



**Caesar Creek Soaring Club**

## **FREQUENT FLYER**

October 24, 2023

### **UPCOMING EVENTS**

**January 2024: CCSC Annual Meeting Dinner Banquet, -**

**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**

**THERMALS 101** - *BY ADAM WOOLLEY*

Gliding is a sport that has captivated the hearts of many over the decades. The sensation of soaring through the sky gracefully, unaided by engines or propellers, but by Mother Nature is a dream come true for many aviation-inspired enthusiasts. To allow us to achieve this silent dance with nature and the earth's energy, one of the lift sources that glider pilots rely on, is a phenomenon known as thermals. In this article, I will try to explore the fascinating world of thermal generation, its challenges, and the importance it has in a glider pilots toolkit.

#### **UNDERSTANDING THERMALS**

Thermals are columns of warm, rising air created by the uneven heating of the Earth's surface. This natural phenomenon is the foundation of thermal generation in gliding. When the sun warms the ground, it heats the air directly above it. Hot air is lighter than cold air, causing it to rise. As the warm air ascends, it cools, and moisture in the air may condense, forming beautiful cumulus clouds.

Glider pilots use these rising columns of warm air to gain altitude without the need for a motor. Riding a thermal is like catching an elevator to the sky. I imagine cumulus clouds to be like the petrol stations of the sky for a glider pilot. The ability to locate, manoeuvre the glider, and then utilise thermals efficiently is a skill honed by glider pilots through training and experience.

#### **THE SCIENCE OF SOARING**

So, how does a glider pilot find these elusive thermals? The answer of course lies in a combination of keen observations, training, experience and skillfull flying, which of course can be obtained by all those willing to learn!

**Observations:** before takeoff, pilots will study the weather, often now days with applications like [SkySight](#), or the National Bureau of Meteorology, or talking amongst local pilots to assess the local conditions in order to identify areas where thermals are likely to form. Once airborne, pilots will look for signs of development of the cumulus clouds, the behaviour of soaring birds, and the differential in heat on the ground which will cause the triggering of such thermals.

**Skilful flying:** Once in the air, pilots will constantly scan the landscape for visual cues that a thermal may be nearby, this may include another glider already circling in the column of lift, or sinking to show where not to go! When we encounter this rising energy, we manoeuvre the glider into a circling pattern to stay in it. Those who are able to race the fastest at gliding competition are able to find the strongest updrafts consistently...

**Navigation:** To stay aloft though, and in order to fly great distances (sometimes gliders can fly over

1000km in a single flight!), pilots must strategically connect these thermals. They will move from one to the next, navigating using their observations from point one, their knowledge of the wind patterns and their intuition about where the next one may be!

### **CHALLENGES AND REWARDS**

Thermal generation in gliding isn't without its challenges. Thermals can be unpredictable in terms of strength and location. A weak thermal may not even be strong enough to sustain height, while a strong one can require the pilot to make quick judgements as they near the cloud base, and sometimes if we fly high enough we must also use oxygen, as that too decreases with altitude and the pilot can't risk becoming incapacitated.

However, the rewards of thermal soaring are immense. The joy of silent flight, the satisfaction of navigating the skies using only natural forces, and the thrill of finding and riding the thermals across great distances. It's a deeply meditative and exhilarating experience that connects pilots with the essence of flight – I highly recommend you extend your own soaring tool kit or if you are interested in gliding, you should definitely give it a try! Safe Circles

*(Courtesy of Wings and Wheels. Join their Newsletter here: <https://wingsandwheels.com/newsletter>)*

## **OPERATIONS**

### **CREW CHIEF REPORTS**

#### **2<sup>ND</sup> SATURDAY REPORT**

Well, we tried. 5 flights before the rain settled in at 1430. All flights were by Bret Topham, and we thank him for coming out. Routine operations on runway 27. All flights were made in 2-33 135.

Golf cart 5 was NOT used, as per request, but found with left front tire low. Filled the tire with air, but might need to watch. No ice.

