



Caesar Creek Soaring Club

FREQUENT FLYER

December 6, 2022

UPCOMING EVENTS

January 1, 2023 - HAPPY NEW YEAR

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

Jan 28, 2023 - Saturday, CCSC Annual Banquet, Engineers Club, Dayton, Formal Dress

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

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

Apr 1, 2023 (No Foolin) - 2023 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

May 2 - 11, 2023 - 1-26 National Contest; Chuck Lohre & Steve Statkus, Co-managers

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

AIRCRAFT

The 1-26 has been paid for; registration paperwork has been filed with a copy in the aircraft; and we have proof of insurance. **The 1-26 is available to fly.** The Board did indicate that post-10 solo flight members would be eligible to fly the glider after a normal instructor ground checkout; along with some supervised solo flights. Exact criteria are still in development but prior Club checkouts in a 1-26 should suffice.

FINANCIAL FUTURE

The arrival of the ASK-21B is still a year off, but as part of the budget planning for 2023, we had to start deciding how to make the ASK-21 payment before it arrives at our front door. Last month we proffered a number of financing options, and the number of responses was in single digits. Very Disappointing! Still, the Board had a very energetic discussion about the various possibilities.

The good news is that even though we have had no increases in dues and fees for five years, the Board decided to not implement any changes at this time.

The Board did decide to encourage all active members as well as existing shareholders to purchase additional shares (at \$100 per share) up to a maximum of 31 shares, with the funding going primarily to paying for the ASK-21B. If you don't own 12 shares yet, they must be purchased first in order to purchase the additional shares. We are still clarifying whether there is a limit on the number of shares that can be issued, but will let you know when we are accepting new monies.

There was also discussion about selling certain parcels of land we currently own that are not part of the active runway environment. Any income from this source would be dedicated to paying off the recent land purchase. There would be deed restrictions associated with this so we won't put any of our operations in jeopardy. It would also require zoning and surveying reviews and maybe even approval from the County. Rolf Hegele will be looking into these rules and regulations and working

with the Union Township Zoning Commission to determine various land use possibilities.

If you are interested in possibly owning a parcel of land adjacent to the airport, please let Rolf Hegele know; n11rdbird@att.net. We would be trying to make this happen this coming year.

MEMBERSHIP

We have two new Members this month. Let's welcome Rachel Moscona, Family member whose mentor is Tom McDonald, and Isaac Stacy, Youth member whose mentor is John Lubon.

MEMBER ACHIEVEMENTS

We have a new SOLO Youth Member. As can be seen at right, Lawsen Simpson is very happy along with her proud dad. Mom was there too for her two flights.

Aviation of all forms has been her interest for a long time now, from birds to 2-33 gliders and F-22 Raptors. What really sparked her interest and made her realize she was supposed to be a pilot was when she would walk to the airport (lives on Gard Rd) and just sit and watch the gliders take off and land; that was two years ago. Now she has soloed with the help of many people. Unfortunately, she



used to be shy and unwilling to try new things which really held her back from achieving the most she could, but now she is confident with her flying and she accepts negative comments as a way to improve herself and her flights. She feels free and at home when she flies, and the stress she encounters throughout the week disintegrates the second she sits in a 2-33 cockpit and goes through her checklist. CCSC has been generous in helping her achieve her goals, everyone goes out of their way to help her to ignite her passion for flying. She has nothing but positive things to say about the club and feels welcomed by everyone. Her experiences have been ideal and she is now planning on moving to powered flight in the spring (*no glider license? ed.*) to get a good kick start on her career as an airline pilot.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

We had 17 flights. Thanks to John Kondratowicz and Rich Caraway for doing the instruction today. It's so important to have instructors and we want them to know how much we appreciate the effort they make.

Welcome new member Isaac Stacey, his Dad Jason brought him by and Rich Caraway gave him his first lesson. 48L needed a tail wheel connecting link so it was taken from 33Z. Guy Byars and Dieter Schmidt did the switch out.

SD's rudder seems to be dragging on some internal surfaces, it was mentioned so as to be looked into during annual.

John Murray and John Lubon did an incredible accomplishment by finishing CC's annual, putting her together and then taking SD apart and in the shop to finish the day. We had two crews working today. And finally thanks to Jack Derrickson who helped out all day long and was the last to leave. It's great to have you as a club member Jack!

4TH SUNDAY REPORT

The 4th Sunday crew worked in the shop prepping the K21 SD for its annual. We also CLEANED the shop from the top of the wooden cabinet to under the table in the corner.

A lot of debris was removed. Go take a look. No flights, and no equipment problems!

1ST SATURDAY REPORT

No flight ops due to high winds.

