



Caesar Creek Soaring Club

FREQUENT FLYER

November 21, 2023

UPCOMING EVENTS

December 2 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

January 6, 2024 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

January 2024: CCSC Annual Meeting Dinner Banquet, -

February 3, 2024 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

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

PRECISION NAVIGATION TOOLS - BY ADAM WOOLLEY

The Naviter SeeYou Oudie N is a cutting-edge navigation device designed to enhance the flying experience for glider pilots. Packed with advanced features and a user-friendly interface, this instrument has become a game-changer in the world of soaring, especially if you're looking for something compatible with any glider or to complement your other main soaring device. Let's delve into the benefits that make the Oudie N a must-have for glider enthusiasts.

Position, Altitude, and Speed

First and foremost, the N provides pilots with precision navigation tools, offering accurate information about their position, altitude, and speed, which is stored as a flight file for later flight analysis. The device integrates GPS technology, ensuring that pilots have real-time data to make informed decisions during their flights. This level of accuracy is crucial for glider pilots who navigate through the skies with a precise understanding of their position relative to the terrain, airspace, and task parameters, making it paramount for safety and efficient flight planning.

Logbook

One of the features that I also love about it, is that not only can it be taken from your own personal glider into a two-seater for coaching purposes, or into a hired glider at another site, is the wonderful automatic logbook tool it has. Any flight you make with it stores the log file in a logbook format, which shows your flight trace, statistics, and analysis through SeeYou.cloud at any later date!

The device has an intuitive touchscreen interface which is another noteworthy advantage. Pilots can easily customize their display, selecting the information most relevant to their preferences and flight conditions. It also enhances user interaction, allowing for quick and efficient adjustments while in flight. What does all this mean? It enhances their situational awareness and overall flying experience greatly.

Situational Awareness

Another standout feature of the N is its compatibility with various external sensors through the Bluetooth dongles that are available, not only that, but it can connect to the internet for live satellite pictures. OGN can be displayed on the screen for supreme situational awareness with gliders around

you, as well as a rain radar, plus it allows integration with SkySight.io for weather predictions enroute. The sky is the limit when it comes to development of this device, it's endless with its features and features still to be implemented.

Portable

In terms of design, the Oudie N is crafted with durability and portability in mind. Its robust construction ensures resilience against the challenges of the airfield, and the varying weather conditions in the cockpit and surroundings. The device's compact size makes it easy to mount in the cockpit with its custom mount supplied with the device, which gives an unobstructed and streamlined flying experience.

The Naviter SeeYou Oudie N stands out as a top-tier navigation device for all glider pilots, offering a range of benefits that enhance safety, navigation, and overall flying enjoyment. The best thing yet, is that if you're unable to buy the Oudie N in full, then you can download the free app on your phone, called: SeeYou Navigator – try it today!

GAGGLE ETIQUETTE - ADAM WOOLLEY

For quite a considerable time now, soaring pilots have found it beneficial to fly in the company of others, competing teams have certainly found this to be a highly effective method in order to maximize their climb rate, and for others, a great way to enjoy the company of their soaring buddy too!

Whether we are in a competition or not, many people have a competitive nature, this often comes to fruition when two or more pilots have their own idea of how to center a thermal and where the core is, this is an attempt to out-climb each other. Not a bad thing, the downside is that we tend to get in each other's way, which means the climb rate deteriorates, possibly to a point where it'd be better to be alone! The risk increases too, especially if there is no regard for the other pilots.

Basic gaggle rules

I hope to be able to explain how we can maximize our climb rate by using other gliders while keeping the risk of a midair low. To achieve this we need to accept some basic rules:

- Always assume that the other pilot has not seen you. However, if they have, then assume that they will maneuver towards you!
- If an aircraft is growing larger in your canopy and is remaining stationary in the relative position, it WILL hit you.
- Always keep other gliders that are near you in sight, and make sure they can see you.

Blind spots, this is where two gliders can't see each other due to the glider structure and pilot ergonomics/physicality. We can't see behind and below us in general, so we must do everything we can to avoid this situation for obvious reasons.

Entering a gaggle

When entering an area of lift where there is a glider already climbing, assume that they are centered in the core already. If you feel the core before entering, do not turn early, give the pilot who is already there respect, and join in a manner so they don't need to adjust their turn. If they aren't in the core, then gently lead them back towards it. If we join a thermal in a way that alarms the other pilot, then they will widen or tighten their turn to give greater separation, thence losing the core and wasting time recentering it.

