



Caesar Creek Soaring Club

FREQUENT FLYER

August 22, 2023

UPCOMING EVENTS

September 16: Potluck Dinner after flying. CCSC Clubhouse

October 7, 8: Boy Scout Encampment

October 20, 21: Boy Scout Encampment

October 21: Good Neighbor Day (food will be available)

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

FLYING - FIRST CROSS COUNTRY - MITCH HUDSON

I had just turned 15 years old in 1991, weighed about 87 pounds and had to sit on two barbell weights to get up to the minimum pilot weight in 1-26 #368. However, this was my second-year flying, and I was now really getting the hang of this! I was not only flying the glider well; I was learning how to soar! I had gotten my Bronze Badge and studied cross country flying. I had realized that this presented a whole new world of experiences for me, and I was ready to see what it had to offer. There were some hurdles to overcome...

CENTRAL INDIANA SOARING SOCIETY (CISS)

My home club, CISS was a typical glider club that sees only a few junior members come and go occasionally and had no real policies set towards those members. One policy they did have was that in order to take a club ship cross country, you had to have your license. Well, this put me in a pickle, because I was not yet old enough to get my license. I had just completed my 8th-grade year which had some speech classes and felt I was ready to give a pitch to the board of directors as to why an exception should be made to this rule for me. I stood up in front of all those adults and asked for permission to take the glider out. It was granted provided I did the other two requirements for the Silver Badge first, followed by the Cross Country of 50Km. According to my logbooks, the next week I knocked out the altitude gain, (3,281 feet) and the five-hour flight in two separate flights. I had now met all the requirements; I was ready to go!

FLIGHT INSTRUCTOR PREPARATION

The day had finally come! All the soundings made it look like a reasonable soaring day. My flight instructor, Don Reid sat down with me to go over the 34NM route I would take from Terry Airport to Shelbyville airport. He had come prepared with a Xeroxed copy of a sectional chart that looked something like that below:

Don told me that it would be simple: Just follow the 465 beltway around to 74 and then follow that to Shelbyville. Don did forget one minor detail in this description: I had never operated a motor vehicle on the roads in my life. Nor had I ever paid any attention to how the interstate system worked. I just followed the line he traced on the chart with my eyes and guessed I would be able to figure it out later. What I did not realize was the number of interstates that run into and out of the Indianapolis beltway. I65, I70, I69, and I74!

TIME TO GO!

I took off and caught a couple of good thermals right away, then proceeded to head South East. Right away, I snatched a glimpse of the beltway



and began to follow it around. Soon enough I found myself on the South East side of Indianapolis. Here, 174 (The road I was supposed to follow) and I65 merge very closely. I chose the one that looked the most like what I thought matched up on my sectional chart. I did not choose the correct one. Pretty soon, I recognized none of the landmarks on my Xeroxed chart. I kept following the road south hoping I would reconnect and recognize something. In actuality, I had flown off my chart. Soon enough, I saw a large airport that I recognized had a control tower. Having no clue where I was, I decided that the safest bet would be to go ahead and land.

THE LANDING

Having an old crystal radio with five channels, none of which were the unknown tower frequency or 121.5, I flew overhead the tower rocking my wings. I soon got a green light gun signal from the tower, flew a nice pattern and landed. After I got out of the glider, I pushed it off the side of the runway and began the long walk to the FBO. When I poked my head in, I asked the age-old cross country pilot question: "Where am I?" The man inside responded, "You are at Bakalar, and the man in the tower would like to speak with you".

TALK TO TOWER

As I trudged up the many, many, many steps of the old WWII tower, I wondered what was in store for me. I also wondered where the heck Bakalar was, as I had never heard of it. It turns out, Bakalar was the name of the old Air Force Base I had landed on in Columbus, Indiana. Anyway, as I knocked on the tower door the man inside signaled me to open it. As all 87 pounds of me stepped inside he exclaimed: "Was that YOU flying that glider?!" I replied that it was me, and he said, "Hang on". Then, he picked up the phone and dialed what I can only assume was the FAA and said, "Never mind, no need to come out here, it's just a kid". After this phone call, he turned back to me and asked, "Is there anyone you would like to call?"

