



Caesar Creek Soaring Club

February 6, 2021

UPCOMING EVENTS

- **Feb. 6, 2021, 4 pm – Virtual CCSC Awards Presentation**, link in member's section "Virtual Meeting Access" of website or Join Zoom Meeting using this link

<https://us02web.zoom.us/j/8238400884?pwd=THMwQ2NRSFd6VzZzZDFRNGtINTVUUT09>

Meeting ID: 823 840 0884

Passcode: 1MW4yy

One tap mobile

+13017158592,,8238400884#,,,,*377272#

- **Aug. 9-13, 2021 – Cross Country Camp**, We have three signed up so far: Tom McDonald, Joe Jaap and Dick Huskey. There are only seven spots for our two place ships with instructors. Contact Chuck Lohre, chuck@lohre.com, 513-260-9025

FEB 6, 2021, 4 pm – VIRTUAL CCSC AWARDS PRESENTATION – John Lubon



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- Photo by Dick Huskey

THOMAS G. BONSER 1931 – 2021 – Tony Bonser



- **Thomas G. Bonser** (89 years old) passed away peacefully on January 26, 2021 at Otterbein Retirement Community. Husband of 65 years to Sheila M. Bonser, he is survived by Sheila, his brother James Bonser and his 3 children Suzanne Bonser, Tony Bonser and Nancy Madaris. In addition, he is survived by five grandchildren Marie Cottrell, Sarah Bonser, Aaron Madaris, Kiri Schumaker, and Sean Madaris. Tom also will be missed by his friends at Caesar Creek Soaring Club. He is remembered as a devoted and loving husband, father and grandfather, skilled aeronautical engineer, and decorated USAF combat pilot.

- Tom earned a B.S. Degree in Aeronautical Engineering from the University of Cincinnati, Ohio. He then joined the U.S. Air Force. Tom earned 2 Air Medals in 1965 and 1966 for “outstanding airmanship and courage under extremely hazardous conditions” In 1966 he participated in a campaign to rescue a large group of allied civilians from overwhelming enemy forces. Flying out bases deep in enemy territory, Tom directed close air support against intense ground fire and is credited with making the rescue a complete success. For his “Gallantry and Devotion to duty” he was awarded the Silver Star Medal for Valor in Combat.
- Tom flew a large array of aircraft that including C-141, B-17 flying fortress, O-1 Birddog, and numerous gliders models. When he concluded his USAF career, Tom put his engineering degree to work at General Electric Aircraft Engine division in Evendale, Ohio. His test cell design, featured at the Smithsonian Air and Space Museum, was the foundation for modern jet engine test cells. When high-bypass jet engines were first introduced, Tom was chosen to train pilots worldwide to use the revolutionary new technology. Moving to Slidell, LA mid-career, he then went to work at Lockheed Martin as manager of design changes on the main tank of the NASA space shuttle. His final contribution to aerospace was working on X planes for Lockheed Martin in Palmdale, CA.
- In retirement, he enjoyed flying, participating in aircraft & boat restoration projects. His vintage Schweizer 1-23 sailplane project was awarded “Best Restoration at the 2000 international vintage sailplane meet in Elmira, NY. He also enjoyed racing sailboats and taught racing to other including the ladies Flying Scott team. Tom is commemorated on a plaque in the lobby of the D day museum in New Orleans for playing an import role and hands on craftsmanship in restoring a WWII Landing Craft. In later years Tom returned to Ohio where he enjoyed soaring at Caesar Creek Soaring club and flying his son’s Cessna.
- Tom made his last takeoff and landing in his son’s tail wheel Cessna one month before he passed.

Tom always thought of others first and selflessly gave his time, wisdom, skills and resources. He was a man of faith and will be missed by all that knew him.

• No memorial events are currently scheduled. To offer your sympathy during this difficult time, please donate to Otterbein Hospice, 696 N. State Rt. 741 Lebanon, OH 45036.

To share a story or send a condolence, visit <https://www.muellerfunerals.com/obituary/thomas-bonser>

• From <https://www.fac-assoc.org/wanted-posters/Wanted-200811.pdf>



Wanted: Did you know Captain Thomas G. Bonser (1965 – 66)?

His family would like very much to talk to you. Tom has terminal cancer. He flew O-1s for the 23rd TASS and won a Silver Star for action he took 18 to 20 February 1966. Below is a picture and a copy of his Silver Star Citation. Tom is the fellow on the left with his hands on his hips. According to his logbook, he flew a number of missions over Laos.

