

**Caesar Creek Soaring Club**

April 28, 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| May 16    | Potluck Dinner at CCSC (if Stay at Home Order is rescinded) – Linda Murray |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     | <a href="#">SkySoldiers reunion</a> guest soaring                          |
| Jun 13    | WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price              |
| Jul 12-17 | <a href="#">YEW-2020</a> – Steve McManus                                   |
| Aug 3-7   | <a href="#">2020 Cross Country Camp</a> – 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.

**SPRING CLEAN UP A HUGE SUCCESS – KEITH KILPATRICK**

Wow, what a week at the club! It is amazing what volunteers can accomplish during the spring cleanup. I believe the club has never looked better. Although no flying is happening much needed work was performed by many of our club members wanting to get out of the house while still practicing social distancing. Saturday a total of 15 members were scattered all over the gliderport washing windows, moving logs to the burn pile, power washing, cleaning out the barns, and clearing brush from around the lake.



Dead branches and old logs were removed from the campground.





Debris was removed from the roof and the patio was washed. Teamwork was possible with full social distance!



On Wednesday, another seven members enjoyed the sunshine and fresh air replacing the southwest windsock and the filling of holes at the southwest end of the runway.

The list I published several weeks back is down to just a few items. Many thanks to all who participated, including our newest family members. – Keith Kilpatrick





## 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.

## CCSC GLIDERPORT SCENERY FOR CONDOR FLYERS- DAVID WRINKLE



I have used my stay at home time the past month to build a Condor 2 Landscape centered around the CCSC gliderport. I am happy to share it with club members who fly condor 2 and would like to simulate flying out of CCSC when not

engaged in the real thing. The landscape covers 345km E/W and 230km N/S. I've uploaded the landscape to the Condor Club website, but I'm not sure how long before the landscape is actually downloadable on Condor Club. For those who don't use their service, I've also placed the file on my google drive: <https://drive.google.com/drive/folders/12j0Luc1CFBMYWpRUQw4B56JaSdJokxsF> - David Wrinkle

## BEES CREATING BUZZ AROUND GLIDERPORT! – TOM MCDONALD

Here's a honeybee update.

I started last year with three colonies, painted to match our 2-33's. My goal was to get two of them through the winter. Only 135 survived.

I got new stock installed back on April 18th, putting 16Q and 15H back in service. I also added a new setup. That one uses medium size boxes instead of deeps, just because I had a bunch of extra in that size. I painted that one white with orange trim, so of course it became Baby Grob.

While 135 made it through the winter, the queen isn't laying very well. I'm considering replacing her and combining them with BG through the spring honey season and may have done that by the time you read this. If that happens, I will split them again in a couple of months.

BG and 16Q started this year as "packages." That consists of 3 pounds of bees plus a separate queen, all of which come in a screen box. They ship with a can of sugar water that seeps out to provide food. They are starting pretty much from scratch and won't hatch any new bees until about May 12th. 15H is a "nuc" or nucleus colony, consisting of 5 full frames. They already had the full life

cycle present right from the start, and will grow their numbers a lot faster. I might swipe a frame of brood from 15H to give 16Q a boost.

I'm hoping for good honey production out of 135. Fifty or 60 pounds in June isn't out of the question.

Everything is looking good right now, and I've learned from some errors last season. I'm hoping for a better survival rate this year. Here are some pictures of the installation process and an inspection a week later. I've also got a [post on the club Facebook page](#) showing some short videos, including a bee hatching out.



L to R: 2 frame box for raising a new queen, Baby Grob, 135, 15H and 16Q. I'll add boxes above as the colonies grow. The natural wood box on top of BG is a feeder.



Bees don't always read the manual when it comes to building comb on the foundation you give them





The queen in 135 marked with a bit of white paint.

Honey on the top and baby bees in the cells across the bottom. Very nice start.



The “package” about to be installed in BG.

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

Last week the FAI Gold Badge distance requirement of a 300-km (186.4 mile) flight was shown to be routinely accomplished by CCSC members flying from our home gliderport. The other requirement for the Gold Badge is an altitude gain of 3,000 meters (9,843-feet). Is that even possible in Ohio? Well, yes, it has been done. The table lists the altitude records for Ohio recognized by SSA. So, talk with John Lubon or Jim Price about how they would achieve nearly 3 times as much altitude gain as the records they currently hold for motorgliders. Rumor has it that some have equipped their gliders with full IFR instrumentation and attempted to ride a towering cumulus all the way to the top. A better approach might be to plan a trip to other locations in the US where wave flights are possible. To earn the Gold Badge you will probably choose to fulfil the altitude gain requirement outside Ohio.

