

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

October 2007



10,000' and Climbing - Over Ohio

Frank Paynter (TA) & Don Burns (70)

On Wednesday, Sept 5, 2007, Frank Paynter and Don Burns had spectacular flights out of CCSC, on a day that was not all that promising to start with. Ultimately, they flew about 500Km in about 5 ½ hours, going past Richmond to the northwest in one direction, and Highlands County airport (near Hillsboro) to the southeast.

Don Burns, perennial weekday and weekend flyer, and Frank Paynter, recently semi-retired from a research position at OSU and looking for weekday soaring opportunities, had recently exchanged cell phone numbers so they could coordinate when decent soaring conditions seemed likely. Looking at the weather on Tuesday, both Frank and Don thought that Wednesday might be soar-able, although not particularly good due to mostly blue conditions. Dr. Jack was predicting 3-5 kt to maybe 7000 MSL, with no clouds. Frank had a previously scheduled meeting with a visitor on Wednesday morning at his lab on the OSU campus in Columbus, but thought he might be able to get down to the field in the afternoon for a couple of hours. Don, being fully retired, had no interfering commitments.

Early Wednesday morning, both Don and Frank rechecked the weather and both concluded independently that it would be a soar-able day, but blue with moderate lift values. At about 11:15, Frank finished his meeting and beat feet to the glider club, having cleverly loaded his PDA's and glider batteries in the car before going to the lab. On the way he called Don, who said he was all assembled, but would wait for Frank to get there before launching.

At about 12:30 Frank arrived at CCSC and by 1:30pm was assembled and out on the flight line. Don, of course, was already assembled and ready to go. Both launched at about 1:50pm. Don connected directly off tow, and started out toward Richmond. Frank towed out a few minutes later, and took a few more minutes to find lift. He followed Don toward Richmond, but was about 10 miles behind. At this point it was still pretty blue, but with some cloud wisps along the route. Lift was pretty good, with Frank hitting one 5 kt thermal to about 8000 MSL just short of Moraine airport. Don was having similar good luck, reporting that he had just gone straight ahead about 10 miles at 80kt, gaining altitude the entire way.

With Don leading, Don and Frank pressed on toward Alexandria, but decided to turn back about 20 miles short, as conditions seemed to be weakening as they got about 10-15 miles past Richmond. By this time, they had also encountered cu's, so were able to go a bit faster. In any case, both decided to turn around and head toward Highland County airport (Hillsboro), with Frank in the lead. Near Eaton on the way back, Frank encountered a boomer thermal, averaging 5.3kt bottom-to-top for 2000ft, topping out at over 9000ft MSL. It was about this time that both Don and Frank realized they were flying in what Don was now calling "the best day of the year". And when Don says it's the best day of the year, that's saying something!

South of I-71, the cu's started thinning out again, especially out in the direction of Highland County (Hillsboro). Don decided to go toward Fayette (Washington Ct House), and Frank pushed on out into the blue and was able to connect with some cloud wisps over Hillsboro for a couple of good climbs. After Hillsboro/Fayette, both Don and Frank decided to head back for home. It was now almost 5pm, and Frank said "It's 5pm and all good gliders should be on final glide for home".

However, as they got closer to home, conditions continued to be very good, so they decided to take a bit of a chance and try for Oxford & return. Frank pressed on, skimming around the northern edge of the Cincinnati Class B airspace toward Oxford. Just before the town of Oxford, Frank hit another good climb, with 4.2kt average for 2000 ft, topping out at 10,377ft MSL! The highest altitude ever recorded in the CCSC area was about 11,500ft some years ago by Greg Crook, but that was in wave conditions (yes, wave in Ohio *has* happened!). As far as they knew, 10,377 ft MSL was the highest anyone has ever thermaled in Ohio. Of course, from 10,000 ft it was no great feat to get from Oxford back to CCSC, but Don and Frank weren't done.

They decided to go on to Richmond again, and see if they could make it back from there. With Frank in the lead, they rounded Richmond with (almost) final glide back to CCSC. Frank was at about 7000 MSL which put him a couple thousand below FG, and Don was a bit lower than that. It was now well after 6pm, so everything was getting *much* smoother, and lift was much harder to find. Frank found a couple of smooth 2 kt thermals between Richmond and Moraine that netted him final glide plus a few hundred, so he relaxed and continued toward home. On the way, he hit another 3kt thermal which took him to 7000 MSL about 5 miles north of Waynesville (3kt to 5000 at 7pm!!) and decided to fly to Clinton and return with the extra altitude, landing back at CCSC at about 7:20 pm. Meanwhile, Don was coming home from Richmond, with about enough altitude to make Moraine. Frank was wondering if he would have enough time to land, get to Moraine with a tow plane, and get Don home before dark! Fortunately, Don found sufficient lift to make it home, landing at 7:38 pm.

