIFORM OPERATING PROCEDURES REVISION PROPOSAL

The Board of Directors approved changes to the UOP at the April 11, 2015, meeting. Those changes are primarily to be consistent with the new organizational structure (e.g. change Trustees to Directors, change By-Laws to Code of Regulations, etc.) and corrections to spelling errors. Changes to the Section 2.3.2 Ground Signals were also approved to make them consistent with recommendations of the SSA/Soaring Safety Foundation which are nationally accepted. The [proposed document](#) shows all changes in color. Please review this document and provide comments to the Board of Directors. Unless additional changes are requested by the membership this version will become official policy of CCSC on June 1, 2015.

WHO FLIES AT CCSC? - LARRY KIRKBRIDE

The question "who flies at CCSC?" has many answers. With nearly two hundred members in the club, there is almost always someone with the knowledge, skill, and experience that you need for almost any task. This article looks at the FAA Airman Certification Information (http://www.faa.gov/licenses_certificates/airmen_certification/) and the list of who paid for flights during the year 2014. My purpose for reviewing this was to gain some insight into what the glider instructional process contributes to the continued success of soaring at CCSC.

Using the August 2014 CCSC roster and updates from the newsletter, I looked up as many of the members as I could find on the FAA site. As far as ratings go, there were 66 private glider pilots, 67 commercial glider pilots, and a sport glider pilot. That left about 70 members who possibly require initial glider instruction. Of this 70, I could find no record for some. That could mean that they had no FAA file or that I had insufficient data to find them (wrong/incomplete name, mailing address, etc.). Looking at other information, I was able to identify 20 members rated in other aircraft categories that could require glider rating transition training. In addition, I found 29 members that had student pilot certificates or could be included as ab initio students requiring complete training for a glider rating and pilot certificate. The missing 20 members from my inquiry would probably add to the instructional requirements. Hopefully I can eventually generate a complete student list.

I am often told that we need more instructors. I concur that we always need more, good, dedicated instructors, especially some with fewer grey hairs than me. However, the number of members

certified to instruct in gliders (CFIG) is much higher at CCSC than any of the six soaring clubs of which I have been a member. My first club had one instructor. He taught until noon on Saturday, then got in his 1-26 and flew off. At CCSC we have 42 members (~20% of membership) rated as a CFIG. Of those CFIG rated members, 32 were current instructors in the database and approximately 19 serve on a CCSC crew. A total of 22 instructors provided at least one dual flight during 2014. In addition, there were 13 CFI's in other categories, most in airplanes. I do recognize that there is a communication discrepancy between available volunteer instructors and students wanting training. The problem is coordinating those efforts. From an instructor's viewpoint, I know that I have driven the 83 miles to CCSC, and provided only one instructional flight during my crew day. Perhaps we can find a better way for students to coordinate their instructional needs with instructors.

Over ten years ago, I did a study of data from several glider clubs. A point that I remember from that study, is that the typical glider club at that time turned over at the rate of 20 percent per year. That meant that about 20 percent of the membership joined and 20 percent left a glider club each year. Any club growth or decline was the difference between new members joining and others leaving. According to my contact at the time, this was consistent with CCSC. However, the recent economic downturn has decreased most aviation club memberships and activities, this includes CCSC. Thus attracting and keeping members continues to be important to keeping affordable soaring. Most new members require some instruction. If they are frustrated by the system, or their lack of progress, they could leave.

So how important to CCSC is the instructional process? To address this question, I got the 2014 data for who paid for flights at CCSC (the database is for accounting, so the data tracks who paid, not who flew). There were slightly fewer than 1800 tows purchased. Of those 14 percent of the tows were from contest pilots (150) and guest flights (95). Of the remaining flights, slightly more than 670 flights had cards marked as dual with one of the 22 instructors providing instruction during the year. Thus 37 percent of the total flights were dual instructional flights. Note that student solos would be additional, but I do not have that data. From this, I suggest that instructional flights continue to be significantly important to funding the club activities and keeping members.

So what do instructors contribute to the club? Beyond the 670 instructional flights and the unknown number of solos they supervised, the 22 instructors that provided those flights also paid for an additional 248 flights or an additional 14 percent of the total tows. Also, note that at least 10 CFIGs also acted as towpilots, and at least 9 are private glider owners. They also completed some of the guest flights and contest tows. Along with the many others that work at keeping CCSC functioning, CFIG's as a group contribute in many ways.

