



## Caesar Creek Soaring Club

## FREQUENT FLYER

August 23, 2022

### UPCOMING EVENTS

Sep 3 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Sep 5 - Julien Feis Birthday Celebration, 6 PM (see *Odds and Ends*)

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 19 – 23, 2022 - CCSC Adult Camp, 10 AM to 5 PM

Sep 20 - Daedaliens' Meeting

Oct 1 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Oct 8 - WPAFB Recreation Outing

Oct 15 - Good Neighbor Day and Oktoberfest Club Cookout

Nov 5 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Jan 29, 2023 - CCSC Annual Banquet, Engineers Club, Dayton

May 2 - 11, 2023 - 1-26 National Contest

### LAND UPDATE

The Soaring Society of Dayton (SSD) has closed on the 20.1 acres along Elbon Rd, south of the entrance lane. All the financing and documents came together to make an easy closing. There was still a lot of paperwork to be signed and Andrew Dignan did a fine job for SSD.

### MEMBERSHIP

#### NEW MEMBERS

We have a new member for this issue. Please welcome Maia McDaniel. She started flying sailplanes in 2018 after taking an introductory flight in Tehachapi, CA. After coming back down to earth, she realized she had found something very special and began taking instruction at the flight school there. She earned her private and commercial ratings within a year, and for about 2.5 years, giving sailplane rides was essentially her full-time job. In March 2022, she finally earned her CFI rating and began instructing. She has had the pleasure and privilege of flying with hundreds of different people of various ages and backgrounds, from young children who have never flown before to test pilots with thousands of hours. All this led her to pursue a career in Human Factors/Aviation Psychology and ultimately move to Dayton, OH to attend Wright State University's Human Factors graduate program. She is happy to become a part of Caesar Creek's community and is looking forward to flying with all of us!

**Welcome to the Club.**

#### MEMBER UPDATE - RICH CARRAWAY

One of our ambitious and dedicated youth members, Christian Maurer, successfully completed his checkride last Thursday, August 18, for the Aircraft Instrument Rating. Many of you know that the Instrument Rating is definitely one of the most challenging of the FAA ratings. Christian has been flying a well-equipped Cessna 182 Skylane that has all the bells and whistles required for some serious IFR work. Reports are that he did a super job!

Christian started his glider training almost ten years ago and I had the privilege of working with him during his pre-solo training period. From the outset, there was little doubt that he was a "quick study" and I attribute that to his innate flying skills and the many hours he flew with his dad, Norb, in their J-3 Cub. There's not much difference in the flight characteristics of the 2-33 compared to a Cub or Champ. Christian accomplished his initial glider solo in June 2015, just a few days following his fourteenth birthday. Christian attended all of the Youth Camps (YEW) during that early period, and while attending the 2017 camp, he worked with Bob Anderson on preparing for the checkride. He completed the Private-Glider checkride a few days after the camp. He then started power instruction at Waynesville airport and completed the Private ASEL ride in June 2019, flying a C-150. He then went on to the Commercial ride in a Cessna 172 in April 2021. Meanwhile he was working at Cubbie's doing office work, mowing, washing airplanes, and more recently, he's been involved in aircraft maintenance under the tutelage of Cubby Stewart. An A&P license is now on his radar screen.



While building flight hours for his Commercial, he started towing at CCSC and has become one of our most eager and active tow pilots (look out Don Green. Your well-deserved reputation as a gung-ho tow pilot is now in serious jeopardy!). As time permits, he's also working on the Commercial-Glider with his Uncle Manfred. A CFI-A and a multi engine rating are also part of his plan.

Christian is now returning to his third year at the University of Cincinnati, where he is an Operations Management major. That's a discipline that can serve him well in many career fields, but his real goal at this time is to fly heavy iron for a major airline. He definitely appears to be headed in that direction, and based on his past accomplishments, there's little doubt that he'll get there.

