



Caesar Creek Soaring Club

FREQUENT FLYER

April 4, 2023

UPCOMING EVENTS

Apr 15 - Spring Clean-Up Day, 10 AM at the Gliderport

Apr 15 - PotLuck Dinner, after flying, CCSC Clubhouse

Apr 22 - Rain date for Spring Clean-Up

May 1 - 1-26 National Contest Practice Day

May 2 - 1-26 National Contest Practice Day

May 3 – 10 - 1-26 National Contest Days; Chuck Lohre & Steve Statkus, Co-managers

May 6 - CCSC Board Meeting, 10 AM to 11:30 AM, CCSC Clubhouse

May 11 - 1-26 National Contest Awards Breakfast

May 20 - PotLuck Dinner, after flying, CCSC Clubhouse

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

June 17 - PotLuck Dinner, after flying, CCSC Clubhouse

June 20 - Daedalians Meeting, CCSC Clubhouse

July 10 – 14 - Youth Camp 2023

May 15 - 24, 2024 - Contest, Sports Class and Standard Class Nationals; Linda Murray, Contest Manager; John Lubon, Contest Director; May 13 and 14 - Practice Days

WE NEED YOUR HELP

Jordan Olah is coordinating our Spring Clean Up for Saturday, 15 April (with a rain date of 22 April).

We need your help playing pick-up sticks due to the many high wind days we have had along with other projects. Please come out by 10 AM so we can get started and get the needed projects done. If you have any questions, don't hesitate to contact Jordan at 714-749-9874.

ANNUAL MEETING

The 2023 Annual Meeting was held at 0930 on Saturday, 1 April 2023 to review the 2022 fiscal year and to elect new Board Members. Financially, 2022 ended with a profit but the aircraft depreciation resulted in zero Federal and State income tax.

For the last three years, Kevin Price, Bill Hall, and Keith Kilpatrick have participated on the Board and their service is extremely appreciated as they have provided excellent stewardship for the many tasks at the Club. This year we had four candidates for the three positions: Kevin Price, Jordan Olah, Andy Breeze-Stringfellow, and Mike Keltos. The winners of the election were the three highest vote getters which consisted of Andy Breeze-Stringfellow, Mike Keltos, and Kevin Price. Immediately following the Annual Meeting, the newly reconstituted Board met as part of their regular meeting and allocated the various Board positions as shown below.

BOARD MEETING

The regular monthly Board meeting started with the reallocation of the Board positions with the results as follows:

President -	Andrew Dignan
Vice President -	John Lubon
Treasurer -	Chuck Lohre (assisted by Rolf Hegele)
Secretary -	Mike Keltos
Towplanes -	Tim Christman (also Chief Tow Pilot)
Glider Maintenance -	Bob Miller
Operations -	Brian Stoops
Safety -	Kevin Price
Membership -	Andy Breeze-Stringfellow
Events -	Tom McDonald (also Chief Instructor)
Facilities -	coordinated by Jordan Olah
Hangers/Campgrounds -	Andrew Dignan
At Large -	Mark Miller

OPERATIONS

STANDARDIZATION VS. CURRENCY - ROLF HEGELE

There has been some confusion on the use of standardization and currency flights, so here's an explanation.

Standardization is to be used by instructors to develop common teaching standards among the CCSC instructors. As such, the standardization block on the flight card can only be used by two instructors flying together in a two-place glider. These flights cost neither pilot any flying fees.

Currency is a CCSC requirement that instructors have three flights within the previous ninety days in order to instruct club members in club gliders. This is only available to instructors flying in club aircraft and facilitates their flying in club aircraft at no cost. A note should be written in the comments portion of the flight card that these flights were used exclusively for that purpose.

CREW CHIEF MEETING - MARK MILLER

A Zoom meeting of the crew chiefs was held on 25 Mar at 1300. Seven out of eight crew chiefs and five assistant crew chiefs were in attendance. The agenda and a summary of the discussion is included below:

1) Personnel issues, i.e., manpower shortages, tow pilots, instructors, etc.

1st Sat crew only has one instructor and could use help with volunteers.

The 1st Sun training crew reported that very few of the trainees on the roster show up for training.

Action Item: Andrew Dignan will contact those on the Crew List and get new personnel coordinated.

The 2nd Sat crew really has only one instructor and could use help with volunteers.

2nd Sun reported they were in good shape.

3rd Sat crew reported that they needed another instructor and some more young members. They will get some priority on new assignments.

3rd Sun and 4th Sat said that they were in good shape with personnel.

4th Sun said that they also need another instructor.

2) Email crew reports

a) describe ops for the day

b) report equipment issues

c) TAC times

d) facility issues

We discussed the importance of emailing a crew report to everyone so that the incoming crew chief knows about any equipment or facility issues.