When all was said and done, Frank and Don had flown about 500Km (Frank's was a bit over 500KM and Don's was a bit under) in about 5 ½ hours, and Frank had climbed to over 10,000 ft MSL in a 4kt thermal at 6pm. Although it didn't really look that way from the forecast data, the day turned out to be one of the best (or *the* best) days of the 2007 season. Don and Frank were the only ones flying X-C that day, probably because of the less-than-stellar forecast. Just goes to show you can't win if you don't play! ;-).



2007 Sports Class Nationals

Thanks and Acknowledgements from the Contest Manager

Planning, preparing for, and conducting a national championship requires lots of hard work by many individuals. But first, and foremost, the Caesar Creek Soaring Club wants to thank the 42 competitors, and their crews, for coming to Caesar Creek and participating in the event, making all of the work worthwhile.

I also want to thank our friends at Central Indiana Soaring Society for making their fine scales, Pawnee, and towpilot Gerry Whitson available to the contest. Thanks also go to Sarah Kelly and Tim Beckwith from Chilhowee Soaring for bringing along their CallAire to help out. Plus, of course, the Caesar Creek Soaring Club towpilots who participated in the event. (Paul McClaskey, Jim Goebel, Mike Hutchinson, Dieter Schmidt, Dick Schepper.)

Thanks to CD Andy McQuigg and weatherman extraordinaire Ray Galloway, for entertaining us with the Andy and Ray Comedy Hour, even when the weather was good enough for 42 contestants to soar 56,000 miles! (Now, what were some folks saying about ducks?)

Rolf Hegele did super work as the Contest Scorer. (So well that I'll bet none of the competitors knew it was his first time.) Guy Byars pitched in to help us deal with the Safety Finish scoring problems. Harolyn Burns, JoAnne Pedersen, and JoAnne Paynter handled registration and the retrieve desk with veteran aplomb. Gerry Proffit showed up early every day to manage weighing competitors.

Frank Paynter, John Lubon, Ed Lubon, Terry Buker, Andrew Dignan and Don Burns were invaluable, before and during the event, working everything from preparing ropes to refining TP locations to creating new maps to hanging new TP holders for the restrooms, and all kinds of grunt work in between. Ed Lubon was invaluable, assisting with preparing glider parking locations and helping contestants get settled in.

Gil Stengel and Sandy Holzwarth handled much of the social and dinner efforts, greatly appreciated by the competitors. Chuck Lohre designed the special contest logo and arranged to have the contest shirts made. Pat DeNaples handled all of the contest accounting chores.

Very special thanks go out to Gary Adams, Poul Pedersen, and the incredible Caesar Creek Lime Crew of Elisabeth McClaskey, Coleen Neumann, Elizabeth McManus, Cody Smith, James Goebel; Jon Deak, Kat McManus; Philip Neumann, Andy McClaskey, Tim Brown and Shiloh Smith. They worked through 11 near faultless launches, plus recovered gliders at the end of the day, and attended to all of the equipment and everything else necessary to run the event.

By Dick Holzwarth

CCSC Board Note - Gas Alert

We received new gas bills. However, the price did not change significantly. Therefore, in accordance with the Schedule of Fees and Dues, tow fees will remain at 80 cents per 100 feet of altitude.

2007 Adult Soaring Camp

Eric's Solo Story

I had been looking forward to Adult Soaring Camp all summer. That is when I'd planned to catch up on all the flying I had been missing so far this year and hopefully get to solo.

The week began with a refresher flight with Jim Hurst. The conditions allowed for a lesson in thermals that easily doubled my total time actually thermaling up until then. After about a half hour Jim said he was satisfied with my flying but what I really need practice on was my landings. How right he was. After my instructor coached me through a right hand approach to 09, I returned 15H to its grass home with about the worst kind of landing an out of practice transition pilot could get away with. My pride and confidence were stung and shook almost as much as Jim's lower half. Following some "colorful" self-deprecating discourse with myself on roll-out, Jim, ever the professional, debriefed me on my folly. What a way to start the week.

Back at the trailer, part of me had enough flying for the day and thought I should just lay low and help out where I could. Then, a little later Mr. Hurst introduced me to Jim Goebel who said he'd fly with me next. Although I wasn't really up for it yet, I knew these people didn't clear their schedules to watch me launch gliders and walk wings.

