

Frequent Flier

Newsletter of Caesar Creek Soaring Club

October 8, 2013

Editors: John & Jim Dudley

NEWS YOU NEED TO KNOW:

Nominations are open for Trustees

CALENDER OF EVENTS:

Oktoberfest, October 19

Annual Meeting for Election of Trustees,
November 12 at 7:00 pm at CCSC.

Active Membership Oct 5, 2013

Full members	168
Family & Youth members	37

Flight Activity 2012 2013

Flights last month	231	230
Flights Year to Date	2083	1429

Oktoberfest, October 19

Our annual celebration of Oktoberfest will take place the 3rd Saturday in October. Each of the neighbors surrounding CCSC has been invited to join us for a glider ride and cook out. Come help maintain the good will that we enjoy with these neighbors. The mets and brats will be ready on the grill all afternoon. There may even be some colorful leaves on the trees that you can enjoy as you are soaring on the thermals triggered by our bonfire. The monthly pot luck dinner will also take place after the flying concludes. Contact John Dudley (ccsc.update@gmail.com) to volunteer.

Election of Trustees

Five trustee positions will be filled by an election November 12. CCSC is run by a Board of Trustees with 9 members, with authority to conduct the business affairs and manage the club. If you are willing to serve as a Trustee or know someone is will, please indicate your willingness to Mark Miller by October 11

(millersoasis@msn.com). The ballots will be sent out by October 13, so don't delay.

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 is printed on your monthly bill.

CCSC Financial Summary Dan Reagan

There are some noteworthy items in the CCSC financial reports through the end of September. First, the flight income is approximately \$12,000 below a breakeven budgeted figure of \$70,000. We have had 1429 flights against our budgeted number of 1840 through September. Last year at this time we had 2083 flights. The budget is set to break even with 2000 fights for the year.

The contest net income for 2013 was \$9,000 against a budgeted number of \$3,000. Rolf, Frank and others did a good job.

Tow plane maintenance is about \$2,000 over budget due in part to some items that had been pushed back from prior years. Glider maintenance is about \$2,000 under budget for the year but no costs are in the numbers for repair of the green 2-33 "Pickle".

Tow plane fuel costs are over \$5,000 more than budgeted due mainly to the necessity to run 100 octane low lead aviation fuel while breaking in two newly overhauled engines. Ordinarily we would burn automotive gas.

All other significant items are reasonably close to the budgeted number except that at this time no bad debt has been accounted for in 2013.

The \$64 fee that members saw on the September bill netted a little over \$10,000 and helped cover the shortfall of income as noted above.

The current status as of October 1st is that (when including the \$64 fee) we are very close to the net bottom line budgeted break even number. Barring any major unforeseen expenses and average flying activity, the cash currently in the bank and receivables should be sufficient to cover the major expenses we see at year end and the first quarter of the year. In December we have a lease payment of around \$10,000 and an insurance payment of about \$22,000. The first quarter of the year we have the tow plane annual inspection expense of around \$15,000. The 2-33 "Pickle" repair costs will probably show up in the first quarter of 2014. Note that the first and last quarters of the year are a time when there is very little flying so there is very little flight income. Thus, we need to go into the last quarter with a good cash reserve.

The bottom line is that our current financial position appears to be OK as long as the number of flights in this last quarter of the year matches typical 4th quarter trends.

Since flying activity is down, the CCSC Board will be considering a breakeven point of 1500 to 1800 flights for the year when making the 2014 budget to avoid the need for special assessments next year. Under the current fees and dues structure, some of the flight income is used to help cover fixed cost. A budget with a reduction of flights means unless expenses go down, flight fees, rentals, or dues etc. would have to increase to balance the budget. All avenues will be investigated for the upcoming year.

Baby Grob Time Extended

The Board approved allowing 2-hour flights of the Grob-102 to encourage more flying. There is no change to the Schedule of Fees and Dues. Extended flights in the other Club aircraft will continue to be at the discretion of the crew chief based on the demand for the aircraft that day.

On Line Contest 2013 Results - Dan Reagan

The On Line Contest (OLC), which keeps records of soaring flights, ends its scoring statistics year October 1. In the US there is a gold league and a silver league. The top 18 club teams are in the gold with the next 18 in the silver. Last year

CCSC was put in silver as a start and ended the year in number one position. CCSC advanced to gold this year. The scoring is based on any three members (the three fastest) who had the highest average speed for a 2 ½ hour segment of any flight. These three highest speeds are added for each weekend and the totals are summed for about 20 weekends. At this time (with the scoring year ending) it looks like CCSC is in 14th position in the US and 63rd in the world. Last year CCSC ended at tenth in the US and 60th in the world. Note that all the US teams that beat CCSC and the top three in the world are located in the western US where they are making high altitude flights and have much different conditions than exist here in the east. Five of the top seven teams in the world are from the western United States. Come join the fun for a CCSC trip out west in 2014!

