



Caesar Creek Soaring Club

FREQUENT FLYER

November 8, 2022

UPCOMING EVENTS

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

Jan 7, 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

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

February 21, 22, 2023 - FIRC Reno

February 23 – 25, 2023 - SSA Convention, Reno, NV

Mar 4, 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

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

May 2024 - Contest, Club Class Nationals, Sports Class Regionals; Chuck Lohre, Contest Manager; Brian Stoops, Contest Director

AIRCRAFT

After we lost the 2-33, the Board looked at our fleet and decided that a change in the training spectrum might be in order. Therefore, John Lubon was asked to fly both a Schweizer 1-23 and a Schweizer 1-26 as a way of taking some load off the 2-33 trainers while giving post-solo students something more optimal to fly for advanced training. The results of those flights were documented in the last Newsletter; so the Board decided at the last Board meeting to purchase Lucy Anne and Mike McKoskys' 1-26E (548). This is the yellow/orange 1-26 that has been stored outside right next to the runway entrance by the silo. It has already been moved into the hanger and is awaiting the transfer of ownership paperwork and registration. Expect it to be ready for springtime soaring.



There was also Board discussion about putting one of the fiberglass ships on an insurance hiatus in order to save some dollars over the winter. The requirement is that we remove hull coverage for at least three months. The Board decided to do this with the Grob 102 and the ASK-21 SD so there will always be at least two fiberglass-training ships available.

MEMBERSHIP

FOR OUR YOUTH - SCHOLARSHIP OVERVIEW

Besides our own CCSC scholarships for youth camp, do you know the extent of scholarships that are

available through the SSA? Below is a brief list along with their benefits and a link to their specific requirements.

SCOTT BINGHAM MEMORIAL SCHOLARSHIP

Awards of up to \$2000 for Pre & Post-Solo Student Pilots and Pilots without a glider rating (Ages 13-18). March 31st Deadline.

CFI-G INCENTIVE SCHOLARSHIPS

Awards of \$1500 for CFI-G Training. (An Additional \$500 from SSA Sponsoring Chapter) April 1st Deadline.

SSA FLIGHT TRAINING SCHOLARSHIPS

Awards of up to \$2000 for pre & post-solo SSA Member Student Pilots (Ages 13-25). March 31st Deadline.

KOLSTAD AWARD COLLEGE SCHOLARSHIP

Awards of up to \$10,000 for Soaring Pilots towards academic study (Ages 14-25). September 30th Deadline.

DR. CAMPBELL CFI-G SCHOLARSHIP

Awards of up to \$2,000 towards CFI-G training & qualifications (Ages 17-24). September 30 Deadline.

BULTMAN YOUTH FLIGHT SCHOLARSHIP

Awards of up to \$1000 for post-solo SSA Member Student Pilots & Rated Glider Pilots (Ages 14-25). March 31st Deadline.

STOFFEL FLIGHT TRAINING SCHOLARSHIP

Awards of up to \$2000 for pre & post-solo SSA Member Student Pilots (Ages 13-25). March 31st Deadline.

COSTELLO INSURANCE TRAINING SCHOLARSHIP

Awards of up to \$2000 for pre & post-solo SSA Member Student Pilots (Ages 14-22). March 31st Deadline.

DENNIS PURDUSKI TRAINING SCHOLARSHIP

Awards of up to \$2000 for pre-solo SSA Members (Ages 13-19). March 31st Deadline.

DISCOVER SOARING SCHOLARSHIP

Awards of up to \$750 for nonpilots (Ages 13-23). June 30th Deadline.

SSA AWARDS - SSA members and others have been generous in recent years to fund additional flight training scholarships, named and un-named, in addition to the other named awards. Sometimes the available funding is not known prior to the application period opening, but applications that qualify for the other scholarships will be considered for an award subject to available funding.

Pre-/Post-solo SSA members without a glider rating and STUDENT pilots 13 – 25 years old may apply. Applicants must express both desire and a plan for success and if under 18, must have parent/guardian support for participation. Applicants must make a good case through a personal statement, in the form of an essay, and letters of recommendation supporting their interest and desire in learning to fly gliders, their financial need, and their promise in other aspects of life.