At approximately noon, we were visited by Mr Doug Gaudette, and he arrived at the field via his AutoGiro MTO. (See pics.) Doug is a friend of Bob Anderson, and a past member of CCSC. (Late 80s-early 90s). Bob had invited Doug to come back to the club, look the place over, and consider taking a ride. While conditions were not great for soaring, Doug generously provided rides for several members in his AutoGiro. Everyone who took a ride enjoyed it immensely, and I believe Doug will be rejoining our club.

#### **3<sup>RD</sup> SUNDAY REPORT**

Low ceilings and North winds kept everyone home but one student. After ground school they opted not to fly.

Thanks to Andrew D. for almost filling in for Tony.

#### **3<sup>RD</sup> SATURDAY REPORT**

We had 12 flights off runway 27 before the rains came. Six were neighbor introductory flights. There were no anomalies with any of the equipment. The food for Oktoberfest was great and we have lots of German potato salad left over for the taking. One group of neighbors did join us for dinner. It turns out that the neighbors on the south side of the field were having their own party that evening.

Want to thank all the extras that came out to help with ground crew, rides, and towing.



#### **4TH SUNDAY REPORTED.**

Good fall day at the Farm. 14 flights, 1 guest ride to 3K. Customer paid cash because neither Keith nor I could make Pay Pal or credit card transaction work. Note to the board/operations: we really need a better system.

We operated off runway 27 with no equipment problems using tow plane 909 only, UNTIL the tornado arose out of the North corn field. The wind speed increased quickly and those of us standing on the ground turned to face Mother Nature to witness Her wrath as She stirred the dry corn stalks in such a furious manner that husks and corn stalk leaves filled the sky rising, swirling and tumbling about bearing down upon our outpost at the East end of the field. As this force of nature hit us, chairs and all associated material took flight. It was over in 30 seconds and we survivors scattered to rescue the debris down wind, EXCEPT for George who stood tall during the tumult taking video on his cell phone ([see Video](#)). In Texas they call them Dust Devils. I'll repair the hole in the trailer rear door this coming Wednesday.

TAC time is on the back side of one of the tow cards, sorry about that. I plan to talk to Cubby this Wednesday about the 1-26 wing and will report after the chat. We are ready to begin the 2-33 seat belt rewebbing process. I need board direction on when to start. Each 2-33 will need to be red tagged for two weeks as we remove and recycle the belts.

#### **GOLF CART STATUS - STEVE STATKUS**

Golf cart #5, the oil burner, sits red tagged in the barn awaiting instructions from the board on further action. This is an engine removal and overhaul.

### **SAFETY**

#### **FAA WEBINARS**

"Balancing Act- Managing Energy in Flight"

Topic: Discussion of energy management strategies to enhance safe flying techniques.

On Wednesday, October 25, 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, October 26, 2023 00:00 GMT)

Select Number: GL13123793

Description: The latest version of the FAA's Airplane Flying Handbook contains a new chapter devoted to energy management. It's a long time in coming; after all, the subject comprises a significant part of Wolfgang Langewiesche's famous text Stick and Rudder. Catherine Cavagnaro from Ace Aerobatic School will discuss the ideas presented in the new chapter a step farther and see how adopting an energy-centered approach to aviation can lead to safer flying.

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:

