



Caesar Creek Soaring Club

FREQUENT FLYER

March 8, 2022

CCSC IS ON FACEBOOK

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

CCSC IS ON THE WEB

www.soarccsc.com

UPCOMING EVENTS

- March 26, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- April ?? - CCSC Annual Banquet, Dayton Engineers Club; TBD
- April 2, 2022 – CCSC Annual Meeting, 9:30 AM, CCSC Clubhouse
- April 2, 2022 - CCSC Board Meeting, 10 AM, CCSC Clubhouse
- April 2, 2022 - Crew Chief Meeting , 1200, CCSC Clubhouse
- April 23, 2022 - Basic Cross Country Training Class; 9 AM to 11 AM, CCSC Clubhouse
- April ??, 2022 - Spring Cleanup Weekend
- 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
- 2023 - 1-26 National Contest

CCSC ANNUAL MEETING

Elections for the Soaring Society of Dayton Board of Trustees are coming up soon, and we're looking for candidates. We are always looking for members to participate in the management of the organization and to apply their individual background and perspectives to Club operations. This is a great opportunity to have a voice in decisions about the Club and its future. If you are interested in running for the board, please submit a brief paragraph on your bio and/or board interest to Bill Hall, Secretary (wbhall46@gmail.com), at your earliest opportunity so we can issue ballots by mid-March.

The Annual Meeting is coming up on April 2 at 0930 at the Clubhouse and we need your input; so attend or at least vote. There are four member positions up for vote: Mark Miller; Chuck Lohre; Andrew Dignan; and Rolf Hegele with one position open.

COVID STATUS

Now that the COVID numbers are back down to something reasonable, the Trustees agreed to open the Club back up to near normal operations. This means effective immediately we will be accepting Introductory flights and members are free to bring their friends to the field. Masks will be the prerogative of the Pilot in Command. Instructors and pilots giving instruction or Introductory flights can require masks in the cockpit if they choose. Masks are optional in the clubhouse or on the flight line.

PICTURE OF THE WEEK



Back Row (L-R): Willi Elias; ____; Len Bactell; Rudy Opitz; Bruce Helvey; ? Frost; ____; Ray Barrett; Julian ?; ____; ____; Robert Stimmfield; Karl Elias

Middle Row (L-R): George Stillwagen; John Biernacki; ____; Bob Christman; ____; Tom Holloran; ____; Bud Carbough; Wang Hammer; Jerry Nolan; Ted Snow; ____

AIRCRAFT UPDATE

At this last Board Meeting, there was extensive discussion about the possibility of buying a new ASK-21B to modernize our fleet. With the Grob approaching 40 years in age and the current ASKs at least 20 years, it is time to consider an upgrade. Along with that, the discussion also included the sale of the Grob as partial payment towards the purchase.

John Murray encouraged the Board to commit to a down payment in order to confirm a build slot which is two years away in January 2024. It turns out that in buying gliders, the price itself is not firm nor are the Dollar/Euro conversion rates. This means that there can be some fluctuation in price by the time the majority of the payment is made in two years. However that is standard practice.

We were not able to prepare a pro forma financial statement in time for this Newsletter, however it is being worked and we should have that out to you within several days. It is important to review this as the question whether to go forward with the purchase will be on the ballot you will be receiving shortly.

We need your input in time for the April 2, 2022 Board Meeting

OPERATIONS

Crew Chiefs Meeting

Let's plan to have a crew chief meeting on 2 April after the normal BOT meeting. That would be at ~1200 in the clubhouse. All crew chiefs and/or their assistants should make every effort to attend. I would like to hear back if you or your assistant cannot make the meeting and if you have any agenda items. I will try to put together an agenda and send out the week before the meeting.

2022 BG Fliers List

We are late this year in getting this out, but Andrew is requesting your acknowledgement to be part of the 2022 BG Fliers group. Again the 'buy in' gets you no-charge ship rental access (versus a \$25 per hour charge) to BG along with the right to fly for 2 uninterrupted hours (weather conditions notwithstanding). The 'buy-in' goes on for the whole year, entry at any time but still at full cost.

The only unfortunate difference from last year is that the charge is now \$100 per year (up \$10). This is due to the list being smaller than previous years. Remember, this group pays for the insurance and maintenance on the ship for a year. This up-front cost also eliminates grumblings that the ship does not pay for itself and that we should sell it.