Award Details. Award of \$2000 in SSA credit for direct flight training expenses. \$1250 will be available initially. The remaining \$750 will be available following both solo or successful completion of the FAA Knowledge Test. Detailed invoices of flight training expenses must be invoiced to the SSA at scholarships@ssa.org, for payment to the servicing organization. No expenses will be paid two years after the date of the award announcement.

Promotion and fulfillment of the program are cooperation between SSA, which administers and judges the scholarship, and local soaring chapters, clubs, and schools, who get reimbursement for their qualified charges; tows, glider rental, instructional costs, and costs of successful exams. The

flight training organization must be willing to cooperate on the reimbursement process. Funds are not available for dues, joining fees, or other non-training costs.

A SUCCESSFUL APPLICANT IS ONE WHO...

1. Demonstrates commitment to soaring by contributing through both flying and non-flying activities and is known for being willing to help with anything.
2. Demonstrates a strong interest in aviation and had specific, measurable, achievable, results-focused, and time-bound (S.M.A.R.T) goals related to soaring.
3. Includes a personal statement that explains how they will use the scholarship. Ideally, this is a project or goal that relates to the item above.
4. Has various skills and talents and uses them to promote their club, soaring in general, etc.
5. Ideally, demonstrates a financial need for the award (this should NOT discourage anyone from applying)
6. Read the award biographies in the section above for all of the awards that you are eligible for.
7. Find a mentor (at your flying club/operation, school, family, etc.) who will read your application completely and help you revise it.
8. Ask for reference letters several weeks before the application is due so that they are well written and not rushed.
9. The scholarship selection committee is looking to invest the money in people who have earned these awards through their contributions to soaring. Give specific examples of things you did that benefit the soaring community. Some common examples:
 - a. Instead of saying: "I help get gliders ready", try: "Every weekend I help with/conduct pre-flight inspections, clean the canopies, wipe the wings, and walk the gliders to the flight line for others."
 - b. Instead of saying: "I talk about gliders at school", try: "During my Science class, we had to give presentations on (insert topic here) and I shared the story and photos of my first glider ride and a summary of how gliders fly."
10. Convince the scholarship selection committee that you love glider flying and that you have a plan to use the scholarship money. If applying to use the money for flight training, don't leave the scholarship committee wondering what club you will be flying at, how you will get there, etc. If applying for the Bultman, be creative with your application and intended use – some ideas to get started might be: going to fly cross country or wave camp or contest, going to fly at a new location (maybe not even in the US), taking friends for rides, getting a winch/aerotow/motorglider endorsement, etc.

FROM THE TRAINING DESK - BY TOM McDONALD

CONDOR/MACH 0.1

Our new Condor Mach 0.1 simulator is up and running! (That's Mach zero point one, or one-tenth the speed of sound). We had a few glitches, like all-or-nothing spoilers and an inoperative elevator trim. We were concerned that we had some bad wiring or sensors somewhere, but they all turned out to be software or setup issues.

The US Air Force Academy uses these same devices without our added virtual reality headset. They only allow a max of 14 actual flights per student, but solo almost 90% of them each summer. That solo rate is about double what they achieved before introducing simulation. It has been a real help in their instructor standardization too.

I look forward to similar results here. My goal is to check out all the instructors by the middle of February, and that crews will routinely gather to do some rope breaks, spin training and maybe a spot landing contest or some cross-country work when the weather doesn't permit flying the real thing. Students should be trying most maneuvers in simulation both before and after their actual lesson too.

IS THAT WRITTEN HOLDING YOU BACK?

Stuck on that FAA Knowledge Test, AKA the written? Maybe you would like to upgrade to a

Commercial certificate? We're thinking of holding a Wednesday-night ground school during the winter, probably running about 6 weeks. If you are interested in taking the class or teaching one or two of the weeks (Gordon, I'm talking about airspace and you here) let me know.

BLUE FOR SKY, BROWN FOR GROUND

Our hookup checklist is designed to get the ground crew involved in checking for safety items. It works, but the consensus is that it's somewhat painful to use. We will revise it in the off-season and roll out a new one by spring.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

No flying, the crosswinds were too high. Helped with cleanup day. Put new registrations in 48L and the Grob 102. Working out the bugs in the Holz Gliding Simulator with Cole Delabar, Jack Dickerson and Valentine Boehm. The spoilers are either full out or fully retracted. The trim works but we can't determine what movement causes what trim, the monitor or Oculus headset doesn't indicate the percentage deployed. The simulator needs to be used with an instructor and costs \$10 per hour. Put the charge on the merchandise log on the display case.

