



## Caesar Creek Soaring Club

## FREQUENT FLYER

July 19, 2022

### UPCOMING EVENTS

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 9-11 - Boy Scouts Outing

Sep 17 - Club Cookout (bring your choice of meat and a dish to share) ; Includes music courtesy of Tom McDonald

Sep 20 - Daedaliens Meeting

Oct 8 - WPAFB Recreation Outing

May 2 - 11, 2023 - 1-26 National Contest

### LAND UPDATE

At the July 2 Board meeting it was decided that the Club should formally put in a bid to purchase the 20.1 acre parcel across Elbon Rd south of the lane. Since a price had already been agreed to by the seller, the purchase contract was executed and forwarded to the Realtor. The Board heard from Blain Bergstrom, a representative of Merchants National Bank, as to the bank's flexibility on what financing options would be available to CCSC. The Board agreed to use our largest parcel of land (91.3 acres) as well as the 20.1 acre purchase as collateral. We were able to secure a 15-year fixed rate mortgage (6.25%) that is amortized for 25 years. The appropriate paperwork and Title work is now in progress for a closing expected to be by August 19.

### MEMBERSHIP

#### NEW MEMBERS

We have several new members for this issue. I would like to acknowledge a new youth member, Brogan Williams from Cincinnati as well as Youth member Olivia Van Dyke, Youth member Ruth Glaser, and Ian Tholking. **Welcome to the Club.**

#### MEET OUR MEMBERS - CHUCK LOHRE, TREASURER

Chuck got into gliding from having his Dad teach him how to build rubber band airplanes when he was just 10 years of age. Rubber motors always made his airplanes crash so he liked gliders. The first glider model he designed and flew freeflight was a 10:1 semi scale model of the Sisu, "the most



competitive American sailplane ever developed," [https://en.wikipedia.org/wiki/Sisu\\_1A](https://en.wikipedia.org/wiki/Sisu_1A). It flew great along the slopes in Devou Park, Covington, KY.

From there he built 6:1 ASW 17 eleven foot wing span glider and since he had never flown an aircraft, he programmed the stick to make the glider go up by moving the stick up: And down by pushing the stick down. Well, he input the guidance the correct way the first time to climb a bit then made a nose dive into the ground by pulling back on the stick. He rebuilt that aircraft again after another crash. Always wondered if pulling back to go up and pushing forward to go down was somehow built in to how we expect that movement through space.

Then there was college and falconry. Chuck got his Kentucky Falconers License in 1971 and owned two Red Tailed Hawks and a Linx Rufus, a 'Bobcat.' Then Chuck took up gliding lessons at Lanes Lebanon airport from 1978 until 1982. He joined the Club in 1982, crewed for a few years, and then became inactive.

Chuck then concentrated on National Model Sailplane competitions with Andrew Dignan into the early 90s. Andrew and Chuck built a competition 8 foot wingspan model from scratch as well as RC models of 15-meter gliders which included standard controls as well as operational spoilers and flaps.

Chuck finally bought a 1/3th share in a SGS 1-36 glider with Bill Gabbard and Dave Applebaum, and got back on crew. He enjoyed the 1-36 for a great 7 hour flight on the ridge flying from Knauff's Keystone Gliderport in Pennsylvania and got his Silver Duration.

In 1998, he purchased a PIK20-D at the suggestion of Tom Knauff. He traveled to Hemet, CA to seal the deal and got his Silver distance at CCSC flying to Springfield. In 2003, Chuck got out of soaring in order to concentrate on rebuilding a Frank Lloyd Wright designed home in Clifton, Cincinnati, OH.

In 2006, a share of the most beautiful glider ever designed, the ASW 15 (6V) (*Chuck's comment, ed.*), became available. Last year he made a 500 kilometer flight at Keystone Gliderport but only got his Gold Distance because he didn't know that the beginning and ending points needed to be at the same location. He is glad to be back flying and taking care of this iconic glider when most of their kind will never replace the wing roots AD to survive.