### **MEET OUR MEMBERS - DICK ECKELS**

In 1964, Dick graduated from the University of Maryland's Glenn L. Martin Institute of Technology and received a job at Pratt & Whitney's rocket engine development site in West Palm Beach, FL. Since he had grown up on the Chesapeake Bay and spent summers crewing on sailboats racing, he decided to buy a sailboat to sail and live on. He found one that the owner wanted to sell him, but the banks had other ideas. They would not loan money for any used boat. The Problem: new boats were ultra-expensive and still needed to be outfitted.

On 09/20/64, he had his first flight at Palm Beach Gardens (PBI) airport. A month later (10/18/64) he soloed with 8 hours and 45 minutes of dual time with 3 demonstrated precision spins and an hour and 35 minutes of instrument time in a straight tail Cessna 150. On 03/13/65 he passed his power private pilot check ride with just short of 40 total hours of flight time. The Civil Air Patrol (CAP) at PBI decided to offer a private pilot ground school and wanted Dick to organize and teach it. He accepted and started with 200 students, which were divided into two classes. After the first quiz he was down to 20 students and one class. Learning to fly takes effort.

Dick flew rental aircraft until 05/01/65 when he acquired a Globe Swift GC-1B, Registration No. N78065. During his familiarization checkout, the electric motor drive for the hydraulic gear system burned out. He saw a landing gear failure light (a first) and successfully used the emergency gear system to land. However, in his nervousness after the landing gear failure he ground looped the Swift though it did not do any damage. He had learned about rewinding electric motors from his grandfather so he found a shop that would rewind the motor with a heavier gage wire. During the motor repair time, he locked the gear down and proceeded to taxi the Swift progressively faster up and down the runway until he was confident of taxiing with the tail wheel up and directing the Swift from one side of the runway to the other and back with the normal crosswind. With the repaired motor



installed, he completed his familiarization with the Swift and started learning mild aerobatics (loops, Immelmann turns, split S, snap rolls, and barrel rolls) from his primary flying instructor.

Having started flying the Swift the first of May, he decided that the long weekend of July 1 thru July 5 would be a good time to go cross-country and visit his parents in Baltimore, Md. He took off from PBI after dark but then encountered radio issues when he could not contact any towers along the way. In Jacksonville, FL there was a searchlight on the field

aimed straight up. He dropped his landing gear and circled through the light above pattern altitude. He finally hears the tower tell an aircraft to hold up on takeoff; that there was an airplane on a right base leg. He dove for the active runway and landed.

The next morning the radio was checked and found to have a burned out final drive tube. "No Foul". The radio was fixed and he took off. Having refueled in Florence, SC, he reached cruising altitude and relaxed but noted a persistent miss in the engine. He tried adding carburetor heat with no change. Then a brilliant idea! Why not try a magneto check in the air? OK. Switch to right mag. No change. Back to both mags. Try the left mag. Oops, the engine quit completely. A quick look around showed nothing but tall trees with patches of water scattered. This is the middle of the "Great Dismal Swamp". From 10.5 thousand feet, he traded altitude for airspeed to reach the Richmond, VA airport. It takes full throttle to taxi. He got a little scared when the mechanic told him that the engine sounded fine to him as he taxied in. The mags were adjusted and checked OK so he left for Baltimore and landed without further event. His brother met Dick and was asking questions; he wanted to know what the RPM run up at the end of the runway was for. Dick showed him. Right mag is OK. Left mag is dead again. Dick asked the Friendship Airport FBO to completely overhaul both mags (*on a holiday weekend? WOW, Ed*).

With the weekend ended, Dick had to get back to West Palm Beach, but the overcast was low. He had more than a bit of Instrument time so he decided to try it out (*remember this is 1965, ed*). He landed in Raleigh, NC to refuel but after departure was almost immediately surrounded by un-forecast thunderstorms. He threaded a field of thunderstorms and finally decided it was enough and landed at Fayetteville, NC. Having decided that storms had subsided, he left Fayetteville and it was not long before Dick was again surrounded by storms and in the strong winds was being blown far off course. He landed at Wilmington, NC (on the Atlantic coast) and asked the FBO to shelter and securely tie down the Swift for the night because storms would hit shortly. Shortly after arriving at a motel for the night the storms started and prevented much sleep. The next morning he was greeted with clear blue and flew the beach shoreline to PBI with stops in Savannah, GA and Daytona Beach, FL for fuel, thus ending an eighteen hour cross country with only a total of fifty flight hours in his logbook prior to departure. He learned a lot on that trip.