4TH SUNDAY REPORT

Great weather with occasional gusty crosswinds, 15 mph and up. Killer thermals began at 1:00 pm. That's when the private ships starting popping up on the grid. We operated all day with a single (more on this later) tow plane, a single instructor, one commercial pilot and flew 17 tows; 2 mile high guest flights.

We used 909 initially until after four tows the pilot's right side door lost two fasteners causing the Plexiglas to bow out into the wind. We parked 909 and informed the CHIEF TOW PILOT of the condition who was cursing his new glider as I drove away at 4 pm. Note to 1st Sat Crew Chief: check 909 to see the pilot's right side upper window has all screws installed.

The Kabota engine compartment needs blowing out, then pressure washed. It's smoking and upon inspection revealed at least two years of inattention. I'll bring my leaf blower and pressure washer this coming Wednesday and give it a blow.

Respectfully submitted by Steve Statkus, who also must have two screws missing. Who else would miss a Bengals game to stand in the sun for 8 hours?

1ST SATURDAY REPORT (EXTRA)

I'll start this report the way all great stories begin

It was a dark and stormy night.

In reality it was a really nice day, but who would keep reading with an opening like that?

I could put a lot more work into this to make some 12 days of XC-mass theme, but it has already been a long day.

Let's cut to the chase. Flight Ops were conducted on runway 09. 21 flights, and... 21 landings

Golf cart 2 has an oil leak. Golf Carts 1 and 5 have dead batteries. The charger for the electric golf cart does not work

Hand held radio 3 does not transmit even with the hand mike disconnected. Thanks to Pete Schradin for lending a radio while another club radio was acquired.

BG - the tail wheel rubber doughnut was found on the field. It was determined that holding the wheel by the wheel and allowing it to invert will allow the doughnut to easily fall off. Solution - don't do that.

G103 brake - Jim Fox is waiting for brake part info to complete the repair.



New electric tire pump - the threaded connector loses 15 psi when disconnected. An adapter having a lever compressing a rubber gasket may be a better solution. Also, the compressor does not stop when it reaches the set pressure. Limited operator experience may be a factor. There may be some settings or operational techniques that could improve the compressor's effectiveness.



Tow Rope - lost the ring in flight. It is believed that the lack of tape to hold the ends of the plastic tube together along with the crack in the plastic tube caused the rope to bind in the tube and under a no load condition after glider release allowed the rope to work free and release the ring. Solution - tape the ends of the plastic tube together and remake ropes having cracked tubes.

And for the grand finale...

909 on its last landing experienced a tire failure and ground loop due to a flat tire.

A wheel was removed from 33Z and installed on 909 so that it could be moved from the field. 909 and 33Z wheels need attention.

Thanks to John Kondratowicz for instruction, and to all the members who assisted with crew duties to make for a successful day at the glider club.

(I have been informed that the strict definition of a ground loop involves a wing contacting the ground. This did not happen. So, 909 did not fulfill the requirements for a ground loop. Its rate of turn did increase as forward speed slowed.)



1ST SUNDAY REPORT (EXTRA)

Nice day until the rain came. We had ten student flights. Norb worked on towplane wheels.

1ST SATURDAY REPORT

Dick Huskey declared NO FLIGHT OPS at 8:30 am based upon then current conditions and forecasted. So the crew addressed a few maintenance issues.

Golf Carts: Crew checked oil in all golf carts. Carts #2 & #5 want some more 10w30. I asked Norb to bring a quart. A dedicated 5 gallon bucket is now available to enable 1st Sunday crew to wash a couple of carts, if flight ops are not pursued.

TowPlanes: Main Gear Tire Pressures were checked and reset to 25 psi in all 3 tow planes. Oil in Tow planes is in good shape time wise. Lastly, on 909, the Missing Wheel RedTag was removed by Dick from the Control Stick as the plane now has 3 wheels in place, with proper air pressure & cotter pins in place. This seems consistent with Tim Christman's Thursday email.