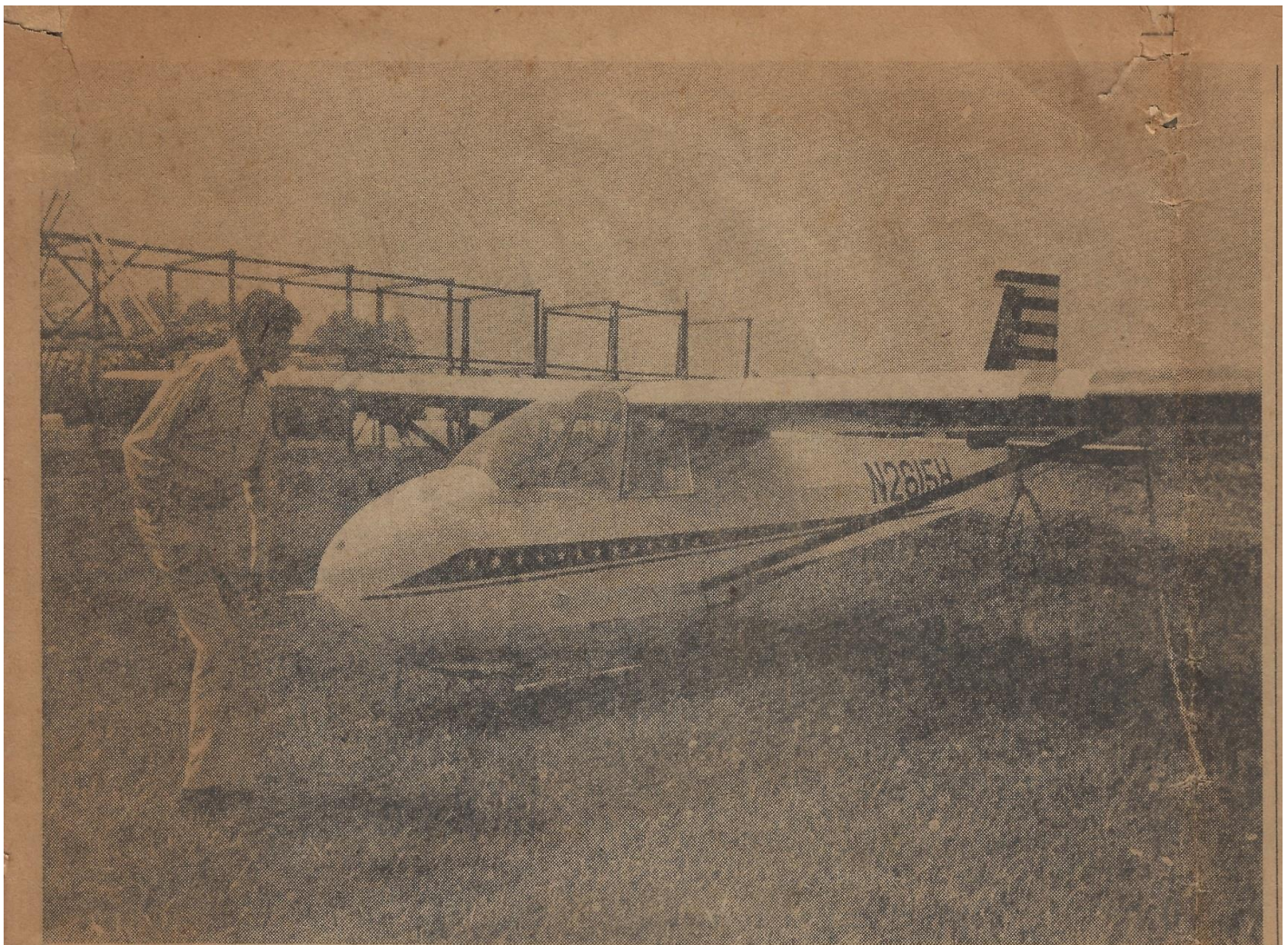
Basic Knowledge 3 - 1 Credit

### **ODDS AND ENDS**

#### **VOLUNTEERS NEEDED**

After many years instructing, Tim Christman is letting his instructor rating expire. As such he has indicated that the Club should look for another volunteer to be Chief Tow Pilot. The optimum candidate would have an ASEL with Instructor rating. Should you be interested, please contact Tim (937-475-1445) or Andrew Dignan (513-372-4499).

On another note, your Frequent Flyer editor is also considering letting someone else continue the editing and distribution of the Frequent Flyer. If you have some editing skills and know Word, you are more than qualified to assume this position. Please call Rolf (937-271-5003) or Andrew Dignan (513-372-4499). This could also get you involved in the development of the CCSC website depending on your aspirations and does not require you to be a Board member but you should be willing to attend all the Board meetings so you can report current events.



