



Caesar Creek Soaring Club

November 12, 2019

UPCOMING EVENTS

- Dec 7 Board of Directors meeting at 9:30am – John Lubon
 Jun 3-6 [SkySoldiers](#) (173rd Airborne Brigade Assn.) [reunion](#) guest soaring
 Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre

CONGRATULATIONS DAVID WRINKLE -

FIRST GLIDER SOLO

David Wrinkle has been making good use of all opportunities to fly since becoming a member of CCSC in September 2019. He holds a Private Pilot license with single engine-land rating but had not flown for 26 years prior to joining CCSC. Sunday, November 10, David (right in photo) convinced Jim Goebel (left) that he was ready. That smile and Jim's signature at the bottom of the shirt tail provide the rest of the story. Congratulations David and welcome to Caesar Creek Soaring Club.

THE REST OF THE SUNDAY REPORT - DAVE MENCHEN

It was a great day in the sun with a total of 18 flights. Not bad for the Second Sunday in November. Certainly, the highlight was David Wrinkle's first glider solo. Congratulations David.



DICK ECKELS RECOVERING FROM BYPASS SURGERY – RICHARD CARRAWAY

Dick and his wife, Laurel, left for Florida a week ago. Dick underwent quadruple bypass surgery on Wednesday, November 6. Apparently, he had been experiencing chest pains since the preceding Friday. He went to an ER facility and was immediately admitted to the Venice Regional Bayfront Hospital, a few blocks from his home.

Mark Miller reported that he visited Dick and Laurel in the hospital on Saturday. Dick was doing very well, but obviously sore. Dick will be in a nearby rehab unit before returning home, but cards should be addressed to his home at: 151 Field Avenue E., Venice, FL 34285.

SATURDAY REPORT- DICK HOLZWARTH

The Second Saturday Crew launched a total of 11 flights using routine operations from runway 27. It was cold and overcast early in day, but gradually improved to mostly clear. By the end of the day Lennie clouds appeared on the south side of the runway. It only lasted about a thirty minutes.



Photo thanks to Jim Marks.

WEDNESDAY REPORT

Some of you may have heard reports on local radio and television that: “A glider pilot who crashed into a wooded area south of Waynesville in Warren County Wednesday afternoon suffered minor injuries, according to the Ohio State Highway Patrol. The crash was first reported around 2 p.m. on Elbon Road near Corwin Road.” Yes, it was a member of CCSC. He reports: “As many have heard, on Wednesday I crashed my beautiful ASW-15B into the woods on the south side of the gliderport while attempting to land on runway 09. I had only a few minor scratches from the Plexiglas while getting out of the glider. The glider was left vertical in the woods and appears to be a total loss. Both the Ohio State Police and the FAA were notified and arrived on site to view the crash and complete the initial required reports. The FAA has given permission to remove the glider from the woods and keep in a secure location at the GP pending final release. I have also notified Costello Insurance of the accident and will await their review and instructions for final disposition. The glider was fully insured.”

CCSC CROSS COUNTRY CAMP, AUGUST 3 -7, 2020 - CHUCK LOHRE



Gliders finishing a race photo by astir698. The vapor you see is from the dumping of water ballast. Gliders load up with water before they launch and get rid of the extra weight before they land. A heavier glider will fly faster, increasing distance and speed points for the flight.

Sailplane cross country flight with high performance gliders is an exciting and challenging way to fly. Plan now to take advantage of this rare opportunity for training and mentoring right at home at CCSC. Each day a different course will be chosen by the pilots and the [OLC scoring program](#) will choose the best 2.5 hour segment for scoring. Depending on the weather conditions maximum distance race around the course within a typical 2.5 hour period might be 150 miles. Participants will fly as far away as Columbus, north of Dayton and nearly to Indianapolis. The daily course stays at least 30 miles away from the Northern Kentucky, Greater Cincinnati airport.

At the camp, experienced pilots will take a small group of gliders out on course. Typical groups may include medium performance gliders like ASW 15, LS 4, Libelle, and LS 1 going to Clinton, Green County, Dayton Wright, Lebanon and back home. Another lower performance group might include 1-26, K6 or AC-4 Russia following the leader to Red Stewart airport three miles away and then on to Lebanon six miles more and then fly eight miles back to CCSC.

Are you ready? Read more about the [details on the CCSC website](#) and save the dates: Aug 3-7

BRONZE BADGE QUESTIONS

What is the approximate rate of change of temperature with height for the dry adiabatic lapse rate?

- A. 3 degrees Celsius loss per 1000 feet height gain.
- B. 2 degrees Celsius loss per 1000 feet height gain.
- C. 1 degree Celsius loss per 1000 feet height gain.

In preparation for an off-field landing, the downwind leg should be positioned:

- A. as close to the field as possible
- B. at least 30 deg. below the sailplane
- C. at least 45 deg. below the sailplane

When forced to land on a slope, with the wind blowing up the hill, you should

- A. land uphill, even though downwind
- B. land upwind, even though downhill
- C. land crosswind

A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the glider?

- A. Apply up-elevator pressure to raise the nose.
- B. Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.
- C. Relax the back stick pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position.

Which type of airspace routinely contains military training operations, and a clearance IS required to enter?

- A. Prohibited area
- B. Restricted area
- C. Military Operations area (MOA)
- D. Class A airspace

A sailplane has a best glide ratio of 23:1. How many feet will the glider lose in 8 nautical miles?

- A. 1,840 feet.
- B. 2,100 feet.
- C. 2,750 feet.

How many feet will a glider sink in 10 nautical miles if its lift/drag ratio is 23:1?

- A. 2,400 feet.
- B. 2,600 feet
- C. 4,300 feet

The Soaring Society of America website provides a 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.

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 3:00 pm on 11/12/2019 there are no requests for a member to swap or substitute a crew day.



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



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



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

FOR SALE: ASW-20

Alexander Schleicher ASW-20 OS
S/N 20598, Mfg. 9/1982, N31TS,
1267TT through 4/18/18 Annual,
Comes with M&H Refinish and
Winglets. Finish in Excellent
condition. Wedekind locking
system. Outstanding electronics
including ClearNav II w. stick
controller and Trig Transponder.
Excellent Cobra trailer. Also
includes oxygen, tow out gear,
single man rigger, two LiPo
batteries, parachute and much
more. All logs \$36,000. Contact Rolf @ 937-271-5003 or N11rdbird@att.net.



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

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

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

(The password is printed on your monthly statement.)

CCSC GROUND CREWS:

1ST SATURDAY

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

1ST SUNDAY – Training Crew

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

2ND 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.

2ND 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:** Dave Conrad, Al Dunn, Fred Hawk, Dan Katuziowski, Mike McKosky.

3RD SATURDAY

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

3RD 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, Mark Crosten, John Konoratorowiz

4TH SATURDAY:

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

4TH 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.

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
FREQUENT FLYER EDITOR: Jim Dudley,
FrequentFlyer@soarccsc.com

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

Revised 11/04/2019 mkm