



Caesar Creek Soaring Club

FREQUENT FLYER

July 5, 2022

UPCOMING EVENTS

- 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 3 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- Sep 9-11 - Boy Scouts Outing
- Sep 17 - Club Cookout (bring your choice of meat and a dish to share) ; Includes music courtesy of Tom McDonald
- Sep 20 - Daedalians Meeting
- Oct 8, 2022 - WPAFB Recreation Outing
- May 2 - 11, 2023 - 1-26 National Contest

LAND UPDATE

The survey of Shareholders that responded was unanimous in their guidance to purchase the 20.1-acre parcel across Elbon Rd to protect our departure and landing lanes and continue the availability of an emergency landing field in case of an early rope break. At the July 2 Board meeting it was decided that the Club should formally put in a bid to purchase the land. Since a price had already been agreed to by the seller, the purchase contract was executed and forwarded to the Realtor. The Board heard from Blain Bergstrom, a representative of Merchants National Bank, as to the bank's flexibility on what financing options would be available to CCSC. The Board agreed to use our largest parcel of land (91.3 acres) as well as the 20.1 acre purchase as collateral. Along with that we would secure a 15-year fixed rate mortgage that is amortized for 25 years.



FLYING UPDATE

“FIFI”, the Commemorative Air Force (CAF) B-29 was unable to make her flybys a week ago because she lost a cylinder (she had 71 others so what’s the big deal, ed.). Instead we got two flybys on Saturday and one on Sunday by the B-24 Liberator ‘Diamond Lil’. What an impressive sight. Both the B-29 and the B-24 were flown by Curt ‘Trace’ Lewis. You can watch one of his B-29 passes from the prior week at <https://photos.app.goo.gl/UAQ2ujE2if4qeJST7>. [Correction: we found out that Curt ‘Trace’ Lewis is actually Curt Lewis, III and his father is Curt Lewis Jr.]

If you have any questions about the CAF, ‘Trace’ will be crewing for his father at next years’ 1-26 Nationals to be held at CCSC in May. (Note: Trace was one of the early attendees of our Youth Camp, Harolyn Burns). Thank you Trace.

MEMBERSHIP

CCSC wants to welcome two members to the Club: Josiah Guentter joined as a Youth member and Brian Charles is joining along with the camping spot C-3.

OPERATIONS

GUEST RIDES - MARKED FOR CREW CHIEFS - MARK MILLER (UPDATE)

Just wanted to update our policy on guest rides. Introductory or guest rides do not take precedence over member flights. We need to have all flights (including guest flights, ed) documented on the Flight Board so everyone can see their priority for flight status.

*The other issue on intro rides is the guest’s physical characteristics. If someone comes on the field and requests an intro ride and you have any questions about their weight, then you must ask them if they weigh less than 242lbs. You can take them aside to not embarrass them, but do not allow guests that are obviously over the maximum allowed weight for the gliders to fly in the Club ships. (Note. The 242 lb maximum is for **both the front and rear seats** in the ASK-21 and the Grob 103.*

It should also be noted that if an aircraft is not being used or a pilot is not there preparing to fly when another member is interested in flying that aircraft now, it should not be sitting on the ground, ed.)

CREW CHIEF REPORTS

4TH SATURDAY REPORT

We 27 flights. 15H tire went flat but was still holding air after 4 hours. SD has no brakes and the brake system is being repaired. The Grob 103 no brakes; It was investigated and brakes are available at the very end of the travel. 33Z needs the right door seal’s replaced

4TH SUNDAY REPORT

Operations were limited by wet field conditions and afternoon rain. Operations were conducted on 09.

1ST SATURDAY REPORT

We had Light NE winds which favored Runway 09. Had 12 tows on gliders 16Q, 135, CC along with 3 private ships for a total of 15 tows. This includes 3 guest rides, one of which was a mile high.

33Z is overdue for 50 hr oil change and stall warning intermittency. Tim Christman has it scheduled at Red Stewarts on Tuesday.

The trailer was stowed but the canvas is still on the west end. No issues other than light staffing. Thanks to Larry Kirkbride & John Kondratowicz for showing up, sticking with us and making the club some money.

1ST SUNDAY REPORT

We had a beautiful day with thermals everywhere. Had 35 flights, two of which were mile high orientation flights paid with pay pal. Signed up two new youth memberships. Many thanks to K-12, Larry Kirkbride, Rich Carraway, and Bob Alexander who helped Andy Swanson with instructor duties. We had no equipment issues.

ODDS AND ENDS

NORM LEET MEMORIAL SERVICE

There will be a celebration of Norm Leet's life on Saturday, July 16 at the CCSC clubhouse. Though memories of Norm may be tinged with emotions of personal grief, this is an invitation to gather and an opportunity to experience one of the things he loved. There will be an opportunity to speak and observe the dispersal of his ashes around 5 PM.

WEDNESDAY BREAKFAST UPDATE

The regular Wednesday Crew gathers at the Family Restaurant in Waynesville between 0830 and 9:30 AM and invites anyone to join them for a good breakfast and lots of flying lies. Every so often, the restaurant is closed on Wednesday morning, and the decision has been made to go to the Frisch's in Lebanon when that occurs.

