



## Caesar Creek Soaring Club

## FREQUENT FLYER

November 22, 2022

### UPCOMING EVENTS

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

Jan 7, 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

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

February 21, 22, 2023 - FIRC Reno

February 23 – 25, 2023 - SSA Convention, Reno, NV

Mar 4, 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

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

May 2024 - Contest, Club Class Nationals, XC Soaring Invitational; Chuck Lohre, Steve Statkus, Contest Co-Managers; Brian Stoops, Contest Director

### EVENT - CCSC 1-26 CHAMPIONSHIP & X/C INVITATIONAL

The annual 1-26 National Championship contest will be held at Caesar Creek Soaring Club this coming May. We're planning one official practice day, Tuesday, 2 May, but will have a tow plane available Monday, 1 May. You are also welcome to come early and fly with the usual weekend glider pilots at our club. The first contest day is Wednesday, 3 May and the last contest flying day is Wednesday, May 10. May 11 has been set aside for the morning awards banquet.

In addition to the 1-26 contest, this year we are also inviting those pilots who have completed the CCSC X/C training class offered the past couple of years to fly the 1-26 tasks in gliders of their choice. They will launch after the gate is opened.

The official Practice day is May 2, 2023 with the mandatory Safety Meeting held that evening.

Contest flying days are May 3 - May 10.

1-26 National Contest Entry Fee is \$400. The Deposit is \$150.

X/C Soaring Entry is \$250 with a \$150 Deposit

Registration is through the SSA website and checks should be made out to "CCSC Contest."

CCSC Contest Web page. <http://www.soarccsc.com/2023-1-26-championship-x-c-invitational/>



### FINANCIAL

While preparing the 2023 budgets, an internal review noted that while we can support either the purchase of the land or the ASK-21B, our current cash flow does not support both at the same time. Therefore, we have started looking at other funding options to get us through the next five to ten

years. We have put together an initial listing of these options and encourage you to respond to Chuck Lohre, Treasurer ([chuck@lohre.com](mailto:chuck@lohre.com)) with your recommended approach, or additional options.

- **10% Increase in Dues and Fees** - The last time we had a dues and/or fee increase was January 2018. Towplane fees have not changed since January 2015. This proposal is an across the board increase of Fees and Dues of 10% and would affect our Schedule of Fees and Dues as follows:

<u>Item</u>	<u>Was (\$)</u>	<u>Proposed (\$)</u>
○ Member Dues	28	31
○ Youth and Family Dues	12	13
○ Initiation	600	660
○ Youth, Military Initiation	75	83
○ Hookup Fee	20	22
○ Tow Plane Fee	17.50 (until a complete analysis)	19.25
○ Aircraft Use Fees		
▪ 2-33	10	11
▪ G102	25	27.50
▪ G103	17	19
▪ ASK-21	20	22
▪ I-26	TBD	TBD
○ Guest Tow Fee	50	55
○ Campground Fee	40	44
○ Enclosed Hanger	45	49.50
○ Tiedown Fee	12.50	13.75
○ Pole Barn	25	27.50

It should be noted that we prepared a second budget with these increases and it would only increase our annual income by about \$14,000.

- Continue the current Aircraft Assessment beyond May 2024 - This would continue to add about \$20,000 to the budget until the aircraft is paid for (estimated to be 2029 with this as the only source)
- Increase the current Aircraft Assessment (TBD)
- Sell some of the property across the road - one member recommended selling one acre lots back in the tree area of the new land purchase. Would require a project to divide the property. Estimated income: \$50K to 60,000.
- Solicit low interest contributions from the membership to fund either the land, the glider, or both
- Sell additional stock for the exclusive purpose of paying for the land or aircraft. (Current *Code of Regulations* limits member ownership to 1% of the outstanding shares. That would generally limit members to 31 shares while most have 12. If we asked all active members to purchase an additional 19 shares, we would incur additional income of about \$320,000.
- Start a 'Fund – Me' page to "Protect our Flying"

## MEMBERSHIP

### INITIATION FEES

Several months back the Board voted to change how the second half of the Initiation Fees is to be paid. It was decided that the \$600 Initiation Fee was to be paid in two pieces: the first \$300 is the minimum required to start flying at the club; the second \$300 was to be paid in \$100 monthly increments so that the entire Initiation Fee was paid off by the member's six month in the club.

We still have some members who have not completed paying their initiation fee, and they will start to see the \$100 monthly increment on their future Statements.

## MEET OUR MEMBERS - ROLF HEGELE

I was born in Germany late in the war and arrived in the US by boat in 1948 to meet up with my father who had come to Dayton via Operation Paperclip in 1946. My mom had been involved in gliders and my dad became an international parachute specialist with the US Air Force. I had a built in interest in flying and was able to make it a part of my life.

