



Caesar Creek Soaring Club

November 26, 2013

NEWS YOU NEED TO KNOW:

Only if you declare your interest now and join the effort will the G-102 (Baby Grob) be available to fly in 2014. See pages 4.

CALENDER OF EVENTS:

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 following the CCSC Trustees meeting.

1/18/2014- Annual Banquet

DAN REAGAN IN TIGHT OLC RACE

Dan continues to outdistance all other soaring pilots in the US according to the Online Contest (OLC), but his overall point count has slipped to second place. As a club, CCSC has also slipped into second place in North America as Ridge Soaring Irregulars from Pennsylvania have taken advantage of the great ridge soaring and logged 34 flights by 11 pilots.

HELP CCSC RECAPTURE FIRST PLACE

You do not need a lot of fancy electronics to join the OLC. A smart phone is sufficient to log each flight you make and contribute to the CCSC total point count. Even local flights in the vicinity of 20H9 help our score. And there is no additional cost to you. (Continued on page 3)

WEDNESDAY IS SOUP DAY, 11/20

Well, except when it is Steve Statkus' turn to cook...Bob Root reports that the Wednesday crew enjoyed the best lunch ever, thanks to Steve. There were also 6 flights, including Tom Geygan's four in preparation for his upcoming check ride. Dick Scheper and Charlie DeBerry had so much fun they took two flights.



Charlie Deberry and Dich Scheper wait while Mark Miller looks for a tow plane.

SATURDAY FLYING, 11/23

Chuck Lohre reports that the Fourth Saturday Crew launched seven flights. To top off the day Joe Jackson found 6 knot lift and cloud streets so new student member Chandler could experience soaring in a 2-33.



Left to right, Henry Meyerrose, Ethan Saladin, Ross Bales and Charlie Lohre help launch the ASK 21

CONTEST PREPARATIONS STARTING

Championship Contests will be held at CCSC June 11 to June 22, 2014. Meetings and other preparations are now commencing.

Each day of the contest we will launch up to 60 gliders. Youthful legs and lungs are best suited for this exciting activity, which includes assisting pilots in moving their gliders to the flight line, launching gliders in rapid succession, retrieving any gliders that need a re-launch, retrieving gliders at the end of the day when all return at about the same time, etc. If you are interested in helping or can recruit a teenager who will help, contact Todd Dockum: todd@thetechpark.com, 513-461-3535.



Rolf Hegele, Steve Statkus & Mike Hutchinson working on contest plans

SUNDAY: COLD -GREAT FLYING, 11/24

In spite of the blistering cold, (19 F) and a frozen turf the Mighty 4th Sunday Crew rose to the occasion and sallied forth to launch gliders into a 9 kt crosswind and temps that drove the wind chill index to single digits and that was at 940 ft. MSL. Cloud base was 5000 ft MSL which was where we were flying due to the 8 kt thermals. Inside the gliders the ambient temperature hovered near 0 F at cloud base. Visibility was unlimited after you wiped the fog off the canopy. There were 9 flights, including 1 guest ride.



Jack Runyon working diligently on the pre-solo stage tests.

Jack has completed five of the required seven pre-solo stage tests. Below he is shown waiting to take flight number thirteen. He can already handle the entire flight unassisted. He's on-track to solo as soon as he turns fourteen in early December.



Jack is trying to stay warm, inside 15H, while the tow pilot refuels his aircraft.

CCSC TRUSTEE BOARD MINUTES

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



Members of the Mighty 4th Sunday crew gathered in front of the fireplace to warm up following a frigid eight plus hours on the flight line. Crew chief, Steve Statkus, has already departed for home to soak in his hot tub!

TOO WINDY TO FLY

Bob Anderson provided this photo of two reliable weather vanes to explain the decision not to fly on Saturday, November 9.



HELP ATTRACT NEW MEMBERS

Maury Drummey is leading an effort to attract new members to the club. He is looking for ways to make CCSC more visible to the outside community (Website, Facebook, Twitter, physical presence wherever pilots gather, visibility to those who might like an introductory flight, etc.) Also, he hopes to provide ideas for improving the experience

when guests come for an introductory flight in order to encourage more of them to become members, or at least encourage friends to come for a ride.

Also, Maury's team will be looking for ways to enhance the experience for existing members. This includes changes that will improve both the financial and cultural aspects of the club and in the process encourage more participation in the club activities and more flying (training crew, assimilating new members into the club, a mentoring program for new members, etc.).

Any members with suggestions or willing to participate in the discussions are encouraged to contact Maury Drummey at mfd4@aol.com.

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You will need to set up an account on OLC which is easy, fast and free. Just go to <http://www.onlinecontest.org> and click on **OK** at the right side of the Login/Password block. That will bring up the Login screen. Below the question: "**You are not registered?**" click on the "**sign on**" link to bring up the registration screen. Fill in the data, being sure to select Caesar Creek Soaring in the list of Standard Clubs. When all your data has been entered, click "**Save Data**". At that point you are registered and ready to start logging your flights.

Next you will need to install the SeeYou igr Flight Recorder app on your smart phone. It is free and available in your favorite app store. Next time you fly remember to start up the SeeYou Recorder on your phone as part of your preflight check list and stop the recording at the end of your flight.

There are a couple of ways to transfer your data from the SeeYou Recorder on your phone to the OLC website to get credit for your flight. The software is self explanatory. One way is to directly upload to OLC. Another is to email the

file to yourself and then upload it at your computer after logging in to OLC.

If you do not already have the SeeYou software for your computer, you may want to purchase that for \$155 from Cumulus-Soaring. It has great tools for evaluating your flight and visualizing where you flew and also provides a link to OLC.

At this point only 11 CCSC members have logged flights on OLC for the 2014 contest that started in mid-October. Join in and help boost the CCSC score!