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.

THE GREAT WESTERN ADVENTURE - MARK MILLER

It all started one day when Manfred Maurer mentioned to me that he wanted to go to Moriarty, NM to do some flying. (Mark sent me the wrong file:without pictures. So here are several of the pictures.



A 500K TRIANGLE IN OHIO - JIM PRICE

Two winters ago (1997), I started thinking about trying to do a 500 KM triangle in Ohio. I set one up and declared it a few times in 1998 but had no success. Last winter I set one up that would favor a NNW wind. On May 19, I was anxious to try it. A cold front had gone through so I got up early to look at the weather on the web and found (to my dismay) that all the terminal forecasts were for a clear sky. The winds aloft were forecast to be 12 to 14 kts from about 340 degrees. Well, if there were cu's, I had a triangle that fit the forecast winds perfectly. Remote start at CCSC, then hook Brownies for a first leg to Athens, Ohio of 113 miles. This would let me have a little downwind component on the first leg while the day was developing. If it went as planned the second leg would be straight up wind during the strongest part of the day... and maybe there would be some cloud streets to boot. I set this leg up to be the shortest allowable. At 92 miles this upwind leg would be 29% of the total, just over the minimum 28% requirement. The last leg would be a little bit downwind so that if I was slow or the day ended early, I might still have a chance. My goal was to just get around since there was no existing state record in Standard Class. I thought I had to average about 50 mph to do so in the allotted time.



On the way to the gliderport I saw the first cu about 9:15AM. I felt the car starting to speed up. Alan Widner met me there and we helped each other assemble. He was also my Official Observer. I flew with close to maximum water ballast. Alan flew dry. I took off at 11:39AM. As soon as I got to gate height at 11:56AM I started. The first leg was critical. Would the lift be good enough that early ?

Right off tow it seemed decent enough and I got a very strong thermal just south of Airborne. On my GPS trace, that one averaged 4 kts over the climb and got me to about 4500 AGL. I got in high gear at that point. The problem was I had trouble connecting after that and about 50 miles out I found myself at 700 AGL. In desperation, I had dumped about 30-40 seconds of water just before that. Just enough to allow me to get centered in the one I finally found. It turned into a good one and in fact averaged 3.6 over the entire climb back to 4500 MSL. By this time Alan was well ahead of me. One reason I had chosen this course was that I thought the hill country might produce stronger lift than the typical Ohio flat land. In fact, it seemed to me that the bases were lower once

we got to the high ground and it was also somewhat overdeveloped out there. I think the forest land was wet and not as good on that day as the farm land. I flew conservatively into Athens trying to stay high but I was again at 2000 AGL when I got there. I spent 8 minutes gaining about 1600 feet right over Ohio University before I set out upwind. That first leg was slow. Even with the 5-8 mph tailwind component, I was only able to average 49 mph. Yet, it was still acceptable and I was optimistic about locating the good lift flying upwind versus crosswind.



The first thermal I found was average but I was able to center it easily and some streeting was now making it possible to fly longer between thermals. About 30 minutes out of Athens, I hit the best one of the day to that point. The GPS trace showed 5 kts. average for over 2000 feet of gain. Ten minutes later I hit another just like it. The high ground was behind me now and the cloud bases were going way up. My trace showed that I worked about 12 thermals in the 92 mile leg to Mt. Gilead. Most were 4 to 5 kts. overall. I would see 6 to 7 kts on the averager at times. At 3:40 PM I finally got over 5000 AGL. Looking back at the vertical profile from the GPS trace, during the first leg my average altitude was about 3200-3400 MSL. After 2:45 PM this went up abruptly to about 4500-5000 MSL. This is about the time I got back over flat land. It was also the strongest part of the day. On the upwind leg I averaged 46 mph and had no trouble.

