



## Caesar Creek Soaring Club

March 4, 2014

### NEWS YOU NEED TO KNOW

- Flight Review Ground School this Saturday at 9:30 AM.

### CALENDAR OF UPCOMING EVENTS

Mar 8	Flight Review Ground School - 9:30 AM – Bob Miller
Mar 15	SSD Board – 10:00 AM; Potluck – 5:00 PM
Mar 29	Crew Chiefs Meeting at 9:00 AM - Brian Stoops
Apr 12	Flight Review Ground School – 9:00 AM -
Apr 12-13	Spring Cleanup –All Members
Apr 26	Tow Pilot meeting at 9:30 AM
May 10	Thermaling Seminar - John Lubon
May 24-26	Memorial Day Fun Fly – Gary Adams
June 11-22	126 & Region 6 South – Rolf Hegele
July 6-12	Youth Camp- Steve McManus
Aug 11-15	Adult Camp- Dan Reagan
Aug 30-Sep 1	Labor Day Event
Nov 11	Annual meeting and election

### CLUB STATISTICS

<u>ACTIVE MEMBERSHIP</u>	<u>2/1/2014</u>	<u>3/1/2014</u>	<u>FLIGHT ACTIVITY</u>	<u>2013</u>	<u>2014</u>
Full Members	157	156	Last month	27	9
Family & Youth	35	35	Year to Date	44	9

### FINANCIAL HIGHLIGHTS FOR FEBRUARY

Weather continued to limit flying in February, so revenue from flying is behind budget. Some costs have been paid earlier in the year than anticipated in the budget. Although we are in the red relative to budget by about \$6600 as of the end of February, this is not perceived to be a problem. The tank is full of gas, some bills for aircraft maintenance/annuals and accountant fees have both been paid ahead of the budget plan, etc. Also, the cash situation is still good with sufficient in the bank to cover anticipated expenses during the next couple of months. The fuel index remains at \$0.32 per 100 ft.

## WINTER OPERATIONS TO CONTINUE AT CCSC

Efforts to arrange for operations at local airports have reached an impasse. Operations will remain at CCSC despite limitations imposed by damp runway conditions.

## WEDNESDAY CREW LEADS WITH 6 LAUNCHES

With temperatures in the low 20's the surface of the field was firm enough for use on Wednesday. The bright sunlight triggered enough thermal action to lift the G-103 and Blanik L-23 and crews for 6 fun flights in the bright blue winter sky. The Grob-103 was the first ship to launch from CCSC this year. Charlie DeBerry and Don Green were at the controls.



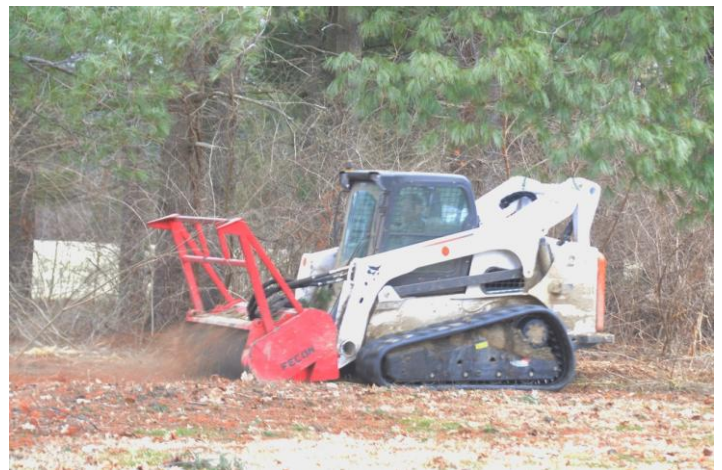
## FIRST SATURDAY - WORK DAY



**Mike Hutchinson and Henry Meyerrose inspecting brush removal work.**

Mike Hutchinson was at the club supervising a guy with a Bobcat equipped with a brush shredder/stump grinder. The honeysuckle and other brush was rapidly removed around much of the grounds.

With a solid high overcast there was no flying, so the First Saturday Crew tackled some key projects. The Baby Grob was washed, vacuumed, tape removed, lubricated, etc in preparation for annual inspection. The battery in 909 was charged and then it was test flown with no indication of the problem encountered Wednesday in keeping it running while the engine was cold. 33Z was washed at Cubby's in preparation for annual.



**Bobcat with stump grinder/brush shredder at work cleaning up CCSC grounds.**

## FIRST SUNDAY CREW

Winter weather prevented any flying.

