

**Caesar Creek Soaring Club**

September 3, 2019

UPCOMING EVENTS

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| Sep 7 | Meeting of the Board of Directors – John Lubon |
| Oct 12 | WPAFB Airmen Outdoor Recreation Event - Kevin Price |

2019 STANDARD & SPORTS CLASS NATIONALS - STEVE STATKUS

All contestants were ready on the grid Friday, 8/30/19, baking in the hot sun under a clear blue sky. Sniffers were launched three times to search for thermals that would meet the criteria for launching the contestants for the day's task. However, those criteria were never reached, and gliders were all towed back to their trailers and packed away for the trip home.

Saturday and Sunday were scheduled to be the final two days of the contest. However, because of the weather forecast the Standard Class contest was called Friday evening and the results posted. We'd hoped to have at least one more day to fly the Sports Class, but Mother Nature had other ideas. So, the positions from Thursday 8/29/19 became the final positions for both classes.

The awards for the Standard Class were presented Saturday morning to Hank Nixon (OH) Third, Chip Bearden (JB) Second and Tom Holloran (TH) First.

Sports Class awards were handed out at the 5:00 pm meeting Saturday and they are as follows. Third place went to Dan Reagan who accumulated 2865 points over the four contest days flying his ASH-31Mi. Second place with 3196 points went to Peter Scarpelli flying his ASG-29-18. And the overall winner was Mike Smith flying his ASW-27 achieving 3238 points.

Good time, good fellowship and great opportunities to sit on the grass of a wonderful flying field and ponder the miracle of powerless flight in these beautiful works of art we call sailplanes. Thanks to the pilots, volunteers, CCSC and a special thank you to Otto and Gustav Lillienthal for jumping off that hill in Germany in 1891. - Steve Statkus

For a short while longer you can read [Steve Statkus' daily reports about the contest on the SSA website](#). The [daily results](#) are also available on that website.

On Contest Practice Day #2 (8/23) Gerry Daugherty took this photo of JB on tow behind 33Z. Chip Bearden flying JB achieved 2nd place in the Standard Class overall.



Henry Nixon flying OH was only one point behind JB at the end of the contest and was given 3rd place in Standard Class. Gerry Daugherty took this photo of OH under tow behind 33Z on Thursday, August 29 at 1:48pm as Henry was commencing his final contest flight that secured 3rd place for him.



THANKS TO ALL VOLUNTEERS WHO HELPED PUT ON THE 2019 SPORTS AND STANDARD CLASS NATIONALS – CHUCK LOHRE

The contest is over, and it was a real nail bitter right down to the finish. Five months of planning went into the event and with the change in dates there was a lot of anguish over meeting the rules of competition to make both classes be official contests. First, we needed eight contestants and then they all had to get at least 40% of the winner's score. There will be more about that in the SOARING article but today I want to thank our volunteers.

A contest needs several key individuals to be successful. First a Contest Director needs to know the conditions and the rules, John Lubon did a difficult job perfectly.

Second, the Contest Manager needs to plan everything else, or at least line up others to help. Planning-A-Head made the job easier with the help of Google Drive. Otis Lewis was a big help, taking charge of prepping for the grid and assistant Contest Manager. Andrew Dignan helped with many details and even designed the t-shirts (a few are still for sale for \$15).

The most leg long job at the event is the Operations Director, of which my Ace-In-The-Hole, Greg Crook, couldn't make the later date. Thanks to Brian Stoops, Poul Pederson, Dan Miner, Bill Hall, Charlie Maxwell, and Tony Rein for volunteering to be on the Operations Directors team.

Launching was the toughest team to fill. Jim Dudley realized that there was a leadership vacuum and filled it. Planning, practicing and doing a launch is the most difficult and dangerous job during a contest. The launch team was filled out by Eran Moscona, Andrew Stryker, Mark Hanlon, Joe Pomeroy, Gerry Daugherty, Chris Summers, Ethan Saladin, Steve Status (who also heads up weighing, record keeping and reporter duties), Rich Cedar, Poul Pedersen, Pete Schradin, Laviniu Tirca, Sami Rintalas, Luke Rintalas, Al Dunn, Joe Jaap, Booker Atkins, Don Burns (our sniffer), Mike Karraker (who also handled the club house maintenance and beer duties), Bill Clawson, Dave Rawson, Steve and Lucas Hoffman. We didn't fly every day, but we had volunteers lined up for every day and that's important rain or shine.

