



Caesar Creek Soaring Club

FREQUENT FLYER

July 4, 2023

UPCOMING EVENTS

July 6 – 9. CAF Airpower History Tour, Springfield, OH.

July 8 and 9. Curt “Trace” Lewis will be piloting the B-29 Superfortress *FIFI* over CCSC around 9:45 and 11:15 AM at 1000 feet AGL , both days.

July 10 – 14 - YEW, Youth Camp 2023

July 31 – August 4. Adult and XC Camp

October 7, 8. Boy Scout Encampment

October 20, 21. Boy Scout Encampment

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

HAPPY 4TH OF JULY



YOUTH EDUCATION WEEK (YEW) JULY 10 - 14

The Youth Camp is going to be one the largest we have had and we need additional resources. Steve Hoffman and Henry Hayter are renting Cubby's 2-33 for the camp and are in **need of additional instructors, tow pilots, and ground support**. Even if you can even help only for half a day, please let Steve and/or Henry know at 937-609-5864 or 276-492-6003 respectively if you can help.

OPERATIONS

OPERATIONS UPDATES - BRIAN STOOPS

Please do not forget to call Columbus Approach either from the air (118.85) or by phone (614-338-4092) when starting flight operations.

At the last board meeting, there was further discussion about always taking off from 27, regardless of the winds. There was a recent attempt at a downwind takeoff from 27 and the margins were small. The winds were light at the East end but midfield they switched and were more severe from the east and caused a very hairy takeoff. The Board has decided to go back to take-offs into the winds. When taking off to the East, try to head just East of the barn and turn SE so there are safety fields around. The ditch on our property across the street will be filled in with the help of the Farm Service Agency.

Recently the onslaught of smoke from the fires in Canada caused MVFR and IFR conditions. If this should continue over the summer please be aware of it as you may have to cancel the day regardless of the weather from these marginal conditions.

There have been several incidents with the G-102. One pilot got the gear down at the last second and the other one did not. The pilots should be aware of the "Locking" position of the gear handle before take-off and should announce on final that the gear is down and the gear handle is in the locked position. *(see the Safety Corner)*

Recently, we also have had issues with the golf carts dying and running out of fuel during the day. Crews when you leave at the end of the day please make sure that the carts are plugged in securely. Steve Statkus is going to invest about \$500 in 2 new charges, which I believe he said has a trickle charge, but if they are not plugged in they can't charge overnight, and it seems the Sunday crews are getting the brunt of the uncharged carts. In addition, it is the crew's duty every morning to check and gas up the carts and Kubota, as they have run out of gas a few times.

(Steve Statkus will be out this Wed, 7/5 with two additional battery chargers and a 12VDC load tester to check the fully charged batteries.

The SSD Board has approved his request to establish individual cart smart battery chargers so we won't have to deal with dead batteries. The board approved \$500 to make this happen.

The six individual chargers are being ordered at a cost of around \$300 plus shipping and tax. Installation will take some time but all carts should be on individual chargers by end of July.

In addition to charging 2, 6, & 7, he'll be load testing the rest. This will tell us the status of each battery and which will need replacement up front. He'll keep us all posted as we progress on this campaign. In the meantime, if you have problems with the carts please contact Steve at: stevestatkus@gmail.com or cell 513-720-8955.)

When unpacking and packing the hangar, be careful when crossing wings and tails, etc. There was a recent discovery of a dent/gouge out of the belly of the G-102 where it looks like someone lifted a wing and caused the indentation. It will be fixed at annual but **Please** make sure there are 2 people on the wing tips to avoid damaging something else.

Finally, please pay closer attention to the DO NOT FLY and AUTHORIZED TO FLY lists. These are updated every weekend and are part of the Crew Chief's crew list. As an example, a member came on the field and was allowed to fly and did not have a field check. *(he also had an incident)*. If you are uncertain about an individual, you can ask to see their logbook to verify currency and can decline them if they do not have it. Thanks. See you at the flight line.

SIGN UP BOARD PROCEDURES - BRIAN STOOPS

The use of the sign-up board was discussed at the last Board meeting. It is important to reiterate the proper procedures for signing up and passing on a pilot.

