



*Frequent Flyer*

## **Caesar Creek Soaring Club**

April 24, 2018

### **UPCOMING EVENTS**

- May 5 Board of Directors - 9:30 AM - John Lubon
- May 5 Tow Pilots Meeting - 1:00 PM - Tim Christman
- May 19 WPAFB Airmen Recreation Program event at CCSC - Kevin Price
- May 20-31 1-26 Championship Contest - Steve Statkus
- Jun 2 Special Meeting of Share Owners combined with BOD- 9:30 AM- John Lubon
- Jun 9 WPAFB Airmen Recreation Program event at CCSC - Kevin Price
- Jun 16 Pot Luck Dinner
- Jul 15-20 YEW 2018 - Steve McManus
- Aug 3 WPAFB Airmen Recreation Program event at CCSC - Kevin Price
- August Adult Camp
- August Sailplane Weight & Balance Party - Chuck Lohre
- Oct 20 WPAFB Airmen Recreation Program event at CCSC - Kevin Price



Members of the Cincinnati Chapter of Ferrari Club of America enjoyed an outing at Caesar Creek Soaring Club on Saturday, April 21. The weather cooperated and the field remained mostly dry and firm enough to enable Maury Drummey's Third Saturday Crew to launch a total of 28 flights, twelve of which were Introductory Flights for guests and ten of those were Mile High flights! It was a great day at the gliderport with food at the flight line provided by the Ferrari Club.







There was ample opportunity for members who wanted to complete their annual club checkout to fly with Zach Siefker or Chris Uhl and good advantage was taken of their availability. Maury thanks Rich Carraway, Brian Stoops and Zack Siefker for their help.





When the gliders were safely parked in the hangar it was time for a delightful pot luck meal. There was a small turnout but an excellent buffet and dessert bar (with cheesecake to die for!) Even with the non-stop socializing, members displayed excellent situational awareness in keeping the fireplace warm and crackling.  
*[Editor: Thanks to Norm Leet for photos and reporting.]*

## 1-26 CONTEST NEEDS VOLUNTEERS - STEVE STATKUS

The 1-26 contest is a month away and we need help to make this event happen.

We need a **couple of people** to share the effort to host the catered dinners as shown on the accompanying schedule. (And I need to know if there is anyone out there who can whip up the **spaghetti and meat ball dinner**. This a carry over from the Region 6 meets.) See the schedule below.

We also need about **5 people to step up and help with the launch crews**. We hope to have two crews of 3 people each to be available every other day so we don't depend on the same crew for each contest day. We already have 1 person who has agreed to fill one of the 6 slots.

I need an **assistant contest manager** to help me throughout the meet to deal with the day to day issues.

I also need a **couple of detailed minded folks** to help at registration.



And finally, but maybe not, a **couple of folks** who will be available throughout the week to help on a day to day basis on tasks not thought of at this time.

So far, I have four people who have agreed to help. They have agreed to staff positions not defined in the above. So, you can see that we need 12 volunteers to make this event happen. Please look at your schedules and see if you have some time to help with this contest

Thanks. Steve Statkus hm: 513-576-9080 email: [stevestatkus@gmail.com](mailto:stevestatkus@gmail.com)

### **Meal Schedule for 1-26 Contest** ([Check out the CCSC web site for more details and timing.](#))

Practice Day 1, (Monday May 21,) 10:00AM Pilots Briefing, Registration, Casual Flying.

Practice Day 2, (**Tuesday May 22**,) 10:00AM Pilots Briefing, 12:00PM Gridding and Contest Launch. 6:00PM **Dinner (Cookout at the Patio – Burgers, Brats, Potato Salad and \$1.00 Beers \$10.00. CCSC caters)**

7:00PM Mandatory Pilots Briefing

Contest Day 1, (Wednesday May 23,) 10:00AM Pilots Briefing.

Contest Day 2, (**Thursday May 24**,) 10:00AM Pilots Briefing.  
**6:30 PM Dinner (City BBQ, Slaw, Potato Salad & Cookies \$17.00. Catered)**

Contest Day 3, (Friday May 25,) 10:00AM Pilots Briefing.

Contest Day 4, (**Saturday May 26**,) 10:00AM Pilots Briefing.  
**6:30 PM Dinner (Spaghetti & Meatballs, \$13.00. CCSC caters I think.)**

Contest Day 5, (Sunday May 27,) 10:00AM Pilots Briefing.

