



August 9, 2022

UPCOMING EVENTS

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 - Daedaliens' Meeting

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

Oct 8 - WPAFB Recreation Outing

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

Jan 29 - CCSC Annual Banquet, Engineers Club, Dayton

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

TRANSPONDER CERTIFICATION TOMORROW AT CCSC

Bob Miller has been working to organize a date when we could get the Club transponders certified. This is needed for all the tow planes and some of the Club gliders. All Club members are invited to get their transponders certified TOMORROW, WEDNESDAY, AUGUST 10, 11AM. The cost is \$80.

LAND UPDATE

At the August Board meeting, an update on the status of the land purchase was presented. The bank has received the copy of the land and building insurance policy that we have on our large parcel that we are using for collateral. In addition, they have received the Appraisal and their appraisal review committee approved it. We are just waiting on Title work to be finished in order to set a closing date.

MEMBERSHIP

NEW MEMBERS

We have a number of new members for this issue. Please welcome Jack Derrickson, Bill Torok, and Cole Delabar.

Welcome to the Club.

NORM LEET UPDATE

It should be noted that following the spreading of Norm's ashes, the estate very generously donated \$15,000 to the club to be spent towards an aircraft. It was again stated that Norm had a great appreciation for the club and wanted to help ensure the club's future. A letter of appreciation is being prepared to Norm's estate as well as Dieter Schmidt for his ASK-21 down payment.



A TRIBUTE TO RUDY OPITZ 1910 – 2010 - BY WALLY DETERT

Rudy Opitz died on 1 May, 2010. He was three months shy of being 100 years old. He was born in Landesgut, Germany and built his own sailplane at the age of sixteen. Allow me to trace some of the historical events he was involved in, starting in the early 1930's.

Dr. Alexander Lippisch, working for the German Institute for Sailplanes (DFS), designed a sailplane to compete in the world gliding competition in the Olympics. This sailplane was built in six weeks by Willi Elias and his team of seven craftsmen. It was completed one day before the competition and was flown by Heini Dittmar, of international glider fame. He flew it to a new world distance record!

Dr. Lippisch did extensive aerodynamic experiments using large-scale models. One of his designs was a flying wing glider designated the DFS-194, which was intended to eventually be powered by a Walter R-I-203 rocket engine. Dr Lippisch encountered considerable interference from political and competitive factions within Germany. Consequently, the project, with Lippisch, Elias, and the whole team, was eventually transferred to Messerschmitt and designated Project X. This was a stormy relationship as Lippisch and Messerschmitt did not get along, probably because the DFS-194 did not originate on Messerschmitt's drawing board. Besides, they were Germans!

During this period the DFS-194, which was of all wood construction, was completed and began flight trials as a glider. The pilot was Heini Dittmar. The aircraft proved to have superb handling characteristics and was stable in all three axes. In early 1940 the rocket engine was installed at Peenenünde and powered trials were begun. The motor was fueled by T-Stoff (80% hydrogen peroxide) and a catalyst called Z-Stoff (calcium permanganate). The designation was changed from DFS-194 to ME 163. The performance of the DFS-194 was so outstanding that it revived interest in the ME 163, which retained the wooden wing and tail of the DFS-194 but had a redesigned fuselage of steel tubing and aluminum skin panels which were removable for maintenance purposes.



The ME 163 prototype, with a larger Walter rocket motor, was completed during the winter of 1940 and spring of 1941 as a glider and was towed by Heini Dittmar behind a BF110C, a twin engine bomber! The ME 163 proved to have a glide ratio of 20 to 1 and was difficult to land as it had a tendency to float (no spoilers). Its sink rate was only five feet per second at 137 mph. The performance of the aircraft was so good that the priority of the program was increased. Powered trials commenced in July, 1941 with the Walter HWK RH-203b motor of 1653 pounds thrust. Dittmar easily exceeded the world speed record with speeds of 500 to 550 mph. By towing behind a F 110c to altitude before releasing and igniting the motor, Heini achieved 623.85 mph (about Mach 0.84). Compressibility effects were encountered at this speed! Dittmar received the Lilienthal award for this flight. The DFS-194 wing had considerable washout at the tips to prevent tip stall which caused a negative pitching moment at high speeds. The wing for the Me-165A was redesigned without washout but with leading edge slots to prevent tip stalls and mitigate compressibility effects at high speeds. The rocket motor was very dangerous; the T-stoff had a tendency to clog the engine jets, which caused several explosions on the test stand. A new catalyst was developed, called C-stoff. This was a 30% hydrazine solution in methanol. One of the most dangerous materials known to man!