3) Weather

The discussion involved what are the hard limits for cross wind components and how operating in some cross wind conditions might be acceptable for the experienced pilots but not for students. Crew chiefs all agreed that they discuss the conditions with their tow pilots and instructors before they begin or terminate ops.

Action Item: Mark Miller will put out a note with the hard cross wind limits for the club equipment.

For normal club operations the **maximum cross wind component** for club equipment is:

Pawnee cross wind limit is 15 knots.

SGS 2-33 cross wind limit is 15 knots

ASK-21 and Grob 102 and 103 is 9 knots

This does not take in the effect of field conditions and pilot experience when determining to limit ops at lessor cross wind components.

4) Use of radios / sign-up board

It was emphasized that the crew chief or his assistant should be in radio contact at all times during ops. In order to fly the SGS 1-26, the pilot must have an operating handheld radio with him.

In addition, it would be a good idea to put down guest rides on the board, i.e. when you take their money and are trying to figure out who can take them in what, it helps those members coming later that you plan to insert the ride in there. Although members have priority it is still up to the crew chief to decide who goes when and in what. Putting them down on the board just gives members some transparency into the load that you're trying to juggle.

5) Checklists

Mark Miller reported that the checklists were being updated to be consistent with the new training syllabus. No one has seen any new checklists and that some aircraft are missing checklists.

It should also be noted that POH are required to be in all aircraft during flight. John Murray is putting together new boxes to carry and preserve the Handbook.

Action Item: Mark Miller to follow up on the checklist update and they should be in all aircraft by next weekend.

7) Golf Carts

The discussion was about how the golf carts were being maintained. Keith Kirkpatrick has an arrangement with a shop to service the golf carts and they are taking them in one at a time for maintenance. Meanwhile one of the carts is red-tagged for a flat tire. The club has an arrangement with Walt Luti Tires in Lebanon to fix or replace the tires on our equipment. If the crew cannot fly due to weather, then removing the wheel and taking it to Walt Luti is something that can be done instead.

8) Safety Huddle

Kevin Price wanted us to discuss a safety huddle with the crew before conducting ops. Everyone said that is what they always do when they have accumulated a critical mass of bodies. They all discuss the field conditions and current winds and forecast weather before deciding whether to pull any aircraft out. Lucy Ann pointed out that there was a wind anemometer in the trailer to take real time measurements. Dick Holzwarth went out to the trailer and brought it back to the clubhouse to show everyone it does exist. The other discussion was about notifying Columbus Approach when we start ops. There are two ways to do this: call (614) 338-4092 and talk to someone at a desk or have the first tow plane to launch on their check flight to contact Columbus Approach on 118.85 and let them know 2OH9 is starting flight operations.

Other Discussion:

Crew Priority:

If members are on crew day, then they are last in priority, i.e., they can fly early in the day when no one is waiting but not later. Crew can fly early in the day for currency, field check, etc., but not when members and guests are waiting. Members have priority over guest rides, but not crew members on their crew day.

There is one other priority. If someone is planning a badge flight and they have accomplished all their preflight activities, they do have priority over other members for launch.

Crew chief checklist

Steve Fenstermaker mentioned that he had a checklist that he uses to organize and conduct ops on his 1st Sat crew. **Action Item:** Steve to send out his crew chief checklist to all of the crew chiefs and assistants.

Two hour flights

There was a discussion about some members conducting two hour flights when they sign up in succession and fly together. There was consensus on the following policies:

No sign ups on the board for someone who is not at the field at that time; each signs their own name

No two hour flights unless no one is waiting to fly

Training crew

Since very few new members show up more than once on first Sunday crew for training and may be receiving flying training on other crew days, then we request that instructors, when reviewing their training cards and seeing that they have not been signed off on ground training by the first Sunday crew, then direct them to attend the training crew for sign off. We all acknowledged that exceptions will occur to this rule during the youth camp week.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

No flights, the field was too wet. Opened the hanger doors to assemble the Grob 103 but the high winds and gusts may have flipped 15H if we pulled it out to make room to assemble. The winds were so gusty, it would have required some substantial anchors to keep 15H on the ground. Trying to bring the Grob 103 wings from the shop to the hanger to assemble would also have been very dangerous. Three men would not have been enough to carry or stabilize them even while moving with a rigger. Good luck today.

4TH SUNDAY REPORT

Lost by editor.

1ST SATURDAY REPORT

No flight ops due to high winds forecast up to 25;Gusting to 48 mph.

The pole barn had several sections of roofing that were being lifted by the wind. They were secured with gasketed screws found in the shop. A down spout was blown down on the tow plane hanger.