Contest Day 6, (**Monday May 28**,) 10:00AM Pilots Briefing.  
**6:30PM Dinner (Fried Chicken, Mashed Potatoes, Corn, Bisket \$13.00. Catered)**

Contest Day 7, (Tuesday May 29,) 10:00AM Pilots Briefing.

Last Contest Day, (**Wednesday May 30**,) 10:00AM Pilots Briefing  
**6:30PM Dinner (All you can eat Pizza and \$1.00 Beer. \$10.00. Catered)**

Awards Brunch, (**Thursday May 31**,) 9:30 AM (**Free Breakfast Buffet for pilots; cost for Crew and Guests, Catered**)

These contests do not happen and run on their own energy; it takes work by a few individuals to pull off a successful contest. And so it is with the 1-26 Championships next month. These 1-26 guys have all flown with each other many times in the annual Championships and the event is more like a family reunion than a glider contest so the pressure is very low and the contestants are very easy to get along with. Please think about joining this fun event, make some new friends in the process and learn that there is a subculture to soaring that is challenging, inexpensive and rewarding in it's own right. Thanks. - Steve Statkus, Contest Manger

**WEDNESDAY REPORT - KEITH KILPATRICK** - Field wasn't too wet on the north side. There were light east southeast winds, but no lift. 9 flights total.

## **SUNDAY REPORT - STEVE STATKUS**

18 flights, mostly annual check rides but some student proficiency flights. A good day for sled rides. We did generate an item for discussion at the upcoming Tow Pilots' Meeting: The title of this little play is "Whose on First, and What's on second." . . .

Visualize if you will a crew operating from the west end of the field. They are launching to the east, on the north side of a soft field that gets softer the further South you go. Since they're using K21's they stage as far west as possible to give the tow planes (909 and 48L) some additional runway. And the tow planes are landing to the West after entering the pattern on a right hand base leg. And now the rest of the story . . . . .

48L is hooked to the K21, slack removed and the tow pilot announces "48L departing Caesar Creek, glider in tow." Power is applied and the take off roll begins just as 909 turns base to final below the trees on the north side, east end of the field!

909 powers up and away as 48L releases the tow rope and moves away from the K21. Everybody did everything right . . . . eventually.- Steve Statkus

## **RIDGE REPORT**

Early reports from Ridge Soaring indicated that our team was finding some of the ridge lift that they are seeking on the Bald Eagle Ridge. Friday, 4/20, Dan Reagan logged a 1,204km flight at an average speed of 169.8 km/hr over an 8.07 hour flight and John Lubon logged 1,010km at an average speed of 132.2 km/hr over a period of 8.16 hours. Take a look at OLC for standings in the [Champion OLC 2018 \(USA\)](#) and you will find that Dan Reagan is now ranked #2 in the USA!

## **ANNUAL FIELD FLIGHT REVIEW REQUIRED NOW**

Remember that CCSC has a requirement that each member complete a CCSC Field Flight Review with a CCSC instructor and get the instructor's endorsement in his/her logbook each calendar year prior to acting as PIC of any CCSC glider (UOP 4.2-Pilot Qualifications). Your first CCSC glider flight of the year must be with an instructor. Take advantage of the good spring days ahead to get the requirement completed well in advance of the great soaring that is sure to follow. You will want to spend your time soaring then, not waiting for your turn to do the Flight Review. Also, check your logbook. Do you need to complete the FAR 61.56 Flight Review this year? If so, why not combine the two flight reviews and get both completed when they will not interfere with the soaring you want to do during the great weather later this year.

## **BRONZE BADGE QUESTION OF THE WEEK**

When thermaling, the best speed to fly is:

- a) Best L/D speed
- b) Best L/D plus 1/2 the estimated wind
- c) Best L/D for the angle of bank being flown plus 1/2 the estimated wind
- d) Minimum sink speed for the angle of bank being flown

See the SSF [Study Guide](#) for a practice test with all the questions.

## **AN AIRMAN'S ODESSY BY BOB HERREN, 1-26 DRIVER**

I fly from the Waynesville Airport. All the gliders that fly from there are 1-26s except for the FBO's 2-33. The FBO has been very accomodating about tows. The Waynesville Airport is in Southern Ohio and is less than three miles from the Caesar Creek Gliderport and about fifteen miles north west of

the Wilmington Airpark where the Wilmington National Weather Service is located. Depending on your source the Caesar Creek Soaring Club is either the largest or second largest glider club in the US.