The aircraft used a two-wheel dolly for takeoff which was dropped after the aircraft was airborne. The aircraft needed to be perfectly aligned into the wind or it would veer off to the side or ground loop because the rudder was not effective until flying speed was obtained. An auxiliary rudder which was in the rocket jet stream was developed to solve this problem. Landing of the aircraft was by a retractable skid. When Dittmar flew behind a hangar which blanketed the headwind, he stalled and severely damaged his spinal cord. Investigation revealed that 20 G's were encountered during

landing! A spring-loaded seat was developed to mitigate these loads.

The operational version of the aircraft was the ME 163B, which incorporated the fixes developed in flight tests of the ME 163A and included cannon, gunsight, rocket pods, and instrumentation for combat. Rudy Opitz joined the program in the autumn of 1941. Initially he flew the ME 163A, but he was the chief test pilot for the ME 163B. Rudy worked closely with Wolfgang Späte who was tasked to develop training and operational tactics for the aircraft.

Rudy told me many hair raising stories about flight test of the ME 163B, including one where he was unable to throttle a dual chamber rocket engine and the aircraft accelerated to 702 mph before he could shut down the motor! Luckily for us, the ME 163B was not very effective in combat. The very limited range, the very high closing speeds, and low rate of fire of the cannons made it very difficult to hit the target. The aircraft was very vulnerable after landing on the skid since a special tractor was required to retrieve the aircraft. Many aircraft were lost on the ground. Rudy was seriously injured during a test flight when the aircraft caught fire during takeoff and he had to make a forced landing in a field and plowed through a stone fence. An improved model, the ME 163C, was developed and several airframes were completed, but they were destroyed to prevent them from falling into the hands of the Russians, who were invading the area. The ME 163D, with a retractable landing gear was on the drawing board at the time the war ended.

Rudy Opitz and Willi Elias came to the United States as part of Project Paper Clip, the U.S. Government's operation that brought many German scientists, engineers, and technicians to the states. Rudy and Willi worked at Wright-Patterson Air Force Base. Dr. Alexander Lippisch also came to the states and was the father of the delta wing. He was a consultant on the Convair F-102, F-106, and on the Concorde.

I first met Rudy Opitz and Willi Elias in 1953 when I came to Dayton from Cleveland, Ohio, and immediately joined the Soaring Society of Dayton. Rudy and Willi were working on the repair of a flying wing Horton IV sailplane which had been bought from Germany by a man named Butler. Butler attempted to fly the aircraft but crashed on his first flight. Rudy and Willi made a deal with Butler: they would repair the aircraft if they could fly it for a year. Unlike the ME 163B, the Horton IV was very unstable and had very poor directional control. I saw the first flight on the repaired aircraft at South Dayton Airport. Even Rudy had trouble on this flight, but by the second flight, he stayed up over five hours. Rudy subsequently won the Nationals in Texas with this aircraft.

