

Frequent Flier

Newsletter of Caesar Creek Soaring Club

October 29, 2013

Editors: John & Jim Dudley

NEWS YOU NEED TO KNOW:

Your proxy vote for trustees is needed now

CALENDER OF EVENTS:

11/12/2013- Annual Meeting for Election of Trustees at 6:30 pm at CCSC.

11/16/2013- Pot luck dinner at CCSC

1/18/2014- Annual Banquet

Chestnut for Roasting

While Dan Reagan was waiting for the Oktoberfest festivities to start he dumped out all the chestnuts that have been gathered from our tree, put on his work gloves and started to separate the nuts from their shells.



Dan removing nuts from the prickly shells

To his dismay only one of the batch of about 200 contained a fully developed nut. The others had not matured. That one nut was carefully roasted

in the fireplace and sliced into tiny slivers so several could enjoy the taste. Maybe next year...



One good chestnut and a pile that could have been



Roasting over the open fire

Soaring with Eagles

Poul Pedersen

The thriving soaring community around Caesar Creek includes BALD EAGLES. A bald eagle was encountered on Sunday Oct 27. It was soaring in an area between the I71 Flea Market and Caesar

Creek Lake near the top of the lift at 4200 ft. AGL. The white tail and head clearly identified the eagle and the head in particular displayed a stunningly brilliant white in the late afternoon sun light.

The naturalist at Caesar Creek State Park, Erin Shaw, confirmed that there are nesting bald eagles in the park including an immature eagle. Erin thought it would be neat if we could get an in-flight eagle picture. Further investigation revealed that the estimate of the bald eagle population in Ohio now stands at app. 200 nesting pairs.

Off-Days can be Very Good Days

Dan Reagan initiated “off-day” soaring activity for Friday, 10/25, using his expert forecasting knowledge and unbridled optimism with an email Thursday: “Tomorrow will be sunny in the morning with nice puffy cumulus clouds starting at 11:00 sharp to produce a partly cloudy sky in the afternoon. The temperature will be 40 F at your 11:30 departure and will warm to about 50 F in the afternoon. Wind will be out of the west northwest at 11. The buoyancy to shear ratio will be great. According to XC Skies the lift at 2:00 will be 5 to 6 knots in the bad areas and 7 to 8 knots in the good areas. Cloud bases will be 4500 AGL. Sooo, who wants to fly tomorrow?”

With encouragement like that it had to be a great day; Dan’s forecast was right on. Around 12:15 the clouds formed and it was a perfect soaring day. Cloud streets were lined up forever. A K21 was seen over Richmond, Indiana. To show how good the streets were, when analyzing the flight trace of the K21, while going into the 11 knot wind it took only five thermals to get to Richmond and only two to get home. A couple of private ships had 400 kilometer flights. Close to the end of the day one member went from CCSC to Oxford, then to Green County and returned without ever turning in a thermal. The clouds worked great all afternoon. Several members agreed it was the best conditions of the year.

Points	Pilot	Aircraft	km	km/h	Duration
418.39	Dan Reagan	304CZ	390.58	83.80	5:07
414.95	John Lubon	ASG 29	407.25	89.04	4:42
314.38	Frank Paynter & Jim Dudley	ASK 21	256.98	86.43	3:13
263.30	Don M. Burns	ASW 28	248.16	88.95	2:56
247.66	John Dudley	ASW 20	237.02	78.80	3:18
206.98	Mark Miller	PIK 20 D	214.19	66.02	3:27
185.34	Poul Pedersen	ASW 27	208.78	82.05	2:42
Totals:			1962.96	82.16	25:25



Cloud Steets Forever in October

Thanks to Don Green and Mark Schababerle flying tow, eight CCSC pilots in six private ships and one club ship logged a combined distance of over 1,962 kilometers with an average speed of over 82 km/h with a combined total of over 25 hours of flight time! Details and flight paths can be viewed on OLC by following this [link](#).

If you would like to be included on the distribution list for impromptu flying (days other than Saturday, Sunday and Wednesday) let Dan Reagan know.

CCSC FINANCES

Dan Reagan

WAIT!! BEFORE SETTING THIS ASSIDE, PLEASE SPEND THE TEN MINUTES REQUIRED TO READ AND UNDERSTAND IT.

This is a simplified explanation of the current CCSC financial situation. The following numbers are not exact, but close enough to present a clear picture of our situation and provide a basis for upcoming budget discussions for which the board desires your input.

First let's look at income.

Income has two forms. First there is fixed income which is income that we can count on like dues and rental income. It's a sure thing every month. The second type of income is variable. Variable income is derived from flight income (glider rental, tow fees, contest income). This income cannot be counted on since it can be weather related and influenced by other factors. It is **not** a sure thing.

For 2013, CCSC is operating on a budget of about \$170,000 income and \$170,000 expense to break even.

CCSC's budgeted income looks like this. All the numbers below have a multiplier of 1000.

Fixed income

Rental	\$20	
Dues	<u>56</u>	
Total fixed income	\$76	(45%)

Variable income

Flight income	\$82	
Contest income	<u>12</u>	
Total variable income	<u>\$94</u>	(55%)

Grand Total Income \$170

Now let's look at expenses.

Again there are fixed expenses and variable. CCSC operations mainly fall in the fixed expense category. CCSC fixed expense comes from glider and tow plane annuals, insurance, SSA dues, utilities, and SSD lease. The largest variable expense is tow plane fuel but also there are facilities and ground equipment maintenance, office expense, professional fees, janitorial, contest expense and a few small others.

