



## Caesar Creek Soaring Club

## FREQUENT FLYER

February 8, 2022

CCSC IS ON FACEBOOK

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

CCSC IS ON THE WEB

[www.soarccsc.com](http://www.soarccsc.com)

### UPCOMING EVENTS

- Feb 24 - 26, 2022 – SSA Convention, Reno NV, **POSTPONED**
- March 5, 2022 – CCSC Board Meeting, 10 AM, CCSC Clubhouse
- March 25, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- April 2, 2022 – CCSC Annual Meeting, 9:30 AM, CCSC Clubhouse
- April 2, 2022 - CCSC Board Meeting, 10 AM, CCSC Clubhouse
- April 23, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- May 7, 2022 - CCSC Board Meeting, 10 AM, CCSC Clubhouse
- May 21, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- July 10 – 15 - Youth Education Week (YEW); Steve Hoffman, Henry Hayter
- Aug 6, 2022 - WPAFB Recreation Outing
- Oct 8, 2022 - WPAFB Recreation Outing

### NAME THAT PICTURE

This following picture highlights the results of early efforts that went into creating a usable airfield on a piece of farmland. Members started leveling land for a narrow runway and a taxiway. The result is clearly visible on the picture and this configuration was for used quite some time according to Henry Meyerrose. The work on the field continued for some years and was operating like this in August 1979.

The picture shows all the buildings that had been used on the farm while it was an active dairy farm. (Our hangars and the Clubhouse were built several years after this picture was taken). The picture also shows a structure partly shaded by trees and located just north of where the Clubhouse is now located. This structure was a garage/storage shack known as the "Sow's Ear". It was used by club members for maintenance of privately owned gliders. The "Sow's Ear" was dry and heated and therefore much appreciated, but it was in bad condition and certainly not a "Silk Purse".

*(If you have other inputs on this picture, please send me the comments so we can share with members)*



## OPERATIONS

### Operations Considerations - Andrew Dignan

There was extensive discussion at the last Board meeting about potential safety issues that must be addressed as well as the protection of our assets. As a result, the Board voted to have Towplane '909' only use 100LL gas available at Cubby's. In addition, it was determined that there should be NO flight operations when the temperature is below 20 degrees Fahrenheit in order to protect our members and the equipment.

The reasoning for the ops change was as follows:

- 909 suffered an engine out on landing with temperatures below 20°F. All proper procedures had been followed for cold weather landings, and still there was an issue. Most likely, though not absolutely determined, it was fuel related as was discussed between Haskell Simpson, Larry Kirkbride, Cub, Tim Christman, and Jim Goebel. Cub had experienced similar issues while using auto gas and switched back to 100LL in his Pawnee for this and some other reasons.
- Other tow planes would not start. The engines in tow planes can be finicky to start in warm weather. Double so or worse in cold. We all would prefer to have our tow plane engines running well during the critical tow out phase below 1000 feet and landings. Cold weather does not help the percentages.
- Gas powered golf carts are not designed for cold weather use. If they were, we would see them all around the place in the winter time. We just put good money in the fleet to get them all running and don't want to waste that. We have approximately \$28K fixed cost wrapped up in golf

carts and about \$2400 in servicing them to get them in decent running order a few month ago.

The board asks that you keep these things in mind when performing cold weather operations.

### **New Year's Field Check**

Don't forget that your first flight this year in a CCSC glider must be with an instructor with logbook endorsement for a Field Check. The flight must be in the highest-level aircraft you expect to fly this year. The ASK-21s and the Grob 103 all qualify at the same level.

### **COVID Update**

With COVID infections and hospitalizations still significant, the Board voted to continue the existing COVID restrictions. In essence:

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

### **Aircraft Annuals**

Glider annuals are under way in the workshop so no glider tails should be placed through the doors. The Grob 103 is now in the shop awaiting its annual.

### **Hanger Rash**

The Club continues to incur an excessive amount of hanger rash on our gliders while in the hanger. You need to make sure that you have enough personnel to move the aircraft safely without running wings and/or fuselage into one another.

