

**Caesar Creek Soaring Club**

October 29, 2019

**UPCOMING EVENTS**

- Nov 2      Board of Directors meeting at 9:30am – John Lubon  
Jun 3-6    [SkySoldiers](#) (173<sup>rd</sup> Airborne Brigade Assn.) [reunion](#) guest soaring  
Aug 3-7    [2020 Cross Country Camp](#) – Chuck Lohre

**WEDNESDAY CREW PREPARES FOR NEXT SPRING**

During recent rainstorms Dan Reagan has noticed that the buried hose that drains water from the runway to the pond was not flowing properly. This is a key part of our runway drainage system, so to prepare for the next rainy season Keith Kilpatrick enlisted the help of the Wednesday crew to dig up the clogged hose and take care of the problem. Thanks guys!



## WEEKEND REPORT

Although crews showed up ready to work, there was no flying either Saturday or Sunday, October 26-27. The Saturday crew adjourned to John Murray's shop to consider improvements to glider maintenance and club flying procedures. The Sunday Crew was ready by 9:30am, but due to low ceiling and no visible customers there was no flying, so they all enjoyed a big pot of chili and conversation about improvements to glider maintenance and club flying procedures.

## GROB-103 CANOPY UPDATE – ANDREW DIGNAN

Chuck Lohre, Ethan Saladin and I were over at John Murray's shop this past Saturday. John was finishing up the final plexiglass canopy fitting and the rear eject rod repair.



In this picture, the canopy is not yet attached but trimmed to the frame. John still has to hand fit the canopy by sanding the frame down in spots, so no part of the plexiglass is proud to the frame. When that is done, he will apply adhesive, place the canopy/frame combination on the ship and then place 20 or so small screws with washers around the outside of the plexiglass edges to hold it in place as the adhesive cures. After the adhesive is cured, the screws/washers come out and final work is done around the frame to fill in the screw holes and level the frame edge to give it it's final finished look. Oh, and it still needs some gelcoat and paint, hence the plastic protective cover over the plexiglass. The cover is the last thing that is removed, and you can't tell this beforehand, but as John has described it to me, it is a truly cross your fingers moment. One hopes the canopy that was sent is clear and has no imperfections. If it is not, the plexiglass is removed and the whole process must be started over again with a new plexiglass canopy.

In this picture you can see where John had to open up the inside of the fuse's right rear seat canopy rail to access and repair that canopy's eject rod mechanism. The cut out has been glued back in place, seams filled, and the area sanded in such a way (called scarfing) to layup around 5 layers of



glass to bring back its strength and still look as smooth as possible. It takes years of knowledge to do this all the right way.

All this work is very detailed, time consuming and hard work. I have to say that after years of glass work along with Chuck Lohre during our RC model glider days in our own 'Skunk Works', and using many types of fiberglass and Kevlar layups and repairs; when looking at John Murry's work and attention to detail it is nothing but impeccable and impresses me every time I see something he has done. As such the Grob-103 will be coming back to us better than it was pre-canopy issues.

Our club is indeed lucky to have his FAA repair station so close to us. Thanks to John Murray's efforts along with the club members that setup the trailer, disassembled the ship, and took the fuse over to his shop, it looks like the Grob-103 will be back in the hangar during the 1st week of November so we can take her into the air where she belongs and serves our members so well.

Now all we have to do is find the needed amount of hands to help put her back together. I am glad we have not had to do many off-field retrieves with this ship.

Long live our oldest and work-horsiest of our glass ships!



## GETTING GLIDER SERVICE IN THE WEST - CR GILLESPIE

This past week, I towed my glider [for an annual] from Minden to Reno over Donner Pass to Sacramento and then to Williams, CA, in the Central Valley- home to Williams Soaring Center.

There is plenty of work going on in their shop - including 3 tail-boom repair/replacements; 2 from off-field landings and 1 from a hard, high landing [wind shear?].



Prior to setting out I had been warned that they were running out of room to store glider trailers. But it was a surprise to see the number of trailers on the field [this photo shows about half] . I was later told that many Bay Area pilots bring their ships north for the winter.