By wandering around the internet I noticed that many National Weather Service offices put out a soaring forecast. Some are incredibly detailed as to location and the conditions for lift thermal, ridge and wave. I wondered why the Wilmington NWS office did not put out a soaring forecast considering there were so many gliders flying near them. Incidentally, what is now called the Wilmington Air Park was formerly the Clinton County Army Airfield, where all the WWII glider activity was headquartered. In July 1943 massive storms destroyed the base and all the aircraft there. From 1946-1948 it was the site of "The Thunderstorm Project" in which a stack of five armored, radar equipped P-61C airplanes were flown into thunderstorms. They flew on top of each other at 5,000; 10,000; 15,000; 20,000 and 25,000 feet to get vertical cross section data. Much of what we know about thunderstorms comes from research conducted there. One of two surviving P-61C aircraft is at Wright-Patterson AFB but in their great wisdom they have decided to restore it as a P-61B. (Stay tuned the bureaucracy is just starting to spin up, or grind down depending on your perspective.)

One day I got a robo email that there would be a Wings program at the other Wilmington airport about weather and a forecaster from the Wilmington NWS would present it. I am reluctant to use his name without his permission. After the program I asked him about a soaring forecast. It turns out that he once worked at the Reno NWS office and they put out a soaring forecast. He explained that the NWS did not put out forecasts based on need ..... that they had to be requested by some governmental safety organization before they could consider doing one. He went on to explain that did not mean a private or commercial organization couldn't benefit from the NWS forecast but they couldn't request it. He went on to give the example that they made a forecast for Kentucky Speedway, a privately owned NASCAR track in Northern Ky. Very much a privately owned for profit venue but some governmental safety organization had asked them do forecasts for them. Perhaps a local volunteer fire department.

Armed with that knowledge I started trying to dream up what governmental safety organization I might know. The town of Waynesville has a yearly fish fry for their fire department but unfortunately that had just happened and they have little connection with soaring. I asked some people I knew and they had no ideas. Then after the better part of a year two guys from the FAA FSDO in Cincinnati walked into the office at the Waynesville Airport. They said they were just paying a call and said with a grin, "We're from the FAA and we are here to help you." I jumped on that remark and started pleading my case for the Wilmington NWS to issue a soaring forecast. One of the gentlemen took time to listen to my story and explained that they were from the maintenance section and that was not their department but they understood that better weather forecasting would improve safety and they would take the case to their boss. He did and they listened and his boss asked the boss at the Wilmington NWS to issue a soaring forecast. He really stuck in there furthering the cause. I'm reluctant to give names without their permission as I sure don't want to cause problems for those who have helped us.

A few months later I was contacted by someone at the Wilmington NWS office about the soaring forecast. He was wanting to know what soaring pilots wanted in a forecast. While many aviation forecasts, like TAFs are very standardized, soaring forecasts are incredibly different. I started with what we didn't need, we didn't need ridge lift or wave forecasts. We didn't need one at night and we didn't need one in the winter. Then the problem of what to use to make the forecast from. The Wilmington NWS happens to be one that launches a balloon twice a day. A forecast based on the morning flight would have the most accurate data but it's at 1200z. While a forecast based on a forecast like the RUC could be based on a better time and location. Then the problem of software to

do the forecasting was a problem. Actually getting the forecast out is more a software problem than a forecasting problem. They could get software free from a couple of other NWS offices that did soaring forecasts. There was a third choice but it would have to be purchased and they were funding limited and I have none. I have a 1-26 to support!

### "The Rest of the Story"

I just put 500 hours on #586 last fall and consider myself in between a novice or experienced soaring pilot. So I started asking some of the more experienced local glider pilots. Some highly experienced and accomplished, especially Dan Regan and Bob Miller. Bob Miller pointed out that if it was too complicated it would be too difficult for new pilots to use. I sent all I learned to the NWS and my suggestion they use the software from the Twin Cities NWS and use the actual balloon data and they at the NWS also came to the same conclusions.

By now it's two years into this and now I'm just a passenger on this flight and it's up to NWS. They said they hoped to start it April 1st. They got the first forecast out on Friday April 13th. There is a good joke about those two dates but my jokes aren't funny. And of course you can't have software or fermentation without bugs. For some reason the software initially was not updating so the only forecast it gave was for Friday the 13th but that script problem has been fixed now.

As it stands now the soaring forecast goes to their website as soon as their morning weather balloon finishes its flight. That launch is 1200z or 8am EDT. The launch has to be at that time because it has to be at the same time as all the rest of the balloon launches so they can understand what the weather actually is. It is not the best time for soaring forecasts but it's what we get. Also since the forecast is from the balloon launch it's not real close to Marion, Ohio where COSA operates.

