



Caesar Creek Soaring Club

August 4, 2020

UPCOMING EVENTS

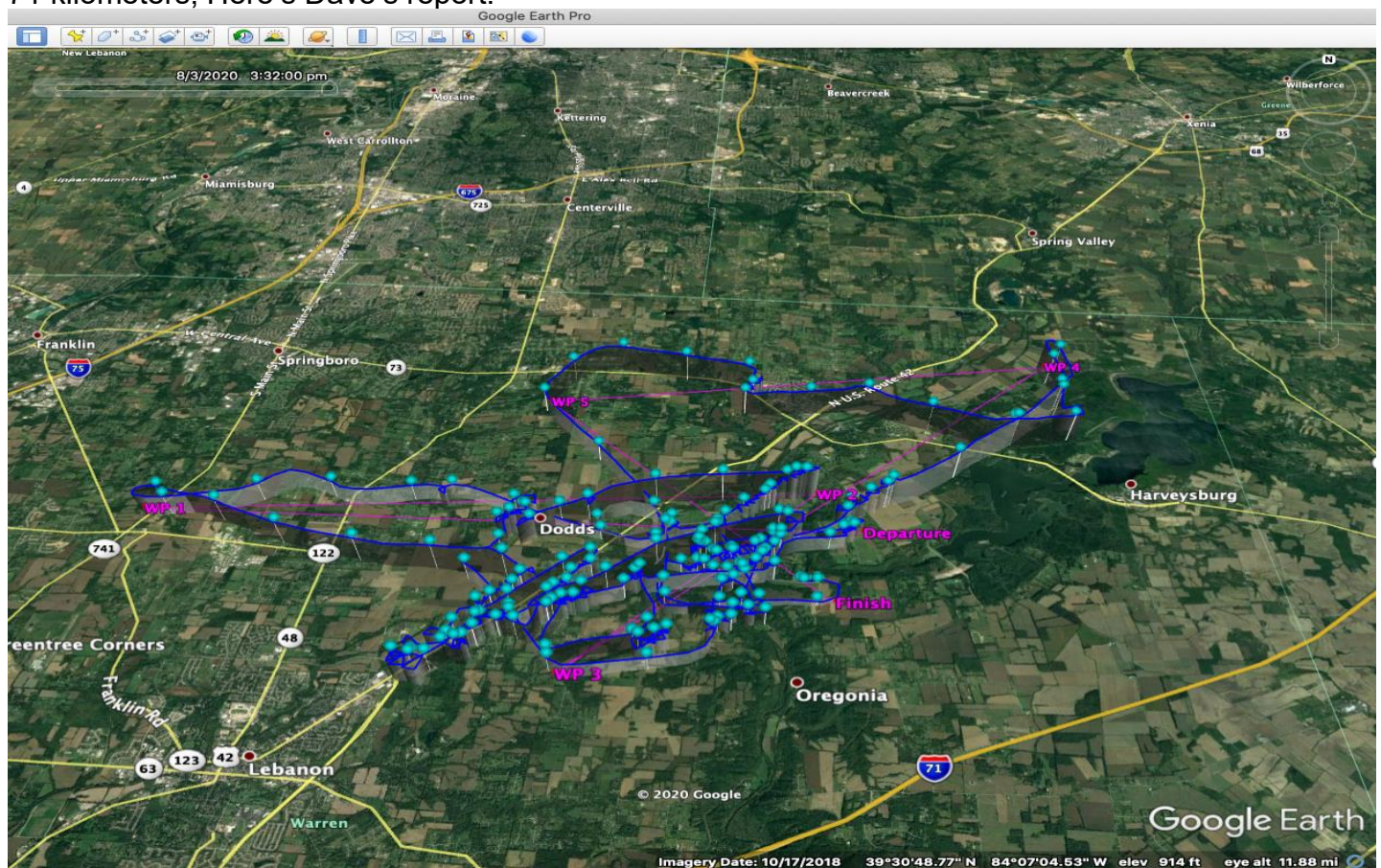
Oct. 3-11 - Ridge Soaring Trip – Rolf Hegele

Oct. 10 - WPAFB Airmen's Outdoor Recreation Intro Flights - Kevin Price

Feb. 6, 2021 - CCSC annual meeting at the Dayton Engineers Club, speaker Karl Striedieck - Linda Murray

