

# Frequent Flier

## Newsletter of Caesar Creek Soaring Club

### October 15, 2013

Editors: John & Jim Dudley

#### **NEWS YOU NEED TO KNOW:**

Oktoberfest is this Saturday, all day  
Proxy ballots for election of trustees mailed

#### **CALENDER OF EVENTS:**

Oktoberfest, October 19

Annual Meeting for Election of Trustees,  
November 12 at 6:30 pm at CCSC.

#### **Oktoberfest, October 19**

Remember to come out for CCSC Oktoberfest/Good Neighbor Day/Pot Luck Dinner to be held this Saturday. Our CCSC neighbors will be given glider rides. The grill will be hot all afternoon with a meat of choice. There will be a big bonfire. As an added attraction, there will be a half dozen parachutists who will be jumping in during the last hour before sunset.

RSVPs are not required, but would be helpful to those planning for food, etc. Please let John Dudley (ccsc.update@gmail.com) know that you will be coming.

#### **Wednesday Flying, 10/2**

October 2nd, started with low overcast skies. Students were anxious to fly but waited until the ceiling lifted a little. Around 2:00 blue sky could be seen and a total of five flights were made for the day.

#### **Chestnuts for roasting**

The chestnut tree was checked and it was found to be loaded with chestnuts. It looks like we might have "chestnuts roasting on an open fire" again this year.

#### **Campground Improvements**

Dick Eckels poured a new concrete pad for campground spot A2. He and Laurel are going to move their camper from their current spot at A5.

#### **CAP Weekend, 10/5-6**

Saturday Oct. 5th had an overcast sky but the Civil Air Patrol cadets were there for flying. No private gliders were assembled. The flight line was kept busy with Cadet flights. There were many pictures taken and a lot of smiles from the guests. Around 2:00 PM the rains hit and caught the flight line off guard. Some gliders were towed back in the rain. There were some wet Cadets.

Sunday, Oct. 6<sup>th</sup>, had much rain. The CAP Cadets finished work items around the gliderport. Bushes were cut on the northeast corner pathway. Gliders were cleaned. The containers of aluminum cans on the patio were put in bags for recycling.

#### **Wednesday Flying, 10/9**

Oct. 9<sup>th</sup> was forecast to be a blue day. The forecasters got it right this time. It was a beautiful fall day in the 70s with clear skies with extreme unlimited visibility. You could see forever. Five private gliders flew. The soaring conditions overall were reported to be a little weak with altitudes of 4000 feet msl reached. There was a paying guest who liked his 30 minute flight so much that he waited about an hour and paid for another ride which lasted about an hour and a half. The flight line was quite busy. A second tow plane had to be recruited. There were 22 flights for the day. Chestnuts to be "roasted over an open fire" were gathered again.

Member Tom Geygan, who is a power pilot working on his glider rating, took a phase check

flight with Dick Eckles. Did you know that Tom has raced at the Reno Air Races three times in a Pitts?



Picture of Tom Geygan in glider

### **No Tow Plane Required**

Of the 25 bird houses that were put up last spring, almost all have had nests in them. There were some bluebirds, but it is not known how many.

### **Weekend Flying, 10/12-13**

Saturday's forecast said conditions would start weak with clouds east of I-75 and a possibility of over development out east later in the afternoon. Amazingly the forecasters got it exactly right. With some clouds developing, a couple of private gliders launched at 12:30 to be in position so that when the conditions got good enough they could go cross country. It took about 15 minutes for conditions to improve and then the cloud base was just a little above 2000 feet agl. Later in the day good cloud streets and 3000 agl lift made the soaring a lot of fun. Bob

Root reported: "We had 28 flights including one new solo--Jim Grenenger. We also had what I would call a significant happening...several pilots got to soar with a Bald Eagle!"

Sunday started out overcast but around 3:00 the clouds disappeared for a sunny fall afternoon. The temperature was perfect.

### **Are the Mushrooms Edible?**

Frank Paynter was seen picking mushrooms in the CCSC mushroom field.



Picture of Frank Paynter inspecting Mushrooms

### **Election of Trustees**

The CCSC Board of Trustee ballots are now out for voting. The annual meeting for counting of votes and to address other issues that might arise will take place the evening of November 12<sup>th</sup>. All members are welcome.

## THE WESTERN SOARING TRIP, Part 3

By Dan Reagan

This is the third and final installment of Dan Reagan's trip out west this summer. So far he has flown at Parowan, UT, visited Ely, NV and had flown three days at Minden, Nevada. Dan has found the western terrain a little intimidating but he is enjoying the high altitude flying. We join Dan on day four of Minden flying.

