



Caesar Creek Soaring Club

FREQUENT FLYER

January 25, 2022

CCSC IS ON FACEBOOK

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

CCSC IS ON THE WEB

www.soarccsc.com

UPCOMING EVENTS

- Jan 29, 2022 – CCSC Annual Banquet, Engineers Club, **CANCELLED** May be rescheduled later in the year.
- Feb 5, 2022 – CCSC Board Meeting, 10 AM, CCSC Clubhouse
- Feb 22 - 23, 2022 – SSA Convention Flight Instructor Refresher Course
- Feb 24 - 26, 2022 – SSA Convention, Reno NV, **POSTPONED**
- March 5, 2022 – CCSC Board Meeting, 10 AM, CCSC Clubhouse
- April 2, 2022 - CCSC Board Meeting, 10 AM, CCSC Clubhouse

NAME THAT PICTURE - by Norb Maurer



The 5 gliders in the photo were all club ships. The blue 1-26 (2cd from right) is now the yellow one that Lucy Anne and Mike McKosky own. I had it repainted many moons ago for the club (about 1993). The white 1-26 (far right - N17937) we bought from Schweizer around 1973. It was in an accident and was "totaled" by the insurance company. Jack Morari bought it from the insurance company and started to repair it but didn't get very far. It was subsequently purchased

by an individual in Marion.

The blue 2-22 (middle) is still at Cubby's hoping to fly again. It was always fun in the summer as we took off the canopy and flew it with goggles, especially on the labor day bomb drop. The 2-22 was traded with Cubby for services rendered. The blue 2-33 (2cd from left) is now the green pickle we bought around 1979 from the Schweizer flight school. The white 2-33 (far left) was 59H and unfortunately was totaled. The tiedowns shown can still be found on the south side of the newer trailer hangers.

OPERATIONS

New Year's Field Check

Don't forget that your first flight this year in a CCSC glider must be with an instructor with logbook endorsement for a Field Check. The flight must be in the highest-level aircraft you expect to fly this year. The ASK-21s and the Grob 103 all qualify at the same level.

COVID Update

With COVID infections and hospitalizations increasing significantly, the Board voted to continue the existing COVID restrictions. In essence:

- There will be no Guest/Introductory flights
- Only members and their immediate family living with them are permitted on the field
- Masks should be worn in the Clubhouse and are optional as determined by separation protocols and pilot agreement

Aircraft Annuals

Glider annuals are under way in the workshop so no glider tails should be placed through the doors. CC is complete, has been reassembled, and is flying. SD underwent it's annual on December 29th and has been reassembled. The Grob 103 is now in the shop awaiting its annual.

Hanger Rash

The Club continues to incur an excessive amount of hanger rash on our gliders while in the hanger. You need to make sure that you have enough personnel to move the aircraft safely without running wings and/or fuselage into one another. The latest involved 135 as can be seen in the pictures.



2022 BUDGET APPROVED

The Board approved a budget for 2022, which is now available on the Members Only portion of our website. The membership is requested to review and comment for final approval at the next Board meeting. The budget does not include any capital or aircraft upgrade projects for this year even though the Board voted to install transponders in all three Schweizer 2-33 aircraft. The budget includes the assessment for a new aircraft and continues the buildup of the reserves account for routine/catastrophic maintenance and repairs.

CREW CHIEF REPORTS

The first flight of 2022 was made by Daniel Piennar and Bob Anderson. Well done, Gentlemen.

3rd Saturday Report

4 flights. No problems. Very cold !

3rd Sunday Report

The weather held off long enough to get some training and a new year recertification flight in. We operated from runway 9 and the guys built a nice fire to keep warm.

The trailer dolly gear rolled off the round slab and was frozen in the ground. After some digging and jacking the frame up high enough, we were able to make everything good again. It helps to ensure that both tires are chocked before taking it off the hitch so it won't roll.

The snowy sleet finally shut us down with 7 flights total.

4th Saturday Report

5 flights with CC. Kubota wouldn't start but one golf cart started. Thanks to Jim Goebel for helping with towing and instruction.

4th Sunday Report

Zero flights today. Blowing snow, but we had a nice fire.

Golf Cart Update (Repeat)

Recently our golf cart fleet has been serviced by Hilt Custom Carts in Middletown. Service means oil changes, new filters, plugs, belt adjustments, and starting batteries as needed. Remember these golf carts are fair weather machines and winters are extremely hard on them. From the Hilt service department it has been noted that during the cold winter months, starting these carts can be a challenge as most already know.

They recommend that you must tickle the gas pedal and apply choke if needed when starting. If the crew finds one that won't start just move to another and wait for warmer weather. We now have six gasoline carts, a Kubota, and one electric cart. Please use the electric cart for **people moving only** and never tow with it. We will also be adding a couple of new rope reels to the carts that are missing this winter.

MEMBERSHIP

Meet Our Members **Charlie DeBerry**

Charlie claims it was sheer luck that he was able to become a pilot (*I think he put in a lot of work myself, editor*). He grew up poor in a rural area of Northeast Texas. He entered college and ROTC to avoid being drafted into the Army infantry for Korea. He had to work his way through college but was able to get a job on the college farm; thanks to his high school agriculture teacher taking a day to help him get that job.