Dick Huskey took it upon himself to address the difficulties of checking glider tire pressure and inflating to the proper value. He purchased some fittings which were tested. Dick is going to get additional fittings to make the process easier, so hopefully checking tire pressure will happen more frequently. The main landing gear is an integral part of the suspension and shock absorber system. It's proper function decreases the stress on the air frames and on human backs.

Here is an example of valve stem position that is nearly impossible to check the pressure or inflate the tire.



Here is an example of a valve stem that is easier to check pressure and inflate to the proper pressure.



It has been suggested that all valve stems (nose, main, tail) be placed on the same side of the glider for ease of service.

SD - assistance was given to John Murray to inspect behind the rudder of SD. This required taking the rudder off and on. Thanks to John Murray, Dick Huskey, and Gerry Daugherty. Overall, it was a productive, non-flying day.

1ST SUNDAY REPORT

Beautiful day at the field. A little cold but we were strong. We completed 14 flights all of which were student flights. There were no equipment issues except 909 was hard to start.

Thanks to Manfred Maurer for his work on waxing SD. I (*editor*) managed to lose one of my hearing aids on Saturday. Many thanks to the individual who recommended I use Bluetooth to help find it, and to Norb Maurer for actually finding it in the workshop.

SAFETY

"Quiz Hour - 20 Questions to Test Your Aviation Knowledge - Free Webinar with Sportys"

Topic: Sporty's pilots will present 20 aviation questions, let you answer, then explain the correct answer & discuss the implications.

On Wednesday, December 7, 2022 at 15:00 Eastern Standard Time (12:00 PST; 13:00 MST; 14:00 CST; 10:00 HST; 11:00 AKST; 13:00 Arizona; 20:00 GMT)

Select Number: GL05117188

Description: How much do you know about weather, airspace, aerodynamics, and flight planning? You'll find out in this popular webinar format. The pilots at Sporty's will present 20 questions on a variety of topics, let you answer on screen, then explain the correct answer and discuss the implications. A little competition is always fun, but we'll also share plenty of valuable tips for safer flying. It's a great way to review important topics and learn some interesting trivia too.

Your host is Sporty's Pilot Shop President, John Zimmerman. We're also giving out prizes! If you can get a perfect 20 for 20, you'll be entered to win a \$50 Sporty's gift card. Please Note: Products and organizations mentioned within this webinar are suggestions from Sporty's and the presenter(s). These suggestions should not be considered an endorsement by the FAA or the FAASTeam.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

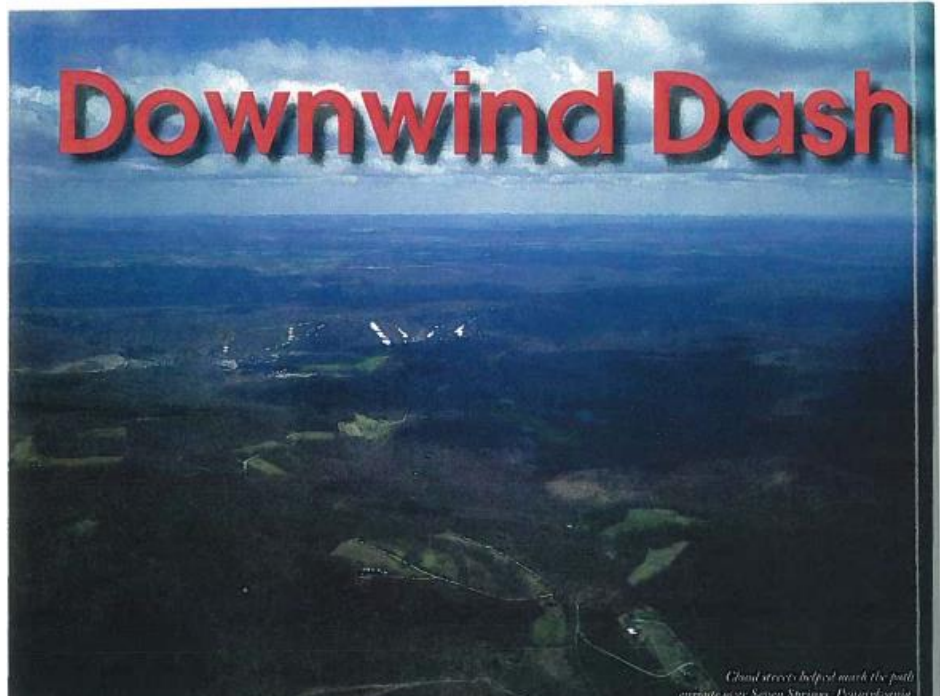
The following credit(s) are available for the WINGS/AMT Programs: Advanced Knowledge 2 - 1 Credit

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

FLYING FROM CCSC

500-MILES TO BLAIRSTOWN, NEW JERSEY - DAN REAGAN

Over the past couple of years, Caesar Creek Soaring, in Waynesville, Ohio, has been working at promoting cross-country flying. Last year, for instance, we held a cross-country camp which introduced many to the basics of this challenge. Caesar Creek is an ideal location for beginner cross-country pilots, due to all the big, flat farm fields and five airports within ten miles. The Club is very fortunate to have many experienced members who are willing to give their time to help less-experienced pilots.