The bracket was torn, so a new bracket is needed. The downspout is squashed about 4 feet from one end. Also, a downspout elbow is missing.

One of the pond drain pipes had a T-pipe that was not attached. The pond appeared to be draining very well based on the water flowing from the exit pipe. Remind App - I could not log in until I set-up a password. It looks like Remind is using 2FA - 2 Forms of Authentication now.

Tow Planes - Kevin Price installed CO detectors in the tow planes. They are to be left on all the time. Spare batteries are in the tow plane hanger cabinet.



1ST SUNDAY REPORT

No flying due to field conditions and low ceilings most of day. Two students showed up for training.

2023 YOUTH EDUCATION WEEK (YEW)

YEW Leaders: Steve Hoffman (steve.hoffman440@gmail.com), Henry Hayter (hhayter1@aol.com)

The following schedule is being proposed:

9 July, Sunday evening - Check-in

10-14 July, Monday-Friday - Flight Week and youth activities

15&16 July, Saturday-Sunday - Additional Flight Training opportunities (Normal Weekend Flying)

Volunteers are Needed: including Tow Pilots, Instructors, Adult Mentors, Noon/Evening Cook Assistants. Let Steve or Henry know of your availability.

There will be opportunities for Cross Country Pilots/Private Ship Flights.

If you interested on participating or volunteering, contact Steve at the above address. Active CCSC youth club members will have an acceptance preference. Camp will be limited to 15 campers due to instructor and tow pilot logistics.

MEMBERSHIP

MEMBER ACCOMPLISHMENTS

Let's congratulate new members, Nathan Keltos and Jacob Apostoles on their joining the CCSC..

SAFETY

CARBON MONOXIDE DETECTORS

Last year I had a narrow escape with carbon monoxide (CO) on a flight from Chattanooga, Tennessee back to Greene County Airport, Xenia Ohio. In short, a new exhaust pipe we had installed on our airplane snapped at the flange weld. The exhaust pipe remained aligned with the engine cylinder exhaust port and as result there was no noticeable change in sound. Even though our aircraft is a "pusher" with the engine in the rear, a very dangerous CO level of 400 Parts Per Million (PPM) developed and made its way into the cockpit within 10 minutes after takeoff. That level can result in incapacitation in 1 to 2 hours; I was on a planned 2 hour flight. I think the level would have actually increased to much greater than 400 PPM which would have meant I had perhaps only a few minutes of useful consciousness remaining. A fire could also have resulted from the hot exhaust gas leaking into the engine compartment, so the CO alert may have been a blessing in disguise.



Broken Exhaust Pipe

Well, the good news is that I was flying with an electronic CO detector -- a Sentry ADSB device paired with ForeFlight. I got an alert of 75 PPM which I at first questioned. How could I have CO in a pusher? I had another portable CO detector with me that I had just bought at EAA AirVenture. When I pulled it out, it was in full alert mode...beeping, red light flashing, and showing a CO level of 400 PPM! I knew then I was faced with a very serious emergency and landed uneventfully shortly afterwards.

I learned a few things from this:

- 1) ALL aircraft powered by an internal combustion engine are susceptible to CO...even "pushers";
- 2) Aviation risk from CO is not just associated with cockpit heat usage; and
- 3) Fly with a CO detector (or two)...always!

I spoke to the CCSC Board and recommended we buy the small CO detector that I credit with helping save my life for our tow planes. They agreed it was a good idea and they are now installed in these aircraft. They are mounted with Velcro in different locations in each tow plane due to panel differences. I will be checking with Tim Christman on what we can do to add a small mounting bracket for the detectors in an obvious but out-of-the way spot. Tow pilots, please bear with their current positions until we can come up with something better. Suggestions are welcome.

Some notes on the detector:

- 1) Please **leave it ON** at all times. The batteries will typically last 6-9 months. Spare batteries are in the wooden cabinet in the tow plane hangar.
- 2) Some CO can be expected during ground ops and perhaps even during tow. As a gauge, new aircraft can be certified with a CO level of 50 PPM per (CFR) 23.831 [3]. If the level goes above 75 PPM and remains there or increases, you'll want to pay attention to that.
- 3) The audible alert is **not** loud enough to be heard in a cockpit environment. If the system alerts, a red light at the bottom of the unit will flash. A digital readout of the current CO level is always present. Recommend keeping the CO detector in your cross check.