His first flight was in 1952 in a T-11 Kansan on an orientation flight through ROTC his freshman year in college. He had a few minutes at the controls and was instantly sold on the idea of becoming a pilot. Later, he had flights in the T-28 Trojan and T-33 Shooting Star reinforcing his desire to become an Air Force pilot. Charlie entered the Air Force in 1955 and received orientation and military training at Lackland AFB, TX.



Bomber crew training in an AT-11 Kansan aircraft over Texas, United States, circa 28 Jun-14 Sep 1943 Source United States Air Force

Pilot Training (1955-1956) consisted of forty hours in the T-34 Mentor (in which he soloed); ninety hours in the T-28 Trojan; and 110 hours in the B-25 Mitchell. He was also introduced to the Link Trainer for forty hours. Most of the Link instructors were women so his Class Book defines Link Trainer: "A splendid introduction to the weariness created by a nagging female".

After learning to fly the C-118 at Palm Beach AFB, FL, his first operational assignment was flying the Liftmaster from McGuire AFB, NJ. In those days in lots of ways, Military Air Transport Service (MATS) was more like an international airline than a military organization. They flew in dress uniforms and had female flight attendants. Charlie flew scheduled flights providing travel to all government and military personnel and dependents. He had two tours (1956-1957)- (1958-1964) with this mission flying mostly to Europe, but also flew to North Africa, Asia, South America, Alaska, Greenland, and many Islands. During the 1962 Cuban Missile Crisis, Charlie was deployed to Germany and checked out in Pan Am DC 6s and the Berlin Corridor. He stood alert prepared to fly Pan Am's Berlin Flight schedule in case Pam Am decided not to maintain the schedule. He had a special mission that took the InterAmerican Defense College members on a tour of Caracas, Venezuela, Bogata, Columbia and Panama. During this tour, Charlie also became a C-118 Pilot Flight Examiner.



T-28 on the ramp at Bainbridge



Between his two tours at McGuire, Charlie had a tour at Lajes Air Base, Azores (1957-1958) flying the SC-54 Rescuemaster in Search and Rescue Missions. He primarily stood alert and intercepted and escorted aircraft in distress. He did have three very rewarding missions. His crew found a ditched KC-97 and directed a ship to pick up the crew. He also participated in the search for survivors of a sunken German training ship (*the Pamir*) and flew scientists to observe the Capelinhos Volcano a few days after it started erupting. During this tour he was also upgraded to Rescue Crew Commander.



During Charlie's last four years at McGuire (1964-1968), he flew the C-130 Hercules. He flew 25 trips to Vietnam; each trip taking ten days and 70 hours flying time. Charlie also flew three trips to McMurdo, Antarctica as part of 'Deep Freeze 68' (shown at left). His travels also included Easter Island and he made the first landing on a runway while it was still under construction. He also flew to Peshawar, Pakistan, on the first flight to resupply our forces there after the 1965 war between India and Pakistan.

Charlie then had a four-year tour at Rhein Main Air Base, Germany (1968-1972), flying the C-118 in an Air Evac mission. The airplane was configured with 30 Ambulatory seats and 20 litters. The cabin crew consisted of a flight nurse and three medical technicians. He made scheduled flights with multiple stops in Italy, Greece, and Turkey and one stop at Tripoli, Libya. They primarily carried people for regular medical appointments or surgeries to Germany, but empty seats were offered to any eligible passenger. They also maintained alert to pick up patients requiring emergency hospitalization. He ended this tour as Chief of the Wing Standardization/Evaluation Division.

Due to a medical problem, Charlie had a series of non-flying assignments: 1973 – at Ton Son Nhut AB in Viet Nam and Udorn AB, Thailand. Lt. Colonel Charlie DeBerry received the Bronze Star for his service in Southeast Asia. Other assignments included 1974 and 1975 – in Alaska; and 1976 to 1979 – at WPAFB, OH as a cost analyst.

His final tour in the Air Force (1979-1983) was as a research pilot at WPAFB. He flew weather research missions and flight tested several prototypes of proposed equipment. He primarily flew various models of the C-130 including the first two C-130As to come out of the factory as prototypes. He flew them long after they had been phased out of the rest of the Air Force. Charlie also got to fly the T-37 Tweet, T-39 Sabreliner, C-135 Stratolifter, and C-141 Starlifter. He finished this assignment as Wing Assistant Chief, Standardization/Evaluation Division.



After his mandatory retirement from the Air Force, civilian flying jobs were scarce. The airlines preferred younger pilots. His best offer was the opportunity to invest and fly the Convair 580 for an upstart airline in Florida called Atlantic Gulf. The airline survived for a little over a year. Then the airlines were beginning to hire older pilots and he took a job with Comair and flew with them for almost fifteen years (January 1985-December 1999); flying the Fairchild Swearingen Metroliner (4000 hours) and EMB-120 Brasilia (over 8000 hours). Again, he hit mandatory retirement so he instructed and flew traffic watch for Aviation Sales at Dayton Wright Brothers Airport for about five years.



