



Caesar Creek Soaring Club

November 12, 2013

NEWS YOU NEED TO KNOW:

Trustees elected: Rolf Hegele, Brian Stoops, Bob Miller, Steve Statkus and Gary Adams.

CALENDER OF EVENTS:

11/16/2013- Pot luck dinner at CCSC

12/7/2013 – Joint meeting of SSD Board of Directors and CCSC Board of Trustees to consider the CCSC budget for 2014. At 10:30 am following the CCSC Trustees meeting.

1/18/2014- Annual Banquet

Fall Colors



Photograph by Gerry Daugherty, 11/2/13

ELECTION OF TRUSTEES

The Annual Meeting has held at 6:30 pm, November 12, 2013, to complete the election of Trustees for 2-year terms. The following members will commence their service on December 7, 2013: Brian Stoops, Bob Miller and Gary Adams; Steve Statkus and Rolf Hegele were reelected. Trustees with one year remaining on their terms are: Frank Paynter, Tim Christman, John Dudley and Jim Dudley. Thank you to Dan Reagan, Mark Miller and Mike Hutchinson who are leaving the board.



WEDNESDAY IS SOUP DAY, 11/6

Well, except for this Wednesday...Bob Root reports that the rain and wind prevented any flying, but Jim Hurst did his magic so there was a great fire in the fireplace. A bunch of good stories were shared. The highlight of the day was Steve Statkus' famous "Road Kill Stew" with garlic toast. After careful sampling Bob was heard to declare that "this is the best stew we ever had".

RIDGE REPORT

This past week four CCSC members made the trip to Tom Knauff's place in Pennsylvania for some ridge flying. They flew about 2200 miles. Dan Reagan flew on Thursday afternoon and had

a good flight. Joe Simmers and Mark Miller showed up later that afternoon. Friday they started launching around 10:00. Dan and Joe had loaded up with water and chased each other down the Bald Eagle Ridge to Cumberland and returned via the back ridges of Tussey and then to Nittany Mountain. The ridge was working well and speeds of 110 to 120 knots at treetop level were enjoyed for several hours. They flew a total of 777 and 776 km respectively.

Mark's launch was delayed 45 minutes due to a flat tire on the grid. He managed to go down the Bald Eagle Ridge to Bedford and then went back up to Lock Haven. The wind quit completely when he was about 3.5 miles from Ridge Soaring on the way home and he had to come down off of the Ridge at treetop level, make a 120 deg turn over the telephone poles at 150', crank down the flaps and fly final left handed while trying to throw down the gear. He couldn't get it locked before touchdown, so the gear doors now need a little attention. Mark is quoted saying: "Can't fly left handed worth a damn!" He ended up with 293 km for the day.



Mark Miller, 3.5 miles short of Ridge Soaring

On Sunday the winds were over 30 knots at times which made for very, very bumpy rides. After two CCSC members were towed aloft, Tom closed the airport due to high winds. Their flights were in the 700 km range but the flights were neither easy nor smooth.

If you are not familiar with flying the ridge, plan to attend the CCSC ridge camp next spring. This a great opportunity to learn. – Mark Miller & Dan Reagan

CCSC NUMBER 1 IN USA ON OLC

The OLC (On Line Contest) cross country competition 2013/2014 season started October 15th. As of today, CCSC is number one in the country for distance flown with almost 5,000 miles. CCSC members are #2 and #4 in the country. Come on out and help keep CCSC in 1st place.

SATURDAY WINDS, 11/9

Bob Root reports that, "Saturday was a beautiful day" but unfortunately there were strong winds 20 gusting to 30. We got a couple of gliders out thinking the wind would die down but it didn't happen. There were no flights but we took 48L to Cubs and brought back 33Z. The fireplace was working and the beer was cold!"

SUNDAY WINDY FLYING, 11/10

Dave Menchen reports that, "It was a beautiful day." It was windy and cold but there was workable lift. There were 14 flights.

TOW PLANE HEATERS

33Z now has a new Tannis engine heater installed and 48L is next. The heaters were removed and found defective at engine overhaul. Cubby obtained new ones and is doing the installation. – Tim Christman

WHAT MAINTENANCE CAN WE DO?

The CCSC Board is currently looking for ways to reduce costs to keep our flying activities affordable. We need to have a discussion of what the FAR's say about what maintenance can be done by an owner/operator who is not an A&P mechanic. This [link](#) provides some guidance.

