



Caesar Creek Soaring Club

March 31, 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 2 WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price
- 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

All normal operations are suspended until the current COVID-19 corona virus pandemic has passed. This includes all scheduled crew days and Wednesday operations. Although the BOD is open to occasional impromptu flying, the [STAY AT HOME ORDER](#) for all Ohio may preclude 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 **annual meeting of share owners will be held** as scheduled on Saturday, 4 April at 9:30am using remote meeting technology. Shortly prior to that meeting an email will be sent to all owners of shares in Soaring Society of Dayton dba Caesar Creek Soaring Club to 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 dates 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 email notices 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.

CANOPY CARE – BOB MILLER

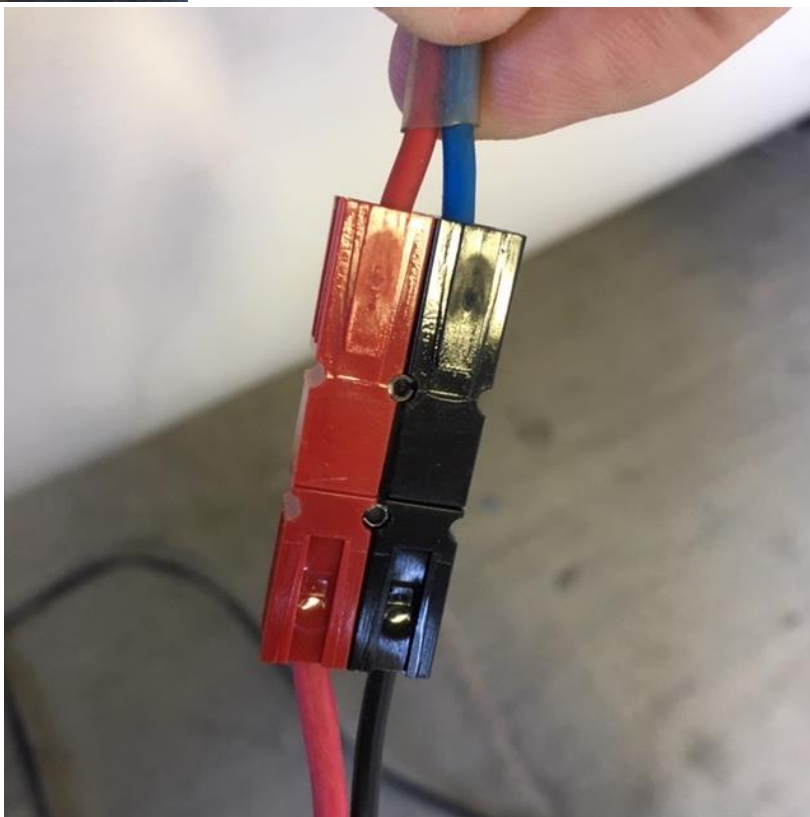
John Murray has asked that the canopies of the glass ships always be locked both on the flight line and in the hangars. This keeps them from warping and becoming hard to latch. If you are having a problem latching them, please push on the right rear FRAME ONLY and not the canopy.

ASK-21 CC ELECTRICAL SYSTEM UPGRADED – BOB MILLER



The battery in CC has been replaced with a new Lithium Iron Phosphate (LiFePO4) Battery. This will allow us to fly all day even with the additional current draw from the new transponder.

This required a new type of charger and a different connector (Anderson Products) so we don't mix them up. When you plug the **charger** into the glider make sure it **goes to the battery**. I have a small label on the battery wire but will replace with a bigger one that is easier to recognize. The charger connector also fits into the power plug to the glider, but don't! Please double check. Connect the charger to the wire that goes back to the battery in the wing root. If I have confused you, ASK somebody who knows.



At the 2020 SSA Convention I went to a seminar by John DeRosa about Soaring Electrical Wiring Best Practices. He talked about what kind of wire, connectors and switches to use in your glider. [His web page](http://aviation.derosaweb.net/presentations/#eld) has the presentation from the convention and other articles about Transceiver Troubleshooting, Battery Testing, Working with Glider Air Lines, Oxygen Systems for Glider Pilots and others. There is a lot of good information here if you own or are thinking about getting a glider. The site is <http://aviation.derosaweb.net/presentations/#eld>.

WHICH BADGE DO YOU PLAN TO EARN IN 2020?



Silver Badge

In prior issues there has been discussion of the A, B, C, and Bronze badges. If you do not have all of these already, hopefully you are formulating your plan to get each of them this year. Discussion of the Silver Badge was started with an overview of the 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.

Exactly what do you have to do to complete the Silver Duration requirement? Well, for one thing the time starts at release, not at the start of the tow. After release you need to fly for at least 5 hours. Your release altitude must be not more than 1000 meters (3,281 feet) above the finish point, i.e. you can take a 3,000 foot tow, but that's all. Keep the extra 281 feet in reserve for instrument error, etc.

What evidence do you need to provide about the release altitude and the time between release and landing? It is acceptable to find an Official Observer (person with at least a B badge who is familiar with the F.A.I rules) and remain within that observer's sight for the full time and have the tow pilot confirm to the official observer at what altitude you released. Most will prefer to use a recording device to document those details rather than to risk a friendship. You will still need an official observer to certify your flight. He must certify the recorder data (that the recorder was in the airplane with you and only you were in the airplane, the data had not been tampered with, etc.) More on recorders in a future edition.

Start planning now about how you will complete the Silver Badge 5-hour duration flight this year.

