



## Caesar Creek Soaring Club

August 13, 2019

### UPCOMING EVENTS

- Aug 14 Twin Towers Senior Living Community Event - Wednesday Crew
- Aug 17 Potluck Dinner – Linda Murray [Janie Lindenbaum will be there at 5:00pm]
- Aug 22-Sep 1 2019 Standard and Sports Class Nationals - Chuck Lohre
- Aug 25 Spaghetti Dinner: benefit U.S. Women's International soaring team – Lucy Anne
- Sep 7 Meeting of the Board of Directors – John Lubon
- Oct 12 WPAFB Airmen Outdoor Recreation Event - Kevin Price

### ADULT CAMP – STEVE STATKUS

**Wednesday-** Our start time was delayed until 1330 hours by a TFR. While waiting we reassembled SD after Dan brought it back from Murray's. It was ready in time for Rolf and Charlie to take it for a test flight. The good news is that SD is back on the line!

Once the great red dot was erased from "My Radar" we launched tow planes for check flights and then began soaring. Trust in Wilmington's [Soaring Forecast](#) was undermined as the day passed. They called for a Soaring Index of -1.0 at 3k with all positive numbers above. The reality was great lift to cloud base that diminished as the day grew long. **IT WAS A GREAT SOARING DAY AT CCSC.** Gliders were still soaring after 1700 hours. We got 13 flights.

**Thursday-** The wind was strong out of the west right down the runway, so we cancelled 2-33 flights early and called it a day by 3 pm. Only 8 flights because of the windy weather. The highlight was that Dick Husky passed his check ride and is now a rated glider pilot. Rick Ghai completed his bi-annual flight review. So, it was a good day despite the wind.

**Friday-** It was great to watch Otis methodically move up the glass bird food chain in anticipation of flying his new (to him) ASW-15b only to have a flat tire, found on the preflight at the end of the day Friday, put an end to his efforts for the week. I expect he'll be back at it Saturday. Manfred Maurer flew his new bird this week and stayed up for several hours getting familiar with it. He was all smiles every time I say him afterwards. Dick Husky made a serious dent in his wife's check book getting ready for his successful check ride Thursday for the glider rating add on; Friday he was launching in the G103. Most pilots got the flights they wanted, and some were memorable: Charlie Maxwell's Wednesday afternoon flight comes to mind with him landing last after a couple hours in 15H. It all there were 20 flights on Friday which brought the total for the week up to 69.

Most of the week we had two tow pilots and at least one instructor. We went through a lot of ice during the week and on Friday we learned just how smart Steve Fenstermaker is. The previous weekend he loaded a batch of water bottles into the freezer. By Friday we found them and dumped them into the cooler in place of a large bag of ice. They are still frozen, and the Saturday crew will not have to purchase ice. If we had done this every day, we'd have saved \$4.09 each day on ice. Something to remember going forward.

I think all the pilots and students who came out, got the flights they wanted. Mother Nature gave us some great flying conditions and some challenges but for the most part it was CCSC summer flying and some really good soaring. Y'all should have been there! Another successful Adult Camp. - Steve Statkus



After the TFR was shut down on Wednesday our fearless Adult Camp Crew Chief had an opportunity to fly his 1-26 and took this photo a mile and a half east of CCSC and high above the Corn Husker, N2615H.

When Steve was providing photos for this newsletter, he could not resist sending a copy of the photos that he took from 242 while in New Mexico for the 1-26 National Championship Contest. This one was taken May 29, 2019, and Steve claims it proves that 242 made it to 13,650' AGL.



A few minutes later Steve pointed his camera out the windscreen to show the virga at that altitude.



