



Caesar Creek Soaring Club

FREQUENT FLYER

April 4, 2022

UPCOMING EVENTS

- April 16, 2022 - Spring Cleanup Weekend
- 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
- July 16 - Norm Leet Service, CCSC
- Aug 6, 2022 - WPAFB Recreation Outing
- Oct 8, 2022 - WPAFB Recreation Outing
- 2023 - 1-26 National Contest

CCSC ANNUAL MEETING

The annual meeting was held just prior to the monthly Board meeting. The membership that voted reelected Andrew Dignan, Mark Miller, and Chuck Lohre for another three-year term on the Board of Directors. There were no changes to the Board structure so the CCSC management remains as follows:

- | | |
|-----------------------------|--|
| • President | Andrew Dignan |
| • Vice President/Membership | John Lubon |
| • Secretary | Bill Hall Jr. |
| • Treasurer | Chuck Lohre |
| • Airport Operations | Mark Miller |
| • Facilities | Keith Kilpatrick |
| • Instruction/Social | Tom McDonald III |
| • Glider Maintenance | Bob Miller |
| • Tow Plane Maintenance | Tim Christman |
| • Safety | Kevin Price |
| • Open | To be determined (2 names were provided as |
| write-in candidates) | |

The other piece of business for the Annual Meeting was tallying the votes for the various options presented regarding the purchase of a new ASK-21B. The majority of the votes by the membership recommended that the Club place a deposit now and start the purchase process for an ASK-21B with an expected delivery date in 2024.

Dan Reagan announced that the Pawnee that had been used for towing at Ridge Soaring was available for purchase as it had not been sold at a recent auction for Ridge Soaring assets. The Board voted that the expenses be paid for Tim Christman to lead a team to inspect the aircraft and return next month with a corresponding recommendation.

AIRCRAFT UPDATE - ASK-21B IS COMING

As a result of the membership recommendation to make a deposit now for a new ASK-21B, the Board voted with a split decision to proceed with placing a deposit with the Alexander Schleicher dealer for a new ASK-21B for delivery expected sometime in 2024.



SAFETY

FAA WEBINARS – FOR YOUR CONSIDERATION

"Preflight Weather Self-Brief - Basic plus Upcoming Webinars"

Topic: Analyze the Weather on Your Route to Make Safe Decisions—and in only 10-15 Minutes!

On Monday, April 18, 2022 at 15:00 Pacific Daylight Time

Select Number: WP01111821

Description: Weather is the most lethal of all major causes of aviation accidents. In this 60 minute webinar, learn the practical lessons you can apply to increase the speed and accuracy of your preflight weather briefings.

- Learn the 6 elements you MUST CHECK in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- Where to identify each of the six aviation weather hazards

This is for anyone who is looking for a simpler, faster way to accurately perform a preflight brief and identify the potential hazards without complexity.

Register by going to: <http://www.fly-rite.com/free-webinars>

"Aviation Weather Center - FLYERS Warm Season Low-Level Turbulence Workshop"

Topic: Low-Level Turbulence and Convective weather.

On Tuesday, April 12, 2022 at 18:00 Central Daylight Time (16:00 PDT, 17:00 MDT, 19:00 EDT, 13:00 HST, 15:00 AKDT, 16:00 Arizona, 23:00 GMT)

Select Number: CE05112048

Description: Alongside the return of warming springtime temperatures comes the development of rising air motions and subsequent low-level turbulence affecting flight. While low-level turbulence is common throughout various geographic regions in the warm season, an awareness of certain weather patterns which lend to increased severity and frequency of low-level turbulence will aid in the planning and mitigation process for flight.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: FAASTeam

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

OPERATIONS

DITTELL RADIO - TOM RUDOLF

I could not set the radio frequency in 15H last Sunday so I looked for the manual. I now see how to do it and am sharing it with everyone!

