

**Caesar Creek Soaring Club**

April 26, 2016

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

- 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

BRONZE BADGE QUESTION OF THE WEEK

41) With a 10 mph tailwind, 20 statute miles from the airport, in a glider with a 28:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.

- a) 3150 MSL
- b) 4940 MSL
- c) 5500 MSL

42) A glider with a glide ratio of 28:1 at 50 mph would lose how much altitude per statute mile? Assume no wind.

- a) 189 feet
- b) 357 feet
- c) 265 feet

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

SATURDAY

- Chuck Lohre reports that his 4th Saturday Crew Huddled at Village Restaurant for breakfast
- They LATER observed errors in the currency sheets - others are advised to check the accuracy of your record.
- They took CC, BG, The Pickle and 15H to the flight line
- Moved the 2-33 16Q fuselage into the shop for painting.
- Fretted over the fact that the trim in the G102 doesn't hold its position with extreme stick movement. Determined that was the way it has been and Kevin Price flew it with no problems.
- 22 flights, 1 new member and 1 guest ride (4000' for \$110)
- Safe operations, no concerns or problems
- Cleaned the bugs off the ships and plugged the batteries in. • Low oil pressure light came on in one of the gas golf carts. Put a quart of oil in it but couldn't tell if it was registering on the dip stick. Red tagged it with a note to check again.



This week Keith Kilpatrick was the first to the camera and caught Steve Statkus spraying the fuselage of 16Q.

BABY GROB LANDING GEAR DOWN BUT NOT LOCKED, AGAIN!

By Michael Hayden

During pre-flight checks last Saturday, Zach Siefker found the Baby Grob's landing gear down, but not locked in the down position.

Question: Last year, what cost us \$900 for replacement parts, kept a club glider out of commission and thus not generating any fees for over two months, and required considerable "free" effort to execute a repair?

Answer: The collapse of the landing gear on BG, our Grob 102, N90538.

Question: How can we prevent a recurrence?

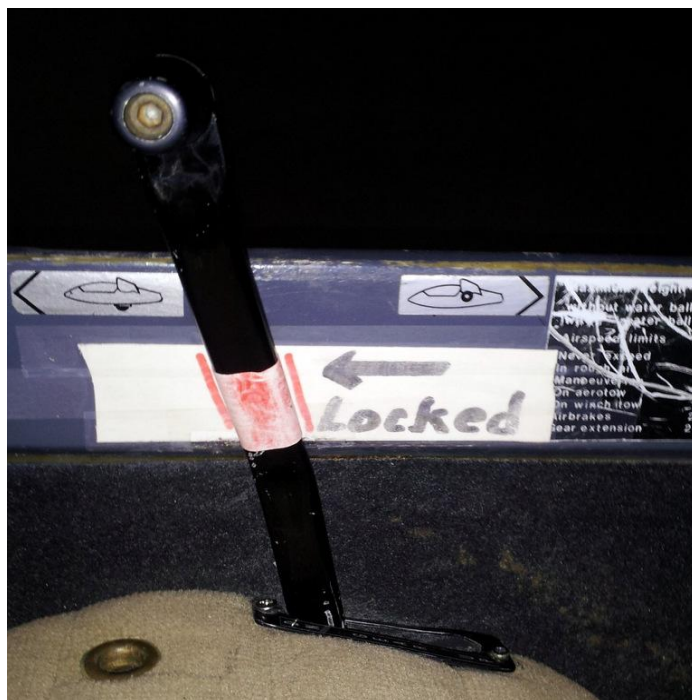
Answer: By taking responsibility to ensure that the landing gear is not merely down, but locked down, before the glider is moved on its main wheel. This means before landing, of course, and the pilot flying BG is the only person who can fulfill this specific responsibility.

But, it also means before moving the glider on the ground at other times, and this is where every one of us can help. Before moving BG inside the hangar, before ground towing BG out to the flight line at the start of the day, before conducting pre-flight checks, before hooking BG up for a tow, before ground towing BG back to the flight line on a retrieve, and before ground towing BG back to the hangar at the end of the day, ensure that the landing gear is locked down.

How can you tell whether the landing gear is locked down? Look at the handle. It's located on the right side of the cockpit and looks like this:



Landing gear down but **NOT LOCKED**



Landing gear down and **LOCKED**

The photo on the left shows the position of the landing gear handle when the gear is down, but not locked down. In contrast, the photo on the right shows the position of the handle with the landing gear locked down. If you find the handle in the down but not locked position, point this out to your Crew Chief. Then, push the handle forward into the locked position. Thanks for your help.

TRANSITION PILOT SOLO REQUIREMENTS

[Ed: This article in the SSA April 21 eNews may not have caught your attention, but all of us in the club need to be aware and to work together to assure that CCSC is in full compliance with all current regulations.]

In February 2016 the SSA Government Liaison Committee was informed that the FAA Chief Counsel's office had released a letter of interpretation regarding the requirements for solo flight in a glider by an Airplane or Helicopter pilot receiving training for a glider category pilot certificate. The FAA ruled that these transition pilots must have a current Flight Review, as specified in 61.56, before solo flight in a glider can be authorized.