### **SATURDAY, AUGUST 10 - DICK HOLZWARTH**

Routine operations using runway 9. 31 flights. No guest rides. (One interested individual who exceeded 260 lbs was turned away with apologies.) Otis Lewis flew his new-to-him ASW-15b for the first time. For 2nd Saturday crew - Dick Holzwarth



## CONGRATULATIONS DICK HUSKEY – PRIVATE PILOT GLIDER RATING



Dick Huskey (center) was tested by Bob Miller (left) on Thursday, August 8, and found worthy of a Private Pilot glider rating. Bob Anderson (right) helped prepare Dick for the test. Photo-Don Burns

Dick was also treated to an appropriate cooling off celebration with one of the gliders in which he practiced emergency maneuvers.



## **POTLUCK DINNER AUGUST 17 – LINDA MURRAY**

Our next potluck dinner will be this Saturday, August 17. Tim Christman encourages everyone who remembers Steve and Janie Lindenbaum (from the early days at Caesar Creek) to arrive by 5:00pm to visit with her. The food theme this month is "Your Favorite hot weather dish". August is known for the heat of summer so show us your stuff! Eating after flying, about 6:30 or 7 pm. See you at the airport.

## **SUPPORT THE U.S. WOMEN'S INTERNATIONAL SOARING TEAM**

### **SPAGHETTI DINNER – SUNDAY, AUGUST 25 - LUCY ANNE MCKOSKY**

For the first time, the United States will send a full team of three pilots to the 2020 FAI Women's World Gliding Championships. Sarah Kelly Arnold, Kathy Fosha and Sylvia Grandstaff will travel to New South Wales, Australia, next January to compete in this prestigious international competition.

Sending three pilots such a long distance will be very costly. To contribute to this effort, CCSC will sponsor a benefit dinner during the upcoming Standard and Sports Class National Contest. The date is **Sunday, August 25** around 6 pm, the menu is Italian (spaghetti and meatballs, salad, garlic bread, and dessert), and the cost will be \$15 per person. All club members, families and friends are invited to come and share an evening of fun and good food with the contest participants. Please RSVP to Chuck Lohre ([chuck@lohre.com](mailto:chuck@lohre.com)) or Lucy Anne McKosky ([lmckosky@roadrunner.com](mailto:lmckosky@roadrunner.com)) if you plan to attend.

Come on out to the gliderport on Sunday, August 25, and support our outstanding women competition pilots. You'll enjoy good food and good company and help three great young women soar to great heights!

## **CCSC TEAM STILL IN 10TH PLACE IN OLC USA GOLD LEAGUE AT END OF ROUND 17**

Of the eighteen teams throughout the USA competing in the OLC Gold League only twelve teams submitted scoreable flights to OLC for Round 17. The CCSC team ranked 8th in this round thanks to the efforts of John Murray and John Lubon. Just one more flight comparable to theirs might have won third place for our team, since only the top two teams submitted three scoreable flights and the top three flights from each team are considered in calculating the team rank. Those top two teams continue to have the advantage of ridge lift but for a change the weather cooperated and both of the CCSC team's flights were based at CCSC on Sunday. John Murray got a slightly higher score of 61.98 in his ASG 29 (15m) flying a scoreable distance of 171.23km at an average speed of 68.49 km/hr. John Lubon's distance was a little farther (174.82km) and his speed a bit higher (69.93km/hr), but the advantage of 18m wings on his ASG29 resulted in a score of 61.21 for his flight when the performance characteristics were taken into consideration in the scoring.

## **BRONZE BADGE QUESTIONS**

While thermaling at 4,500 feet from which direction would you expect most VFR traffic to come?

- A. it is not possible to predict.
- B. easterly (flying westerly).
- C. westerly (flying easterly).
- D. north (flying southerly).

When should a positive control check be carried out?

- A. Only after rigging the glider.
- B. Before each days flying commences.
- C. Before each days flying and immediately after rigging the glider.

What weather associated with cumulonimbus is considered to be the worst hazard when landing a glider?

- A. Lightning, blinding pilots and damaging gliders.
- B. Heavy rain leaving the wings performance seriously degraded.
- C. Increased wind strength together with rapid direction changes, making landing in particular, very difficult.