Section IV Operation

4.1 CONTROL FUNCTIONS

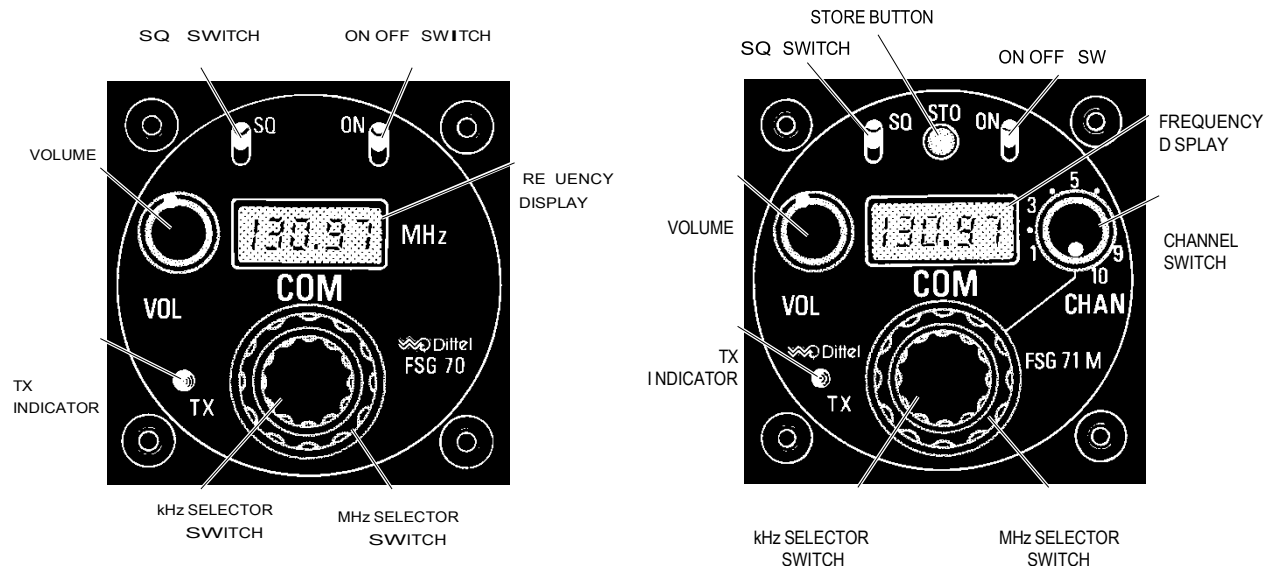


Fig. 4-1: Controls and readouts

Controls Readouts	Description	Function
OFF/ON	Toggle switch with two positions	Lever down: Power OFF Lever up (ON): unit supplied with power
VOL	Potentiometer	To increase the RX-volume rotate the knob clockwise.
SQ-Switch	Toggle switch with two positions	Lever down: The squelch circuit is off. Basic RX-noise is audible. Lever up (SQ): Standard position, the squelch circuit is activated. Only reception of signals above SQ-threshold.
Frequency display	5-digit liquid crystal display, internal lighted	Shows the operation frequency in digital form set from 118.00 to 136.97 MHz. Last digit "5" or "0" does not appear. Blinks if power supply drops below 11Vdc.
kHz Selector	inner rotary knob with 40 detents	Sets frequency in 25 kHz increments (.000 - 975)
MHz Selector	Outer rotary knob with 19 detents (stops at 118 and 136 MHz)	Sets frequency in 1 MHz increments (118. - 136.)
TX indicator	Yellow LED	Lights while pressing the push-to-talk switch.

Additional at FSG 71M		
Controls Readouts	Description	Function
CHAN Channel selector switch	Rotary knob with 11 detents	Knob fully clockwise: Frequency free selectable by MHz- and kHz knobs. Knob on position 1 through 10: Recall or storage of channel frequencies. Refer to Section 4.3 or 4.4.
STO button	Push button	By depressing the STORE-button the displayed frequency is entered in one of the 10 electronic memories provided that the CHAN switch is at one of the 1 through 10 positions.

4.2 OPERATING INSTRUCTIONS

Turn ON the transceiver with the right toggle switch (lever up "ON").

Select the desired operating frequency by rotating the increment/decrement knobs either clockwise or counterclockwise. A clockwise rotation will increment the previous frequency while a counterclockwise rotation will decrement the previous frequency.

The larger inside knob will change the MHz-portion, the smaller outside knob will change the kHz-portion. At one band-edge (000 or 975 kHz) the following 25 kHz change will wrap around to the other band-edge.

FSG 71M:

To select the desired operating frequency rotate the channel selector fully clockwise. To tune the radio to a stored operating frequency rotate the channel selector switch to the desired channel no. (1 to 10). The receiver is always tuned to the frequency appearing in the display.

Set the left toggle switch to "Squelch OFF"-position (lever down) to override the automatic squelch and rotate the "VOL" knob for desired listening level on the noise being produced by the receiver. Set the left toggle switch to "SQ" (lever up) to activate the automatic squelch.

A warm-up period is not required. However, at temperatures of -20°C, the LC display needs approx. 1 sec. until it is fully visible when frequency is changed.

For transmit operation select the desired frequency, depress the push-to-talk button and speak into the microphone. The microphone must be kept close to the lips in order to cancel noise like from the engine etc. Enunciate clearly at a constant loudness.

During transmit operation, the yellow LED "TX"-indicator will light on the front panel, signaling that the push-to-talk button is depressed.

During receive operation rotate the "VOL" knob for desired volume.



IMPORTANT!

- If radio is battery powered frequent transmitting and loud receiver volume reduce available operating time.

