

**Caesar Creek Soaring Club**

August 20, 2019

UPCOMING EVENTS

- 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

2019 STANDARD AND SPORTS CLASS NATIONALS STARTS THURSDAY

The 2019 Standard and Sports Class Nationals will take place at CCSC August 22 through September 1. More contest information is available at [this link](#). Even if you have not entered as a contestant or volunteered to help run the contest, come on out and enjoy the event.

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) or Lucy Anne McKosky (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!

NEW ZEALAND TRIP 2020 – BOB MILLER

I wanted to bring you up to date on the New Zealand trip. It's time to decide what dates we want and who is going. I checked with [Glide Omarara](#) about the week of Jan 27-Jan 31, 2020 and there are only two openings. The next week February 3rd – 7th has six openings, so this might be the better week. This is still wave season plus thermal, ridge and convergence soaring. IF YOU ARE INTERESTED or have any question please call me at the number below.

The ticket prices have started to drop now. The going ticket rate was \$1800 for this time period.

[Scots Cheap Flights](#) is a web site that offers cheaper flights, but there is usually a narrow window to buy the tickets because they go quickly. I receive about one deal from their website daily but it can be for anywhere in the world. I have seen prices down to \$600 for New Zealand and Australia. You can always unsubscribe from the site if you don't like it. The link is: [Scotts Cheap Flights](#).



I spoke to Glide Omarara and they can take 6 pilots for the full week or two pilots can split the time for week. Refer to <https://www.glideomarama.com/> for the soaring and class prices. There is a discount of \$200 US for three or more pilots. There are also some chalets available on the field or the motels down the road.

There is plenty to do besides flying at the airfield. There is a small restaurant on the field. Bicycles are available for rent a few blocks away. There is a bike trail Alps to Ocean which goes by the airport. My wife has ridden this twice. On the days I was flying I would drop her off on the trail in the morning then if I could not pick her up, she had a

touring company bring her back for a reasonable price. Also, the Clay Cliffs and Sailor's Cutting are a few miles away. There are also beautiful sites all over the islands. Carol and I have traveled on both islands and on the south island from one end to the other. So, if you have any questions on scenic sites, driving, food or lodging please ask. This is our favorite country to travel to because of the friendly people and spectacular sites. Also remember Australia is a 2.5-hour flight from Christchurch or Queenstown. You can fly into Sydney spend a couple of days then fly back from there.

I will try and keep you updated as I obtain more information. If you do not want to be on the email list, just let me know and I will remove you. Thanks, [Bob Miller](#) 937-776-4508

SATURDAY, AUGUST 18 – MAURY DRUMMEY

It was hot but a good day to fly gliders up until 3 PM when the approaching rain caused premature termination of flight activities. We had a total of 24 flights, two of which were guest rides. The rain soon passed, and attention focused on the potluck dinner.

POTLUCK DINNER – NORM LEET



The pre-dinner technical discussions were nourished by Rolf Hegele's corn popping skills.



The temperature moderated as dinner time rolled around and there was a pleasant breeze across the patio, making for fine socializing.





Corn-on-the-cob was a big hit. The desert table just would not quit - strawberries & shortcake, brownies, and great pie just to name a few

OPERATIONS SUNDAY, AUGUST 18 – BRIAN STOOPS

It was sunny and hot with the wind at 5-10 KNOTS from the W/SW so we operated from the east end. We launched a total of 21 flights including 2 guest rides.

OPERATIONS WEDNESDAY, AUGUST 14 – STEVE STATKUS

Residents of [Twin Towers Senior Living Community](#) came to CCSC and five enjoyed Introductory Flights. Dick Eckels piloted the flight that ended with this big smile. [Twin Towers FB site](#) has more photos taken by participants. Members



also took advantage of the warm sunny weather bringing the total to 12 total flights for the day.

CANOPY CARE – STEVE STATKUS



We have recently been reminded of the value of our glider canopies. Because of this awareness the board has spent some money to provide the crews with the materials necessary to safely clean our soft plexiglass canopies. Canopy cleaner and MICROFIBER towels can be found in the hanger on the door to the work shop.



- These towels are for **canopy cleaning ONLY**.
- **Do not use any other cloth or paper product to clean the canopies.**
- **Do not use the microfiber towels to clean wings.** These towels will be washed when dirty and reused for canopies, so avoid contaminating them with anything that could scratch.
- In the near future we'll be setting up a similar system to provide appropriate materials for cleaning the glass ships wings and fuse.
- Check and clean the canopies **BEFORE** you tow the gliders to the flight line. While the canopies are being cleaned another crew member can do the preflight inspection.
- And when the gliders are returned at the end of the day, take a few minutes to clean the bugs off the wing leading edges, but not with the microfiber towels.



WHO REMEMBERS WHEN?



Kathleen Walasek, wife of former CCSC member Jim Walasek, has given the club a couple of boxes of photographs that Jim took while he was an active member of the club and many documents pertaining to soaring and CCSC. The editor's guess is that the above photo shows the grid ready for start of the 1-26 Nationals held at CCSC on 7/5/1991.

Markings on this photo indicate that Jim Walasek took it 5/2/1989. What was happening that day?



Jim Walasek took these two on 5/25/1991. Who knows what was taking place at CCSC that day?

The editor is appealing for help in reviewing all the memorabilia in the two boxes and identifying those photographs and documents which are significant in the history of CCSC. If you would like to inspect the contents of the boxes, let the [editor](#) know. The stories about the events and people shown in the photos of key moments in club history will be most appreciated.



CCSC TEAM SLIPS TO 11TH PLACE IN OLC USA GOLD LEAGUE AT END OF ROUND 18

Only Dieter Schmidt managed to submit a scoreable flight for the CCSC team in round 18 of the OLC Gold League contest. His flight achieved a scoreable distance of 131.09 km with an average speed of only 52.43 km/hr because he had to stop to thermal a dozen times in the two hour and fifteen-minute flight. Of the eighteen teams throughout the USA competing in the OLC Gold League only fourteen teams submitted scoreable flights and the bottom four of those teams submitted a combined total of only five scoreable flights, so it was a weak weekend in other parts of the country as well as in Ohio. Dieter's one flight kept the CCSC team close to the 9th and 10th place teams.

BRONZE BADGE QUESTIONS

How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind?

- A. 4.1 miles
- B. 4.5 miles
- C. 5.7 miles
- D. 12 miles

The best lift is usually found:

- A. Upwind side of a building cumulus cloud.
- B. Upwind side of an alto-cumuluous cloud.
- C. Downwind side of a nimbus cloud.

What does the red line on an airspeed indicator represent?

- A. Maneuvering speed.
- B. Turbulent or rough-air speed.
- C. Never-exceed speed.

What will be the effect of a steel object being placed close to an aircraft compass?

- A. The compass will seem sluggish.
- B. The compass variation will be effected.
- C. The compass deviation will be effected.

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 Unites 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

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 \$1 Million 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
2nd Saturday in October 10-12-2019	N/A	Sub/Swap



Contact Us

Phone: 937-267-1733

Email: skydivesports@gmail.com



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



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

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.

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.



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:

1ST 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.

1ST 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.

2ND 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.

2ND 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.

3RD 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.

3RD 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,

4TH 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.

4TH 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

FREQUENT FLYER EDITOR: Jim Dudley,

FrequentFlyer@soarccsc.com

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

Revised 07/15/2019 mkm