



## Caesar Creek Soaring Club

April 7, 2020

### UPCOMING EVENTS

- 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 – 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. The BOD is open to occasional impromptu flying, but each member is responsible for complying with the [Stay at Home Order](#) and social distance guidelines (which effectively prohibit two persons in any CCSC aircraft) and thoroughly disinfecting club equipment prior and after each use with materials supplied by the member, since the club does not have any suitable disinfectant supplies.

### ANNUAL MEETING OF SHARE OWNERS AND ELECTION OF DIRECTORS

The annual meeting of share owners was held as scheduled on Saturday, 4 April, using remote meeting technology in order to comply with the Stay at Home Order and “social distancing” guidelines in effect relative to the COVID-19 pandemic. All owners of shares in Soaring Society of Dayton dba Caesar Creek Soaring Club were encouraged to join the meeting using a home computer or a telephone. Participation in this year’s meeting was the best in several years with 100% of directors and six additional share owners joining the meeting online or by telephone. That is still low participation, but with no business on the agenda other than election of three directors and only three candidates for those positions it was a good online response.

### ELECTION OF DIRECTORS

The key item of business for the annual meeting of share owners on first Saturday of April every year is the election of directors. Directors are elected for 3-year terms, staggered such that about one third of the board is elected each year. This year three of the eleven director positions were open. In addition to the online participants in the meeting, twenty-five share owners submitted proxy votes. In very decisive voting Keith Kilpatrick and Bill Hall were reelected and Kevin Price was elected. Kevin will also continue as Safety Officer. Immediately upon the conclusion of the Annual Meeting of Share Owners the monthly meeting of the board of directors was held and [individual responsibilities](#) were agreed upon. Be sure to thank each of these members for his service to the club.

## WHICH BADGE DO YOU PLAN TO EARN IN 2020?

In prior issues the requirements for the Silver Badge have been introduced. This time let's look more closely at the Silver Distance Requirement. A great way to prepare for this flight is to practice flying the triangle with CCSC, Warren County (I68) and Dayton-Wright Brothers (MGY) as the turn points. The total distance around that triangle is very close to the 50 kilometers required for the "Distance" portion of the Silver Badge. A big difference is that for the Silver Badge the 50 kilometers must be a straight line distance. So pull out your sectional chart and look for an airport that is at least 50 kilometers away from CCSC. How about Fayette County (I23)? It is a little over 50 km away and if you stay to the north of the Wilmington Class D airspace there are airports which might work as alternates in case the lift disappears.



FAI Silver Badge

Now let's check the fine print: "...a loss of height exceeding 1% of the length of the course will invalidate the soaring performance." This rule is to prevent you from taking a tow to a high altitude and just gliding down to the finish without ever having to find a thermal. When you do the math you will calculate that you must pull the release below 1,640 AGL for a 50km flight to an airport at exactly the same elevation as the take-off airport. For the CCSC to Fayette County example the actual straight line distance is 58 km if you release directly over CCSC. The field elevation at I23 is 980 MSL. In this case you will have a valid Silver Badge Flight if you release directly above CCSC at 1900 feet above I23, which is 2880 MSL or 1940 feet over CCSC. That could work if you find a thermal when you get to the spillway. Remember to leave a little margin for instrument error either in your altimeter or the Flight Recorder you are using to document the flight. When you talk with some who have completed this requirement in the past you will find that many have chosen to be towed west and either release over Warren County (I68) or release and then fly to Warren County as the starting point and then fly to Fayette County. That makes it a 74 km flight and permits you to release at any altitude up to 3280 MSL so you can have plenty of time to find the first thermal.

There are at least four ways to complete the Silver Distance Task: (1) **Straight Out:** fly to and land at an airport more than 50 km away as described in the preceding paragraph; (2) **Finish Point:** You launch at CCSC and fly to a declared point more than 50 km away (your finish point) and then return and land at CCSC; (3) **Start Point, Finish Point at Launching Airport:** Fly to a declared start point more than 50 km away and then fly back to land at CCSC; (4) **Start Point, Finish Point:** Fly to a declared start point (I68), then to a declared finish point (I23) more than 50 km from the declared start point, then land wherever you please, back at CCSC if you can make it, at Fayette County if you want or anyplace else you choose to go if the soaring is so great you do not want to stop.