Every year Chuck team flies with Steve Statkus in his 1-26 '242'. This year (2022) he completed his first task at a 1-26

Championships. In 2019, Chuck received the Certified Flight Instructor Glider Scholarship from the Soaring Society of America. He has a goal of getting the Commercial Glider license this August and the Certified Flight Instructor Glider rating in November. Many thanks to his mentor, Larry Kirkbride, who always encourages more instructors at the club. Chuck has accumulated 927 hours in gliders in a total of 949 flights. He is looking forward to seeing you all out at the field. Ask him anything about Commercial or CFGI!

### YOUTH EDUCATION WEEK (YEW)

This information is unconfirmed, but I understand that there were 12 youth involved in this year's YEW camp that was very well managed by Henry Hayter and Steve Hoffman. This was the first time these two gentlemen were at the controls, and although we miss Steve McManus, we had a very successful youth camp. In addition, Chuck Lohre volunteered as Crew Chief for all five days and did an excellent job keeping the gliders flying. He did so well that we had over 200 flights for the week.





Lucas Hoffman had been away from flying, but was able to get his 10<sup>th</sup> solo flight. Michael Hayter had several long flights in a 1-26 and earned his silver duration (5 hours) badge flying Steve Statkus' open cockpit 1-26. *(got a little cold did it? ed.)* **Congratulations on all your milestones.**

#### **VIKTOR McELFRESH - RICH CARRAWAY**

Our young member from Luxembourg, Viktor McElfresh, earned his Private-Glider certificate during YEW. It was a remarkable accomplishment given the short time frame that he had available. Viktor had been using his ASA Test Prep prior to arriving in the States, but really started preparing in earnest for the FAA knowledge test on Saturday, the 9<sup>th</sup>. He worked diligently for three days, and at the end of that period was achieving scores in the eighties on his online practice tests. After receiving the required endorsement, he set up an appointment at the Moraine Airpark testing center, and returned to CCSC with a completed test report and a very respectable grade of 93%.

We then started preparing for the check ride, which involved additional oral testing, plus refining the flight skills. I want to acknowledge the great assistance that John K12 and Liz Suda provided. John worked with him until almost midnight discussing the results of his phase check with Bob Miller. Liz was very helpful discussing weight & balance plus navigation planning. Liz is a third-year student in the aviation program at Bowling Green State University (great school - my oldest daughter earned her undergraduate degree at BGSU).

The big day was Thursday, July 14, and everything went as planned. The check ride was completed successfully and Viktor was, and still is, a very happy camper!



Viktor attended his first camp in 2018. He accomplished his initial glider solo flight in August 2020. He is also flying at Waynesville Airport in the Champ and a C-172 and hopes to complete his Private power training next year. He's already soloed in the Champ. Viktor and his family travel to the States three or four times a year. Dad grew up in

Springboro and they have family members in the Dayton area and Raleigh, NC.

Viktor is active in his Civil Air Patrol squadron and will be attending a CAP encampment in Utah later this month. As for his future educational plans, he is hopeful that he will attend the Air Force Academy, and after graduation, be accepted into Undergraduate Pilot Training. When asked what type of aircraft he prefers, transports, fighters, tankers, etc. he responds with "anything that flies". Despite that, I have a sense that a C-130 is on his radar screen.

Let's all support him in his aviation journey!

#### **MEMBERSHIP TRAVELS - DAN REAGAN**

On June 5<sup>th</sup>, I departed Cincinnati and drove west for about 1900 miles to attend the Auxiliary Sailplane Association get together held in Parowan, Utah. Every year about twenty gliders get together for two weeks to fly in one of the most beautiful parts of the country. The area includes the national parks at Zion, Bryce Canyon, Canyon Lands, Arches, Great Basin and Grand Canyon.

I had a goal of flying a 1000 km out and return but the weather did not cooperate. But it was fun cruising along at 17,999 feet on several flights.



