

CCSC Frequent Flier Newsletter

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NEWS YOU NEED TO KNOW:

The CCSC election for trustees resulted in some changes to the board. As mentioned last month new board members are Frank Paynter, Tim Christman and Jim Dudley. Checkout the Board Minutes below to see who's doing what on the board.

So, our outgoing Prez, Dan Reagan (not to be confused with the Gipper Reagan) is stepping down after leading us out of our financial red hole of about - \$30K to a position of being back in the black to the tune of about + \$30K. (That's a swing of about 60K for those who slept through 5th grade math.) He did it by being here every flying day, generating income at Clinton County when we would otherwise been sitting around a fireplace telling lies, planting flowers, watering flowers and sweeping up the area in front of the fire place all year long. He mediated disputes on the board in a kindly way and lead by encouragement and example. His weekly email status reports kept us all up to date on the happenings of the club. In the process he traded time in the islands on his boat, with his main squeeze for time at the club. He gave up soaring time for club time. We owe a large THANK YOU to Prez Dan. You can thank him by helping our club continue to prosper and grow as it has under his gentle leadership. If you haven't watched Dan this past year you have missed a post secondary grad class on successful management. He is a class act and one of our greatest assets. Thanks Dan for your hard work and leadership.

CCSC BANQUET:

The annual CCSC banquet will be held at 6:00PM at the King's Island Resort & Conference Center (5691 Kings Island Drive, Mason, OH) on 19 Jan 2013. Please mark your calendars now. Reservations can be made by sending your name

with member number and number of attendees to Mark Miller at millersoasis@msn.com. Cost is \$30 each and includes a buffet dinner.

The banquet is where the Club recognizes the efforts of its members and hands out awards for the year. The program includes a social hour followed by dinner and the awards presentation.

CALENDER OF EVENTS:

January 19th-Saturday- CCSC Banquet

March 23 & 24 CFI requalification

April 13 & 14 CCSC Spring Cleaning

April 21st-27th- Pennsylvania Ridge trip

June 10-15 Contest

July 8-12 Youth Camp

Aug 12-16 Adult camp

Aug 20-30 – 1-26 Championships Moriarty N.M.

Aug 31-Sept 1, 2013 – Labor Day Fun Fly, camp & cook out.



Two old guys having fun.

CCSC BOARD MINUTES 12/1/2012:

CALL TO ORDER: Dan Reagan.

Present: Dan Reagan, Rolf Hegele, Frank Paynter, Tim Christman, Mark Miller, Mike Hutchison, Jim Dudley, John Dudley and Steve Statkus.

Reading of the Minutes – Steve Statkus
November Board minutes previously distributed to board members. Approved as written 9/0.

REPORTS AND STATEMENTS OF OFFICERS AND COMMITTEES:**SECRETARY – STEVE STATKUS**

New Members: Micah Ferguson a youth member joined in November.

Member Resignations: Mrs. Edward Lopez, Carlo Montemagno, and Roy Hennig resigned. Chris Giacomo, Phillip Nagel, Elizabeth and Andy McClaskey and Gabby Southers all changed their status to inactive.

TREASURER – ROLF HEGELE

Cash Balances: Total checking and savings as of Nov. 30 is \$70.1K.

Income: Year to date \$34.1K.

Expenses: Year to date \$155.7K actual, \$159.8 budgeted.

Gas Cost: No increase in gas cost. It remains \$.38/100 feet.

Flights: 2252 against our break even point of 2000.

Rolf is looking for some back up help with book keeping this year. Jim and John Dudley agreed to help as necessary.

GLIDER MAINTENANCE – John Dudley:

Glider annual status: G102 waxed and awaiting Murry's inspection. It goes in the trailer after his inspection. ASK CC will be next in line for annual, 2nd Sat. in Jan, followed by ASK SD on the 4th Sat in Jan. We currently have enough plane captains for the gliders. It was decided to keep the G102 in the tow plane hangar after assembly to promote more frequent use.

OPERATIONS & GROUND TOW VEHICLES – Mark Miller: No report.