In the 1930s, my grandfather built a summer house on the "Hornberg" which was a multi-tiered flattop mountain in the foothills of the Alps. The flattop ridges were at 90 degrees to one another so ridge flying was very easy to get into from the winch launch. On the lower level (where the house was), there was also a small gliderport which had been started in 1925. Wolf Hirth was the first schoolmaster there. Before and during the war, the Hornberg had grown into a center for building, repairing, and flying gliders. With four major hangers, the airport became a target during the war and the glider facilities were destroyed and would not start up again until 1952.



House at lower right. Winch at left, middle

At that time, the State (Baden-Württemberg) owned the property and provided the instructors through the Baden-Württembergische Luftfahrtverband e.V. (the State flying agency, like our DOT). They built the school up to where they even provided rooms for students during their one to two week training sessions. During the 50s, my aunt restarted her lessons and then married one of the instructors.

### I had my in!

After my junior year in High School, I talked my parents into letting me spend the next two summers in Germany, sharing my time between the Hornberg and Stuttgart. During those three months, I was able to spend at least a month living with my aunt and uncle in the house on the Hornberg; no electricity and running water only from the rain cistern hand-pumped to the house attic. And so I started flying gliders on July 18, 1961 with my uncle Hans as my instructor. My first trainer was a Scheibe Bergfalke II and then I transitioned to an Alexander Schleicher (Ka-4) Rhönlerche. I soloed on August 1 after 4 1/2 hours of flight time over 40 flights. By the



Bergfalke

end of the season, I had 63 flights, all winch launches except for one introductory aerotow launch, my C badge, and 2 hours 18 minutes of solo time.

My second season started on July 17, 1962 and I soloed again after four flights. Eight days later, I was taking my ground and flight tests for the German Private License, which I formally received on August 29. I had used the Scheibe B-Spatz for my tests but later flew the L-Spatz, which replaced the skid with a wheel. On July 31, I was able to get my Silver Altitude in the B-Spatz and got introduced to the Alexander Schleicher Ka-8. I was able to get my Aerotow



**Rhönlerche**

Endorsement at that time also. (In the picture below, the blond haired guy is Hanns Oestreicher whom I met and flew with both summers. He lives in Garmisch Partenkirchen and we still visit and talk regularly.) I ended up with a total of 25 hours and 10 minutes solo time.

III. Nr. 1653	XII. Art der Erlaubnis		Erteilt am	Stempel
IV. Name des Inhabers: Rolf Begele	Klasse I (einmotorige und einmotorige doppelstilige Segelflugzeuge)		29.8.62	[Stempel]
geboren am: 27. September 1944	Klasse II (doppelstilige Segelflugzeuge)		2.10.62	
V. Wohnort: Dayton 40 Ohio-USA	Klasse III (drei- und mehrstilige Segelflugzeuge)			
Straße und Hausnummer: 4801 Nean Meadow Drive	XIII. Besondere Berechtigungen			
VI. Staatsangehörigkeit: amerikanisch	Ausbildung von Segelflugzeugführern			
[Portrait of Rolf Begele]	Kunstflug			
	Schleppflüge hinter Luftfahrzeugen			
	Wellenflug			
	Spezialflächenseil (Inhaber des Allgäu. Flugzeugführerscheines Nr. ....)			
VII. Unterschrift des Inhabers: Rolf Begele	Inanspruchnahme des Spezialflächenseils auf Flugzeugen über 30 MStk (Inhaber des Zeitscheinbeschlusses Nr. ....)			
XI. [Stempel]	IX. Gültigkeitsdauer des Luftfahrerscheines für Segelflugführer			
VIII. Bundesrepublik Deutschland	gültig bis		Stempel	Datum
Land: Baden-Württemberg	25.7.63		[Stempel]	2.8.62
IX. Unterschrift: [Signature]	[Stempel]			

**What a cute guy. Whatever happened to him?**

In 1963, I did go to Richmond IN and got a glider flight but did not stay with it. Like so many others things, life, work, marriage, and school took over and kept me from flying again for a while. Around 1970 I started flying power (I lost my first logbook so I don't know exact dates) and ended up with my Private Certificate in 1973 and then subsequently getting my Instrument Rating in December, 1978. During the mid 1980s, I worked out of Lancaster, OH for a company that manufactured and installed security and video systems at nuclear power plants throughout the eastern half of the country. I was responsible for that product line and since these power plants were generally not near major cities, I was able to validate that I could get to the sites cheaper and faster by private aircraft than using commercial airlines. This let me fly throughout the eastern half of the country as well as to one power station in the hills of Texas. This enabled me to keep the instrument rating current without too much additional training. I became well acquainted with high-end single-engine retractable and complex aircraft. Barb and I did a lot of ski trips to Michigan and New England this way, as well as southern vacations including a two week Bahamas Island-hopping tour.