Cruising at 17,000 feet near Elko, Nevada. Note the snow on the mountains even though it was 95 degrees at take-off. Electric socks were necessary

After a couple of weeks at Parowan I decided to go further west to Ely, Nevada which is in the middle of the Great Basin desert. Since Ely is known worldwide for record breaking flights, a few pilots from all over the world usually end up in Ely in July. Where we have great fields for land outs and airports every twenty miles in Ohio, the Ely area has an airport every sixty or seventy miles and dry lake beds and crop circles for land outs. Ely is always fun.

After three weeks I had obtained my soaring fix and headed home for a three day drive. A trip out west is always considered great if there are no off airport landings and nothing is broken. It was fun.

So, if you get a chance, go out west and fly fast at high altitudes. It is a blast!!

## OPERATIONS

### GUEST RIDES - MARKED FOR CREW CHIEFS - MARK MILLER (*UPDATE*)

Just wanted to update our policy on guest rides. Introductory or guest rides do not take precedence over member flights. We need to have all flights (*including guest flights, ed.*) documented on the Flight Board so everyone can see their priority for flight status.

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. (Note. The 242 lb. maximum is for **both the front and rear seats** in the ASK-21 and the Grob 103).

*It should also be noted that if an aircraft is not being used or a pilot is not there preparing to fly when another member is interested in flying that aircraft now, it should not be sitting on the ground, ed.)*

## CREW CHIEF REPORTS

### 2<sup>ND</sup> SATURDAY REPORT

No operations today. Called off at 11:44 due to low ceiling, occasional rain and poor forecast. There were a few operational issues: the main tire was completely flat on 15H ( I think ). The valve core is not leaking. Aired up to 15 psi and jacked up and left jack in place in case tire deflates again. May require tube replacement. Could not locate the battery powered tire inflator.

### 2<sup>ND</sup> SUNDAY REPORT

A beautiful day at the gliderport. Operations on Runway 09 with light NE winds. 36 flights, with several instructional flights for youth camp participants.

15H tire pressure checked at 20 psi in the hangar, however, the tire deflated on the first landing. It was returned to the hangar, where Steve Statkus replaced the inner tube and returned it to service.

The last flight of the day ended in a landout in a field off Corwin Road about 0.5 mi. south of Rt. 73 overpass. The pilot was not injured, but the aircraft (16Q) sustained significant damage. Reports were made to the appropriate authorities, a retrieve crew was organized, and the aircraft was returned to CCSC. Many thanks to Jim Fox, Andrew Stryker, Christian Maurer, Michael Hayter, and all of the members of the Second Sunday crew who helped with the retrieve. Also, to Jack Simpson,



who acted as emergency services liaison, Andrew Dignan, who handled board notifications, and Tom McDonald, who provided expertise on FAA and NTSB requirements. *(preliminary indications are that 16Q is considered a total loss and the determination as to whether to make an insurance claim will be made at the next Board meeting. A Safety Investigation has been started and a report to the Board will be made by the Safety Committee, ed.).*



The last remaining case of water was used, and three additional cases were purchased, two of which were used. More water is needed. *(did you check in the block house? Maury places them there, ed.)*

### **3<sup>RD</sup> SATURDAY REPORT**

We had 20 flights; eight of which were Guest Rides and we signed up one new youth member, Brogan Williams. There were no problems with aircraft and/or equipment. Andrew organized the reassembly of the Grob 102.

Norm Leet's family, employers, and friends visited the club for the disbursal of Norm's ashes over the field. Approximately 15 family members and friends from around the country came from as far away as Oregon and Maine. Six of his family took guest rides. The family set out a number of remembrances on the patio and Chuck Lohre posted drawings of all the model airplanes Norm had built. Norm's family told us about how much he enjoyed his time and friends at the club.

Norm will be missed !

### **3<sup>RD</sup> SUNDAY REPORT**

No operations today due to weather.

Does anyone know how to turn off the fan in the clubhouse? It's still running.