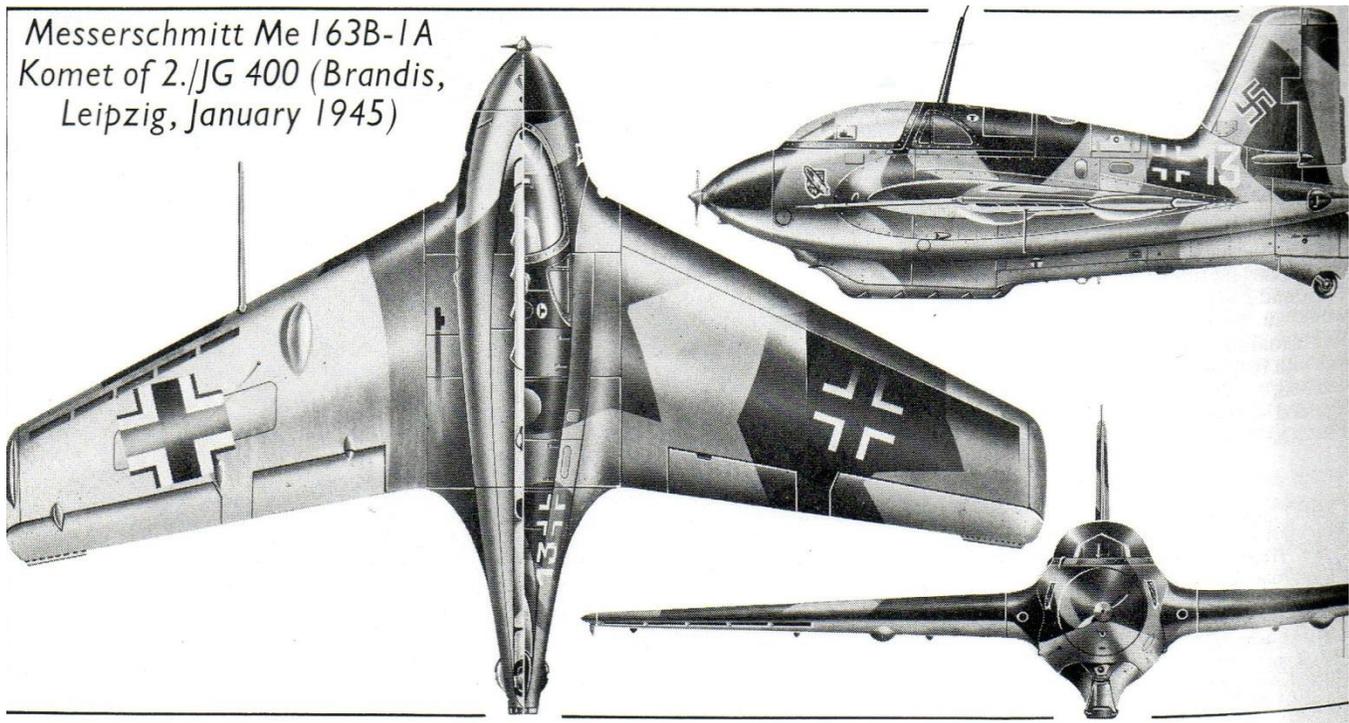
When I was in Cleveland, I helped a gentleman named Joe Anthony work on a Prue 215A sailplane. I helped him complete the aircraft for the 1955 Nationals in Elmira, New York. We completed the aircraft and Rudy flew it one day before the contest. The first contest flight was 143 miles, but the landing gear was damaged in landing. It took several days to repair, which put us out of the running. Rudy and I became good friends during this process, and he told me many stories about the ME 163B. Rudy and Willi became U.S. citizens in 1955, and Rudy became chief of flight testing for Lycoming Turbine Division in Stratford, Connecticut in 1956, where he checked out on helicopters. Willi stayed at Wright Patterson and died in 1996 from complications of a stroke. Will's son Karl Elias is still a member of the club (*currently inactive, Ed.*).

Rudy really enjoyed flying sailplanes. In fact, you could say they were his first love. He flew into his nineties. What a guy!

Rudy is survived by his wife Hanna, who was his nurse when he was in the hospital recovering from the crash of the ME163B. They were married after Rudy relocated to the U.S. He is also survived by two sons, Michael and Martin, as well as Michael's wife Nancy and a treasured grandson, Michael Anthony. Michael came with his father to attend the dedication of the ME163B at the Air Force Museum. Well into his nineties, Rudy climbed up into the cockpit of the plane and signed the instrument panel.

It was a privilege to know both Rudy Opitz and Willi Elias: one, a superb pilot and the other a master craftsman.

Reference: *Warplanes of the Third Reich*, by William Green



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.

REMINDER 1

All guest rides and NON-MEMBERS who fly, must sign a waiver. Even if they are flying on your ticket, non-members must sign a waiver.

REMINDER 2

There are two ways for guests to pay for their rides. If a crew member has 'PayPal Now' on their smart phone, they can run the payment from any credit card or PayPal account. The alternative is to use any computer/smart phone to go to our website (www.soarccsc.com) and buy a certificate. Their email receipt will qualify as payment validation.

