



Caesar Creek Soaring Club

FREQUENT FLYER

September 20, 2022

UPCOMING EVENTS

Sep 19 – 23, 2022 - CCSC Adult Camp, 10 AM to 5 PM, Steve Statkus

Oct 1 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Oct 8 - WPAFB Recreation Outing

Oct 15 - Good Neighbor Day and Club Cookout

Oct 22 - Fall Work Day, CCSC, Keith Kilpatrick

Nov 5 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Dec 3 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

Jan 29, 2023 - CCSC Annual Banquet, Engineers Club, Dayton

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

MEMBERSHIP

REMEMBERING - THE 3 AMIGOS FLY 800+ KM AT RIDGE SOARING



BACKGROUND

Every Spring and Fall has cold fronts that produce Ridge Conditions along the Appalachian front. Several years back there were very few days to produce the right conditions. So there was a lot of patience involved.

WHAT MAKES GOOD RIDGE CONDITIONS??

15-25 MPH winds from 290 – 330 degrees

Less than 15 knots risks flying too slow on the ridge while greater than 25 knots, the risk is high for land-outs. Scattered to Mostly Cloudy skies – Some

clouds and some sun is always better

WHAT WEATHER TOOLS ARE USED??

Windy TY – Shown to the Right

<https://www.windyty.com/?33.648,-81.428,1>

Wind Mapper

<http://www.windmapper.com/forecast/statecollege>

NOAA Graphical Weather

<http://graphical.weather.gov/sectors/ctp.php>

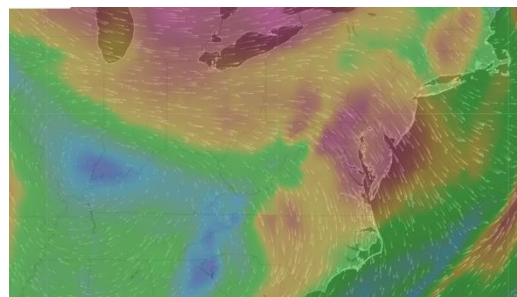
WHAT ARE THE CONSIDERATIONS FOR RIDGE FLYING??

A working glider with a trailer that can survive the drive

Primary and Back up GPS

GPS Data Bases that have been verified

Extra Cell phone Battery



Tracker and extra Lithium Batteries

Relief System of your choice

Motor home or boat antifreeze

Sectional Maps, Ridge Maps

Gain Knowledge of local land-out options (good source for this are the regular XC ridge pilots, they are happy to share)

Be familiar with loading and jettisoning ballast, and find out how long it takes to jettison a partial and full load.

ANTI-FREEZE INFORMATION FROM DAN REAGAN

A 40% solution of pink RV antifreeze (rated for burst at -50F) will start turning to slush at +14 degrees F. With slush in the wings, dumping the ballast can be a problem. Thirty percent is probably a reasonable mixture with some fudge factor built in. Remember it gets colder the higher you go. Thirty percent requires putting approximately 13 gallons of antifreeze in 40 gallon wings. At \$3.00 a gallon on sale, this means you spend about \$40 on antifreeze each time you fly. This is small price to pay for the fun you will have.

DRESS



You need the ability to add/remove clothing as conditions change. Use a battery powered foot heating system or have gel packs on board. The photo to left shows Dan's temperature controlled socks!!

Neck Warmer, Gloves, and Tassel Cap can help manage your body temperature

Several light layers are better than a heavy coat, etc.

FOOD

Sandwich, Candy Bars, Crackers, Gatorade, Water

TIME LINE

The week prior to the day of the flight, we started monitoring all of the weather tools. We also got positive reports from Tom Knuaff and Karl Streideck. On Wednesday Nov 11 was the decision to go. We all travelled Thursday Evening/Friday AM to Ridge Soaring. All gliders were assembled prior to sunset on Friday, Nov 13.