**Rolf in B Spatz**

After so much training and warnings about unusual attitudes, I wanted to learn some aerobatics so I could reduce my fear of those attitudes. I took aerobatic lessons at Moraine in their Decathlon and got my tail wheel endorsement. Wow, this pilot was much more concerned about unusual attitudes than the airplane was. In reviewing my logbooks for this article, I also noticed that I had gotten a flight check from John Lane to qualify in a C182, which I took to Monticello KY (I don't know why and didn't remembering meeting the gentleman). At the end of 1986, I took another hiatus from flying because my job was taking me all over the country and I was traveling at least half time.

In 2000, the urge to fly came on again and this time I elected to come back to gliders, my first passion. So I joined CCSC in 2000 and started soaring on August 12. Just four days later, after six flights and 2 ½ hours of flight time I soloed a 2-33 and on September 16 got my Glider Private Pilot License from Jim Hurst. After continuing my training, Jim also issued the Commercial Glider License on January 13, 2001.

In the meantime, I had gotten all the front and rear seat checkouts and subsequently bought into a partnership on the Standard Libelle201 (N11rdbird). This was a fun ship that climbed like crazy but would not penetrate well for cross country (XC). It was a great learning ship and I did use it for XC and thermaling experience. I was able to go to the Ridge and to the Seniors Contest with it. I did get my 300K gold distance in that ship by flying CCSC – Pickaway County – Oxford – CCSC in exactly 6 hours (I never said I was fast. In fact, I'm not).

I was still traveling some and was able to connect flying with that travel. This included Ridge Soaring, PA; Moriarity, NM; Estrella, AZ; New Castle, VA; Minden, NV; and Seminole Lake Gliderport, FL. Then in 2011, an opportunity came to get into a partnership on an ASW-20 (OS), which was a much more capable penetrating glider. So I started flying more cross country. I even got so bold as to try some 500K triangles around CCSC but I never got close. After Dan talked so highly of the Wave Camp in Shiflet, NC, I decided to try it too. The first year I didn't get very high although I did experience wave, but the next year in February, I got my Diamond Altitude and both Dan and I got our Lennie for achieving 25,000 feet. I also wanted to try a few contests, so I decided to try the Region 4 North contest out of Mid Atlantic Soaring Association (MASA) in Fairfield, PA. I had my first off-airport landouts and got that out of my system. This is where I started noticing I am not fast, and convinced myself of that at the Club Class Nationals at Wurtsboro, NY.

But I still needed my 500k diamond distance so Dan Reagan suggested I go out west and try the mountains around Parowan, UT. I had a lot of trepidation about flying there, and although Mark Miller and I talked about flying together, we were never able to hook up. My first year in Utah, I did try a 500K triangle but landed out at Richfield with some nasty results due to unexpected gusts. But not smart enough to learn and stubborn enough to try again (the German in me), I went out again with Mark and Dan and was able to accomplish the diamond distance which completed my Diamond Badge. I learned a lot flying the mountains, sometimes working hard not to break 18,000 feet, and the views were just incredible!



A couple of weeks after returning from Parowan, I had my TIA stroke which shut me down for the rest of the year. In 2019, I started flying 2-seat gliders because I wanted someone with me whom I knew could land the glider if needed. There was also some interest in learning XC techniques and I felt I could mentor pilots who wanted to experience XC flying. John Lubon and I set up the Proving Ground tasks (see kitchen hallway) and I made a number of attempts and finally accomplished

Tasks 1 and 2 (in the ASK and Grob respectively). The challenge is there for everyone to try. Three and one-half years since the stroke, I have started flying some solo and guest flights after getting the OKs from my Cardiologist, Neurologist, and Barb. I've also cleaned up some of my medications and thought about getting my Third Class Medical back, but have decided I am not going to pursue powered flight unless I do it with Light Sport Aircraft. So my final tally for powered flight is a total of 883 hours; 88 hours of tailwheel aircraft; 70 hours of night flying; 112 hours of actual and simulated Instrument time (mostly actual); 259 hours of retractable time; and 191 tows.

My glider data now totals 737 hours spread over 619 flights (understand most of those in Germany were under 10 minutes); 670 hours PIC; and have flown 16 different glider aircraft. I'm hoping to fly a few more years as I still really enjoy the daily challenge of flying with the weather we are given and maximizing another safe adventure.

## CREW CHIEF REPORTS

### 2CD SATURDAY REPORT

No operations today due to mixed rain and snow and low ceilings at 10:00 EST. KILN TAF indicated these conditions would persist, off and on, throughout the daylight hours.

The crew (those who showed up) swept up the hangar, shop, and clubhouse. We also function checked the fireplace. (It works). The right hand door from the main room of the clubhouse to the kitchen, the door with the sign saying "Please keep these doors closed during the winter" was propped open. We closed it. If there was a reason for the door being left open, I apologize.

