



Caesar Creek Soaring Club

November 24, 2015

NEWS YOU NEED TO KNOW

- Happy Thanksgiving

CALENDAR OF UPCOMING EVENTS

Dec 5 Board of Directors Meeting - 9:30 AM - John Lubon

THE 3 AMIGOS FLY 800 KM AT RIDGE SOARING

By John Lubon

Background

Every Spring and Fall has cold fronts that produce Ridge Conditions. This year had very few days to produce the right conditions. So there was a lot of patience involved.

What makes good ridge conditions??

- 15-25 MPH from 290 – 330 degrees
- Less than 15, risk flying too slow on the ridge
- Greater than 25, risk is high for land-outs
- Scattered to Mostly Cloudy – Some clouds and some sun is always better



(l to r) John Lubon, Joe Simmers, Dan Reagan

What weather tools are used to predict the weather?

Windy TY

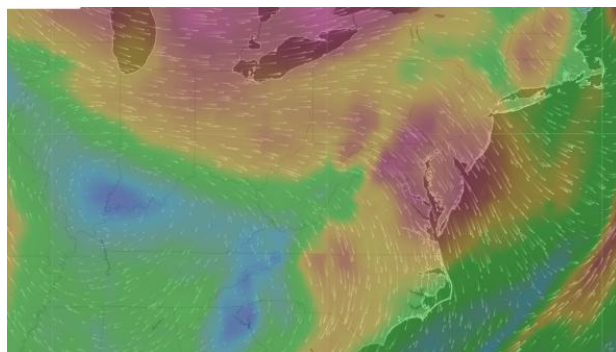
<https://www.windyty.com/?33.648,-81.428,1>

Wind Mapper

http://www.windmapper.com/forecast/state_college

NOAA Graphical Weather

<http://graphical.weather.gov/sectors/ctp.php>



Windy TY image for the flight.

What are all the considerations for ridge flying??

- A working glider with a trailer that can survive the drive
- Primary and Back up GPS
- GPS Data Base that has been verified
- Extra Cell phone Battery
- Spot Tracker and extra Lithium Batteries

- Relief System of your choice
- Motor home or boat antifreeze
- Sectional Maps, Ridge Maps
- Gain Knowledge of local land-out options (Good source for this are the regular XC ridge pilots, they are happy to share.)
- Be familiar with loading and jettisoning ballast, and find out how long it takes to jettison a partial and full load.

Anti-Freeze information from Dan Reagan

A 40% solution of pink RV antifreeze (rated for burst at -50F) will start turning to slush at +14 degrees F. With slush in the wings, dumping the ballast can be a problem. Thirty percent is probably a reasonable mixture with some fudge factor built in. Remember it gets colder the higher you go. Thirty percent requires putting approximately 13 gallons of antifreeze in 40 gallon wings. At \$3.00 a gallon on sale, this means you spend about \$40 on antifreeze each time you fly. This is small price to pay for the fun you will have.

Dress

- Need ability to add/remove clothing as conditions change
- Battery powered Foot heating system or have Gel packs on board
- Neck Warmer, Gloves, and Tassel Cap can help manage your body temperature
- Several light layers are better than a heavy coat, etc.



Dan's temperature controlled socks!

Food

Sandwich, Candy Bars, Crackers, Gatorade, Water

Time Line

We started monitoring all of the weather tools the week prior to flight. We also got positive reports from Tom Knuaff and Karl Streideck. On Wednesday Nov 11 the decision was made to go. We all travelled Thursday evening/Friday morning to Ridge Soaring. All gliders were assembled prior to sunset on Nov 13.



Looking north on Tussey (back ridge)

On Saturday Nov 14 we were up at 6:00 AM and completed final preparations on the gliders by 7:30. We were on the runway ready to launch at 8:30. At that point Tom Knauff walked out and said that he could tell that the ridges were not working because there was no air mixing in the valley.