REMINDER 3

Please put all battery chargers in their appropriate slot on the workshop door when not in use. This will make it much easier to install the chargers and we won't have to search all over for the correct charger. It has also been noted that some CCSC tools have been walking off and not being returned. Please return the tools so others can take advantage of our facilities and assets.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

No flying since thunderstorms crossed the field at 11:30 am. Andrew washed the tow planes props and 33Z's leading edge.
Had to send three guest rides home. Hopefully they will be able to fly tomorrow.

4TH SUNDAY REPORT

Flight operations were on runway 27. Al Quinn and Tim Morris were towing while John Lubon and Jim Goebel were instructing. It was a slow day – 8 total flights that included 2 guest rides



Mammatus Clouds over CCSC

Shut operations down around 2pm due to overcast and no flying customers. Brought ice for the water cooler

4TH SATURDAY REPORT

We had 16 flights with no equipment problems. John Murray bled SD's brakes and tested them. Be advised that it will take about 19 flights for them to become normally effective. Andrew Dignan worked on the cameras. Thanks to Jim Goebel and John K12 for helping with instructor flights.

4TH SUNDAY REPORT

Brought out gliders and set up operations on runway 27, but had zero flights for the day due to weather. John Lubon and Dan Reagan cleaned up a large branch that had fallen.

We noticed minor damage to the fuselage of SD. Chris Summers, Larry Kirkbride, John Lubon, Richard Cedar, and Christian Summers put SD in the trailer and took it to John Murray's shop for repairs. *(We still need additional carpeting to provide better coverage for our fuselage and wing stands, ed.)*

1ST SATURDAY REPORT

Unfortunately, the Wright Patterson guests from the Outdoor Recreation office were not able to get their rides due to poor weather. They did get gift certificates and will be back when the weather is better. I forwarded the Crew Chief contact info to their coordinator, Carolann Stanley. She will get it to the gift certificate holders so they can call ahead of their next adventure. I believe they will be coming back as individuals. Rolf made out the gift certificates. Thanks Rolf!

Equipment issues: From inside the glider hanger, the latch on the left most folding door needs attention. Either the fixture needs to be lowered or the door needs to be raised. SD was assembled and put in the hanger and is ready to fly.

1ST SUNDAY REPORT

It was a good hot day at the airport. We managed 23 flights most of which were student flights.

Thanks to K12 and Jim Goebel for their help augmenting my instructors. The only equipment issue is that the Kubota positive battery cable is corroded. We stopped operations twice due to weather close by and I stopped for the day with 8 members still waiting to fly after a large cell came close.

Purchased three bags of ice and used two of them. Four cases of water remain. We also signed up a new youth member and graduated three folks from the training crew.

SAFETY

The Safety Investigation is ongoing for the recent incident involving 16Q. The Board recently decided to make an insurance claim for the 2-33 glider. But 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 deferred since we have time to make the best decision.

FAA ITEMS

Digging into Glider Accident Statistics....

Notice Number: NOTC2538

It is the middle of the summer, and a precursory look at the glider accident statistics looks like we might be doing well this fiscal year (FY22). Although we have had a few tragedies, it looks like the total number of accidents is down slightly, with only 16 accidents listed on the NTSB CAROL search. It also seems that flight hours in gliders might be up. Of course, it all remains to be seen, but we have seen a community very engaged about discussing hazards, risk and factors involved in the accidents, all in the interest of making us all better and safer pilots. So please, keep it up, stay engaged and help us to make this a safer year for our sport.

Now, if you want to look back at trends over the years, and look at both high level statistics and dig down deep into the causes, factors, types and much more, there is a way!

