

Caesar Creek Soaring Club

FREQUENT FLYER

December 21, 2021

CCSC IS ON FACEBOOK

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

CCSC IS ON THE WEB

www.soarccsc.com

UPCOMING EVENTS

- January 8, 2022– CCSC Board Meeting, 10 AM, CCSC Clubhouse
- Jan 29, 2022 – CCSC Annual Banquet, Engineers Club, Linda Murray
- Feb 5, 2022 – CCSC Board Meeting, 10 AM, CCSC Clubhouse
- Feb 22 - 23, 2022 – SSA Convention Flight Instructor Refresher Course
- Feb 24 - 26, 2022 – SSA Convention, Reno NV
- March 5, 2022 – CCSC Board Meeting, 10AM, CCSC Clubhouse

*Merry Christmas and a
Safe Flying New Year*



HENRY MEYERROSE TRUSTEES AWARD

For years, CCSC has awarded the annual Trustee's Award to the member that selflessly commits his own time and efforts to the continued operation and growth of the Club. As such, his/her significant contributions are recognized and selected solely by the three previous Awardees. In memory of one of our members who participated in the building and development of the Club, the Board has renamed the award to the Henry Meyerrose Trustees Award.

AIRCRAFT UPDATE

Earlier this year, the board initiated a small assessment to the dues for the exclusive purpose for preparing the Club to purchase another glider. This assessment was limited to three years and although the original recommendation was specifically for an ASK-21B, no specific glider or type was designated in the final motion. That fund now is over \$13,000.

The two ASK-21s were purchased new in 1991 and 1995. The Grob 103 was new in 1983 and is 38 years old. Because of our maintenance (largely driven by John Murray) it is one of the best appearing and maintained Grob 103s in the country. Through the end of November this year, the two ASK-21s had 175 and 166 flights respectively while the Gob only had 57 flights.

At about 5500 hours, the Grob is approaching a major 6000-hour inspection which would generate an Airworthiness Renewal Certificate which would allow us to fly the glider for another 3000 hours. This 6000-hour inspection is more detailed and documented than other Annuals, but requires no surgery of the wings and/or fuselage.

The Club has become aware of a target of opportunity in that Tom Knauff's Duo Discus is on the market. There is no detailed inspection available yet, but it is assumed to be a low time Duo XLT with an early navigation computer, a sustainer engine, and a gelcoat exterior. It has a projected L/D of 46/1 while the K-21s have a L/D of 33/1 and the Grob L/D is 36/1.

The Board will discuss this aircraft at the 8 January Board meeting. The major discussion should be about how this glider would or could fit into our fleet and if so funding a detailed inspection visit.

WE NEED YOUR INPUT SO PLEASE FORWARD YOUR COMMENTS AND THOUGHTS TO A BOARD MEMBER OR ATTEND THE MEETING.

OPERATIONS

COVID Update – Mark Miller

The current news is that COVID hospitalizations are increasing so there has not been any extraordinary action by the Board to address this issue. The existing COVID restrictions remain in place until the next discussion on January 8. In essence:

- There will be no Guest/Introductory flights
- Only members and their immediate family living with them are permitted on the field
- Masks are optional as determined by separation protocols and pilot agreement

2cd Saturday Report

No operations of any type due to rain and high winds. We never even tried, so no equipment issues were discovered. The crew members who were there swept the clubhouse, but in truth it was already in good shape. Before we could move to the main hangar and shop, power was lost at the gliderport and had not returned an hour later.

2cd Sunday Report

It was an exceptionally fine December day at the gliderport - sunny skies, light winds, and plenty of dry places on the field. Despite the recent rain, the ground was firm. We had 17 flights, utilizing two



2-33's, the Baby Grob, and two towplanes. Bob Anderson also launched his Grob 109B.

Equipment issues: The Kubota has low air pressure in left front tire. We could not locate the charger for 135 but the battery was still operable.

Dave Menchen was visiting, and the crew posed for their annual Christmas photo. Thanks to Sami Rintala for the expert photography!

MERRY CHRISTMAS TO ALL!!

