



## Caesar Creek Soaring Club

May 7, 2019

### UPCOMING EVENTS

- May 18 Potluck Dinner – 6:30 P.M. – Linda Murray
- Jun 1 Meeting of Board of Directors – 9:30 A.M. – John Lubon
- Jun 22-Jul 1 2019 Standard and Sports Class Nationals - Chuck Lohre
- Jul 13 WPAFB Airmen Outdoor Recreation Event - Kevin Price
- Jul 14-19 Youth Education Week 2019 - Steve McManus
- Aug 3 WPAFB Airmen Outdoor Recreation Event - Kevin Price
- Aug 5-9 Adult Camp – Steve Statkus
- Oct 12 WPAFB Airmen Outdoor Recreation Event - Kevin Price

### RIDGE TRIP 2019 (APRIL 22 THRU APRIL 28) – ROLF HEGELE

The planning started awkwardly because the 7-day weather forecast for the week was terrible. Rain scheduled for every day. On Friday, April 19, the consensus was to delay the Ridge Week by one week and hope for better weather. Unfortunately, not everyone would be able to attend since they had counted on the earlier week. But then, after making the decision to postpone, the weather forecast kept getting better. Our intrepid weatherman, Dan Reagan, finally came out on Saturday with a forecast that showed a potential ridge day on Wednesday (24th). The following Saturday showed winds in the right direction but were very weak at this time. So, we switched gears again and said we would go up on Monday as we had originally intended.

On Monday, Dan Reagan, Al Quinn, and Rolf Hegele made the trip with the ASK-21 and Dan's ASG 32 Mi two place motor glider. Dick Huskey also joined the group on Monday. Both gliders were assembled Tuesday morning. The ASK-21 was thoroughly inspected and pre-flighted since it had not flown since it's annual. Everything checked out and several flights were made. Dan checked out the 32 and upon landing was exuberant about his perfect touchdown on the end of the runway. But we all enjoyed showing him the evidence of being short by 72 inches.

Don Green and Charlie DeBerry also joined us and we made a total of four flights on Tuesday. On Wednesday, the wind blew as predicted and it was a perfect local ridge day. Dan made a number of flights demonstrating how he flies fast and makes his long flights. The pictures show his view of the ridge at 100 knots after making a transition across a gap (Note the great landing fields if they were needed). It turns out the wind was so good, we just slid up the ridge again and off we went. Rolf said that his flight with Dan was the most impressive and exciting flight he's ever had in a glider. Don and Dick also had a great ride.





Bob and Dick flew the ASK-21 later in the day with the ridge still working. We were getting ready to go to dinner when Tom Knauff drove down and handed us a note. It said that Bob and Dick had landed out. At first no one believed him thinking this was a joke but it turned out to be true. So we gathered all the equipment and loaded the trailer. Al donated his truck for us all to get into. Everyone conjured up the idea of a free meal, so all five of us got in the truck, not thinking about where to put the other two once we had the glider in the trailer. (Not only did they have to take the ribbing for landing out, they had to ride back to the gliderport in the back of the truck.) Off we went, and went, and went. Finding the road to get off the highway was troublesome until we entered the name of the church they landed next to. We got hold of the landowner and he said we could drive onto the field, but if we got stuck, he was not going to help us out. Al assured us he could get on and off the field and so we disassembled and enjoyed a free retrieve meal, courtesy of Dick Huskey. Bob claimed that the wind just stopped, but we've all heard that story before.



Wednesday, we had 6 total flights. Thursday was overcast with the ridge not working, but we still had three sled ride flights. We then had a cookout at the camping compound that included steak, baked potato, and Al's specialty of corn on the cob in the husk.