The perfect join is one where we place the glider on the opposite side at the same angle of bank and speed. To do this, we should assess the other pilots turn extremities. The easiest way to do this is to wait until you see the gliders from behind, then mark a virtual point on the horizon. Fly towards this point and intercept their flown path.

Flying in a gaggle

Once established in the thermal, always keep situational awareness where they are, and keep in mind that others will be joining you at some stage too. You can now use each other to maximize the

climb, if they go up in your canopy, widen out the turn in that direction, if they sink, then tighten up to avoid that area. The other pilot should be doing the same, by working together, you can maximize your enjoyment and average climb rate.

Leaving a gaggle

When leaving a thermal, leave in a predictable manner, there's always a chance that you haven't seen someone else. If you hit another core just after leaving, it's better to just pass it up, often it's a bogus climb from the acceleration out of the previous climb, but also because you're just about to turn back into oncoming traffic or have overlapping cores, which will again, reduce your overall climb rate. *(Editors note: Before leaving the thermal be sure to check for other gliders that may be on the outside of your turn. Check the opposite way before rolling out. Someone may be there!)*

Happy climbing with others, it's a fun and rewarding part of the flight!

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

OPERATIONS

CREW CHIEF REPORTS

2ND SATURDAY REPORT

15 flights. Routine operations using runway 27. Good soaring day for November, much better than forecast. Used 2-33s 135 and 15H, and ASK-21 SD.

There were no safety or operational issues. No equipment issues other than on 909, the right wingtip strobe light is inoperative.

2ND SUNDAY REPORT

We had a productive day today, two BFRs completed and two first time solos! 26 flights total. Very nice weather for November, not a cloud in the sky and light winds. There was an issue when the Baby Grob was "attempted" to be brought out; first it was on a dolly, then it wasn't, and some landing gear door rivets (6-7 of them) popped. I wasn't there when this happened, but photos were sent to Andy for review. *(Should have been sent to Bob Miller, ed)*

3RD SATURDAY REPORT

We operated off the east end of the field with 21 flights. There were no problems.

Thanks for everyone's efforts today.

3RD SUNDAY REPORT

Beautiful November day at the club with several soaring flights. Wood and leaf burning in the Stewart's front yard created a nice thermal for the pilots to enjoy.

Operations were from runway 27 with 14 flights. John Lubon, with some help, disassembled CC for its annual. Adam Neu did his first solo flight today in 15H with his proud parents and Chuck Lohre watching. *(I didn't hear the splash from the pond, ed)* **Congratulations Adam.**

A big thanks to Christian M. and Chuck L. for their hard work filling in.

SAFETY

FAA WEBINARS

"Diving Deeper Into The Aerodynamics Of Spins And Stalls"

Topic: The True Nature Of Spins And Stalls

On Saturday, December 2, 2023 at 09:00 Central Standard Time (07:00 PST; 08:00 MST; 10:00 EST; 05:00 HST; 06:00 AKST; 08:00 Arizona; 15:00 GMT)

Select Number: GL15125240

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Professor Dr. Nihad Daidzic discusses AOA and it's effect on stalls and spins. AOA is a convenient mathematical concept introduced to characterize aerodynamic forces and moments on airfoils, wings, and blades. Various AOA's on lifting surfaces will be discussed. The horizontal and vertical structure of boundary layers and their nature will be highlighted. Fundamental understanding of what causes stalls and

spins will be discussed. Not all stalls are created equally, and their behavior will depend on many geometric, air, and aerodynamic properties. The true meaning of the coefficient-of-lift will be given. Lift-curves and drag-curves for various types of wings will be analyzed and we will explore how this affects dynamics of stalls and spins as well as piloting techniques and best practices. Several stalling speed definitions will be examined.

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:

Master Knowledge 2 - 1 Credit

"Powered Paragliders"

Topic: Powered Paragliding is also known as Paramotor or PPG. It is an ultralight form of aviation.

On Wednesday, November 29, 2023 at 19:00 Eastern Standard Time

Location: Clinton County Airport 1581 N. Curry Rd. Wilmington, OH 45177

Select Number: GL05125124

Description: Powered paragliding or paramotor, the pilot wears a back pack motor which provides thrust for flight. No license or specific training is required in the US.

