



## Caesar Creek Soaring Club

## FREQUENT FLYER

February 21, 2023

### UPCOMING EVENTS

February 23 – 25 - SSA Convention, Reno, NV

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

Apr 1 - Shareholders Annual Meeting, 9:30 AM, CCSC Clubhouse

Apr 1 (No Foolin) - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

May 2 - 1-26 National Contest Practice Day

May 3 – 10 - 1-26 National Contest Days; Chuck Lohre & Steve Statkus, Co-managers

May 6 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

May 11 - 1-26 National Contest Awards Breakfast

May 2024 - Contest, Club Class Nationals, Sports Class Regionals; Chuck Lohre, Contest Manager; Brian Stoops, Contest Director

### FLYING

**GLIDING PSYCHOLOGY** - *By Adam Woolley*

“The scores are tied, it's time for the big one”, I was up for it. Some of my followers would of course recognize where this opening line came from, and if not, then you would recognize it's certainly from somewhere else! This article is about how I went from having the right psychology or mindset for an entire nationals, where I was leading right up to the last day with a slender lead against two great pilots, to the wrong one in a matter of moments.

I like to think of myself with a strong mind, one that is focused, has definite goals, and a burning desire to achieve them. In fact, I'd say that these are four key ingredients is what makes a winner. It's what I have desired my whole life, to master the art of competition gliding, to become a winner, a world champion. Each season poses different learnings, so let's go back two seasons prior to the one I'm in now. Previously, I owned a glider that allowed me to win almost every day I took off, it was something special and everything about it just jelled with my style. I thought that I finally figured out this game, just turn up and win, easy.

#### Can't Win Every Day

Well, I'm human after all, there is certainly no doubt about it. I sold that glider, upgraded to a different class, and unfortunately haven't won since. But that's ok, I've just been on another one of my learning phases so that one day again soon, it'll all just fall into place & I will win the big one, the world championships. One of the lessons I learnt after selling my Ventus 2a, was that in fact, you can't win every day forever, it's just not possible. The same can be said for gliding competitions as a whole too, it's just not possible.

#### Pushing Too Hard

The lesson above came from a day when I was clearly going to win at the 20m nationals last year. I had built up a huge lead in the trying conditions, only to not slow down in a critical area out of fear

that I'll mark the climbs for others and they'll catch me back up. I pressed on to climb away, like I always do, run home, and blitz the day by some margin. Only thing is, I didn't. I landed out, throwing the nationals away by being too proud. The lesson, while I picked the optimum start time, did everything correctly, I got unlucky with an unsoarable area, that the later-comers, just flew straight through and landed at home. I should've just slowed, marked a few soft climbs for others, and accepted that I'll come home with 900pts plus now instead.

### **Fly Consistently**

This got me thinking, it's not possible to win every day, nor every competition either. What could I do about it? Firstly, I realized the lesson and made a conscious effort to fly consistently, be happy when I was leading, and accept when someone has caught me up over 80% of the task, and then just fly home with them to save a disaster by pushing too hard at the end and losing even more points. It felt really good, I was having a lot of fun at the same time too because I didn't feel the pressure.

The last day, Taylor departs early. Scutter and I are circling around at base, the last two to start. Scutter makes a false start that I wasn't aware of, I wait 3 minutes and then head off to chase. My preparation for the day, and my mindset is still the same as the start of the comp, just fly a consistent flight, you are strong at these days, no need to push hard, and keep doing what you have done for the whole comp.

### **Stay Focused**

Scutter zips past in the opposite direction just 5 kilometers after I started. I know he's going back for a re-start. Instantly, my mindset goes back into old Adam ways, push like crazy, win every day, he's not going to catch me! It's a classic Australian day, one that I can read really well. I get away with just about anything on days like this. The start was good, but then on the second leg, I descended into a different air mass that I hadn't experienced before, and wasted 30min climbing away from 1000'agl, the rest is history. I went from 1st to 3rd in a matter of seconds, and it was all because my psychology changed. Lesson learnt. While every nationals is important, in the end, it's all just practice for the big one, the world championships. My toolbox is again bigger and I'm very grateful to have had this experience, even though it did hurt!

### **CLOUDS ARE CONFUSING - BY GARRET WILLAT**

Cumulus clouds can give you too many options. Left, Right, more left, 2 to the left looks good, but the right looks better 5miles down the task, and it never looks better straight on course. So many choices to choose from, I can be like a kid in a Candy store, completely overloaded with options.

### **Take a Mental Snapshot**

Taking a mental snapshot of the clouds is crucial because you want to know if the clouds are growing or decaying. You want to know how long they are lasting. Remember that a great cloud 10 miles away might not be there in 10 minutes when you get there. Maybe you can get there faster; however, you might need to stop and take a climb to make that 10 miles and that time could double. You get the idea that you will not be teleporting under the cloud with the snap of your finger.

Not all of the clouds work. How annoying is that? It could be an excellent-looking cloud that doesn't work. Remember that it might not just be your inability, talk to other pilots, and see how successful they are. At the Club Class Nationals in Hobbs one year, I did a pre-briefing briefing, and that was one of the questions I would ask the pilots to get a group average percentage of the reliability of the clouds. There was always one pilot that said they had a higher percentage of working clouds (generally the day winner). It made everyone feel better because many pilots assumed they could not get the clouds to work. "Don't put all of your eggs in one basket" was something that 3-time WGC Champion George Lee always told me.

### **50/50 Rule of Thumb**

Connect ground to cloud base. There is a 50/50 rule of thumb. When you are in the upper 50% of the working band look up at the cloud, and in the lower 50% look down at the ground to find the thermal. It is always a good idea to figure out the thermal from the ground to the cloud, this is especially true in

mountain sites, and when the cloud base is high as you might be looking under the cloud, but on the wrong side of the mountain.