I replied, "Yes, I would like to call my mom please".

LESSONS

After a phone call to my worried mother, and her picking herself up off of the floor at having to retrieve me at a place so far away, the paperwork was submitted to complete my silver badge. After all, I had flown over twice the distance required for the badge, even if I did land at the wrong airport. I have found in my glider education that there are two types of instructors required for flying gliders. One type can teach you how to fly well, the other type can teach you how to soar. Don Reid was both. Without his encouragement, I would have never taken those first steps away from the airfield. It does not take much to kick your young birds out of the nest, or away from the home tree, and I encourage everyone to try some sort of cross country some time in their soaring experience. Even if the sectional was a Xerox, I still wouldn't change a thing about that flight and the lessons I was taught.

(reprinted with the courtesy of Wing and Wheels. Join their Newsletter

<https://wingsandwheels.com/newsletter>

MEMBERSHIP

NEW MEMBERS

We have four new Military members join the club this month. Say hi to Woodrow Turbyfill, Jason Muff, Alexandre Some, and Isabella (Bella) Gentile. All are Air Force Academy graduates and were involved in the glider program. Several were instructors at the Academy and are looking to achieve their FAA ratings. One has a Private ASEL rating and wants to get a glider add-on.

All are now doing graduate studies at the Air Force Institute of Technology. Two are in Aeronautical Engineering, one in Systems Engineering, and Bella is studying Cyber. *(I didn't write this down so I'm trying to remember from memory at my age, ed.)*

OPERATIONS

CREW CHIEF REPORTS

2ND SATURDAY REPORT

12 flights, including 1 mile high guest ride. Challenging day. First flight off at 1015. We stopped ops at about 1130 due to light rain and hearing thunder. Resumed ops about 1300. All flights from 27. No safety issues to report.

Flight reviews were completed by Bill Hall and Brian Mork. We had one Introductory ride for Thomas Nojck.

Equipment: Jim Fox repaired a crack in the front canopy vent window of SD. Steve Statkus worked on golf carts, two carts are now in the club shop.

2ND SUNDAY REPORT

A beautiful day at the gliderport. 33 flights total with no equipment issues. Every club glider flew, and most were busy all day.

Three new members joined the club. All are recent graduates of the Air Force Academy and participated in the glider program there. Two will be working on getting their FAA glider ratings, and the third already has his. Welcome, Woody, Alex, and Jason! They expect to be in the area for about a year and are enthusiastic about flying at CCSC.

Thanks to Dave Menchen for filling in as ACC, and to Sami Rintala and Christin Maurer for helping with instruction and towing.

3RD SATURDAY REPORT

We had a total of 34 flights with two being guest rides (one a mile high flight). The four new Air Force members worked on the crew for the day. Bernie Fullenkamp stopped by at the end of the day with his new ship to say hello.

We did have some equipment problems: the CC Front mike is garbled; BG has an inoperative altimeter and was Red tagged; SD has another main flat tire; 15 H has a Vario problem (unfortunately no description provided); and 909 had a Mag problem.

3RD SUNDAY REPORT

Beautiful day with a terrible soaring forecast, although some managed to soar anyway. Operations were off runway 27. We had 22 flights with one tow card found in a tow plane from 8-13. We had two introductory flights.

Christian was able to solve the engine problem on 909. Turned out to be a spark plug issue. There is still a strobe light issue that needs to be resolved. The baby Grob is red tagged for an altimeter issue and wasn't flown. SD is red tagged for a flat tire.

The crew was instructed on golf cart care. All carts used were checked (oil and fuel) before operation. All carts were put on the chargers at the end of the day.

GOLF CART STATUS - STEVE STATKUS

Carts #1 & 5 are in the work shop. #5 is red tagged for steering issues. Thanks to Jim Marks for getting to the root of the problem. This cart will be out of service for at least several weeks. My plan is to repair it on site.

Cart #1 is in the shop for remote battery installation and will be back in service this coming Wednesday. Carts, # 2, 3, 4 & 6 are back in service. My plan is to have carts 1, 2, 3, 4 & 6 on the remote chargers by Wednesday. Cart #7 is the electric cart to be used as a two person max people mover.

