



Caesar Creek Soaring Club

May 5, 2020

UPCOMING EVENTS

Jun 6	SkySoldiers reunion guest soaring
Jun 13	WPAFB Airmen's Outdoor Recreation Intro Flights – Kevin Price
Jul 4	Potluck Dinner at CCSC to celebrate our freedom! – Linda Murray
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
Fall TBD	Ridge Soaring Trip – Rolf Hegele

NEW COVID-19 GUIDELINES

In response to the [State of Ohio guidelines](#), the Board decided that THE CLUB WILL REMAIN CLOSED until the “Stay at Home” guidelines are lifted, currently scheduled for May 29. Should those guidelines change between now and then, the Board will review and possibly amend our own response.

Impromptu Flying will be permitted but it is the Member's responsibility to arrange for an instructor, tow pilot and the complete sanitizing of all aircraft touched in the course of such flying. In addition, if you are flying a Club aircraft, there is a new Log Sheet and Waiver in the Clubhouse which must be filled out before and after the flight. The log sheet simply acknowledges which aircraft you flew, for how many flights, and that it has been sanitized, so anyone wanting to fly can see which aircraft have been used. The Waiver must be signed before flying by the pilot/instructor/tow pilot to acknowledge that all are aware of the medical risks associated with flying at this time and correspondingly release the Soaring Society of Dayton Inc. and all participants from any and all medical liability as a result of this impromptu flying.

Masks and gloves must be worn at all times and you must sanitize all aircraft touched with at least 70% alcohol (90% isopropyl alcohol recommended).

2020 RIDGE SOARING TRIP – ROLF HEGELE & MARK MILLER

At the Board meeting on May 2 it was announced that the Ridge trip has been put off until sometime this fall. Mark and Rolf will talk with Tom Knauff and determine a target date that will be announced shortly. It is our intention to take an ASK-21 if approved by the Board.

CLUB STATISTICS

ACTIVE MEMBERS	5/4/2019	5/2/2020	FLIGHT ACTIVITY	2019	2020	PLAN*
Full Members	166	167	April	104	4	95
Family & Youth	26	30	Year to Date	249	147	285

*The 2020 budget is based on 190 members and 1650 flights for the year.

CONDOR INSTRUCTION COMING TO CCSC – Tom McDonald

Condor instruction is coming to CCSC! The local terrain model already came to Condor, thanks to David Wrinkle! Both of these together are really going to improve our training program. We'll have more about it in next week's Frequent Flyer.

FLIGHT REVIEW REQUIREMENT and MEDICAL CERTIFICATE EXTENSIONS due to COVID-19 – Tom McDonald

Here is a quick summary: **There are no exceptions to landing currency rules for carrying passengers.** If your flight review is due between March and June of this year you may be eligible for a 3-month extension. There are some limitations, including

- 10 hours of flight time in an aircraft for which you are rated in the 12 months before the review was due, plus
- continuing education through the FAA Wings program.

Ten hours is a lot of time for someone who only operates gliders and does not fly cross-country. Our average pilot-rated member doesn't fly 10 *flights* in a year, never mind 10 hours. Not everyone will be eligible.

Medicals which expire March through May 2020 are extended to June 30th. Note that this is not a 3-month extension as with flight reviews. If your medical is due this month you are only extended another month. Related rules regarding use of medication or flying when you are sick are unchanged.

CFI and knowledge test expiration dates also have extension provisions. I don't think that applies to anyone at CCSC. If you have been unable to renew your CFI or take a checkride because of COVID-19 restrictions give me a call. Also talk to me if you need help with Wings. We'll look into your specific situation together.

Here are excerpts from the applicable explanations in the Federal Register:

Section 61.56(c) states the no person may act as PIC of an aircraft, unless since the beginning of the 24th calendar month before the month in which that person acts as PIC that person accomplished a flight review in an aircraft for which that person is rated and the person's logbook is endorsed for that review by an authorized instructor certifying the review was satisfactorily completed.

The FAA finds, under the extraordinary circumstances of the COVID-19 outbreak, that extending the 24 calendar month requirement of § 61.56(c) by up to three calendar months will not adversely affect safety, provided the extension applies to active pilots and certain risk mitigations are met. The three calendar month extension applies to pilots who were current to act as PIC of an aircraft in March 2020 and whose flight review was due in March 2020 through June 2020. To mitigate any safety risk, the pilot must have logged at least 10 hours of PIC time within the twelve calendar months preceding the month the flight review was due. This flight time must be obtained in an aircraft for which that pilot is rated. In addition, eligible pilots will need to complete FAA Safety Team online courses totaling at least three WINGS credits. The courses must have been completed in January 2020 or later to meet this requirement. Completion of the safety courses demonstrates continued learning and pilot professional development.

Medical certificates

The FAA has determined that pilots may operate beyond the validity period of their medical certificate for a limited time without creating a risk to aviation safety that is unacceptable under the extraordinary circumstances surrounding the COVID-19 outbreak. For the reasons cited, for medical certificates that expire from March 31, 2020 through May 31, 2020, the FAA is extending the validity period of these medical certificates to June 30, 2020.

BRONZE BADGE QUESTIONS

When flying cross country at a minimum altitude of 1000 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)

What is the cause of 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.

What is indicated when a current CONVECTIVE SIGMET forecasts thunderstorms?

- A. Moderate thunderstorms covering 30 percent of the area.
- B. Moderate or severe turbulence.
- C. Thunderstorms obscured by massive cloud layers.

What feature is associated with a temperature inversion?

- A. A stable layer of air.
- B. An unstable layer of air.
- C. Chinook winds on mountain slopes.

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.

Where might you find rotor cloud?

- A. Over hilltops and in the lee of hills in association with wave systems.
- B. Along a sea breeze front in association with strong lift and sink.
- C. In front of orographic cloud.

What is the cause of wind?

- A. The Coriolis force.
- B. Pressure differences trying to reach equilibrium.
- C. The rotation of the earth.

During flight, when are the indications of a magnetic compass accurate?

- A. Only in straight-and-level unaccelerated flight.
- B. As long as the airspeed is constant.
- C. During turns if the bank does not exceed 18 deg.

The FAR part 1 definition of nighttime is:

- A. Sunset to sunrise.
- B. 1 hour after sunset to 1 hour before sunrise.
- C. The time between the end of evening civil twilight and the beginning of morning civil twilight.

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

After touch down on an off-field landing it is best to:

- A. Allow the glider to roll towards a nearby gate.
- B. Stop as soon as possible.
- C. Intentionally ground loop the glider.

Which is a characteristic of unstable air?

- A. temperature increases with altitude.
- B. temperature decreases with altitude.
- C. temperature remains constant with altitude.
- D. low altitude temperature inversions.

Any glider pilot may act as an official observer

- A. true
- B. false
- C. true, as long as they are not making a badge attempt on the same day.

Cumulus clouds are normally associated with

- A. thermals
- B. thunderstorms
- C. mountain wave conditions
- D. rain

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.

HANGAR AVAILABLE

We have one covered hangar available for rent. Please let Andrew, Rolf or Jonny know. First come, First served.

[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



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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