3rd Saturday Report

Who would have thought that in the middle of December we would have fog so thick we couldn't even see the other side of the runway. And

then there was RAIN! I knew it was bad when Don didn't even have the tow plane hanger doors open. No flights and all the support gear worked fine (or never got turned on) – your choice.

3rd Sunday Report

It was a cold and cloudy day but good for some prep work for Rusty May's check ride Monday. He even managed to find a little lift on his first of four flights.

CC was put back together and SD was disassembled for its annual. The heat was left on in the work shop. All the tow plane keys are in the tow plane hanger. We are missing the charger for the pickle.

Cross Country (XC) Program

CCSC has tried a number of initiatives to increase the interest in XC training and flying. It was hoped that the Grob 102 would be a major catalyst in this endeavor although that has not materialized yet.

CCSC encourages all members to participate in cross country soaring; either as a student, transitioning pilot, or as a rated pilot. The program provides a safe means of introducing new pilots to XC soaring and to continue their training and possibly progress into their own glider.

It is the pilot's responsibility to read and follow all applicable FAR and UOP Paragraph 4.8 requirements. The trainee should study relevant Cross Country Flying Manuals and follow the curriculum in this program. The glider must have a working radio and the pilot must understand radio operations, including how to change the frequency. The pilot must carry a current paper or electronic sectional chart and know how to assemble/disassemble the specific aircraft flown. The pilot shall have a retrieve plan in place prior to launch, to include a charged phone with relevant contact numbers. All members are personally responsible for the glider until it is back in the hangar.

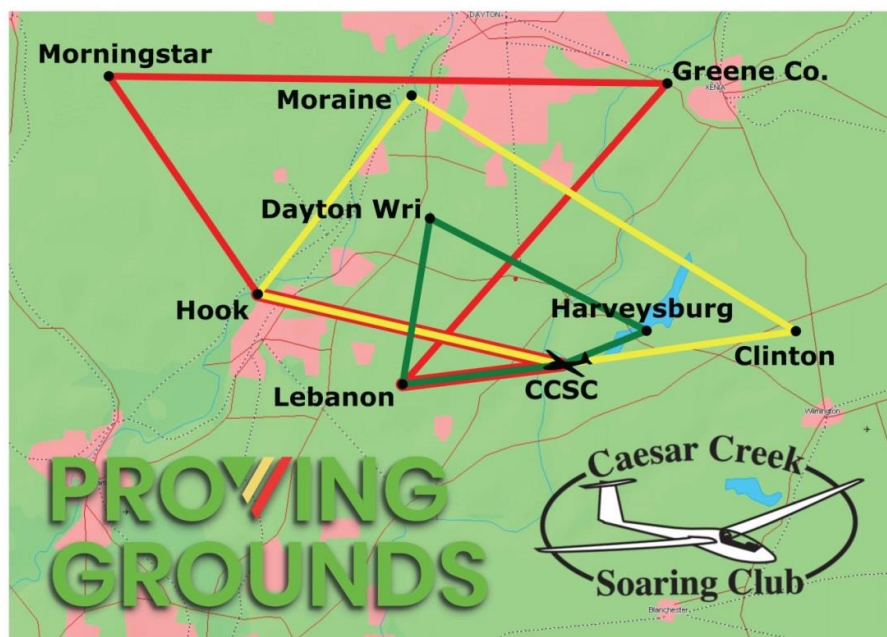
Cross Country Instructors – CCSC has a number of instructors uniquely qualified to train XC techniques and operations. These are instructors who have completed the Silver Badge and include Joe Jackson, Larry Kirkbride, John Lubon, and Bob Miller. It should be noted however that all instructors are permitted to fly and train on the local XC course

Mentoring Pilots – Mentoring cross country students can be accomplished by a qualified member who, as a minimum, has completed the Gold Distance. Qualified members include Tony Bonser, Rolf Hegele, Mark Miller, John Murray, Dan Reagan, Dieter Schmidt, and Brian Stoops.