### **Short-Term/Long-Term Plan**

When you are looking at the clouds and trying to determine how to pick your path to get to the turnpoint, you want to have a short-term goal and a long-term one. You need to look at the next few thermal options and how you are going to use them, so you do not get stuck. Then you need to look farther down the course to get the fastest speed, and also, so you do not get stuck in 20 miles. You do not have to stop at every cloud. You are going to sample a lot of clouds and thermals; however, only stop and take the strong ones, at a minimum take the average ones.

### **Committed Pilot**

As you head North, the clouds are working better on the West side. This might be easier when you are on the East side of the course line because the side of the clouds closest to the course line is working. However, many pilots forget the West side of the clouds are working better when they get on the west side of the course line, especially when you are already making a significant deviation and the clouds are big. Because you have already deviated to go under the cloud, make sure you are going to the side that is working best.

Many times I will have a student make a heading change to a cloud, but then as we get closer, they end up flying near the thermal not under the part of the cloud where it is probably working. My favorite is when right before they get under the cloud, they turn to head toward the next cloud. Since the sink is generally near the lift, all we end up doing is deviating to areas of sink and resulting in me having more grey hair.

*(Articles courtesy of Wings and Wheels. Join their Newsletter:*

<https://wingsandwheels.com/newsletter>)

## **CREW CHIEF REPORTS**

### **2<sup>ND</sup> SATURDAY REPORT**

We had 11 flights from routine operations using runway 09. No operational or safety issues.

Equipment: We started the day with one operational golf cart plus the Kubota. All other carts have a dead battery. We put one cart on the one working charger and left it.

Towplanes. 909 needs an oil change so we did not use it. 48L tach time 4064.5 48L tow release is sticky/binding under load. Haskell will call Tim to discuss.

### **2<sup>ND</sup> SUNDAY REPORT**

It was a beautiful day at the gliderport. We started operations on Runway 27 anticipating that the winds would soon shift. However, the winds proved to be gustier and more easterly than expected, so we soon shifted to Runway 09. We had 24 flights, including a 2 1/2 hour flight by John Lubon in his new (to him) ship.

Only one golf cart was operational. The cart on the charger still did not start. One battery charger was repaired. 48L was our primary towplane. Tach time 4067.1. With Tim Christman's approval, we used 909 for a few tows and delivered it to Cubby's at the end of the day, per Tim's request.

A new crack was noted in the canopy of the 1-26. The crack is on the right side at the bottom; about 3" ahead of the canopy latch. John Murray completed the weight and balance on CC with the assistance of Richard Cedar and several crew members

Safety: John Lubon had a close encounter with an Amazon Air 767 in the vicinity of the field. Ground observers reported that the plane crossed over the field at an altitude between 3400 and 4000 (not sure if that's MSL or AGL), based on phone apps.

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

Operated off the east end of the field and had three flights with no problems.

SD was assembled but is still red tagged to get the final annual tasks completed.

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

Strong winds prevented any type of safe operations. The winds did reveal some weak areas of the metal roof on the pole barn. I'll show Keith where those areas are.

## SAFETY

### LOW FLYERS

John Lubon had a close encounter with an Amazon Air 767 in the vicinity of the field. Ground observers reported that the plane crossed over the field at an altitude between 3400 and 4000 (not sure if that's MSL or AGL), based on phone apps.

### FAA SAFETY

#### "GAJSC Topic of the Month - Intro to SRM"

Topic: Introduction to Safety Risk Management

On Wednesday, March 1, 2023 at 19:00 Eastern Standard Time (16:00 PST; 17:00 MST; 18:00 CST; 14:00 HST; 15:00 AKST; 17:00 Arizona; Thursday, March 2, 2023 00:00 GMT)

**Select Number:** GL05119857

**Description:** Safety Risk Management is an important tool for all pilots to use in order to make each flight as free from danger as possible and ensure the best chance for a positive outcome.

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:

Basic Knowledge 3 - 1 Credit

## ODDS AND ENDS

### 1-26 CHALLENGE AND XC INVITATIONAL

CCSC will be hosting the 1-26 Championship May 2-11, 2023. Normal club operations will be in effect on the weekends and on Wednesdays, but at the back of the grid and maybe a few launch before if they don't cause any problems. On Tues May 2, Thu May 4, Fri May 5, Mon May 8 and Tue May 9, Chuck has lined up XC pilots for the ASK 21s and Grob 103 so that club members that want to learn or experience XC/contest flying can do so with experienced club members. On the five days available, we have fifteen slots open depending on the weather. Registration will be on a first come, first served basis. The contest charge per a whole day of flying will be \$100 (*this is still being discussed, ed.*), you will also pay the regular club fees to 2000' as well. So, if you want to have the first chance to fly, email Chuck Lohre ASAP and he'll let you know what slot you have. Everything will depend on the weather. If the first three slots can't fly May 2, they will try again on Thu May 4 and so on. We hope you can join us for this exciting opportunity. You might just land out at Warren County and try again but that's the point. Regular tach time, club retrieves will apply. Scoring will be via the Online Soaring Contest for the XC Invitational. Contact Chuck Lohre, [chuck@lohre.com](mailto:chuck@lohre.com), or text 513-260-9025.

### AIRCRAFT UPDATE

The Baby Grob 102 and the ASK-21 SD are coming off the insurance hold as of 1 March so they will be eligible to fly again.



## 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, Jordan 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, Chris Keegan. **Instructors:** Kat McManus, Sami Rintala. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, 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, 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. **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](http://soarccsc.com) for phone numbers and email addresses for all members.

Revised 01/25/2023 mkm