



Caesar Creek Soaring Club

FREQUENT FLYER

June 21, 2022

UPCOMING EVENTS

- July 2 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- July 10 – 15 - Youth Education Week (YEW); Steve Hoffman, Henry Hayter
- July 16 - Norm Leet Service, CCSC
- July 16 - Club Cookout (bring your choice of meat and a dish to share)
- Aug 6 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- Aug 6 - WPAFB Recreation Outing
- Aug 20 - Club Cookout (bring your choice of meat and a dish to share)
- Sep 3 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse
- Sep 17 - Club Cookout (bring your choice of meat and a dish to share) ; Includes music courtesy of Tom McDonald
- Oct 8, 2022 - WPAFB Recreation Outing
- May 2 - 11, 2023 - 1-26 National Contest

LAND UPDATE

At the June 4 Board meeting it was decided that we should continue the pursuit of the 20-acre parcel across Elbon Rd that would protect our departure and landing lanes. The Board feels it is appropriate to pursue this property in order to protect our ability to fly, but it will put financial pressure on the Club to limit expenditures. However, it should be noted that the Club is in a strong financial condition so our current cash flow will support the financing.

The current shareholders with known emails have received an inquiry for approval prior to any final commitment by the Board. We have come to an agreement with the seller on a sale price and have started talking with Merchants National Bank about financing. A representative will be at the next Board meeting on July 2 at 10 AM to discuss various financing options. The link for the Zoom meeting is: <https://us02web.zoom.us/j/8238400884?pwd=THMwQ2NRSFd6VzZzZDFRNGtINTVUUT09>

Please tune in and offer your suggestions.



FLYING UPDATE

(Pictures Courtesy Of 'Trace' Lewis)

I understand that we were visited by "FIFI", both Saturday and Sunday last weekend. And what a sight she was. She appeared huge and made lots of noise,but at 1000 feet AGL, what would you expect. Yes, FIFI is the Commemorative Air Force B-29 SUPERFORTRESS. And to beat it all, she is going to fly by CCSC again next Saturday and Sunday. We understand that the pilot thinks that CCSC and the Air Force Museum are two of the nicest places around. That pilot is Curt 'Trace' Lewis Jr., the son of Curt who has participated in many of the CCSC contests and is the winner of last year's 1-26 Nationals.



FiFI will be flying out of Lunken Field this weekend with paid guests, departing Lunken at 9 AM and 10:30 AM. It is the 10:30 flights that will fly-by CCSC around 10:45 to 11:00 both Saturday and Sunday, again at 1000ft AGL. This is a once in a lifetime occurrence to be that close to a flying B-29, **SO COME ON OUT TO GREET THE FLIGHT.**

Unfortunately, all the B-29 rides are sold out but you can still take a cockpit tour tomorrow through Sunday. Click on this link (<https://www.airpowersquadron.org/cincinnati-oh>) to get tour information at Lunken Field. Follow their flying progress on both days at <https://flightaware.com/live/flight/N529B>.



MEMBERSHIP

Colin English (a Youth member) has joined the Club. Welcome and enjoy the flying.

OPERATIONS

GUEST RIDES - MARKED FOR CREW CHIEFS - MARK MILLER

Just wanted to clarify our policy on guest rides. Introductory or guest rides do not take precedence over member flights. We need to try to fit in the intro rides among the member signups for gliders. If it's a really busy day and the board is full of member signups, then intro rides will be limited. Don't accept their money if the board is full of member signups. If you have already signed up a guest for an intro ride and taken their money because the aircraft were available and then more members show up, then we should start putting those rides down on the board for members to see.

The other issue on intro rides is the guest's physical characteristics. If someone comes on the field and requests an intro ride and you have any questions about their weight, then you must ask them if they weigh less than 242lbs. You can take them aside to not embarrass them, but do not allow guests that are obviously over the maximum allowed weight for the gliders to fly in the Club ships. If they are within a few pounds that could vary with the scale, then that is the discretion of the pilot giving the ride. But if they are obviously 10-15+ over, then you must turn them away.

