

Frequent Flier

Newsletter of Caesar Creek Soaring Club

September 10, 2013

Editors: John & Jim Dudley

NEWS YOU NEED TO KNOW:

Currency requirement revised-see below.

CALENDER OF EVENTS:

Pot luck dinner, September 21

Oktoberfest, October 19

CCSC BOARD MINUTES:

The CCSC board minutes are now available at http://soar-ccsc.com/?page_id=484 The password for the Members-only portion of the website will be printed on your monthly bill starting next month. Check the September 7, minutes for details on:

- Financial status of CCSC
- Change in currency requirement
- Offer on Blanik declined

New Members

Jack Runyon (youth)

Chad Runyon

David Evans (youth)

Chandler Demier (youth)

Paul McClaskey – Safety Committee Chair

Following Steve Statkus' resignation there has been a careful search for a new chairman of the safety committee. The CCSC board voted unanimously to appoint Paul McClaskey to that position. Thank Paul for taking on this responsibility and FLY SAFELY!

Annual Currency Review

The CCSC board voted to change one sub-paragraph of the currency requirements in the UOP to the following: *In order to fly a CCSC glider as PIC each CCSC member (except for instructors) must complete a CCSC field flight review each calendar year in the highest performing CCSC aircraft in which he/she is qualified to fly consisting of at least one dual instructional flight with a CCSC instructor with*

logbook endorsement. Note: For the purpose of this review the G103 and ASK 21 are considered to be of equal performance.

This flight must be completed each year before making any other flights in a CCSC glider. Flight instructors are exempt from this requirement, but still must comply with the more stringent requirements already in effect for instructors. This requirement applies to CCSC gliders only; pilots may fly their own gliders without completing this annual currency check, but still must comply with all FARs and the insurance requirement already in effect.

New Hampshire Altitude Record?

When you see Chris Giacomo ask him about the second oxygen bottle he has installed in his HP14. Just how long does it take to descend from 33,733 MSL? He is preparing for the Mount Washington Wave Camp on October 11.



Chris Giacomo preparing for high altitudes.

Civil Air Patrol, Oct 5-6

The Middletown squadron of the CAP will camp at CCSC October 5-6. They want to assist with glider movement to/from the flight line, preflight, cleaning gliders and other tasks to be assigned. Because of their eagerness to “earn their way” by performing whatever tasks we ask

of them, the board voted to authorize a flight charge of \$50, effectively treating them as full members for the weekend. Each of the 18 cadets hopes to have one glider flight. Not all cadets can afford the flight charge, so CCSC is seeking volunteers to sponsor one or more cadet flights. If you are willing to encourage a youth in this way, please contact Scott Mayer (mayer456@msn.com, 513-898-9948).

Good News – gas index decreasing

You may have noticed an increase in the cost of your tows this summer. That has been because the new engines in two of our tow planes have been burning 100LL AvGas to give them the best possible break-in. Because the AvGas is more expensive than the auto gas that we buy in bulk, the gas cost has been higher. Now we are back to using auto gas for those two new engines, so you will see some relief in the tow charge per 100 ft.

Volunteers Needed for Oktoberfest

What does a great CCSC party look like to you? Your ideas and your help are both needed to make this year's celebration on 10/19 a great one. Contact John Dudley (ccsc.update@gmail.com) to volunteer.

New SCAG Mower Mike Hutchinson

For the past 20 years we have operated one of the most reliable and durable mowers on the market (Kubota diesel). As with most high use equipment the Kubota has simply worn out and most recently the engine developed an internal knocking indicative of imminent failure. The mower was taken to a repair facility for possible repairs but we were informed that the engine would be too costly to repair/replace. This information and the need to prevent down time caused the SSD to decide to replace the Kubota.

Why did SSD buy a SCAG?

SCAG mowers are the biggest sellers and the ones we see most often locally. SCAG Power Equipment is currently the largest independent commercial mower manufacturer in the U.S.

Sturdy, durable construction from high quality parts is the reason this brand is popular. When our mower goes down, we get hopelessly behind the grass growth pattern requiring mowing and

re-mowing to catch up. SCAG manufactures mowers that have the lowest down-time record on the market.

As with any high use equipment, preventive maintenance is vital to preventing down-time. SCAG makes doing maintenance as painless as possible; oil changes are a snap and the cutting decks are shaft-driven so there are no belts to break. Spindles can be greased.

