



Caesar Creek Soaring Club

FREQUENT FLYER

June 7, 2022

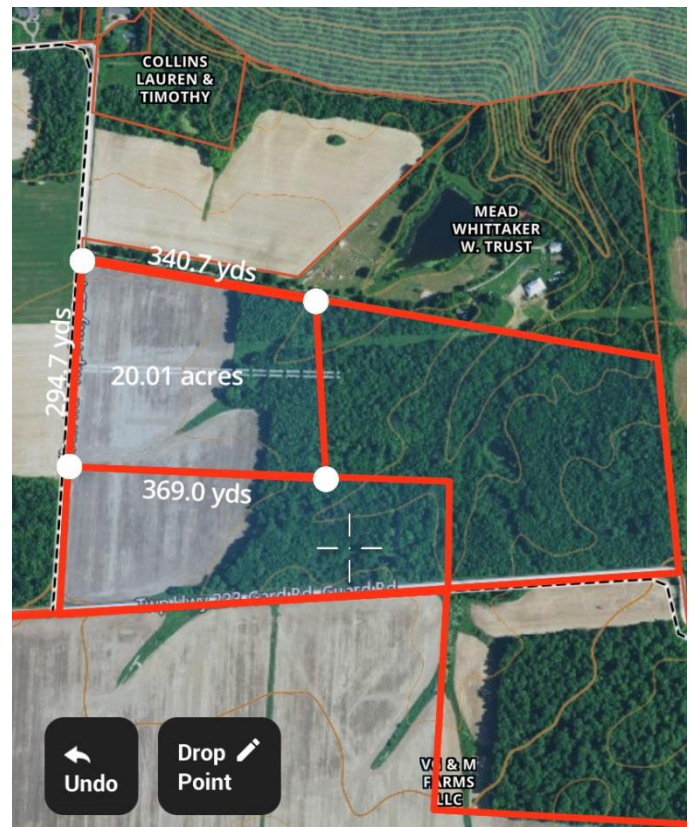
UPCOMING EVENTS

- June 18 - Club Cookout (bring your choice of meat and a dish to share)
- July 2 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- July 10 – 15 - Youth Education Week (YEW); Steve Hoffman, Henry Hayter
- July 16 - Norm Leet Service, CCSC
- July 16 - Club Cookout (bring your choice of meat and a dish to share)
- Aug 6 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- Aug 6 - WPAFB Recreation Outing
- Aug 20 - Club Cookout (bring your choice of meat and a dish to share)
- Sep 17 - Club Cookout (bring your choice of meat and a dish to share) ; Includes music courtesy of Tom McDonald
- Oct 8, 2022 - WPAFB Recreation Outing
- May 2 - 11, 2023 - 1-26 National Contest

LAND UPDATE

At the June 4 Board meeting it was decided that we should continue the pursuit of the 20-acre parcel across Elbon Rd that would protect our departure and landing lanes. Although there is no legal property description yet available (the owner is just finishing the survey of the land), we have engaged the realtor to see if we can arrive at an agreement on the price. There were a number of financing arrangements discussed and the Board selected one, Merchants National Bank, to work with if the purchase goes forward.

The Board feels it is appropriate to pursue this property in order to protect our ability to fly, but it will put financial pressure on the Club to limit expenditures. However, it should be noted that the Club is in a strong financial condition so our current cash flow will support the financing. The current shareholders will be surveyed for approval prior to any final commitment.



MEMBERSHIP

We have a new Youth member - Jack Friedman. Welcome and enjoy the flying.

BOARD MEMBERSHIP

The Code of Regulations allows the Board to fill vacant positions by appointment. As such, the Board accepted Brian Stoops' offer to fill the open 3-year vacancy and fulfill the Membership function. Brian has been a long-time member of the Club and has previously served on the Board.

Welcome back to the Board, Brian.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

There was no flying because the field was too wet. The crew did put the airfield signs along the road to ensure that everyone is aware of the gliderport.

3RD SUNDAY REPORT

The day did not pan out as good as the forecast was predicting, but a good day for soaring, nonetheless. We operated off of 27 with winds crossing from the south. Had a total of 29 flights with 3 guest rides. We need more copies of: 1. Membership application forms; 2. Schedule of fees; 3. Introduction letters, and 4. Waiver forms.