## YOUTH CAMP – STEVE MCMANUS



This year Youth Camp will run from July 6 to July 11. We are planning for about 15 campers. The initial planning meeting last Saturday was a big success with key volunteer leadership positions being filled and clear direction established. Now the detailed work of preparing is under way. An immediate objective is to attract 15 youthful aviation enthusiasts. To aid in that activity Steve McManus has prepared an article describing [Youth Camp](#). That [article is posted on this website](#) where it will be available to you to share with your children, grandchildren, neighbors and friends. Help the club select the right youth for this very special opportunity.

## ATTENTION CAMPERS - TREE REMOVAL

A tree surgeon will be brought in soon to remove large trees in the campground that threaten several trailers. If you would like specific limbs removed or other pruning done around your camper, please mark those limbs with the orange tape available in the clubhouse and notify Bob Miller. Bob will be supervising the tree surgeon to assure no damage to trailers and that all appropriate limbs/trees are removed.

## Noelle & Jon Stewart

Have you ever wondered who sends you the monthly invoice for your flying at CCSC or who responds to your email sent to [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)? Have you noticed the busy mother chasing two young boys around the play area near the clubhouse? That special person is Noelle Stewart. When the grass starts growing in the spring you can thank her husband Jon Stewart for keeping it cut. Noelle and Jon and their sons, Jon Kekoa Gregory (Koa) who is 4 years old, and Evan Makani (Mak) who is 2 years old, live in the former farmhouse on the CCSC grounds. As part of the rental agreement they keep the grass cut and do other grounds maintenance and take care of much of the administrative work, including processing all of our invoicing and payments, maintaining the membership database, entering flight data, maintaining crew lists, tracking gasoline, diesel, and water usage, etc.

Noelle and Jon both have a love of aviation. Noelle is a skydiving enthusiast with 250 jumps. They met in New Jersey where they both were working for Skydive Sussex. In 2008 they married and continued their adventure in the skydiving business in Hawaii until 2011. Jon is the third generation of Stewarts to be involved in aviation in this area. He is a commercial pilot, parachute rigger and a skydiving instructor with about 15,000 skydives. Jon has experience flying tow planes for gliders and commercial pilot experience giving scenic glider rides and also



Jonny, Noelle, "Koa" and "Mak" Stewart

aerobatic glider rides in Hawaii. He is a member of CCSC with a strong desire to get current and enjoy flying gliders this year, possibly with the Wednesday crew.

Noelle has a BS in Human Services and is licensed as a Chemical Dependency Counselor. She works in Hamilton for a residential rehabilitation facility for adolescents. Jon continues to provide skydiving instruction and also works for DirecTV as an installer and service technician covering Middletown, Mason, Waynesville and Wilmington. Jon is also taking courses in preparation for an Airframe and Powerplant mechanic license. Meanwhile, Noelle is expecting the arrival of their third child (a girl) within the next month.

So, if you have to wait a day or two for a response to your email to [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com), be patient. Noelle does not go to the CCSC office each day, but she does try to check email every couple of days. Her cell phone number is listed on our website on the Contacts page, but be judicious about when you call her. And when you see Jon or Noelle out and about the CCSC grounds, be sure to say Thank You for the excellent work they are doing.

## **CREW CHIEFS MEETING - MARCH 29**

Crew chiefs, please plan to attend the annual meeting on March 29. Send suggested agenda items to Brian Stoops, [email](#).

## **HISTORY OF CCSC - BOB ROOT**

That was a great story that Jim Hurst wrote about how we got started and what made us successful. I had forgotten about it. Jim is a good writer. He is also the author of a flight training manual which was the club's primary training syllabus for many years.

After we acquired "The Farm" we needed bathrooms and a shower as well as a club house to meet



**First camping weekend after acquiring farm.**

in. Under Henry Meyerrose's direction we installed the bathrooms in a rear room of the farm house. We had a number of buildings on the property, including an old 10 by 20 foot chicken coop which we decided could be fixed up for a club house. There were decades of stuff the chickens had left behind that had to be shoveled out. A new floor was put in, some insulation and wall paneling installed, and we had a club house. As time went on additions were put on until Walt Herrman one day hung a sign on the door naming the place "The Sow's Ear"---as in you can't make a "silk purse" out of it. We decided we really needed a decent building so we started a campaign to get members to buy more stock. Enough was raised to build a 30 by 40 foot building and the chicken coop was torn down. The bar-b-que pit sits where the coop was located. Max Marshall and Bob Halley put in the electrical

wiring and members laid the tile floor. Electric baseboard heat was put in, but expensive to use so we decided we needed a fireplace ---one thing we had plenty of was fire wood, and for many years John Bernacki keep us in split firewood. Earlier we had the old dairy barn taken down and hauled away. It was too far gone to fix and we got a man to completely remove it for the lumber at no cost to us. But we kept one hand hewn beam for our fire place mantle and after 2 or 3 weekends we had a great fireplace built. Years later a kitchen, bathrooms and a large outdoor pavilion was added.

