

**Caesar Creek Soaring Club**

August 27, 2019

UPCOMING EVENTS

- Aug 22-Sep 1 2019 Standard and Sports Class Nationals - Chuck Lohre
- 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 THIS WEEK

The 2019 Standard and Sports Class Nationals officially commenced last Thursday with a practice day, but only the weatherman and the glider weighing crew got to practice. Friday was a little better and thirteen of the [seventeen contestants](#) made flights around a practice task. By Saturday when the competition started the weather was sunny and dry and it was a good day for a contest. In the Standard Class Tom Holloran (TH) got the highest score with a flight of 179 miles at an average speed of 58.7mph in his LS-8-15. In Sports Class Mike Smith (XM) got the highest score with a flight of 186 miles at an average speed of 59.9mph in his ASW-27. Sunday the weather was sunny but more of a challenge . . . ten of the seventeen contestants incurred the Minimum Time Penalty with flights lasting less than the minimum two hours. Even the winner of the day for Sports Class, Henry Nixon (OH), was docked the minimum time penalty for his flight of one hour forty-six minutes covering 91.8 miles with an average speed of 46.4mph. Likewise, Jake Alspaugh (2P), who got the highest score for the sports class with his flight of 97.8 miles at an average speed of 49.2mph, was docked the minimum time penalty because his flight of one hour fifty two minutes was also below the minimum set for the task. On both Monday and Tuesday the rain and overcast sky prevented any competition flights.

You can read [Steve Statkus' more detailed daily reports about the contest on the SSA website](#). [The daily results are also available on that website](#).



Competitors' sailplanes on the grid awaiting the signal to launch and start contest on Saturday

SPAGHETTI DINNER TO SUPPORT U.S. WOMEN'S INTERNATIONAL SOARING TEAM

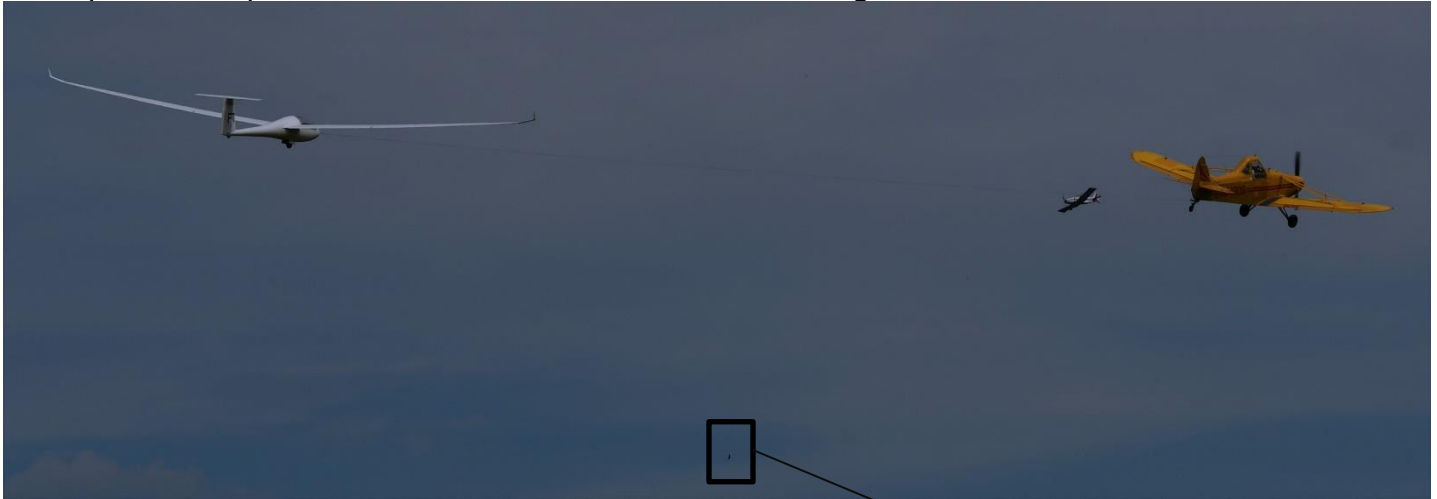
There was a good turnout for the benefit dinner on Sunday evening. It was a pleasant evening on the patio with live music and delicious food to enjoy with friends while supporting a worthy cause.