Initially, the winds for Saturday were forecast to be light, but as the week wore on, the forecast kept increasing in velocity with winds out of the west, not ideal but manageable for most of the ridge. With the new forecast, John Lubon, Mark Miller, and Otis Lewis arrived on Friday in anticipation of Saturday's flights. Gliders were assembled and loaded with water in preparation. As daylight

appeared, Dan was ready to go with a declared 1524 kilometer task. He launched early, and although turbulent, he got off easily directly into ridge lift. However, because of the wind velocity, even Dan flew above the ridge tops which slowed his progress. John was next to launch at about 9 AM and subsequently indicated that it was the most turbulent launch he ever sustained. (The tow pilot, Bob, also indicated that it was his worst tow to the ridge). But John was off and running. Then Mark proceeded to launch and with the winds on the ground reported at about 20 knots gusting to 35, he sustained a rope break at about 300 feet with himself and the tow plane on diverging flight paths. With low airspeed on the fast downwind, Mark was able to turn it around and make a safe landing. At that point in time, Tom Knauff closed the airport, one of a very few occasions this has occurred.

Watching Spot, we noted that Dan got as far south as Cumberland and was flying both the front and back ridge. John stayed closer to home but did three loops on the front and back ridges. Dan ended with about 1200 kilometers and John 750. As the day continued, it was noted that the forecast predicted an easing of the winds about 3 PM, although it was not apparent at that time. Tom reopened the airport about 1:30 PM but there were no volunteers to fly as it was still blowing fiercely. About 3:30, there was a noticeable decrease in wind velocity, so Al planned a flight. Unfortunately, by the time he got off at around 4:30, the winds were pretty low although parts of the ridge were still working. Dan landed about 5 and John at 6. Disassembly for their ships was pretty quick so we could attend a birthday dinner for Tom at the Tavern in downtown State College.

The next morning (Sunday) was overcast and drizzly and the report for Monday was not any better. We held a meeting and the consensus was to call it quits and head for home. So we packed up the ASK-21, broke down our campground compound and headed our separate ways. By the time we arrived back in Ohio, the sun showed itself and welcomed us safely back home. - 2019 Ridge Crew

## **POTLUCK DINNER, SATURDAY, MAY 18 – LINDA MURRAY**

The May potluck will be held at the clubhouse on Saturday, May 18, 6:30 P.M. The theme for May is Hot Dogs! What better way to start the summer season! Bring your favorite type of Hot Dog, Sausage, or whatever you like best about the beginning of the season. Side dishes and of course desserts of your choice. The season is upon us, so CELEBRATE !!

## **WEDNESDAY, MAY 1 – STEVE STATKUS**

The winds did blow. Even the birds were walking, so only a fool would have attempted to fly in this wind. And there were no fools at the glider club today. There were three crews hard at work; one assembling SD following the ridge trip and the second looking like the geriatric pit crew just before qualifying for the Daytona 500 as they serviced the golf carts. All are now finished except the Club Car golf cart with no reverse gear (but it doesn't run very good going forward either) and the Kobota which runs fine in both directions. These two will be worked in due course. The third crew was our own Energizer Bunny, Dan Reagan. He was last seen heading for the campground on the mower. The barn is looking pretty spiffy with the new roof going on.

## **SATURDAY, May 4**

Steve Fenstermaker reported that "the field was wet and had standing water in places, so no flight operations. I propose adding floats to the tow planes and gliders. There is aero-tow, auto-tow and sea-tow!" Dave Menchen responded: "With that much water how about Under Tow..."

## **SUNDAY, May 5- MICHAEL KARRAKER**

Although it was a beautiful warm sunny day with scattered cumulus clouds, the field was still too wet and soft to permit any flight operations. We saw a goose doing touch and go's. Maybe next month.



## GOLF CART TOW ROPE SPOOLS & INSTRUCTIONS – KEITH KILPATRICK



To prevent knots and tangles in tow ropes attached to our golf carts several members came up with this new idea. You will start to see the golf carts fitted with these new spools.

Below are simple instructions for their use.

When the tow rope is fully extended you will see a knot in the middle. Don't remove it; we have a use for it.







Grab that knot and hook it on the spool as shown.

Begin winding the spool until all rope is retrieved.





Once all rope is wound up just drop the hook on the cart.

When ready for hook up pull both lines out of spool completely. The line will release and you are ready to go.