### *Day Four:*

Both Joe and I took high tows and got out of the valley okay. It was tough overcoming my pride and staying behind the tow plane until the altimeter read about 9500 feet. This just did not seem right. I kept telling myself that Minden was 4700 msl so it was okay.

The objective for the day was to see how far south we could get. As mentioned, the Sierras go south about 200 miles from Minden. The last 100 miles of this is paralleled by the White Mountains which are about 25 to 30 miles east of the Sierras and separated by the Owens Valley. Sometimes the Whites work better than the Sierras to go south. The challenge is to cross the valley to get to the Whites. I just followed Joe's lead. He headed to the Whites so that is the direction I went. I felt like it was a loong way across the valley. At times thermals went to 17,000 feet. The peaks in the Whites are over 14,000 with the valley floor at 4,000. Now the difference in altitude of a 17,000 foot thermal and a 4,000 foot valley floor sounds like a long way but with an occasional 10 knot sink it is not as high as it sounds. One time I started at 17,000 and got down to 10,000 without so much as a bump of lift. So this is still 6,000 feet above the ground. This still sounds high but when you see no sign of civilization for 50 miles in all directions and you have not had any sign of lift in the last 7,000 feet of decent, you start thinking of land out options. I once again muttered, "These guys are crazy". I finally spotted some crop circles and I barely had Bishop airport in glide range. (100 miles south of Minden)



### **Crop Circles near Yerington, NV**

The crop circles are about 2000 feet across but this would be a tricky landing into unknown crop depths. This was still better than rocks and sage brush. I started heading to Bishop and started whining on the radio about maybe landing out. Someone asked my altitude and when I said 10,000 feet they more or less said quit whining and you will find lift. I did finally get out of there and made it home. I later found out that at this same time, my mentor Joe, who led me down there, was seriously eyeing the shore of Mono Lake for a land out spot. I don't know how you would get in there for a retrieve.

So, after flying about 400 kilometers, we both made it back, and after fighting the daily surface winds, landed, tied down and headed to the restaurant. The Tail Dragger restaurant is located on the airport so everyone gathers there after flying. At dinner, I took my ribbing about whining about possibly landing out when I was at 10,000 feet.

The fire crews were starting to get the Pinenuts mountain fire under control.

### *Day Five:*

Very early I could tell the day was not going to be a good one. The TFR restriction for the Pinenuts was still in effect and a twin engine Baron "geared up" on takeoff the first thing in the morning. Yes, he landed gear up on takeoff. Don't ask me how he did it but this closed that runway all day. Since there are two runways, this did not slow down the glider launches and would not cause a problem unless the wind direction was such that the closed runway was needed. So, I followed Joe on takeoff with the

goal of heading south again. On tow I kept telling myself that I needed to stay on tow until I was at the south end of the valley at about 9500 msl. Have you ever been in a thermal so breath taking good that instinct took over and you pulled the release? Yep, there I was at 7500 feet wondering why I did that. Well, no problem, I will circle back around to that fantastic thermal and get the heck out of there. I had no such luck. Now I was back in the same routine. Dump the water and hope for the best. To make another long story short, I fumbled around and never got out of the valley. Joe got away with no problem.

Now the winds increased by the time I decided to land. Remember that airplane that had the runway shut down? Yep, the winds were such that I REALLY wanted THAT runway. ASOS was reporting cross winds at 80 degrees at 18 knots gusting to 28 for the only runway left. Well, I am from a power plane background and I have been taught that on a cross wind landing, when you run out of rudder travel you just go around. As I was on final and ran out of rudder, I instinctively thought for an instant, "Go around". Oops, that can't happen. Anyway, it wasn't a pretty landing but I did not break anything. Later my mentor did not have any problem landing.

My day was spent within 15 miles of the airport while Joe had a fantastic 700 kilometer flight and made it down in the neighborhood of Death Valley. His smile at the end of the day said it all.

John Lubon was scheduled to arrive and fly the next day. The Pinenuts fire was pretty much under control. The TFR was still in effect.

#### *Day Six:*

John Lubon arrived and brought good weather and luck concerning the forest fire. There was talk of the TFR being lifted. At this point I had been away from home two weeks and needed to do laundry but Joe talked me into flying.

John, Joe, and I all got away and headed south. I was in trail about 10 or 15 miles. This time rather than cross the valley to the White Mountains we stayed on the Sierras. Clouds were scarce. There is no way to adequately describe the scenery while going past Yosemite. There was still snow on the mountains (yes it was July) with green and blue lakes up in the

mountains everywhere. There were rock faces, forests, and green meadows. Pictures don't do it justice. It was beautiful.