Notice the key word "declared" in options 2,3 and 4. That means that you have to write down and provide to your official observer in advance the location of the Finish Point and/or Start Point and you have to complete the flight that you declared in advance.

This is the point at which you may want to buy or borrow a copy of Bob Wander's *Badge Soaring: The Silver Badge ... Made Easy* and become familiar with all the details to assure that your flight fulfills all the requirements for the Silver Badge. Next time we will consider how you are going to prove to the Official Observer and the badge committee that you really did complete the requirements.

## 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. For instance, Dan Reagan sent this message out Monday evening this week: *“This Friday looks like it might be a good soaring day. Good lift, good altitudes, good clouds with the only problem being a north west wind at altitude of 15 to 20 knots. With the good lift that should not be too much of a problem. Friday the lift should start early (11ish) so with that good tailwind it could be a Blairstown, New Jersey day. Saturday looks almost as good also. Then again, it is pretty early in the week, but the forecast will be worth watching.”*

If a few other pilots are available to join the fun and someone volunteers to fly a 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 50 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 arrange to have a crew stick around to help you put it away. If you need an instructor, then it is up to you to arrange with one to fly with you (but during the current COVID-19 situation it is not possible to have two persons in a club glider while complying with social distance guidelines). If you are qualified and willing to serve as a tow pilot let Jim know so your email can be added also.

## **BRONZE BADGE QUESTIONS**

Which aircraft has the right-of-way over all other air traffic?

- A. A balloon.
- B. An aircraft in distress.
- C. An aircraft on final approach to land.

Severe weather containing high winds, turbulence, thunderstorms with lightning and hail is known as a squall line. The squall line is associated with?

- A. occluded fronts
- B. warm fronts
- C. stationary fronts
- D. fast moving cold fronts

What information is contained in a CONVECTIVE SIGMET?

- A. Tornadoes, embedded thunderstorms, hail at the surface 3/4 inch or greater in diameter.
- B. Severe icing, severe turbulence, or widespread dust storms lowering visibility to less than 3 miles.
- C. Surface winds greater than 40 knots or thunderstorms equal to or greater than video integrator processor (VIP) level 4.

An almond or lens-shaped cloud which appears stationary, but which may contain winds of 50 knots or more, is referred to as:

- A. An inactive frontal cloud.
- B. A funnel cloud.
- C. A lenticular cloud.

The pitot system provides impact pressure for which instrument?

- A. Altimeter.
- B. Vertical-speed indicator.
- C. Airspeed indicator.

How would you check your chosen field for slope?

- A. Look for a lack of crop.
- B. Check the map for contours.
- C. Look at the color shading of the ground, darker spots are lower.

When approaching Class D airspace, you should first contact the tower:

- A. 5 Miles out.
- B. 10 miles out.
- C. Prior to entering.

When two aircraft are approaching head on, each shall alter its course in which direction?

- A. To the left.
- B. Only the first to see the other need take avoiding action to the right.
- C. To the right.

The stabilized approach is when the glider is at the proper glide path/angle with proper spoilers/dive brakes deployed/extended, at the recommended approach speed for the current conditions (winds, gust, sink, etc.) and able to make the intended landing spot. The stabilized approach should be established no lower than:

- A. 1,000 ft AGL
- B. 500 ft AGL
- C. 100 ft AGL

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.

## **SSD SHARES PURCHASE - ROLF HEGELE**

The [Code of Regulations, Article VII, Section 5](#) requires each member to purchase and hold 12 shares of Soaring Society of Dayton dba Caesar Creek Soaring Club stock. Family members, Youth members and Active Duty Military members are exempt from this requirement, but for other members who do not yet own 12 shares of stock, SSD bills a minimum of one share per year and charges a \$5 monthly Stock Fee. The billing for 2020 shows up on your April Statement.