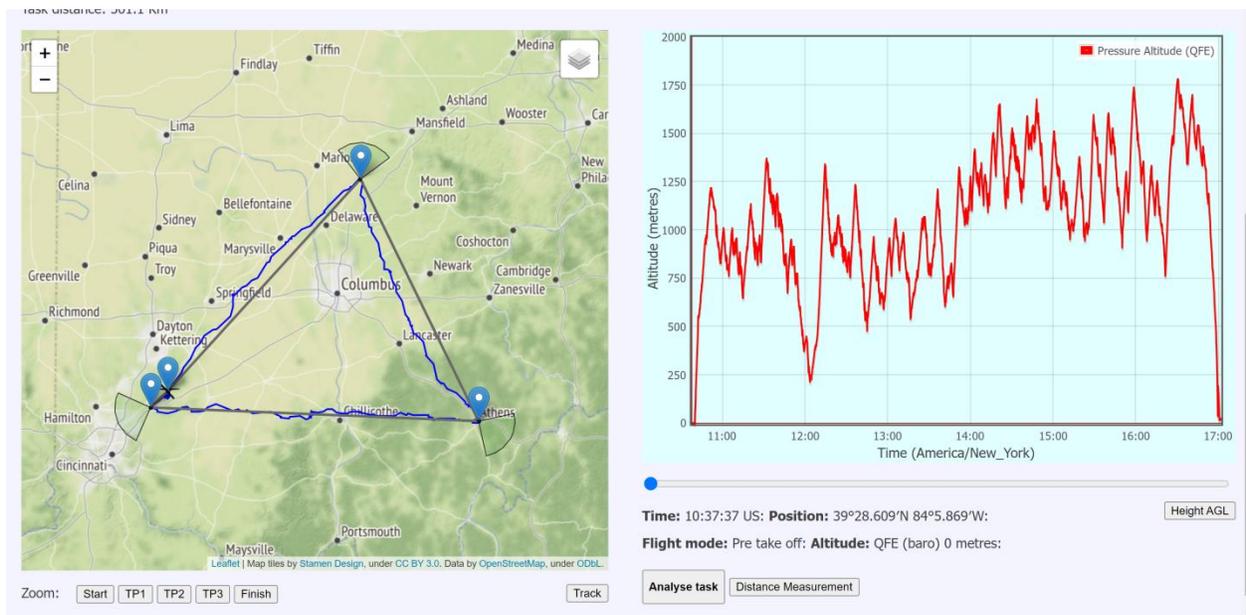
I made the turn at Morrow County airport at 4:21 PM...98 miles to get home. As soon as I determined that I had a very slight tailwind component I dumped all the water. I then found 3 consecutive thermals where I saw 8 kts. at times and all three showed actual overall climb rates of 5.5 kts. At Marysville I got to 5600 AGL...65 miles to go at about 5 PM. The sky still looked very good but I flew very conservatively on the last leg. After a very long cruise without connecting I got a little concerned just west of Madison County. I got down to 2500 AGL before I found another good one this time back to 5800 AGL. I worked one more weak one a little east of Springfield Muni and this one put me on final glide. I took three turns to gain a little cushion a few minutes later but enjoyed the cruise home from there, finishing at 5:59PM. The time on course was 6hrs 3min and 52 sec. Distance 311.11 miles. Average speed 51.3 mph. To make it possible I needed three things:

1. A very strong soaring day that started early and went late. This one was probably soarable

from about 11AM until at least 6:30 or 7PM. Alan Widner had been on the ground for a long time when I landed and he probably flew over 250 miles. (You should have declared something Alan.)

2. Cumulus clouds over the entire task area that lasted all day. Cu's were in abundance everywhere all day.

3. A little bit of luck. I got it when I found the thermal at 700 AGL about 50 miles out.



WITH BRAVE WINGS THEY FLY

I am sad to announce that CCSC has lost another great member and pilot. Greg Crook joined Caesar Creek back in the late 70's as a wide-eyed gung-ho guy just wanting to fly. He went through the training and quickly transitioned to a SGS 1-35 and then to an ASW20 (XM) and started competing on the local and regional level and then bought himself an LS6 (GC) that I helped him pick up at the port of Baltimore. Greg continued to fly locally every weekend. His girlfriend and then wife had the first trailer spot (now, Rich Carraway's spot) and so he had the party trailer after flying as it had such a quiet and beautiful view of the whole field, until the veranda was built. Greg loved to compete and flew many Regional and National contests around the United States and could be found on the top half of the score sheets. Greg also had a Yellow Lab named Yoda that he once trained to hunt with but also to bring him a beer in a Koozie after he landed. It was a sight to see.



Around 2010, after his divorce, Greg moved from Columbus to Hendersonville, NC area to start a cabinet business and became a successful businessman. He also enjoyed watching an Ohio State football game and Cleveland Browns/Indians game when he was not flying or walking his dogs. He also had a few Terrier dogs he loved very much. Greg's partner Arlene confirmed that Greg was surrounded by family and friends at the time of his passing. Good Finish GC! - B.Stoops

See more comments on our [Facebook Page](#).

SAFETY

FAA SAFETY TEAM / SAFER SKIES THROUGH EDUCATION

You have asked us to notify you when a seminar is scheduled that meets your criteria. The following seminar may be of interest to you: **"Takeoff and Landing Topic of the Month"**

Topic: The seminar will discuss Takeoffs and Landings in general aviation.

On Wednesday, July 6, 2022 at 18:30 Eastern Daylight Time

Location: Champaign Aviation Museum, 1652 N Main Street, Urbana, OH 43078

Select Number: GL07113368

Description: According to recent NTSB data 45% of general aviation accidents occur during the takeoff or landing phase. The GAJSC feels additional emphasis in these areas can significantly improve overall safety. The committee is also interested in traffic pattern procedures at non-towered airports and performance calculations.

Teaching Points:

- **NTSB data shows 45% of general aviation accidents occur during takeoffs and landings.**
- **Special emphasis on non-towered airport pattern procedures and performance calculations.**
- **Practical steps to improve collision avoidance.**
- **Pilot proficiency is still the most profound influence on flight safety.**

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

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

BASIC KNOWLEDGE 3 - 1 CREDIT

[CLICK HERE TO VIEW THE WINGS HELP PAGE](#)

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