



## Caesar Creek Soaring Club

January 15, 2019

### UPCOMING EVENTS

- Feb 2 Women's Luncheon – 12:30pm at Hammil House Restaurant - Linda Murray
- Feb 23 Annual Awards Banquet - Tom McDonald
- Apr 22-28 CCSC Annual Excursion to Ridge Soaring in Pennsylvania – Mark Miller
- May 4 WPAFB Airmen Outdoor Recreation Event - Kevin Price
- Jun 22-Jul 1 2019 Standard and Sports Class Nationals - Chuck Lohre
- Jul 7-12 Youth Education Week 2019 - Steve McManus (tentative date)
- Jul 13 WPAFB Airmen Outdoor Recreation Event - Kevin Price
- Aug 3 WPAFB Airmen Outdoor Recreation Event - Kevin Price
- Oct 12 WPAFB Airmen Outdoor Recreation Event - Kevin Price

### WOMEN'S LUNCHEON – LINDA MURRAY

All women of the Caesar Creek Soaring Club are invited to join us at the Hammil House Restaurant for our annual luncheon on February 2nd at 12:30pm. Order your favorite item from the menu and enjoy some time with friends. Call Linda Murray (513) 324-5521 to make a reservation.

### RIDGE SOARING TRIP APRIL 22–28 – MARK MILLER

The weekend of the Penn State Blue & White game it is nearly impossible to find reasonably priced hotel accommodations in the vicinity of Tom Knauff's place so we usually go right after that game. This year the game is scheduled for 13 April. Easter follows on the 21st so this year we will delay the trip until the day after Easter.

Rolf Hegele has volunteered to tow one of the ASK-21s over to Ridge Soaring and plans to fly with Al Quinn. If you are interested in learning to fly the Ridge, then this is a great opportunity. Tow fees at Ridge Soaring are \$50/tow and the cost of the ASK-21 will be the normal CCSC fee with some portion of the cost of Rolf's gas to get it there prorated among all those who fly it. If you are interested, then send a note to Mark Miller at millersoasis@msn.com.

### GROB-102 SPECIAL OFFER - UNLIMITED FLIGHTS FOR SINGLE A/C USE FEE

The board approved treating the Grob-102 in the same manner as for the past four years, so if you want to take best advantage of **BG** in 2019 you want to declare that desire and sign up. Everyone who wants to fly **BG** is asked sign up and prepay \$90. For the rest of the year those members may fly up to 2-hour blocks as many times as they want with no additional Aircraft Use Fee. Other members will be charged \$25 for each Aircraft Use and will be limited to 1-hour blocks. The Hook-up Fee, Basic Tow Fee and Altitude Index Fee will follow the Schedule of Fees and Dues for all pilots, only the Aircraft Use Fee and the flight duration limit are different.

This will be a big help if your goal is the C badge (solo flight exceeding 60 minutes) or Bronze badge (at least 10 flights in a single-place glider with at least two flights having a duration of two hours or more) or the silver badge. If you want to fly the G-102 more than four times or for flights lasting more

than an hour with no additional Aircraft Use Fee in 2019 it is to your advantage to declare that desire by email to [Jim Dudley](#). The \$90 G-102 Fee will appear on your next monthly statement..

## **SECOND SATURDAY CREW – DICK HOLZWARTH**

No operations due to inclement weather. For the safety of the crew, I called the day at 0730. Nevertheless, six crew members made it to the gliderport, where we completed the SD task list requested by Rolf Hegele.

## **EMAIL DELIVERY OF STATEMENTS . . . HAVE YOU BEEN GETTING YOURS? - ROLF HEGELE, TREASURER**

We attempt to mail all Statements either on the 3rd or 4th of every month via the email addresses you provide us. We have noted that there were an abnormally large amount of comments received in November that their Statement had not arrived. We subsequently issued copies of the Statements to those letting us know and although we ask that you acknowledge that you received the second Statement, we rarely hear from anyone.

In particular, it seems that members with Yahoo and/or Hotmail addresses have a continuing although intermittent problem. Please review your Junk and SPAM folders and also put the soarccsc.com URL in your email white list. In the past we have had issues where the receiving email service was blocking the Statement because it appeared to be coming from a bulk email distribution. You could call your service to ensure that they are not doing that again.

Bottom line, if you notice that you have not received your Statement by the second week of the month, let us know at [businessmanager@soarccsc.com](mailto:businessmanager@soarccsc.com) so we can send another copy.

