



Caesar Creek Soaring Club

FREQUENT FLYER

September 6, 2022

UPCOMING EVENTS

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, Steve Statkus

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

Dec 3 - 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) now owns 20.1 acres along Elbon Rd, south of the entrance lane. We contacted our farmer, Shinkle Farms, and he indicated that he would be glad to farm the additional land, but only if he could rotate crops and not put it into hay. He also offered to put in a culvert for access if we buy the culvert and then they will put it in. The Board approved that access.

MEMBERSHIP

NEW MEMBERS

We have new members for this issue. Please welcome William Noe and his son Lincoln. We also have a new Youth member, Jordan Olah.

Welcome to the Club.

OPERATIONS

ON-LINE PAYMENTS

We continue to get questions on how guests can pay for their Introductory Ride. How they pay should be noted on the yellow card and can be accomplished several ways. If someone has a PayPal account they can transfer money directly to businessmanager@soarccsc.com. To pay with a credit card they can use their phone or computer (as in the Clubhouse) to go to our website (www.soarccsc.com), then to Introductory Rides. From that page they can purchase a Gift Certificate using their Credit Card. If they show the receipt to the Crew Chief, they can then take their Introductory ride. The Crew Chief can also add the app 'PayPal Here' to their own smart phone and using the password can manually enter any credit card into the phone to pay for the Introductory ride. Oh, and we also still accept cash and checks.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

(I lost it, ed.)

4TH SUNDAY REPORT

It was a great day at the gliderport. We had 26 flights from runway 09. Thanks to Dan Reagan and Brian Stoops for spending time on guest flights. We had a total of 6 guest flights for the day along with private ship customers including Mark Miller, Don Burns, Dan Miner, Andy Breeze Stringfellow, and Manfred Maurer. I apologize if I forgot someone.

Thanks to Ron, Al, and Tim for a busy day of towing gliders. We also had two aero retrieves: Rolf landed at Red Stewart and Don Burns landed at Moraine Airport. On SD, the rear radio isn't working. Front radio is fine.

1ST SATURDAY REPORT

The first Saturday Crew arrived to low ceilings, thunderstorms and rain. The forecast called for the same, so we Remind-ed all that No Flights Ops would be conducted today.

Hangars appeared to be recently swept, so we cleaned the glider exteriors. Bugs Be Gone, at least for now!

We did note a distinct lack of dedicated canopy cleaner. Towels want washing. There was a nice parking arrangement in the hanger but only one bag of ice in freezer.

The hooks on a 2-33 tail wheel dolly appears to have been recently reworked and is now straight, as opposed to curved. The straight "hook" seems a bit dangerous to man and plane, so that dolly was tagged to encourage a thoughtful discussion.

1ST SUNDAY REPORT

We had low ceilings so there was no flying. We did have a crew cookout where Dieter's cheesecake was a hit. We moved the 16Q wing out of work shop. Five new students attended with one being a CFG.

SAFETY

The Safety Investigation is still ongoing for the recent incident involving 16Q. The Board decided to make an insurance claim for the 2-33 glider. A full report should be available at the next Board meeting.

There was discussion about whether to replace the 2-33, upgrade to a 1-26 or 1-23, or some other considerations. The Board decided to establish a subcommittee consisting of Manfred Maurer, Norb Maurer, John Lubon, and Brian Stoops to investigate the availability and condition of available 1-26s and/or 1-23s. They are to report at the next meeting.

FAA ITEMS

FAAST Blast — New Video Shows How to Check Status of Your Medical, Got Weather?, Sharpen Your Skills at an Air Show

New Pilot Minute Video Covers How to Check the Status of Your Medical

Pilots: Do you know how to check your current medical application status in MedXPress? FAA's Federal Air Surgeon Dr. Susan Northrup demonstrates how in the latest Pilot Minute video here. The video highlights the new "Application Status" tab in MedXPress that shows information to about 95% of users on their issued medical certificates. "If your application was deferred to the FAA for a decision, MedXPress will give you details about the status of your case," Dr. Northrup explains. If the FAA needs more information, MedXPress will display an Action Required icon. Check the Help tab on the site for more details. Be sure to check out the complete list of Pilot Minute videos [here](#).

Got Weather?

As pilots, you have access to more weather information than ever before. But having that information available is only part of the weather decision-making equation. Knowing how to acquire, interpret, and make operational decisions based on weather information is essential to safe flying. Look at this month's [FlySafe](#) topic, which covers how to make the most of your weather resources when planning a flight <https://medium.com/faa/use-of-weather-information-a16cc1d4c003>.