Dick decided to leave Pratt & Whitney for GE in Cincinnati, Ohio. He now had a total of 91.4 flight hours and decided to start cross-country for Hamilton, Ohio. Although Dick thought that he could do a good job of navigating, he got lost over the Great Smokies. He could not contact Atlanta and was running out of fuel so he stayed to the east of Atlanta to avoid the dense jet traffic. He noticed a small airplane down low and slow and then saw a very short one-way runway on the side of a mountain. After refueling he took off and very soon found himself tucked in very close to mountain tops and just below a heavy overcast scud running up the backbone of the Smokies. He was obviously lost. Luckily he was using an old fashioned "coffee grinder" style VHT-3 radio where the FM commercial radio band abuts the VOR band at 108.0 MHz. There was no station indication but by running his hand up under the panel and grabbing a handful of wire he could get reception. Dick was 90 miles east of Knoxville and a broken ground wire between the radio and the VOR antenna was the problem. He continued toward Cincinnati in the dark when the light in the magnetic compass blinked out. He did

not have a flashlight so thereafter he always kept one in the cockpit. All other instruments remained lighted and the DG kept him close to the correct heading. He landed at London, KY but the next morning London was seriously socked in. He finally took off around 1300 flying directly to CVG, continuing to the Ohio river, turning left and flying northwest to the first river and then turning right. He flew upriver to the first city, turned right and amazingly was at his new home, Hamilton Airport (HOA). Dick was now much closer to Baltimore so he could easily fly over a weekend to see his parents. That meant flying over the Allegheny mountains, the worst average weather in the country. After being stuck over a weekend in Columbus due to inclement weather, he upgraded his panel with a second VOR radio, a marker beacon, and an ADF. Why ADF? Before the advent of GPS there were commercial broadcast stations transmitting with a power of 50,000 watts. Dick got a lot of actual instrument practice flying between HOA and Baltimore in official VFR conditions. Eventually he decided to get a real instrument ticket and signed up for the AOPA Instrument Approach Procedures course in West Palm Beach. On downwind at Knoxville he got a call: "Swift 065 your gear is not down go around". He counted the turns on the emergency system and at 30 turns the system locked up with 21 more to go. He used use all of his strength and finally the gear went down. He landed and found that in servicing the landing gear seal, the knee bolts were replaced with standard AN bolts rather than the special length knee bolts. And there was no retraction check. More lessons learned. After leaving for Cincinnati, he turned around in the seat to verify his position and was hit in the shoulder with the right side windshield. He had been told that the Swift was uncontrollable when a windshield broke. He slowed down to minimize buffeting, called PBI to declare an emergency and was told any runway was OK to use. At the FBO he got a new windshield, took off and flew back to Ohio with no further problems. he now had the amazing total of 230.7 hours of flight time, although he had only recorded 9.7 hours of dual simulated instrument time.

Dick quickly received commercial and instrument certifications and then was recommended for an instructor rating. He was very concerned about his knowledge but met with the head of the FSDO at that time. He started out reasonably and while answering questions, noticed the FSDO was wearing an unusual ring. Dick asked where he received it and the FSDO asked why he was interested in it. Dick replied that he had one exactly like it. The FSDO had graduated from the same all boys engineering high school that Dick had only a few years earlier. Dick started to acquire flight time as students typically tried to kill him. They missed. He moved to Reading, PA and instructed there for two years before returning.