Before we start, I'd like to say that in the beginning during our Richmond days the club depended on volunteer effort for everything up to and including recovering the 2-22's we had then. When I was about 10 we recovered "Old Yeller" in Ray Barret's heating and cooling shop during one winter. Someone picked up a bunch of the removed covering, which back then was cotton painted with aircraft dope, opened the door to Ray's converted coal furnace, and threw it in. What resulted was an enormous whoosh of air, a red hot chimney, and a furnace that was

cracking and popping like it was about to explode. We all hastily retreated to higher ground until the event was over. I tell you this because saving money is not without risks.

We've also had a recent incident where a tire went flat on 33Z after landing, leaving it stranded on the runway. Immediately Cubby was called, but he was not available. The aircraft was moved to the side of the runway, at which time several ideas were proposed to get the aircraft to the hangar. We were lucky that Tim Morris was there and that he recommended that we wait until flying was over and the other towplanes were put away and then swap the entire wheel and tire assembly on 33Z with a good one from another aircraft where it sat. This prevented the wheel assembly from being damaged by being towed back to the hangar. Tim then took everything to his shop and fixed the tire, which was reinstalled the following Friday. Unfortunately nobody called Cubby, who came over later with Cathy only to find someone else was fixing the problem. This concerns me greatly, because Cubby has been great at keeping us flying and generating hard feelings with your mechanic is usually not a good idea. As we think about using volunteer effort to save money we also need to consider how this might change our relationship with Cub and Cathy and be careful not to poison the well.

So while we look for ways to save money, and aircraft maintenance is one of the biggest sources of outflow, anything we might do to save a buck on maintenance has to be done **safely and correctly**. The article at the [link](#) states some of the tasks approved for the owner/operator. It also says up front you must be capable of doing the work and that you must make a maintenance logbook entry stating: (1) a description of the work performed, (2) the date of completion, and (3) signature, pilot certificate number, and type of certificate held by the person doing the work. I would also ask that you notify me as maintenance director as to what you did so we can keep track of these things. If you are unwilling to meet these requirements then please defer to someone who will. Please remember that the pilot of the aircraft relies on you to do things right. If we have a serious

accident with any of our aircraft and unauthorized maintenance is discovered it could cause Cubby to lose his ticket and a denial of the insurance claim. We need to do things right.

Also, there will soon be status boards mounted near each tow plane that should make keeping maintenance requirements up to date a little easier. - Tim Christman

NEW SIGNS PROVIDED BY GUEST

As a result of having such a good experience with his introductory ride on October 20, a guest made us four signs. Crew chiefs are to set up the signs on the roads leading to CCSC each flying day to help more guests find their way. Thanks very much to Bob Presson!!



Sign to help guests find CCSC

GUEST ENJOYED FLIGHT

Back in Oct the Wed crew (Mark Miller) gave a couple of introductory rides to Marty Daffner, who is the son of Fred Daffner from Cincinnati. It seems that Marty lives and works in Shanghai and was back for just a short visit. His Dad wanted to do something memorable while he was back in Ohio and soaring was just the thing. Fred forgot his checkbook and promised to send a check. A couple of days later Bob Root received a check for the guest rides along with a nice thank you note for giving Marty such a good experience and a \$25 tip for the pilot which was donated to the club.

VIDEO FROM ANOTHER HAPPY GUEST

Check out this video Bradley Hill made of his guest ride with John Lubon three weeks ago.

<http://www.youtube.com/watch?v=EChfDmhq1w4&feature=youtu.be>

EELING LUCKY?

The purpose of the Women Soaring Pilots Association is to promote all aspects of soaring for women glider pilots. One way is a scholarship program. The wire sculpture by George Popa "Spirit of Flight" will go to the winner of the 2014 Women Soaring Pilots Association raffle and all proceeds will benefit the scholarship program. Raffle tickets will be \$5.00 each and will go on sale on January 1, 2014. To buy tickets contact Frauke Elber, 213 Anne Burras Lane, Newport News, VA 23606, Fandw_elber@cox.net



"Spirit fo Flight" wire sculpture by George Popa

CCSC TRUSTEE BOARD MINUTES

Available at http://soar-ccsc.com/?page_id=484.
The password is printed on your monthly bill.

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, Gordon Penner, Jim Goebel **Instructor:** Gordon 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

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
FREQUENT FLYER EDITOR: Jim & John Dudley