What is the overlapping of a warm and cold front called?

- A. An occlusion.
- B. A depression.
- C. An inversion.

The Soaring Society of America website provides a Bronze Badge Study Guide which is designed to help prospective Bronze Badge candidates prepare for the written exam. The [questions that are used for the Bronze Badge written test](#) are now presented in the form of a quiz. This will be very helpful for pilots preparing to take the written test for the Bronze Badge, so [take a look and try a practice test](#). An excellent list is provided with links to the fifteen references in which the full explanation of the subject matter is available.

### **ATTENTION ACCESS PROGRAMMERS – ROLF HEGELE**

We have lost our outstanding Access programmer to the United States Air Force flight training. So we are looking for someone who has experience with programming Access to maintain and expand our Membership Database (Not routine data entry). Anybody want to volunteer for some occasional taskings? [Let me know. - Rolf](#)



## MORE OF THE STORY

In the newsletter last week there was a selfie photo taken by Mark Hanlon while piloting the Grob 103 in a thermal. Way behind it was possible to make out the image of ASK-21 CC. In CC Joe Jaap was enjoying a 1.8-hour flight in preparation for his ASK-21 checkout. His instructor, Tom Lepley, was equipped and had his hands free so this week we have the view of Grob-103 from CC:



## VIDEO FROM EARLY DAYS of SOARING SOCIETY OF DAYTON – TIM CHRISTMAN

Here is a [link](#) to someone's home movie taken at old South Dayton Airport where it all began.

[Glider / Soaring footage from 1950s and 1960s vintage aviation SSA Soaring Society of Dayton - YouTube](#)

This airport was located in Moraine City about a mile or less east of where Moraine Airpark is now and was bordered by Lamme and Stroop Roads. This was taken some time before 1955 as that airport disappeared then and SSD operations all moved to Richmond. This is probably the earliest footage of our "roots."

This appears to be a glider meet complete with the young ladies that frequently handed out the trophies in those days. Notice that even though this was a grass strip there are two military jets on display, one of which is an F-86 Saber Jet! I recognize Julian Allen floating by in a shiny 1-23, several "TG" series gliders from 1 to 4, and I believe the gentleman with the baseball style hat is George Stillwagen. The TG-3 buzzing the field is probably John Bernacki, and the TG-1 is undoubtedly the ugliest glider ever made. I notice our original L-5, N61578, was there along with a BT-13 I heard stories about. And it's a hoot to see the three men sitting at a small table with binoculars doing the scoring.

Slightly before the 10-minute mark we go to Richmond. 2-22's were big back then, and it's quite possible the young man in the front seat is me.

Hope you all enjoy this as much as I do. - Tim Christman

## FLOWERS NOW ADORN THE ENTRANCE

Be sure to thank our gardeners when you enjoy the blossoms at the entrance.





## UOP REVISION FOR REVIEW BY MEMBERSHIP

Earlier this year a situation arose related to a new member flying without all the paperwork in place. At the end of the month there were several flight cards for training flights that could not be billed because the account had not yet been set up and there was no contact information to match to the flight cards. That problem was resolved, and all those flight charges have now been paid, but attention was focused on a need to clarify policy and put down in writing exactly what conditions need to be met when new members fly. In the process a full section of the Uniform Operating Procedures has been rewritten. The board of Directors approved the wording of UOP section 4.1 and 4.3 provided below as the first step in revising the UOP.

In accordance with UOP 1.4-REVISIONS the proposed new wording is provided herein to club members for a 30-day review period prior to the revision going into effect. Written objections to the proposed revisions from at least 20% of the shareholders shall cause the revision to be withdrawn or to be presented to the membership for approval or rejection by ballot. It seems unlikely that there will be widespread objections since nearly every aspect of this policy is current policy that just needed to be written down. If anyone does have objections, provide a written statement of those objections to [Jim Dudley](#) or to any member of the board of directors prior to the September 7, 2019 meeting of the BOD.