### Ohio Soaring Altitude Records

	Absolute Altitude	Altitude Gain
Open Class Singleplace	<a href="#">11971ft</a> <a href="#">Gregory Crook</a> 10/7/2001	<a href="#">10135ft</a> <a href="#">Gregory Crook</a> 10/7/2001
Open Class Multiplace	<a href="#">9890ft</a> John Lane Cook 5/30/1982	<a href="#">8600ft</a> John Lane Cook
Motorglider Singleplace	<a href="#">6179ft</a> <a href="#">John Lubon</a> 7/25/1998	<a href="#">3983ft</a> <a href="#">John Lubon</a> 7/25/1998
Motorglider Multiplace	<a href="#">6319ft</a> <a href="#">James Price</a> 8/22/1999	<a href="#">3465ft</a> <a href="#">James Price</a> 8/22/1999
15-Meter Class	<a href="#">11971ft</a> <a href="#">Gregory Crook</a> 10/7/2001	<a href="#">10135ft</a> <a href="#">Gregory Crook</a> 10/7/2001
Standard Class	<a href="#">11014ft</a> <a href="#">Frank Paynter</a> 10/7/2001	<a href="#">9426ft</a> <a href="#">Frank Paynter</a> 10/7/2001
13.5-Meter Class	<a href="#">6697ft</a> <a href="#">Steve Kaltenbach</a> 6/26/2004	<a href="#">4596ft</a> <a href="#">Steve Kaltenbach</a> 6/26/2004

## 25 YEARS AGO AT CCSC

The newsletter reported the statistics for 1995. The club made 3547 flights. We did a lot more training in those days. The 2-33's, 15H and 135 made 1191 flights. The private ships made 999 flights. The leading instructors were: Otto Maurer - 153, Jim O'Quinn - 145, Sidney Decker - 132 and JimHurst - 121. Leading tow pilots were: George Stillwagon - 397, John Antrim - 355, Dana Colvin - 299, Rich Carraway - 214 and Deiter Schmidt - 199.

## BRONZE BADGE QUESTIONS

When pulling back on the stick with a total energy compensator installed,

- A. the variometer will indicate a climb.
- B. the variometer will indicate sink.
- C. the variometer will attempt to factor out climb indications due to altitude/airspeed trade off.

What is the approximate rate of change of temperature with height for the dry adiabatic lapse rate?

- A. 3 degrees Celsius loss per 1000 feet height gain.
- B. 2 degrees Celsius loss per 1000 feet height gain.
- C. 1 degree Celsius loss per 1000 feet height gain.

What is the cause of Valley Breeze (adiabatic) winds?

- A. Cooling air becomes more dense and therefore sinks. At night this sinking air will flow down hills and through valleys creating the wind.
- B. Warm air becomes less dense and rises. With the sun on a slope during the day, warm air flows up hill creating the wind.
- C. The wind blowing over a ridge creates a low pressure on the leeward slope, which in turn sucks air out of the leeward valley creating the wind.

Regarding aerobatic flight, which of the following is true?

- A. Must be above 1,500 feet AGL.
- B. Legal within Class E airspace if visibility is more than 3 statute miles.
- C. Legal within Federal Airways outside of designated airport airspace.



When operating an aircraft at cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet MSL, supplemental oxygen shall be used during:

- A. The entire flight time at those altitudes.
- B. That flight time in excess of 10 minutes at those altitudes.
- C. That flight time in excess of 30 minutes at those altitudes.

In preparation for an off field landing, the downwind leg should be positioned:

- A. as close to the field as possible
- B. at least 30 deg. below the sailplane
- C. at least 45 deg. below the sailplane

When forced to land on a slope, with the wind blowing up the hill, you should

- A. land uphill, even though downwind
- B. land upwind, even though downhill
- C. land crosswind

A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the glider?

- A. Apply up-elevator pressure to raise the nose.
- B. Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.
- C. Relax the back stick pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position.

The best way to detect wires is to

- A. look for the orange balls often attached to them
- B. look for wire shadows on the ground
- C. look for poles and pole shadows
- D. use magnetic anomaly detection devices

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 IS ON FACEBOOK](#)** <https://www.facebook.com/CaesarCreekSoaringClub>

**[CCSC WEBSITE](#)** [MINUTES FROM BOARD OF DIRECTORS MEETINGS](#)

**(The password is printed on your monthly 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 1:00 pm on 4/28/2020 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: 1982 ASW-20

N31TS  
TT1307  
\$35,500  
New Canopy,  
New Interior,  
ClearNavII,  
Cobra Trailer  
Get complete  
Specs:  
[n11rdbird@att.net](mailto: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:

### **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 Konoratowniz

### **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.

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