In the main hangar, we discovered both 2-33s were not plugged into chargers. This could have been due to an oversight, or they may have been taken off their chargers due to lack of recent use. Not knowing which, we plugged both in.

### 2CD SUNDAY REPORT

Despite the wintery mix that awaited us on the ground, we were able to manage 15 flights before calling it a day. A few issues arose; the driver side front tire of the Kubota went flat a few hours into operation, the headset in 48L had very heavy static and difficult to hear, and lastly Gordon Penner noticed the spring on the left flap on 909 was a bit weak.

### 3RD SATURDAY REPORT

We had zero flights due to excessive winds that were projected to get worse throughout the afternoon. We used the hanger to disassemble the ASK-21 CC and put it in the shop.

### 3RD SUNDAY REPORT

It was a very cold day but sunny with light west winds. 9 total flights including one guest ride. Hans and his 14 year son, Jack from Cleveland came to see the club.

The gator has a flat left front tire and only 2 golf carts seem to be working.

## SAFETY - MARK MILLER

During the discussion of the results of the accident investigation on 16Q during the BOD meeting on Saturday, I was tasked with reminding all the crew chiefs that we should always have a radio present and monitored. Although some on the BOD wanted to have the crew chiefs specify someone on the crew to do this I insisted that this be left up to the crew chief. I know some of you prefer to do this yourself; however, when you need to run to the woods or the clubhouse please designate someone in your absence. I would recommend having two radios and leave one on the picnic table for other crew members to monitor.

The other reminder from this accident is to make sure that the "radio" on the checklist means to check the radio operation, i.e., call the tow plane to ensure that both aircraft transmit and receive. Most pilots do this now but we know that the accident pilot did not. Radio on the checklist means more than just "on".

## ODDS AND ENDS

### GROB 102 PREPAY

At the last Board meeting, the idea of pre-paying for flying the Grob 102 was discussed and approved. If you would like to prepay, please contact Andrew Dignan and you will be billed \$100 at the end of January. This allows you to fly the Grob 102 for the entire year at \$0 per flight rather than the normal \$25 airplane fee.

### SOARING MAGAZINES

In the office, we have years' worth of *Soaring* magazines in binders by the year. Is anyone interested

in them?

### WORKSHOP AND FIELD CLEANUP

This year's annuals are starting off with ASK-21 CC. Over the years, the shop has been filled up with lots of stuff, much of which is out of age or completely unknown as to what it belongs to. Therefore, in order to expedite the annuals, we are going to clean up the shop by cleaning out unknown items. Therefore, if you have anything in the Shop that you want to keep, get it out now. Anything still there by this weekend is fair game for the trash bin.

In addition, it was acknowledged that a significant number of items have been left around the gliderport and not disposed of. There will be a continuing effort this winter to clean up shelves and buildings and remove items not accounted for. Again, if you have something you desire to keep, mark it as your property.

### SCRAPBOOK

Tim Christman has generously allowed me to have his dad's scrapbook digitized. The process is going slow due to the 200 pages in the scrapbook and many loose pictures from the binders. If you have any old pictures, stories, or articles that you would let us share, we are gathering a historical perspective of the club that we hope will entertain you for many years. Let Rolf know.

## 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:** Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, 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, Dieter Schmidt, Andrew Stryker, Grant Stryker, 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, Greg McDowell, Tom Rudolf **Crew:** Kevin Cochran, Jack Derrickson, Fred Hawk, Bob Kramer, Mike McKosky, Lauren Simpson, Lawsen Simpson, David Wrinkle.

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

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Henry Hayter **Instructors:** Kat McManus, Sami Rintala. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Michael Hayter, Charlie 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, John Kondratowicz, Maia McDaniel. **Crew:** Val Boehm, Jacob Dunnohew, Mike Keltos, Josiah Guentter, Brian Stoops.

### 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. **Crew:** Mauricio Berrizbeitia, Richard Cedar, Rick Ghai, Jeff Grawe, Keith Kilpatrick, Bill Noe, Lincoln Noe, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers.

### 2023 5th WEEKEND CREW DAYS:

Jan 29 – 3<sup>rd</sup> Sun Crew

Apr 29 – 3<sup>rd</sup> Sat Crew

Apr 30 – 4<sup>th</sup> Sun Crew

Jul 29 – 4<sup>th</sup> Sat Crew

Jul 30 – 1<sup>st</sup> Sun Crew

Sep 30 – 1<sup>st</sup> Sat Crew

Oct 29 – 2<sup>nd</sup> Sun Crew

Dec 30 – 2<sup>nd</sup> Sat Crew

Dec 31 – New Years Day 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 11/22/2022 mkm