

**Caesar Creek Soaring Club**

June 9, 2020

UPCOMING EVENTS

- | | |
|----------|---|
| Jul 4 | Potluck Dinner at CCSC to celebrate our freedom! – Linda Murray |
| 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 |

WHEN WAS THIS PHOTO TAKEN?

Some of the old timers who consistently read the Frequent Flyer would love to try and figure out when this was taken. It will help Rolf Hegele catalog the club's photos.



1st SUNDAY JUNE 7 CREW REPORT – Mike Karraker



Had 21 flights, one New/old member rejoined. He is a doctor now in the AF. Tow ropes need attention. We had one that had broken strands and we had to replace it. Ones in the trailer look like they need attention.

1st SATURDAY JUNE 6 CREW REPORT – Steve Fenstermaker

The field was in good condition. The wind was from the west and north-west. Flight operations were conducted on runway 27. The tent was moved to the field on the Kabota. Maury Drummy delivered water and ice to the flight line from his car on Elbon road. You can't beat that kind of service!



We had enough business to have tow planes both coming and going, 15 flights. One additional card for Lucy McKosky was found and turned in.

909 – RPMs momentarily rolled back to less than 1500 RPM on tow at 2500 ft. It self-recovered. The tow rope was disconnected at the tow plane. The glider pilot reflexively pulled the tow release dropping the rope. An engine run up was performed successfully. Jim Goebel flew 909 twice afterwards. Kevin Price was the tow pilot and Joseph Kalil was the glider pilot. Kevin spoke of contacting Joe Kalil to determine where the rope was released to conduct a ground search and prevent potential damage to our neighbor's farm equipment.

CCSC CREW DAYS ARE VOLUNTARY & IMPROMPTU FLYING ONLY, CLOSED TO PUBLIC – Mark Miller

Going forward from today on CCSC will be operating with the normally assigned crews; however, it will continue to be on a voluntary basis. That means if your crew does not feel comfortable coming out, then they do not have to attend. Everyone will continue to get crew credit because those that care to fly generally do not mind crewing and those who do not feel comfortable crewing will likely not be comfortable flying.

That said we will continue with either social distancing or wearing masks. I know it is now hot and the masks fog up your sunglasses, but the crew chiefs and BOD members need to set the example for others by wearing the masks while directing their crews, except where they are completely separated or drinking or eating. It will be up to crew chiefs to ensure that others are complying with these rules.

There will be only members allowed to fly. No guests at this time.

The waiver and log sheets are on a clipboard in the clubhouse on the counter. Take to the flight line when you take the trailer out. Each member must sign the COVID waiver and logged their flight in a club ship and sanitize it afterwards. There should be some wipes and hand sanitizer in the trailer. Masks are required in club ships when flying dual. Masks are required when hooking up by crew and pilots. Gloves are encouraged.

The BOD approved these rules for going forward with operations.

If you as a crew chief do not feel that you can operate in this environment, then please contact someone on your crew who does and can substitute for you on your crew day.

Wednesdays are still ad hoc. There is no crew chief assigned and have always been impromptu. These rules still apply, but there may or may not be anyone there to enforce them. If you don't see the rules being followed, then do not participate and report it to me.

Tow plane pilots will take care of the tow planes and do not need to sign the waivers (not practical).

Hopefully we can start doing some regular flying again. Last weekend both first Sat and Sun conducted ops this way and managed 40 sorties between them.

Thanks for all you do.

CCSC BOARD MEETING & CALL HIGHLIGHTS JUNE 6

The full preliminary minutes are on the web site in the member's section, password protected.

Treasurer – Rolf Hegele

Flights last month were 107, YTD for 2020 are 254. In May 2019 we had 107 flights, YTD for 2019 was 356.

Secretary – Chuck Lohre

- Chuck has taken over publishing the Frequently Flyer. Issues will go out around 5 pm the Tuesday after the board meeting and one in between, about every two weeks.

Operations – Mark Miller

- Motion that regular crew operations will start by those willing to serve. Only members. No guests. Everyone still gets crew credit whether they ran a crew or not. Wednesday has no crew chief and is under impromptu flying guidelines. Tow plane pilots will take care of themselves. Covid-19 waivers are in the clubhouse as well as the flight logs for club ships. Two place ship pilots need to wear masks and clean the ship after use. It is up to the crew chief to monitor wearing masks in the two place ships and cleaning the touched surfaces (stick, air brakes, radio, etc.). Club will supply cleaning supplies and keep them in the trailer. The pilots that fly the ships are also responsible for logs, waivers and cleaning. Motion passed.