CITATION TO ACCOMPANY THE AWARD OF

THE SILVER STAR

TO

THOMAS G. BONSER

Captain Thomas G. Bonser distinguished himself by gallantry in connection with military operations against an opposing armed force from 18 February to 20 February 1966. During this period, Captain Bonser was continuously subjected to intense hostile ground fire as he flew out of a remote friendly site deep in unfriendly territory. Under extremely hazardous conditions, he directed close air support during the siege of the friendly site and the withdrawal of the friendly forces from the site. As a result of this close air support, more than one thousand hostile troops were killed or wounded during the successful withdrawal of the friendly forces. By his gallantry and devotion to duty, Captain Bonser has reflected great credit upon himself and the United States Air Force.

4th SUNDAY JAN 24 CREW REPORT – Chris Summers

- Glider Operations were cancelled due to low ceiling and bad weather.

4th SATURDAY JAN 23 CREW REPORT – Chuck Lohre

- I jumped the gun encouraging Joe Jackson and Larry Kirkbride to take advantage of the two free pattern tows to get current regarding CCSC's new UOP. From the January board meeting minutes, "At the last meeting, Bob Miller brought up the point that instructors are required to do three flights every three months. UOP rule is three flights every three months as the sole manipulator of the controls. Instructors are not required to do that per the FAA. Guest rides require three flight every three months for passengers. For flight reviews, both pilots are PIC. UOP September 2019 is current version. Andrew D. read from part 4.10.1 "Three flights in a glider in 90 days." Kevin P. made motion to change it to "Two flights in a glider in 90 days. Club will pay for pattern tow or rope break." For the final vote by the board, Chuck L. made a motion to approve, Bob M. seconded. Motion passed. Rich Caraway agreed with changes. Rolf will update the UOPs with this language." UOP changes need to be published and then there is a 30 day review period. At the board meeting today, we reviewed the comments and approved the UOP change. A motion was made and passed to cover Larry and Joe's tows.

- 10 flights
- No equipment problems, 33Z's heater wasn't plugged in. Larry pulled it out, set aside, and took 48L out for the day.



- Hard to see but the photo shows a huge kettle of vultures along with Joe Jaap and Larry Kirkbride shaking the rust off their soaring skills.
- Daniel and Markus Pienaar, new father & son members, took their first instructional flights.
- 48L tach time 3890.7

5th SUNDAY (1st Sun) Jan 31 CREW REPORT – Mike Karraker

- No flying for our fifth Sunday

5th SATURDAY (1st Sat) JAN 30 CREW REPORT – Steve Fenstermaker

- It was a cold, overcast day at the glider club with the predominant winds from the south-east. It may have been cold, but not too cold to fly. Flight operations were conducted on runway 09. We had 9 flights 8 were instructional, 1 was a solo, and a flight review was completed by Joe Jaap. Sami Rintala was the instructor for the day. Thanks Sami ! Also, we were visited by powered aircraft.
- An orange plane that I did not get a good picture of performed a low pass over the field and a green plane in the picture below landed and stayed for a while. Is that Jim Goebel?
- 5 radios were present. One was red-tagged.
- SD - the radio does not transmit
- 33Z - The last two attempts to start it were difficult. Fuel was added at the end of the day.

- Gas Tank - one of the hose joints leaks.



HOW TO BE A GREAT CLUB MEMBER– Suggested reading by Chris Summers

• The wing wheel at the <Name Redacted> soaring club had been flat for quite some time. Members literally kept using it until it fell off the rim, then bending the rim and causing damage to the structure of the wing wheel. The one person in the club who takes care of most of the ancillary maintenance for the club was understandably furious. If people had taken the time to air up the tire in the first place, they would have avoided many, many dollars and many, many labor hours in repair. This article is about how to be a better member of your local club, and help to carry soaring on for many, many years.

Get out and Travel!

I have been an active member of four outstanding clubs over my life. I started in the Central Indiana Soaring Society, Albuquerque Soaring club, Soaring Society of Boulder, and finally Black Forrest Soaring Society. Each one allowed me to watch trends, observe the elements of human behavior, and see what worked and what didn't. Step one to improving yourself as a club member is to get out and see some of the awesome clubs around you. Go fly with them, stay for a weekend, and watch how they do things. Some of the outstanding clubs that I have personally observed are Caesar Creek Soaring Club in Ohio, Texas Soaring Association in the DFW area, Kansas Soaring Association in...Well, Kansas. (Yoder, Kansas just south of Hutchison to be exact. Watch out for Amish on their horse and buggies), and Soaring Club of Houston. I would highly encourage a visit to any of the above-mentioned clubs if you are out and about. You won't regret it!