Here are the individual mileage totals for CCSC members who flew over 10,000 kilometers (6,210 miles) in the past 12 months.

Frank Paynter 13,732 km with the longest flight of 559 km flown from Mifflin County, PA

John Lubon 13,068 km with the longest flight of 850 km flown from Minden, NV

Joe Simmers 12,982 km with the longest flight of 896 km flown from Minden, NV

Dan Reagan 11,509 km with the longest flight of 818 km flown from CCSC

THE WESTERN SOARING TRIP, Part 2

By Dan Reagan

This is a continuation of the trip report of my summer western soaring trip to Parowan, Utah, Ely, Nevada and Minden, Nevada. As the last report ended I had flown at Parowan, Utah and had departed Ely for the 400 mile trip to Minden.

Since I was thinking that I might come back out to fly at Ely next summer I was paying close attention to the terrain and land out options as I departed Ely and continued through the Nevada desert. To give a hint of what to expect, the name of the road for the next 300 miles is "Loneliest Road". No kidding. It's on the map. The next town of any size (two gas stations) was 150 miles away but I noted that it did have an

airport. There was no sign of life for mile upon mile. While looking for places to land a glider, I did see an occasional dry lake bed but 99% of the route was sage brush and rocks both of which created unlandable terrain. The best landable place was occupied by Fallon Naval Range which had signs up saying keep out and watch for low flying aircraft. It had big numbered signs out across the lake bed like it was a bombing range. I noted that this was probably not a good place to land out but I bet you would not have to wait overnight for a retrieve.



Picture of Smoke over Highway

As I got closer to Minden I started noticing a nice big long cloud running from south to north. It looked like a huge wave cloud coming off the Sierras but the wind was from the wrong direction. As I got closer I realized that this was smoke from a forest fire and then I remembered that there was a fire close to Minden. This was not good. Upon arriving at the Minden airport I could see the fire to the east just a short distance away in the Pinenut mountain range. As I inquired about the flying possibilities I was told that flying was okay but there was a temporary flight restriction (TFR) for the whole Pinenut mountain range. I had been told the only reliable way to get out of the valley where Minden is located was to take a tow to the Pinenuts and get a thermal to altitude and you are on your way. Well, with the Pinenuts being restricted, I could tell things were going to get a little challenging. To add to the situation the FAA decided to bring in a temporary control tower to direct traffic at the airport since it was

being used as a fire fighting base. So with golf carts crossing two active runways hundreds of times a day towing and retrieving gliders, I could only imagine what controller directed traffic was going to be like.



Smoke from Pinenuts Forest Fire

The next day Joe Simmers arrived at Minden ready to fly. The forest fire was a concern and we debated whether to just go back to Ely and fly there. Having just come from there and knowing a little about the terrain, this was not my number one choice. We decided to give Minden a shot the next day. Since the Pinenuts were not a possibility to use to get out of the valley, I was advised to take a very high tow to the south end of the valley to the higher terrain.

Minden, Nevada sits right at the California border with the Sierra Nevada mountain range about five miles to the west. Lake Tahoe sits about ten miles to the west up in these mountains. The Sierra range runs north from Minden about 30 miles close to Reno and goes south about 200 miles. Yosemite National Park is in these mountains about 100 miles south of Minden. A goal was to fly to the south end of the Sierras 200 miles away to Mount Whitney, the highest point in the 48 states at 14,491 feet, and return. When perusing the map to the south along the route I noted four different wilderness areas, along with Devil's Gate, Last Chance Mountain, and Death Valley National Park.

The glider operation sits on the west side of the airport and the glider staging area, also the launch point, is located on the east side right beside runway 30. Getting to the staging area meant crossing two active runways. We are

very fortunate at CCSC. I was advised that every day at 1:30 Mother Nature turns on the wind out of the west at a velocity of 15 gusting to 25.

Day One of Minden Flying:

The standard procedure to decrease the time between launches is for the tow plane to hook to the glider in the staging area where the tow begins. So you are pointed in one direction as the tow begins and as you get to the runway you then turn down the runway. It's not difficult. You just follow the tow plane.

Joe launched first and headed south. I launched with the idea of being conservative and taking a high tow. As I got to 7500 msl, 3,000 agl, I just did not feel right taking such a high tow so I released in what I thought was good lift. I was not yet over the high ground where I was advised to go. At 7500 feet I thought, "No problem". It did not take me long to dump my water ballast. So for the next two hours I struggled to get out of the valley and never made it. I tried towns, four lane intersections, and dark fields, etc., etc., and nothing worked. Joe on the other hand got away and flew south for a total of about 400 kilometers. It was an educational day. My timing was great so that I arrived back at Minden just as the 15 gusting to 25 cross winds started.