### **2022 BUDGET APPROVED**

The Board approved a budget for 2022, which is now available on the Members Only portion of our website. The budget does not include any capital or aircraft upgrade projects for this year, but the Board did discuss a modification/upgrade to the farmhouse that could cost upwards of \$20,000.

### **INSTRUCTORS CORNER**

#### **Condor Update - Tom McDonald**

We've persevered through several hardware and software issues, and Condor is now up and running. Virtual reality goggles (lower right in the picture) put you inside the glider instead of looking at a monitor. In addition, we're flying over a CCSC terrain model.

I've spent much of my professional career as a simulator instructor, and I know this is going to be a game changer for our training program. I'll start working with instructors next weekend.

Here are the basic rules for use:

- \$5 per flight (half the cost of a real 2-33, and no tow charge).
- Billing is via the purchase form in the clubhouse, just like if you were buying a shirt.
- Limited to 30 minutes if there is one person waiting.
- Limited to 20 minutes if there are two or more.
- Instructors fly and train for free, just as they do for landing currency in the actual aircraft. The same time limits apply for them.

Here is "my" 1-26 just after landing on runway 27 at CCSC. Be sure and try this the next time your crew day gets scrubbed for weather or a wet field.



And a little perspective on our price: Another soaring club gets \$75 an hour for the rig shown below. It isn't bad, but it isn't virtual reality either. They probably aren't flying from their home field either.

### Caesar Creek Cross Country Ground Course

CCSC is offering 3 sessions focused on flying cross-country.

The dates will be March 25, April 23, and May 21. The sessions will be held in the club house from 9 to 11 AM. The cost will be \$25.00 total for all 3 sessions. John Lubon, Dan Reagan, and Rolf Hegele will be the presenters. It should be noted that attendance at these sessions will be required to fly with Dan in his ASG-32mi.

The agenda specifics are still being developed but will include the following:

- Sources of Lift
- Situational Awareness Decision Making
- Sources of Weather information and corresponding analysis
- Glider Polars
- Equipment – GPS Choices
- Landing at other airports
- Off field Landings
- On Line Contest (OLC) as a learning tool.
- Proving Grounds
- Glider and trailer preparation
- Hydration and relief systems

Contact John Lubon to register for the course.

## CREW CHIEF REPORTS

### 2cd Saturday Report

No flights. We had problems with all three towplanes today. 33Z has a problem with the rudder and tailwheel. The mechanism is not free and full deflection requires unusually high effort. It was red-tagged per Tim Christman. 909 engine quit while on final. All usual winter precautions had been taken. It was also red-tagged per Tim Christman. 48L would not start and the effort stopped to save the battery.

In addition to the towplane problems, we could only start two golf carts. The Kubota did not start and we tried to charge it, but charger lead was broken.



Jersey Ridge Soaring

## 2cd Sunday Report

*(I couldn't find the report. Lost it in my directories)*

## 1st Saturday Report

It was a sunny and cold day at the glider club. The field is covered in snow and the temperature range for the day was 8 F to 18 F. The Kubota would crank but would not start. One of the golf carts was started with some difficulty but it just about got stuck on a frozen tire track from the tractor. Due to the cold and the difficulty with the ground equipment, flight operations were cancelled for the day.

Dick Huskey and I tried to measure the voltage produced by the battery charger in the tow plane hangar. It hummed but gave erratic voltage readings between the alligator clamps. I suspect the heavy corrosion on the clamps is a factor. After that, Dick got his truck and pulled my car to free it from the low traction spot in front of the tow plane hangar where it got stuck.

The AED on the clubhouse desk is chirping. 909 is red tagged to change it over to 100LL gas. Food was put out for the cat which made it very happy.



## 1<sup>st</sup> Sunday Report

No flights. Lots of ice and snow. Refilled the wood pile.