At 9:15, Tom Knauff walked out and declared that "the ridges are now working." JL (John) launched shortly after 9:30 and reported winds at 20 from 300 degrees. DR (Dan) and EZ (Joe) launched immediately and all proceeded to the north with

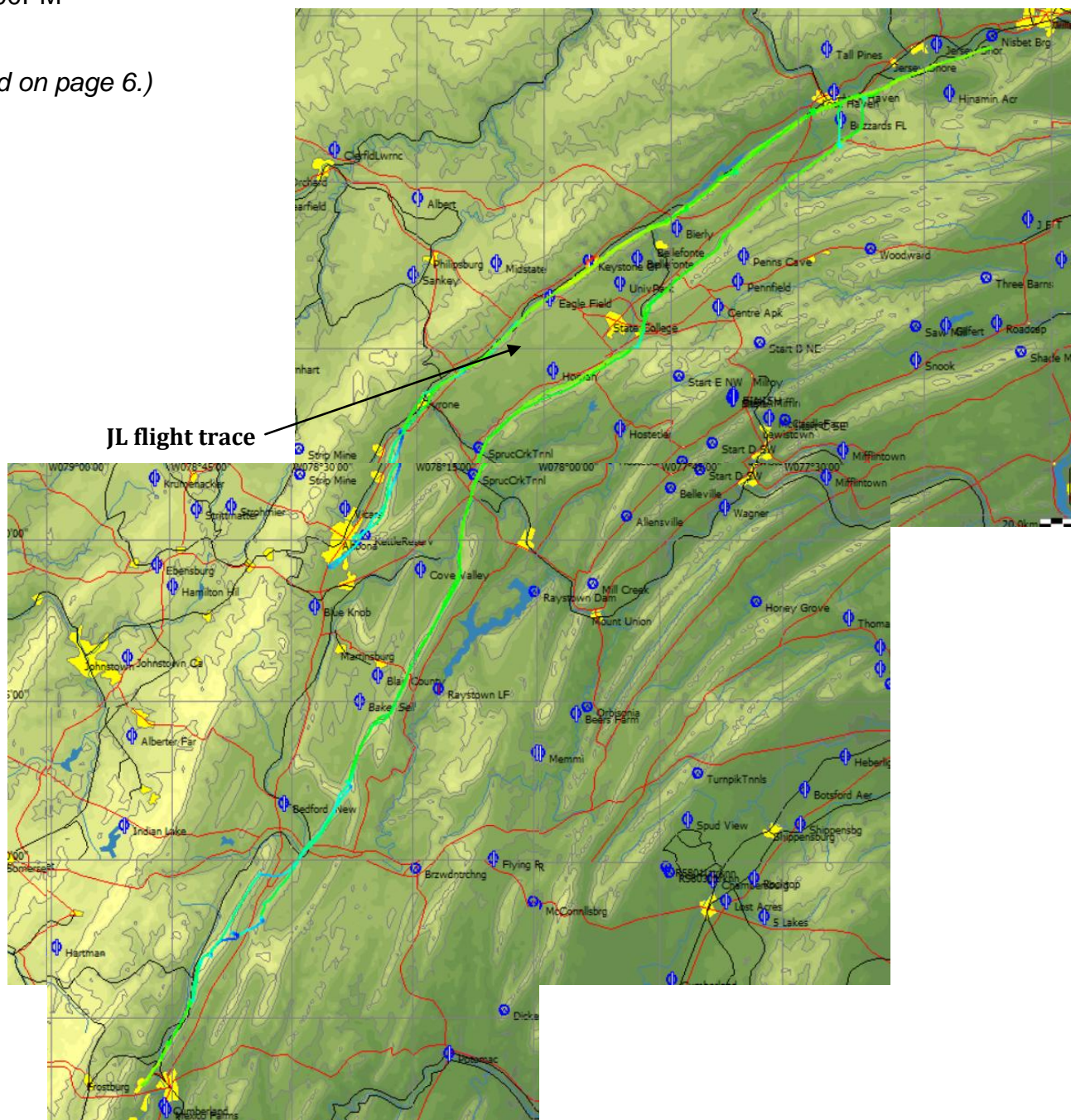
overcast conditions. We turned a little south of Williamsport. At Lock Haven we transitioned to Nittany Mount with 3200 MSL altitude and proceeded south and made the next transition back to Tussey Mountain which is referred to as the back ridge. From there we continued south on the back ridges until we were in sunlight with thermal conditions. This enabled us to climb and transition to the higher ridge coming out of Bedford. Dan and Joe turned at the Quarry west of Cumberland. JL continued a little further south with hopes of contacting wave which did not materialize.