Winds were a steady 20kts - with a haze from agricultural work and CA fires. They were expecting 40kts over the weekend to generate a coastal mountain wave.

## BACKYARD WAVE, 10/22/19 – BERNIE FULLENKAMP



I saw a weather report from Minden in the previous Frequent Flyer and thought you might enjoy a weather report from my backyard.



[Editor's note: If you are new to CCSC since 2017 and do not know Bernie Fullenkamp, he gave us a glimpse of the process of leaving the Ohio flatlands and relocating to a soaring Mecca. See [FrequentFlyer, 4/4/2017](#) pages 5,7-8]







These last two photos were taken as I took my two-minute post flight drive home from the airport.

[My OLC score average speed was 122km that day](#) with most of my flight at 17,000 plus.



We will be back in Ohio for Thanksgiving and hope to get out to CCSC both 23/24 Nov and 30 Nov/1 Dec. I hope to see a few of my CCSC friends during the Ohio visit.  
- Bernie

## CCSC CROSS COUNTRY CAMP, AUGUST 3 -7, 2020 - CHUCK LOHRE



***Gliders finishing a race photo by astir698. The vapor you see is from the dumping of water ballast. Gliders load up with water before they launch and get rid of the extra weight before they land. A heavier glider will fly faster, increasing distance and speed points for the flight.***

Sailplane cross country flights with high performance gliders is an exciting and challenging way to fly. This will be an [OLC \(Online Contest\)](#) contest, each day a different course is chosen by the pilots and the scoring program will choose the best 2.5 hour segment for scoring. Depending on the weather conditions maximum distance race around the course within a typical two and one half hour period might be 150 miles. Contestants will fly as far away as Columbus, north of Dayton and nearly to Indianapolis. The daily course stays at least 30 miles away from the Northern Kentucky, Greater Cincinnati airport.

At the camp, experienced pilots will take a small group of gliders out on course. Typical groups may include medium performance gliders like ASW 15, LS 4, Libelle, and LS 1 going to Clinton, Green County, Dayton Wright, Lebanon and back home. Another lower performance group might include 1-26, K6 or AC-4 Russia following the leader to Red Stewart airport three miles away and then on to Lebanon six miles more and then fly eight miles back to CCSC.



Sailplanes use the rising air from thermals, like soaring birds such as hawks, to climb almost to cloudbase and then use the altitude they have gained to race around the course at speeds up to 120



miles per hour. Air warmed from plowed fields, cities or highways rises and creates rising air currents and tops out at cumulus clouds on a typical clear weather summer day. Sometimes the pilot is not able to locate thermals and may land at a county or private airport instead of making it back to the Caesar Creek Soaring Club's airport. The pilot is also capable of landing in a farmer's field. Such landings are common in a cross country soaring and are not a "crash landing." A glider can land within the space of a football field if there are no trees in the way. If the pilot landed at an airport, they would be retrieved by a tow plane from the gliderport, the same way they are launched to start the flight. If in a farmer's field, the glider pilot's ground crew will go to the site with the glider's trailer, disassemble the glider, secure it in the trailer and return to Caesar Creek gliderport.

Are you ready? Read more about the [details on the CCSC website](#) and save the dates: Aug 3-7

## 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.

The glider that determines the direction of turn when more than one glider is in the same thermal is

- A. the first glider in the thermal.
- B. the highest glider in the thermal.
- C. the lowest glider in the thermal.
- D. each pilot determines his own direction of turn.

During a cross country flight the altimeter should read height above

- A. ground level
- B. destination airport
- C. departure airport
- D. sea level

With a 10 mph headwind, 15 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800 MSL. Assume no safety factor. Assume pilot flies at 50 mph.

- A. 3300 MSL
- B. 5100 MSL
- C. 5300 MSL

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.

## **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 10/29/2019 there are no requests for a member to swap or substitute a crew day.





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, Tom Lepley, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, Al 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, Tony Deatherage, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Edgar Byars, Andrew Dignan, 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](http://soarccsc.com) for phone numbers and email addresses for all members.

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