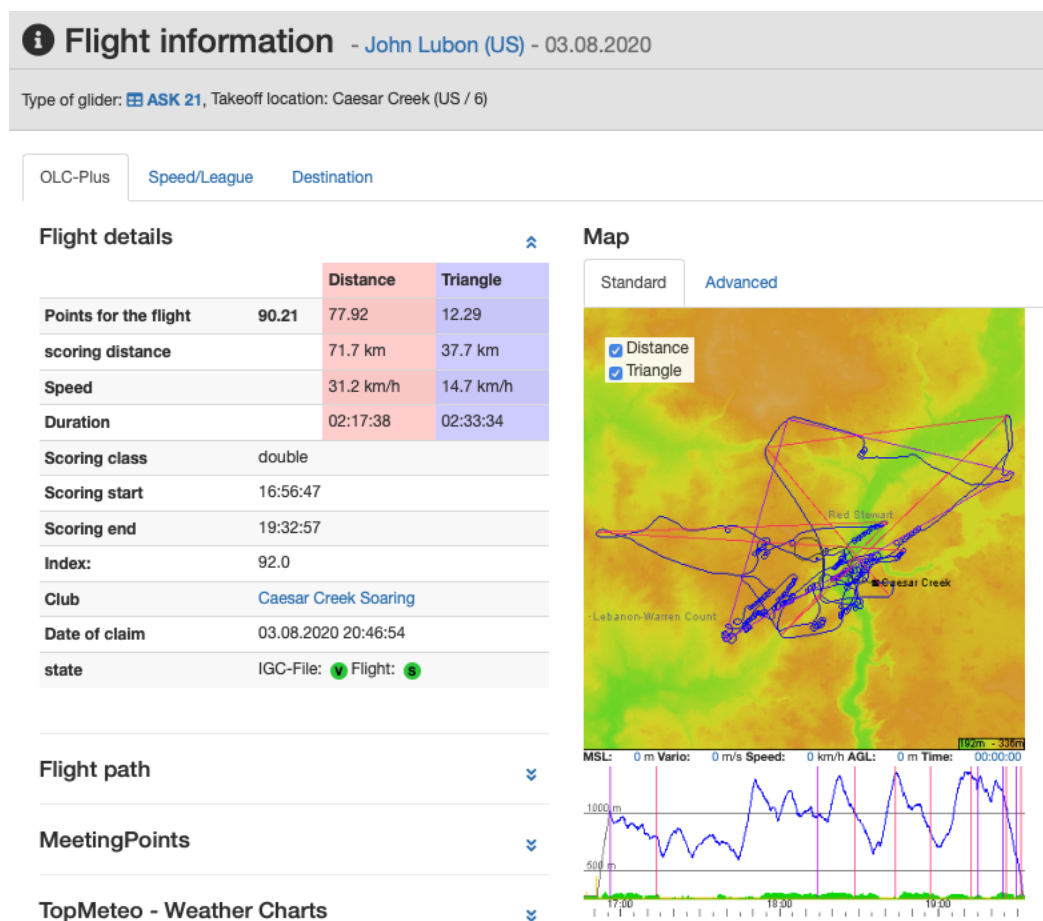
AUGUST 4 CROSS COUNTRY CAMP REPORT – Chuck Lohre

We're into the second day of the camp and we hope the marginal weather will be behind us. That didn't prevent Dave Whapham and John Lubon from flying three and a half hours yesterday and go 71 kilometers, Here's Dave's report.



John and I took off at approximately 12:50pm after waiting a couple hours for a storm cell to move away from the club to the northeast. To start out, the cloud base was at ~2600 AGL, so for the first 30 minutes or so John had me scope out the riverbed for signs of lift that could keep us in the air until hopefully the clouds could rise and give us some breathing room. We spent the next 15 minutes hunting around the west end and then north side of the field, all the while taking one step up, two steps down. John would let me work out the thermals by myself until about 1400 AGL where he

would then take over and get us some breathing room, seemingly instantaneously. After another half hour of soaring in "survival mode" around the field (including circling with Dan Reagan for a few minutes), the cloud base had increased to ~4000 AGL and John demonstrated how to take advantage of the increasing thermal activity by finding a 3-4 knot thermal. Now at ~3500 AGL, we started to venture west, our first stop being the Walmart parking lot before venturing further out to Warren County airport. This began a sequence of out-and-back trips where we would venture west until getting down to 2500-AGL, at which point we would head back to the field but looking for lift along the way, and keeping Red Stewart in our sight as a reachable land out spot. We got out as far as Red Lion (~8miles east of Middletown airport). Getting back to CCSC (again low), the ball field thermals got us some breathing room, and then John again took us up to 500' below cloud base after finding strong thermals just north of Caesar Creek Lake. From here we were able to explore some of the area to the north/northwest of the field, flying through continuous lift for most of it. After some exploration and taking some mental pictures in my head of the different airports in the area, the thermals started to weaken and we decided to call it a day and headed back to CCSC.