## **2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER**

The annual club trip to Ridge Soaring near State College, PA, is still in question because of the precautions being taken relative to corona virus. However, Tom Knauff was consulted Thursday, April 2nd. That was the day after their traditional April Fools Day when they take advantage of the inbreeding handicaps of people living and growing up in the flat lands of Central/Eastern Ohio. It was warm and the winds were blowing at a very comfortable 20 knots out of the perfect NW direction. The grass runway was dry, and the tow planes were ready for service. Their bunkhouse was empty and there was room in the hangar. Even Meyers Dairy was ready for a re-opening and also The Waffle Shop. But it was very quiet, as no one was dumb enough to take a chance with the dreaded possibilities of the virus plaguing the nation. Tom and Doris are awaiting a sudden, rapid improvement in the environment, as well as the reduction of evil medical factors, so good friends can join them in enjoying life along the Bald Eagle Ridge.



There are still a couple of weeks before the planned CCSC trip to Ridge Soaring starting April 25, so the final go/no-go decision is still pending. The flying can be spectacular with thermals up and down the Ridge or ridge lift for miles. If you are interested, let Rolf know at N11rdbird@att.net or Mark Miller at mmark4347@gmail.com.

## CLUB STATISTICS

| ACTIVE MEMBERS | 4/1/2017 | 4/1/2018 | 4/1/2019 | 4/1/2020 | 2020 PLAN |
|----------------|----------|----------|----------|----------|-----------|
| Full Members   | 176      | 171      | 166      | 170      | 166       |
| Family & Youth | 27       | 21       | 26       | 32       | 24        |

  

| FLIGHT ACTIVITY | 2017 | 2018 | 2019 | 2020 | 2020 PLAN |
|-----------------|------|------|------|------|-----------|
| March           | 90   | 85   | 78   | 51   | 90        |
| Year to Date    | 207  | 92   | 145  | 136  | 190       |

- The 2017 budget was based on 200 members and 1800 flights for the year.
- The 2018 budget was based on 190 members and 1700 flights for the year.
- The 2019 budget was based on 190 members and 1650 flights for the year.
- The 2020 budget is based on 190 members and 1600 flights for the year.

The plan for numbers of flights in 2020 is well justified based on statistics in 2017 and before. The past three years have had very wet conditions each spring that severely limited flying. Wouldn't you know that the first dry spring there is a COVID-19 pandemic to interfere with soaring!

## CCSC Spring Beautification Projects 2020

Keith Kilpatrick has assured us that Wednesdays spent at CCSC can be good for curing cabin fever even while following the social distance guidelines. There are still plenty of spring tasks that need attention, so come on out and bring your tools and work gloves. Here is the list again:

Pick up sticks in campground and around the premises **Easy** - Elbow grease any member can do

- Clean out Kitchen fridge and freezer **Easy**
- Clean out and organize glider trailer **Easy**
- Wash windows in clubhouse **Easy**
- Wash windows in glider hanger workshop **Easy**
- Clean out bottled water coolers and large igloo water dispensers **Easy**
- Rake out flower beds **Easy**
- Blow out barn floor of leaves around golf carts including around piper cub inside hanger **Easy**
- Blow off patio **Easy**
- Blow out or sweep tow plane & glider hangers **Easy**
- Straighten up and clean around wood pile and wood storage area **Easy**
- Clean out Blue bird houses throughout club **Easy**
- Touch up any paint on clubhouse "wire brush or scrap peeled areas" Check men's restroom closet for supplies **Easy**
- Paint office door and front club entrance door white enamel "remove any stickers or artwork prior to paint" **Easy**
- Trim trees, bushes, & decorative grasses in campground **Moderate** – May require some lifting
- Power wash patio floor, chairs and tables **Moderate**
- Move old cedar logs at west end of campground to burn pile **Moderate**
- Move cut logs at pond to wood pile for splitting **Moderate**
- Cut down any dead trees and move logs to wood pile for splitting **Hard** - "requires special tools"
- Spray oil rollers on glider hanger doors tighten up nuts on several hinges **Hard**
- 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 4/7/2020 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](mailto: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](mailto: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:

### 1<sup>ST</sup> 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.

### 1<sup>ST</sup> 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.

### 2<sup>ND</sup> 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.

### 2<sup>ND</sup> 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.

### 3<sup>RD</sup> 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.

### 3<sup>RD</sup> 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

### 4<sup>TH</sup> 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.

### 4<sup>TH</sup> 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