On Saturday Nov 14 – Awake at 6:00 AM and we made final preparations on the gliders by 7:30. We were on the runway ready to launch at 8:30 AM. Tom Knauff walks out and says the ridges are not working because there is no air mixing in the Valley.

At 9:15, Tom Knauff walks out again and declares the ridges are now working. JL (John) launches shortly after 9:30 and reports winds at 20 at 300 degrees. DR (Dan) and EZ (Joe) launch immediately and we proceed to the North with Overcast Conditions. We turned a little south of Williamsport. At Lock Haven, we transitioned to Nittany Mountain with 3200 MSL altitude and proceeded south and made the next transition back to Tussey Mountain which is referred to as the back ridge. From there we continued south on the back ridges until we were in sunlight with thermal conditions. This enabled us to climb and transition to the higher ridge coming out of Bedford. Dan and Joe turned at the Quarry west of Cumberland. JL continued a little further south with hopes of contacting wave which did not materialize. From there it was a pleasant run to the North on the Tussey Ridge all the way back to Williamsport. For a last leg, Dan and Joe did another run down the Tussey Ridge. JL stayed on the front ridge past Altoona. The last turn for all was at Lock Haven with a very difficult last leg into the sun. We were all on the ground around 4:00PM

Looking North on Tussey Ridge – “Back Ridge”



Looking West over Altoona



OPERATIONS

ON-LINE PAYMENTS

We continue to get questions on how guests can pay for their Introductory Ride. How they pay should be noted on the yellow card and can be accomplished several ways. If someone has a PayPal account they can transfer money directly to businessmanager@soarccsc.com. To pay with a credit card they can use their phone or computer (as in the Clubhouse) to go to our website (www.soarccsc.com), then to Introductory Rides. From that page they can purchase a Gift Certificate using their Credit Card. If they show the receipt to the Crew Chief, they can then take their Introductory ride. The Crew Chief can also add the app 'PayPal Here' to their own smart phone and using the password can manually enter any credit card into the phone to pay for the Introductory ride. Oh, and we also still accept cash and checks.

CREW CHIEF REPORTS

2ND SATURDAY REPORT

We had 16 Flights, including 2 guest rides. We operated using Runway 27. It was a GREAT day for student flying. Too bad we only had three students but we do appreciate the help from John K12.

There were no operational issues of note. Some crew members reported a slight burning smell when using the Kubota, other crew members could not detect it. Those who thought they could smell it were not sure whether it was oil or rubber. We could not find anything wrong, but minimized usage of the Kubota for the remainder of the day. We were asked not to use 33Z due to the need for an oil change. Haskell Simpkins noted that 909 was showing low oil pressure at less than full power. (Good pressure at full power.) We only used 909 for three flights. I believe he has already reported and discussed this issue with Tim Christman.

2ND SUNDAY REPORT

The day didn't look promising at the start, but we hung on with hope of better conditions after noon. As promised, the ceiling improved, and we managed to get in 10 flights. We operated on Runway 27 with both 2-33's and 909.

There was concern that the Macready rings in the Grob-103 may have been switched between the front and rear cockpits. Someone with knowledge of Macready rings should check it out. For further information, see John K12. Oil was added to Golf Cart #2 when the oil pressure light came on. A leak is suspected.

3RD SATURDAY REPORT

We had 24 flights flying off Runway 27. Most all aircraft were utilized throughout the day and we didn't stop flying till almost 6 PM. Soaring conditions were mediocre but really looked good.

It was pointed out that the total energy probe had sustained some damage while still on the fuselage of SD (see ODDS AND ENDS, Club Equipment below). A plan for repair was established since the

following week was both the Adult Camp and the Daedalians outing.

3RD SUNDAY REPORT

We had a beautiful, not overly hot day with light SW winds. The soaring conditions were better today than yesterday. We had 19 total flights with 1 auto retrieve.