All 6 smart chargers are mounted and functional. Carts 1, 2 & 6 have functional jumper cables installed and can be plugged into any smart charger that is available. Carts 3 & 4 will be completed upon my next visit. They are usable but not chargeable at present. Cart #5 is in our shop for steering work.

Cart #2 needed air in the left rear tire. Crew chiefs should keep an eye out. If it goes flat, there are several inflated replacements in the barn. If it is changed please red tag the removed tire and note it on the crew chief report.

Response to Steve by Andrew Dignan, SSD President,

I would like to thank you and Dick for stepping up and taking the initiative to get the chargers installed and to work on the carts to keep them running when we can't get the mechanic to the field (it is the busy season for him).

I am not quite sure how to get members to be more responsible for the carts proper use and upkeep other than to publish how much we spend in upkeep for these assets, and add in an estimate of the time/cost you have put in. Too many times I see folks just jump on the carts without checking anything (raise the seat and check oil and gas at a minimum). (*We also need to learn, ed*) how to take into account start procedures that spare both the battery and the engine.

Thanks again for your contribution, Andrew

ODDS AND ENDS

THE HISTORY OF THE SOARING SOCIETY OF DAYTON, INC.

Jack Derrickson is starting to write a comprehensive book on the history of the Soaring Society of Dayton. If you have any documented stories or pictures, please forward them to Jack at jackderrickson587@gmail.com so they can be incorporated into the book.

Thanks Jack, for taking this on.

CREW CHIEF REMINDER

All Crew Chiefs need to be sure that they check both the NO FLY list as well as the Authorized to Fly list to ensure that that members have all the qualifications to fly. We recently had a member that had not received his Field Check for the year and we ended up with a safety violation.

CHUCK LOHRE TRACKING LINK

Chuck is over half way there. For those members in 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/>

PICTURES



SOAR SPOT

Somewhere in lower Richmond, Allenoff and Holloransky practice black magic in starting an IL-5 in February; "temp" - 0°



Ranchak

"WASSA' MATTER DAD, DO THEY NEED A NEW RUBBERBAND?"

SOAR STON



PENNEMAR

Mighty careless of you, Tom, leaving these nuts and bolts in
the bottom of the cockpit - might jam the controls, you know!

HI THERE!



"They've been towing that one all day... It'll never start" —

NEWSLETTER OF THE CHICAGO- LAND GLIDER COUNCIL

VOL. 6 NO. 9

CHICAGO, ILLINOIS



Mrs ELY,

KNIGHT

ADAMS

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/>

HP-18 FOR SALE

N77BF



Schreder HP-18: 40:1 L/D with winglets. Ailerons extended for improved roll response. Removable tip plates for temporary tiedown, one man rig, wing stand, tow out wing wheel, canopy cover, new instrument panel with Ilec SC-7 vario, Dynon D6 includes attitude indicator, remote compass, air speed, rate of change of air speed, altimeter, very sensitive rate of climb, rate of turn, inclinometer and stall warning, two 12V 7A/h battery power supply . There is a very obnoxious gear up warning horn, geared flap control with index wheel, radio with xtrmr amplifier, boom mic, and parachute. Enclosed trailer has sway control, solar powered vent, hard wired running lights w/4 wire light connection, spare tire, 12 volt electric winch for glider loading with trailer aft end control switch. Trailer pulls nicely at highway speed with a 4 cylinder Ford Escape. New annual.

Contact: Dick Eckels 513-974-8184 or 937-672-3407 email: rchrdeckels@gmail.com

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 plane form for the sleeves. If you would like your call sign or plane form 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,
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 & Rachel 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:** Jim Fox, Bill Hall, 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:** 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, Mike & Nathan 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:** 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:** Richard Cedar, Rick Ghai, Keith Kilpatrick, Bill Noe, Lincoln Noe, Dan Reagan, Pete Schradin, 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: Andrew Stringfellow
SAFETY OFFICER: Kevin Price
DIR OF OPS: Brian Stoops (937.750.3788)
TREASURER: Chuck Lohre
DIR OF FACILITIES: Ad Hoc
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 2023/08/15 bas