



Caesar Creek Soaring Club

FREQUENT FLYER

October 4, 2022

UPCOMING EVENTS

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

Feb 23 – 25, 2023 - SSA Convention, Reno, Nevada

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

CREW CHIEF REPORTS

4TH SATURDAY REPORT

We had 15 flights. Larry Kirkbride reported that 48L's flap retract knob sticks in. May just need some lubricant. The North hanger door, last panel is too low to lock properly. On the 2-33, 135's rear door lock cable is broken.

4TH SUNDAY REPORT

We had strong winds from the SW so glider operations were on runway 27. There were only two flights for the day – John Lubon instructing a student pilot with Al Quinn towing.

1ST SATURDAY REPORT

Due to excessive crosswinds, there were no flights. Rightly or not, I attribute the winds to Hurricane Ian. The Kubota towrope was repaired and the hanger door latch was fixed so it can be completely engaged.

1ST SUNDAY REPORT

Almost a direct crosswind up to 25kts. No flying, did ground school for the two students that showed up. Also did a rope class. Bob Miller worked on a couple of ships.

SAFETY

The Safety Committee presented its findings to the Board on the recent incident involving 16Q. A remedial training program was recommended and will be implemented by specific instructors. The Board decided to continue with the insurance claim for the glider.

There was continued discussion about whether to replace the 2-33, upgrade to a 1-26 or 1-23, or some other considerations. The Board decided to have John Lubon fly both a 1-26 and a 1-23 to establish a handling characteristics comparison between the two aircraft. He is to report at the next meeting.

READ THE LATEST ISSUE OF FAA SAFETY BRIEFING!

The September/October 2022 issue of *FAA Safety Briefing* magazine focuses on the FAA's Flight

Program Operations team and the critical role they play in assuring safety in the National Airspace System.

Feature articles cover the team's various missions and how to operate safely when you hear the "Flight Check" call sign on the radio. We also look at the various partnerships Flight Program Operations has with other agencies, provide a behind-the-scenes peek at the fleet, and make a pitch for potential career opportunities with this dynamic group of aviation professionals.

FEATURE ARTICLES

FLIGHT CHECK — PLEASE KEEP YOUR DISTANCE! - WHO WE ARE, WHAT WE DO, AND HOW IT MATTERS TO YOU

SCHOOLHOUSE ROCKS! - WHERE FAA INSPECTORS GO TO KEEP CURRENT

KEEPING IT REAL - WHY AND HOW THE FAA MANAGES ITS OWN FLEET

FLYING IN FORMATION - HOW FAA FLIGHT PROGRAM OPERATIONS PARTNERS WITH OTHER AGENCIES

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ODDS AND ENDS

CAMPGROUND ELECTRICAL

We have a number of electrical pedestals in campground that are not operating correctly. Rolf Hegele 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.

CONDOR COMPUTER - TOM McDONALD

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.

(At the last Board meeting, the Board approved the purchase of a Russell Holtz Condor rig so the training experience will be improved, ed.)

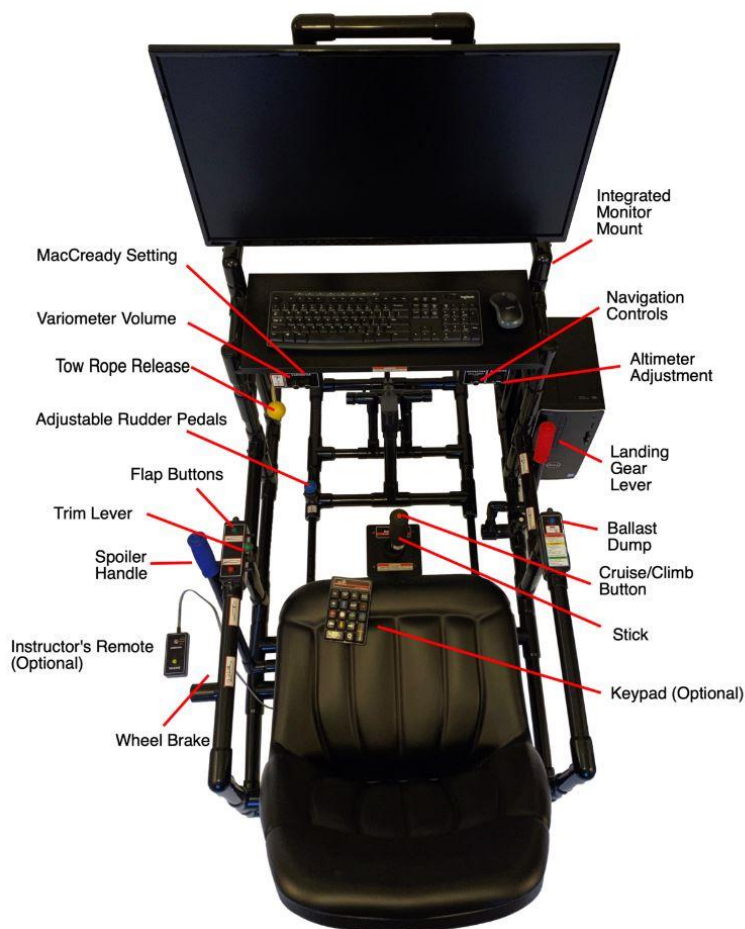
Wanted: Next level donations for our next level simulator

The club has just purchased a Mach 1 glider cockpit simulator, technically used but still untouched and new in the box. The item shipped for \$2100, and was offered to us for \$1500. We'll use our existing Condor virtual reality setup with this rig and really up our simulation game. Our neighbors at SoarIndy charge \$75 per hour for a similar setup without the VR add-on. We plan on a per flight charge in the range of a 2-33 aircraft use fee minus a buck, a we'll throw in a free initial checkout.