I'd flown with Jim Goebel once last fall and learned a lot in that flight about coordination and how a glider is meant to be flown. "Those are nice turns if you're flying for an airline but you'll miss a thermal if you take that long," I remember him saying. Throughout our next several flights together, more lessons in coordination were at hand along with more opportunities for lessons in the art of thermaling. Still landings were the obstacle.

By Wednesday things were coming along. That afternoon we got off tow at 2000' and worked our way to just below cloud base at 6000'. What a flight! Talk about experience. I was really starting to get a feel for thermals. "You've got the flying part down all the way up until you get to the landing," Jim said later. "You give me four good landings and I'll let you solo."

Thursday brought the only poor weather all week. The day was only worth landing practice and that what I was there for. After the 2-33's were in place on the flight line and the trailer was in order Jim called out the business at hand "All we want is four good landings today". After the first landing was a bit rough, Lynn Alexander pulled me aside and gave me a tip that went a long way towards perfecting those critical last few feet. Two good landings later and Jim turned me over to Charlie Newberry. Charlie said he wouldn't say anything unless he had to. Well I must have done OK because my passenger was silent until after we touched down when he complimented my landing, gave me some advice about short final and asked for my logbook to sign off to solo.

I suppressed my nervousness by concentrating on the matters at hand and listening to Jim's final instruction. All jitters disappeared as I looked out toward the tow plane and gave the rudder a wag. "Don't float up on take-off," I said reminding myself of the newly lightened ship. Free from the Pawnee at 1200' I turned a few circles and entered a crosswind for runway 09. I played it a little high over the trees on short final and settled the Schweitzer a bit long of my point. Another good landing, only on this one I was alone.

The next day was even better. The conditions Friday were excellent. The thermal experience I received all week paid off when I stayed up for an hour that afternoon on just my fourth solo flight. What a great way to end the week.

Adult Soaring Camp is great idea and one that I hope becomes as much a tradition as the Youth Camp. I'll be looking forward to it and saving vacation days for next year's. Thank you to everybody there this year for your time and companionship. I hope you had as great a time as I had.

By Eric Cochran



Dieter, Norb, and Larry – Last year's Oktoberfest chefs

Oktoberfest 2007 - Saturday, October 20th

The annual CCSC Oktoberfest will be held at the club on Saturday, October 20th. Food and drinks will be provided (but as usual everyone is welcome to bring their own favorite German dish). There will be lots of music so slide on your polka shoes and be ready! All club members, family and friends are invited.



CAESAR CREEK SOARING CLUB - LADIES HOLIDAY LUNCHEON

Saturday, December 1, 2006 (arrive 12:00-12:15 pm)

The Polo Grille Restaurant

5035 Deerfield Blvd.

Mason, Ohio

RSVP by Monday, November 26. Please call one of the following:

In Cincinnati: Carol Carraway 513-228-0537 (Lebanon) or Margie Meyerrose 513-385-7329

In Dayton: Harolyn Burns 937-256-0345

In Columbus: Kim Parr 614-775-0050

For added FUN bring a wrapped holiday gift exchange under \$5.00!

From I-71 take Exit 19 onto Mason-Montgomery Rd. Turn north on Mason-Montgomery (right, if traveling south, or left if traveling north) Go approx. 1 mile to Deerfield Town Center on the left. Turn left into Town Center. Polo Grille is two buildings to your right facing Mason-Montgomery Rd.

From I-75 take the Tylersville Rd. exit. Go east on Tylersville (which turns into Stitt Rd. as you cross Rt.42) until it comes to Mason-Montgomery. Turn right on M-M. Deerfield Town Center will be on your right. Turn into Town Center at Irwin Simpson Rd. or just after that there is an entrance to the Town Center. Polo Grille is in the strip of restaurants facing M-M Rd

CCSC Board Meeting Minutes - 6 October 2007

In attendance were Andrew Dignan, President; Jim Lowe, Treasurer; Dave Menchen, Operations; Dave Rawson, Facilities; Steve McManus, Glider Maintenance; and Rolf Hegele, Secretary.

Secretary - The minutes for the previous meeting were reviewed and accepted as read. There were no new members' applications. Election ballots will be sent shortly with the Annual Meeting scheduled for Tuesday, November 13 at 6:30 at the Clubhouse.

Treasurer - The report showed savings and cash of almost \$40K, with a good cash flow for the month. The Treasurer's report was approved. It was noted that the IRS had disallowed a number of deductions and we are reviewing their ruling.

