



Caesar Creek Soaring Club

March 3, 2020

UPCOMING EVENTS

- Mar 7 Board of Directors meeting at 9:30am – John Lubon
- Mar 7 Instructor Meeting #1 at 12:00 noon – Tom McDonald
- Mar 8 Instructor Meeting #2 at 10:00am – Tom McDonald
- Apr 1 Wednesday is Soup Day followed by Offsite Event – Steve Statkus
- Apr 4 Annual Meeting of Share Owners – 9:30am – John Lubon
- Apr 4 Board of Directors meeting following Annual Meeting – John Lubon
- Apr 25-May 3 Ridge Soaring Trip – Rolf Hegele
- Jun 3-6 [SkySoldiers](#) (173rd Airborne Brigade Assn.) [reunion](#) guest soaring
- Jul 12-17 [YEW-2020](#) – Steve McManus
- Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre

SATURDAY, 2/29/2020 – CHUCK LOHRE

I placed Sami Rintala's awards for the Region 6 and the US SSA Instructor of the Year on the mantel. We received them from the SSA yesterday. Congratulations Sami! You're my idol.

The day started out cool with only one customer, Michael Hayter, but we didn't have any instructors, so Michael and his Dad, Henry, a United Pilot, went to work on the Grob 103 annual inspection with Jim Fox, the plane captain, and John Murray. It needed to have the tail boom vacuummed and then reassembled. Joe Jackson and Ethan Saladin made short work of the effort and left the heater on for the Sunday crew to finish the waxing.

John Lubon assembled

JL and Larry Kirkbride towed him to 3700 MSL. He reported good lift and cu's.



L to R: Henry and Michael Hayter, Jim Fox, Ethan Saladin, Joe Jackson

Jack Eickelman drove to the club from Lexington, KY, with his girlfriend Aspen. He wanted to learn to fly gliders and had been advised to go to Chillhowee, TN, but Jack looked on the internet and found CCSC. It was only a 1-1/2-hour drive versus 4 hours, so he arrived at 11 am. We got CC out and Larry Kirkbride gave Jack a Mile High Introductory ride.



Ethan Saladin launching Jack Eickelman and Larry Kirkbride for Mile High Introductory Flight



Andrew Dignan guided 33Z towing CC to the mile-high release point.

Promptly upon landing Jack joined the club and then signed up for the [Remind text messages](#) so he'll be up to date with flying conditions and flight activities. Welcome to the club Jack.



**Jack Eickelman in front seat and Larry Kirkbride in back seat.
Henry Meyerrose was here to enjoy the sun.**



L to R: Andrew Dignan, Henry Meyerrose, Larry Kirkbride



After Dick Huskey completed his annual Field Check Andrew Dignan put 33Z away and installed the new golf cart tire that Ethan Saladin had picked up at Luti's in Lebanon



A pair of glasses was found in a tow plane. We put them in the lost and found box. Which reminds me, I left my old beat up green thermos bottle at the club somewhere. Please direct it to the LNF box if you find it wandering around the club.

SUNDAY, 3/1/2020 – MICHAEL KARRAKER

We had ten flights, including one guest flight and we waxed the wing of the ship in the shop.

WHICH BADGE DO YOU PLAN TO EARN IN 2020?

Many of you who read the article last week about the "A" and "B" badges may have reacted "been there, done that" and some current students may also have realized that they are well on the way to earning those badges. Great! This week let's look at the [requirements for the "C Badge"](#) which is intended to prepare pilots for cross country flight.

To earn the C Badge you must complete the following:

- Dual Soaring Practice, including instruction in techniques for soaring thermals, ridge soaring, and wave (simulated flight and/or ground instruction may be used when suitable conditions do not exist).
- Have knowledge of:
 - Cross-country Procedures
 - Sailplane Assembly, Disassembly, and Retrieves
 - Hazards of Cross-country Flying
- Demonstrate Soaring Ability by Solo Flight of at Least 60 Minutes Duration After Release From 2,000 Foot Tow (add 1½ minutes per 100 foot of tow above 2,000 feet).
- While Accompanied by an SSA Instructor, Demonstrate the Following:
 - Make a simulated off-field landing from an approach without reference to the altimeter
 - Perform an accuracy landing from the approach, touching down and coming to a complete stop within an area no greater than 500 feet in length.



C Badge

As with the A and B badges, the knowledge and training requirements for the C Badge are included in the CCSC training program for the Private Pilot Certificate, so only the 60 minute solo flight (75 minutes if release is at 3000 AGL) is beyond the requirements for the Private Practical Test. Many students enjoy a solo flight in excess of an hour prior to taking the Practical Test, so the C Badge is also a reasonable goal for 2020 even if you are still preparing for the Private Practical Test.

A key motivation for the most recent revision of the UOP was to encourage and facilitate members in developing cross country soaring skills. Several improvements are in place or being developed to help you. Plan to take full advantage of the opportunity. The C-Badge is a reasonable goal for 2020.

BRONZE BADGE QUESTIONS

A spread out, shallow stratus layer of cloud

- A. Is a reliable indication of thermal lift.
- B. Indicates a developing thermal.
- C. Is usually not associated with thermals.

While thermaling at 5,500 feet from which direction would you expect most VFR traffic to come?

- A. it is not possible to predict.
- B. easterly (flying westerly).
- C. westerly (flying easterly).
- D. north (flying southerly).

What service can an FSS provide for a pilot wishing to fly into an MOA?

- A. provide clearance into the area.
- B. provide information on the use or non use of the area.
- C. provide traffic advisories in the MOA.