CO Detector - Alerting

ppm CO	Time	Exposure or Symptoms
50	8 hr	Maximum exposure allowed by the Occupational Safety and Health Administration over an 8-hour period [4]
200	2-3 hr	Mild headache, nausea, fatigue
400	1-2 hr	Serious headache, life threatening after 3 hr
800	45 min	Dizziness, nausea, unconscious within 2 hr, death within 2-3 hr
1,600	20 min	Headache, dizziness, nausea, death within 1 hr
3,200	5-10 min	Headache, dizziness, nausea, death within 1 hr
6,400	1-2 min	Headache, dizziness, nausea, death within 25-30 min
12,800	1-3 min	Death

DOT/FAA/AR-09/49 Detection and Prevention of Carbon Monoxide Exposure in General Aviation Aircraft

FAA SAFETY

"Pro Tips for Pilots - The Impossible Turn"

Topic: Discuss Factors to Consider if Attempting to Make a Return to the Airport with an Engine Failure on Takeoff. On Wednesday, April 12, 2023 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, April 13, 2023 00:00 GMT)

Select Number: GL15121309

Description: George Bolon, CFI/DPE will discuss and show factors that need to be reviewed in the preflight phase to help determine if a turn back to the airport will be possible or impossible if an engine failure is experienced on takeoff. 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

"When Engine(s) Go Silent"

Topic: Speed To Fly For Airplane Pilots

On Saturday, April 15, 2023 at 09:00 Central Daylight Time (07:00 PDT; 08:00 MDT; 10:00 EDT; 04:00 HST; 06:00 AKDT; 07:00 Arizona; 14:00 GMT)

Select Number: GL15121238

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Professor Doctor Nihad Daidzic talks to us about fixed-wing aircraft aerodynamic efficiency, aircraft descent aerodynamics, and gliding performance in cases of partial and full engine(s) failures. The effect of weight, altitude, horizontal and vertical atmospheric motions on descent and gliding performance are discussed.

Due to these variables, descent speed-to-fly (STF) varies with weight, wind, and vertical atmospheric motion. Development of piloting best-practices for airplanes in different flight scenarios are based on the fundamental aerodynamic and aircraft performance theory and principles.

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

The sponsor for this seminar is: **MN FAAS Team**

The following credit(s) are available for the WINGS/AMT Programs:

Master Knowledge 2 - 1 Credit

ODDS AND ENDS

CCSC PHOTO CONTEST - STEVE STATKUS

Photography isn't what it used to be. Today it's referred to as "lphography." That's because we all carry that amazing communication device that also doubles as a camera. It's the ultimate point and shoot camera; light, fast, and the exposure takes care of itself. All you have to do is deal with composition. No digging through your camera bag for the right lens as your grand-daughter just kicked the winning goal. Don't ask me how I know this.

If you're like me you'll show the image to a handful of friends then it resides in the ether net. (Does that place still exist?) So, to urge your photographic efforts, the CCSC Board has decided to have an Annual CCSC Photo Contest using that thing in your back pocket. But, if you want to drag out that big clumsy SLR, root in your bag for whatever, deal with exposure, white balance, ISO and focus, go for it. (I'm going for it.)

Here's the plan: Once the field dries and operations begin everyone is invited to photograph:

Category 1: gliders/tow planes in flight either from the ground or in flight. For safety purposes no single pilot photos in a club ship and no selfie stick photos out the vent window in a club ship. In club two place ships, the non-flying person can shoot anytime with the above restrictions. Cockpit mug shot selfies are encouraged but probably won't make the cut, but who can resist?

Category 2: is shots of crew activities. For safety purposes, no photography ahead of the launch line within the 45 degree cone of safety. Other than that anything goes, like arguments about who's on the flight board first and first flight showers.

Category 3: is about club social activities; bon fires, Wednesday winter soup days and summer dinners. Those evenings after flight ops are over and RC flights that occur at sunset are nice.

The process: Take your shot or shots. Annotate the category you want it judged in and send the image to (TBD) with your name and date the photo was taken. (Post processing is allowed within reason.). The photos will be filed by category and may be used in the Frequent Flyer. No limit on submissions. Size of image (pixel count) is TBD. Once we work out the logistics of handling the photos we'll tell you in the Frequent Flier.

There will be prizes at the annual banquet.

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.

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, Jordan 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, Chris Keegan. **Instructors:** Kat McManus, Sami Rintala. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, Michael Hayter, Charlie Maxwell, Poul Pedersen, Charlie Richardson, Isaac Stacy, Brogan Williams.

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: Andy Breeze-Stringfellow

SECRETARY: Mike Keltos

SAFETY OFFICER: Kevin Price

DIR OF OPS: Brian Stoops

TREASURER: Chuck Lohre

DIR OF FACILITIES: Keith Kilpatrick

TOWPLANES: Tim Christman

GLIDER MAINTENANCE: Bob Miller

EVENTS: Tom McDonald

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 03/26/2023 mkm