## **BRONZE BADGE QUESTION**

What is a good rule of thumb for determining when to leave a thermal on a cross country flight?

- A. when no more altitude can be gained.
- B. when enough altitude has been gained to reach the next thermal.
- C. when the lift drops to about 75% of the highest variometer reading, and the next thermal can be reached.
- D. when the lift drops to about 50% of the highest variometer reading, and the next thermal can be reached.

Soaring Society of America has significantly upgraded the section of their website that pertains to the Bronze Badge Study Guide which is designed to help prospective Bronze Badge candidates prepare for the written exam. The [questions that are used for the Bronze Badge written test](#) are now presented in the form of a quiz. This will be very helpful for pilots preparing to take the written test for the Bronze Badge but it is no longer as easy for the editor to copy and paste those questions into this newsletter, so [take a look and try a practice test](#). An excellent list is provided with links to the fifteen references in which the full explanation of the subject matter is available.

## **ANNUAL FIELD FLIGHT REVIEW REQUIRED NOW**

Remember that CCSC has a requirement that each member complete a CCSC Field Flight Review with a CCSC instructor and get the instructor's endorsement in his/her logbook each calendar year prior to acting as PIC of any CCSC glider (UOP 4.2-Pilot Qualifications). Your first CCSC glider flight of the year must be with an instructor. Take advantage of the good winter days ahead to get the requirement completed well in advance of the great spring soaring that is sure to follow. You will want to spend your time soaring then, not waiting for your turn to do the Flight Review. Also, check your logbook. Do you need to complete the FAR 61.56 Flight Review this year? If so, why not combine the two flight reviews and get both completed when they will not interfere with the soaring you want to do during the great weather later this year.

## COMING SOON – TEXT NOTIFICATION ABOUT CCSC OPERATIONS

How many times have you wondered whether to make the trip to the gliderport in hopes of flying? Without a convenient way to find out whether the Crew Chief had decided that the weather was suitable some of us have stayed home only to read in the subsequent Frequent Flyer that it had been a great day for flying and many others enjoyed it. Many of us have also made the trek to CCSC only to discover when we got there that the field was too wet/soft and flight operations were cancelled for the day.

Would you like to receive a text message providing you with the key information to help you make a good decision about whether or not to go to CCSC on those questionable days? A system for providing that service has been recommended and set up by Ethan Maxwell and it is ready for testing.

The Third Saturday crew will test the system this week. Crew Chief Maury Drummey and his appointed reporter are ready for the test. All that is needed is for members to indicate their desire to receive the text.

With the current forecast for Saturday in Waynesville showing a potential for a winter storm with a high of 36F, winds at 15-25 mph and 90% probability of snow (up to 3 inches) you probably have all the information that you need for making a decision. Maury is all set up for that situation as well because the Third Saturday Crew have all subscribed and Ethan has set up a group such that Maury will be able to communicate by text with the entire Third Saturday Crew to notify all whether or not to make the journey Saturday morning.

All you need to do to start receiving text message condition reports is to pick up the mobile phone or other device on which you desire to receive the flying condition reports and:

- Enter **81010** in the **To:** field for a new text message and **@gliderclub** in the message field. Then **click send**.
- Promptly thereafter you should receive a confirmation text saying: “Remind: Please reply with your full name to join Caesar Creek Soaring...”
- Enter your name and then send that text.
- Promptly there will be another incoming text: “Remind: Thanks *Your Name*! Quick question: are you a student, parent, or teacher? Reply S, P, or T.”
- You should enter **S** and send that response. [This system was designed for and is widely used by schools. It was the application of choice for CCSC because it is free and already familiar to some of our members. So, if you want to receive the condition reports you are an “S”.]
- Your next incoming message will say: “You’ve joined Caesar Creek Soaring Club! Next, download the Remind app to see the 1 message you missed:” followed by a link “Tap to Load Preview”. You will not need the app if all you want to do is receive the condition reports, but the rmd.me app offers additional features which you may find useful.
- If you ever decide that you want to stop receiving the condition reports all that is required for you to unsubscribe is for you to text @LEAVE in response to an incoming message.

If you have questions about the process [Ethan Maxwell](#) (513-886-3765) is the one to contact.

Sign up now and help test the system. If you have comments about the test send them to [FrequentFlyer@soarccsc.com](mailto:FrequentFlyer@soarccsc.com).

## **SSA YOUTH FLIGHT TRAINING SCHOLARSHIPS – DEADLINES EXTENDED**

Due to always shifting opportunities and some uncertainties, the application deadline for 2019 SSA Flight Training Scholarships has been extended to March 31, 2019. This includes the Costello, Bultman and Stoffel scholarships. For more information [click here](#).