Cloud Cover around Seven Springs, PA

To keep the cross-country spirit over the winter months, member John Lubon suggested that the Club plan a long downwind dash for the spring of 2013. The route which he selected was from CCSC just outside Cincinnati airspace) to Blairstown, NJ just outside of New York City/Newark air-space). This idea was promoted in the Club all winter, with planning starting in November. As it turned out, I was the only member planning to accompany John on this all-thermal, 500-mile endeavor. Since I was new at this and John had some long flight experience, John became the mentor, and I became the student. While trying to promote flying interest in the Club, I had been talking about the Blairstown, NJ trip for about a month before I even checked how far it was. When I finally looked at a map, I thought, "Wow, that is a long way!" But I had talked too much to back out, and had already announced a date in May for the celebration party after the completed Blairstown flight, so I was stuck. John would be flying his ASG-29-18, and I would be flying my HPH 304CZ.

Since the flatlands of Ohio have no ridge lift or wave, the flight would have to be accomplished with all thermal flying. Thermals usually do not start in our area until about noon, and during the months of April, official dusk at Blairstown is in the neighborhood of 7:30 PM. Allowing a 30-minute fudge factor, that means we had seven hours to go 500 miles, for an average of about 70 miles an hour. This does not sound very fast for the ridge runners or the wave flyers, but for all-thermal flatland flying (at 3,000 to 5,000 feet above the ground) this meant we would need to have a good tail wind from the west to make the goal. Although there are good ridges from central Pennsylvania along the route, the best wind direction for our flight would be paralleling the ridges, so there would be no ridge lift.

During the planning sessions, John explained to me that the best time to make the dash is in the spring, immediately after a massive fast-moving cold front passes the area. Prior to a cold front, the ground has been heated so when the cold front air passes over the warmer ground the temperature differential enhances the thermal activity. Ideally, there would be a low-pressure area to the north, with its counter-clockwise circulation, and a high pressure to the south with its clockwise circulation. This high and low would reinforce the westerly winds. The right conditions might only occur a couple

of times a year, and some years they never occur. John kept making statements along the lines of, "Piece of cake" and "No problem."

Go/no-go criteria were developed. Desirable cloud base for the start would be four to five thousand feet above the ground, with a minimum of three thousand. Predicted cloud base at the destination needed to be eight thousand, with five thousand being a no-go. Good winds would be from the west with WNW and WSW winds being a possibility. Anything else was a no-go. Wind velocity at altitude needed to be above 20 knots. Surface winds of up to 20 knots were okay, with 25 knots being risky, and above 25 being a no-go. There is usually rain associated with a cold front, so this was a consideration. Recent rain along the route of up to one inch was acceptable. Rain of two inches was a concern. Flight times would be good if we were off the ground by 11:30 and on course by noon. On course after 1:00 PM meant a no-go. Relatively low ceilings within 150 miles of the destination was another no-go. There would also have to be decent lift forecast for the entire route.

Since I had not flown any of this route beyond the first 75 miles, I had to become familiar with all the possible landing sites and terrain. Google Earth is a fantastic tool for this task. You can fly at any selected altitude and go down to ground level and inspect any field or airport. I checked the satellite image date, so I could estimate how reliable the data was. Over the course of a couple of months, I used Google Earth to fly the desired direct course, along with plan A and plan B many times. I became very familiar with the route. I taped sectional charts together for the entire route, cut out a strip for the route and mounted this on a scroll, since the sectionals were over five feet long when taped together. I averaged two hours a day from November to April on the planning for the flight. Data bases had to be assembled. A back-up navigation plan was devised. The retrieve plan had to be worked out. An emergency landout kit had to be assembled. The more planning that was done, the more comfortable I became. Somewhere around the middle of March I made the statement that "This downwind dash just might be possible." I kept hearing John say "Piece of cake."



Crossing the Ohio River at Wheeling, West Virginia

During the first week of April, it was noted that a front a week out showed some downwind dash potential. This front was watched, and on April 14, with a low pressure about 700 miles to the north and a high pressure over northern Alabama, an attempt was made. Lift and winds were predicted weaker than desired, but it was worth a shot. As it turned out, this attempt only made it about 350 miles to Mifflintown, PA. This was good practice for the next cold front, predicted to be about a week away.