As a reminder, membership in BG Fliers group allows you to take the glider outside of gliding distance of the club (XC). This is very different than with most of our other ships, short of you being a XC instructor in a two place.

It is noted that the ships brakes are basically non-existent. It is one unfortunate thing about it that daddy Grob never fixed. We will certainly check for master cylinder issues and I have looked into getting some different brake liners (but have to send the wheel out to CA for the upgrade). The brake liner change it is about \$400 from what I remember. I could sand the shoes down but it would only last for one braking session. The only other way, besides the different pads, to get great stopping power would be to get a disk conversion kit. Those kits run in the \$2K to \$3K range.

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.

Audio Vario

With 12 volt power systems and radios going into the 2-33s, we have a shortage of audio varios that work to put in the panel. Should you have a working unit sitting on a shelf that you would like to donate or sell to the Club, please contact Bob Miller.

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.

The Open Gliding Network (OGN) - Andrew Dignan

For the past year I have been looking into the Open Glider Network (ONG) which has been running in Europe for years. It is currently the main way European soaring enthusiasts 'live' track aircraft. The system has been designed and put together by volunteers and is run as "open source" which means that all the code used to build it is available to be viewed, changed and updated as anyone sees fit. It is similar to paid services like flightaware.com, but with detail more specific to soaring and does not cost the consumer a thing. It also taps into ADSB data from other sources where available.

The system allows you as a soaring pilot, or your significant other, or friends, to have a nice way to see sailplanes in near real time around the world. The system is so quick, and coverage so good,

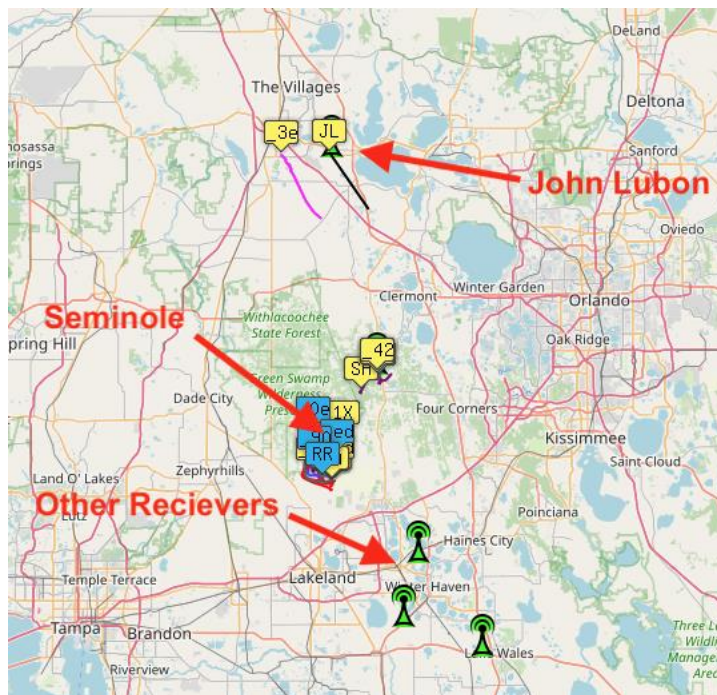
especially in places like Europe, that the world competition last year had to put a 15 minute delay on the receivers. The tracking was so quick that if the ground teams viewed the data as normally delivered, they would have easily been able to see the pilot's strategies and communicate that info to their pilots.

To see an example of what the OGN system can provide you can follow this link:

<https://live.glidernet.org/#c=28.51857,-81.65694&z=9&m=0&s=1&l=r&p=2&u=i>. This should take you to Seminole in FL where some of the people I have met have placed four new receivers. If you want to see it full screen, just click the small blue square icon at the top middle of the screen that looks like a sheet of paper icon. Tapping that icon again will take you back to normal page view. Moving and zooming in and out on the map can be done with a mouse or track pad as usual. Other receivers have been setup for local glider operations at Estrella Sailport AZ, Tehachapi CA, Chicago Glider Club IL, and Williams Soaring CA.