Glider Maintenance - The Blanik has been red tagged due to a canopy guide pin and a hard jam on the rudder. The Grob rear canopy has been rubbing on the wing. The safety string will be shortened. It was also found that the Grob variometer pneumatic leads had been reversed. The following day it was noted that the volume control on the audio variometer in ASK-21 CC was inoperable, although the vario itself appears to be working correctly. The back door window on 135 is cracked and needs repair.

Facilities - We need some sort of document for trailer residents that describes member responsibilities for disposing of their trailers and how the Club will handle abandoned property. Dave will prepare a draft for review. Dave will also install a sign in the work shop regarding heater usage.

Social - The Fly-In encountered bad weather on both days and very few people showed up, and then only by land. OKTOBERFEST is scheduled for 20 October and the club will provide the brats and mets. This will be combined with our neighbor appreciation day whose rain date is 27 October.

Operations - Very few members participated in the CPR training. The training will be rescheduled for crew days during the winter. There was also discussion about providing the training without the certification.

Tow Plane Maintenance - The low oil pressure, high cylinder head temperature problem has been fixed with a new gauge along with a new headset. Paul will review the UOPs for any possible changes required for tow pilot qualifications.

Old Business

The application for the Region 6 South regionals will be filed shortly. Andrew is proposing to sponsor Standard, Sports, 15-Meter, and 18-Meter classes flying dry. Andrew will be Contest Manager, Andy McQuigg is returning as Contest Director, and Terry Booker will handle scoring.

New Business

It had been recommended that a light be installed to illuminate the flag at night. Dave will review how best to accomplish that. There was extensive discussion on how the SAD proposed to handle administering the rent for the enclosed hanger. A motion was made, seconded and approved from the CASK Board, recommending that the SSD treat the hanger the same as any other asset, that is, it should be part of the SSD/CCSC lease.

and the rent be part of the standard CCSC monthly invoice.

The SSD was also interested in the Board's thoughts on the two sheds between the clubhouse and the house. They would propose to demolish the sheds and replace it with a prefabricated unit to be set up in the area of the former picnic shelter. The CCSC Board agreed to help with the demolition as part of spring Clean-up day.

The meeting was adjourned at 11:45AM.

Open Items are as follows:

- Provide a notice on maintenance shop breaker box about heat usage – Dave R
- Place power drop cords in hanger (in progress) – Dave R.
- Emergency and Accident Response Plan, review SSA documents - the Board
- Prepare the safety policy signs for display on the trailer and on the web page – Paul
- Identify monthly reports for Board consideration -Andrew, Rolf, Sara
- Establish a SoarCCSC. com address for data updates on the invoices – Andrew
- Identify social functions for the year and put them in the Newsletter – Maury
- Move FoxPro files to Access – Andrew, Kevin Christner
- Review Sport Pilot training and insurance issues – Joe Jackson, Andrew, Rolf, Jim G.
- Prepare a plan for the midfield drainage ditch – Dave R.
- Nameplates for open trailer bay – Dave R.

Classifieds

Editor's note: Ads will be re-run monthly unless otherwise advised. Thanks!

For Sale: One share of Redwings Soaring Club, "The Two Best Looking and Flying 1-26's East (or West) of the Mississippi!" Contact Pat De Naples 937-291-1466, or email patccsc@sbcglobal.net

For Sale: LS-1c. 1495 TT, fresh annual, M-Nav, Terra 760, Kuhn trailer, parachute. \$16,500. 937-220-9026 or aaron_sorrell@sbcglobal.net

For Sale: Can't be a Thunderbird? The next best thing is to buy my 1/4 share of the best looking best flying 1-34 for sale anywhere. A9 come completewith parachute, trailer, great co-owners and a beautiful Thunderbird paint scheme. \$3,750 Call Dave Menchen (513) 313-2315

For Sale: Udo Rumpf one man rigging dolly, \$750. Strong 303 parachute, \$650. Garmin GPS Pilot III with EW-D data logger, \$600. Contact Greg McDowell, 937-382-5065

For Sale: STRONG PARA-CUSHON 303 PARACHUTE, like new \$650. Contact Greg Crook at (614) 932-9979 or greg.crook@sbcglobal.net

Wanted: 3-5 partners in new DG-1000T. 30k-40k per share, 1 to 3 years until delivery. Contact Rob Cluxton at rjcluxton@cinci.rr.com or phone 513-702-3925

Submissions for *The Frequent Flyer* should be sent to Tammy Scott at: tspot1@sbcglobal.net

Submissions are due by the Monday before the second Saturday of each month.

Caesar Creek Soaring Club

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See our website at: <http://www.soarccsc.com>