Fix the Little Things

Another thing you can do is to either fix problems no matter how small when you see them. From picking up a piece of trash to airing up a tire, a little bit of help goes a long way. Look around your local club. Any given club has maybe 2-4 people who do a majority of the physical leg work around the place. Anything you can take off of their plate prevents these people from getting burnt out and helps immensely. From sweeping the hangar to changing tires to ordering more supplies (From

Wings and Wheels of course), anything helps. I try to make a point of dedicating at least a day a year to going out to my club, wandering around, and doing things that I see need to be done. If everyone just did this little extra on top of normal club duties, it would help immensely.

The Ultimate Sacrifice

For the ultimate sacrifice, volunteer to be on your club's board for at least a year. You will get to see "Behind the curtain" and know how the sausage is made that keeps your club running. It might not be pretty, it might not be the most glamorous job in the world, but it is necessary, and I promise, you will learn a lot. Barring that, try to always be on a committee of some sort. Most clubs have these, and they provide important input into how the club is run. It will be a couple of years of a lot of extra work that you put into the club, but this is how clubs grow and prosper. Clubs do not do well when their board membership sees little or no movement, and no new blood for many years, no matter how good those people are at their job. Fresh faces and new ideas are a must.

The Best Thing You Can do

By far, the most selfless thing a club member can do is to push through to getting their CFI-G rating. This is one thing that I personally have not done yet, but I have a lot of respect for the people who do. This is the ultimate sacrifice to the club in my view. Sitting in the back of a trainer on a beautiful soaring day, and making sure there are pilots for the future. Without these folks, soaring would quickly die as a sport. Look at your current CFI-G's. Many of them won't be around for much longer. What will your club look like even ten years down the road when these guys and gals can no longer fly? It's a scary prospect, and in my opinion, the rating that commands the most respect of any aviator. Take the plunge and go do it! I know I should...

See ya 'Round the Clubhouse!

In short, following the three simple steps I have outlined will make you a productive club member, and a valuable asset. Remember, without you, clubs would not be in existence and the sport we love would quickly die. Soaring is a unique activity in aviation in that it takes many people to run. You can be that helper who keeps your club going for another 10-20 years!

https://mailchi.mp/wingsandwheels/better-club-member?e=7239ae5793&fbclid=IwAR2pCJQ2_AovQWekTer3h74FoSI9tbrGs_M8sHCA7O5Vxv6VKU0huJoioUY

2020 AVIATION SUMMARY – Bernie Fullenkamp



• Although the year was a pilot's dream for me, I am keenly aware that my dream flying year was cast amid an international/national COVID nightmare. Single seat aircraft could be considered the epitome of "social distancing" and I had the privilege to spend a lot of time in various single seat aircraft.

• HANGAR: We started construction of a 60 x 60 hangar in the fall of 2019. By early Feb 2020 the hangar was ready and we moved in Buster's C-180, Eric's Super STOL XL and my newly acquired RV-4. Having that hangar, a mere two minute drive from the house is priceless in so many ways!



- RV-4: In the fall of 2019 I acquired a RV-4 for three reasons. First, I wanted something to fly acrobatics and formation while I continued the multi-year build of the RV-14. Second, I had developed the aircraft building skills to modify the small RV-4 to fit my long legs. Third, with the new hangar I had a place to work on it and keep it. My last flight for 2020 was on Dec 30 and that flight was my 112th flight in the RV-4. Almost every one of those flights included at least one roll and on some flights much more acrobatics!

- LS-4: Hangar ownership also permitted me to assemble my single place LS-4 glider and leave it assembled for the entire soaring season. I assembled for my first flight on 4/18 and disassembled after my last flight on 12/9. The spontaneity was something I had never experienced during the 10 years that I have owned the LS-4. Previously I had always had to assemble prior to flight and disassemble after any flight. I experienced a good sampling of thermal, ridge and wave flying during the 17 LS-4 flights this season. More than half of my flights exceeded 3 hours and several were either 5 hours or close to that. My last six flights were all in the “wave” where I operated near 18,000 feet and was able to post scores for the OLC (online soaring contest) which put me in second place here in Utah, behind my mentor Lynn Alley, and 6th place in the US.