Read more of Bob's stories on [History of CCSC - Bob Root](#) and encourage more contributions from Bob and others who worked so hard to build Caesar Creek Soaring Club.

## ANNUAL INSPECTIONS PROGRESSING WELL

The Grob 103 and both K-21s have been finished and the Grob-102 is ready for hard wax and John Murray's inspection. The annual on 48L is completed and it is returned to service at a lower price thanks to club member participation. 33Z is at Cubby's and has been cleaned and prepared for inspection by club members to keep costs low.

## PENNSYLVANIA TO FLORIDA - LOGISTICS - DAN REAGAN



This edition describes some of the logistical challenges of this long flight. Many things have to be considered and preparations completed by take off time.

First, there is a problem of getting the glider to the ridge in time to be prepared for the flight on the magical day.

To assist in high speed ridge flying, the gliders will carry all the ballast allowed. The ballast helps with speed and smoothing the ride such that the pilot's head does not break the canopy. This adds another logistics problem of getting water with antifreeze into the glider in time for a daybreak departure.

Since the weather is ever changing, several potential routes must be selected. This means waypoints must be obtained for the total area that might be flown. In our case, depending on the weather, the route south of Chattanooga can take a southerly direction anywhere from Mississippi to the east coast. This is a huge area. Airports will be researched with Google Earth. The terrain will be investigated with Google Earth to eliminate any areas that are too hostile and don't have airports. My current data base for the flight has around 1000 waypoints of which around 600 will be investigated in depth for their runway condition. I have already found an airport in the data base with fences across the runway, an airport with about 200 tractor trailers parked on the paved runway, a listed airport that is now the eighth fairway of a golf course, and an airport that is now a subdivision. You would not want to be on final glide to any of these.

Keeping the body the right temperature can be a challenge. The preferred way to start this flight is to get into wave lift which can take you well above 10,000 feet. So the average low temperature in central Pennsylvania during April is around 30 degrees. Well, the average high temperature in northern Florida is approaching 80 degrees. When you consider that the temperature at 10,000 feet will be well below freezing and the high temperature for the day might be 80, then you have more than a 50 degree temperature swing that the pilot must be prepared to handle. I have not figured this one out yet.

The flights have potential of high altitudes in wave lift so there is the logistical challenge of making sure oxygen is on board and the system is working correctly.

To make it to Florida will take in the neighborhood of 13 hours. Dehydration can affect judgement as well as be distracting so a good water supply must be on board. This is a lot of water when considering the warmth down south. Then this creates the problem of a relief system. Preparation is essential.

Even with the close confines of the cockpit, room must be allotted for food. With a 13 hour flight, hunger can be very distracting.

Since the end of official daylight changes day to day, this must be monitored to know what the useable hours are.

The preflight weather analysis is probably the biggest challenge. Many, many hours will be put into analyzing the weather so the correct day can be selected. Since the direction of flight south of Chattanooga will be decided in flight, a really desirable tool is real time weather in the cockpit. This way satellite cloud cover can be seen on the go and a direction can be picked to follow the clouds.

And then there is the retrieve. The logistical challenge of getting the glider home is a nightmare when the potential landing area is so huge. One way to tackle this is to land, bum a ride to the closest rental car agency, rent a car, drive to Pennsylvania, get the trailer and then go retrieve the glider. This retrieve must be done in a timely manner so we can be back in Pennsylvania before the arrival of the next cold front which will allow another attempt.

All this planning for a LONG flight will probably jinx my flight, so there is a distinct possibility of my landing out about 10 miles from takeoff. This has been done many times by much more experienced pilots trying to make long flights by taking off very early in the usual early weak conditions. It will be interesting.

Remember that during some years the conditions never materialize to make an attempt possible.

### **ELECTRONIC PAYMENT OF DUES IS NOW AVAILABLE**

The option is now available to pay your monthly dues and flight charges using PayPal. Look in the [Members Only](#) page of the website (password is printed on your monthly statement). There is a new page named "[Pay Your Bill Here](#)". Enter your account number to assure that you get credit for the payment, then click on the Pay Now button and follow the instructions. If you do not have a PayPal account, you may use a credit card or a direct transfer from your bank account. A few of us have tested it through one full cycle and it appears to be working fine, so it is available for any member who chooses to pay in this manner. There is no need for you to change how you make your payment if you prefer to continue to use your familiar process.



