



Caesar Creek Soaring Club

FREQUENT FLYER

September 19, 2023

UPCOMING EVENTS

October 7, 8: Boy Scout Encampment

October 20, 21: Boy Scout Encampment

October 21: Good Neighbor Day, 6PM Pot Luck Dinner, Bring your finest German food

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

MEMBERSHIP

ANOTHER GLIDER ON THE FIELD (*CORRECTION*)

In the last issue, I incorrectly indicated that Henry Hayter made it around Task 1 on his second flight in the new to him LS 4. In fact, it was his son Michael, on his 1st flight in the LS 4, that flew Task 1 as part of a three hour, fifteen minute flight.

Way to go Michael.

Did you know that one of our members has a YouTube channel dedicated to soaring at CCSC?

Dan Miner has one at <http://www.youtube.com/@danielminer446>. Check it out as he has a number of nice videos including Henry and Michael thermaling above the gliderport in their LS 4.

OPERATIONS

CREW CHIEF REMINDER - BRIAN STOOPS (937-750-3788)

There were a number of Operational topics discussed at the last Board Meeting that deserve attention.

1. There have been numerous issues left unreported to anyone. This has got to STOP!

From now on anything that is noticed, discovered or happens, it should be reported immediately to me, the Board, the plane captain, or Bob Miller (glider maintenance) and included in your daily report.

We don't care who does it, but we need to KNOW that it has happened so we can take care of it asap. Especially when it is an aircraft ding or damage, this should NEVER go unreported.

Ultimately, it hurts anyone who has a crew day after you, because what usually happens is that is how it is discovered, days or weeks later and the issue is red tagged and taken out of service for that crew and anyone after until it is fixed.

2. With the shortage of Instructors, it is recommended that you send out a smoke signal on Wednesday or Thursday to [instructors@] [towpilots@] and ask for help for your crew day. You also have the discretion to add them to your crew report for extra credit. If you can't get them for a full day, you might try for like 4 hours from Noon to 1600; during the busiest part of the day and then let them go if things slow down. Especially, if they had or will have a crew day the next day.

3. With the new charging systems in place for the golf cart, everyone should be trained on unplugging, plugging in and starting the charger system so that they work during the

evening/week. There have been some instances where they are plugged in but not turned on and so we end up with a dead battery on Sunday or Wednesday. They work, just use them and ask if you are not sure.

The same goes for the aircraft chargers. I have heard several report of things connected to the aircraft charger but not plugged into the electrical outlets. Can't charge a battery if it is not plugged into electricity.

4. Crew Chiefs and Assistants, Please walk around and double check things at the end of the day. I know summers can be long and hot and tiring and the last thing you want to do is check. Maybe appoint someone to double check that everything is plugged in and working. Many of these issues can be eliminated just by doing this one thing. Thank you.

Jumping off the Soap Box now. See you at the GP!

(Note: This just went out to all the Crew Chiefs and the Board on 5 September. So what happens, See 3rd Sunday below)

CREW CHIEF REPORTS

2ND SATURDAY REPORT

Routine operations were held on Runway 09. There were no problems or issues to report.

Equipment: No equipment issues to report and no known damage to gliders. We operated using 2-33s 135 and 15H, 1-26 548 and ASK21 CC. The crew reviewed the new golf cart chargers and procedures.

New youth member Graham McEllroy needs account number. Completed application and initiation fee were submitted.

48L was parked at the front of hangar for access by Cubby tomorrow. The towplane hangar was blown clean. Four bags of ice in freezer.

2ND SUNDAY REPORT

Another nice day at the gliderport. We operated on Runway 09 with both 2-33's, both ASK-21's, the 1-26, and the Baby Grob. 23 flights total, including several 1 hour flights in the ASK-21's.

Equipment issues: CC master switch broke off (*has since been repaired by Brian Stoops*). The broken part was left in the office with the crew report.

548: During preflight inspection, a dent was found in the left wing root at the rear. It was deemed non-critical, and the glider was flown without incident.

There were no golf cart issues. The crew was briefed on charging procedures.

3RD SATURDAY REPORT

We operated off runway 27 for 26 total flights including 3 guest rides.

There were no problems other than a possible discrepancy on the airspeed indicator in the 1-26.

Thanks to John K12, Rich Carraway and Tom McDonald for their help instructing.

3RD SUNDAY REPORT

Gentlemen, we operated off of runway 27 and had 15 flights total.

On preflight inspection this morning we discovered a large dent in the left outboard wing of the 1-26 (548). There is also a missing rivet and one compromised. It was determined to be unsafe to fly and put out of service. We speculate, because of the black streaks under the dent, that perhaps the white cone with the black top used as a landing marker on runway 27 might be what caused it. It's ONLY speculation.

The issue is that it is not a superficial dent or scratch, but has caused some delamination and wrinkling near the spar on the under side and a few rivets may have popped. AGAIN, this was not reported on any crew report. AGAIN, it was put away like nothing ever happened.