In the screen shot (below) you can see our own CCSC pilot John Lubon (Contest ID JL) running up North away from the pack of other gliders at the current Seniors practice. The tracking, done at 5 second intervals, even lets you clearly see thermal flight mode. If you click on the Contest ID in a list that shows on the side of the page you can even get current details about speed, altitude, heading, approximate vario indication, and other data from the aircraft. You can even view tracks laid over four different kinds of base maps (road, topo, flat, Google earth), show receiver locations, and overlay airports, temps, wind, precipitation, and air space. Complete viewing and data options can be seen by checking out this link for the help documentation. (<https://live.glidernet.org/help-en.html>)

All this is made possible by volunteers putting up receivers which are built from parts that run about \$300 per unit, ready to install. The only thing that is needed for an aircraft to be picked up is line-of-site between the receiver and transmitter. The transmitter can either be a FLARM unit or a special low cost (\$70) soaring specific unit that the OGN project came up. The transmitter broadcasts data on the 915 MHz band over a radio communication system known as "LoRa". You can think of LoRa as if it were WiFi but with much longer range and smaller data packets. You would certainly never be able to use LoRa to watch your favorite movies, but it is darn near perfect for this type of tracking.



I have already obtained the parts and have starting working on putting together four receivers for CCSC. One will be located at our field and is already under test. There will be another in Eaton Ohio, a third in Hillsboro, and a fourth in a location on the way up I-71. The receivers have a line-of-site reception range of at least 50 miles, so one unit can cover a 100 mile diameter range. By the way, if you live somewhere in North East Fayette County, about half way between the Club and Columbus, and would not mind 'hosting' a receiver, please get in touch with me. All it would take is providing some power (about 20 watts), some very low bandwidth internet access, and having an antenna installed so the receiver can report what it sees to the internet. I also have some test OGN transmitters in the build stage and they will soon find their way to the club.

Overall I think this would be a great thing for our club to participate in. Crews would know in real time

where all of our ships are at, being able to determine if there was a land out, or knowing that an overdue sailplane is on its way back to the club. Some clubs even have the transmitter units in their tow planes, not only to track them but allowing them to keep flight logs.

For a summary on how the system works, you can visit <https://www.glidernet.org/>. More information on how anyone can join in OGN will be available in an April Frequent Flyer follow up article. This should be the future of real time sailplane tracking in the U.S., and with us being in such a niche sports the price/performance ratio of this open system is hard, if not impossible, to beat.

TRAINING CORNER

Caesar Creek Cross Country Ground Course (Updated)

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

The dates will be March 26, 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 details are still being developed but will include the following:

- Sources of Lift – John lead
 - Situational Awareness – John lead
 - 2000 foot Rule – John lead
 - XC Decision Making – Dan lead
 - Clouds or BlueEnd of Day 1
 - Sources of Weather Information – Dan lead
 - Analyzing Weather Information – Dan lead
 - Glider Polars, STF and McCready – Rolf lead
 - Glider and Trailer Readiness – Rolf lead
 - Equipment – Varios, GPS Choices, Recorders
 - Hydration and Relief SystemsEnd of Day 2
 - SPOT and other Tracking Devices – Dan lead
 - Landing at other airports – John lead
 - Off field Landings – Larry Kirkbride lead
 - On Line Contest (OLC) as a learning tool – Dan lead
 - Proving Grounds – Rolf lead
- End of Day 3

Contact John Lubon to register for the course.

CREW CHIEF REPORTS

4th Saturday Report

We took 48L to Cubby's for it's annual. There were no other flights as the field was very wet. We even got aruck stuck at entrance parking area but learned how to lock the wheels!

4th Sunday Report

The field was thawing quickly. After much discussion, it was decided that if all take offs and landings were in the center of the runway, we would be ok. We had glider operations on runway 27. Wind was moderate from 300 degrees. 6 total flights with Al Quinn in 33Z towing. We made a couple of minor repairs resulting from gliders landing and rolling out thru some soft areas of the field.

We had 2 new members, Bradley Coleman and Tom Woosley, take introductory flight instruction with John Lubon and Jim Goebel. Thanks Jim for helping out on 4th Sunday. This picture is Bradley after his 3rd flight.

1st Saturday Report

The winds were forecast to be gusting up to 30 mph. This combined with a soft field resulted in no flight operations.



The flag is standing out straight from winds from the south.

Logs along the driveway and in the campground were moved to

the burn pile. Ruts were smoothed over by driving the Kabota over them.

Here are Mark Hanlon (on the tractor), Joe Jaap (in green coat), John Armor (in white shirt) and Dick Huskey (in red shirt) after pulling a load of

brush from the campground off the trailer using a strap around the brush.

1st Sunday Report

No flying, Cross Wind factor was too high for safe operations. No students showed up for training crew.