Dick returned to the Dayton area in 1980. On July 6, 1986 he was given a glider ride at Waynesville by his kids in a SGS 2-33. He was hooked. He received several flights with some gliding old timers: Ken Nestor, Bruce Helvie, Bob Carlson, and Bill Fraser. Bill convinced him to visit CCSC. He did and soloed in N36135 two months later. Dick continued to fly as a student glider pilot until October 1989 when he was issued a commercial glider pilot rating by John Lane. In August 1990, he was checked out in the



L19 towplane. He continued to tow and give guest rides in various Schweizer gliders and the Grob. Although he was encouraged to pursue a glider instructor rating and had been a powered aircraft instructor since 1970, he did not feel qualified to teach in gliders. He practiced and accumulated time until the end of September 1996 when Mel Williams issued Dick a CFGI rating. He continued to teach in both airplanes and gliders until Jim Hurst asked him to accept the position of Chief Flight Instructor at CCSC. Being relatively young and dumb (*his words, ed*), he accepted and found that the job

required more than the ability to teach and organize programs. He needed to be able to herd cats as well. He did not feel that his time as Chief Flight Instructor was particularly successful, though he did learn more about the details of the FAA's Practical Test Standards. Jim Hurst recommended he take over as CCSC's Designated Pilot Examiner (DPE). Again, he accepted, attended the FAA's Pilot Examiner Standardization seminar in Oklahoma City and was designated by the FAA as an Examiner in 2001. Dick stayed in that position for nearly 20 years.

Dick had been spending winters in Florida for some time and his wife saw an ad in the local newspaper for pilots. He talked to Agape Flights and in December 2008 took his first flight to Eleuthera, Haiti, and the Dominican Republic flying mail and freight to missionaries in a Cessna Caravan. That continued with Beech Barons, Cessna Skyknights, and others until he reached the age of 80 and the insurance company said he couldn't fly in the Brazilian "Bandit" anymore. He has now been flying for more than 58 years and instructing for more than 52 years. He plans to continue flying for a while longer.

While in Florida, Dick joined the Tampa Bay Soaring Society (TBSS) and subsequently became their FAA designated DPE. Dick went on to tow for the TBSS and also towed for the annual Seniors Soaring Championship at Seminole Lake Gliderport.

Dick has a HP-18 here at CCSC and has flown it for almost 100 hours of his total glider time of around 2000 hours. Dick and his wife Laurel maintain a trailer in the campground and are active in the Club potluck dinners.

We are all born with a bucket of luck, some larger than others, and an empty bucket of experience and knowledge. We are allowed to exchange luck for knowledge, but it should be done very carefully. The day we die is the day our bucket of luck comes up empty. Our job is to fill the bucket of experience and knowledge before we empty the bucket of luck. Dick admits to having been rather profligate with his bucket of luck. At the age of 86 he doesn't know how much more he can experience and learn, but he is sure that his bucket of luck is certainly running low, so he must now be much more careful than he has in the past.

## **OPERATIONS**

### **CREW CHIEF REPORTS**

#### **2ND SATURDAY REPORT**

We had 40 flights (*a new 2022 record, ed.*) with 2 mile high guest rides. Routine ops using Runway 09. No ops or safety issues to report. No aircraft or equipment issues other than a minor squawk on BG. AL Quinn will email his concerns.

There are two large bags of ice in deep freezer.

#### **2ND SUNDAY REPORT**

It was a good day for training at the gliderport. Light winds, 5000' ceiling, smooth air. The rain showers stopped about 11 a.m., and flight operations commenced with two 2-33's on Runway 09. 14 flights total. We used all the ice.

33Z – the crack in left window has propagated and needs to be stop-drilled and taped. No other equipment issues.

#### **3RD SATURDAY REPORT**

We operated off runway 27 and had 14 flights, five of which were guest rides but one guest (a CFIG) joined the Club. There were no equipment issues. Thanks to John K12 and Jim Goebel for their help.

#### **3RD SUNDAY REPORT**

The weather kept us grounded today. The crew did housekeeping: Tow plane hanger was swept out; Old food in the refrigerator tossed out; Patio furniture scrubbed clean and deck swept. (*Well done and thank you, ed.*)

## SAFETY

The Safety Investigation is ongoing for the recent incident involving 16Q. The Board decided to make an insurance claim for the 2-33 glider. They also noted that the income from the insurance is partially offset by increased insurance premiums over the next three years. A full report should be available at the next Board meeting.

There was preliminary discussion about whether to replace the 2-33, upgrade to a 1-26 or 1-23, or some other considerations. The discussion was deferred since we have time to make the best decision.

