



Caesar Creek Soaring Club

January 14, 2020

UPCOMING EVENTS

- Jan 25 Crew Chiefs Meeting at 10:00am in clubhouse – Mark Miller
- Feb 1 Board of Directors meeting at 9:30am – John Lubon
- Feb 8 Annual Banquet – [Valley Vineyards](#) at 4:00pm – Chuck Lohre
- Jun 3-6 [SkySoldiers](#) (173rd Airborne Brigade Assn.) [reunion](#) guest soaring
- Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre

SATURDAY REPORT – DICK HOLZWARTH

There were no operations Saturday due to rain, low ceilings and high crosswinds.

SUNDAY REPORT – DAVE MENCHEN

The Second Sunday Crew enjoyed a beautiful day at the club. Light winds were from the south, so we operated from the east end of the field and launched five flights, including three annual field checks. The crew also assembled 221 and disassembled 521.

MAKE YOUR RESERVATION FOR THE AWARDS BANQUET, SATURDAY, FEB. 8

It's time to enjoy a good meal together and celebrate the soaring achievements of members of our club during the past year.

We will return to [Valley Vineyards](#) at 2276 US-22 & OH-3, Morrow, OH. Arrive around 4:00 pm to enjoy social time while sampling the wines (cash bar) to make your choice for dinner. At 5:00 pm the awards will be presented, followed by dinner at 6:00 pm.



Experience a legendary Valley Vineyards Private Cookout, their most popular feature. Both indoor and outdoor grilling venues are provided where you can cook and socialize with friends. Along with wine tasting you will enjoy: 4 drinks or a bottle of wine per couple, your choice of New York strip steak or Atlantic salmon fillet, two types of salad, green beans almandine, rice pilaf, seasonal





vegetable, baked potato, fresh breads, delicious homemade dessert buffet, coffee and tea and the opportunity to socialize with some of the nicest people in the world. Only \$35 per person plus tax. Be sure to save your seat by sending an email to chuck@lohre.com or call/text 513-260-9025 to let us know that you will attend and how many you will bring with you. Bring your spouse, your whole

family, friends who might be interested in soaring. All are welcome, we just need to know how many.

[About Valley Vineyards - Dreams, Inspiration, Tradition, Luck](#)

In 1969, Ken Schuchter dreamed of leaving his desk job behind and revitalizing the family farm in Warren County, Ohio. An agriculturalist suggested growing grapes because of the area's distinguished 150-year wine history, favorable soil and climate conditions. It was an inspired idea since the Schuchter family included generations of grape growers and wine makers going back to their origins in Austria, but it might not have resulted in a winery without a lucky mistake. Not realizing how much room grapes need to grow, Ken bought what he thought were enough vines for two acres. In reality he had enough vines to fill 20 acres. And so began Valley Vineyards.

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

The board again approved treating the Grob-102 in the same manner as for the past five years, so if you want to take best advantage of **BG** in 2020 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 2020 it is to your advantage to declare that desire by email to [Jim Dudley](mailto:Jim.Dudley). The \$90 G-102 Annual Use Fee will appear on your next monthly statement.

WAVE CAMP 2020 AT MINDEN, NV

If you are ready to get some training and experience soaring in wave, consider Wave Camp 2020 at Soaring NV, Monday - Friday, April 13 - 17, 2020. Camp includes wave lectures, wave stories, wave pictures, and most importantly, wave flights! There are still open spots for the camp, but Chris Gillespie reports that Soaring NV has changed hands, so there are fewer rental gliders on the line this year, meaning you may need to hurry to reserve your spot. Here is the link to register: [Wave Camp 2020 Registration Form](#). For more information contact [Chris Gillespie](#).

TO THE MEMBERSHIP – ROLF HEGELE

It has been almost ten years since we set up the current databases that we are using for Membership, Shareholders, and Financial Management.

It is now time to update our data; so all current active members should have received an email requesting update information. The form has been prefilled with the data we have on file, so if something is missing or no longer correct, please provide the missing information. You only need to respond to that email, insert the updated information and return the email to us. Of particular concern is our lack of Emergency Contact Information, so please provide that if it is not included. Thanks, Rolf.

SOARING SOCIETY OF AMERICA CONVENTION – BOB MILLER

The [SSA convention](#) will be in Little Rock, February 19th to 22nd. With seminars on soaring, safety and cross-country flight, this is a great resource for any pilot. There are about eight seminars or speakers running each day and more in the evening and the Exhibit Hall is open all day. You can see all the latest equipment, gliders and accessories. Our club usually has 3 or 4 attending but would like to see more members there. The driving distance is 700 miles which is a good day's driving, but carpooling could make it easier. There are also flights out of CVG for around \$200.

DO YOU FLY CONDOR? – CHRIS UHL

Imagine if you could build flying hours as fast during the cold winter months as you do during the best months of summer. With Condor you can! Flight simulation can be a great way to practice flying skills and have a little friendly competition. Several CCSC members are set up or will soon be set up to fly Condor this winter. Depending on interest and participation we will likely have some regular races planned. If you are new to soaring or Condor and not yet interested in cross country/competition I would be happy to work with you on basic ground instruction or setting up Condor. If you are interested in joining in the fun and learning along the way please let me know chris.uhl@gmail.com

MAINTENANCE CREW – KEITH KILPATRICK

Everyone knows that operating a club like ours requires constant maintenance. In an effort to keep our facilities adequately maintained the BOD has approved a maintenance crew consisting of at least 5 individuals. This crew will be responsible for the upkeep of our facility. It will require a diverse and talented group of individuals who are able to tackle most jobs. For working once a month performing various jobs throughout the facility this new crew will receive crew credit like the other crews. Once our crew is established, we'll pick a day that works best for all.