Charlie also flight instructed part time with the WPAFB Aero Club for several years (1976-1983) and did many pleasure flights with their equipment. He also flew some of the early Honor Flights taking Veterans to visit the memorials in Washington D.C.

Charlie learned to fly gliders and got his private license in 1989 with John Lane at the Warren County Airport in 1989. In 1992, he got his commercial license at Warren-Sugarbush Airport, VT. Charlie joined CCSC in 1994 and in 2001 received his Glider Instructor add-on at CCSC. Charlie has logged 550 hours and 1562 flights in gliders and also towed for several years until he quit for medical reasons. Charlie still maintains his Instructor's License and helps with Commercial and Instructor Licenses, and administers Flight Reviews and Field Checks. Charlie has a total of 28,585 flight hours.

THANKS FOR YOUR SERVICE TO OUR COUNTRY AND TO CCSC, CHARLIE.

ODDS AND ENDS

Lost – Black Spiral Notebook

Chris Summers is looking for his flying notes notebook. It was last seen during the Cross-Country Camp. If you know of its whereabouts, please let Chris know at chrissummers@versamedical.net or 513-807-0077

Guess the Trailer

Anybody know who these two flat/empty trailers belong to? They have been there all fall and winter.





(If you have any photos you would like to share, please send to the editor – N11rdbird@att.net)

CLASSIFIEDS

Glider Trailer Wanted

Jason Cottingham is currently looking for a used, open or closed, trailer for his Pilatus B4. The trailer does not have to be in tip-top condition as he is willing to put in some work to get it fully road-worthy. A covered trailer is preferred but he is open to all opportunities. If you have or know of someone that has an older trailer they might be interested in selling, please let him know. He can be reached at 205-305-9477 or JasonLCottingham@gmail.com.

Trailer Sharing Available

Chuck Lohre would like to offer his Casita trailer for a sharing opportunity. It's a completely tricked out trailer and road ready. You're welcome to take it off site as well. He's planning to take it to Burning Man next year. Comes with a swamp cooler as well! It's the one with a Mako shark on top!

Chuck Lohre, 513-260-9025



Email: skydivesports@gmail.com

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



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

Jonny Stewart is 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.

Phone: 937-267-1733

LAND'S END EMBROIDERED CLOTHING AND PROMOTIONAL ITEMS AVAILABLE ONLINE. PATCHES ARE IN THE DISPLAY CASE. – Chuck Lohre

Embroidered patches are available in the display case at \$5 each. The design is slightly different from the Land's End version.

The Land's End embroidered CCSC patch is approved for use on their clothing line website. Go to <http://business.landsend.com/store/ccsc> , select your garment or promotional product and then select the "APPLY LOGO(S)" box. The CCSC

Patch was created for general club use. For my own personal use, I created the embroidery my call sign "6V" and the ASW 15 plane form for the sleeves. If you would like your call sign or plane form created, send a photo of your tail, the one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are the back of our silk-screened t-shirts in the clubhouse. The sizes run large, I got my usual XL shirt and it's too large for me. Only some of the promotional items are available



my
of
me
on

one at a time for embroidery. My shirt, shown, cost \$35.95, plus \$8.95 for the patch and \$6.95 each for the sleeves. They will also charge you tax and my shipping was \$9.95.

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, Kevin Price, Bryan Sanbongi.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Stephen Kleine, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jaison Lavergne, Daniel Pienaar, Marius Pienaar, Jim Suda, Liz Suda.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754) **ACC:** Kate Menchen Kreiner. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Val Boehm, Fred Hawk, Mike McKosky, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Sami Rintala. **Instructors:** Charlie DeBerry, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, Poul Pedersen, Charlie Richardson, Mariateresa Sestito.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) **ACC:** Andrew Stringfellow **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Sami Rintala. **Crew:** Jacob Dunnohew, Mike Keltos, John Kondratowicz, Karl Ludolph, Rusty May, Brian Stoops, David Whapham.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Andrew Dignan, David McMaster, John Murray, Curt Pollock, Tony Rein.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Tim Morris, Al Quinn **Instructors:** John Lubon, Kat McManus. **Crew:** Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Rick Ghai, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers, Laviniu Tirca.

2022 5th WEEKEND CREW DAYS:

Jan 29 – 2nd Sat Crew
Jan 30 – 2nd Sun Crew
Apr 30 – 3rd Sat Crew
May 29– 3rd Sun Crew
Jul 30– 4th Sat Crew
Jul 31– 4th Sun Crew
Oct 29 – 1st Sat Crew
Oct 30 – 1st Sun Crew
Dec 31 – New Year’s Eve Volunteers

PRESIDENT: Andrew Dignan

VP/MEMBERSHIP: John Lubon

SAFETY OFFICER: Kevin Price

DIR OF OPS: Mark Miller

TREASURER: Chuck Lohre

DIR OF FACILITIES: Keith Kilpatrick

TOWPLANES: Tim Christman

GLIDER MAINTENANCE: Bob Miller

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Rolf Hegele,

n11rdbird@att.net

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

Revised 1/1//2022 mkm