Bob Root inspects glider

# Caesar Creekers soar

*'For every take-off,  
we've had a landing'*

Story and Photos  
By MARY SIKORA

The big black bird flapped its wings in the breeze. Suddenly, it stopped the motion in its wings and began to soar. It made wide circles — circles that got wider and wider as the bird got higher and higher.

"See that turkey buzzard up there," said Bob Root as he pointed his finger in the direction of the bird and shaded his eyes with his other hand. "He's found a thermal. That's an air current — the same kind that helps in the formation of the clouds.

"When we go up in our sailplanes, we search out the same kind of current."



Root is a member of the Caesar Creek Soaring Club. He was at the club's glider port outside Waynesville near Caesar Creek preparing for the thirtieth annual Wright Memorial Glider Meet. The meet, which will be held on Memorial Day weekend, is one of the oldest contests of its kind in the country.

**TOM MURPHY**, a glider pilot like Root, was at getting his plane ready for the big day. He discussed what the upcoming meet was all

"There'll be about 50 sailplanes from all over the midwest," Root explained. "It's like a race — you take off on a prescribed course which is usually triangular. Then you have to take pictures from the cameras that are mounted on the plane. The pictures are of the turnpoints in the course and they prove that you really got that far.

"It's all pretty simple — the fastest one wins. Or," he chuckled, "if no one gets back, the one who goes the farthest is the winner.

"They'll run anywhere from 75 miles to 150 miles, depending on the class they're flying in," he added.

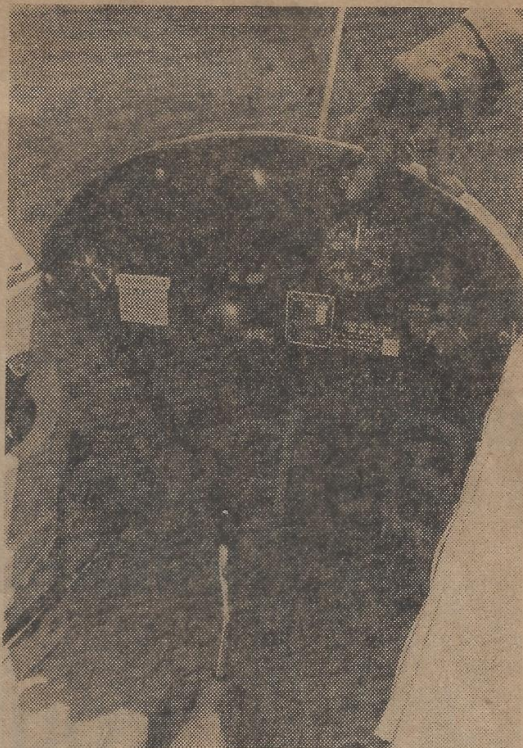
The gliders will line up on the runway and one by one they will hook up to a tow plane which will take them up to about 2,000 feet. The glider pilots decide when to release their craft from the tow plane.

**THERE ARE THREE** classes of planes in the race: the 1-26 class which is entered by "low-performance" ships, the sports class which is composed of "medium-performance" ships and the 15-meter class which is entered by "high-performance" ships that are usually made of fiberglass.

"The planes in the 15 meter class have glide ratios that go up to 40 to 1," explained Tom Murphy. "That means that if you are one mile up, you can glide for at least 40 miles. And that's if the air is still — but in these races you go farther."

Root's sailplane will be entered in the 1-26 class. It's a one-seater craft which is a bit smaller than Murphy's two-seater glider. Murphy is planning to enter the sports class.

Both men are dedicated pilots and make their hobby a family affair. Root, who has been flying for about 14 years, has a daughter who's a solo student in gliding. Murphy — who's in his third summer at it — has a son who is already a pilot.