Board Member Input: This is not about pointing fingers. We all make mistakes. What we do require is accurate reporting of when damage occurs and how, such that we can evaluate, repair and do our best to come up with procedures that avoid it happening again if possible. This requires an accurate reporting system.

All accidents are forgivable, mistakes happen.

However, in my opinion, what is not forgivable is putting away a damaged machine without reporting it. This habit is not acceptable because it could be darn right dangerous.

This is about our culture of safety and trust and this has to be if you damage something, own it, don't slide it into the hangar and pretend it didn't happen. *(or even worse, allow it to be flown by someone else. This is not just hanger rash and a safety analysis should be performed. The degree of damage had to be noticed when it happened, ed.).*

Our youth are watching and they will do what we do.

Just my thoughts!



48L is down for a starter and Tim is aware of the problem. We are in need of some more white tow cards. Golf cart 6 is on the jack possible for a tire issue?

GOLF CART STATUS - STEVE STATKUS

Carts 1, 2, 3, 4, & 6 are serviceable and on smart chargers. 5 is in the shop and 7 is the electrical people mover on it's own charger.

SOME THINGS TO KEEP IN MIND AND BRIEF YOUR CREW MEMBERS:

- When taking a cart out for use, use care disconnecting the charge cable from the jumper behind the seat.
- When checking oil or fueling, take care to protect the jumper disconnect. The safest thing to do is seat the jumper connection into the green tie wrap.
- After disconnecting the charge cable from the jumper, hang the charge cable on the hanger nearest the smart charger.

WHEN USING THE CARTS, DON'T DRIVE IT LIKE YOU STOLE IT. GLIDING IS A RELAXING SPORT AND THERE IS NO NEED TO RUSH.

When returning the cart to the barn locate an empty space and nose in. Set the parking brake, turn off the ignition. Get out and clean up the water bottles and any other debris. Locate the charge cable nearest to the smart charger and run the cable through the steering wheel back to the jumper cable adapter. Make the connection by depressing the red tab on the charge cable. Next, go to the smart charger and depress the button to the left of the vertical Velcro. The power lite on the charger should extinguish and a white light to the right should light up telling you the system is up and running. Charging will begin and be evident by a series of red lights glowing moving to the right as the battery recovers. If this does not happen the system is not working or you've done something wrong.

GO GET HELP.

Right now the systems on the carts are fragile. I need to add grommets on the cart frame where the jumper exits the engine compartment and also sleeves on the jumper cables to prevent chaffing. Then, it's up to the crew members to take care of the equipment.

Crew Chiefs; please brief your crew members on this issue. The Board has spent \$2500 over the last 3 months repairing golf carts. That's almost as much as we spend annually on glider maintenance.

Thank you for your service and attention to detail.

SAFETY

FAA WEBINAR

"Military Airspace"

Topic: Special Use And Other Airspace Types

On Saturday, September 23, 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: GL15124161

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Stacey Meiser discusses the different types of special use and other airspace types with an emphasis on military operations. What types of activities occur in a MOA? What is a warning area? Can I fly through military training routes? How do I know if military airspace is active? Bring your airspace questions and learn about military operations in the state of Minnesota and western Wisconsin.

She will do a brief intro of C-130 ops and where we fly, then discuss airspace.

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

"Collision Avoidance in the Traffic Pattern"

Topic: Discussion of strategies to see and avoid other traffic.

On Wednesday, September 27, 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, September 28, 2023 00:00 GMT)

Select Number: GL13123792

Description: Tom Turner from the American Bonanza Society Air Safety Foundation discusses specific things you can do to see and be seen, including:

- When and under what conditions most midair collisions occur
- Lessons from accident case studies
- What's legal—and what's not—for traffic pattern entry and departure
- Right-of-way rules and responsibilities
- Practical collision avoidance tactics

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

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

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

"NAFI - How CFIs Can Evaluate Older Pilots to Keep Them Safe"

Topic: The Fastest Growing Pilot Demographic Is Age 70+. Is There Such A Thing As An 'Average' Older Pilot?

On Wednesday, September 20, 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, September 21, 2023 00:00 GMT)

Select Number: CE03123940

Description: The fastest growing population among pilots has been in the age group 70 years and older. We will discuss, "to what extent does age impact the performance of the average pilot, and is there such a thing as an average older pilot?"

During this program, we will review how CFIs can focus efforts on improving the safety of flying by assisting the more than 200,000 pilots aged 60 years and older. CFIs can help aging pilots:

Maintain proficiency

Recognize cognitive and physiological deficiencies as they arise

Regularly reevaluate their personal minimums

Adjust flying to accommodate the inevitable changes that occur with aging

If CFIs and older pilots do this together, we can continue to fly safely in our golden years

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

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

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

SAFETY TALK - GARRET WILLAT

Dehydration Tends to be a contributing factor to a lot of stupid things that happen at contests.