CFIG's are required by club rule (4.1.11) to have 3 takeoffs and landings in a glider as sole manipulator of the controls, thus currency, within the last 90 days before they can provide dual instruction in a CCSC glider. This differs from FAR requirements. Student takeoffs and landings do not count, but those few early student flights before the student can handle any part of their own takeoffs or landings do count. However, these flights are few. Typically, at the beginning of a season after a bad winter like this one, instructors must pay for their own 3 glider flights before instructing or providing guest flights at CCSC. During the season, instructors typically use their private glider flights or guest rides to meet currency. Many crew chiefs help instructors keep up their currency and proficiency by using them to give guest rides. However, late in the soaring season, and often during the winter months, meeting this requirement can also be a problem.

So, who is flying at CCSC? Of the nearly 200 CCSC members, 142 members (72%) paid for a glider flight in 2014. Of these 142 members, they averaged 10.8 flights during the year. (This average does not include any contest flights nor any of the 95 guest flights because I do not know which commercial glider pilot flew.) Of the 142 members that flew/paid, half flew 8 or fewer flights during the year. As you might expect, the highest number of flights are typically students and private owner flights. The highest student had 52 flights and the highest private owner had 37 flights.

These data always raise the question of how current and competent are the members who fly less frequently? This is a difficult question to answer for several reasons: not all glider flights are at CCSC, many members also fly other aircraft, and flying skills deteriorate at different rates depending upon individual differences, level of experience, etc. At this point, the annual club check offers at least one point for instructors to evaluate skills that might deteriorate during the winter. In some cases more than one flight or even a full flight review might be the CFIG's recommendation for those pilots that could benefit further. Thus all CCSC instructors must use their experience and judgment to protect our friends and the club equipment. My recommendation is that if an instructor suggests more training, it might be a good idea for all concerned to follow that suggestion. In extreme cases, an instructor may have to refer the member to the crew chief for other action.

So who is flying at CCSC? The short answer is many members, which requires the volunteer services of crew members, towpilots, and flight instructors. Flight instruction comprises a large portion of the total flights in any year. Without flight training, costs per flight would increase and CCSC membership would probably decline. In my opinion, without flight training, the relatively low cost of flying at CCSC could become prohibitive for some, and the cost of running one of the best soaring facilities in the country would continue to increase at a faster rate. CCSC's tradition of providing low cost glider flight training is one of the fundamental principles that founders saw as a key to the organization's long term success. It continues to be important today. So let's continue to support flight training at CCSC to keep us all flying at the field. I say thanks to all those who help make it possible.

GUESTS, NAMETAGS AND BUILDING FRIENDSHIPS - BRIAN STOOPS

How can you tell when an unfamiliar face is a guest, a new member or just one of the less active members whom you have not seen in a while? One good way would be to greet him or her with a sincere welcome and introduce yourself. Another way would be to look for a nametag: no nametag-must be a guest. In that case, be sure to welcome them and offer to help them find the flight line if they are interested in an Introductory Flight or just want to watch. We have great brochures and calling cards that can be given to guests that provide some information and the web address where more information can be found. The trailer will be equipped with guest name tags, so help other members of your crew by giving a name tag to the guest. That way we will all be able to call him/her by name and continue the welcome that you initiated. Talk to our guests, they searched out CCSC because they have an interest in soaring or are curious about it. Help answer their questions. Take a picture of them in a sailplane and offer to email it to them. New members are the lifeblood of the club. By the way, always wear your own name tag so other members will be spared the embarrassment of admitting that they do not remember your name.

NEEDED: SCORING ASSISTANT FOR CONTEST - POUL PEDERSEN

Poul Pedersen is the official scorer for the 2015 Sports Class Nationals, but he is looking for a protégé. Specifically, a person is needed who will support Poul for the duration of the contest (June 22 - July 3) and gradually take over the scoring with Poul's guidance. The effort is primarily after the competitors return to CCSC (typically from 5 PM until complete). In the mornings your help would be welcome to work with the Task Committee in preparing task sheets for the day.

Soaring contests are not good spectator sports, but there is one exception. For the scorer it is a fascinating spectator sport. Thanks to the use of flight recorders every minute detail of every flight is available for scrutiny. On a contest day each contestant submits a secure file from the flight recorder. The files are scored by an SSA approved program "Winscore" created and maintained by our fellow club member, Guy Byars. Winscore also creates a detailed, graphic presentation of each flight. In most cases there is more than one correct way to score the flight, and in some cases a pilot action

may incur a penalty. The scorer selects the option that is most favorable for the individual contestant and imposes penalties if required.

For more information about contest scoring go to www.gfbyars.com/winscore and look at the tutorials where Guy explains the set up and operation of the system. The rules for start/finish, turn points and scored distance drive most of the choices the scorer needs to make during the scoring process. The contest rule appendix has a number of neat, easy to understand illustrations that clarify this. They can be found on the SSA website under Sailplane racing – Contest Rules and Processes – 2015 National Sports Class Rules.