Many thanks to the folks involved in this new idea. Our goal was to eliminate the hassles of knots while retrieving gliders. I think you'll find this system works quite well. – Keith Kilpatrick





## BARN ROOF REPLACEMENT IS FINALLY UNDER WAY



## BRONZE BADGE QUESTIONS

What performance factor is recommended for beginning cross country pilots when planning safe decision points?

- A. Best L/D glide ratio
- B. 1/2 best L/D glide ratio
- C. 2 times best L/D glide ratio
- D. Minimum sink speed

In calm winds, 20 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive over the airport at 1000' AGL? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.

- A. 3500 MSL
- B. 4500 MSL
- C. 5320 MSL

When should a positive control check be carried out?

- A. Only after rigging the glider.
- B. Before each days flying commences.
- C. Before each days flying and immediately after rigging the glider.

In addition to the standard briefing, what additional information should be asked of the weather briefer in order to evaluate soaring conditions?

- A. The atmospheric soundings to determine the thermal index at all soaring levels.
- B. Dry adiabatic rate of cooling to determine the height of cloud bases.
- C. Moist adiabatic rate of cooling to determine the height of cloud tops.

What is the cause of a sea breeze front?

- A. Sea heating more quickly than the land, which causes the air to rise over the sea. This in turn leads to advection and the sea breeze.
- B. Cooler sea air mixing with an offshore breeze creates the frontal system.
- C. Land heating more quickly than the sea, which causes the air to rise overland, which in turn leads to advection and the sea breeze.

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, 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.

## 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

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

Tow plane chief: Tim Christman, 937-475-1445, [tchristman24@aol.com](mailto:tchristman24@aol.com)

Scales: Steve Statkus, 513-576-9080, [stevestatkus@gmail.com](mailto:stevestatkus@gmail.com)



Retrieve desk: Harolyn Burns, 937-430-1345, harolyn@ameritech.net.  
Registration: Norm Leet, 513-897-0814, leetncg@gmail.com  
Crew chief and gopher: Otis Lewis, 513-934-0428, jolewis@adelphia.net

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 and family members are asked to volunteer to help staff the contest. If you would like to volunteer for daily crew chief, weather person, meal captains, water manager, contest reporter, logo design, shirt manager, social media blogger, photographer/videographer, entertainment manager, local official communications, public relations, CCSC field marking, or grid marker contact Chuck Lohre, 513- 260-9025, [chuck@lohre.com](mailto:chuck@lohre.com).

## **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.

## **TEXT NOTIFICATION ABOUT CCSC OPERATIONS**

If you have not already signed up for text message notification about CCSC operations, 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, 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 avoid that useless trip or that missed opportunity on those questionable days.

## 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 2:00 pm on 4/23/2019 there are three requests for a member to swap or substitute a crew day.

Date	Special Skills	Click Here
3rd Sunday in May 05-19-2019	Ground Crew	<a href="#">Sub/Swap</a>
3rd Sunday in May 05-19-2019	Ground Crew	<a href="#">Sub/Swap</a>
2nd Saturday in May 05-11-2019	Tow Pilot	<a href="#">Sub/Swap</a>

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

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

(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/>



## For Sale:

**Buffer**-top of the line heavy duty electric polisher for polishing your glider, boat, car, etc. Very good condition. \$80. Henry Meyerrose, (513)385-7329 (home), (513)375-4721 (mobile), [hmm95@aol.com](mailto:hmm95@aol.com)

## 1973 Schleicher ASW 15b.



956 total hours, 38-1 glide. No major damage history. Dittel radio with boom mic. Borgelt electric vario. Gelcoat in very good condition with no crazing. Good canopy. Tost release replaced last year and good until 2028. Annual due June 1, 2019. National 425 parachute. Maintained by Eastern Sailplanes the last 4 years. Comes with enclosed trailer in reasonable condition and complete tow-out gear. \$14k Contact Tim Christman 937-475-1445 or [Tchristman24@aol.com](mailto:Tchristman24@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.

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

## 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, 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, Tom Lepley. **Crew:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Charlie Maxwell, Ethan Maxwell, Al Quinn, 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.

Revised 02/11/2019 mkm