#### **Yosemite from Above**

While I struggled to get south and stay up, I was back to muttering, "Those guys are crazy", every 10 minutes.

Joe made it 200 miles down to Mount Whitney's peak of 14,491 feet. On top of the mountain is a shelter where climbers can spend the night if they get stranded and can't make it back down the mountain that day. Well there were four hikers standing there as Joe made his low pass to harass them.

At the end of the day Joe and John had flown about 700 kilometers and I flew about 550. It was another very educational fantastic day.



#### **Running a Cloud Street at 17,000MSL**

#### *Day Seven:*

The TFR was lifted so the Pinenuts could be used to get out of the Valley. Yahooo! I took the day off and did laundry. My brain and nerves needed a break.

Joe and John had fantastic days with Joe flying 600 kilometers and John flying about 700.

The high wind and crosswind had been giving me fits on landings so I decided to ask instructor John Lubon for some lengthy words of wisdom on how to land in these 15 gusting to 25 winds. The instruction I got was, "Well, just do the best you can". Drat! I knew that already!

I thought that it was getting close to time for me to head home so I jinxed myself at dinner and said that I was about ready to hit the road and stated, "I will fly tomorrow and head home the next day. So I am not going home because I land out tomorrow. It is just because I have had a great trip and it is time to go". Guess what!!

#### *Day Eight:*

Every day at 9:30 AM SoaringNV gave a weather briefing and discussed other pertinent information. The weather briefing said the conditions were going to be weak with northeast winds. It was decided that we would go upwind. Since the TFR was off the Pinenuts, getting out of the valley with a 2500 foot tow was a piece of cake. So off we went with a destination of Air Sailing gliderport which was about 60 miles to the north. There were a few clouds with thermals topping out about 14,000 feet. There was interesting scenery as we approached Pyramid Lake. We turned back south and Joe and John were about 10 miles ahead. On the return trip I came to an area that was blue for the next fifteen miles or so with a big beautiful cloud in the middle of the big blue hole. I called and asked John how he got across and he said, "Just get high and go for it". I muttered, "These guys are crazy". I climbed to 13,500 and headed out. The closer to that big beautiful cloud I got, the smaller it got and the bigger the sink got. So I timed it perfectly to be out of sync with the cloud. I could see John and Joe three or four miles ahead thermaling about two or three thousand feet above me.

At this point John said to just go to high ground to find thermals. After getting low and fighting

ragged thermals for about 30 minutes I decided to give it up and land at Silver Springs Airport about 10 miles away. I called and told Joe and John that I was landing. I had final glide with about 2000 feet to spare. As I listened to the airport ASOS it said that the winds were 20 knots gusting to 30 but it was right down the runway. I lost over a thousand feet of my extra altitude in the sink on the way to the airport. The landing was uneventful but tying the glider down in the wind was a chore. The wings kept trying to level themselves. With the tail tied down, wheel chocks in place, and a parachute on the wing holding it down, I felt that it was secure.



#### **Landout at Silver Springs**

Laura Lubon, John, and Joe showed up about an hour and a half after I landed. I had to buy dinner.

John and Joe flew about 250 kilometers that day.

#### *Remaining Days:*

While I was driving the 2240 miles back home, John flew a 500k day and an 850k day and Joe flew a 500k, a 950k, and a 700k day. Joe flew back down to Mt. Whitney. I don't know whether he harassed the hikers again or not.

#### *Conclusion:*

A soaring trip out west is a very exciting, entertaining, educational, and fun experience. We are very fortunate at CCSC to have mentors like Joe Simmers and John Lubon to hold a beginner's hand and patiently walk anyone through the learning process. I had some doubts

about the adventure but after the trip I feel I have learned enough to be fairly comfortable taking another trip to learn more. I might not even say, "These guys are crazy".

So, just set your vacation for the last week of June through the first two weeks of July for a soaring adventure out west. We need at least five gliders to represent CCSC!!

**CCSC BOARD MINUTES:**

The CCSC board minutes are now available at [http://soar-ccsc.com/?page\\_id=484](http://soar-ccsc.com/?page_id=484) The password for the members-only portion of the website is printed on your monthly bill.

## 2013 CCSC GROUND CREWS:

### 1<sup>ST</sup> 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.

### 1<sup>ST</sup> 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.

### 2<sup>ND</sup> 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 ©.

### 2<sup>ND</sup> 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.

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

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

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

### 4<sup>TH</sup> 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**.

### 4<sup>TH</sup> 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, Chad Beckwith.

## 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  
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