Looking west over Altoona.

From there was a pleasant run to the North on Tussey all the way back to Williamsport. The last leg Dan and Joe did another run down the Tussey Ridge. JL stayed on the front ridge past Altoona. Last turn for all was at Lock Haven with a very difficult last leg into the sun. We were all on the ground around 4:00PM

(Continued on page 6.)



15H IS READY

By Steve Statkus

A BIG THANKS TO THE MAURERS! We all owe Norb, Christian, and Manfred a BIG THANK YOU for all the effort they put into getting the right wing of 15H back in airworthy condition. Without their efforts it would have been spring before we saw that airplane serviceable. Good work guys and thanks for stepping up and making this bird airworthy. We're really lucky to have guys like this in our club. Thanks again.



With the right wing secured in place the left wing is gently maneuvered into position as 15H is prepared to return to service. Steve Statkus, Keith Kilpatrick, Henry Meyerrose and the Third Saturday Crew reassembled 15H and flew it. It is declared airworthy and ready for you to enjoy.



After John Lubon filled some holes in the runway with topsoil, John Dudley took his turn on the tractor to help with the fall cleanup process. The Third Saturday Crew even managed to get in 4 flights before the sunny skies turned to overcast and then to rain.

IT'S ANNUAL TIME!

It's that time of year when we do the annual inspection of each of our aircraft. Some of the work we contract out but a lot is done by club members who volunteer their time. Take a look at the following schedule and pick one or two gliders with which you would like to help. This is a great opportunity to stick your head inside the airplane and see what really happens when you pull that spoiler handle or stare in amazement at the geometry of push rods, bellcranks and levers found in the innards of the Grob gliders. (I'm pretty sure the retract mechanism was simpler on the ME-109 then the G-102.)

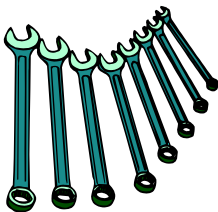
Please contact the plane captain and make your availability know to him. Thanks in advance for your help. This club operates on the basis of volunteers like yourself stepping up to help with all aspects of operating the club. December and January are the months that we most need help to assure the gliders, tow planes and golf carts are ready when the thermals start bombing in the spring.

Glider	Planned Sequence (Date)	Expires	Plane Captain	Phone
G103	Dec. to ? (Svc. Bulletin)	December	Bernie Fullenkamp	937-848-5951
			Chris Uhl	513-400-4905
ASK21-SD	After G103 (December?)	January	John Lubon	513-870-0994
ASK21-CC	After SD (January?)	January	Rolf Hegele	937-862-8662
G102	After CC	May	Steve Statkus	513-720-8955
2-33 16Q	Start refurbishing in Dec.	May	Steve Statkus	513-720-8955
2-33 135	After 16Q	March	Keith Kilpatrick	513-208-3622
2-33 15H	After 135	May	Mauricio Berrizbeitia	513-720-3378
Blanik	After 16Q	August	Lucy Ann McKosky	937-435-1576
			Mike McKosky	937-435-1576

Tow Planes: Plane captains are responsible for washing the aircraft prior to the start of the annual, either at CCSC before the delivery flight or at Cubbys'.

Tow Plane	Planned Sequence (Date)	Plane Captain	Phone
48L	Nov	TBD	
33Z	After 48L	TBD	
909	After 33Z	Tony Bonser	513-759-7452

Golf Carts: All carts need to be pressure washed before the oil/air/fuel filter change. Steve Statkus will acquire the parts and recruit the crews. - Steve Statkus



TOOLS

When the Third Saturday Crew was ready to assemble 15H the required tools were not in the tool cases in the hangar workshop. Screw drivers, pliers, ratchets and sockets were no place to be found. If you notice a tool lying around, please return it to the appropriate tool case either in the shop or the crew trailer.