How an Air Show Can Help Sharpen Your Skills

Everyone knows air shows are a lot of fun, but they are also great opportunities for aviators to pick up some trade skills, try out new technology, and network with safety experts. For some good ideas on how to make the most of your next air show or aviation event experience, check out the article [“Sharpen Your Skills – Don’t Fly Past the Educational Benefits of Air Shows and Aviation Events.”](#) Check out the entire air show-themed July/Aug 2022 issue here: <https://www.faa.gov/newsroom/faa-safety-briefing-magazine>.

Produced by the FAA Safety Briefing editors, www.faa.gov/newsroom/faa-safety-briefing-magazine

Address questions or comments to: SafetyBriefing@faa.gov

Follow us on Twitter @FAASafetyBrief or <https://twitter.com/FAASafetyBrief>

ODDS AND ENDS

ADULT CAMP, SEPTEMBER 19 - 23, CCSC - STEVE STATKUS

We'll run operations from 10 AM until 5 PM and have at least one tow pilot and one instructor on the field throughout the day and week. It's a low key operation and as usual, pilots are expected to serve as line crew when not flying, or telling tall tales of their soaring prowess. At the end of the day on Friday, we vote on the most unbelievable story told during the week and that pilot buys the beer. Hope to see you there working on your Proving Grounds x-country skills. I'll have my phone number on the land out card just in case. But, if you do make the task and tell us, you'll be buying the beer.

12 WAYS TO PRACTICE XC WHEN STAYING LOCAL - ADAM WOOLEY

It happens all too often when we find a day where there are good soaring possibilities or life gets in the way which doesn't allow for cross country. Too short a soaring window, restrictions on the sailplane because of club requirements, the wind is too strong, you're not feeling up to it, etc.

Rather than just aimlessly flying around the local airfield, some of the below items can be practiced so that when you do fly XC next, you are better prepared. Always remember, you cannot get better or develop your skills unless you practice!

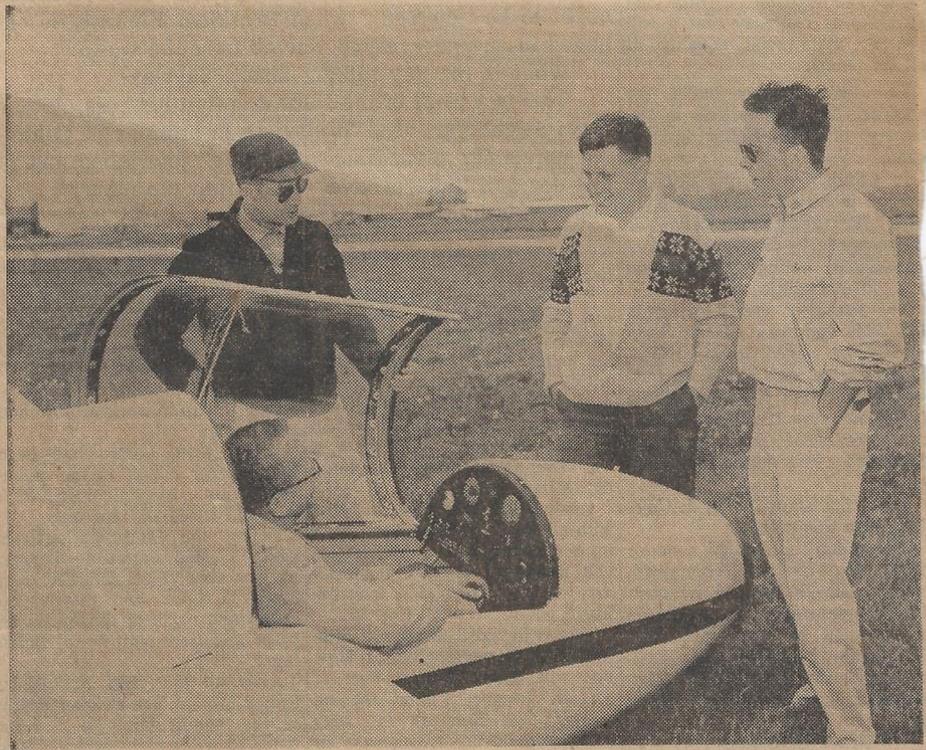
1. One of the biggest factors in going faster or just enjoying your flight more is simply, centering thermals quickly. Speak with a local coach or trusted friend, find a small number of systems, and develop them to a high standard. Always use 35° of bank or more. Practice using the turn direction that you least prefer. Once you've found a climb, airbrake down and see if you can hook it and center it quickly from lower down. However, be sure to keep your situational awareness up and not to cause a conflict with the local traffic pattern.
2. Work on your cloud selection, note your success and failures, try to remember a way to recognize the best working clouds. This can be done too while on the ground at work looking up, or driving enroute to somewhere. Watch the cloud development and its cycle, work out which ones are beginning their life, at their peak, and naturally, dying.
3. Is there an inversion on this day? If so, be aggressive in leaving the thermal as soon as it weakens off, go find another one and work on point number one again!
4. Are you confident with airspace and going right up to its limits without busting it? Create a practice airspace file with a 5000' lower limit on it within 20km of the airfield. See how close you can consistently go to it, without infringing it. Learn how close you can go, get to trust your flight computer numbers vs the scoring program.
5. Reading clouds, try to learn where to consistently find the lift. If the wind is increasing with