## **WHAT MAKES CAESAR CREEK TICK?**

**BY JIM HURST**

*(First published in the July 1993 issue of SOARING magazine – provided courtesy of Soaring Magazine and Hurst estate)*

The Caesar Creek Soaring Club (CCSC) of Waynesville, Ohio is regarded as one of the most successful "club" operations in the United States. It has boasted 150 to 200 members for the last few 25 years or so, operates 3 tow planes and seven club gliders from its own gliderport, and has the lowest rates for tows, instruction and ship rental we know of. In 1991, CCSC held its 43rd Annual Wright Memorial Glider Meet, its 9th Region 6 Championship, and its 4th 1-26 Championship.

### **How do we do it?**

The story begins in Dayton, Ohio in 1946 when a young man named Marv Frost bought a used glider, an LK-10. Marv had taken a little glider instruction in Michigan in 1941, but had not yet soloed. Then Marv looked up Floyd Sweet who was a glider flight instructor, and who was stationed at Wright-Patterson Air Force Base. Floyd and a friend, Larry Ealy found another LK- 10, and Paul Bikle, also working at Wright- Patterson, located a TG-3, and they all assembled at the South Dayton Airport.

It was 1948 before they started operating after having once recovered the wings on Marv's LK-10 which were punctured severely by a hailstorm, and getting the owner of a BT-13 to put a tow hitch on his plane. Sometime thereafter the Soaring Society of Dayton (SSD) was formed. One of the earliest stated goals of SSD was to some day have its own gliderport. It was an ambitious goal for such a

small group of young men, but one which was never totally out of their minds, even at times when the idea seemed ridiculous.

Over the years the management of SSD always seemed to be far enough ahead of the game to have the equipment necessary to satisfy the membership increases. In their third year of operation, they bought their first towplane, a Stinson L-5, N61578.

George Stillwagon, the maintenance chief for many years, bird-dogged Trade-a-Plane for engines, jugs, wheels, and whatever. We even had an extra of wings which could be recovered whenever it became apparent that the set in use would likely fail next year's punch test. "Old Faithful" performed well for over thirty years before she was finally retired.

SSD was badly shaken when the South Dayton airport closed in 1954. A housing development began to surround the airport and the homeowners complained about airplane noise. Finally, the airport was closed after a Bonanza hit a house.

The SSD board went shopping for a nearby airport where gliders could operate and rather quickly discovered a WW II

practice/emergency landing field which had been adopted by the city of Richmond, Indiana as the Richmond Municipal Airport. There were three 5000 foot or so runways, taxiways and a few "T" hangars. SSD flew their L-5 and their newly acquired 2-22 to Richmond and staked their claim on tiedown space. It was almost a fifty mile drive from Dayton, but nobody seemed to mind.

The first 2-22 was N91847 which had an open back seat. She was later affectionately called "Old Yellow." We acquired a brand new 2-22C in 1958, N3909A, towed from Elmira by Tom Holloran in the L-5 with Pat Close flying the 2-22C. This provided a new trainer with a closed rear cockpit so that 'Old Yellow' was available for the solo students.

By this time a crew schedule had been developed for each weekend day of the month. There was a towpilot for each day (with some pilots doubling up) but only four instructors were on the schedule.

Something happened in the early 60's. Joe Bearden from Cincinnati became a member, got his commercial license and began instructing. When he gave rides to visitors, he would give them the stick and no matter how sloppily they flew, he would charm them with his Alabama accent, "Are you sure you ain't never flown before?" Joe won prizes several years in a row for recruiting new members, mostly from Cincinnati, and a new market was tapped.

Word of the club's activities spread rapidly: "Glider Flying at Richmond Airport. Only \$4.00 a tow. Instruction FREE!" The second L-5, N69892, intended as a spare to be used when 'Old Faithful' was laid up, began to be used almost every day when a second tow pilot was available. As the club grew we finally had two tow pilots scheduled every day, and at least one instructor, sometimes two. For the first 10 to 12 years of operation, the club averaged 700 to 800 tows a year. Then in the '60's, 2000 tows, 2500 tows, 3000 tows!