Proving Grounds XC Scoring

The Proving Grounds platform provides a unique, low maintenance approach to member soaring development that allows you to fly out of final glide from CCSC but keeps you close to outlanding airports. Pilots fly fixed tasks and email their traces to a customized 'bot' for their club which returns time and average speed for successfully flown tasks automatically. Pilots record their specifics on magnetic slips, and then order the slips from fastest to slowest on beautiful, stainless steel task boards for recognition.

Using the standard CCSC turnpoints from the Worldwide Soaring Exchange, we have established three tasks ranging from 52 to 140 kilometers (km). All three tasks start and end at CCSC using a 2 km (1.2 statute miles) radius.

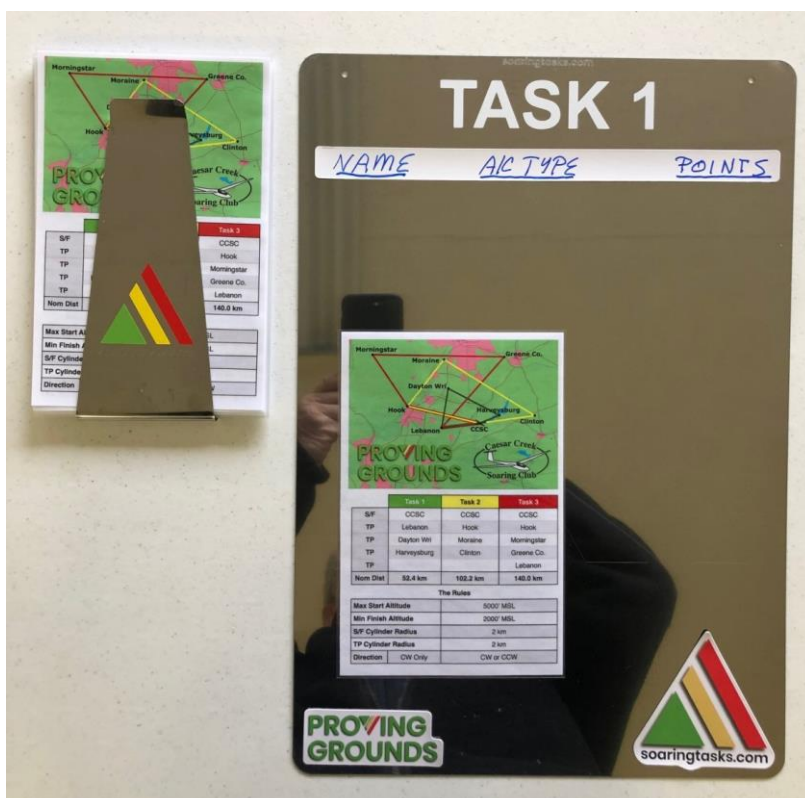


Task 1. CCSC - Lebanon - Dayton wright Bros - Harveysburg - CCSC	52.4 km
Task 2. CCSC - Hook - Moraine - Clinton - CCSC	102.2 km
Task 3. CCSC - Hook - Morningstar - Greene Co - Lebanon - CCSC	140.0 km

Task 1 must be flown clockwise while the two others can be flown in either direction. The task can be joined at any point on the course. All the start/finish and the waypoint cylinders have a 2 kilometer radius (1.2 miles) with a maximum start height of 5000 feet MSL and a minimum finish height of 2000 feet MSL

Laminated versions of the task sheets will be provided and there are minimal rules. Instructor or Mentor support will be provided for task planning but the preflight Checklist and preparation will be your responsibility.

Scoring is very simple. You just email your .igc file to ccsc@soaringtasks.com and they return an email with time and average speed. Scoring is based on the standard OLC handicaps and your file should be forwarded to them also. You document your flight on one of the



magnetic slips and place it in the fastest order. The Proving Grounds panels will be hung on the board in the Kitchen hallway by the back door. Each panel will be used for the corresponding Task.

How I started Flying XC - Mark Miller

As the glider skidded to a stop about 10 yards from the gravel driveway that defined the west boundary of the little field I had chosen at the last second, I couldn't help asking myself the same question David Byrne from Talking Heads posed some years ago, "How did I get here?"