Day Two:

Joe and I departed Minden and headed south. This time I was not bashful and just hung on to the tow plane until I was half way up on high ground at the south end of the valley. I got good thermals at Mount Patterson and continued on and almost landed at the Hilton Ranch. I always wanted to go there but not on a land out. The flight continued on south to the White Mountains which looked very intimidating with peaks over 14,000 feet. My mentor, Joe, was not in the lead at this point so I decided not to wander any further south without some guidance. I did not know how in the heck I was going to get home anyway. The only land out options were a few airports quite a distance apart with a crop circle thrown in every once in a while. For an Ohio flat land flyer this terrain

looked VERY HOSTILE! I kept muttering under my breath, "These guys are crazy!"

On the trip back to Minden, I heard EZ, Joe, announce he was going to land out at Hawthorne airport so I told him I would come get him. (As if I knew I was going to make it back) I got back to Minden, fought the winds on landing, hooked up Joe's trailer and made the two hour very beautiful drive, while almost running out of gas, to the Hawthorne airport. This is not a very populated area. I got to see the hostile terrain very well on the drive. At Hawthorne Joe was a little bent out of shape about landing. If I had needed another glider I think I could have picked up Joe's for half price. Since Joe had been on the ground for the last 3 or 4 hours he had made friends with Betty, a very special 80 year old lady who volunteered to play hostess for the airport. There was a nice little one room pilot lounge which probably saw one flight every other day. Joe and I put his glider in the box and went across the street to the pizza place. It was a two hour drive for the retrieve and all I got to eat was pizza! Hostess Betty showed up as we were leaving so we packed her a "to go" box with our left over pizza. It was another very educational day with Joe and me both flying about 250 kilometers.

Day Three:

Well, the FAA portable control tower opened. 90% of the tower calls were for, "Golf cart cleared to cross runway 34 hold short of runway 30. Golf cart cleared to cross runway 30". This went on all day. It seemed often that someone entering the pattern would have to correct the controller's instructions.

We flew north to Fallon and I made it a point not to land at the Fallon Naval Range. The terrain did not seem as hostile and the airports seemed a little closer together. Maybe I was just getting more accustomed to the mountain flying stuff. Flying above 15,000 feet seemed to be the standard procedure. Joe and I both had enjoyable flights that were in the 300 km range. I seemed to be getting a little more comfortable. (I now muttered, "These guys are crazy" only about once an hour) (Continued in next FF)

2013 CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker, **ACC:** Jim English, **Tow Pilots:** John Armor, Mark Schababerle, **Instructor:** Paul McClaskey, Bill Gabbard. **Crew:** Waseem Jamali, Courtney Schulker, Gerry Daugherty, Phil Bandy, Ben Nesbitt, Kevin Price, John Raines.

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, Eric Hinz. **Crew:** Don Burns, Dave Rawson, Katherine Haessler, Stephen Kleine, Joe Zeis.

2ND SATURDAY

CC: Bob Root, **ACC:** Dan Staarmann. **Tow Pilots:** Bob Anderson, Haskel Simpkins. **Instructor:** Chris Giacomo, Bob Anderson. **Crew:** John Antrim, John Biernacki, Pat DeNaples©, Dick Holzwarth, Jim Hurst ©, Jim Marks, Haskell Simpkins ©, Jim Grueninger, Mike Haase.

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, Tom Geygan.

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 McDonald, **ACC:** Tom Bonser. **Tow Pilots:** Tony Bonser©, Tim Christman, Mike Hutchison, Richard Perry. **Instructor:** Dick Eckels, Bill Miley, Chad Ryther, Bill Gabbard. **Crew:** Marcos Aranha, Jack Morari, Eran Moscona, Paul Schuette, Glen McDonald, Mary Towers.

4TH SATURDAY:

CC: Henry Meyerrose. **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 ©, Casey Hildenbrand.

4TH SUNDAY

CC: Steve Statkus, **ACC:** Todd Dockum. **Tow Pilots:** Matt Davis, Frank Paynter, Ron Blume, Tim Morris. **Instructor:** Lynn Alexander, Frank Paynter, John Lubon. **Crew;** Richard Cedar, Barry Clark©, Pat DeNaples©, Tyler Dockum, Rik Ghai, Scott Mayer, Dan Reagan, Pete Schradin, Adam Wilson, Josh Young, Shelby Estell, Philip Carl, Kaitlin Gossett, David Meyer.

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:

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CCSC PRES: Frank Paynter, cell: 614-638-6749
CFI: Tom McDonald, cell: 859-992-6801
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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
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