Here are some of the many things I learned from this experience:

- My thermal spotting and centering technique needs some work before taking any serious cross country trips. As John pointed out, I use too much aileron and not enough rudder to center the thermal - ailerons tend to act like spoilers in this scenario which takes a lot away from a 1-2 knot thermal.
- The rule of thumb of look down for lift at <2,000-ft, and look up/out for lift at >2,000-ft is a very simple and effective strategy.
- I was surprised at how quickly John would abandon whatever plan he had to go follow birds

if they flew nearby. And more often than not they found us lift.

- The winds were about 10-15 knots at altitude, which was about as high as they could be and still allow us to take the ASK21 upwind. Any higher winds would move us too far back downwind while thermaling and negate any height gained.
- There's nothing wrong with puttering around the home field just staying up looking for thermals. It's a good way to practice thermaling, and as I found out today, sometimes it is a required prerequisite before any cross country excursion.
- The airports in the area are not as spread out as they appeared to me on a sectional chart. It really only takes two or three thermals and a cloud base ~3500-4000 AGL to move from one airport to the

next.

Thanks John, Chuck and everyone who helped put this camp together!



Also, yesterday Rich Carraway worked with Lucas Hoffman and Viktor McElfresh in 15H.

John Murray gave the educational presentation this morning about Decision Making and Trailer Maintenance. Here are some of his tips.

- Chain to the trailer and not the tongue.
- Adjust brakes until they just touch and then back off a bit. Don't adjust the brakes with the brake lever.
- Wrap a bungee cord around the brake lever to prevent accidental application
- Replace tires every four years. Look for the DOT type on the tire and then look for the last digits like this "0218." That means your

tires were made the second week of 2018. You want tires 6 months old or less.

- German lights have four leads. The US has three. Move the yellow light lead to the red lenses. LED are better. Etrailer.com has the LED lights.
- If it fish tails you can use a ball clamp to dampen it. Some cars and trailers fish tail.
- Use a reminder to assure you tie the tail of the glider down.
- It's illegal to use the safety chain to apply the brake lever if there is a failure.

Tomorrow we'll really get to work!

1st SUNDAY AUG 2 CREW REPORT – Mike Karraker



Operated from West End utilizing Runway 090. Had 25 flights with several reaching time limit. Tach times were 438.78 for 33Z, 25.8 for 48L, and 82.8 for 909. One equipment issue was that CC has radio issues. Tried troubleshooting by turning off vario and also transponder to no avail. Radio transmissions were unreadable. Crew had a good cookout and enjoyed Dieters cheesecake. Hot but tolerable, charged bag of ice from IGA.

- Photo from Chuck Lohre on July 25.

1st SATURDAY AUG 1 CREW REPORT – Steve Fenstermaker



No flight operations due to low ceilings and forecast for rain and thunder.

- Dick Huskey and I assisted Dick Eckels with moving his glider's wings from the workshop into his trailer and moving the fuselage into the workshop. We got some education on his glider and heard some aviation safety stories. Thanks Dick!
- The weather for the day turned out to be better than the forecast. In the future, I plan on keeping a tow pilot around to see how the weather develops.
- hit.
- 15 flights, 33Z 7442.51
- Great effort by the crew to make something out of not much.

- Photo is from Chuck Lohre July 25 of Michael Hayter running the wing of the Pickle.

AUGUST BOARD MEETING MINUTES – Chuck Lohre

- Board in attendance: Mark Miller, Chuck Lohre, John Lubon, Rolf Hegele, Keith Kilpatrick, Andrew Dignan, Tom McDonald, Bob Miller, Bill Hall, and Kevin Price
- Board not in attendance: Tim Christman
- Members present: Brian Stoop and Dan Reagan

OFFICER REPORTS

Treasurers Report – Rolf Hegele

- Dues are covering expenses
- Flights last month were 218, YTD for 2020 are 651. In June 2019 we had 375 flights, YTD for 2019 was 839.
- Fuel index changes from \$.26 to \$.31 per gallon. Now 31 cents per 100' on tow.
- The farmer hasn't planted anything on the field but he still pays the club.

Membership – Bill Hall

- Two new members to vote on: Alicia Marie Kalil and Mohamed Alizadeh, motion passed.
- Margaret Patnick paid in June and new member letter was sent in July. Motion passed.

Operations – Mark Miller

- Confusion on who can fly. Members only. If you are paying family member dues, you can fly. If not, they can't be on the field. Walkups can join on the stop. Immediate family members living with the member can come to the field but are limited to the campground and club house. Family memberships are \$12 extra each month. We allow member's children to fly and train on their parent's account up to their solo flight. To solo and train afterward they need to be a paying family member. A parent can fly with their child at this time on a single person membership.

Tow Planes – Tim Christman

- Tim left a message with Andrew that all the tow planes are operational.