Mark Miller found a screw laying on the back seat in SD. He couldn't find where it belonged, so it's in the front pocket with the checklists.

Miss Kitty, our beloved farm cat is looking much better. The wound on her chest looks much better. She might be on life 7 of 9.

1ST SATURDAY REPORT

There were a total of 13 flights. Flight operations were conducted on runway 09. Thanks goes to Sami Rintala. John Kondratowicz, and Bill Gabbard who provided the instruction.

Many glider tires had low pressure. SD - The left rear canopy is difficult to engage. 16Q - John K discovered that the back seat stick cover has a loop of string that caught on the seat belt release during pre-flight manipulation of the controls.

2 bags of ice are in the freezer. The forecast was checked for Sunday and because the winds were from the East, the trailer was left on the west end of the field.

1ST SUNDAY REPORT

A great day for soaring and had many flights lasting one hour. 31 total flights, two intro flights and one new youth member. Radio number three will not transmit.

INSTRUCTORS CORNER

CFIG MEETING RECAP – TOM McDONALD

We held the annual CFI meeting a few Saturdays ago, just after the last of the cross country ground classes. (And thanks to all who took the time to give us that excellent school. I got a lot out of it myself, and I'm hoping to stretch those wings a bit this season).

Here is a broad overview of what we talked about at our meeting:

Mentor instructors - If you are a student, find a mentor instructor to get paired up with. If you are a CFIG with no mentees, go offer an assist to a student. Start with people on your crew. Each instructor will wind up with one or two students, three at the most. You might only see your mentor monthly, but call them after each flying day and talk things over. Our crew system means that you may not fly with the same person frequently. Staying in touch with you mentor will really aid in maintaining continuity and moving forward instead of repeating your 20th flight 10 times.

Taking off today?

- Do your own preflight. You're not doing a pre-buy inspection and it shouldn't take long. Just walk around before you get in. Tires, canopies, dirt in the release or wheels, cushions, ballast installed or the confirmed lack thereof. Things do break during the operating day.
- Use the battery switch as an avionics master. In other words, don't turn the transponder off or to standby, or shut the radio off separately. Just turn the volume down on the vario. All that stuff should come on with one switch. Yes, it's on the blue card. The checklist is used to confirm that things are already done, not your cue to do them at that time. Using one switch will help to prevent flying around with the transponder off.
- Try to be ready to go when your butt hits the seat. Briefings complete, contingencies discussed back at the table. All we need to do is knock out the checklist and fly. Don't make the towplane sit there.
- On the flip side of that, take the time that you need. We do have a people that want to jump in and rush the pilot, maybe trying to hook up before being asked. If that's you, quit. If it's directed at you, feel free to ask them to back off. *The PIC sets the pace, not the ground crew.* At my airline, management stresses that we must have a safe and compliant departure every time. On time is great when we can do it, but we'll take the delay and get it right if needed and not bark at the pilot about it. That approach – a well-organized prebrief for example - is both safer and faster than doing a lot of briefing while in the seat.
- Expect a revision to the blue and brown cards. We like to concept, but we need to be able to run it as printed. There are a couple of glitches to clear up.
- On the actual takeoff, make sure to get the skid or nosewheel off the ground early. That will get the towplane off the ground sooner and make us all safer in the event of a problem.
- If that "problem" is a planned rope break, be sure to let the ground crew know before takeoff. Instructors have the latitude to make it a surprise to the student, but that's it. Be very sure of the traffic situation. If anyone but the student is surprised, then we're doing the maneuver at the wrong time.

CCSC as an aircraft operator - The club needs to improve in this area. Expect your crew chief or CFG to sit down with you and get dates for your flight review, medical, CFI expiration, and solo endorsements as they may apply. We're going to update our database shortly.

Also, you cannot "fail" your field check, but we've asked our CFI's to use a sharp pencil as they conduct those flights. If you are told that you "need to fly again" - then you need to fly again with an instructor before flying any CCSC aircraft on your own (instructors, notify the crew chief so he can put it on the crew report). CFI's, be sure that the pilot understands that "you need to fly again" is not just some debrief item. Unfortunately, our database will not automatically capture events like this. The computer will tag your first flight with a CFI each year as your field check regardless of whether you got a sign-off in your logbook.