All SCAG riding mowers come with a roll-over protection system so ***if you are mowing on uneven terrain please make sure the roll bar is in the upright position.***

SCAG mowers are sturdy and user-friendly and they have lots of safety features, too. ***Those of you who have taken the opportunity to learn how to operate the SCAG have found there are numerous safety switches that prevent operation if not properly set. Do take the time to ask your facilities director or a club member who already knows the mower features to show you how to properly operate the mower***

Productivity is the biggest reason Scag mowers are so popular. You can mow taller grass faster because of the air-flow, baffling and ultra-high blade tip speeds. Higher horsepower and engine torque also speed up the amount of work you can do in a day. Adjustable seats, large foot pedals and ergonomic handles protect the operator from machine-induced fatigue which gets work done faster and prevents accidents. The only limiter to productivity of a SCAG mower is fuel tank capacity. The mower holds less than 10 gallons of gas. This means more frequent refills compared to some other brands, but 10 gallons will mow a lot of CCSC grass.

Thanks for reviewing this summary and enjoy mowing.



2013 CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker, **ACC:** Jim English, **Tow Pilots:** John Armor, Andy McClaskey, Mark Schababerle, **Instructor:** Paul McClaskey. **Crew:** Waseem Jamali, Courtney Schulker, Gerry Daugherty.

1ST SUNDAY

CC: Mike Karaker, **ACC:** Mark Miller, **Tow Pilots:** Manfred Mauer, Norb Mauer, Dieter Schmidt, Andy Swanson, Bob Miller. **Instructor,** Bob Miller, Rich Carraway,. **Crew:** Don Burns, Dave Rawson.

2ND SATURDAY

CC Bob Root, **ACC** Dan Staarmann. **Tow Pilots:** Bob Anderson, Mark Schababerle. **Instructor:** Bill Gabbard, Chris Giacomo. **Crew:** John Antrim, John Biernacki, Pat DeNaples ©, Dick Holzwarth, Jim Hurst ©, Jim Marks, Haskell Simpkins ©.

2ND SUNDAY

CC: Dave Menchen, **ACC:** Greg McDowell, **Tow Pilots:** Fred Hawk, Lorrie Penner, Gorden Penner, Jim Goebel **Instructor:** Gorden Penner, Bill Gabbard, Jim Goebel, Tom Rudolf, **Crew:** Alyssa Engeseth, Lucy McKosky, Mike McKosky, Katie Menchen, Jamie Morris.

3RD SATURDAY

CC:Maury Drummey, **ACC:**Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Dick Eslinger, Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Eric Cochran, Jeff Crowford, Jim Dudley, John Dudley, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops, Chris Uhl ©, Chad Daughters

3RD SUNDAY

CC: Tom Bonser, **ACC,** None. **Tow Pilots:** Tony Bonser, Tim Christman, Mike Hutchison. **Instructor:** Dick Eckels, BillMiley, Chad Ryther, Bill Gabbard. **Crew:** Marcos Aranha, Jack Morari, Eran Moscona, Paul Schuette.

4TH SATURDAY:

CC: Chuck Lohre. **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins, Guy Byars, Bernie Fullenkamp ©. **Instructor:** John Atkins, Joe

Jackson, Larry Kirkbride ©. **Crew:** Tom Bales ©, Ross Bales, Michael Hayden. Chuch Lohre, John Murray ©, Ethan Saladin, **H MEYERROSE.**

4TH SUNDAY

CC: Steve Statkus, **ACC:** Todd Dockum. **Tow Pilots:** Jim Bierstine, Matt Davis, Frank Paynter, **Instructor:** Lynn Alexander, Frank Paynter. John Lubon. **Crew;** Rich Cedar, Barry Clark, Pat DeNaples, Tyler Dockum, Rik Ghai, Scott Mayer, Dan Reagan, Pete Schradin, Adam Wilson, Josh Young, Shelby Estell.

2013 ADDITIONAL CREW DAYS:

March 30- 1st Sat Crew,
March 31 – 1st Sun Crew.
June 29 – 2nd Sat Crew,
June 30 – 2nd Sun Crew.
Aug 31 – 3rd Sat Crew.
Sept. 29 – 3rd Sun Crew
Nov. 30 – 4th Sat Crew.
Dec 29 – 4th Sun Crew

2013 POINTS OF CONTACT:

SSD PRES: John Lubon, hm: 513-870-0994
CCSC PRES: Frank Paynter, cell: 614-638-6749
CFI: Tom McDonald, cell: 859-992-6801
CHIEF TOW PILOT: Tim Christman, hm: 937-475-1445
SAFETY OFFICER: Paul McClaskey, hm: 614-245-8129
DIR OF OPS: Mark Miller, hm: 513-235-6128
DIR OF FACILITIES: Mike Hutchison, hm: 812-343-1531
TOW PLANE MAINT: Tim Christman, hm 937-475-1445
GLIDER MAINT: John Dudley, 513-314-4823
BUSINESS MANAGER: Noelle Stewart, 513-932-7627