As with most endeavors that we pursue, it all starts with hanging out with a bad crowd. When I was in my early twenties I had a Lotus Europa that someone at work suggested I should try in Autocross competitions. That was merely running around in parking lots between cones against the clock. The problem was like with drugs, it leads to heavier stuff. The friends that I made in the local sports car club all raced some kind of sports car. I then started road racing formula cars and blew all of my discretionary income over the next fifteen years trying to compete with some of the best who went on to professional careers.

Fast forward through the subsequent divorce and sale of the last of the three race cars that I campaigned and on to a second marriage complete with children and all the necessary time and energy in raising and supporting them. I had gotten my private glider rating back in school but only spent one year near a soaring facility in the 34 years since graduation. That one year I did do a lot of soaring in Tehachapi, but then almost nothing until 2004 when I decided to introduce my son to flying.

We joined Caesar Creek Soaring Club that year to have something we could do together and maybe start a hobby for retirement. This worked well until he was in his senior year of high school and other things had his attention. He had soloed but never finished his private certificate.

Meanwhile a lot of the CCSC guys had their own ships and would launch out around noon and not come back for 4-5 hours. I would hear radio calls while up in one of the club ships from these guys that were all over SW Ohio many miles from home. I began to think that I might be able to do this and would like to try to get a few FAI badges. Another member also had some of the same aspirations and we started to look for a used ship to buy. The purchase of the 1975 PIK 20B from a guy in British Columbia is another entire saga altogether, but suffice to say we got it back to Ohio in Jun of 2011 and certified to fly by late August.

My first cross-country was in Jun 2012 at a camp at CCSC. It was a great learning experience that covered many areas that my new commercial glider rating did not. I did about 8 flights that first summer until my partner had a meeting with a runway light trying to tow out of an airport after a land out. Needless to say, by then I was "hooked".

Remember about running with a bad crowd? These guys have been making an annual pilgrimage to Tom Knauff's Ridge Soaring in PA each spring for the last 39 years. They would all say now that you have a glider and are retired, "you gotta go to the Ridge". My partner urged me on by saying a 300 km task is "a piece of cake".

I made my first trip in Apr 2013 with my partner to fly every other day. We never had a ridge day to fly but there were strong thermals along the gaps in the Ridge. On my 300 km "piece of cake", I got low over Altoona but the Best Buy off of I-99 must have been having a sale and I got back up. When I went up to the north end past Williamsport, the thermals were the strongest of the day. As I left 7500' MSL and made my north turn point I turned around to notice the clouds were dissipating. I only got as far as Jersey Shore when I got to make my second landout ever but the field I picked was downhill, not flat and surrounded by trees. It was not in Knauff's review of landable sites on the Ridge, but I was told I was not the first. Skipping across a downhill field toward the trees really got my attention but over the rest of the summer of flying in Ohio and landing out only once at an airport in 15-20 flights had boosted my confidence.

I went back to Ridge Soaring by myself in Nov 2013 when it was predicted to be a good ridge day. I was attempting to simply fly from Ridge Soaring to Bedford then up to Loch Haven and back to Ridge Soaring. The Ridge was working well with a good dozen or so gliders out and about. I made it down to Altoona and across the gap to Bedford and back without any problems. I then went back up past Ridge Soaring all the way to Lock Haven but when I got just north of Lock Haven I hit a thermal and I



thought that I would be conservative and took it to 4500'. I thought that would give me some additional margin and headed home, happy to make a long flight here without a land out. I saw another PIK pass well below me on the ridge at high speed near Howard and thought that the ridge was still working in case I run into sink or no more thermals. That, of course, turned out to be the case when I was just three miles from home and now down on the ridge. I suddenly realized it was not working at all.