Above, Tom Murphy inspects inside of glider before takeoff; left, instrument panel in "trainer" glider; below, Caesar Creek club's tow plane

**SOARING IS AN** international sport and pilots even try for badges that prove their ability. The silver badge has three "legs" that a pilot must achieve, beginning with a cross-country flight of 50 miles. The gold badge is tougher — it requires a distance flight of 300 kilometers (about 200 miles) and an altitude of about 9,000 feet above the 2,000 feet release point. The diamond badge requires a flight of 500 kilometers called the "diamond distance" and an altitude of nearly 17,000 feet from the release point.

"Out in Colorado Springs," Root explained, "they take off and release in the vicinity of Pike's Peak which is 14,000 feet high. When you add the diamond badge's 17,000 feet requirement — that's a ways up!"

Originally called the "Soaring Society of Dayton," the club boasts 135 members who own the glider port in Waynesville. The eight year old port has about 140 acres of land and about 3,000 feet of runway.

"**WE ONLY TAKE** off one at a time," Root said, "but several planes can come in at one time. On a nice weekend, we average about 50 flights a day.

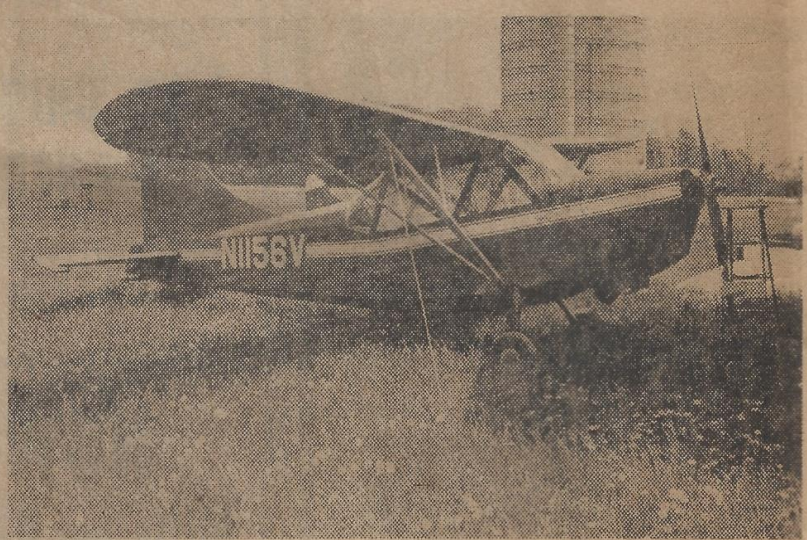
"We're always looking for new members," he added. "We're set up as a training club. Every weekend we have instructors assigned to a crew. They're all certified FAA flight instructors.

"The advantage to our club is that it is family oriented. We have camp grounds, a swimming and fishing lake and a club house. Everybody who belongs to the club has an ownership in the place. We own seven sailplanes and three tow planes — the club planes are available to all the members."

Root and Murphy apply such adjectives as "serene," "challenging" and "magnificent," when they are speaking of soaring.

"It takes your mind off your problems, too," Root said.

"This is one sport where people are very safety-



landing — they come out even!"

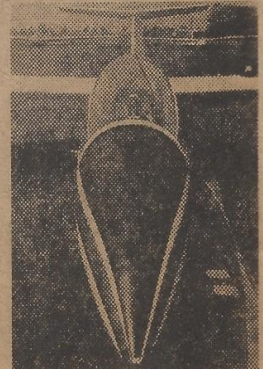
**THE MEET WILL** be held on Saturday, Sunday and Monday of Memorial Day weekend. The take-off time is from 11 to 1 each day, depending on the weather.

