

**Caesar Creek Soaring Club**

April 19, 2016

NEWS YOU NEED TO KNOW**CALENDAR OF UPCOMING EVENTS**

- Apr 24-30 Ridge Soaring Trip - Mark Miller
- May 7 Board Meeting - 9:30 AM - John Lubon
- May 21 Pot Luck Dinner - 6:15 pm - Maury Drummey
- May 22 WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
- June 18 Pot Luck Dinner - 6:15 pm - Maury Drummey
- Jul 10-15 Youth Camp - Steve McManus
- July 16 Pot Luck Dinner - 6:15 pm - Maury Drummey
- Jul 17 WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
- Aug 20 Pot Luck Dinner - 6:15 pm - Maury Drummey
- Aug 21-27 Adult Camp & Vintage Glider Rally - Steve Statkus
- Sep 3 WPAFB Outdoor Recreation Office Event - Kevin Price/Maury Drummey
- Sept 17 Pot Luck Dinner - 6:15 pm - Maury Drummey
- Oct 15 Pot Luck Dinner - 6:15 pm - Maury Drummey

ANNUAL MEETING AND ELECTION HELD APRIL 13

- In accordance with the Code of Regulations, the annual meeting was held at the clubhouse on the 2nd Wednesday in April, April 13, 2016, at 6:30 pm. The terms in office of four directors expired this year: Jim Marks, Henry Meyerrose, Rolf Hegele and Mark Miller. Each had agreed to run for election to another 3-year term. No other candidates came forward in response to weekly announcements in the Frequent Flyer. An announcement was sent to each shareholder with a proxy ballot for those who were unable to attend the meeting.
- The proxy ballot provided brief biographical information about each of the four candidates. It was mentioned that additional nominations could be accepted up until the vote was taken at the meeting April 13. However, there were no additional nominations at the meeting and there were no Write-ins mentioned in the Tally. Dieter Schmidt was the one designated to receive all proxy voting authorizations. He came to the meeting with all the responses analyzed and tallied with each shareholder's request given the full weight of all the shares owned by that shareholder. In all, 18% of the outstanding shares were represented by proxy or by shareholders present at the meeting. The vote was very decisive with each of the four candidates being reelected for new 3-year terms: Jim Marks, Henry Meyerrose, Rolf Hegele and Mark Miller.

The Treasurer's report at the Annual Meeting included the following information:

Income and Expenses vs. Budget for 2015

	<u>Budget YTD</u>	<u>Actual YTD</u>
Total Income:	\$ 181,011.00	\$ 198,809.66
Total Expenses:	\$ 165,865.00	\$ 190,591.64
Addition to Reserves:	\$ 15,146.00	\$ 8,218.02

Cash Balances

Checking	\$ 46,174.37
SSD Reserves (Savings)	\$ 51,619.55
Contest Fund	\$ 500.00
Cash on hand on 12/31/2015:	\$ 98,293.92.

BRONZE BADGE QUESTION OF THE WEEK

77) A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the glider?

- ☐ a) Apply up-elevator pressure to raise the nose.
- ☐ b) Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.
- ☐ c) Relax the back stick pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position

See the SSF [Study Guide](#) for a practice test with all the questions.

WEDNESDAY THE RUNWAY WAS TOO WET FOR FLYING, SO THE WEDNESDAY CREW RESUMED EFFORTS ON 16Q



Keith Kilpatrick applies paint to 16Q

BERNIE FULLENKAMP FINALLY GOT OPPORTUNITY TO COMPLETE FLIGHT REVIEW AND FIELD CHECK

Bernie has been thwarted in his desire to complete the field check and a flight review since early January because the G-103 was red-tagged and SD was suffering the same issue with its own brake problems.



Bernie Fullenkamp (rear seat) and Larry Kirkbride (front seat) prepare for a Flight Review flight on Saturday.

ASK-21 CC was airworthy on Saturday and the weather was perfect, so Bernie convinced Larry Kirkbride to fly with him.

SATURDAY THE WEATHER WAS GORGEOUS WITH LIFT ALL OVER THE PLACE

We had three tow planes running but only four gliders. We certainly could have used the Grob or SD as we had some pilots leave because they could not get their field checks. We also seemed short on golf carts but everything that we had worked. Oh yes, 32 flights. -Rolf Hegele, assistant crew chief.