altitude, then you'll find it on the windward side. Decreasing with height, then it'll be on the lee side. How will the sun affect where to find the lift? Then work on point 1 again!

6. If there are other sailplanes in the area, practice joining them. Ultimately you want to join with efficiency, but without scaring yourself or them! Always be predictable and most importantly, fly in a way at which you'd like to be thought upon, respectful and professional.
7. Final glides, can make a huge difference in your overall speed on the day. I set a 500 foot (*CCSC recommends 1000 feet, ed.*) safety height when it comes to these practice days, then run into the airfield. It gives a small amount of nerves but gives lots of safety, plus height to practice a low save before you go out and try again. Naturally on the last final glide of the day, practice right to the usual minimum finish heights – you'll be faster because of your practice, but for sure you'll get more nerves, which of course you need to practice dealing with too!
8. If cloud streets develop, practice using them. Try flying at different MC settings and note the results. If you're fortunate enough to be practicing with other gliders, see who can do it with the least amount of height loss, see who can do it the fastest, or with the least amount of risk.
9. Glider tuning, it's another important part. Perhaps you could use your day to try a different CG, either full aft or full-forward, what does it feel like? How did it affect the performance and handling? Work on water ballast dump tests/timing. Tuning the vario so there's no stick lift? Compare your vario readings with others, etc.
10. Look for shear wave, it's there more often than you think. Do you know how to find it in the first place? Check out all the sources, not the appearance of the clouds and where you found the thermal wave. They also occur on blue days! Visualize the method you used successfully and repeat them in the blue.
11. Practice 1500 foot beer can turnpoints; see how often you can get the least amount of data points in each sector. You'll save 1km of distance each time, equaling more speed. Also, practice a 1.5hr AAT, but do it twice – that way you can learn how to judge your timing twice a day.
12. When you do come into land, make it a spot landing, just as if you were landing into a difficult field. What if it had a power line and you had to go under or over 90 foot high trees like in Finland?

(Courtesy of Wings and Wheels and Adam Wooley, subscribe to their newsletter at <https://wingsandwheels.com/newsletter>)

5th Local Glider Meet To Open



—Palladium-Item Photo

George Stillwagon, Dayton, seated in the Schweitzer 123 sail plane, explains the instruments to Marve Frost, Dayton; Duane Sprague and Ed Graham, both of Cincinnati. All will take part in the thirteenth annual Wright Memorial Glider meet at the Richmond Municipal airport beginning Saturday and lasting through Memorial day.

More than 50 pilots, who will bring about 30 gliders and sailplanes, will begin arriving Saturday for the thirteenth annual Wright Memorial Glider meet at Richmond's Municipal airport. They will soar for prizes during four days of competition.

This will mark the fifth successive year the engineless craft and pilots have arranged a meet here.

Enthusiasts of the cloud-soaring sport will be here from at least four states, representing many glider clubs. Flying events will include absolute altitude, distance, endurance soaring, distance to goal, bomb dropping, altitude gained and spot landings.

Competition will be in two divisions, junior and senior, based on experience.

A banquet will be held Monday evening in the Sky Tech hangar at which three trophies will be awarded winners. Colonel Herbert Johnson, chief of maintenance engineering of the materiel division at Wright-Patterson field, Dayton, will be the speaker.

Robert Christman, Dayton, says the sponsor of the meet, the Soaring Society of Dayton, anticipates new records being set during the four days of the meet.

The public is invited to attend

Any of the events. Parking will be available inside the airport grounds. No parking is permitted along Ins-227. Entries in the meet are expected from Ohio, In, Missouri, IL, and Michigan. May 26, 1961

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



<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

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BM@soarccsc.com

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n11rdbird@att.net

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

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