FACILITIES & GROUND EQUIPMENT MAINTENANCE – Mike Hutchison:

A new list of things to do will be posted in the clubhouse and emailed to each crew chief. Jobs will be assigned by crew.

Camper drain connections / drain cap status report was provided and CCSC was again found in violation of county codes. The bottom line is that all grey water drains must be removed and capped. Campers will be notified to comply by 1/1/2013. This action was voted on by the board and passed 9/0.

One deteriorated camper must be removed from the campsite. Owner has been informed.

Mike has asked for help with facilities this year.

PUBLIC RELATIONS – John Dudley. John has agreed to assume the duty (with help) of publishing the weekly newsletter currently published by Dan Reagan. This will involve input from crew chiefs.

SOCIAL ACTIVITIES – Jim Dudley: Mark Miller will continue to manage the annual banquet for 2012. There will be no cost increase over last year.

UNFINISHED BUSINESS:

Club policy on guest flights - After considerable discussion this issue was tabled with no action. The thinking being that "group rides" require board approval.

2013 Region 6 South Contest, Rolf Hegele – Application for 2013 Region 6 South contest was approved 9/0.

Safety report, Statkus - The fuel bladder investigation/resolution was presented and accepted as closed by the board. A second issue concerning requalification of a pilot by the CFI was submitted and approved. There are currently no open safety investigations.

NEW BUSINESS:

CCSC Officer Elections – The CCSC Board membership and assignments has changed following the recent election. New members and positions follow:

President: Frank Paynter
Vice President: Dan Reagan
Secretary: Steve Statkus
Treasurer: Rolf Hegele
Director Flight Operations: Mark Miller
Director of Maintenance: Tim Christman
Director of Facilities: Mike Hutchison
Director of Public Relations: John Dudley
Director of Social Activities: Jim Dudley

Joint meeting of SSD/CCSC to be held January 19, at 4 PM at Kings Island Conference Center (before CCSC Banquet). No change to this plan except to keep it short.

CREW SCHEDULES FOR 2013:

GLIDER MAINTENANCE ISSUES:

FURTHER ADVENTURES ON THE RIDGE:

Last month we squeezed ourselves into the cockpit of a Libelle with Rolf Hegele and experienced ridge flying as a first timer. This month we'll climb aboard with Steely-Eyed Jim (hereafter knows as "The GunSlinger" –ed.) Price and race down Bald Eagle Ridge with a pilot who has the right stuff and is not afraid to challenge the Nobblies, but carries a cell phone just in case. Without further ado, from the Gun Slinger to you.

There was no reason to wait. I started at 9:25 am. After going around the slight bend in the ridge at Tyrone the wind angle was much better and the lift was just incredible. I could fly at 90 kts or more and stay well above Brush Mountain, which climbs nearly a 1000 feet going toward Altoona. At the end of Brush Mountain I had climbed to 4000 msl without turning so I went straight across the 5 mile gap at Altoona, losing very little altitude because of the strong convection in the gap. I flew the Dunning Mountain ridge fast but high. There was just no way I could stand the pounding down close to the trees. At the end of this great section of ridge I took my first thermal, a two minute job, to gain 1100 feet and go across the 10 mile Bedford Gap at 5000 msl. The mountain to the south of the Bedford Gap is split into two ridges

with a narrow valley in between. I decided on the high ridge to the east which is very turbulent. After a few miles these two ridges come together. A rounded mountain shaped like half a stovepipe then leads to the big quarry at Cumberland, Maryland 16 miles south. This ridge was smoother. Doug Haluza was leaving a thermal at the quarry as I pulled in. It was a good one, which took me to 6200msl, enough to get started over the Knobbly Mountain. (Jim was retrieved from the Knobbly's in 2010 by a crew of volunteers to which he still owes dinners. –ed) The ridge is broken up here for the next 20-30 miles and most pilots want to be higher in this section. I ran for about 10 minutes and wasn't yet looking for another thermal but hit a good one near the Allegheny Ballistics Lab so took it back to 6200 msl. This was the last thermal I used until I got back to Keyser, West Virginia on the return. From here I was able to sustain at this altitude, cruising fast, for several miles past Keyser. Bob Harvey (BC) experienced the same thing a little later. The lift source was not smooth like wave but I suppose it could have been wave. No matter, it was an unexpected freebie that I happily took.