You are forced to land in a small, recently-planted farm field. You should:

- A. Land with the landing gear in a retracted position.
- B. Land with the dive brakes closed.
- C. Land with the landing gear extended.

What is the name given to lines depicting points of equal pressure on a synoptic chart?

- A. Isogonals.
- B. Isobars.
- C. Contours.

If an aircraft is involved in an accident, which results in substantial damage to the aircraft, the nearest NTSB field office should be notified:

- A. Immediately.
- B. Within 48 hours.
- C. Within 7 days.

Touching down as slow as possible with the main wheel and tail wheel touching simultaneously

- A. is the preferred technique for an off-field landing.
- B. is a poor technique and could result in damage.
- C. uses too much of the available field length.

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.

NEW LAUNCH PROCEDURES FOR CLUB SHIPS – MARK MILLER

Due to the recent rash of canopy incidents last year the BOD created a safety subcommittee to develop some recommendations to prevent this in the future. The recommendation from the subcommittee was to develop a more detailed checklist that would more involve the ground crew in ensuring completion of all items by the PIC before launch. This was discussed and rolled out at the crew chiefs' meeting on 8 Feb. This meeting was attended by the crew chief or their representative from every crew, except one.

The new launch procedures require that the crew of each club ship go through the blue checklist as shown below and then hand the brown checklist to the ground crew to complete their process before handing back to the PIC. This doubling up of the formal checklist process is intended to get the

NO HOOKUP UNTIL LIST COMPLETE	
LAUNCH CHECKLIST - PILOT	
Controls.....	FREE & CORRECT
Ballast.....	AS REQUIRED
Straps.....	FRONT/BACK FASTENED
Instruments.....	
Altimeter.....	SET
Radio.....	ON / CHECKED
Transponder.....	ON
Trim.....	SET
Emergency Plan.....	
.....	CROSSWIND / ROPE BREAK
Canopies.....	FRONT/REAR LOCKED
Brakes.....	CLOSED & LOCKED
CANOPIES LOCKED!	

ground crew more closely and actively participating in the pre-launch to help catch potential PIC misses as an extra set of eyes and ears.

All of the club ships have these new checklists at each position. We are currently looking at a better way to store or retain the checklists, but these checklists are not an optional procedure. Ground crews and pilots are to use these new procedures when you fly in the Club's ships.

NO HOOKUP UNTIL LIST COMPLETE	
GROUND LAUNCH CHECK LIST	
Observe.....	DO NOT RUSH PIC
Passenger.....	COMFORTABLE?
Pilot.....	CORRECT ELEVATION
Ballast.....	PRESENT / REQUIRED
Belts.....	FASTENED
Rope.....	CLEAR OF KNOTS
Rope.....	PRESENT TO PILOT(S)
Canopies.....	CHECKED / LOCKED
Checklist.....	RETURN TO PILOT
Rope.....	HOOKUP
CANOPIES LOCKED!	

CAESAR CREEK SOARING CLUB NEEDS YOUR LEADERSHIP

Eleven directors provide leadership for Caesar Creek Soaring Club. Owners of shares in Soaring Society of Dayton dba Caesar Creek Soaring Club, Inc. elect directors for three-year terms. The elections are held at the Annual Meeting of Share Owners which is specified to take place on the first Saturday in April each year. (Code of Regulations, Article V, Section 1, as amended June 2, 2018) This year the meeting will take place on the 4th of April.

This year the terms in office end for three directors: Keith Kilpatrick, Jim Dudley and Bill Hall; so those positions must be filled by the election on April 4. Jim Dudley has announced his intent to retire from his director position. So there is a need for at least one member (in addition to Bill Hall) to step forward and serve the club as a director.

If you are willing to exercise leadership and help make Caesar Creek Soaring Club an even better and stronger club while enhancing the opportunity for members to enjoy the thrill of soaring let any one of the current directors know or email to FrequentFlyer@soarccsc.com before 3/7/2020.

Director	Term Expires
Keith Kilpatrick	4/4/2020
Jim Dudley	4/4/2020
Dick Schoper Bill Hall	4/4/2020
John Lubon	2021
Tim Christman	2021
Bob Miller	2021
Tom McDonald	2021
Mark Miller	2022
Rolf Hegele	2022
Chuck Lohre	2022
Andrew Dignan	2022

2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER

At the January meeting the Board authorized the annual club trip to Ridge Soaring near State College, PA. Many members will take their own sailplanes, but an ASK-21 will be trailered to Ridge Soaring for members' use. Rolf Hegele volunteered to trailer the glider to the ridge and act as Crew Chief for the duration of the visit.

The trip is scheduled for Saturday, April 25, through Sunday, May 3, and incorporates two weekends so you have no excuse to not attend. The CCSC ASK-21 will be available to all CCSC members for that duration. As with any Crew Chief, Rolf will have the discretion to limit flying based on weather conditions and pilot skills. You are welcome to bring your private ship for any portion of that time or you could rent from Tom. Tom and Doris walked the field recently and indicated that they are ready for us. All we have to do is order the right weather.

Some members usually stay at the Quality Inn or other motels in nearby State College, PA There is camping on the field for motor homes and there's always room in the bunkhouse.

The flying can be spectacular with thermals up and down the Ridge or ridge lift for miles. Come join us for some ridge soaring and excellent spring thermaling.

If you are interested, let Rolf know at N11rdbird@att.net or Mark Miller at mmark4347@gmail.com.

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

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 12:00 pm on 3/3/2020 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,
1310TT through 1/1/20,
Has 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 \$35,500. 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 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:** Val Boehm, Dave Conrad, Al Dunn, Fred Hawk, Dan Katuziensi, 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 Konoratowniz

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 2/4/2020 mkm