



Caesar Creek Soaring Club

April 21, 2020

UPCOMING EVENTS

- May ??? Ridge Soaring Trip – Rolf Hegele
- May 16 Potluck Dinner at CCSC (if Stay at Home Order is rescinded) – Linda Murray
- Jun 6 [SkySoldiers reunion](#) guest soaring
- Jun 13 WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price
- Jul 12-17 [YEW-2020](#) – Steve McManus
- Aug 3-7 [2020 Cross Country Camp](#) – Chuck Lohre
- Aug 15 WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price
- Oct 10 WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price

CCSC OPERATIONS SUSPENDED UNTIL COVID-19 SITUATION PASSES

All normal operations are suspended until the current COVID-19 coronavirus 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.

2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER

The annual club trip to Ridge Soaring near State College, PA, is being postponed until early May assuming the 'SHELTER IN PLACE' has been lifted. We will be looking at the weather for the weeks of 4, 11, or 18 May to justify going but we will not be taking an ASK-21 since we anticipate overwhelming demand for the glider at CCSC should circumstances open up. Ridge Soaring has a Grob 103 available for use. Any questions, call Rolf or Mark.

SAILPLANE E7 HAS A NEW HANGAR HOME!!



The 1982 LS-4 with tail flash E7 had been a long-time resident at CCSC before Bernie Fullenkamp took the aircraft to Utah in 2017. During the 2017, 2018, and 2019 soaring seasons Bernie assembled preflight and disassembled post flight as he had done at CCSC and all the owners before him had done.



However, the 2020 soaring season will be different (and I am not referring to the Covid-19 challenge). E7 has a new hangar home and will remain assembled for the season.



The benefits of more spontaneous flight are already paying dividends! On Saturday, April 18 the skies around Morgan County Airport featured lenticular clouds with light wave, robust thermals to 12,000 and enough ridge lift to work the west side of the Wasatch.



When it is again safe to travel and if your travels take you out west, please consider planning a stop in northern Utah. Bernie would love to visit with you and show you the new home E7 deserves after providing soaring joy to multiple owners over nearly 40 years of service.

WHICH BADGE DO YOU PLAN TO EARN IN 2020?

If you do not already have the Silver Badge, by now you should have a plan to earn it. The Gold Badge is next and presents a big increase in the challenge, at least for us in Ohio. The two requirements are a 3,000-meter (9,843-foot) altitude gain and a 300-km (186.4-mile) cross country flight. The 300-km requirement can be fulfilled from CCSC, in fact during 2015 there were 44 flights from CCSC that exceeded 300 km (Don Burns-11, Dan Reagan-10, Joe Simmers-10, John Lubon-8, Dieter Schmidt-3, Jim Price-1, Rolf Hegele-1). If you include flights from Ridge Soaring and Moriarity, CCSC members (the above list plus Mark Miller and Bob Miller) flew a total of 75 flights in excess of 300 km during 2015. One characteristic of these members is that they try to fly whenever the weather is good. If you want to complete the Gold Distance Requirement of 300-km from CCSC a good tactic would be to fly with these members whenever you can. It is a great group with whom to fly. And here is how to know when they are planning to go flying.



FAI Gold Badge

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 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

What minimum radio equipment is required for operation within Class C airspace?

- A. Two-way radio communications equipment and a 4096-code transponder.
- B. Two-way radio communications equipment, a 4096-code transponder, and DME.
- C. Two-way radio communications equipment, a 4096-code transponder, and an encoding altimeter.

In which type of airspace are VFR flights prohibited?

- A. Class A.
- B. Class B.
- C. Class C.

The responsibility for ensuring an aircraft is maintained in an airworthy condition is primarily that of the:

- A. Pilot in command.
- B. Owner or operator.
- C. Mechanic who performs the work.

At 10,000 when is oxygen use required by the pilot?

- A. at all times, passengers must also use oxygen.
- B. at all times.
- C. at all times, after 30 minutes above 12,500 feet.
- D. it is not required at this altitude.

What do isogonic lines indicate on aeronautical charts?

- A. They are a line joining places of equal temperature.
- B. They are a line joining places of equal magnetic variation.
- C. They are a line joining places of equal pressure.

While thermalling, you should:

- A. Go straight when the lift decreases.
- B. Go straight when the lift increases.
- C. Increase bank angle when lift increases.

What is the best visual indication of a thermal?

- A. Fragmented cumulus clouds with concave bases.
- B. Smooth cumulus clouds with concave bases.
- C. Scattered to broken sky with cumulus clouds.

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.

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 7:00 pm on 4/21/2020 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: 1982 ASW-20

N31TS
TT1307
\$35,500
New Canopy,
New Interior,
ClearNavII,
Cobra Trailer
Get complete
Specs:
n11rdbird@att.net
Rolf
937-271-5003



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.

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