



Caesar Creek Soaring Club

March 24, 2020

UPCOMING EVENTS

- Apr 4 Annual Meeting of Share Owners – 9:30am (remote technology) – John Lubon
- Apr 4 Board of Directors meeting 10:15am (remote technology) – John Lubon
- Apr 18 Spring Cleanup (if safe) – Keith Kilpatrick
- Apr 25-May 3 Ridge Soaring Trip (if safe) – Rolf Hegele
- May 16 Potluck Dinner at CCSC (if safe) – Linda Murray
- Jun 6 [SkySoldiers reunion](#) guest soaring
- Jul 12-17 [YEW-2020](#) – Steve McManus
- Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre

CCSC OPERATIONS SUSPENDED UNTIL COVID-19 SITUATION PASSES

At the special meeting of the Board of Directors on Saturday, 3/21/2020, it was agreed to stop all normal operations until the current COVID-19 corona virus pandemic has passed. This includes all scheduled crew days and Wednesday operations. Although the BOD was open to occasional impromptu flying, the [STAY AT HOME ORDER](#) for all Ohio now precludes impromptu operations as well until after April 6, 2020, because the list of prohibited activities includes “and country clubs or social clubs shall be closed.” Furthermore, “Only Essential Travel and Essential Activities as defined herein, are permitted.”

The remote meeting format worked well for the special meeting of the Board of Directors so it was agreed to hold the **annual meeting of share owners** as scheduled on 4 April at 9:30am using the same remote meeting technology which Andrew Dignan made available to the club. Prior to that meeting email will be sent to all owners of shares in Soaring Society of Dayton dba Caesar Creek Soaring Club advising them of the change. A few minutes prior to the start of the meeting another email to all share owners will provide a link if they desire to join using a home computer and a telephone number if they desire to join the meeting via telephone.

Final decisions about other events on the CCSC calendar will be made closer to the date of those events when we know whether the STAY AT HOME ORDER gets extended or it is once again safe for us to gather.

ELECTION OF DIRECTORS

The key item of business for the annual meeting of share owners on 4 April 2020 is the election of directors to fill three positions. Each share owner should have received an email notice about the meeting and instructions for voting by proxy if not able to participate in the meeting. Even if you will participate in the meeting remotely it will be helpful if you would submit your votes for directors now.

WHICH BADGE DO YOU PLAN TO EARN IN 2020?



The skills and confidence that you build in flying the triangular course between CCSC, Warren County (I68) and Dayton Wright Brothers (MGY) that was mentioned last week will prepare you for the Silver Badge. In fact, the distance around the triangle is almost the same as the distance required for the Silver Badge. Could this be your goal for 2020?

The FAI Silver Badge involves 3 requirements. Silver Altitude is a 1,000-meter (3,281-foot) altitude gain above an in-flight low point; Silver Duration is a 5-hour flight time after tow release and Silver Distance is a 50-km (31.07 mile) cross country flight. Those requirements do not have to be met on a single flight; you can use three flights and complete one of the requirements on each flight.

The Silver Badge is the first in a series of awards governed by [The Fédération Aéronautique Internationale](http://www.fai.org) (FAI), the world governing body for air sports, aeronautics and astronautics world records. Over the years the FAI Sporting Code has been highly refined, "providing a framework of rules and procedures which enhance the pleasure of taking part in air sports and activities by establishing a fair comparison between performances." Part of your preparation for earning the Silver Badge will be becoming familiar with the rules. The [SSA website](http://www.ssa.org) has the information that you need. Also, there are books available such as Bob Wander's **Badge**

Soaring: The Silver Badge ... Made Easy!

There must be an Official Observer who meets FAI qualifications to certify that your flight took place and your claims of time, distance and altitude gain are valid. Also, for that time that you are out of the official observer's sight there must be some means (such as a GPS-based flight recorder) for demonstrating that you did not land and that you actually went where you claim. In future weeks more on each of those topics.

The height gain may be the easiest to complete. The requirement is a gain in altitude of 1000 meters (3,281 feet) from a low



45 years ago these three pilots, Pat DeNaples (l.), Bob Root (c.), and John Bennett (r.) flew nine badge legs at the newly opened Ridge Soaring Gliderport within the span of 36 hours, flying the Red Wings 1-26 #336: Silver Distance, Silver Duration, Silver Altitude, Gold Distance, Diamond Goal (John Bennett); Gold Distance, Diamond Goal, (Pat DeNaples); Gold Distance, Diamond Goal (Bob Root).

point after release to a subsequent high point. It is permitted to find a thermal and descend in that thermal to establish the low point. You can use that same thermal to start your climb. Let's say that you find your thermal over the ball fields and descend to 1000 AGL i.e. 1940 MSL. Your task is to climb 3,281 ft. to 5,221 MSL (plus a little margin to account for altimeter error, recorder error, etc.) That is not so tough, there are several days each year that support considerably more altitude gain than that. Go for it!

2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER

The annual club trip to Ridge Soaring near State College, PA, is now in question because of the precautions being taken relative to corona virus. Rolf Hegele will confer with Tom at Ridge Soaring and with the motel operators to find out whether they plan to be in operation Saturday, April 25, through Sunday, May 3, and keep us posted as the dates approach. The flying can be spectacular with thermals up and down the Ridge or ridge lift for miles. (Watch 2020 be one of the best ridge soaring seasons ever!). If you are interested, let Rolf know at N11rdbird@att.net or Mark Miller at mmark4347@gmail.com.

BRONZE BADGE QUESTIONS

For flight into Class B airspace what is required? 1. student rating or better; 2. private rating or better; 3. radio contact; 4. ATC clearance (controller permission); 5. Mode C transponder; 6. transponder (mode C optional)

- A. 1, 3, & 5 are correct
- B. 1, 4, & 5 are correct
- C. 1, 3, & 6 are correct
- D. 2, 4, & 5 are correct

Which statement is true about flying over the crest while ridge soaring?

- A. it should always be avoided, it's dangerous.
- B. it is a good way to enter the mountain wave.
- C. it provides the highest speed wind and best soaring
- D. it should be done at a higher speed.

Which statement is true when living in the northern hemisphere?

- A. If you stand with your back to the wind the low is on your left.
- B. If you stand with your back to the wind the low is on your right.
- C. Low pressure systems rotate clockwise when viewed from above.

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.

Which statement best defines hypoxia?

- A. A state of oxygen deficiency in the body.
- B. An abnormal increase in the volume of air breathed.
- C. A condition of gas bubble formation around the joints or muscles.

Which of the following regarding gliders requires immediate notification?

- A. Flight control failure or malfunction.
- B. In-flight failure of electrical system.
- C. Collapsed landing gear on landing.

An apple core can be thrown from a glider:

- A. Only in Class G airspace.
- B. As long as it does not create a hazard for persons or property.
- C. Only over water or heavily wooded areas.

The correct method of stating 4,500 feet MSL to ATC is:

- A. "FOUR THOUSAND FIVE HUNDRED."
- B. "FOUR POINT FIVE."
- C. "FORTY-FIVE HUNDRED FEET MSL."

Class C airspace is indicated on a sectional chart by

- A. segmented magenta circle
- B. segmented blue circle
- C. solid blue circle
- D. solid magenta circle

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.

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 3:00 pm on 3/24/2020 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, Mike McKosky, David Wrinkle.

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 3/23/2020 mkm