I don't think the NWS has finished with the soaring forecast. They may make improvements with experience and user reports. I have no idea if this will be of help to many glider pilots. It should be available for the 1-26 Nationals, but I have no idea if it will be helpful. As President Trump says, "We'll see what happens." - Bob Herren, #586

*[Editor's note: last week hidden on page 9 was a first announcement about this new soaring forecast available to us. Unfortunately, Bob's name was misspelled at the beginning of that article. So, my apology to Bob for misspelling his name and a big round of Thank You's from the members of CCSC who will benefit from this new soaring forecast that he helped bring into being!]*

## **NEW SOARING WEATHER FORECAST PROVIDED BY NWS AT WILMINGTON**

Bob Herren from Stewarts' airport has been working with the weather service in Wilmington to get a soaring forecast site for this area. They are still testing the site, but here is a link to give you an idea of what will be available: [www.weather.gov/iln/soaring](http://www.weather.gov/iln/soaring). That link has been added to our website at the top of the [WEATHER](#) page so you will always be able to find it easily. Sustained availability of this service may depend on how much it is used, so be sure to include this check of our soaring weather as part of your regular check of the weather. - Bob Miller

## **SPECIAL MEETING OF SHAREOWNERS: JUNE 2, 2018, AT 9:30 AM**

Several years ago the date of the annual meeting was changed to the second Wednesday in April in hopes that more participation in the meeting could be achieved because of the strong participation in Wednesday flying. That change may have worked initially, but in recent years participation has declined so low that it is not healthy for a well-run corporation. Consequently, at the recent Annual Meeting of Share Owners a motion was passed to "Hold a Special Meeting of Share Owners on June 2 at 9:30AM at the Clubhouse to consider a change to the Code of Regulations relative to the Annual Meeting date." One thought is to hold the Shareowners Annual Meeting on a day when the Board of Directors is scheduled to meet and combine those two meetings. For instance, move the

date of the Annual Meeting from the second Wednesday in April to the first Saturday in April. Expect to read more about this in the forthcoming weeks.

## **GREETINGS FROM GARY HEWETT, FORMER PRESIDENT OF CCSC**

*[Editor: The recent email campaign for proxy votes for the SSD dba CCSC Annual Meeting generated the following email response from former member, Gary Hewett dated 4/6/2018. Readers who remember Gary will find contact information that can be used to connect with him.]*

SSD-CCSC President,

This email is a request for instructions about how to request return of my investment in stock in SSD. I've been a stockholder since the late 1980s and have reached a point in life of "aging" out. Please send email to [hnh@rushmore.com](mailto:hnh@rushmore.com).

At your next meeting please give fond regards to old friends and new glider pilots in CCSC. My association with CCSC has been a tremendous benefit to my tow pilot and CFIG experiences with Civil Air Patrol for the last 15 years here in South Dakota. CCSC is the greatest glider flying club I've encountered--be proud of what it does! In closing, at one time I was President of CCSC, thirty some years ago--what a ride with great people!

Thanks, Gary Hewett, 605-484-2984

4160 Villa Ridge Court, Unit 116

Rapid City, SD 57701

Pray for us. <https://m.youtube.com/watch?v=9VFE8ToVatI>

## **HELP FINDING SOMEONE TO SWAP CREW DAY ASSIGNMENTS**

A web-based process for facilitating swapping crew day assignments was announced in the 2/21/2017 Frequent Flyer along with instructions for using the system. This process is intended to help members find another member who will agree to swap crew duties for one specific set of dates. It is **not** for getting reassigned to a different crew for an indefinite period. Mark Miller is now the person who oversees crew assignments, so Mark is the one to whom you need to speak about a long term change.

Remember that **UOP 2.2 CREW MEMBER DUTIES** states: "All crew members are to report for duty at 9:30 AM and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence. Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions." This new process does not relieve any crew member from the responsibility for arranging for a qualified substitute and informing the crew chief; rather it is intended to help accomplish that task. As of 11:00 am on 4/24/2018 there were no requests for a member to swap or substitute a crew day.

## **A NOTE TO CREW CHIEF'S - STEVE STATKUS**

Glider availability depends upon clear communication with respect to the glider's condition. When a glider is grounded (red tagged) it won't be available for use until the reason for the red tag is reviewed, understood and corrective action is taken to rectify the condition. Just hanging a red tag on the glider and pushing it back in the corner of the hanger won't get the problem resolved. **YOU'VE GOT TO COMMUNICATE.** That's what the Crew Chief's Daily Report is all about.