MEMBERSHIP

Meet Our Members

We have two new members: Bradley Coleman, Youth member, and Thomas Woosley, Military member. When you see these men on the field, introduce yourselves and answer the questions they're sure to have.

Soaring Wings

Norm Leet recently passed away and we had very little of his obituary to print. Presented now is his official obituary with some significant information that probably very few knew.

Norman Clinton Leet, 71, of Waynesville, Ohio, died of natural causes at home last month. He was preceded in death by his parents Clinton Harold Leet and Lorraine Viola Westcott Leet of Honesdale, PA. Norm was born in Susquehanna, PA. He graduated from Honesdale High School in 1968. At Indiana Institute of Technology Norm studied aeronautical engineering and was a member of the American Institute of Aeronautics and Astronautics graduating in 1973 .

Norm's heart was always in the sky. His interest in flying began when his dad gave him a ten-cent-per-pound ride with a barnstormer in the early 1950s. During childhood Norm modified balsa wood models to change their performance as he swung them from the end of a fishing pole. He studied the flight path of model airplanes launched from the attic window. He went on to earn his Private Pilot's License flying Cessnas, a 1953 Chipmunk, a Saber Acrobatic, home builds, and gliders. Norm brought his passion for flying home to family reunions leading to the family to ford a river and hunt through the woods for his lost remote control plane. He equipped the children with water propelled rockets to the delight of multiple generations.

Norm's professional life was spent designing aircraft as a civilian engineer at Wright Patterson Air Force Base. Early in his career, Norm analyzed load and stress for the A-10 System Program Office. He served as Lead Engineer for all B-52 weapon integration programs. Norm served as Chief Flight



Engineer for the C/KC-135 Developmental Systems Office. The project he was most proud of was the F-35 Joint Strike Fighter. Norm was awarded the Air Force Outstanding Civilian Service medal. In 2011, after 37 years of service, Norm retired from the Aeronautical Systems Center, WPAFB, OH.

Norm enjoyed volunteering as part of the 3rd Saturday glider crew at Caesar Creek Soaring Club in Waynesville, OH. Norm was very knowledgeable regarding the club members' common interests and shared many stories, articles and pictures regarding aviation personally and in the club's monthly newsletter.

Norm is survived by Martha Leet Clister and her husband Dave of Pittsburgh, PA; Chris H. Leet of Box Elder, SD; Lois J. Leet of Gig Harbor, WA; Elaine G. Leet of Moscow, PA; nephews Roy D. Carrick and wife Taira of Groton, SD and C. Bruce Carrick and his wife Sharon of Honesdale, PA; Jackie Clister Althoff and her husband Stefan of Reilingen, Baden-Wuttemberg, Germany; Terri Clister and fiancé Jamie Middlebrook of Hillsboro, OR. Surviving great-nieces and nephews are Lena and Lukas Althoff; Kailyn, Andrew, Abiagael, Dixon, and Clara Carrick. He was predeceased by great niece Sierra Mae Carrick and great nephew Connor Ray Carrick.

A memorial service will be held at the Caesar Creek Soaring Club in Waynesville, OH, on a spring date to be decided.

Those wishing to honor Norm's life are encouraged to donate to the Caesar Creek Youth Soaring Association, Caesar Creek Soaring Club, 5375 Elbon Rd, Box 920, Waynesville, OH 45068 USA. <http://www.soarccsc.com/>

Arrangements are being made through Stubbs-Conner Funeral Home in Waynesville, OH.

ODDS AND ENDS

Club Member Turkey Shoot

During the cold winter months on selected Wednesdays, usually after soup and "pre covid", a group of daring members headed out to engage in a Turkey Shoot. Various members over the last several years enjoyed target practice with their shotguns for a prize of Wild Turkey Bourbon. Our shooting venue was graciously offered to the club by one of its members. As time moves on so did our private range. So, they say all good "fun" things must come to an end and ours unfortunately did. Let it be known that in the last 5 years of shooting Don Green finally won a match. Congratulations Don and thank you Lynn.



Lost Keys

Charlie Richardson lost his keys on the 3rd Saturday Crew day. There is a small plastic tag that says "Pines" on it. If found please contact Charlie at c.rich@zoomtown.com.

Guess the Trailer

Anybody know to whom this flat/empty trailer belongs to? It has been there all fall and winter. If no one steps up this month, it will be removed.

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 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



<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 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 clubhouse. The sizes run large, I 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 also charge you tax and my shipping was \$9.95.



got

will

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, 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, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, 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.

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