Soaring took off as a popular sport all over the country, so the initial growth wasn't all our doing. But now that we were on a roll, we had to make the most of our good fortune. We had to supply the



A View of CCSC showing the Grid during the 1991 1-26 Championships.  
*Photography by Jim Walosck*

equipment necessary to satisfy our expanded membership and we had the opportunity to think anew about the long range goal of having our own gliderport.

In 1966, we realized that as a non-profit organization, we could never generate the money necessary to buy the land for our own gliderport. Therefore, we incorporated for profit in 1966 and authorized the sale of 2000 shares of stock at a price of \$100 a share. Members were allowed to buy one share of stock for each year they were in the club.

The previous year we had sold the idea of a higher performance two- place glider (Ka-7) to be financed by an "extra level" membership at \$100 a person. We didn't know how the idea would go over, but to our surprise, 57 people plunked down their \$100, and the Ka-7 was all but paid for.

Our membership is primarily drawn from the industrial areas of Dayton and Cincinnati, Ohio and includes many members from a number of prominent local employers such as Procter and Gamble, National Cash Register, General Electric and Wright-Patterson Air Force Base. Our membership also includes doctors, lawyers, dentists, architects, accountants, college professors, and engineers of all sorts. We felt that our membership had the wherewithal to finance the gliderport when the time came.

In 1967, after investigating a few private landing strips, we discovered "the farm." It was a reasonably level piece of ground near Waynesville, Ohio, conveniently located between our major centers of population. It was planted in beans and corn. The owner worked a full time job in Dayton. He barely had time to tend his crops and cattle, so the place had weeds. I mean lots of weeds.

After a thorough investigation of the property, and the mood of the local zoning authorities, it looked like this was the place. The SSD Board of Directors, with the permission of the owner, invited the members to come and inspect. Then a pitch was made explaining that \$20,000 was needed for a down payment, and now was the time to get serious about investing in SSD stock. As with the Ka-7, the money rolled in and we soon had the down payment in hand. We took possession in 1968.

We bought a tractor and a mower. We paid to have the bean field graded. The State of Ohio provided free seed for ground cover. They also supplied hundreds of evergreen seedlings which now line the



George Stillwagen (left) and Marv Frost, two of SSD's founding fathers, splicing a manila rope before the days of polypropylene. Circa 1960.

road and provide the wind breaks around the property. The result is a 2800 foot east/west runway, 600 feet wide at the busy east end and 300 feet wide at the other. We started a limited operation at the farm, with private tows only, keeping the training operation at Richmond. In 1972, we left Richmond, and started operating full-time at Waynesville.

The "farm" was financed by voluntary stock sales in the beginning. Now each member is required to buy 10 shares of stock (\$1000) which can be bought immediately (hardly anybody does) or on a \$10 a month installment plan. Shares are redeemable at \$100 each when a member leaves the club.

A modest income from the flying operation, plus stock sales, has allowed us to make all the necessary improvements on the property and update flying equipment. We paid off the mortgage in late 1991.

The flying equipment now includes two Pawnees, an L-19 (a Korean war veteran), three 2-33's, two 1-26's, one 2- 22C and a Grob 103. Our first 2-22, "Old Yellow" was sold to a nearby commercial operation at Waynesville Airport and is still flying.

Not counting the runway, we probably have 25 acres of grass where the weeds were waist high 25 years ago. This includes space for tiedowns, parking, picnicking and camping. We have 25 permanent camp sites with concrete patios (with electrical service provided, now big enough to handle microwaves), and space for 15 to 20 transient campers.

The picnic shelter which will seat about 100 people has a spit big enough to roast an ox (which it has on many occasions) plus a large grill and a couple of refrigerators for liquid refreshment.

Tow planes are stored in the remains of the original barn which has been remodeled for the purpose. The barn also houses the tractor, lawn mowers, ground handling equipment, spare parts, tool shed, and our equipment van.