Retrieve management was headed up by Harolyn Burns with the help of JoAnne Pedersen. Henry Meyerrose, Charlie DeBerry and Rich Caraway ran the retrieve carts to clear the field of returning birds.

The dinners were very well received and couldn't have happened without Lucy Anne McKosky, Maury Drummy, Carol Carraway, Laure Eckels and grillmaster Norb Maurer. Tom McDonald got us some wonderful musicians to entertain us for dinner.

Guy Byers was the scorer. His automation helped get the scores up almost instantly.

Tim Christman did his magic with the towing duties and enlisted the help of Don Green, Manfred Mauer, Dick Eckels, Dick Scheper, Norb Mauer, Haskell Simpkins, Jim Goebel, Ron Blume, Tim Morris, John Armor, MR. Miller, Larry Kirkbride, CR Gillespie, Guy Byars and Andrew Swanson.

The back-end work starts now for our accountant, Rolf Hegele.

And to wrap things up, thanks to everyone at the club for putting up with the disruption of activities and Keith Kilpatrick for heading up the facilities, for which we never stop getting compliments.

Thanks again and enjoy the Fall soaring season!

Chuck Lohre, Contest Manager

CONGRATULATIONS JIM SUDA – COMMERCIAL PILOT – GLIDER

Congratulations to Jim Suda for successfully completing his Commercial Glider check ride Thursday, August 29, with Bob Miller. With the help of Don Green to fly the tow plane they squeezed the test in prior to the pilots' meeting for the contest on Thursday. Jim has been a member for almost 2 years now along with his daughter Lizz who is working on her private glider rating and just completed her first solo during YEW-2019. Jim flies for FedEx and Lizz hopes to fly professionally as well someday. CCSC has been a great way for them to share their love of flying.



SATURDAY CREW REPORT, AUGUST 31 - STEVE FENSTERMAKER

The winds were from the east and it was overcast upon arrival. There was hope it would clear up enough to fly, but that did not happen. At 12:10 PM thunder was heard, and equipment was put away.

SUNDAY CREW REPORT – MIKE KARRAKER

We had twelve flights with one guest flight, but it was necessary to turn away a mile-high certificate due to impending weather. The weather held off until around three when thunder showers started.

BRONZE BADGE QUESTIONS

What document(s) must be in your personal possession or readily accessible in the aircraft while operating as pilot in command of an aircraft?

- A. Certificates showing accomplishment of a checkout in the aircraft and a current biennial flight review.
- B. A pilot certificate with an endorsement showing completion of an annual flight review and a pilot logbook showing recency of experience.
- C. An appropriate pilot certificate and valid photo I.D.

Prior to takeoff on a cross country flight, the altimeter should read

- A. Zero
- B. field elevation
- C. pressure altitude setting
- D. density altitude setting

Which preflight action is specifically required of the pilot prior to each flight?

- A. Check the aircraft logbooks for appropriate entries.
- B. Become familiar with all available information concerning the flight.
- C. Review wake turbulence avoidance procedures.

The most preferred surface for an off field landing is:

- A. Freshly plowed field.
- B. Freshly cultivated field (plowed, harrowed.)
- C. Freshly harvested field. (Recently cut wheat, alfalfa, etc.)

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.



Otis Lewis squeezed in a flight Thursday after the contest ships had launched. Here he is in full concentration on final, still loving his new-to-him ship. Photo: Gerry Daugherty.

MONTHLY STATEMENT – FLIGHT DATES LOST – ROLF HEGELE, TREASURER

We lost the club computer last month but have been able to get a new one up and operating. All data was recovered however we did lose specific transaction data for flights in August. The quantities and data are correct, just the dates of the flights were lost in the transfer to QuickBooks. That has now been corrected for next month.

We also did not get the altitude fee adjusted and it remained the same as July. This has also been corrected but will not show in the next statement.

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 – FINAL NOTICE

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 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 CFIG instruction flights, and CCSC CFIG logbook endorsement specific to the make and model. Rear seat operation requires a separate CFIG 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 CFIG 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 CFIG logbook endorsement, and a ground checkout in the G-102 given by a CCSC CFIG 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 9/3/2019 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/>



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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.

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.

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