A member of our community has made that much easier for all of us. After watching the FAASTeam annual program on annual/fiscal year glider accidents and reading many Soaring Safety Foundation (SSF) reports and programs. Millet Software, a specialist in data links, sources and data extraction developed an easier one-stop drill down for glider accident data (NTSB data) back through at least 2008. The following website will allow you to drill down on this data yourself, along with make charts and diagrams and more. He has made this available to the glider community in order to hopefully allow you to develop insights tailored to your specific needs, operation and club. It is useful, and I have been using it over the past few months. If you would like to try out the data tool set, you can find it here: [Glider Accidents 2008-2021 \(milletsoftware.com\)](http://GliderAccidents2008-2021.milletsoftware.com)

Those that are computer savvy with data access and structuring tools can probably jump right in and figure it out, but others may need a tutorial on how it works. A general tutorial on how similar webpages work can be found here: <https://youtu.be/Vwt8TXdKU7A>

So – if you have an interest, like to dig into data or just need some information for your own safety benefit, please take a look.

FMI about the tool & website: [Millet Software - Contact](#)

FMI about the FAASTeam and this notice:

Stephen K. Brown - FAASTeam Program Manager - Boston

781.238.7536

Stephen.K.Brown@FAA.GOV

"NAFI - Why Good Pilots Make Bad Decisions"

Topic: AOPA's Richard McSpadden Will Review Recent Accidents, Related Elements, And Discuss Why Good Pilots Made Bad Decisions.

On Wednesday, August 17, 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, August 18, 2022 00:00 GMT)

Select Number:

CE03114123

Description:

No pilot sets out on a flight seeking calamity. Unfortunately (and particularly in General Aviation), all too often what starts out as a routine flight somehow turns into something that at best, scares the dickens out of us, or at worst, damages people or property.

ASI Executive Director Richard McSpadden will review recent accidents, the elements surrounding them, and discuss why good pilots made bad decisions.

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

[Click here to view the WINGS help page](#)

ODDS AND ENDS

CROSS COUNTRY FOLLOW-UP - DAN REAGAN

For those who attended the Cross Country Seminar in April and May, here is an opportunity to fly some real cross country in the front seat of an ASG 32mi motorglider. The plan is to have you fly 90% of the flight and learn/understand decision making when the flight objective is achieving long distances. This is all contingent on the weather cooperating of course. For the last month there has been very little good weather so we are overdue.

If you are interested please send me an email to dreagan@fuse.net with your cell phone number, email address and mailing address. We would fly out of either Butler County Regional in Hamilton or CCSC depending on the day and conditions. Since the weather might be good any day of the week, please let me know what days will work for you. If it is a good day, the flight will last four hours or more. Then again it might last 30 minutes. It is best to arrive at the airport/gliderport before 10 am so you can be briefed on flight computer, engine, and other gizmos. A parachute will be provided. When I call you back to set up a time, we can discuss having water, snacks, and relief systems, etc.. I can provide all if need be.

Before the flight it would be a good idea to review the handout material supplied at the seminar. If you do not have it just search Introduction to Cross Country Soaring part 1 of 2 by Kai Gertsen, You can download and copy it there. **SO LET ME KNOW IF YOU ARE INTERESTED.**

Don't miss this opportunity!!

VINYL SIDING PROJECT IS NOW COMPLETE - KEITH KILPATRICK

Next time you go out to the club you won't help but notice the improvements to the clubhouse. Thanks to seven volunteers, making six visits, enduring the cold of April and heat of July, the clubhouse, porch, and wood shed now have a complete makeover with new vinyl siding. I'll be the first to say, when we started this project we knew nothing about installing vinyl siding. I had the guys read some online instructions to prepare for our first day out. The job went really well for a bunch of amateurs. By the time we were finished, one could say, we're now professionals.

I would like to thank the following guys that made this happen and my job easier as facilities director. Credit is due to the following members Ron Kellerman, Dan Reagan, Manfred Maurer, Larry Kirkbride, Dick Holzwarth, and Andy Breeze-Stringfellow. Next time you see one of these guys at the club you might want to give him a pat on the back and buy him a beer.



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 this year. Comes with a swamp cooler as well! It's the one with a Mako shark on top! Chuck is looking for someone who is neat and willing to split the monthly campground fee of \$40 per month.

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:](https://www.facebook.com/skydivesports/)



[//www.facebook.com/skydivesports/](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, Steve Hoffman, Lucas Hoffman, 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, Lizz 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, Jack Derrickson, Fred Hawk, Mike McKosky, Lawsen Simpson, Bill Torok, David Wrinkle.

3RD 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.

3RD 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.

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, Cole Delabar, 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 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