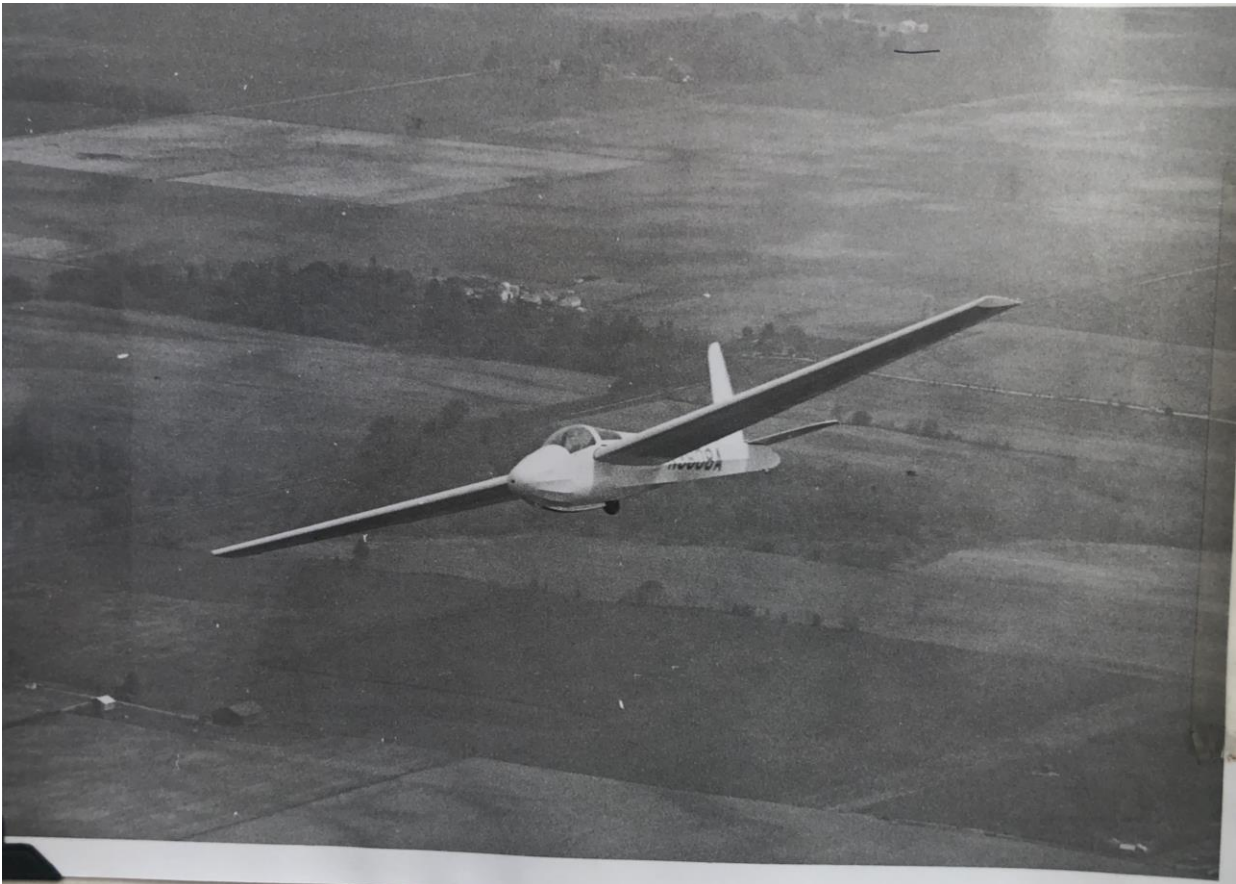
Although Root and Murphy claim that soaring is not necessarily a spectator sport — "there's not much to do while all the planes are out for about four hours" — they both describe the take-offs and landings as beautiful to see.

The glider port can be found on Elbon Road, not far from Rte. 73 in Waynesville.

What happens if the weather's bad?

"Soaring pilots are born optimists," Root said





Bob CHRISTMAN







## 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 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:

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

### 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 & Rachel 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:** Jim Fox, Bill Hall, Aniyah James, 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:** 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, Mike & Nathan 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:** 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:** 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 – 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:** 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 2023/09/18 bas