We recently completed construction of a new hanger large enough to house all the club gliders plus a few more, plus space for a heated workshop and an office. The hanger was financed by borrowing from the members, and all the loans were paid off in less than a year. A pole barn (roof only) is available for storage of privately owned gliders and trailers.

The Caesar creek soaring Club was organized as a separate organization a few years back to spread the workload, so that now the Soaring Society of Dayton owns all the equipment, buildings and grounds, and maintains the real estate while CCSC runs the glider operation and maintains the flying equipment.

Our charges are modest. A 2000 foot tow is \$12.00. Use of a club glider is \$2.50 per flight (\$10.00 for the Grob) with a one-hour limit. Our fees are also reasonable for aircraft or trailer storage and permanent or temporary camp sites.

What's the secret to success? As with every organization which uses volunteer help, there has always been a cadre of dedicated people who have worked tirelessly for the club.

Julian Allen was one of those whose influence and energies were felt in the club for 25 years until he retired and left the area. He served many years as secretary and his basement was "club headquarters" where the tow sheets were assembled and supplied to the treasurer for billing, the newsletter was published and the club records were kept. Julian and a few other members were at the field almost every Saturday, rain or shine. If we couldn't fly, there was always some chore that needed to be done.

The late Walt Hermann was instrumental in finding the gliderport, negotiating with the owner and dealing with the local zoning commission to get the property approved for use as a gliderport. Walt was the past president and a long time member of the Board of Directors who took an active interest in the management of the gliderport.

George Stillwagen, the most experienced tow pilot in the club, has not counted how many tows he has made in the last 40 or so years, but I hear he has about 700 hours of towing time. He has a machine shop in his basement where he has made all manner of parts for airplanes, gliders, tow vehicles, lawn mowers, and who knows what all.

Gloria Dalton is at the gliderport most weekends. She edits and assembles the monthly newsletter, handles the crew schedule and can supply any sort of piece of paper you need, such as tow tickets, membership applications, pre-solo written tests, training record forms and whatnot.

Henry Meyerrose, a cabinetmaker by trade, designed and supervised the building of many of the facilities on the gliderport, such as the giant picnic shelter, the crow's nest (an elevated meet communications center) and the clubhouse. He gets involved in plumbing, electrical work and all sorts of repairs. He's the one who keeps an eye on the condition of the buildings and lets us know when we fail to notice that something needs attention. He taught many of us to hold a hammer by the end of the handle.

Pat DeNaples, erstwhile Navy pilot and retired concrete expert, and his wife Mary, live in the original farm house. Pat is the club business manager, long time treasurer, and by his very presence gets involved in almost everything the club does. Pat gets criticized for two things: 1) assuming too much authority in the running of the gliderport, and 2) not assuming enough authority in the running of the gliderport. It sounds like he does it about right.





Bruce Helvie holding a silver cup won in a Wright Memorial Glider Meet in the late 1960's

Bruce Helvie soloed a glider in 1930 from a bungee launch off a hill in Akron, Ohio which later became the site of the Soap Box Derby. In 1932, he had a six hour flight on a ridge in Elmira. The next day somebody had a seven hour flight. He had a 1932 soaring license signed by the then President of the Soaring Society of America, Orville Wright. He was a civilian glider flight instructor for the Army in WWII. He has been one of the club's most ardent supporters and worker. He was our Chief Flight Instructor for many years. He is still an active pilot, owning pieces of two sailplanes.

The club has no employees. Crew chiefs, tow pilots, instructors and ground crew are all club member volunteers who agree to work one day a month. In exchange a member gets a \$5 per tow discount. All students are required to work on crew until they get their rating.

When you get 150 to 200 professional people together, you've got a big collection of talent. Everything which we can do to repair/maintain/improve the grounds and equipment we do ourselves.

We hire work done only when we have to, which is remarkably seldom.

Many people are on temporary assignment in this area and consequently, there is an ongoing turnover of professional people. This has helped to provide a constant stream of new students in the past 30 years, and the student training program is the backbone of the operations.