The purchase was financed half from Tom and half from the club. It would be nice if someone else would donate to this cause and split any donations between Tom and the club, offsetting each of our costs. The goal is to get another \$500; Then those donors, the club and Tom would each have \$500 invested in this upgrade.

Here are some pictures from the gliderbooks.com website to show you what we're getting.

Also, we could use a larger monitor if someone has an extra. It would make it easier for the instructor to see and enable flying without the VR goggles if preferred. We can make the old one work too.



ADULT CAMP - STEVE STATKUS

The Adult Camp this year was blessed with good weather; not soable weather but good training weather. We had 5 days of clear, sunny and moderate breezes, all from the West. What we didn't have was customers to enjoy the gliding and/or instructional opportunities. We had one tow pilot, Don Green on Monday and Tuesday and Tim Morris for the rest of the week. Bill Gabbard was our instructor all week.

I'd say the highlight of the week occurred on Tuesday when about twenty retired Air Force pilots came out to fly gliders and have a catered dinner on the patio. This action was run under the watchful eye of Maury Drummey with line duties supplied by the Camp crew. These guys logged 18 flights, 9 in the morning and the same number in the afternoon.

For the week not counting Tuesday, the adult camp had 7 flights, which was disappointing, but I believe we really didn't advertise this well and in the past, we conducted the camp during the summer which gave the youth camp kids more opportunities to train. That's the plan for next year.

I'd be remiss not to mention watching Tim Morris demonstrate his prowess riding his electric unicycle all over the field including one high speed pass thru the tent. It was impressive.

Hope to see you all next summer.

XC SOARING - WINDY DAY THERMALS, PART II - ADAM WOOLLEY

We all like a light to moderate wind day because it's beneficial for the generation of thermals and it's relatively predictable. On strong wind days though, we tend to leave the hangar doors closed because they break the thermals up and can be harder to find, especially near the ground! The good thing is that even on these days, the hot air still sticks to the ground as they move downwind during

the growing process. Finally, an obstacle is encountered, and the thermal separates from the surface. What is this obstacle? It can be a group of trees or tree line, a farmhouse, a cool dam, vegetation change, neighboring scrub, a car driving down a country road, or even a change in slope. (Editor's note: I recall my grandfather telling a story of his imminent out landing in a new Ka-6 when flying over a field with a tractor plowing it. The moving tractor helped separated the warm air from the ground allowing a thermal to take him away.)

Thermal Genesis

The warm air is continually being pooled and continues to be pushed along the ground, drawing it in, feeding the thermal, even after the thermal has fully established itself. Under the centre of the thermal, a lower pressure is developing with a positive side effect. It causes more warm air to be sucked off the ground along the thermals path of the ever so gradually shrinking hot air reservoir, prolonging the life of the thermal on windy days. What does this mean? Simply, we may be wasting our time looking for thermals overhead the trigger source as we would normally do on light wind or calm days. Basically, we must look downwind of the trigger point!

Leaning Thermals

For sure there's no disputing that thermals drift over the ground in relatively flat terrain. In mountainous terrain, well, that's another story and not my specialty, but the trigger source and thermal will remain relatively stationary. What happens over the flatlands though? As you've probably seen, clouds drift, always in the direction of the upper wind! So do thermals lean over or do they drift downwind in a vertical column?

Drifting Thermals

Personally from my experience, thermals drift downwind in a vertical column of air, rather than lean. Thermals also seem to generate from the same position on a semi-regular basis too in this situation. But older clouds downwind don't dissipate? This is usually because they are drawing in air from nearby decaying clouds or still have warm air feeding them in general. To support the vertical column of air theory rather than a leaning thermal is that when you join a gaggle of gliders, you'll often join them from immediately below or above them, even on moderate to strong wind days and thousands of feet apart from the already established glider.

On windy days, it takes some practice to find thermals quickly without wasting too much time. It's useful to always look down to try to find the trigger source when low, from around 2-3000' AGL, as there's less ambiguity around where the thermal came from, the higher up the more imagination you need! Once you are able to identify where the thermals are coming from, you're able to fly from one thermal source to another, greatly increasing your chances of finding lift, then centering quickly to stay in it. Soon this process or thermal finding ability will become subconscious, and our success rate in finding thermals on windy days will increase, resulting in more motivation and enjoyment for our wonderful sport - life's good. :)

(Reprinted with the courtesy of Adam Woolley and Wings and Wheels. Join their newsletter here: <https://wingsandwheels.com/newsletter>)

REMEMBER WHEN - 9/16/92



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



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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, 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

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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