IMPROMPTU FLYING

Often the best soaring weather occurs on days other than Saturday, Sunday, or even Wednesday. When it appears that the soaring will be above average the next day (say a strong cold front is passing and behind it the conditions look good) someone with an urge to fly (generally one of the members who owns his own sailplane) will send out an email to everyone who is on a list. If a few other pilots are available to join the fun and someone volunteers to fly the tow plane, then all who want to can fly. The way you get your email address onto that distribution list is to send an email to [Jim Dudley](#) and ask. Right now there are 48 on the list, so there is room for you also. There is no crew on duty those impromptu flying days, so the policy is that everyone helps out and everyone flies. If you pull a club sailplane out, then you stick around and help put it away. If you need an instructor then it is up to you to arrange with one to fly with you. If you are qualified and willing to serve as a tow pilot let me know so your email can be added also.

BRONZE BADGE QUESTIONS

When flying cross country, at a minimum altitude of 3000 ft agl you should

- A. select a specific landing area(s)
- B. be on the upwind leg of a specific landing area
- C. select a general landing area(s)

How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind?

- A. 4.1 miles
- B. 4.5 miles
- C. 5.7 miles
- D. 12 miles

At an altitude of 14,500 when is oxygen use required by FARs?

- A. at all times, for the pilot only.
- B. at all times if the planned duration at that altitude is more than 30 minutes.
- C. at all times by all occupants of the aircraft.
- D. it must only be provided, not used.

Class D airspace is indicated on a sectional chart by

- A. segmented magenta circle
- B. segmented blue circle and a blue airport
- C. solid blue circle and a blue airport
- D. solid magenta circle

What is a good rule of thumb for determining when to leave a thermal on a cross country flight?

- A. when no more altitude can be gained.
- B. when enough altitude has been gained to reach the next thermal.
- C. when the lift drops to about 75% of the highest variometer reading, and the next thermal can be reached.
- D. when the lift drops to about 50% of the highest variometer reading, and the next thermal can be reached.

In the Northern Hemisphere, the magnetic compass will normally indicate a turn toward the south when

- A. A left turn is entered from an east heading.
- B. A right turn is entered from a west heading.
- C. The aircraft is decelerated while on a west heading.

What happens to the percentage content of oxygen in the air as altitude increases?

- A. It decreases due to decrease in temperature.
- B. It remains the same.
- C. It decreases due to decrease in pressure.

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.

2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER

The annual club trip to Ridge Soaring near State College, PA, is 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.

WEDNESDAYS ARE GOOD FOR CURING CABIN FEVER- KEITH KILPATRICK



Although Wednesday flight operations were cancelled because of the COVID-19 precautions, the Wednesday Young Crew got some much-needed cleanup work done around the farmhouse. Jonny and Autumn's children are shown here picking up sticks and leaves. They were not the only ones working while maintaining the full recommended social distance. Members have been escaping the Stay at Home boredom and spending time in the fresh air working on spring cleanup chores around the gliderport. Come on out and bring your tools, there is still plenty to do. (list on next page)



With spring days upon us and our world in a pandemic the 2020 spring cleanup will be cancelled. Several members with cabin fever have already been chipping away at the spring tasks while practicing social distancing. Your help to maintain the beauty of our club would be appreciated as well, but if you feel anyway uncomfortable with this suggestion, please ignore and do not jeopardize your safety.

CCSC Spring Beautification Projects 2020

Skill Levels required:

Easy - Elbow grease any member can do

Moderate – May require some lifting

Harder - “requires special tools”

√ Completed

- ☐ 1. Pick up sticks in campground and around the premises **Easy**
- ☐ 2. Clean out Kitchen fridge and freezer **Easy**
- ☐ 3. Clean out and organize glider trailer **Easy**
- ☐ 4. Wash windows in clubhouse **Easy**
- ☐ 5. Wash windows in glider hanger workshop **Easy**
- ☐ 6. Clean out bottled water coolers and large igloo water dispensers **Easy**
- ☐ 7. Rake out flower beds **Easy**
- ☐ 8. Blow out barn floor of leaves around golf carts including around piper cub in side hanger **Easy**
- ☐ 9. Blow off patio **Easy**
- ☐ 10. Blow out or sweep tow plane & glider hangers **Easy**
- ☐ 11. Straighten up and clean around wood pile and wood storage area **Easy**
- ☐ 12. Clean out Blue bird houses throughout club **Easy**
- ☐ 13. Touch up any paint on clubhouse “ wire brush or scrap peeled areas” Check men’s restroom closet for supplies **Easy**
- ☐ 14. Paint office door and front club entrance door white enamel “remove any stickers or artwork prior to paint” **Easy**
- ☐ 15. Trim trees, bushes, & decorative grasses in campground **Moderate**
- ☐ 16. Power wash patio floor, chairs and tables **Moderate**
- ☐ 17. Move old cedar logs at west end of campground to burn pile **Moderate**
- ☐ 18. Move cut logs at pond to wood pile for splitting **Moderate**
- ☐ 19. Cut down any dead trees and move logs to wood pile for splitting **Hard**
- ☐ 20. Spray oil rollers on glider hanger doors tighten up nuts on several hinges **Hard**
- ☐ 21. Install 1 windsock west end “new windsock in office” **Hard**

Note: Some tools found in the tractor barn workshop

Keith 513 208-3622

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 3/31/2020 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 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 3/23/2020 mkm