135's back door latch wire broke and the door has to be opened from the front seat. SD was repaired although the rear microphone still does not work. Golf cart number 2 had to have oil added to it again as the light came on. 1 tow rope was retired due to wear. Both Tost rings are in the back of the trailer in the blue basket. 48L is in the tow hanger with no oil in it. Tim will be back in the morning to finish the oil change.

SAFETY

The Safety Investigation is still ongoing for the recent incident involving 16Q. The Board decided to make an insurance claim for the 2-33 glider. A full report should be available at the next Board meeting.

There was discussion about whether to replace the 2-33, upgrade to a 1-26 or 1-23, or some other considerations. The Board decided to establish a subcommittee consisting of Manfred Maurer, Norb Maurer, John Lubon, and Brian Stoops to investigate the availability and condition of available 1-26s and/or 1-23s. They are to report at the next meeting.

FAA ITEMS

"NAFI - Base To Final / How and Why There Is More To The Story"

Topic: Join Ed Wischmeyer To Review And Discuss Landing Pattern Accidents With Supporting Evidence From Videos And Onboard Systems

On Wednesday, September 21, 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, September 22, 2022 00:00 GMT)

Select Number: CE03116618

Description: Stall/spin and high AOA accidents are not the only kind of accident turning base to final. Low Speed Spirals – essentially, botched base to final steep turns – may be more common than stall/spin as a causal factor in base to final turn accidents. Supporting evidence comes from videos, onboard digital flight data recording, and close re-examination of NTSB reports.

To remove psychological pressure to avoid a runway overshoot, and to reduce paying too much attention to the runway at the expense of good aircraft control, expose pilots to deliberate runway overshoots and teach go arounds, even before solo. 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

ODDS AND ENDS

CAMPGROUND ELECTRICAL

We have a number of electrical pedestals in campground that are not operating correctly. Rolf Hegele has looked into this and now has the parts needed to repair the pedestals. If you have issues with your pedestal, let Rolf know and he will get it repaired.

CLUB EQUIPMENT

The Caesar Creek Soaring Club owns six gliders and three towplanes along with the associated grounds equipment and facilities. As a Club, we each own a portion of the Club assets and are equally responsible for the maintenance of all our equipment. This last week we found that the total energy probe for the varios on SD (one of our ASK-21s) was thoroughly bent by someone stepping over the fuselage without paying attention to the probe while the aircraft was sitting in the crew outlet waiting for the radio and brakes to be repaired. *(I'm sorry, but this can only be described as*

irresponsible and careless, ed.) Even worse, nobody had the ba__s to step up and acknowledge the damage or report it to our glider maintenance director (Bob Miller) or the plane captain (Rolf Hegele). Hitting the probe is not something that would have gone unnoticed because the amount of force to bend it back to a flyable shape required a significant amount of effort. We now all get to pay our part of over \$250 for a new one.

The Club has never asked a member for reimbursement nor raised the dues because of a maintenance item, but it also expects that due caution be used around our equipment.



CONDOR COMPUTER

It was recently noted that software other than Condor was being added to the Condor computer. It should be recognized that the Board authorized the purchase and use of that computer ONLY FOR CONDOR. No other software is to be added and the system will be locked down so that only supervisory members will have the administrative password. If there is a need for other software, it should be brought to Tom McDonald's, Chief Instructor attention and/or the Board with complete justification.

CLASSIFIEDS

PARACHUTE PACKING



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 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, Steve Hoffman, Lucas Hoffman, 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, Lizz 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, Jack Derrickson, Fred Hawk, Mike McKosky, Lawsen Simpson, Bill Torok, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Sami Rintala. **Instructors:** Kat McManus. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, 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, Karl Ludolph. **Instructors:** Dick Eckels, Maia McDaniel. **Crew:** Jacob Dunnohew, Mike Keltos, John Kondratowicz, Josiah Guentter, 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, Cole Delabar, 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. **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 Years Eve Volunteers

POINTS OF CONTACT:

PRESIDENT: Andrew Dignan

VP: John Lubon

MEMBERSHIP: Brian Stoops

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 9/19/2022 mkm