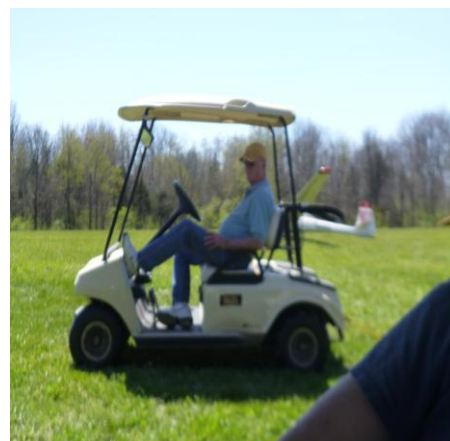
Once Bernie had the endorsement in his logbook E-7 appeared at the flight line with Bernie wearing a big smile. Saturday was a great day!



Some Saturday Crew members found shade in which to relax.



Other Saturday crew members found the warm sun and gentle breezes rapidly induced sleep.



Crew Chief Maury Drummey kept the crew focused on enabling as many members to fly as possible.

PRACTICE CORN FIELD LANDINGS IN APRIL BEFORE THE CORN STARTS GROWING

April 17 was a beautiful flying day at CCSC – about 80 degrees, light winds out of the East, thermals



Tony Rein securing 15H after landing in corn field west of Gard Road.

up to five or six thousand MSL. No clouds to mark the thermals, but they were at all the “usual spots.” I was having pretty good day – earlier I'd had my first hour-long flight. That's how good the thermals were – even I could find them, and stay in them!

This flight was my third of the day. Although I hadn't been able to climb like I had earlier, that wasn't the mission anyway. I was supposed to practice steep turns, stalls, precision landing, and so forth, preparing for my practical test.

We were using runway 9, and usually on that runway I end up high and have to do a slip on base and final. On this approach I compensated, and made an effort to fly the downwind a bit further from the runway, and turn base just a couple of seconds later than I had been. Of course when I turned base I realized I'd overcompensated, so I closed the spoilers, set up best glide speed, and turned straight towards the threshold. I waited a couple of seconds and saw that I had a trend that wasn't good – the trees between me and the threshold were moving up in the windshield. “Crap, this ain't gonna work!”

There was a very nice cornfield at my one o'clock, a lot closer than the threshold of 9, so I turned towards it, looked for wires and fences, and landed. Not my best touchdown ever, but I didn't break anything.

Once on the ground, the hard part started. I called Caesar Creek Ground and told them where I was, and they sent a crew to retrieve me and 15H. I was in the field just West of Gard Road, and just South of the woods just to the South of CCSC. There was a gate from Gard Road into the field, and it was no problem getting a vehicle to my touchdown spot and towing the glider over there, but there was no way the glider was going through with the wings attached. Someone found a gap in the trees at the edge of the field that was just wide enough for the glider to fit through sideways. If this had been a nice level hangar floor, they could have put the aircraft on a dolly and pushed it through in 30

seconds. Unfortunately, it was uneven dirt, sod, and brush, with a small ditch and a big slope up to the edge of the pavement. So the crew put it through two feet at a time, backing and “tacking,” pivoting each time to work it a bit further, until it was up on the road. Took about an hour, but it got done without putting a scratch on the airframe, or on any of the participants. I can't say enough about the problem-solving abilities of the whole Third Sunday Crew. Wow – Guys, I am very impressed!

What did I learn from this?

It's probably OK to slip. It may scare your passengers, but not as much as landing in a cornfield. If I'm trying to compensate for being too close/too high, I should try SMALL corrections in future.

That OODA stuff (Observe, Orient, Decide, Act) works. Understand the situation, make a plan, and carry it out – subject to further changes as you iterate through the OODA loop. And once you decide, you separate the past from the future. The past is of no use to you; move forward.

When you land in a cornfield, stop as soon as you can. After I landed, I found out there was a nice ditch, about six feet deep, a ways in front of me. It was so far down the field that it wasn't a factor,



Third Sunday Crew works to extract 15H from corn field.

but I had no way to know there weren't any “show stoppers” closer.

When you land in a cornfield, try to do it in April, and not July, when "the corn is as high as an elephant's eye."

Carry the club roster with you and make sure your cell phone is charged up. Ideally, have the number handy for that day's Crew Chief. Caesar Creek Ground did hear me on the radio, but if I'd been a bit further away or behind a hill, they might not have.

CCSC is a fantastic organization! If you had to hire a crew to do that retrieval, it would cost hundreds or even thousands of dollars (plus gratuity!). As it was, these guys were on the scene in minutes, knew what they were doing, and weren't even mad at me. All I had to do was buy some beer.

Big thanks to the Crew Chief (Mike Brewer was substituting for Brian Stoops when this event took place) for keeping things organized, and to all the members of the retrieval crew! Thanks also to the motorcycle riders who came by right after I landed to see if I was OK, and who offered to scout out

the West end of the field for a gate.