## FAA ITEMS

"Pre-flight and In-flight Weather Resources Topic of the Month at the MERFI"

Topic: The seminar will discuss Pre-flight and In-flight Weather Resources in general aviation.

On Saturday, August 20, 2022 at 10:00 Eastern Daylight Time

Location: Champaign Aviation Museum

1636 N. Main St.

Urbana, OH 43078

Select Number: GL07114269

Description: The 21st Century has brought an unprecedented wealth of information to general aviation cockpits. Near real time graphical and textual weather products contribute greatly to pilot situational awareness and decision making. But pilots must understand the capabilities and limitations of the equipment and the information it provides.

Teaching Points:

- More pre and in-flight weather information is available than ever before but with that wealth of information comes complexity. Pilots must be comfortable with their choice of weather information services and they must be competent in making critical flight decisions based on assessments of the information provided.
- A thorough understanding of weather information resources capabilities and limitations is essential to safe flight.
- Weather information procurement and weather decision making should be covered in any proficiency training program.

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

## ODDS AND ENDS

### CROSS COUNTRY FOLLOW-UP - ROLF HEGELE

Our cross country training structure uses the Proving Grounds tasks for flying various length tasks. As of last Wednesday there had been four flights of Task 1 (about 50K) by four different aircraft. In first place were Brian Stoops and Rolf in the ASK-21 (48.72 km/h), second was David Wrinkle in his Hornet C (41.5 km/h), third was Dan Minor in his K-6 (28.5 km/h), and then John Lubon in his ASG-29 (20.7 km/h). (*Boy, we don't see that lineup very often. John, what happened? ed.*)

There have been a number of other attempts but the XC weather just has not been the greatest lately. After taking some good natured ribbing, John accomplished all three tasks in one flight. He flew a big loop to get all the waypoints and accomplished Task 3 at 89.4 km/h. Because of his big loop, his speed for Tasks 1 and 2 was still fairly low. Task 1 was recorded at 40.4 km/h and Task 2 was

accomplished at 34.3 km/h. (*This is the same reason his speed on the first attempt of Task 1 was so low, LOL, ed.*)

### **TRANSPONDER PAPERWORK - BOB MILLER**

Bob indicated that he has received all the paperwork from the transponder checks that were performed several weeks ago. He has laid all the paperwork in the Clubhouse for your pickup.

### **WEATHER SAFETY**

Bill Torok captured this picture from the East webcam around 2:20 PM on Sunday. It looks like the back side of the storm generated a good size funnel cloud.



### **JULIEN FEIS BIRTHDAY CELEBRATION**

Julien is celebrating his ?th birthday, and we would love for you to join us at the airport for some food and fun!

When? Monday, September 5, 2022 at 6:00 p.m.

Hamburgers, Hot Dogs, Brats, Beer, Soft Drinks, water and of course Dessert will be served.

**PLEASE RSVP ASAP, NO LATER THAN SEPT 3 FOR FOOD COUNT!**

**INFO@FEIS-CONSULTING.COM** or text 206-465-2110

Caesar Creek Soaring Club Pavilion by the Clubhouse



## CLASSIFIEDS

### PARACHUTE PACKING



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](mailto: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:

### 1<sup>ST</sup> 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.

### 1<sup>ST</sup> 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, Steve Hoffman, Lucas Hoffman, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

### 2<sup>ND</sup> 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, Lizz Suda.

### 2<sup>ND</sup> 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, Jack Derrickson, Fred Hawk, Mike McKosky, Lawsen Simpson, Bill Torok, David Wrinkle.

### 3<sup>RD</sup> SATURDAY

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

### 3<sup>RD</sup> SUNDAY

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

### 4<sup>TH</sup> 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, Cole Delabar, David McMaster, John Murray, Curt Pollock, Tony Rein.

### 4<sup>TH</sup> 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 Years Eve Volunteers

### POINTS OF CONTACT:

**PRESIDENT:** Andrew Dignan

**VP:** John Lubon

**MEMBERSHIP:** Brian Stoops

**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 8/08/2022 mkm