A necessary and very important part of a downwind dash is a good retrieve team. Since John and I both carried locator beacons, the retrieve crews would know our positions at all times. We had also fine-tuned an antennae to the frequency of 123.3, and this was mounted to the top of one of the retrieve vehicles. The chase crew could hear all the glider transmissions and could respond when within about 50 miles.

All the next week the next cold front was watched, and on Friday April 19, it was decided that the next day would be the day for another attempt. Predictions were for westerly winds of 20 to 25 knots at altitude for the entire route, with the surface winds being acceptable. Lift was to be to six to seven thousand feet at four to five knots. Forecasts were for partly cloudy to mostly cloudy skies the entire route. There was a high probability of over-development. A big concern was the rain of one-half inch to over one inch that had fallen over the entire route.

The satellite photo taken the morning of the flight at 7:30 shows clouds over the New Jersey destination, but with the fast-moving front this cloud cover moved east before we ever launched. The prog chart for 2:00 PM is also shown. The low pressure and high pressure were not in the ideal locations, but the winds were predicted to be good.

Conditions on Saturday were good very early. The first launch took place at 11:00 AM with good lift and good cloud streets at 3000 agl. An 11:00 AM launch is unusual for south west Ohio but I would need most of the time to fly 500 miles. It was quite depressing to look at the flight computer and see that we needed to gain over 50,000 feet to make the destination.

The flights proceeded as planned with conditions being quite good at the Ohio and Pennsylvania border. At the half way point, weak conditions were experienced and both John and I came very close to landing out. I had announced that I was stopping at the Rostraver Airport, but I found some lift about three miles before landing. I wish I could tell you about all the fantastic sightseeing I did on the trip, but the concentration required for me was so intense that I don't remember too many ground features. I do remember some snow showers, and that the Pennsylvania ridges looked unique and made navigation pretty easy. After taking approximately fifty thermals, we landed at Blainstown with some daylight left to spare. Four of the Blainstown glider group greeted us upon landing, and their hospitality was so great that they insisted on taking us out to dinner. The dash could not have been done without the fantastic retrieve crews of Laura Lubon and Milt Schmidt, who arrived about 8:30 and helped put the gliders back in their boxes. It had been a fantastic day.

In summary, a long downwind dash might not seem possible at first, but if time is dedicated for analyzing and with much preparation, a significant distance can be covered in the daylight hours. It also helps to have a good mentor. John was already on the ground when I arrived in Blainstown. So with John's statement of "Piece of cake" still ringing in my ears, I walked up and asked what he thought about the flight and he said,

"I DID NOT THINK IT COULD BE DONE!!!"

(reprinted with the Courtesy of *Soaring* and Dan Reagan)

ODDS AND ENDS

GROUND SCHOOL

A number of members have expressed an interest in having ground school during the winter months. This is being considered by our instructors since it can be presented through Zoom as well as in person.

In order to substantiate the level of effort required to prepare the course, we need a good indication of how many members would be interested in this course. Please forward your interest to Tom McDonald, tjmcdonald3@gmail.com.

CHAIRS

We keep accumulating items that do not belong to the Club like these chairs. As stated in the last Newsletter, we're trying to clean things up. If these are yours, please remove them from the clubhouse or they will be disposed of at the end of the month.





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 continuing with ASK-21 SD. 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.

REMEMBER WHEN



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:** Tom McDonald. **Crew:** Gerry Daugherty, Mark Hanlon, 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, Dieter Schmidt, Andrew Stryker, Grant Stryker, 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, Greg McDowell, Tom Rudolf. **Crew:** Kevin Cochran, Jack Derrickson, Fred Hawk, Bob Kramer, Mike McKosky, Lauren Simpson, Lawsen Simpson, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Henry Hayter. **Instructors:** Kat McManus, Sami Rintala. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Michael Hayter, Charlie 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, John Kondratowicz, Maia McDaniel. **Crew:** Val Boehm, Jacob Dunnohew, Mike Keltos, Josiah Guentter, Brian Stoops.

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, Rick Ghai, Jeff Grawe, Keith Kilpatrick, Bill Noe, Lincoln Noe, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Christian Summers.

2023 5th WEEKEND CREW DAYS:

Jan 29 – 3rd Sun Crew

Apr 29 – 3rd Sat Crew

Apr 30 – 4th Sun Crew

Jul 29 – 4th Sat Crew

Jul 30 – 1st Sun Crew

Sep 30 – 1st Sat Crew

Oct 29 – 2nd Sun Crew

Dec 30 – 2nd Sat Crew

Dec 31 – New Years Day 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 11/22/2022 mkm