Glider: Tire pressures were checked and reset in CC because it was easy to move. The tail wheel pressure in the 103 was also reset. Based on these experiments with a variety of airchucks, I will make some available to ease the pressure check process.

1ST SUNDAY REPORT

Beautiful day at the glider port. Did not have time to wash the golf carts as was previously suggested due to us flying. Completed 23 flights of which most were instructional flights. Christian Maurer reached a milestone of having over 300 tows for the year. We graduated a father and son from the training crew. Bill and Lincoln Noe will contact Mark Miller for crew assignment. Golf cart 1 died and had to be towed in. Golf cart 2 had to have oil added.

Also had a good cookout for everyone who was present.

CART UPDATE - ANDREW

Cart 1 should be back on line. I was at the field on Sunday and charged it for about 5 hours. I got the cart started without issue and ran it around the field for about 10 minutes in hopes to charge it some more. That cart has an electric head light that should probably be removed. I suspect it was left on and caused the dead battery issue.

I did not have time to charge Cart 5 but will do so this Saturday and we will see what happens. There may be a new replacement battery on the way for it.

Remember that as the weather gets colder that the choke has to be used on the carts...find that spot that keeps the engine running as it warms up. Also note that as the temps get down towards the 30's the wrong oil is in the gas carts engine's and they should either not be used below 30 or warmed up slowly (i.e. no pedal to the metal and keep it moving as soon as practicable for about 2 minutes).

SAFETY

"Aviation Weather Center - FLYERS Turbulence Workshop"

Topic: Turbulence and Low-Level Wind Shear

On Saturday, November 19, 2022 at 10:00 Central Standard Time (08:00 PST; 09:00 MST; 11:00 EST; 06:00 HST; 07:00 AKST; 09:00 Arizona; 16:00 GMT)

Select Number: CE05117555

Description: To help pilots mitigate accidents related to turbulence and low-level wind shear, the Weather-Ready Nation (WRN) FLYERS (FLYing Education, Resources, and Safety) team will be hosting a virtual webinar on turbulence education and avoidance. The free virtual webinar will cover the basics of turbulence and low level wind shear, including how NWS aviation forecasters warn pilots of these hazards and where pilots can find turbulence information online. The webinar will last approximately 2 hours.

Keynote speakers will be Commander John Rossi and Mr. Mark Boguski. Commander Rossi currently serves as the Aviation Weather Center's NOAA Executive Officer in addition to his duties as a WP-3D Hurricane AC pilot and King Air Instructor. Mr. Boguski is the Chief Flight Instructor for LIV2FLY Aviation, has over 3000 hours of flight time, and teaches pilot ground school and aviation weather classes at a local college. CDR Rossi and Mr. Boguski will share anecdotes and advice based on their vast experience with turbulence training, education, and avoidance.

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

[Click here to view the WINGS help page](#)

ODDS AND ENDS

CLUB FINANCING

CCSC is going to have some financing challenges in the future with the purchase of the land and the ASK-21B. Although the ASK will not be here for another year or year and one-half, we need to start considering how best to finance both purchases over the next few years while maintaining a viable and progressive club environment. This is part of our budgeting process that has been started.

We are actively soliciting your suggestions and ideas on how to accomplish this over the next several years. Please contact Rolf, at n11rdbird@att.net with your ideas.

RING FOUND

This ring was found on the walkway to the East end of the runway on our Good Neighbor day. If you recognize it, please call Brian Stoops at 937-750-3788.

SOARING MAGAZINES

In the office, we have years' worth of *Soaring* magazines in binders by the year. Is anyone interested in them?

WORKSHOP AND FIELD CLEANUP

This year's annuals are starting off with ASK-21 CC. Over the years, the shop has been filled up with



lots of stuff, much of which is out of age or completely unknown as to what it belongs to. Therefore, in order to expedite the annuals, we are going to clean up the shop by cleaning out unknown items. Therefore, if you have anything in the Shop that you want to keep, get it out now. Anything still there by this weekend is fair game for the trash bin.

In addition, it was acknowledged that a significant number of items have been left around the gliderport and not disposed of. There will be a continuing effort this winter to clean up shelves and buildings and remove items not accounted for. Again, if you have something you desire to keep, mark it as your property.

CAN YOU NAME THEM?



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