## **ENGINE FOR 48L – TIM CHRISTMAN**

It was the intent during the recent annual inspection at Cubbys to determine why the new engine in 48L has run hot ever since engine installation. The engine currently has 150 hours since overhaul and nothing we've tried so far has helped. At my request Cub called Signature Engines, who overhauled this engine, and then eventually Lycoming. Much to our dismay we were told to read Lycoming Mandatory Service Bulletin No. 634 which says, in plain English, that for about a two year period from September 2013 to April 2015 one of their aluminum cylinder head suppliers provided them with castings that were sub-standard in some way that causes high cylinder head temperatures and compression loss. It goes on to say: "In some of these cases the compression loss has been caused by a leakage path through the head casting." It does not say what a "leakage path" is exactly but it's probably either a crack or, more likely, porous aluminum that allows combustion pressures to escape somehow.

You can read the entire Service Bulletin by [clicking on this link](#). Further examination confirms that all six of the cylinders fall under this service bulletin. Furthermore, there is no repair allowed and these cylinders, either when they fail or at the 2000 hour mark, become junk and are to be disposed of.

I have no idea how many cylinders we're talking about, but to my knowledge Lycoming has not offered any warranty relief for this problem.

Indications of a problem would be reduced engine power, a "hissing" or "whooshing" noise either while running or when pulling the prop through, oil stains on the cylinder head or leaking oil in that area, or unusual vibration. At this time there have, to my knowledge, been no catastrophic failures associated with this problem.

Until further notice, and until we get more information, we need to restrict our use of 48L in the following ways:

1. Make this the LAST tow plane of choice for towing operations;
2. Service 48L with 100LL fuel until further notice;
3. Tow only single seat gliders preferably to 2000 ft.

Hopefully by the time warm weather comes around we'll have more info about this situation.

## 2019 STANDARD AND SPORTS CLASS NATIONALS - CHUCK LOHRE

When: Thursday June 22 until Monday July 1

Where: Caesar Creek Soaring Club, 5385 Elbon Road, Waynesville, Ohio; 513-932-7627

Contest manager: Chuck Lohre, 513-260-9025, [chuck@lohre.com](mailto:chuck@lohre.com)

Contest director: John Lubon, 513-543-9154, [johnlubon@gmail.com](mailto:johnlubon@gmail.com)

Scorer: Guy Byers, 513-307-1484, [guy@byars.com](mailto:guy@byars.com)

We expect 30 to 40 contestants. Restricted club activity will be in operation. From 9 until Noon, training flights can take place (radio required). After the launch, private club ships will be able to fly (radio required). The contest practice days are Thursday and Friday. The contest starts Saturday and we'll only use the last Monday if we need it. [To register go to the SSA racing page.](#)

All CCSC members are asked to volunteer to help staff the contest if you are not competing. If you would like to volunteer for tow pilot captain, crew chief or weatherperson contact Chuck Lohre, 513-260-9025, [chuck@lohre.com](mailto:chuck@lohre.com).

## HELP FINDING SOMEONE TO SWAP CREW DAY ASSIGNMENTS

A web-based process for facilitating swapping crew day assignments was announced in the 2/21/2017 Frequent Flyer along with instructions for using the system. This process is intended to help members find another member who will agree to swap crew duties for one specific set of dates. It is not for getting reassigned to a different crew for an indefinite period. Mark Miller is now the person who oversees crew assignments, so Mark is the one to whom you need to speak about a long term change.

Remember that UOP 2.2 CREW MEMBER DUTIES states: "All crew members are to report for duty at 9:30 AM and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence. Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions." This new process does not relieve any crew member from the responsibility for arranging for a qualified substitute and informing the crew chief; rather it is intended to help accomplish that task. As of 5:00 pm on 1/15/2019 there is one request for a member to swap or substitute a crew day:

<u>Date:</u>	<u>Skills:</u>	<u>Click Here:</u>
3rd Saturday in January 01-19-2019	CFI-G	<a href="#"><u>Sub/Swap</u></a>

**[CCSC IS ON FACEBOOK](https://www.facebook.com/CaesarCreekSoaringClub)** <https://www.facebook.com/CaesarCreekSoaringClub>

**[CCSC WEBSITE](#)**

**[MINUTES FROM BOARD OF DIRECTORS MEETINGS](#)**

<http://www.soarccsc.com/resources/members/meetingminutes/>

**(The password is printed on your monthly statement.)**



Jonny Stewart is now Skydive Sports! He is providing a drop off service right here at CCSC. If you need your parachute repacked, just leave it in the CCSC office and fill out one of the service cards and attach it to your rig.

