



## Caesar Creek Soaring Club

May 12, 2020

### UPCOMING EVENTS

Jun 6	<a href="#">SkySoldiers reunion</a> 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	<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
Fall TBD	Ridge Soaring Trip – Rolf Hegele

### CONDOR INSTRUCTION COMING TO CCSC – Tom McDonald

We're going into [Condor, the glider simulation program](#), in a big way. This will be a great supplement

to our training program. Time spent flying Condor cannot be logged as actual flight time, but the software is almost that good. Students can certainly log it as ground training.

We decided to purchase every available bell and whistle except for the

simulated glider cockpit. That includes aircraft add-ons, rudder pedals, virtual reality (VR) goggles, and a [set of prepackaged flight lessons](#). (Follow the link for an overview of the lessons). I don't think we need the cockpit when we have the VR goggles, and adding it would more than double the overall cost. We might decide to buy one in a year or two.

We can even fly from our own airport thanks to David Wrinkle's recent work developing a local terrain database. Andrew Dignan and Chuck Lohre are working on hardware while I get the software. I hope to be up and running in two weeks, but that depends in part on what the virus decides to do. The total cost of the system will be in the range of \$1500, most of which is being donated by members. A donated monitor and the purchase of a gently used computer are helping to keep the costs down.



This is more than a video game, and I want to treat it like a tool rather than a toy. Pre-solo students will fly under the guidance of an instructor. Post- or near-solo could certainly solo Condor as well, but will need a CFI sign-off and a commitment to stay on assigned tasks. We need to recognize the law of primacy: first learned, best remembered. Learn it wrong because you are teaching yourself and your instructor will have to take extra time to break those bad habits.

Each pilot will have his/her own setup saved in the system, making it quick to pick up where you left off.

I think that using this program will result in safer pilots, and they will solo and complete checkrides in fewer actual aircraft flights. Fewer flights because simulation is so efficient. You could knock out 6 landings in 10 minutes. Safer because simulation allows us to try almost everything indoors first and because we can run scenarios that would be too hazardous to try in real life.

We will be looking for help from experienced Condor users in getting set up and training instructors. Ultimately, I'd like to have a Condor guru on each crew. Let me know if you can pitch in.

There's no free lunch: five bucks per flight and limited to 20 minutes if there is someone waiting behind you. We won't use tow cards. Pilots will log flights on a form in much the same manner that we use to pay for books or clothing in the clubhouse.

## **CCSC REMAINS CLOSED**

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).

## **HANGAR AVAILABLE**

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

## RAM MOUNTS FOR CCSC GLIDERS – BOB MILLER



Dick Huskey recently installed a 1-inch Ram Mount to the front instrument panels in all the CCSC gliders (Thanks Dick).

This will allow you to mount a portable device such as a vario, phone or flight computer without using the suction cup mount which can distort the canopy permanently.



You will have to purchase a Ram arm and cradle to secure it. I am using a RAP-B-201-1U double arm socket and a RAP-B-347U 1 in. base on my Oudie. I use Velcro on the base mount and the Oudie. Cumulus Soaring sells all the parts as does Aircraft Spruce. They do have a RAM Universal X-Grip which will hold cell phones, Nano4, Oudie2 and other tablets.



These photos show the ball and arm to give you an idea what it looks like. If you have any questions call or [email me](#). - Bob

## BRONZE BADGE QUESTIONS

During a cross country flight, you have made several errors of judgment, and must land in a lake.

- A. You should try to land in the middle of the lake.
- B. You should try to land near the shore and roll up onto the beach.
- C. You should land with the landing gear down.

What type of briefing should a pilot obtain if the flight is scheduled to start within 2 hours?

- A. An Outlook Briefing.
- B. A standard Briefing.
- C. An Abbreviated Briefing.

Thunderstorms reach their greatest intensity during the:

- A. Mature stage.
- B. Downdraft stage.
- C. Cumulus stage.

What is an important precaution when soaring in a dust devil?

- A. Restricted visibility due to sand or dust.
- B. Avoid the clear area at the outside edge of the dust.
- C. Maintain the same direction as the rotation of the vortex.

What is density altitude?

- A. The height above the standard datum plane.
- B. The pressure altitude corrected for nonstandard temperature.
- C. The altitude read directly from the altimeter.

What will be the effect of a steel object being placed close to an aircraft compass?

- A. The compass will seem sluggish.
- B. The compass variation will be effected.
- C. The compass deviation will be effected.

Which cruising altitude is appropriate for a VFR flight on a magnetic course of 135 deg?

- A. Even thousands.
- B. Even thousands plus 500 feet.
- C. Odd thousands plus 500 feet.

Which aircraft has the right-of-way over the other aircraft listed?

- A. Glider.
- B. Airship.
- C. Homebuilt airplane.

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 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 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

**[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.)**



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/>



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## 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 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