Here is the [link to the current Uniform Operating Procedures](#) and here is the section with the proposed changes:

### 4.0 SAILPLANE OPERATIONS

#### 4.1 ELIGIBILITY

Membership in Caesar Creek Soaring Club begins when a person submits a completed/signed application for membership and payment in full of the applicable initiation fee (cash, check or Paypal payment). In addition to membership in Caesar Creek Soaring Club the minimum requirements for various types of flights and for pilot-in-command initial and subsequent flights in each make and model are as follows:

##### 4.1.1 Introductory Flights

Guests are permitted to take Introductory Flights in club gliders with a club member pilot acting as PIC if the guest pays the stated fee for the flight in advance and completes and signs the Limited Member Application and Waiver. If a guest becomes a member within 30 days of his/her Introductory Flight, then the cost of that Introductory Flight will be retroactively adjusted down to the member rate.

##### 4.1.2 Instruction in Club Gliders

Only members may receive instruction in club gliders. New members are permitted to commence instruction in club gliders with a club instructor once the new member has submitted a signed application for membership and payment in full for the applicable initiation fee. If cumulative flight charges would exceed the initiation fee, then payment must be received in advance for those instructional flights.

##### 4.1.3 Pilot in Command of CCSC Sailplanes

Only CCSC members (approved by BOD) in good standing are entitled to fly CCSC sailplanes as pilot-in-command. The minimum pilot requirements for initial and subsequent flights in each make and model are as follows.

###### 4.1.3.1 SGS 2-33, Grob G-103, ASK-21

For all pilots, initial solo flight requires compliance with applicable sections of 14 CFR Part 61 for solo eligibility, dual CFIF instruction flights, and CCSC CFIF logbook endorsement specific to the make and model. Rear seat operation requires a separate CFIF endorsement.

For student pilots and licensed pilots without glider ratings, a minimum of six (6) dual instructional flights must be completed in each make and model prior to initial solo in that make and model. Additional dual instructional flights over this minimum may be required at the discretion of the CCSC flight instructor(s) and/or for compliance with 14 CFR Part 61 requirements. Solo flights two through ten require a daily dual instruction flight and CFIF endorsement in logbook and on each flight card. After the tenth solo flight, subsequent solo flights require logbook and flight card endorsement. Dual instructional flights may also be required at the instructor's discretion. Solo flights conducted in any of the two place club aircraft may be combined to meet the 10 solo flights requirement.

###### 4.1.3.2 Grob G-102

Initial solo flight requires a valid pilot certificate with glider rating, compliance with applicable sections of 14 CFR Part 61 for solo eligibility, a previous front seat checkout in the G-103 with CCSC CFIF logbook endorsement, and a ground checkout in the G-102 given by a CCSC CFIF with logbook endorsement with emphasis on proper landing gear operation.

##### 4.1.4 Pilot in Command of Privately-owned Sailplane

Before a person may be towed at CCSC while acting as pilot-in-command of his own sailplane he/she must be a member of the Club, have submitted the appropriate initiation fee and a completed and signed application including the incorporated waiver.

In the case of non-members, a "Membership and Transient Aircraft Waiver" must be completed and signed along with the application for

limited membership and approval by the Crew Chief on duty or the Contest Manager. The pilot must meet all applicable FAA qualifications and currency requirements. The aircraft must meet all FAA requirements including a current annual inspection, valid airworthiness and registration certificates, etc. Evidence must be provided of \$1Million liability insurance and Soaring Society of America membership. The fee for the tow must be paid in advance by cash, check or Paypal.

*[No changes to section 4.2, but a minor change to the second paragraph of section 4.3 such that the full section reads:]*

#### **4.3 Limited Member Flights**

Limited member flights are available to persons who complete the Application for Limited Membership. The limited member and Crew Chief must sign the Application for Limited Membership and appropriate charges must be collected by the Crew Chief for introductory flights. The limited member must complete a limited member flight card before the flight commences.