4.3 PROGRAMMING THE CHANNEL FREQUENCY MEMORY (FSG 71M ONLY)

The **FSG 71M** transceiver is equipped with 10 memory cells which are able to store one frequency each in the range from 118.000 to 136.975 MHz. The stored frequencies are non-volatile.

1. Rotate channel selector knob fully clockwise.
2. Select the desired frequency by rotating MHz- and kHz knobs.
3. Rotate channel selector knob to desired channel number (1 to 10).
4. Enter the frequency by depressing (approx. 1 sec.) the store button (STO) into the memory. If a frequency is already stored in that certain channel it will be overwritten. The function of the STO button is electrically delayed to reduce memory loss caused by accident touching.

4.4 RECALL OF STORED FREQUENCIES

Rotate channel selector knob to desired channel number. The stored frequency will appear on the display and the transceiver is tuned.



ONLY FOR USERS OF FSG 71M TRANSCEIVERS

If the built-in battery of the electronic memory is defective, the memory content is lost when the unit is switched OFF. For safety reasons the memory battery should be changed every five to six years by authorized personnel (recommended date of change see separate tag on unit).

4.5 BATTERY CHECK

The **FSG 70-System** transceivers indicate low battery voltage by causing the frequency display to blink if the power supplied drops below 11 volts.

When operating from battery:

Depending on battery capacity and the duration of transmit operation, the following operating times may remain after blinking starts until the battery is fully exhausted. Reference: approx. 20°C, 7.2 Ah battery, feeding only the transceiver. Operating conditions: 10% transmit, 20% receive, 70% stand by

ACTION	CONSEQUENCE
a) Blinks while transmitting	Approx. 5 hrs. operation left
b) Blinks also while receiving	Approx. 45 min. operation left. Recommendation: Transmit only when absolutely necessary!
c) Short-time blinking in "stand by" mode (switch at "SQ" position, no reception)	Cease transmitting! Approx. 45 min. of receive-only operation left.
d) Continuous blinking in "Stand by" mode	Turn off unit! Recharge battery as soon as possible! (Refer to Section 4.7 Emergency Operation)



IMPORTANT! The transitions for a), b), c), and d) have fluent character, the battery recovers somewhat after load is reduced.

When operating from aircraft's power system

Blinking frequency display: The aircraft's power system must soon be investigated!

When operating from 28 V aircraft power system

Blinking frequency display:		Check voltage regulator and aircraft's power system.
-----------------------------	--	--

4.6 EMERGENCY OPERATION

In an emergency case, the unit can also be operated with supply voltages down to 9.7 Volts. The audio output and transmitting output are of course reduced.

Batteries must always be recharged immediately after emergency operation because extensive discharging incurs the risk of deterioration and permanent damage - this risk is increased if a discharged battery is also stored in that state.

4.7 SQUELCH FUNCTION (SQ)

With the left toggle switch in the "SQ" position (normal operation), the automatic squelch circuit of the unit, is active. This disables the audio amplifier when the receiver has no signal or one which is too weak. Signals stronger than the threshold (approx. 1µV) enable the audio amplifier and are therefore reproduced in the headphones/loudspeaker; annoying VHF noise is thereby suppressed. Also, considerable power is saved. If, however, very weak signals are to be received (e.g., a glider landing far from base), then the SQ toggle switch is placed in the down position. This permits noise during pauses, but weak signals of marginal strength are no longer suppressed, and the full reception range is available.

4.8 INTERCOMMUNICATION (IC)

1. Turn on IC mode with IC switch (refer to Fig. 3-7/3-8).
2. Intercommunication is performed via microphone and headphone.
3. Pressing the push-to-talk button activates the transmitter as usual - turning off the IC mode is not required.
4. After releasing the push-to-talk button intercom operation is re-enabled.

4.9 AUDIO EXTERNAL

Via the AF-Ext. input a second or third radio (or NAV-receiver, E-Variometer) can be connected to the transceiver. When wired for this purpose, the volume of the external receivers is/are to be set so the signals can be understood, and distinguished one from another.

The VOL control of the **FSG 70/FSG 71M** affects not the volume of the external units, and vice versa.

BABY GROB - ANDREW DIGNAN

Once again, the Club has offered a pre-pay group for 2022 on the Grob 102. As in prior years, this allows for an unlimited number of flights in 2022 with no airplane charge; 2 hours of continuous flight (weather permitting); a preassembled single place sailplane; and the knowledge of helping the club keep a single place glider in the fleet and available to all qualified members. Here is the current list (10 so far).

Andrew Dignan
Haskell Simpson
Bob Miller
Tom McDonald

John Armor
Tom Rudolf
Joe Jaap

Mark Hanlon
Peter Schradin
Kevin Price

Crews should not grumble about bringing the ship out since it is part of our normal fleet. Crew chiefs cannot call you back inside that 2-hour flight window.