The danger is not only flying with the cg at beyond its normal limits, but being held liable for negligent operation if something were to happen. It is also hard on the airframes if done consistently over time. While at Moriarty I witnessed Rick Kohler tell someone on the phone who called to schedule a glider ride that he couldn't take them because of their weight. It was one of his first questions and he gives guest rides for a living.

Again, thank you for all that you do for the Club.

CREW CHIEF REPORTS

2ND SATURDAY REPORT

We had 18 flights and no operational or equipment issues to report. The day started slowly due to a very wet and swampy field. We started ops on runway 27 at 1200, using a narrow field. At about 1400 we started using full field.

2ND SUNDAY REPORT

Operations were limited by wet field conditions and afternoon rain. Operations were conducted on Runway 27 using a single takeoff and landing lane in the center of the field. 8 total flights and no operational or equipment issues.

Four members of the Beavercreek JROTC came to fly as Don Green's guests, and three were able to fly before the rain started. One new youth member, Colin English, got in a brief introductory flight.

Thanks to Don Green for helping with tows and to Brian Stoops for handling a guest ride.

3RD SATURDAY REPORT

We operated on runway 09 with a good dry runway under clear skies. We had 22 flights with no problems from any equipment. We did find that some of the golf carts are hard to start.

3RD SUNDAY REPORT

We operated off of runway 9 today. Had 37 flights (*a new high for this year*) including 6 guest rides. One member signed his son up for membership.

There were multiple waivers that had been filled out but not turned in. All were turned in today.

Tim would like to remind the tow pilots to make sure to sweep out the tow hanger on each day of use.

There is one small bag of ice left in the freezer. A very busy day, but lots of happy folks.

ODDS AND ENDS

NEWSLETTER CONTENT - ROLF

I need more content from everyone. I have asked for flying biographies from many people, but have received very few and they have all been published. Do you have old photographs or articles to share? I have no problem reprinting them. So send me something.

WE HAVE "SIGN" SIGN - Andrew Dignan

With the help of John Murray leading the charge during the most recent 4th Saturday crew day, which was not flyable and mostly normal for our crew day, CCSC installed four new "Airport" road signs. The first two are on the sign post at the Northeast end of the field. They are installed back to back so you can see them when driving by both ways by the pole. The second set of signs were placed Southeast of the field across the road under the "Caution Low Flying Aircraft" sign which can be seen in the picture below.



We could have had any aircraft we wanted on the sign but a good old C-172 was selected as the best choice as most people know that silhouette compared to one of a sailplane. We also found that no matter how well you try to prepare for these types of projects there are always one or two trips to the hardware store in Corwin to get everything you need, especially bolts of the correct length. At least we did not forget the washers on the first run.

We are hoping this will help put an end to the notion of passers-by, and eventually new home owners in the area, that our sailplane port is not a "sod farm" as some people have been led to believe.

John Murray is standing by the Southeast sign pole after helping with the installation and wondering why it took so long to do something like this. Also note the new 'DANGER' sign put up by Keith Kilpatrick a year ago. Off in the distance to the left, barely visible on the other side of the road, is the other sign pole location to the North along Elbon Road.

TRAVELS

Dan Reagan is in Parowan, Utah with his ASH-31 Mi but has only had 3 flights. They have had many days with too much wind i.e. 25 knots gusting to 50.

Mark Miller, Manfred Maurer, and Christian Maurer have been in Moriarity, New Mexico but are now on their way back. Christian got checked out in a SZD 50 Puchaz and had 2 flights. What's a Puchaz, (a Polish two-place training and aerobatic sailplane), see picture.

Mark had 3 flights and Manfred had 2. John Lubon stopped by on his way to Hobbs and had a flight. John is going to participate in the 2022 Open/15 Meter Nationals. He's already had some excellent fun flights out of Hobbs and the weather seems to be cooperating.



You can see all the flight traces on the OLC website (www.onlincontest.org).