- RV-14: In early 2019 I began building a RV-14 aircraft. The RV-14 is two place aircraft that is both acro capable but also an excellent and fast cross country aircraft. The vision is that it will be the “time machine” which will allow us to visit friends and family more easily via our own aircraft. Note; I would not be where I am on my build skills without the loaner tools and mentorship of friends like Stan McGrew and Mike Royall. If you are reading this it is because I thought that you might enjoy a more complete aviation picture than the several lines in the annual Christmas letter which summarized but possibly left you with a few unanswered questions. I remain extremely grateful for Durelle’s support of my continuing “aviation addiction” as well as all the God given blessings that allow me to slip the bounds of earth as often as I do. I hope you enjoyed this update.
- If you are out in the Salt Lake City area, I’m sure Bernie would love for you to stop by – Chuck Lohre

BRONZE BADGE QUESTIONS

The lush green of a full grown crop

- A provides a soft cushioned landing with minimal damage
- B is usually a color to stay away from
- C is better to land in than a plowed and harrowed field

When planning a final glide against a headwind and trying to arrive over the airport with minimum loss of altitude, fly at:

- A The best lift/drag speed with no regard to wind velocity.
- B The best lift/drag speed increased by one-half the estimated wind velocity.
- C The minimum sink speed increased by one-half the estimated wind velocity.

On arrival at an airport in Class E airspace, you call on the notified frequency but get no reply. Your radio is serviceable, what should your actions be?

- A Land anyway, regardless of no radio contact.
- B Land outside the boundary as the airfield is probably closed.
- C Continue with intended landing, watch for other traffic and follow suit, make relevant 'blind calls' on the radio.

What actions should be taken when flying through an area of sink?

- A Slow down so as to reduce the rate of descent.
- B Increase speed so as to spend as little time in the sink as possible.
- C Continue as normal because the lift on the other side of the sink will compensate for the height loss.

On returning to your home airfield after a long flight, you are alerted on the radio of a strong wind gradient. What should you anticipate happening on short final?

- A An increasing sink rate and a decrease in airspeed with an increased risk of undershooting the aim point.
- B A sudden increase in groundspeed with an increased risk of overshooting the aim point.
- C An increasing sink rate and increasing groundspeed leading to the glider continuing on a flight path to the aim point.
- D No significant changes in sink rate, airspeed, or groundspeed variations as compared to a no wind landing.

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.

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.)



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



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



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

FOR SALE: SCHWEIZER SGS 1-23

S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

LOOKING FOR PARTNER IN ASW 15

Chuck Lohre is looking for a partner in 6V the ASW 15 he owns with Randy Wright, N178K. Randy is willing to sell his half for \$5,500. 38:1 L/D, Dittel radio, Cambridge 304 w/Compaq 1550/Pocket-Nav. For more information call 513-260-9025 or email chuck@lohre.com



CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713)
ACC: Dick Huskey. 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, Andrew Stryker, 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, Marius and Daniel Pienaar.

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: Val Boehm, Al Dunn, Fred Hawk, Mike McKosky, David Wrinkle, Maria Sestito.

3RD SATURDAY

CC: Maury Drummey, (cell: 513-871-1998)
ACC: Rolf Hegele. Tow Pilots: Don Green, Steve McManus, Sami Rintala. Instructors: Charlie DeBerry, Tom Lepley, Chris Uhl. Crew: Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, A. Quinn, Joshua Rising.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) ACC: Otis Lewis
Tow Pilots: Tony Bonser, Tim Christman.
Instructors: Dick Eckels, Sami Rintala. Crew:

Jacob Dunnohew, Rusty May, Brian Stoops, Tony Rein, David Whapham, Ian Wolfe, Mark Crosten, John Konoratowiz

4TH 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, Tim Dold, David McMaster, Henry Meyerrose, John Murray, Blair Watkinson.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) ACC: Steve Statkus. Tow Pilots: Ron Blume, Tim Morris. Instructors: John Lubon, Kat McManus. Crew: Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Keith Kilpatrick, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers, Lavinia Tirca.

2021 5th WEEKEND CREW DAYS:

Jan 30 – 1st Sat Crew
Jan 31 – 1st Sun Crew
May 29 – 2nd Sat Crew
May 30 – 2nd Sun Crew
Jul 31 – 3rd Sat Crew
Aug 29 – 3rd Sun Crew
Oct 30 – 4th Sat Crew
Oct 31 – 4th 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: Chuck Lohre,
chuck@lohre.com

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

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