**Look for this Icon on the  
"Pay Your Bill Here" page**

Soon there will be a feature on the website that will enable non-members to purchase gift certificates on line using PayPal. We expect that will increase the number of gift certificates purchased. Also, we will soon have the capability of accepting payment for Introductory (Guest) Flights right at the flight line. In the past we have lost potential guest rides because guests did not have cash or check book with them. More about this in a future issue. For now you may want to try using the PayPal approach for paying your bill so that you become familiar with how it works and comfortable to encourage a guest to use this system.

### **CCSC TRUSTEE BOARD MINUTES**

Available at [http://soar-ccsc.com/?page\\_id=484](http://soar-ccsc.com/?page_id=484). The password is printed on your monthly bill.

### **CCSC IS ON FACEBOOK**

<https://www.facebook.com/CaesarCreekSoaringClub>. Help promote our sport and our club by uploading your favorite photographs, videos and stories.

### **FOR SALE**

"6V" ASW 15. Cambridge 302 Vario and moving map Flight Computer. Dittal radio. 1/3 share is For Sale. Contact Chuck Lohre 513-260-9025, [chuck@lohre.com](mailto:chuck@lohre.com).

## CCSC GROUND CREWS:

### 1<sup>ST</sup> SATURDAY

**CC:** Steve Fenstermaker (cell: 937-581-7713),  
**ACC:** Jim English, **Tow Pilots:** John Armor, Andy McClaskey, Mark Schababerle, **Instructor:** Paul McClaskey. **Crew:** Waseem Jamali, Courtney Schulker, Gerry Daugherty, Phil Bandy, Ben Nesbitt, Kevin Price, John Raines.

### 1<sup>ST</sup> SUNDAY

**CC:** Mike Karaker (cell: 937-830-0627), **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, Chad Runyon, Jack Runyon.

### 2<sup>ND</sup> SATURDAY

**CC:** Bob Root (cell: 513-630-8761), **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.

### 2<sup>ND</sup> SUNDAY

**CC:** Dave Menchen (cell: 513-313-2315), **ACC:** Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie Penner, Gordon Penner, Jim Goebel **Instructor:** Gordon Penner, Jim Goebel, Tom Rudolf, **Crew:** Alyssa Engeseth, Mike McKosky, Katie Menchen, Tom Geygan, Fred Hawk, Dave Conrad.

### 3<sup>RD</sup> SATURDAY

**CC:** Maury Drummey (cell: 513-543-1906),  
**ACC:** Rolf Hegele, **Tow Pilots:** Don Green, Steve McManus. Dick Scheper. **Instructor:** Dick Eslinger, Charlie DeBerry, Kat McManus. **Crew:** Gary Adams, Eric Cochran, Jeff Crawford, Jim Dudley, John Dudley, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©, Chad Daughters, Chandler Demler.

### 3<sup>RD</sup> SUNDAY

**CC:** Tom Bonser (cell: 513-673-7746), **ACC:** **Tow Pilots:** Tony Bonser©, Tim Christman, Mike Hutchison, Richard Perry. **Instructor:** Dick Eckels, Bill Miley, Chad Ryther, Bill Gabbard,

Tom McDonald. **Crew:** Marcos Aranha, Jack Morari, Eran Moscona, Paul Schuette, Glen McDonald

### 4<sup>TH</sup> SATURDAY:

**CC:** Chuck Lohre (cell: 513-260-9025). **ACC:** Ethan Saladin. **Tow Pilots:** John Atkins©, Guy Byars, Bernie Fullenkamp©. **Instructor:** John Atkins, Joe Jackson, Larry Kirkbride. **Crew:** Henry Meyerrose, Tom Bales ©, Ross Bales, , John Murray ©, Casey Hildenbrand.

### 4<sup>TH</sup> SUNDAY

**CC:** Steve Statkus (cell: 513-720-8955), **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, Chandler Beckwith.

## 2014 ADDITIONAL CREW DAYS:

March 29 – 2nd Sat Crew  
March 30 – 2nd Sun Crew  
May 31 – 3<sup>rd</sup> Sat Crew  
June 29 – 3<sup>rd</sup> Sun Crew  
Aug 30 – 4<sup>th</sup> Sat Crew  
Aug 31 – 4<sup>th</sup> Sun Crew  
Nov. 29 – 1<sup>st</sup> Sat Crew  
Nov 30 – 1<sup>st</sup> Sun Crew

## POINTS OF CONTACT:

**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:** Brian Stoops, 937-203-6997 (c)  
**DIR OF FACILITIES:** Bob Miller, 937-882-6012  
**TOW PLANE MAINT:** Tim Christman, hm 937-475-1445  
**GLIDER MAINT:** Steve Statkus, 513-576-9080  
**SSD PRES:** John Lubon, hm: 513-870-0994  
**BUSINESS MANAGER:** Noelle Stewart, cell: 808-286-2373, [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)  
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