Glider Maintenance – Bob Miller

- Everything is flying now.
- CC's radio was bad, swapped it out for another. Tow release was popping off on takeoff, caused by over tight cable. Release mechanism was adjusted.

- 15H radio and mic installed. Thanks to Dan Reagan for the mic mount.
- Grob 103's buffeting problem was caused by lack of wing root tape.
- Transponders were checked on the three tow planes, SD and CC.
- Another transponder is on order. Switch on one sticks. Leave on altitude setting. Keith mentioned that one transponder was reporting 1200' off. Don Green took all the tow planes up and communicated with Columbus Approach, all three were reporting correctly.

Grounds – Keith Kilpatrick

- Everything at the facility is doing quite well.
- Work party in October
- Fuel tank cover is on order. Will install it after the Cross Country Camp.

Instruction & Social – Tom McDonald

- Donating honey for Cross Country Camp prizes
- Condor computer will be arriving in the next week or two. Andrew Dignan will let Tom know when it comes in. Also need to order Oculus Rift goggles
- Andrew Dignan has the original design file for the student flight log. Tom will use it to modify the Holt record and print more.

Safety – Kevin Price

- No guest flights for the Air Force August 15th.
- Transponder for the 103 is next.

Campground and Hanger – Andrew Dignan

- Jim Fox will be taking spot C2 or C3 after the camp.

NEW BUSINESS –

- Chuck Lohre reported that the Cross Country Camp has one outside participant. Club members will be charged the club rate for tows, visitors \$50.
- Next meeting, 1st Saturday, Sept. 5, 2020. We will have a remote call in or computer use option.
- Motion to adjourn passed.

4th SUNDAY JULY 26 CREW REPORT – Chris Summers



- Thermal Index: 3000' = -3.5, 5000' = -1.0, 7000' = 3.0
- Brought a 22 lb bag of ice to keep bottles of water cold in the cooler
- Had a handful of Club Members show up to fly their personal gliders



- John Lubon was the only instructor-had MANY instructional flights (See picture)
- 22 flights for the day. Tim Morris was the only tow pilot. Worked his tail off in 33z. (See picture of Tim holding all of the flight cards)
- Christian Summers had a 2 hour and 15 minute flight in CC to end the day. (See picture of Dan Reagan and Christian Summers)
- VERY, VERY hot day. Thanks to the crew members of the MIGHTY 4th Sunday Crew for their hard work.

4th SATURDAY JULY 25 CREW REPORT – Chuck Lohre

- Thermal index 3000' -5.5, 5000' -1, 7000' 2.5



- Called Columbus approach
- Bought Two bags of ice at the market and charged the club
- Grob 102 filled the tire to 36 psi. It was flat.
- Rich Carraway is going to fly with Lucas Hoffman and Vic at the CC Camp.
- Jim Goebel is going to instruct at the camp for Kenny Kirk and Michael Hayter
- All the juniors are applying for the SSA Junior Grant of \$400 each.
- 20 flights
- Tach times: 33Z 446.5, 909 490.5

- Golf cart 24 red tagged, won't start
- John Murray and Bob Miller taped the 103 and test flew. No problems. It's back in service.
- Thanks to Steve Statkus for making a canopy cover for the Grob 103.
- Photo: I took a ride with Guy Byars in his J5 Cruiser to catch up to Henry Hayter, who finally got a long one hour and 40 minute flight in the Pickle at the end of the day. Thanks Henry and Michael for all of your hard work volunteering for the club.

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

Flying activities at the Club are restricted to members. Family members that are paying dues are on the Club roster and are members. If they are not paying dues and are not on the Club roster, then they are guests. Under the current rules no guests are allowed. Masks are also mandatory on the flight line and in the Clubhouse.

BRONZE BADGE QUESTIONS

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.

What is a good way to detect uneven, rolling terrain?

- A uneven texture or color in a field
- B depth perception
- C highway signs

An airport with a control tower is

- A always blue
- B always magenta
- C usually blue
- D color does not indicate anything about a control tower

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.

A critical assembly checklist should be:

- A Best completed by an aircraft inspector.
- B Completed by the owner of the glider.
- C Completed by another person familiar with the glider type.

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.)



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.

LOOKING FOR PARTNER IN ASW 15



Chuck Lohre is looking for a partner in 6V the ASW 15 he owns with Randy Wright, N178K. Randy is willing to sell his half for \$5,500. 38:1 L/D, Dittel radio, Cambridge 304 vario and flight computer software running on a Compaq 1500. Chuck's looking for a partner that wants to take care of and improve this classic. Go for your Silver and Gold Badges, Chuck's willing to crew for you. This is an amazing deal, don't let it slip through your hands if you can fit in this ship! I'm 5'6" and 185 lbs. For more information call 513-260-9025 or email chuck@lohre.com.

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.

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