Transitioning? Solo student? - Remember that you must have your pilot certificate to fly. That includes transitioning pilots. Also, a lot of transition rules are different from those for off-the-street students. If this applies to you, be sure that you are educated. Expect CFGs to check endorsement dates.

Written test prep - Several have given the Dauntless product good marks recently.

<http://www.dauntless-soft.com/products/groundschool/>

Condor

Will be covered in the next newsletter.

ODDS AND ENDS

NEWSLETTER CONTENT - ROLF

I need more content from everyone. I have asked for flying biographies from many people, but have received very few and they have all been published. Do you have old photographs or articles to share? I have no problem reprinting them. So send me something.

POT LUCK DINNERS – LINDA MURRAY - MAURY DRUMMEY

Our third Saturday cookouts are for ALL members and shareholders. Come and meet many members that are not a part of your assigned crew. We are a very diverse group and our club has members from all sorts of backgrounds. Come and enjoy !

The cookout usually starts around 6 p.m. (after flying of course) Non-flying family members and friends arrive any time during the day. See you at the Club!

CLUBHOUSE VINYL SIDING



Our maintenance crew led by Keith Kilpatrick has almost completed the vinyl siding on the clubhouse. It is making a substantial difference in the appearance and the maintenance of the clubhouse.

HOT JOCKEYS

Dave Wrinkle is the first pilot to complete any of three tasks covered by the Proving Grounds. He completed Task 1 on Sunday June 5 in 1 hour, 3 minutes flying his Hornet C (Y1). He got as high as 7k feet (MSL) during the flight. His will be the first name on the board in the kitchen hallway. Congratulations Dave!

Dave has been a power pilot but got his Glider add-on in August 2000. If you don't know what a Hornet C is? Here's a picture. The Hornet (manufactured by Glasflügel) replaced the standard Libelle.

TRAVELS

Dan Reagan is on his way to Parowan, Utah with his ASH-31 Mi to participate in the Auxiliary-powered Aircraft Association Camp that is held annually. Unfortunately, the ramp space has been changed to allow for self-service pumps that limits the number of gliders that can be accommodated. That along with a lack of tow plane makes this a self-launch camp only unlike in previous years they did have accommodations for gravity gliders.

I also heard that Mark Miller and Manfred Maurer have rented a house in Moriarity, New Mexico for some summer flying. They will be leaving shortly to fly western thermals out of Moriarity. Have fun to all.

You can watch their flights on the OLC website.

FAA SAFETY TEAM | SAFER SKIES THROUGH EDUCATION

"NAFI - Understanding Slips and Skids"



Topic: Join Mark King And Brian Schiff As They Separate Fact From Fiction During Their Presentation 'Understanding Slips & Skids'

On Wednesday, June 15, 2022 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, June 16, 2022 00:00 GMT)

Select Number: CE03113156

Description: Brian Schiff and Mark King's previous MentorLIVE presentation, "Understanding Stalls and Spins" planted the seed for this new presentation "Understanding Slips and Skids"

Join Mark and Brian as they discuss;

- Cross controlled: what does that really mean?
- Skidded turns: what really happens and how do we avoid them?
- When can a slip be a life-saving maneuver?
- I've stalled in a slip: "What now?"
- Can we turn in a slip?
- How can I control speed in a slip?
- What's different between a forward slip and a side slip?
- What about slipping with flaps?

Access the previous MentorLIVE program "Understanding Stalls and Spins"

To view further details and registration information for this webinar, click here.

The sponsor for this seminar is: FAASTeam

The following credit(s) are available for the WINGS/AMT Programs:

Master Knowledge 1 - 1 Credit

CCSC IS ON FACEBOOK

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

CCSC IS ON THE WEB

www.soarccsc.com

CLASSIFIEDS

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



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

Email: skydivesports@gmail.com



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



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

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 of my call sign "6V" and the ASW 15 planeform for the sleeves. If you would like your call sign or planeform created, send me a photo of your tail, the



one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are on 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 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:** Fred Hawk, Mike McKosky, Lawsen Simpson, Jack Simpson, 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, 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, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, 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: 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

MEMBERSHIP: Brian Stoops

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 6/7//2022 rdh