Because of a recent incident, I just wanted to make sure that everyone is on the same page.

Prospective pilots should put their names on the flight board when they get to the flight line and the top of the list should be the individual who flies next. Guest flights should be included on the board. If for some reason someone is not ready yet or wishes to fly later; then pass them and go to the next pilot on the board; if they pass go to the next one and so on... once a plane becomes available, then you start at the top again and go to the next person. Remember you are the Crew Chief and have the final say on how things go.

Also, as a reminder please try to get your report in by 8 pm on the day of your crew. This will be most helpful for the crew the next day to be aware of any issues.

Now that we have nice new tables to sit on, let's try to keep them clean so people can sit down and allow students and instructors to do the paperwork and de-brief. Let's put backpacks and cases on the ground next to the tables. Also, try to keep areas clean, and dump half-empty H2O bottles and food wrappers in the trash. Thanks for your cooperation.

CREW CHIEF REPORTS

4TH SATURDAY REPORT

I couldn't find the report. Ed.

4TH SUNDAY REPORT

Operations were on runway 27 . We only had 8 flights for the day. John Lubon instructed 2 student pilots.

Could not find any Holtz Student Training Books in the clubhouse for a new student.

1ST SATURDAY REPORT

No flying due to scattered rain and low ceilings.

ASK SD is red tagged. It needs the main wheel inner tube changed before return to flight. Inner tubes are on order from Stewart Air Service and should be in sometime this week. 15H and another glider were found without their chargers plugged in. The main hanger was swept. All new rubber chocks (6 pairs) with ropes have been put in place for the tow planes.

The Grob-102 was found with the gear handle not in the fully locked down position. There is a piece of white tape on the side cockpit wall that has black lines that the lever should be between (it was not). When in the down and locked position the lever is about almost right up against the front of the slot for the gear handle lever.

Andrew Dignan (standing in for Mark Hanlon who was standing in for Steve Fenstermaker).

1ST SUNDAY REPORT

Low ceilings started the day and limited us to pattern tows. Completed 11 flights of which 9 were students. Had 9 students show up for training and all of them were able to get a flight. A thunderstorm cut the day at 1530.

We disassembled SD in order to make changing the inner tube easier. Equipment issues were with the golf carts. Number 2 and 6 died on the field and had to be towed back. Electric cart 7 would not take a charge at all.

Thanks to the additional instructors that pitched in to help.

SAFETY CORNER

GROB 102 LANDING GEAR

What's wrong with this picture?



Absolutely nothing...unless you are about to land!

We have had a couple of gear up landing situations recently in the Grob-102. In one case, the pilot forgot to lower the gear. In the other, the pilot unintentionally raised the gear thinking he had raised it earlier and so moved the gear handle in the opposite direction with the intent to lower it but in doing so he actually raised it. (Not the first time this has happened with a glider...read on.)

For those that fly retractable landing gear gliders here are ways to mitigate the risk of landing gear up:

- 1) Have and FOLLOW a pre-landing checklist, be it USTALL (I don't like the sound of that), GUMPS, etc., that includes the landing gear as an item
- 2) Include the gear status in your base-to-final radio call, e.g., "Grob 102, left base, GEAR DOWN and LOCKED." Make the call even if you are in a fixed gear aircraft to build the habit pattern (no one will care).
- 3) Just leave the gear down for the entire flight. (There will be some minor performance impact but likely not significant for your flight.)
- 4) If you are mixed up on which way to move the handle to raise or lower the gear or you are unsure of the status of the gear, there is a label that will tell you. (Interestingly, a group of us just discussed which handle



position was gear up and which was gear down on the Grob 102 and even some with solid knowledge of and experience flying the aircraft got it wrong.) Here's the label.

There is a video on YouTube of a pilot with decades of experience who raised the gear when he thought he was lowering it. Here is a link to that video: A Nat "Oh Me" of a Gear Up Landing - Ventus B Glider: <https://www.youtube.com/watch?v=SFCsCGCfNHk>

Here are a couple of screen grabs from that video:



If you touch down and realize that you forgot to put the gear down, just ride it out. Attempting to lift the aircraft back in the air, swapping control stick hands, putting the gear down, swapping hands again, and touching down again could end badly.