MT departing for practice on Friday. Photo: Gerry Daugherty

HEAVY TRAFFIC AT CCSC

Friday Gerry Daugherty thought that he was photographing Foxtrot Tango on tow behind 909. When he inspected the photo, he saw another Pawnee in the background behind 909'



Upon zooming in he was able to read the registration on 48L and another black dot appeared in the center at the bottom of the frame. Additional enlarging revealed a turkey vulture heading north.



Gerry Daugherty also was intrigued by the Genesis II piloted by Donald Kraesch (DK), shown here on final approach on Friday.

WHO REMEMBERS WHEN?

Norb Maurer and Mike Pfleger both responded to [last week's display of photos taken by Jim Walasek and given to CCSC by his wife, Kathleen](#). Mike Pfleger wrote: "I'm the fellow in the blue and white striped shirt in the last two photos. I flew tow and instructed as well as flying in my LS-3a and later my 1-26. Jim would enjoy going up to take photos of the gliderport during the tow "test flight" of the day in the L-19 or in the Bellanca Scout that the club operated (although at different times). The Scout looks like it's visible in the third to last photo, so he was obviously in another plane at the time. Late May was always the time of the Wright Memorial Glider Meet and the Region 6 South contests, which were usually held together so as to bring more folks to both events. You also mention the 1-26 nationals in '91 . . . I flew my 1-26 in that contest. . . . Too bad the photos weren't there during youth camp week, when I was there with my daughter. I would very much have enjoyed going through them."

Norb Maurer wrote: "I can tell you about a bunch of the photos in the newsletter from Jim's collection. The first contest aerial photo is from the earlier 1982ish 1-26 nationals because the "Sow's Ear Chicken coup building" is still there. The group of people standing around dated 1991 is the next 1-26 nationals. The guy in the last photo is an old friend Mike Pfleger who instructed at the youth camp this year brought his daughter but lives in AZ.

Jim Walasek's photos have now been inspected by Henry Meyerrose, Manfred Maurer, Tim Christman, Mary and Pat DeNaples and others and only a few other shots seem worthy of displaying here. Mary and Pat think that Jim Walasek is the person in the rear seat in the following shot, but, if so, who was behind the camera? And who is in the front seat?



Jim Walasek in rear seat. Circa 1991.

This group gathered in front of the clubhouse fireplace are (left to right) Bob Root, Pat DeNaples, Max Marshal, Ruth Marshal and Ola Root but there was no indication of the date of the photo.



There were a few photos of the L-19 with "ARMY" markings that was used by the club as a tow plane. This one is interesting because it includes Pawnees N8510L (yellow, center) and N54909 (white with red stripe, right) also circa 1991.



There was also a pack of 19 photos dated 10/20/1991 of Guy Byers' LS4 "11" from which this one was selected because of the view of the CCSC property in the lower half of the photo.



CCSC TEAM REGAINS 10TH PLACE IN OLC USA GOLD LEAGUE AT END OF ROUND 19

Our team finished strong with a 5th place in Round 19 thanks to the efforts of Tom Holloran, Dan Reagan and Joe Simmers. Maybe a little competition helps as all three submitted flights from CCSC on Saturday, 8/24. OLC scoring rules credited Tom Holloran with 241 km at an average speed of 96km/hr; Dan Reagan 236km at 94km/hr and Joe Simmers at 217 km at 87 km/hr. That strong finish in Round 19 gave our team 77 points which is the same as the 9th place team, but Tehachapi Southern Sierra has a slightly faster speed score so our team ends up in 10th place out of the 18 teams competing in the OLC USA Gold League. That is good enough to keep us in the Gold League!

BRONZE BADGE QUESTIONS

When determining safe decision points:

- A. plan to arrive over airports at a minimum altitude of 1000 AGL
- B. plan the flight using 1/2 the best L/D glide ratio.
- C. both a and b.

If an in-flight emergency requires immediate action, the pilot in command may:

- A. Deviate from the FAR~Rs to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
- B. Deviate from the FAR~Rs to the extent required to meet that emergency.
- C. Not deviate from the FAR~Rs unless prior to the deviation the Administrator grants approval.

The altitude gain for an altitude height is measured from _____ to _____.

- A. tow release height, highest point in the flight
- B. any low point, highest point in the flight
- C. any low point after release from tow, and the subsequent highest point
- D. tow release height, subsequent highest point

When flying to a goal on the ground:

- A. Fly faster if flying into the wind.
- B. Fly slower if flying into the wind.
- C. Fly the best inter-thermal speed regardless of wind direction.

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

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 sections 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 8/20/2019 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