I have always felt that the best feature about CCSC is that anyone interested in flying can get as much out of the club as he wants to put into it. I joined in 1962 with some power time and no license. The club helped me get a Private Glider rating in 1963, and I spent the next year riding passengers (over 200 flights) when I wasn't flying my 1-23. The commercial rating and CFG soon followed. The glider time, including glider cross country time contributed to my requisites for a power rating which came in 1965. As soon as I had 200 hours of flying time, I was checked out to tow. Since then, about 80% of my flying has been free, and I haven't been stealing. Many of our instructors and tow pilots have done it the same way. The students get low cost tows and free instruction and everybody is happy. What a great arrangement!!

We are very fortunate that the Soaring Society of Dayton and its offspring the Caesars Creek Soaring Club were conceived by the right people, at the right time and in the right place. Some of the right people have been credited above, but there are too many to mention.

The right time was before land values were inflated to the point that our piece of ground would be unaffordable. The right place is a primarily an agricultural are, where a reasonable level piece of ground was available, surrounded by neighbors most of whom are remarkably tolerant of airplane noise, with a population of over 1.5 million people within a 50 mile radius.

Having taken advantage of this lovely set of circumstances, the management of CCSC focuses its attention exclusively on activities related to glider flying and promotion of camaraderie among glider pilots, serving well the needs of its own members while strongly supporting regional and national soaring activities. An organization like this may never happen again.

## SAFETY

On July 18<sup>th</sup>, 2022 the FAA will be decommissioning the following database housed on the [Regulatory Guidance Library \(RGL\)](#):

- Special Airworthiness Information Bulletins (SAIB)
  - SAIB documents will change their naming convention from AIR-YY-## to YYYY-##

After this date, SAIB documents will only be available on the newly developed [Dynamic Regulatory System \(DRS\)](#). We have included a PDF instructional guide on how to locate SAIB information in DRS. Additionally,

please use the [DRS Help & Training](#) page and the “DRS Feedback” button for any questions or issues you may encounter.

*Users may subscribe to receive notifications about published SAIBs by navigating to the [FAA GovDelivery Service](#) and selecting any applicable categories. Any notification subscriptions you already have will continue without any needed action.*

Best Regards,

The DRS Development Team

On July 18<sup>th</sup>, 2022 the FAA will be decommissioning the following database housed on the [Regulatory Guidance Library \(RGL\)](#):

- Airworthiness Directives: Notices of Proposed Rulemaking (AD NPRM)

After this date, AD NPRM documents will only be available on the newly developed [Dynamic Regulatory System \(DRS\)](#). We have included a PDF instructional guide on how to locate AD NPRM information in DRS. Additionally, please use the [DRS Help & Training](#) page and the “DRS Feedback” button for any questions or issues you may encounter.

Best Regards,

The DRS Development Team

### **"NAFI - Becoming A CFI"**

Topic: Learn About Becoming A Successful Professional Teacher After Earning Your Flight Instructor Certificate.

On Wednesday, July 20, 2022 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, July 21, 2022 00:00 GMT)

Select Number: CE03113703

Description:

Earning your CFI certificate is one thing, but becoming a truly professional and successful teacher is something else altogether. After earning your certificate, it takes a deep understanding and different attitude to "become a CFI." Whether you are an experienced CFI, someone who just joined the flight instruction profession, or are simply considering joining it, veteran aviation educator Radek Wyrzykowski will share his experience and knowledge related to becoming a true aviation teacher. This webinar is not about regulations and requirements, but rather is about what it takes to be the best and succeed.

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: Advanced Knowledge 2 - 1 Credit

## 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 this year. Comes with a swamp cooler as well! It's the one with a Mako shark on top! Chuck is looking for someone who is neat and willing to split the monthly campground fee of \$40 per month.

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 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:

### 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:** Fred Hawk, Mike McKosky, Lawsen Simpson, Jack Simpson, 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, 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, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, 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:** 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