THE GREAT WESTERN ADVENTURE - MARK MILLER

It all started one day when Manfred Maurer mentioned to me that he wanted to go to Moriarty, NM to do some flying. He said that he had asked several other people about going and no one could either commit or agree to go. I said that I hadn't been West for several years and would definitely go to Moriarty. We both contacted a couple of people we knew out there and told them to expect us on Sunday, 12 Jun.

Manfred ordered some O₂ equipment and I just needed to get some of my avionics working properly and pack up. We both packed up left on 11 Jun and drove to Oklahoma the first day. Manfred took his nephew, Christian Maurer with him and arrived a few hours ahead of me on Sunday afternoon. I reserved an Airbnb in Moriarty, so we had a house to stay in and cook some meals because the dining in Moriarty is very limited.

The winds on Monday and Tuesday were out of our limits and there was little flying until Wednesday. That was when we got our first flights. It was a blue day, so you had to feel around for the thermals, but eventually they went up to around 17k'. Manfred and I both enjoyed pretty good flights. Christian was checked out in the Sundance Aviation SZD-50 Puchacz sailplane and had a couple of good flights. Although this was my third trip to Moriarty, Manfred caught on very quickly and went farther and faster.

Thursday was our big day and a lot of locals came out to play. Cloud bases were 19-20k' and we both had long flights to Santa Fe and south along the Manzanos mountains.

Friday was questionable on whether or not it would over develop, but John Lubon arrived with his wife, Laura. John has FOMO (fear of missing out) and we told him he should have been there on Thursday. John rigged and I towed my glider out to the staging area. John soon followed but Manfred didn't like the look of the clouds over the Manzanos. I initially climbed out and headed to Santa Fe. About the time that I got there, John started calling me that he was going back to Moriarty because a storm was coming. I had final glide, but by the time that I got about halfway, I could see Moriarty under a black cloud front and solid rain. I thought that I might be able to fly to the east and get around it, but then I saw a second storm front moving up from Vaughn to the east. Since it was moving to the NE I went back west to try to go around, but the sky over the Sandias was black. I made a run east again to try to get to Clines Corner but it was close to edge of the front. I turned south to see if I could reach it before the storm when a bolt of lightning came out of a cloud. I immediately turned around and decided my only viable option was Las Vegas. It was to the north about a 100 miles from Moriarty. It was still sunny and about 25-30 miles away with two paved runways. I needed another climb and went under a dark cloud that gave me about a 3-4 kt thermal, but then it started to rain on me in the climb. Once I had final glide to Las Vegas I put the nose down and beat feet. Landing was uneventful but there was some gusting and a little cross wind. A couple of guys from the main building heard me call the pattern and drove out to help me drag it off the runway to a taxiway. We weighed down a wing tip with a sandbag and they took me back to the main building to stay out of the weather that was coming from the south.

Manfred and Christian were visiting Santa Fe when they got the call from Lubon (Laura was tracking me on her phone) and headed back to the field in time to receive my text that I was landing out (cell coverage was very spotty). They hooked up my trailer to my Jeep and headed out. The storm came through Las Vegas, so we had to wipe everything down before putting it in the trailer.

The next day was Saturday and the forecast was similar or worse than Friday, so we packed everything up to leave on Sunday. John and Laura left for the contest at Hobbs, NM.

Some of the other highlights were seeing some old acquaintances, like Rick Kholer (former CCSC member), Bob Hudson, Bill Hill, Mark Mocho, Stephen Hill, Keith Essex, and meeting some new ones, like Bob Walker and Dan Mockler and visiting the Nuclear Museum and Sandia Peak in Albuquerque.

REMEMBER WHEN?

(Pictures Courtesy Of Jim Price)



Ronnie Price and Ed Byars



Chuck Lohre and Andrew Dignan

(Gosh they look young, ed.)

Dick and Sandy Holzwarth



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

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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 planeform for the sleeves. If you

would like your call sign or planeform 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:** Fred Hawk, Mike McKosky, Lawsen Simpson, Jack Simpson, 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, 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: 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

MEMBERSHIP: Brian Stoops

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 6/7//2022 rdh