-- Tony Rein

WILMINGTON ACTIVITY LEVEL HAS INCREASED

Be aware that there is significantly more flight activity at Wilmington. The Class D airspace is only 11 statute miles east of CCSC and a runway is less than 16 miles from our field. Stay vigilant for traffic.-

John Atkins

XENIA RUNWAY SCHEDULED TO BE RESURFACED MAY-JUNE

Folks who plan to fly away from the home field should check NOTAMS for Xenia because of a plan to resurface the runway in the May-June timeframe. The airport is going to be NOTAM'd as closed. Likely not even good enough in an emergency. A coworker that fly's out of there said most of the aircraft are going to relocate to Dayton General or to Lebanon. - Bill Hunt

CLOUDSTREET - SOARING THE AMERICAN WEST

If you would like inspiration for cross country soaring and some great scenery shots, [Dan Reagan](#) is offering to loan his copy of the video that came out last year, *Cloudstreet - Soaring the American West*. It is Blu-ray and DVD.

MINUTES FROM BOARD OF DIRECTORS MEETINGS

(<http://www.soarccsc.com/resources/members/meetingminutes/>

The password is printed on your monthly bill.)

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

CCSC WEBSITE (<http://soarccsc.com/>)

GLIDER WANTED

CCSC member in search of 1980s fiberglass 15 meter single ship. Flaps not required. Searching for LS-3A, LS-4, ASW-19, ASW-20, DG-202, DG-300, Ventus B, Glasflugel Mosquito. Need good trailer and good gelcoat. Paul Heimann, (614)390-2175 Private mobile, pheimann@me.com Private, (614)271-3674 Work mobile, pheimann@netjets.com Work

FOR SALE

Red Wing Soaring Club 1-26, N126TU is now for sale, complete with open Trailer \$9000 OBO.

Has two varies, one is electric. Annual is due 4/16. Call Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy and low cost soaring!

2002 Anschau Komet trailer setup for two seater 20 meter sailplane.

Fiberglass top clamshell trailer in good condition. All fixtures and fittings for a DuoDiscus. Being told trailer will work for 20 meter two seaters or other sailplanes such as as Grob 103's, ASK 21's, DG 505/ 1000's, Grob Twin Astir, etc. All dimensions confirmed for a 1984 Grob 103 Twin II. located in Saratoga Springs, New York USA.

Asking 8,900 USD OR Best Offer

Tim Hanke

Operations/ Treasurer, Adirondack Soaring Association, Inc.

2017 Barrett Road, Ballston Spa, New York 12020, (518) 693-6849

www.adirondacksoaring.com

CCSC GROUND CREWS:

1ST SATURDAY

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

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, Blake Bailey, Bob Bohl, Don Burns, Bill Clawson, Russell Cook, CR Gillespie, Bill Grawe, Bill Hall, Christian Maurer, Bruce Porter, Dave Rawson, Lavinia Tirca, Skye Toomey, John C. Williams, Michael Williams, Joe Zeis.

2ND SATURDAY

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

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:** Lucy McKosky, **Tow Pilots:** Jim Goebel, Tom Geygan, Lorrie Penner, Gordon Penner, Tom Rudolf, **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, Joshua Rising, Jack Runyon, Chris Uhl.

3RD SUNDAY

CC: Brian Stoops (cell: 937-750-3788), **ACC:** **Tow Pilots:** Tony Bonser, Tim Christman.
Instructor: Dick Eckels, Bill Gabbard, Chad Ryther. **Crew:** Daniel Beans, Tom Bonser, Mike Brewer, 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, 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:** Bill Barone, Chad Beckwith, Mauricio Berrizbeitia, Jake Burd, Richard Cedar, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Chloe Williams.

2016 5th WEEKEND CREW DAYS:

Jan 30 – 4th Sat Crew
Jan 31 – 4th Sun Crew
Apr 30 – 1st Sat Crew
May 29 – 1st Sun Crew
Jul 30 – 2nd Sat Crew
Jul 31 – 2nd Sun Crew
Oct 29 – 3rd Sat Crew
Oct 30 – 3rd Sun Crew
Dec 31 – ?? Sat Crew

POINTS OF CONTACT:

PRESIDENT: John Lubon, 513-543-9154
SAFETY OFFICER: Kevin Price, 801-726-5173
DIR OF OPS: Bernie Fullenkamp,
CREW SUPERVISOR: Brian Stoops, 937-750-3788
DIR OF FACILITIES: Bob Miller, 937-882-6012
BUSINESS MANAGER: Noelle Stewart, cell: 513-932-1833, BusinessManager@soarccsc.com
FREQUENT FLYER EDITOR: Jim Dudley,
JimDudleySoars@gmail.com