If you are interested, please contact Poul (dyhr_pedersen@fuse.net) or Rolf (sportnationals@att.net)

WEEKEND ACTIVITY

Saturday the rain prevented any flying, so Henry Meyerrose, Ethan Saladin and Ross Bales bought an new pressure tank for the water pump and installed it. There is now a good source of water for washing gliders and tow planes. Thanks to Henry, Ethan and Ross for their initiative and their work.

By Sunday the weather was great for soaring. Steve Statkus and the Mighty Fourth Sunday Crew launched 13 flights from the northeast end of the field, including two Introductory Flights. Flights were limited to the lighter gliders to assure that both the tow planes and the gliders would be airborne before reaching the damp/soft turf. The crew also reassembled the K-21 which was used at the ridge this past week. By the end of the day the field had dried enough to allow safe landings by a K-21, so the crew retrieved both the K-21 and the 2-33 that were used at Clinton County Airport. They also brought home the crew trailer. The last three gliders landed around 7:00 pm. It was a long day and John Lubon spent 90% of it in the back seat of a 2-33!.



Don Burns prepares to tow NC back to the hangar after returning from flying around the lake at Hueston Woods State Park on Sunday afternoon. It was his third outing for the year and was the longest flight recorded by a CCSC member this season at 183.5 km and an average speed of 73 km/hr.

FLIGHT CARD WARNING - ROLF HEGELE

An inordinate number of flight cards are being received with no annotation of what glider was flown. In some cases Noelle can make a judgement based on other flights, but in most cases we end up leaving it blank. This distorts our yearly flying statistics as well as our income statements. Therefore, beginning 1May2015, if there is no aircraft identified, it will be listed as an Unknown and will be charged at the rate of \$20 per flight. You will be able to correct the billing by contacting Noelle, but it is a lot of extra work for us all.

Please fill in all data on the Flight Card. - Rolf (Treasurer)

CLUB MEMBER FLYING DURING CONTEST - ROLF HEGELE

It appears that the number of contestants at this year's Sports Nationals at CCSC is going to be between 20 and 25. Therefore we are going to relax the ground rules for CCSC Member flying during the contest.

In addition to Sniffers, up to a maximum of five (5) club members will be permitted to launch after the fleet has launched and the task has opened. However, just like the contest, all turns will be to the left within five miles of CCSC.

Any questions or comments, let me know at n11rdbird@att.net or sportsnationals@att.net.

ADDRESS FOR PAYMENTS - ROLF HEGELE

Along with the organizational consolidation within the Club, we are also going to consolidate our mailing addresses. All future communications and **payments** should go to the following address.

CCSC
PO Box 920
Waynesville, OH 45068

CCSC BOARD MINUTES

http://soar-ccsc.com/?page_id=484 (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

Russia AC-4A. S/N 14. N126TH Manufactured 1995. Total time 293.3 hrs. 12.6 meter wingspan. Empty weight 290 lbs, gross weight 551 lbs. Basic instruments & very nice Sno Bird enclosed trailer. Trailer always stored in hangar at CCSC, Waynesville, OH. Fresh annual at time of sale. \$16,500
Tom Holloran, tholloran@cablone.net, 928-251-1078
<https://www.flickr.com/photos/129750433@N07/sets/72157650983503295/>

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!

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.

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: Kevin Price , **Tow Pilots:** John Armor,
Mark Schababerle, Richard Perry, **Instructor:**
Paul McClaskey, Bill Gabbard, Tom McDonald,
Richard Perry. **Crew:** Gerry Daugherty, Waseem
Jamali, Courtney Ohl, 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: Jul Alvarez, Don Burns, Stephen Kleine,
Jacob Moore, Dave Rawson, 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.

2ND SUNDAY

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

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906),
ACC: Rolf Hegele, **Tow Pilots:** Don Green, Steve
McManus. Dick Scheper. **Instructor:** Charlie
DeBerry, Richard Eslinger, 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, Jon

"Rusty" May, Laura May, Topher May, Jack
Morari, Zach Siefker, Joey Tomei.

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:** 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, Jake Burd, Richard Cedar, Pat
DeNaples©, Shelby Estell, Jeff Grawe, Keith
Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2015 5th WEEKEND CREW DAYS:

Jan 31 – 3rd Sat Crew
Mar 29 – 3rd Sun Crew
May 30 – 4th Sat Crew
May 31 – 4th Sun Crew
Aug 29 – 1st Sat Crew
Aug 30 – 1st Sun Crew
Oct 31 – 2nd Sat Crew
Nov 29 – 2nd Sun Crew

POINTS OF CONTACT:

PRESIDENT: John Lubon, 513-543-9154
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
CHIEF INSTRUCTOR: Larry Kirkbride, 614-725-
8761
BUSINESS MANAGER: Noelle Stewart, cell: 808-
286-2373, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley

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