There are several items to be addressed during the annual coming up shortly. This includes removing and checking the nose release mechanism. This is an entertaining exercise in how to work up in the nose with long pins and super long wrench extensions to get to the mounting bolts. It is a two-person operation.

The brakes are also going to be repaired. One option is to send the hub to CA to have special liners put in. I have reached out to the shop that has done this for many other sailplanes. We will also be checking the master cylinder, fluid, and lines closely. New transponder will also be going in thanks to Bob Miller.

MEMBERSHIP

We had two individuals join the club last month. Please welcome our new members: Justin Wolkenberg and Jack Derrickson (Youth). They will be attending the first Sunday training crew to obtain their ground crew training. It should be noted that all new members should have their training before they are assigned to a regular weekend Crew Day.

CREW CHIEF REPORTS

2ND SATURDAY REPORT

No operations due to the winds and soft field. We assembled the Grob 259. Note: Due to the cold temperature IT IS NOT TAPED and hence is red-tagged.

Main hangar downspout at the office corner is overflowing the drain.

2ND SUNDAY REPORT

Despite the beautiful sunshine, the winds were too high for safe operation; therefore, no flights. We welcomed a new youth member, Jack Derrickson. Dave Wrinkle gave him a tour of the facilities, and Jim Goebel provided an orientation to the 2-33. Jack is anxious to start his training.

3RD SATURDAY REPORT

No flights due to crappy weather conditions.

3RD SUNDAY REPORT

4TH SATURDAY REPORT

0 flights, too windy. Put new license plate stickers on Grob 102, two place, and golf cart trailers. Put registration in glider trailers; golf cart trailer registration filed in yearly accounting documents. John Murray and Andrew Dignan installed new vice, courtesy of Norm Leet's estate, in workshop.

4TH SUNDAY REPORT

It was a cold/windy day but we still had 3 flights for the day on runway 27. Thanks to Jim Goebel and John Kondratowicz for instructing. SD needs a new yaw string.

1ST SATURDAY REPORT

The forecast winds were from the southeast and then shifting to the southwest. Flight operations were conducted on runway 27 with a temperature range of 34 F to 54 F. There were 6 flights.

The handheld radios were in the chargers but had minimal charge. The Northeast windsock was retrieved from the field and re-installed. The G103 radio has no power but the fuse looks good. 135's radio transmits but does not receive. The 909 NAV circuit breaker keeps popping. It shouldn't be reset until the problem is investigated. It was flown with auto gas for 1.5 hours.

1ST SUNDAY REPORT

Good day at the gliderport. We had a total of 26 flights, two of which were intro flights. Two new students showed up for the training crew. We flew 909 and did not have any issues with it. We took all of the flight cards that were located in the office and could not find any more. The tongue jack on the trailer was extended beyond it max height and some of the gears may be stripped. It is awful hard operating when none of our handheld radios work. They are all FUBAR and we need reliable equipment. This was evident when we had 3 767's fly thru our pattern area while we were operating - even after we had contacted Columbus control.

ODDS AND ENDS

CCSC BANQUET

The CCSC Annual Banquet was held at the Village Restaurant in Waynesville with about 25 people attending. Here are the awards presented.

Henry Meyerrose Trustee Award

Don Green

Student:

- | | |
|--|------------|
| 1. Michael Hayter | 38 flights |
| 2. Tie between Viktor McElfresh and Lawsen Simpson | 34 flights |
| 3. Alexandra Belafsky | 32 flights |

Tow Pilot:

- | | |
|---|---------------|
| 1. Tie between Don Green and Jim Goebel | 215 tows each |
| 2. Christian Maurer | 195 tows |
| 3. Larry Kirkbride | 93 tows |

Pilot:

- | | |
|--|------------|
| 1. Michael Keltos | 65 flights |
| 2. Tie between Curt Pollock & Andrew Breeze Stringfellow | 55 flights |
| 3. Jonathan May | 41 flights |

Instructor:

- | | |
|----------------------|---------------------------|
| 1. Jim Goebel | 231 instructional flights |
| 2. John Kondratowicz | 90 |
| 3. Bob Miller | 68 |

Crew:

- | | |
|--|--------------|
| 1. 1st Sunday | 159 launches |
| 2. Three way tie 1st Saturday, 2nd Sunday & 3rd Saturday | 153 launches |
| 3. 2nd Saturday | 136 launches |

PICTURE OF THE WEEK



In our picture a month ago, we had a number of blanks in the names. I was hoping that you would be able to identify the personnel that were not identified. **So here is the list of names again and the picture. Please identify all errors and/or blanks.**

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; ____

CCSC IS ON FACEBOOK
CCSC IS ON THE WEB

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

CLASSIFIEDS

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 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, 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.

Revised 2/22//2022 rdh