This took me completely by surprise and in utter disbelief I finally concluded that I had better find a field fast. The only one I could now reach was short with power lines at the northeast end. As I turned down hill off the ridge, I was at the halfway point of the field parallel to the ridge alongside of Alt 220 in Unionville. I had to turn north to get to the end of the short field and banked about 60 degrees to make a 180 degree turn over the power lines at 150'. Flaps and then gear but I had to use my right hand to put down the gear and fly with my left. I can't blow my nose with my left hand and could not hold it off until the gear was locked before I touched. I broke the gear doors and scratched the paint but I landed safe and stopped before the driveway and farmer's house.

When I opened the canopy there was not a breadth of wind. Have you ever had a land out where you feel that you just survived a plane crash and wander around for the first five minutes in semi-shock?

I called Tom Knauff and he came and picked me up to go get my trailer but he said first, we had to find the guy in the other PIK that landed out about another five miles north of us. When the ridge quit, it quit for both of us at the same time. I just had a little more altitude to land out closer.

The wind was blowing again by the time I was loading the glider in the trailer and most



of the other guys went by us on the ridge on the way home. We were the only land outs of the day.

I've been back to the ridge twice since then with that bad crowd I run with. I had a rather benign land out last April near Jersey Shore in a very nice long field that I had picked out well before the ridge actually quit working.

INSTRUCTORS CORNER (Repeated)

Condor is up and running

In the clubhouse! We'll get the VR goggles integrated next Sunday. Tom McDonald will be working with CFGs individually over the winter to make sure we all know how to integrate the program into our training.

Commercial students

should train and take their checkride in the back seat.

Leave the radio ON and the transponder switch ON/ALT

for gliders so equipped. Use the battery switch as the avionics master switch. There will be an article appearing in the FF later this month with more detail.

We are gradually equipping our fleet with transponders, enabling ATC and well-equipped aircraft to see us electronically. In a related development, the FAA recently expanded use of the 1202 transponder code designated for gliders to be used whether or not the glider is in contact with ATC. This change took effect last November.

For this to be of any value, the transponder off-on knob has to be in the ALT (altitude) position. I recently powered up the battery in an ASK-21 to find the radio on, but the transponder off. I suspect that the aircraft was flown that way on the previous tow as well. Or maybe the pilot before me was old-school, turning the transponder to Off or Standby after landing. Do that, and the next person may well forget to turn it back on. Let's all do this:

- Leave the radio and transponder switches on all the time. Activate them both with the battery switch, treating it as an avionics master switch.

So there I was (all flying stories start that way), enjoying what turned out to be a terrific flight with Joe Jaap back in November. We didn't really soar with eagles, but we did manage to form up in the same thermal with some buzzards. Pretty cool. And our transponder was on. Did we have some dramatic near miss? Nope! Why not? Because before that Boeing 767 on the way to Wilmington passed overhead close enough to hear him, Columbus Approach issued him this advisory: "Traffic 12 o'clock, about 8 miles, maneuvering, on a glider code indicating 5000 feet." (Listen for yourself. I found a snippet of the exchange later on www.liveatc.net).

And even without the assist from ATC, software on the airplane would have given the 767 crew a traffic alert, followed if necessary by a resolution advisory directing them to change altitude and avoid us. Note that we did not have to talk with anyone or be inconvenienced in any way. All we had to do was squawk 1202 – ALT and let the system take care of the rest.

Thanks to all for the price of that transponder, plus the work of Bob Miller, et. al., in getting it installed. I think these kind of non-incidents speak for themselves. Personally, I'd like to spend the money to do the rest faster than our current one-per-year pace.

The Instructor Manual,

needs an overhaul. Any volunteers to help out? Checking the links on pages 5 and 6 maybe? Some UOPs have changed, and we moved from Knauff to Holtz manuals. What other changes or additions would you recommend?

The Holtz student record book

has proven cumbersome to use. Anyone want to lead the charge for a shorter version?

ODDS AND ENDS

If It's Wednesday, It's Soup Day At The Club

Every Wednesday in the colder months of winter, the fireplace will be crackling and the clubhouse will smell like Grandma's kitchen. Around noon you'll hear "soups on" from the kitchen. Each soup is different and is provided by one of the Wednesday Regulars. Some days pies, ice cream and or cookies follow. Regardless of the fare, the companionship is what it's all about.