So, CCSC budgeted expenses look like this, again with a multiplier of 1000.

Fixed expense

Glider/tow plane annuals	\$17	
Insurance	25	
SSA dues	12	
Utilities	19	
SSD lease	<u>43</u>	
Total Fixed Expense	\$116	(68%)

Variable expense

Tow plane fuel	\$22	
Glider/tow plane maint.	11	
Facilities/equip. maint.	6	
Other	15	
Total variable expense	<u>54</u>	(32%)

Grand Total Expense \$170

As shown above, we have assured (fixed) **income** of \$76,000 and assured (fixed) **expenses** of \$116,000. This \$40,000 difference is really about \$70,000 when considering the additional "variable" expenses we know we are going to have. This \$70,000 difference must be made up by variable income (flight income) which is not assured. If we don't collect the flight income of \$70,000 (plus tow plane fuel costs), then we lose money for the year.

This is the dilemma of not having assured (fixed) income match assured (fixed) expense. Hypothetically, if all fixed expense were covered by fixed income, then the flights would be inexpensive. To get fixed income to cover fixed expense would require dues and rentals to increase. A consideration could be parking some of the assets (gliders or tow planes) which would reduce expense by the associated amount of maintenance and insurance. Other avenues are also being investigated.

Members who fly a lot might prefer higher dues and low flight costs. Those who don't fly very much might prefer low dues and higher flight costs. We have a total of 205 members of which 39 are youth and family members. Of those 166 regular members, 104 have flown in the last year.

By looking at all the above information, you can appreciate the task of the Board of Trustees to balance the budget.

Although the above analysis is over simplified and cuts a few corners, it is reasonably accurate.

For 2013 the budget was set to break even at 2000 flights. (Remember, this flight income is needed to cover some fixed expenses) Since we average about \$33.00 income per flight, this means we are counting on about \$66,000 in flight income to balance the budget. (Not counting guest rides) This year, if we fall 500

flights short of this goal then we will be over \$16,000 short of the breakeven point. \$10,000 of this has been covered with the September \$64 fee and it looks as though this should carry us close to a breakeven at year end depending on the last three month's flying activity. Assuming all else stays the same, (no cost reduction) if the 2014 budget is set so that breakeven is obtained at a number less than 2000 flights, this means that dues and/or rental and/or flight charges **must go up**. Again, all avenues, especially cost reductions are being investigated.

This explanation was not intended to solve the future budget question but just to educate. The Board appreciates your taking the past ten minutes to get a better understanding of CCSC finances. A discussion of the 2014 budget will be taking place at the December 7th CCSC board meeting. Please attend.

Part B of this discussion will follow.

Saturday Chores, 10/26

With the winds at 18 mpg and stronger gusts, Chuck Lohre and his crew tackled some of the chores that needed attention: cleaned the gliders, checked batteries and chargers, starting the large tractor which had a weak battery, cleaning the gutter over the office door, putting the Kubota into the tow plane hanger, etc. Thanks guys!

YouTube Video Recommendation

At the Region 6 South contest this past June Sean Fidler had his radio controlled helicopter equipped with a video camera. Take a look..

https://www.youtube.com/watch?feature=player_embedded&v=oK7L23FHU3s

Election of Trustees

Please return your proxy ballot to Mark Miller.

Sunday Flying, 10/27

The Mighty Fourth Sunday Crew arrived early and the flight line trailer and gliders were on the flight line by 11:00. All that was needed was members to fly. Clouds started forming around noon and the flight line got very busy. A couple of instructors took check rides with Dick Eckels

to maintain currency. A second tow plane was brought to the flight line. There were two guest rides and a large group of interested supporters.



Guests observing an Introduction Flight

Several private gliders took advantage of the day and our newest member, Jacob Moore, is seen here launching for his sixth instructional flight in one week! Chris Giacomo provided instruction. Go Jacob!



Jacob Moore and Chris Giacomo launching

The crew launched every glider the club owned (except The Pickle) and needed all three tow planes to keep the waiting line short. There were 24 total flights for the day.

New Glider Handbook

The Glider Handbook from the FAA has been recently updated and is available for a free download

(http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/). The full PDF is 46MB, very average for this kind of document these days. There have been some

issues with the 1st and 2nd editions, but they are correcting them as they update it.

Andrew Dignan suggests an iPad app called GoodReader (\$4.99 from the App Store) which lets you download PDF files directly from their URL onto the iPad where you can read them at your leisure. He will be uploading the Glider Handbook of soar-ccsc.com so you will also be able to access it there.



Henry Meyerrose has his turn to launch

CCSC is on Facebook

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

SSA Calendars

If you want a 2014 calendar with beautiful photos of gliders, get your order in to Brian Stoops in the next week. There is a sheet in the clubhouse where you can sign up. 937-474-5160 eagleyez45@yahoo.com

Want to Try Winch Launching?

January 24-26, 2014-Jacumba, California-AGCSC Winch Clinic-Max of 4 pilots per class. Cost is \$500.00, will cover a max of 8 flights. You'll get a chance to launch off of a new designed winch sponsored by Roman's Design. For more information please email or call Ralph Strahm at k_bonanza@yahoo.com, phone 760-960-5192

Hanger Needed

Jim Grueninger just bought a CGS Hawk Ultralight and is looking for a place to hanger it. He lives in Harveysburg so he prefers a field in the Waynesville area. If anyone is able to help call 740-503-0032 or jgrueninger@gmail.com.

CCSC BOARD MINUTES

The CCSC board minutes are now available at http://soar-ccsc.com/?page_id=484. The password is printed on your monthly bill.

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:

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