## MEMBERSHIP

### Meet Our Members      Charlie DeBerry Addendum

*We overlooked several significant milestones in Charlie's biography.*

While instructing at CCSC, Charlie was awarded the Most Active Instructor award for Region 6 by the SSA. He earned this achievement several times. In addition, he received the Wright Brothers Master Pilot award by the FAA. This recognizes a 50 year accident free flying career. Most importantly, Charlie met his wife Ellen in 1976 when he started his tour at WPAFB , *(and she still puts up with his flying addiction; editor)*.

### John Lubon

John started flying hang gliders in 1975 and flew primarily in South Carolina. He received his Private Power and Instrument Rating in 1984 and started flying Gliders in 1986 and has accumulated around 4000 hours flying time. He has owned a number of Gliders including an LS1f, Discus, Ventus CM, and currently owns an ASG-29. He has flown National and Regional competitions in many states with his wife Laura as crew. John also holds many Ohio State records and has had the opportunity to fly at several sites in Germany and Italy. John enjoys long



Even John lands out, here at Logan, UT  
Picture courtesy of Patrick Lubon



cross country flights with his favorite being his flight from CCSC to Blairstown, NJ. John has enjoyed his years on the SSD and CCSC boards and also provides Instruction and Mentoring Pilots to the next level.

John also supported the SSA with two terms as Region 6 Director. He is currently the Site Selection Committee chairman which consults on the plans and approves all National Competitions.

## ODDS AND ENDS

### The Bees are Still Buzzing - Tom McDonald

People often ask me how the bees are doing. Here's their midwinter report card.

I wasn't able to get out to the field from mid-July through late September. Hive 548 developed unrecoverable problems during that time and died off as soon as it got cold. I lost some in smaller boxes that I was using to raise new queens too.

I have two colonies remaining at the club, painted to match 16Q and 15H. I took advantage of a warm day a few weeks ago to get a quick peek in the top and replenish the sugar blocks that make up their supplemental food. They are looking good, and I'm hoping to get them both through the winter. The weather has been really challenging. Bees cluster together and essentially shiver, creating enough friction to keep themselves at a toasty 90+ degrees. They are good even in below zero outside temperatures, but it can take them many hours to get the whole colony organized. A really quick transition from warm to cold can catch them too spread out or with the cluster trapped in a part of the hive with no honey for food. My wintertime goal as a beekeeper is to keep them dry and minimize that thermal shock. I use quilt boxes to absorb moisture and control heat loss through the roof. The sugar over their heads also absorbs moisture, and the bees lap up the resulting syrup.

I only collected honey from about one and a half hive boxes last year, harvesting 83 pounds. I donated about 20 to the club as "sweetest flight of the day" prizes and available for sale. In addition to the two at CCSC, I had 7 colonies in Kentucky before this latest cold snap. At risk of counting my bees before the spring flowers bloom, I'm hoping for a really good harvest this year.

The first look in 15H. They had eaten almost all the sugar in the center bay. It is replenished in the next picture. Bees can walk on that Swiffer pad but the fibers will trap the little beetles that are constant pests inside the hive.



I could actually feel the heat coming off the cluster in 16Q when I brushed the insulation away. (I know the picture doesn't really show that. You'll just have to use your imagination). They had not eaten nearly as much of their feed compared to 15H, although they were up high in the box munching away. Dust from the wood shavings covers the sugar. The center hole in the block allows for airflow.





### 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 [chrisummers@versamedical.net](mailto:chrisummers@versamedical.net) or 513-807-0077

### Guess the Trailer

Anybody know who these two flat/empty trailers belong to? They have been there all fall and winter.





## 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](mailto: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](mailto:skydivesports@gmail.com)

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



<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 from 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 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 a photo of your tail, the one-time cost is \$29 each to create the embroidery programming. Most of our plane forms are the back of our silk-screened t-shirts in the clubhouse. 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.



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## CCSC GROUND CREWS:

### 1<sup>ST</sup> 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, Kevin Price, Bryan Sanbongi.

### 1<sup>ST</sup> 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.

### 2<sup>ND</sup> 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.

### 2<sup>ND</sup> 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.

### 3<sup>RD</sup> 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.

### 3<sup>RD</sup> 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.

### 4<sup>TH</sup> 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.

### 4<sup>TH</sup> 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.

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