A couple of other things. I went out to look at the Grob 102 and found that while the gear was DOWN it was NOT LOCKED. Below is a picture of what I saw. Note that small gap in front of the handle and also that the handle is not forward of the vertical line placard we added years ago:



When I pushed the handle forward, it moved forward and clicked. Here is what it looked like afterwards:



Making sure the gear is DOWN and LOCKED is critical.

CONFIRM THAT THE GEAR IS LOCKED AS PART OF YOUR PREFLIGHT AND ALSO BEFORE LANDING. A few years ago, the gear was DOWN but not locked on the Grob 102. When the aircraft was pushed backwards, the gear collapsed and did extensive damage to the landing gear mechanism. The aircraft was down for several months for repair.

Lastly, crew chiefs and ground crews: ***Have a radio in hand and be ready to use it!*** You could save the day. That is exactly what prevented another recent gear up landing at CCSC.

And don't be so proud to think you'd never land gear up...or beat yourself up forever if you have. Remember:

“There are those that have landed gear up...and those that will.”

FAA SAFETY

"ABS - FAA Medical Examinations"

Topic: Dr. Keith Roxo Will Review: FAA Medical Exam, Use Of MedXPress, Importance Of Medical Documentation, Preparing For The Exam

On Tuesday, July 11, 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; Wednesday, July 12, 2023 00:00 GMT)

Select Number: CE03122984

Description: Maintaining your health—and documentation of your health—is vital to flying a Beechcraft. In this program Dr. Keith Roxo will review:

- The purpose of the FAA medical exam
- How to fill out MedXPress
- Understanding the importance medical documentation
- Executing a well-prepared exam

Viewers will be able to type in their questions to be answered during the event. We'll explain how to do so at the beginning of the webinar.

Although this American Bonanza Society program is oriented toward pilots of Beech airplanes, the discussion, techniques and procedures described are valuable to the pilot of any airplane

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

The sponsor for this seminar is: FAASTeam

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

MEMBERSHIP

Jordan Stryker has joined CCSC as a new Family member. We would also like to thank Andrew Stryker, Rik Ghai, and Tom McDonald for purchasing additional shares (\$3,900) committed to the purchase of the ASK-21B. We also thank the Daedalians for their donation of \$300 for the Youth Program. Thank you.

ODDS AND ENDS

ADULT AND XC CAMP. JULY 31 - AUG 4 - STEVE STAKUS

We're combining the annual adult camp with a mini cross country camp. John Lubon will lead the training and lecture portion of the camp with 10 AM pilot meetings for safety, weather, technique, and previous performance discussions. Tasks will be those established for the Proving Grounds as seen on the Board in the kitchen hallway. Some dual and leader/follower flights are available or use your own aircraft. We'll have probably two tow planes and Tom McDonald has agreed to provide instruction.

For non-club members, attendance will follow the process we used for the 1-26 contest except: The Entry fee is \$100.00; Camping will be charged at \$5 per night or with electric, \$10 per night; Tows to 2000 AGL, \$50.00. Contact John Lubon or Steve Statkus to express your interest; 513-543-9154 or 513-720-8955, respectively.

MICROSOFT FLIGHT SIMULATOR

We now have a Microsoft Flight Simulator computer in the clubhouse. The simulator is available for club members with \$5 per use donations accepted to maintain and update the system.

CHUCK LOHRE TRACKING LINK

For those members following Chuck's travels this summer, here is his tracking link:

<https://maps.findmespot.com/s/BJK4> with the verification phrase being: TwinsGoSailing2023

Chuck is also keeping a blog of his travels at:

<https://green-cincinnati.com/sailing-32-bayfield-clio-from-port-clinton-ohio-to-helsinki-finland/>

CLASSIFIEDS

LAWN CARE



Jayce Becker is offering campsite mowing and cleanup.

Services:

Mowing - \$10.00 (per campsite)

Additional Services (Stick Pickup/Exterior Camper Clean up/Leaf Removal/Etc.) - \$10.00 an hour

Call/Text: 513-532-8438 (Autumn's Cell)

Email: jayce.astewart@gmail.com

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