## Contact Us

Phone: 937-267-1733

Email: [skydivesports@gmail.com](mailto:skydivesports@gmail.com)



<https://www.facebook.com/skydivesports/>

<https://www.instagram.com/skydivesports/>

## WANTED TO BUY:

**Open trailer** - Schweizer, Gehrlein or equivalent. Any condition. Contact: Guy Byars

## FOR SALE: ASW-24



Very clean and well kept ASW-24 in great condition. Stored at CCSC for the past 7 years. CG hook. Boom microphone, dual batteries. Factory canopy in excellent condition-always covered. Factory winglets included. Also included are water ballast bags installed in wings. Softie Parachute SA-111 with 6777 lambskin pad included, last inspection 3/15/2018. Self rigging and all tow out gear included. Also included (but not installed) is an oxygen system with bottle and valve system, gear warning alarm and emergency locator beacon EBC-102A. All flight logs and documentation since manufactured are included. \$52,000. Contact Henry Meyerrose 513-375-4721 ([hmm9r@aol.com](mailto:hmm9r@aol.com)).

**ASW 20L \$29,000** (Factory L model sold with both 16.59 M wing extensions and M&H winglets) TT 1108 hrs. Komet trailer, Modified Cobra wing tip wheel, tow out bar. Excellent canopy, newer gas spring, older gelcoat. Cambridge L nav, Colibri flight recorder, Dittle ATR720B (old but works good) with new boom mic, Avier with LK-8000. Logs since new. Contact Tony Bonser, [tbonser@cinci.rr.com](mailto:tbonser@cinci.rr.com)

**Schweizer SGS 1-23**, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

## **CCSC GROUND CREWS:**

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

**CC:** Steve Fenstermaker (cell: 937-581-7713) **ACC:** TBD. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, Joe Jaap, Kevin Price, Dan Beans, Jul Alvarez, D. Mattmuller, B. Sanbongi, A. Quinn, Michael Zengel, Waseem Jamali.

### **1<sup>ST</sup> SUNDAY – Training Crew**

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Bill Clawson, Christian Maurer, Eran Moscona, Dave Rawson, Joe Zeis..

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

**CC:** Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman,, Jim Suda, Lizz Suda, Chloe Williams

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

**CC:** Dave Menchen (cell: 513-313-2315) **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Al Dunn, Fred Hawk, Dan Katuziowski, Mike McKosky.

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

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Sami Rintala, Charlie DeBerry. **Crew:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Tom Lepley, Charlie Maxwell, Ethan Maxwell, Joshua Rising.

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

**CC:** Brian Stoops (cell: 937-750-3788) **ACC:** Otis Lewis **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels. **Crew:** Jacob Dunnohew, Dan Miner, Tony Rein, David Whapham, Ian Wolfe,

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

**CC:** Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Edgar Byars, Ross Bales, Andrew Dignan, Charlie Lohre,

Helen Lohre, David McMaster, Henry Meyerrose, John Murray.

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

**CC:** Steve Statkus (cell: 513-720-8955) **ACC:** Keith Kilpatrick. **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** John Lubon, Kat McManus. **Crew:** Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca, John Williams.

## **2019 5th WEEKEND CREW DAYS:**

Mar 30 – 3rd Sat Crew

Mar 31 – 3rd Sun Crew

Jun 29 – 4th Sat Crew

Jun 30 – 4th Sun Crew

Aug 31 – 1st Sat Crew

Sep 29 – 1st Sun Crew

Nov 30 – 2nd Sat Crew

Dec 29 – 2nd Sun Crew

## **POINTS OF CONTACT:**

**PRESIDENT:** John Lubon

**SAFETY OFFICER:** Kevin Price

**DIR OF OPS:** Mark Miller

**DIR OF FACILITIES:** Keith Kilpatrick

**BUSINESS MANAGER:** Jon Stewart,

[BusinessManager@soarccsc.com](mailto:BusinessManager@soarccsc.com)

**FREQUENT FLYER EDITOR:** Jim Dudley,

[FrequentFlyer@soarccsc.com](mailto:FrequentFlyer@soarccsc.com)

Note: See [Membership Roster](#) on soarccsc.com for phone numbers and email addresses for all members.

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