Also, please make sure that the red tag has the name of the person who discovered the discrepancy on it, so that we can get a clear idea as to the nature of the squawk. Makes resolving these issues easier if we know what to look for. This applies to golf carts also. Thanks. - Steve Statkus





Jonny Stewart is now 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.

## Contact Us

Phone: 937-267-1733

Email: [skydivesports@gmail.com](mailto:skydivesports@gmail.com)



<https://www.facebook.com/skydivesports/>



<https://www.instagram.com/skydivesports/>

## WANTED TO BUY

**Open trailer** - Schweizer, Gehrlein or equivalent. Any condition. Contact: Guy Byars

## FOR SALE

**ASW 20L \$29,000** (Factory L model sold with both 16.59 M wing extensions and M&H winglets) TT 1108 hrs. Komet trailer, Modified Cobra wing tip wheel, tow out bar. Excellent canopy, newer gas spring, older gelcoat. Cambridge L nav, Colibri flight recorder, Dittle ATR720B (old but works good) with new boom mic, Avier with LK-8000. Logs since new. Contact Tony Bonser [tbonser@cinci.rr.com](mailto:tbonser@cinci.rr.com)

**Craftsman Snow Blower 22"**, Self-propelled, 2-stage, Electric start. \$195. Contact Tim Christman (937)475-1445

**Schweizer SGS 1-23**, S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

**Note:** See Membership Roster on website for contact information for all members.

**CCSC IS ON FACEBOOK** <https://www.facebook.com/CaesarCreekSoaringClub>

**CCSC WEBSITE**

**MINUTES FROM BOARD OF DIRECTORS MEETINGS**

<http://www.soarccsc.com/resources/members/meetingminutes/>

(The password is printed on your monthly statement.)

## **CCSC GROUND CREWS:**

### **1<sup>ST</sup> SATURDAY**

**CC:** Steve Fenstermaker (cell: 937-581-7713) **ACC:** TBD. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, Joe Jaap, Kevin Price, Dan Beans, Jul Alvarez, D. Mattmuller, B. Sanbongi, A. Quinn, Michael Zengel, Waseem Jamali.

### **1<sup>ST</sup> SUNDAY – Training Crew**

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Manfred Maurer, Norb Maurer, Dieter Schmidt, Andy Swanson. **Instructors:** Bob Miller. **Crew:** Don Burns, Bill Clawson, Christian Maurer, Ethan Maxwell, Eran Moscona, Dave Rawson, Joe Zeis..

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

**CC:** Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Bill Hall, Ron Kellerman, Brian Mork, Chloe Williams, Michael Williams.

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

**CC:** Dave Menchen (cell: 513-313-2315) **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Fred Hawk, Dan Katuziowski, Mike McKosky.

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

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Chris Uhl, Charlie DeBerry. **Crew:** Soren Adams, Jake Burd, Jim Dudley, John Dudley, Micah Ferguson, Norm Leet,, Joshua Rising, Jack Runyon,

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

**CC:** Brian Stoops (cell: 937-750-3788) **ACC:** TBD **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Zach Siefker. **Crew:** Darin Caviness, Otis Lewis, Dan Miner, Tony Rein, David Whapham,

### **4<sup>TH</sup> SATURDAY:**

**CC:** Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Edgar

Byars, Ross Bales, Andrew Dignan, Helen Lohre, Henry Meyerrose, John Murray.

### **4<sup>TH</sup> SUNDAY**

**CC:** Steve Statkus (cell: 513-720-8955) **ACC:** Keith Kilpatrick. **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** John Lubon, Kat McManus. **Crew:** Lynn Alexander, Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, M. Hosta, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca John Williams.

## **2018 5th WEEKEND CREW DAYS:**

Mar 31– 4<sup>th</sup> Sat Crew  
Apr 29 – 4<sup>th</sup> Sun Crew  
Jun 30 – 1<sup>st</sup> Sat Crew  
Jul 29 – 1<sup>st</sup> Sun Crew  
Sep 29 – 2<sup>nd</sup> Sat Crew  
Sep 30 – 2<sup>nd</sup> Sun Crew  
Dec 29 – 3<sup>rd</sup> Sat  
Dec 30 – 3<sup>rd</sup> Sun

## **POINTS OF CONTACT:**

**PRESIDENT:** John Lubon

**SAFETY OFFICER:** Kevin Price

**DIR OF OPS:** Mark Miller

**DIR OF FACILITIES:** Keith Kilpatrick

**BUSINESS MANAGER:** Jon Stewart,

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**FREQUENT FLYER EDITOR:** Jim Dudley,

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Note: See [Membership Roster](#) on soarccsc.com for phone numbers and email addresses for all members.

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