Preventive Maintenance My first contest was in Phoenix, AZ early in the season before it got hot. At least that is what they claimed, it seemed pretty hot to my crew, and I. All of the pilots walked around with water. I remember Tony Smolder with his huge Big Gulp cup full of ice water and a wet towel draped over his neck. He would drink a few of them before stepping foot into the glider. The goal was to go pee a few times an hour. The FAA recommends between 2-4 quarts of water every 24hours. When it is in the triple digits before 9 am, more might be required.

You might find that going pee a few times an hour to be excessive, or just the sign of old age. The idea is that you are making sure you are staying hydrated. It is not an easy task to get hydrated once you become dehydrated. If you have become more then mildly dehydrated, you will not be able to drink a few glasses of water and become hydrated.

Fatigue Fatigue will probably be the first and most noticeable sign of dehydration. You are probably already fatigued from flying, and this will add to it. Fatigue will make it much more unlikely that you are making the best decision, and you are operating at your peak performance. I remember one wingtip first landing (not me) at Hobbs NM during a contest where the pilot was clearly not performing at his peak performance.

Body Deficiency You cannot rely on your body to tell you when it is thirsty. That feature within all of us does not default to a low enough setting. You will get that feeling when you have roughly 1.5 liters deficit. Only a little bit of water is required to remove that feeling of thirst. Your body will still have approximately a 2% deficient in total body weight. Weighing yourself before and after you fly is a good idea in determining if you are drinking enough water. Dark urine is not good, but we will talk about urinating in the glider next week.

Here are some helpful suggestions from the FAA:

- Drink cool (40° F) water (forget the old "sports day" theory that lukewarm water is absorbed

faster into the system).

- Carry a container so you can measure daily water intake.
- Don't rely on the thirst sensation as an alarm...stay ahead. If plain water is offensive, add some sport drink flavoring to make it more acceptable.
- Limit your daily intake of caffeine and alcohol (both are diuretics and stimulate increased production of urine)
- Exercise can cause a large amount of body fluid loss that is difficult to replace quickly.
- Acclimation to a change in weather takes one to two weeks
- Monitor personal effects of aging, recent illness, fever, diarrhea, or vomiting.
- Monitor your work and recreational activity; if you feel light-headed or dizzy, call it a day.
- In extreme heat and exercise conditions, salt and electrolyte loss is a factor but not for the average person with a moderate exercise program. The American diet takes care of the loss.

(reprint courtesy of Wings and Wheels. Join their Newsletter: <https://wingsandwheels.com/newsletter>)

ODDS AND ENDS

Music POTLUCK

Tom McDonald and his merry band of Maestros' entertained those attending the potluck dinner last Saturday. With an abundance of food and a mix of music genres, a great evening was had by all.





Tom McDonald and Nathan Keltos (in background)

A FINE WEEK OF SOARING

Dick Holzwarth has donated the DVD to CCSC. It will be held in the office and can be signed out for your viewing. "This is a must-see for anyone interested in sailplanes, especially contest flying. Filmed at the Mifflin, PA regional contest, it is marked by stunning photography, much of it featuring the famed Pennsylvania ridges, up close and personal. Director Juan Mandelbaum, an accomplished soaring pilot as well as a professional filmmaker, flies with 15-time US national champion Karl Striedieck in his Duo Discus on each contest day, and we get to listen to The Master's laconic and often amusing commentary on why he does what."

George Moffat, 1970 and 1974 World Champion

CHUCK LOHRE TRACKING LINK

Chuck has made it to safe harbor in Christiansand, Norway. 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/>

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/>

THOR HURRICANE 32D (Class A) FOR SALE



2011 Ford Drive train with Triton V10 6.8 liters Gas Engine. Just under 60,000 miles. Service records since 2015.

- Has 5 Star Tuning for better torque, power, shift range, and gas mileage.

80 gal Fuel Capacity; 50 gal Fresh Water; 44 gal Gray Water; 32 gal Black Water; 20.8 gal Propane

2 Slideouts

Hydraulic/Electric Leveling Jacks

Microwave

2 13,500 BTU Air Conditioners

6 gal Electric (110V)/Propane Water Heater

1 Touch Screen Radio w Rearview Camera

All 6 Tire TPMS System (plus 2 extra)

Tire Covers

50 Amp Power Service

1 power retractable 16 ft Awning

Oven/3 Burner Stove w Overhead Fan

Electric (110 V)/Propane Refrigerator

Propane Heating

Converter (110 V to 12 V)

2 Televisions 1 CD/Video Player

Built In Surge Protector

5500 Watt Onan Generator



See at CCSC by Appointment Only
rolfh@att.net

Rolf Hegele, 937-271-5003

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 xtmr 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, Yuri & Thomas Gavarret, 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, Aniyah James, 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, Tim & Ian Lynch, 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.

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