This past Wednesday the McKoskeys served up hot soup to a small number of attendees.

Lost – Black Spiral Notebook

Chris Summers is looking for his flying notes notebook. It was last seen during the Cross-Country Camp. If you know of its whereabouts, please let Chris know at chrissummers@versamedical.net or 513-807-0077

CLASSIFIEDS

Glider Trailer Wanted

Jason Cottingham is currently looking for a used, open or closed, trailer for his Pilatus B4. The trailer does not have to be in tip-top condition as he is willing to put in some work to get it fully road-worthy. A covered trailer is preferred but he is open to all opportunities. If you have or know of someone that has an older trailer they might be interested in selling, please let him know. He can be reached at 205-305-9477 or JasonLCottingham@gmail.com.

Trailer Sharing Available

Chuck Lohre would like to offer his Casita trailer for a sharing opportunity. It's a completely tricked out trailer and road ready. You're welcome to take it off site as well. He's planning to take it to Burning Man next year. Comes with a swamp cooler as well! It's the one with a Mako shark on top!

Chuck Lohre, 513-260-9025



Jonny Stewart is 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.

Phone: 937-267-1733

Email: skydivesports@gmail.com



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

**LAND'S END EMBROIDERED
CLOTHING AND PROMOTIONAL
ITEMS AVAILABLE ONLINE.
PATCHES ARE IN THE DISPLAY
CASE. – Chuck Lohre**

Embroidered patches are available in the display case at \$5 each. The design is slightly different than the Land's End version.



The Land's End embroidered CCSC patch is approved for use on their clothing line website. Go to <http://business.landsend.com/store/ccsc>, select your garment or promotional product and then select the "APPLY LOGO(S)" box. The CCSC Patch was created for general club use. For my own personal use, I created the embroidery of my call sign "6V" and the ASW 15 plane form for the sleeves. If you would like your call sign or plane form created, send me a photo of your tail, the one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are on the back of our silk screened t-shirts in the club house. The sizes run large, I got my usual XL shirt and it's too large for me. Only some of the promotional items are available one at a time for embroidery. My shirt, shown, cost \$35.95, plus \$8.95 for the patch and \$6.95 each for the sleeves. They will also charge you tax and my shipping was \$9.95.

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, Dwight Mattmuller, Kevin Price, Bryan Sanbongi.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Stephen Kleine, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jaison Lavergne, Daniel Pienaar, Marius Pienaar, Jim Suda, Liz Suda.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754) **ACC:** Kate Menchen Kreiner. **Tow Pilots:** Lorrie Penner, Gordon Penner. **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Val Boehm, Fred Hawk, Mike McKosky, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Sami Rintala. **Instructors:** Charlie DeBerry, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, Poul Pedersen, Charlie Richardson, Mariateresa Sestito.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) **ACC:** Andrew Stringfellow **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels, Sami Rintala. **Crew:** Jacob Dunnohew, Mike Keltos, John Kondratowicz, Karl Ludolph, Rusty May, Brian Stoops, David Whapham.

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, Andrew Dignan, David McMaster, John Murray, Curt Pollock, Tony Rein.

4TH SUNDAY

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

2022 5th WEEKEND CREW DAYS:

Jan 29 – 2nd Sat Crew
Jan 30 – 2nd Sun Crew
Apr 30 – 3rd Sat Crew
May 29– 3rd Sun Crew
Jul 30– 4th Sat Crew
Jul 31– 4th Sun Crew
Oct 29 – 1st Sat Crew
Oct 30 – 1st Sun Crew
Dec 31 – New Year's Eve Volunteers

PRESIDENT: Andrew Dignan

VP/MEMBERSHIP: John Lubon

SAFETY OFFICER: Kevin Price

DIR OF OPS: Mark Miller

TREASURER: Chuck Lohre

DIR OF FACILITIES: Keith Kilpatrick

TOWPLANES: Tim Christman

GLIDER MAINTENANCE: Bob Miller

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Rolf Hegele,

n11rdbird@att.net

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

Revised 11/17//2021 mkm