CALENDARS FOR 2016

2016 SSA Calendars are available for \$11.00. If you would like one, sign up using the form on the merchandise case in the clubhouse.

ANNUAL BANQUET

Maury Drummey has been investigating options for our annual banquet. The current thinking is to hold the event at our own facility in the spring after the weather warms enough to permit our tow plane hangar to be used for the catered meal and program. A committee is being formed to formulate plans that may include other activities the same day to make the event much more attractive to a much larger number of club members and their families. If you have ideas, please send them to [Maury Drummey](#), or better yet tell Maury that you are willing to help on the committee.

THE 3 AMIGOS FLY 800 KM AT RIDGE SOARING (continued)

[In response to the editor's questions John and Dan provided more information.]

Editor: Did you declare your route prior to launching or just decide which way to go as you went along? Why did you turn when you did? What was the biggest challenge for this particular flight?

John: I did not declare the flight...I sat back and followed Dan!

Dan: The most difficult part of the flight was looking into the sun late in the afternoon. With the sun low in the sky during November, it is very difficult to see the ridge while going south. This is not a good situation when trying to fly quite close to the terrain. To try to offset this situation good sunglasses and sun visors are needed. Even this does not help much with a dirty canopy. Good planning and preparation is mandatory.

The reason for not going further south past Cumberland, Maryland relates to the ridge formation. For the next twenty five miles or so past Cumberland, the ridge is just knobs and mounds. This means ridge lift will not work so there has to be wave conditions or thermal conditions to proceed south. As we approached Cumberland the sky was bluing out to the south and wave was not evident so we turned back.

The reason for not going further north relates to the direction of the ridge around Williamsport, PA. Ideally you want wind to be perpendicular to the ridge for maximum lift. This day the wind was from the WNW. At Williamsport the ridge turns almost in an east-west direction which means that the wind was too parallel to the direction of the ridge. In these conditions it is likely that the wind will turn and go down the ridge rather than go across the ridge to produce lift. As we approached the bend at Williamsport we decided we did not want to press our luck and bet that the lift continued.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

(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

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.

CCSC GROUND CREWS:

1ST SATURDAY

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

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:**
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb
Mauer, Dieter Schmidt, Andy Swanson.
Instructor: Bob Miller, Rich Carraway. **Crew:**
Carter Aleson, Jul Alvarez, Bill Barone, Don
Burns, Russell Cook, Del Doddy, Michael Fuller,
Bill Grawe, Christian Maurer, Bruce Porter, Dave
Rawson, Skye Toomey, Michael Williams, Joe
Zeis.

2ND SATURDAY

CC: Dick Holzwarth, **ACC:** Bob Root. **Tow Pilots:**
Bob Anderson, Haskell Simpkins. **Instructor:**
Bob Anderson, Jim Price. **Crew:** John Antrim,
Stuart Delk, Jim Hurst, Anil Mahajan, Irwin
Mahajan, Jim Marks, Nick Oleska, Dan
Staarmann.

2ND SUNDAY

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

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,
Soren Adams, Jake Click, Eric Cochran, Chandler
Demler, Jim Dudley, John Dudley, Micah
Ferguson, Norm Leet, Poul Pederson, Jack
Runyan, Jakob Salzmman, Chris Uhl.

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788), **ACC:**
Tow Pilots: Tony Bonser, Tim Christman,
Richard Perry. **Instructor:** Dick Eckels, Bill
Gabbard, Chad Ryther. **Crew:** Daniel Beans, Tom
Bonser, Mike Brewer, Jon "Rusty" May, Laura
May, Topher May, Tony Rein, Zach Siefker, Joey
Tomei, David Whapham.

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,
Michael Hayden, Casey Hildenbrand, Ethan
Maxwell, Henry Meyerrose, John Murray.

4TH SUNDAY

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

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
SAFETY OFFICER: Kevin Price,
DIR OF OPS: open
CREW SUPERVISOR: Brian Stoops, 937-750-
3788
DIR OF FACILITIES: Bob Miller, 937-882-6012
BUSINESS MANAGER: Noelle Stewart, cell: 513-
932-1833, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley
Revised 11/10/15