Membership – Bill Hall

- No issues, three potential new members.

Tow Planes – Tim Christman

- Still evaluating use of an alcohol testing procedure.
- 909 is okay. Mag issue was fixed.
- 33Z has a rip in the fabric and is being repaired.
- 48L starter issues, Cubby has fixed it.
- Keys have been missing. It was decided that the keys will be kept in the tow plane hangar going forward. They shouldn't be left in the aircraft. They will be put in a box in the hangar. A push button handle will be installed on the tow plane hangar door.

Glider Maintenance – Bob Miller

- Grob 103 is down. It's in the workshop. There is a service bulletin on the controls, John Murray is aware of it and will plan for it. The service bulletin isn't being done on the Grob 102 and 103 during the 2020 annual.
- Plane captains needed for 2-33 135 and 15H.
- The trailing edge on the wing panel outboard of the right aileron has been repaired.
- Transponder checks are being scheduled.

Grounds – Keith Kilpatrick

- Motion made by Keith, seconded by Rolf and passed, purchase shade kit from Lowes for fuel tanks. This will reduce condensation in the tanks.
- Bob Miller will get a couple of fuel filters. They need to be changed once a year.
- Keith inspected a tractor for sale and decided it wouldn't meet our requirements. Chris Summer said we could borrow his in the interim if needed.

Instruction & Social – Tom McDonald

- Tom has the Condor2 software on a flash drive. The rudder pedals are on top of the file cabinet. Andrew Dignan has ordered the computer.
- Regarding the accident alert letter from Costello Insurance, Tom suggests that members that haven't flown in three months voluntarily get a field check from an instructor. Crew chiefs are to ask members if they have flown in the past three months. John Lubon mentioned that instructors are required to meet FAA currency requirements but not the CCSC field check requirements. Currently John Lubon, Jim Gobel, and Sami Rintala are instructing. Larry Kirkbride is working with Dan Regan for his Commercial and Instructor check rides. The Costello letter had no specifics about this year's tow accidents. See Tom's following article for more information.

Campground and Hanger – Andrew Dignan

- One open spot in hanger. The one with only one door. Chuck Lohre is on waiting list for a two door hanger slot.
- 1A has a new camper
- Dick Scheper looking for a different spot in the campground. A few tree limbs fell on his camper. The condition of the trees and tree limbs will determine if the club can remove dead limbs or if a tree service needs to be hired to remove entire trees.

SOARING SOCIETY OF AMERICA REPORTS ACCIDENTS ARE UP! – Tom McDonald

Nationwide, accidents are up even as the number of flights is way down. Many of us are as not current as we would like to be, whether in gliders or in as professional pilots. I personally draw a paycheck as a pilot, but I've only flown one leg since February. I'm only current for takeoffs and landings because of simulator flying, and I've haven't done much of that either. I'm hardly alone.

We discussed this issue at the last board meeting, concluding that pilots were strongly encouraged to take a second field check if their original one was much earlier in the year. Expect crewchiefs to be asking some questions. The main thing is to recognize the existence of the problem. Be careful. Baby steps. Fly the aircraft regardless of what else is happening.

Also, do your own preflight. Alert pilots have caught significant issues with aircraft on each of the last three weekends. I'm not saying the previous pilot was negligent for not catching the problem earlier. Things break in the middle of the day, and we've got gliders that have just recently been assembled following annual inspections or other work. Don't assume that because somebody else flew it that you should too. Thanks!

Look at this reprint from the Soaring Safety Foundation. Also click the links for several NTSB preliminary reports. All of these happened in the last few weeks.

[Towplane upset](#)

[Low tow release and loss of control](#)

[Late decision to start engine on motorglider](#)

[Simulated rope break goes wrong](#)

[Another late engine start attempt](#)

Andrew Dignan sent this link to a YouTube discussion:

WINGS - Zen and the Art of Aerotowing for the Glider Pilot registration link,

<https://register.gotowebinar.com/register/1924412936799708171>.

If you have a WINGS account use this one.

