



**Caesar Creek Soaring Club**

**FREQUENT FLYER**

**August 8, 2023**

## **UPCOMING EVENTS**

**August 19: Potluck Dinner after flying. CCSC Clubhouse**

**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**

## **ADULT / XC CAMP WRAP UP - STEVE STATKUS**

5 days of great soaring conditions, if you're a cold blooded reptile looking for an asphalt road to sleep on, or a crazy glider pilot with only distance points as your goal. I think we just found the magic days in So. Ohio to host glider meets: 7/31 - 8/4. Mother Nature really gave it to SkySight on Thursday and Friday. SkySight called for rain both days and Big Mamma gave us Cu's to die for on Thursday and blue skies on Friday, but with 3-4 kts to 5000 feet msl. So the week ended with 34 flights, 2 aero retrieves and 14 flights by the out of towners who couldn't say enough positive things about our facility. John Lubon provided the 10 o'clock weather briefing followed by XC soaring pearls of wisdom which were used throughout the week by the 1-26'ers.

Equipment Issues: The Baby Grob was returned to service; thanks to Bob Miller, John Murry and Rolf for their efforts in 90 F temp on Friday. All gliders are serviceable as are all the carts that remain. Carts #1 & 2 are back in the ER for follow on service for issues that were not dealt with in the earlier visit. Cart #3 is a beast. Don't let any one without an Ohio driver's license to operate it. And finally, the cart chargers are being installed. Each cart will have it's own smart charger and the charge lead will be routed through the steering wheel and must be disconnect BEFORE the cart is operated.

## **OPERATIONS**

### **CREW CHIEF REPORTS**

#### **4<sup>TH</sup> SATURDAY REPORT**

No Report Found

#### **4<sup>TH</sup> SUNDAY REPORT**

Glider operations were on runway 27 with 22 total flights. We had 1 introductory flight that ended up being an instructional flight for a new youth member Jeff Hitter. Great day at CCSC

#### **4<sup>TH</sup> SATURDAY REPORT**

No Report Found

#### **1<sup>ST</sup> SUNDAY REPORT**

Beautiful day at the glider port. We had a total of 28 flights with many lasting over an hour. Had one

aero retrieve and one mile high guest flight. Graduated one student from the training crew. No equipment issues. No ice left in clubhouse, purchased three small bags to get us thru. Last flight landed around 1830.

### **1ST SATURDAY REPORT**

The forecast was correct at predicting poor soaring conditions so there were no flights. Four cases of water and four bags of ice were picked up from Groceryland and charged to CCSC.

I looked for additional waiver forms in the office, but could not find any. During our discussions, it was suggested that the SSA FAST program be accepted and the balance be collected. It would be a shame to turn away somebody who was interested in soaring. I don't think I have ever run into that problem, so it may not be worth further discussion.

Golf Cart No 5 has 180 degrees of slop in the steering. Please add Dan Beans (4371) back to the 1st Saturday crew list. He has been absent for a while, but now he is back! Happy Soaring!

### **1ST SUNDAY REPORT**

We stopped operations after five flights due to gusty winds and turbulence. No equipment issues. Better luck next month.

## **MEMBERSHIP**

### **NEW MEMBERS**

Let's congratulate our new youth member, Jeffrey Hiter for joining CCSC.

## **SAFETY**

### **FAA WEBINAR**

#### **"Aircraft Alterations and Logbook Requirements"**

Topic: Learn About FAA Maintenance Paperwork Requirements

On Saturday, August 19, 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: GL15123505

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Troy talks with us about FAA maintenance paperwork requirements including records, alterations, field approvals, STCs and other required documentation. Learn what is required to keep your maintenance records up to date and legal.

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

The sponsor for this seminar is: MN FAASTeam

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit  
AMT: 1.00

#### **"Vintage Aircraft Parts Substitution"**

Topic: Learn about the new VARMA program, Vintage Aircraft Replacement and Modification Article program.

On Wednesday, August 16, 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, August 17, 2023 00:00 GMT)

Select Number: GL13122839

Description: The EAA government advocacy team gives a briefing on the various FAA policies used to keep vintage aircraft in the air, including the FAA's new Vintage Aircraft Replacement and Modification Article (VARMA) program. 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

## 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](mailto: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.

## PICTURES



# Glider Buffs Up, At 'Em Again

By Brian Usher

Journal Herald Staff Writer

The glider nuts of Dayton are at it again.

They're the ones from the Soaring Society of Dayton who float around in engineless planes, searching for updrafts to stay aloft.

To them flying is a peaceful, powerless sport and they try for as many new recruits as possible.

Next week the society is hosting a national event—the North American 1-26 Soaring Plane championships tomorrow through Tuesday. So yesterday members invited the press to the Richmond (Ind.) Municipal Airport (club headquarters) for advance information and free gliding lessons.

"We are always looking for new glider pilots," birdman Tom Stoops said to newsmen.

"I guess I'll go up," said the Cincinnati Enquirer staidly. "They want me to write from first-hand experience."

"I can get better shots from the engine plane that tows the glider," said WLW-D (Dayton channel 2). Besides, I think I have an early deadline."

The Journal Herald also volunteered.

The first thing glider pilots tell you is gliding is safer than powered flight.

"There is no engine to conk out at 10,000 feet," said Stoops. "And a sailplane can land almost anywhere where its wings will fit."

**THE NEXT THING** they'll tell you is you are "soaring" when you ride up on "thermals" (rising warm air) and gliding when you float downward.

Then they'll strap you into the front seat of the glider and run through the bank of dials and controls. The instructor has a duplicate set of controls in the rear seat.