The CCSC pilot who is flying an introductory flight must hold a commercial glider rating and meet all of the pilot qualifications required to carry passengers in accordance with FAR. Limited members are not permitted to fly CCSC sailplanes as pilot-in-command.

## **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 3:00 pm on 8/13/2019 there is one request for a member to swap or substitute a crew day.

Date	Special Skills	Click Here
3rd Saturday in August 08-17-2019	N/A	<a href="#">Sub/Swap</a>

## **2019 STANDARD AND SPORTS CLASS NATIONALS RESCHEDULED - CHUCK LOHRE**

The 2019 Standard and Sports Class Nationals is scheduled for August 22 through September 1, and the SSA registration page is up and running at <https://www.ssa.org/Contests?cid=2456>.

Please consider competing in Standard Class so we can have an official contest.

Contest information: <https://drive.google.com/drive/folders/1aH2fXdKNtIP7t-6d94I2aBZDkTwFdN1a>.

We plan to have excellent weather at the Caesar Creek Soaring Club in Waynesville, Ohio. We fired the old weatherman and the new blood in that position promises great conditions! Thanks for competing. - Chuck Lohre, Contest Manager





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/>

### **FOR SALE: ASW-20**

Alexander Schleicher ASW-20 **OS**  
S/N 20598, Mfg. 9/1982, N31TS,  
1267TT through 4/18/18 Annual,  
Comes with M&H Refinish and  
Winglets. Finish in Excellent  
condition. Wedekind locking  
system. Outstanding electronics  
including ClearNav II w. stick  
controller and Trig Transponder.  
Excellent Cobra trailer. Also  
includes oxygen, tow out gear,  
single man rigger, two LiPo  
batteries, parachute and much  
more. All logs \$36,000. Contact Rolf @ 937-271-5003 or [N11rdbird@att.net](mailto:N11rdbird@att.net).



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

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

**CCSC WEBSITE** [MINUTES FROM BOARD OF DIRECTORS MEETINGS](#) .

(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:** Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Joe Jaap, D. Mattmuller, Kevin Price, B. Sanbongi.

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

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

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

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

### **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:** Dave Conrad, Al Dunn, Fred Hawk, Dan Katuzienski, 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:** Charlie DeBerry, Sami Rintala, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Micah Ferguson, Norm Leet, Tom Lepley, Charlie Maxwell, Ethan Maxwell, A. Quinn, Joshua Rising.

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

**CC:** Brian Stoops (cell: 937-750-3788) **ACC:** Otis Lewis **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels. **Crew:** Jacob Dunnohew, Dan Miner, Tony Rein, David Whapham, Ian Wolfe,

### **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:** Ross Bales, Edgar Byars, Andrew Dignan, Charlie Lohre, David McMaster, 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:** Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca.

## **2019 5th WEEKEND CREW DAYS:**

Mar 30 – 3rd Sat Crew  
Mar 31 – 3rd Sun Crew  
Jun 29 – 4th Sat Crew  
Jun 30 – 4th Sun Crew  
Aug 31 – 1st Sat Crew  
Sep 29 – 1st Sun Crew  
Nov 30 – 2nd Sat Crew  
Dec 29 – 2nd Sun Crew

## **POINTS OF CONTACT:**

**PRESIDENT:** John Lubon  
**SAFETY OFFICER:** Kevin Price  
**DIR OF OPS:** Mark Miller  
**DIR OF FACILITIES:** Keith Kilpatrick  
**BUSINESS MANAGER:** Jon Stewart,  
[BusinessManager@soarccsc.com](mailto:BusinessManager@soarccsc.com)  
**FREQUENT FLYER EDITOR:** Jim Dudley,  
[FrequentFlyer@soarccsc.com](mailto:FrequentFlyer@soarccsc.com)

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

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