<https://register.gotowebinar.com/register/1924412936799708171?source=FAA+Wings+Program>

THANKS TO STEVE STATKUS FOR HIS SERVICE ON THE 4TH SUNDAY CREW

I'm pleased to report that Chris Summers has agreed to assume the crew chief position on the 4th Sunday crew effective this month. I've agreed to serve as assistant crew chief this soaring season to help Chris get up to speed and make the hand over seamless. Steve Statkus.

5th SATURDAY MAY 30 CREW REPORT – Steve Fenstermaker

Field Conditions: The field was slightly wet in some areas, but flyable. The South East corner seemed the wettest.

Equipment: Golf Carts: The 1st 2 carts I tried had oil lights came on. I called Steve Statkus and he told me where to find the oil to top off the carts. Approximately 300 ml of oil was added to #24, #85, the Club Car with the AOPA sticker, and the Yamaha golf cart.

909 had a mag issue discovered by Don Green. Tim Christman got word 909 had been repaired. It is still at Cubby's.

33Z was brought back from Cubby's by Don Green and Mark Hanlon served as chauffeur.

21 flights total.

Overall it was a great day. Many club gliders as well as private gliders were flying.



5th SUNDAY MAY 31 CREW REPORT – Mark Miller

With a short volunteer crew we operated from the west end as the wind was from the NE in the morning that later shifted from the N.

Everyone wore masks and sanitized the club planes after use.

We had 19 flights with five privates. We only used -135 and CC of the club's ships. There were no equipment issues as 909 was returned from Cubby's and used along with 33Z for towing. There was one land out at Morningstar and a land retrieve.

It was such a nice day that we saw a rare sighting of 1WT assembled and on the flight line. We also had a wild turkey walk across the runway and John Atkins stopped by.

ON LINE CONTEST (OLC) – Dieter Schmidt & Jim Dudley

As already announced in the OLC magazine on 17 April, all OLC leagues will start on 30/31 May with the first round. The last round will be flown on 22/23 August. This is a fully-fledged league season with then 13 rounds. It concerns: Germany: Segelflug-Bundesliga, 2. Segelflug-Bundesliga, Quali-Liga, Landes-Klassen, U25 Junioren-Liga; The Netherlands: OLC-League, U25 Junior League; Canada: OLC League; USA: Gold League, Silver League, U25 Junior League; ... and several other leagues.

The first two rounds are over and CCSC is in 5th place in the [OLC USA Gold competition](#) thanks to the flights of John Lubon, John Murray, Joe Simmers, Don Burns, Dan Reagan, Manfred Maurer, Devin Bargainnier, Dieter Schmidt, Rolf Hegele, Mark Miller, Chuck Lohre, Chris Gillespie, Bob Miller and Laviniu Tirca. Of the 20 teams only 15 have submitted flights so far.

All the best - your OLC team ;-)

THANKS TO JIM DUDLEY FOR HIS YEARS OF SERVICE AS EDITOR OF THE FREQUENT FLYER NEWSLETTER

Jim has set the bar pretty high but I hope to fill his shoes the best I can. Please send photos along with your crew reports. And let me know if you run across something you would like to share with our list. Electrons are free, so we're not limited by space, just time! – Chuck Lohre, 513-260-9025, chuck@lohre.com

BRONZE BADGE QUESTIONS

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.

Judging the size of cars and objects on the ground is the preferred method for determining your height above the ground in preparation for an off field landing.

- A. true
- B. false

When two aircraft are converging at approximately the same height, which has the right of way?

- A. The aircraft to the other's right, has right of way.
- B. The aircraft on the left.
- C. Neither. Both must take avoiding action.

Prior to starting each maneuver, pilots should:

- A. Check altitude, airspeed, and heading indications.
- B. Visually scan the entire area for collision avoidance.
- C. Announce their intentions on the nearest CTAF.

An open magenta airport symbol indicates what type of airport?

- A. control tower, paved runways (1500' or greater)

- B. uncontrolled, paved runways (1500' or greater)
- C. control tower, unpaved runways
- D. uncontrolled, unpaved runways

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.)



Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

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.

FOR SALE: 1982 ASW-20

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



FOR SALE: 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, 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, David McMaster, Henry Meyerrose, John Murray, Andrew Dignan.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **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: Chuck Lohre,
chuck@lohre.com, 513-260-9025

Note: See [Membership Roster](#) on
soarccsc.com for phone numbers and email
addresses for all members.

Revised 6/9/2020 mkm