The instructor yesterday was Bill Leff, a University of Dayton junior who has been flying gliders for six years.

"The hardest part is the tow," he said as the tow plane jerked the glider aloft and the fields of eastern Indiana dropped below.

The tow rope snapped loose at 2,000 feet and the delicate glider corkscrewed upward on a thermal with wind rushing over wings and canopy.

Ten minutes later as the speedometer falls from 90 to 45 miles and the altimeter to 800 feet, Leff points the nose toward the landing strip. Seconds later the glider lurches on ground contact and skids smoothly to a halt.

"This craft is the Cadillac of the breed," says birdman Bob Phillips, a Miami University Spanish professor. "It has a wing span of 54 feet and costs about \$14,000."

**MOST GLIDERS** are not that expensive. The ones in the North American 1-26 Soaring Plane championships cost about \$4,000 each.

Stoops said competition in the fifth annual contest will include speed and distance "tasks" for the 30 entrants from 12 states. He said the 1-26 model has flown as far as 443 miles.

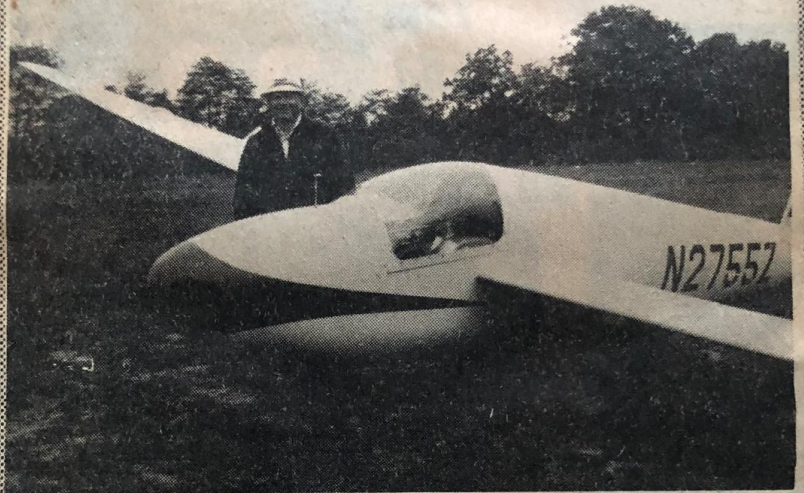
In the distance contest, the gliders go as far as they can and "go down in any corn field," Stoops said. A truck and trailer follows each plane.

The most excitement and danger come when all 30 gliders head for the same thermal, Stoops said. "But we have had no collisions or personal injuries since our society was founded in 1955."

He said the society has 165 members, 14 years old to 65. All live in the Dayton-Cincinnati area.

"Our club is one of the five biggest in the United States," Stoops said. "There are about 6,000 glider pilots in the country. And we're happy for more."

## Farley Glides Home - Well, Almost



John E. Farley of Milford, a member of the Soaring Society of Dayton (SSD) and one of 30 glider pilots who participated in the 26th annual Wright Memorial Glider meet this past weekend, is shown after landing his sailplane on a private airstrip off SR 131 Saturday, only a mile from his home.

The contest, which originated from the SSD field at Waynesville in Brown County, began Saturday with a speed triangle contest. Farley, piloting his Schweitzer 1-23H15 sailplane, was headed for the Clermont County airport, one of the triangle turn points, when the lift faded out. He landed on Brooks Field at 1902 Vera Cruz Pk., owned by Ray and Margot Brooks. Farley and his wife, Leona, live at 1564 Vera Cruz. The Brooks, each hold a private license, are working on an instrument license and own a 150 Cessna.

In the Saturday speed triangle contest only four of the 30 ships participating actually made it back to the field at Waynesville. The others

also made off-field landings and were towed back.

The weather improved and proved much more cooperative for the remaining weekend contests. Sunday the pilots competed in a distance contest and on Monday a 132-mile triangular speed contest was held with the winning speed being 66.6. The longest distance achieved by a pilot in Sunday's distance contest was 288 miles in approximately six hours.

Glider pilots from eight states participated in the weekend meet. Among the guests who flew in Monday to watch the last day of the meet were Mr. and Mrs. Brooks and their two sons, and Bob Merritt, instructor.

5/30/1974

The Milford Advertiser

## CLASSIFIEDS

### LAWN CARE



Jayce Becker is offering campsite mowing and cleanup.

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#### **Services:**

Mowing - \$10.00 (per campsite)

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

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

**Email:** [jayce.astewart@gmail.com](mailto: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](mailto:skydivesports@gmail.com)



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# 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:

### 1<sup>ST</sup> SATURDAY

**CC:** Steve Fenstermaker (cell: 937-581-7713) **ACC:** Dick Huskey. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Tom McDonald. **Crew:** Dan Beans, Gerry Daugherty, Mark Hanlon, Joe Jaap, Kevin Price.

### 1<sup>ST</sup> 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.

### 2<sup>ND</sup> 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.

### 2<sup>ND</sup> 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.

### 3<sup>RD</sup> 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.

### 3<sup>RD</sup> 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.

### 4<sup>TH</sup> 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.

### 4<sup>TH</sup> 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 – 3<sup>rd</sup> Sun Crew  
Apr 29 – 3<sup>rd</sup> Sat Crew  
Apr 30 – 4<sup>th</sup> Sun Crew  
Jul 29– 4<sup>th</sup> Sat Crew  
Jul 30– 1<sup>st</sup> Sun Crew  
Sep 30 – 1<sup>st</sup> Sat Crew  
Oct 29 – 2<sup>nd</sup> Sun Crew  
Dec 30 – 2<sup>nd</sup> 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 08/08/2023 rdh