For me, what came next was the most exhilarating part of the flight, with some of the most dramatic scenery in soaring appearing in the distance. The North Fork of the Potomac River flows through a huge cut in the mountain called the Hopeville Gap, with giant slabs of rock sticking up on the far side. It is thrilling to approach this awesome chasm in a sailplane. The mountains are very high here and the scenery doesn't get any better. A few miles farther south, I decided to go over the top of the "wall" just before reaching Seneca Rock, which was a little tricky into a 20 kt headwind. Going south, the mountain climbs and at the same time juts out to the west. You can either ridge soar around it or go over it.

The big mountains keep climbing higher down here in Virginia and West Virginia. The scenery is magnificent. The high valley past Seneca Rock is lush green. There are patches of dogwoods in full bloom here and there, but the trees on the crests are still skeletons without leaves. Spring is slower to arrive at almost 4500 feet above sea level. Ridge soaring at this

altitude! What a feeling! Passing the small house built on a slab of rock right on the very crest of the mountain, I could remember the flight 7 years ago. The memory of that earlier flight, the same sights and feelings came back to me. The adrenaline was flowing. Just before the turn point I thought I saw a delta wing fighter jet cross in front of me coming from the west. As he pulled up over the ridge at warp speed he rolled inverted and then disappeared down the other side. I could not quite believe what I had seen. I didn't hear a sound! This phantom briefly reappeared a moment later, perhaps to have a look at me. Later, Tom confirmed that military pilots do these wild ground following exercises at about 400 feet AGL in that area.

Once I made the turn, which is a few miles south of where Route 33 crosses over the mountain, I had a good tail wind component and with the added bonus of going downhill, the miles went very fast. After only 3 thermals in about 235 miles, this ridge ride had come to an end. It was time to look for lift to get across the Knobbles.

At Keyser, West Virginia I connected with a good thermal and decided to stick with it to the top because it was strong and Doug Haluza had been in wave earlier. I thought it would be worth a few minutes to investigate. Cloud base was 8000 there. I flew from under the CU straight upwind into good lift, then under a couple of scraggly CU's. Next, one started forming all round the glider and finally I was in strong wave to about 9700 msl.

When I was doing the planning, my intention for this section of the flight were to get back over the Knobbles in thermal or wave and get back onto the ridge until reaching some point between Bedford and Altoona, where I hoped I would see a cloud street going toward my upwind turn point. This would put me nearly straight upwind run to my second turn point 15 miles southwest of Punxsutawney. It would also be approximately the shortest distance to the turn point from the ridge.

And this is where we will leave our gutsy aviator for this month, at 9700 msl with a problem to solve; head out over the plateau in a cloud street and be 100 miles from the turn point or use the altitude to recross the Knobbles

and stay closer to the ridge before heading off across the plateau. Stay tuned until next month and see what the Old Gunslinger chooses.

CLASSIFIEDS:a

Editor's note" Classifieds can be sent to stevestatkus@gmail.com. Date of entry noted in (). Ads may time out in three months unless resubmitted.

For Sale: 1997 Ford Camper-Van. Great glider support vehicle. Sportsmobile pop-top roof with bed, storage shelves, drawers and crank out awning. 7.3L turbo diesel gets 20 mpg highway and tows up to 12,000 lbs. 125,000 miles. \$6,000 obo. Rob Cluxton [513-702-3925](tel:513-702-3925) or rjcluxton@cinci.rr.com

For Sale (5/12); 1991 Elite Travel Trailer 30ft. Great shape, interior is in super shape, no known leaks. Newer refrigerator. Trailer is located on west end of the trailer park. Sale includes gas grill. A steal at \$2000 **OBO**. Norb Maurer [513 774 038](tel:513-774-038)



MERRY CHRISTMAS!!!!!!!!!!