WANT TO FLY THE BABY GROB?

One of the strategies for balancing the 2014 budget is to ground the Grob-102. In 2013 N90538 has flown 59 times under the command of 25 different pilots, so the \$17 fee has not even covered the cost of insurance this year. When the club acquired the Grob-102 the intent was to offer members a higher performance single seat glider to encourage cross country flying and to provide experience in a more complex aircraft that would help pilots transition to the high performance sailplanes most of us would like. If you want **to enjoy using the Grob-102 in 2014, now** is the time you need to express your interest. Once it is taken off the policy our insurer will not permit it to be put back on the policy for a full 12 months.

Level of Interest

In response to the requests last week 20 members have responded, indicating a strong desire to keep the G-102 available in 2014.

- 19 - Members willing to make an Advance Commitment in Cash to keep G-102 flying
- 107 - Number of flights for which members will pay in advance @ \$17

Principles Agreed Upon

Although agreement is not unanimous, there is a consensus for the following:

- Keep G-102 flying in 2014. It is an important asset for CCSC.
- Assure that the G-102 pays for itself (insurance, annual inspection, maintenance).
- All club members should have access to fly the G-102 in 2014.

- Members making the Advance Commitment in cash, thereby taking on a financial risk, deserve some compensating reward such as a reduced cost per flight and/or priority in scheduling.
- CCSC exists to enable members to fly...the pricing structure and priority policy should be designed to encourage more flying.

Open Issues

There is not yet a consensus on the following:

- Should the Advance Commitment in Cash be based on the number of flights committed to or should it be the same for all, regardless of the number of flights desired in the G-102?
- Is it wise to attempt to provide priority in scheduling to those making the advance commitment?
- Exactly how much will it cost to operate the G-102 in 2014?

Total Cost to Operate the G-102 in 2014

Estimates are all we have, but this gets us in the ballpark:

- \$1352 Insurance (estimate from ins. co.)
- \$ 150 Annual (based on recent history)
- \$ 198 Maintenance (Rolf: could be \$398)
- \$1700 Total Estimated 2014 Cost

Flat Fee or Charge per Flight for Advance

Payment

The responses were about balanced between (1) basing the Advance Payment on the number of flights a member intends to make in the G-102 and (2) making it the same for all who want to fly the G-102.

Some (~4) of the advance commitments were specifically limited to amounts below the flat rate needed to be cover all the costs to operate, e.g. 3 flights @ \$17 or \$51.

There is concern about whether all members who make an Advance Commitment for a number of flights will be able to take all the flights they pay for because of scheduling conflicts. Four members indicated a desire to purchase 10 or more flights in advance. In order for everyone to take all the flights committed to in advance the G-102 will need to fly almost constantly on all good weather days if we permit 2-hour flights.

Pricing Schemes for Consideration

There have been several schemes suggested, showing creativity and a sincere desire to do the right thing. Based on the majority opinions expressed over the past week I have done some consolidation and adjusting in an attempt to simplify the decision. I realize that several of you will prefer schemes that are not represented here. It is not too late to influence the outcome. Contact members of the CCSC Board of Trustees prior to the 7 December meeting and let them know your opinion. In fact, even the characteristics that are common to all schemes are not set on concrete at this point.

Common to all schemes

- To keep the Grob-102 flying in 2014 a group of members will, prior to 12/31/2013, make an Advance Commitment in cash.
- All members will be permitted to fly the Grob-102 as often as they wish.
- First come-first serve, i.e. no scheduling priority for Advance Commitment members.
- Hook-up Fee, Basic Tow Fee and Altitude Index Fee follow the Schedule of Fees and Dues for all schemes, only the Aircraft Use Fee is different.

Scheme A. Flat Fee Prepayments

- Advance payment of \$100
- Aircraft Use Fee:
Advance Commitment Members:
Unlimited Free Flights
All other CCSC Members:
\$25 for each flight
- Estimate 14 will make Advance Commitment of \$100 and 6 others will make 2 flights each @ \$25 for total revenue of \$1700.

Scheme B. Per Flight Prepayments

- Advance payment of \$17 per flight
- Aircraft Use Fee:
Advance Commitment Members:
Free for number of prepaid flights
All additional flights @ \$25
All other CCSC Members:
\$25 for each flight

- Commitments already for 107 flights; assume no additional flights. Total revenue: \$1819.

Scheme C. Hybrid with Low Prepayment and Low per Flight Fee

- Advance payment of \$55
- Aircraft Use Fee:
Advance Commitment Members:
Free for 3 flights
All additional flights @ \$15
All other CCSC Members:
\$20 for each flight
- Assume low initial commitment will entice 3 additional members to join, bringing total to 22 @ \$55. Assume all 22 will use all 3 free flights. Of the remaining 50 flights that members have indicated a desire to commit to in advance, assume only 50% (25 flights) will actually be taken @ \$15. Assume members who do not make an advance commitment will take only 6 flights @ \$20. This is a total of 97 flights. Revenue: \$1705.

Request

If you are interested in having the G-102 available to fly in 2014 and you have not done so already, you must let Jim Dudley JimDudley@cinci.rr.com know prior to December 6, 2014.

Let the trustees know your opinions on this matter. The new board consists of: Brian Stoops, Bob Miller, Gary Adams, Steve Statkus, Rolf Hegele, Frank Paynter, Tim Christman, John Dudley and Jim Dudley.

CCSC IS ON FACEBOOK

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

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 Crawford, Jim Dudley, John Dudley, Norm Leet, Poul Pederson, Charlie Richardson, Brian Stoops©, Chris Uhl ©, Chad Daughters

3RD SUNDAY

CC: Tom Bonser, **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, 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, Chuck 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
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