If you are interested in joining this crew please contact me, Keith Kilpatrick, at 513 208-3622 or email facilities@soarccsc.com.

HOW TO PREPARE FOR AUGUST CROSS COUNTRY CAMP–STEVE STATKUS

This article and the rest of a planned series are intended to encourage glider pilots with zero cross country flying experience. Think 2-33 pilots who take a 3K tow and try to stay up for an hour or two, mostly circling in house thermals within 3 miles of the glider port. We've all been there and some of us are still there, but we don't have to stay there. So, I'm offering some options to house thermal soaring for this soaring season heading into August when we will "turn our backs to CCSC and head out for some cross-country soaring." Disclaimer: I am not an experienced successful cross-country soaring pilot.

The cross-country camp will include a series of lectures about cross country skills and daily gaggles heading off to parts unknown, then post flight debriefs, dinner and repeat tomorrow. Just attending

the camp will increase your awareness and improve your hang time, but why not take this summer to focus on the details that are important to your success flying gliders? Why not brush up your skills BEFORE the camp so as to maximize the benefit of the camp, focusing on information needed to improve your soaring experience?

I have a library of Bob Wander short essays on various skills and knowledge necessary before you head out. I'm making these documents available to anyone who plans on attending the camp. Think "Steve's mobile library". I'll be at the club every Wednesday with these issues in my van and a clip board. Borrow one per week and return it the following Wednesday. I also will have Sectional maps with 3 statute mile radius circles drawn with CCSC as the center. For a 23/1 glider, plan on losing 300 feet for each mile flown in still air. And I will have available pasties for the instrument panel that take into account headwind/tailwind effect on altitude loss per mile traveled. Getting the picture? You become the glide computer.

So, 2-33 pilots, let's begin the journey to improve our soaring skills and make each flight a test of what we've learned to make that improvement. First thing you need to do is make a commitment to IMPROVE and to learn the capability of the glider you are flying. The following list are the essays I mentioned above:

1. ***The art of thermaling, made easy***, Wander
2. ***Cross Country Manual for Glider Pilots***, Carswell
3. ***Thermals***, Hertenstein
4. ***Breaking the apron strings***, Petmecky
5. ***Landing out, the final four minutes***, Ingraham

If you're thinking of getting involved with the cross-country camp, drop me an email: stevestatkus@gmail.com. - Steve Statkus

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

A STATUTE mile is ____ feet long, a NAUTICAL mile is ____ feet long. On a sectional chart, each graduation on longitude lines is ____ apart.

- A. 5280, 6080, 1 nautical mile
- B. 6080, 5280, 1 nautical mile
- C. 5280, 6080, 1 statute mile
- D. 6080, 5280, 1 statute mile

Which ground features are most useful for navigation?

- A. Villages and ponds.
- B. Highways and large towns.
- C. Hills and crossroads.

Where may the most favorable type thermals for cross-country soaring be found?

- A. Just ahead of a warm front.
- B. Along thermal streets.
- C. Under mountain waves.

The best lift is usually found:

- A. Upwind side of a building cumulus cloud.
- B. Upwind side of an alto-cumuluous cloud.
- C. Downwind side of a nimbus cloud.

What is the name given to the point at which water vapor condenses, and what is the required humidity?

- A. The dew point and can occur at any percentage saturation.
- B. The saturation level and can occur above 90% saturation.
- C. The dew point and requires 100% saturation.

If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?

- A. The elevation of the nearest airport corrected to mean sea level.
- B. The elevation of the departure airport.
- C. Pressure altitude corrected for nonstandard temperature.

A plowed field makes an excellent landing site.

- A. true
- B. false

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.

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.

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 1/14/2020 there is one request for a member to swap or substitute a crew day.

Date	Special Skills	Click Here
3rd Sunday in January 01-19-2020	N/A	Sub/Swap



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. **New Canopy.** Finish in
Great 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.

WANTED: USED TRACTOR

Our club is looking for a good used tractor with a bucket attachment to replace our old John Deere. If you know anyone who might want to sell one, please have them contact Keith Kilpatrick at 513 208-3622.

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.)

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713)
ACC: Dick Huskey. **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 Katuziński, 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, A. Quinn, Joshua Rising.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) **ACC:** Otis Lewis **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels. **Crew:** Jacob Dunnohew, Brian Stoops, Tony Rein, David Whapham, Ian Wolfe, Mark Crosten, John Konoratowiz

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.

2020 5th WEEKEND CREW DAYS:

Feb 29 – 4th Sat Crew

Mar 29 – 4th Sun Crew

May 30 – 1st Sat Crew

May 31 – 1st Sun Crew

Aug 29 – 2nd Sat Crew

Aug 30 – 2nd Sun Crew

Oct 31 – 3rd Sat Crew

Nov 29 – 3rd 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 1/5/2020 mkm