Soaring Safety Foundation (SSF) Chairman Carlson has been in contact with the manager of the FAA's Airman Certification and Air Traffic Law Branch and has learned that a review of the history of 61.56 is being conducted to determine why transition pilots receiving training for a new category/class rating are not provided the same flight review exemption as student pilots. The FAA manager has stated that the FAA will expedite this review and will complete it by the end of April 2016. Once this review is complete, SSF Chairman Carlson will contact the FAA manager to determine what actions or regulation changes the FAA will propose.

SSF Chairman Carlson will then work with the FAA, SSA, and other aviation groups to ensure that the regulations are revised in a manner that exempts transition pilots from the Flight Review requirements while flying solo during their training in new category/class aircraft. Solo privileges would be for the purpose of gaining the aeronautical experience needed to qualify for the practical test.

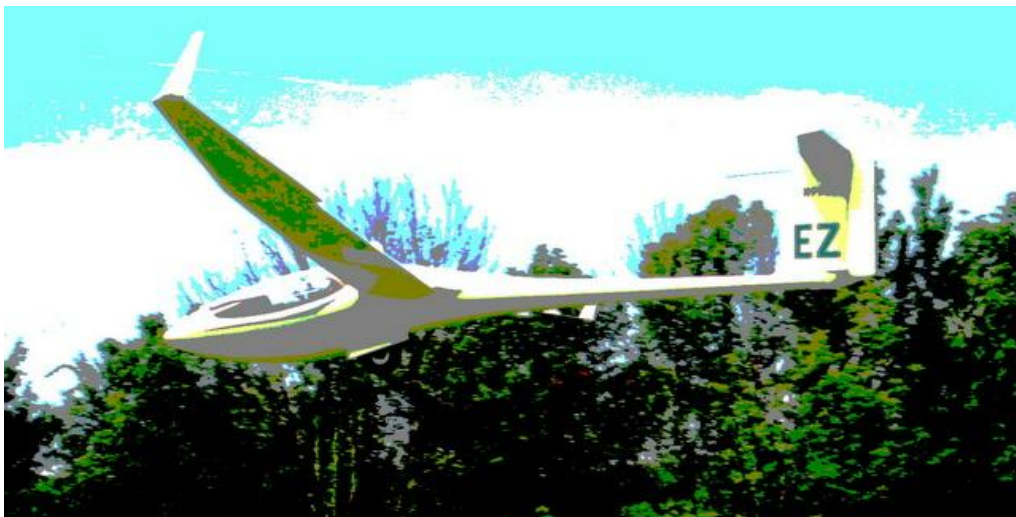
The SSA understands that this interpretation is a change in the position the FAA previously held and that this rule places a burden on rated pilots seeking to transition into gliders, especially since some transition pilots may have difficulty completing a Flight Review in an aircraft they are already rated in but may not have flown in a while. For questions, and to discuss possible approaches for dealing with this, please contact SSA Chairman Ken Sorenson at chairman@ssa.org.

While we expect that the FAA will revise the appropriate regulations to remove this restriction, this change will take several months as the FAA follows its normal rule-making procedures. The SSA Government Liaison Committee will continue to monitor this situation and will report new information as it becomes available.

-Richard Carlson, SSF Chairman

-Ken Sorenson, SSA Chairman

WORLD DISTANCE AWARD



Joe Simmers returns for landing. Photo and editing by Jim Price.

[Ed: Several months ago I noticed in Soaring Magazine a small item that proclaimed that Joe Simmers had been awarded the "World Distance Award". So, I asked Joe to tell us about his experience.]

This is something I was unaware of until a year ago Dan Reagan informed me about it and talked me into submitting my flight info towards it. Both Dan and John Lubon started submitting their flights 2 or 3 years ago, they have both met the requirements to receive an award for flying "around the world". The distance for this is 40,000 Kilometers or 24,000 miles.



Downtown Columbus photographed by Joe Simmers 5/3/2015 at 8000 MSL"when Dan Reagan and [Joe Simmers] were chasing after John Lubon." We were Northbound around Columbus southwest airport, Bolton Field. We were skirting just outside Class C being careful to keep our right wingtips out of the airspace.

The only issue I found with this is, even if you already have 40000 kilometers or more in your logbook, when you submit your flights they must be less than 12 months old.

With every 5000 kilometers you submit you receive an award towards your goal of 40000 kilometers.

There is no time limit, you can fly as little or as much as you want, just make sure to submit your flights before the 12 month old deadline.

This is basically done on the honor system, no flight files etc. are required, this makes it very easy even for those without flight loggers, just keep track of your XC flights and add them up and send them in.

You do not need to declare any turnpoints, just go fly and add up the distance you flew

after every flight to keep track.

The easiest way to do this is to submit your flights on the OLC, then at the end of the season add them up and submit them.

All pilots who are working towards this goal, and those who have completed it are listed

Online at this link <http://soaringweb.org/Awards/WDA>

So if you fly XC give it a try, not many pilots can say they have flown around the world, "without a motor"! - Joe Simmers

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 variors, 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, Lavinu
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
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