There have been many issues surrounding powered paragliding in the area. We will be discussing SFAR Part 103 and FAR Part 91 regulations governing the operation of ultralight vehicles, and the intermingling of general aviation aircraft. We will also be discussing how law enforcement can be of help in assuring the safety of persons and property. This Seminar is open to all interested parties to include the farming community, law enforcement agencies, and anyone interested in this subject.

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

The sponsor for this seminar is: FAASTeam

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

ODDS AND ENDS

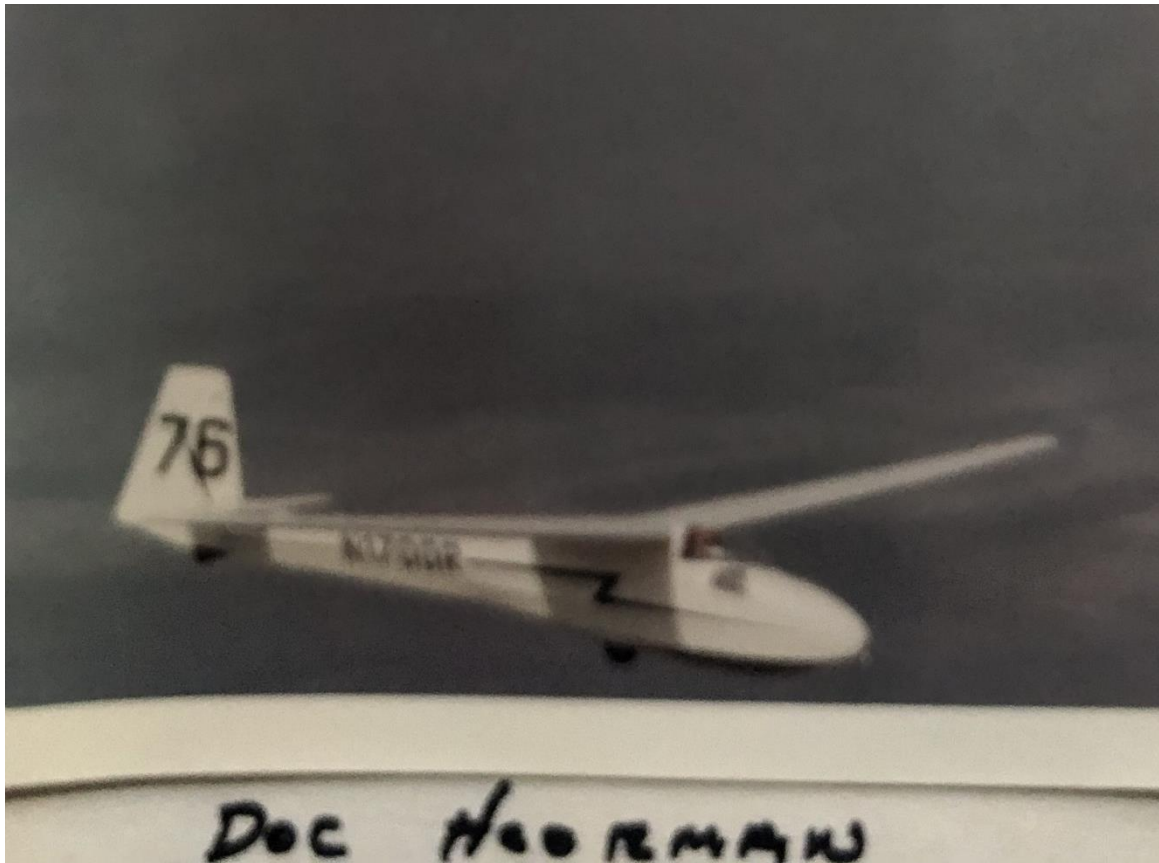
SOUP SCHEDULE - STEVE STATKUS

Ladies and gents, its November and it is time for some homemade soup, a warm fire and good fellowship on Wednesdays at the club house. The list will be posted inside the kitchen, so pick a date or two and tell us what you're bringing. Usually it's soup and biscuits, or garlic bread or toast. Lucy and Mike also provide a pie or two. Those of us with culinary skills skip the sweets knowing that the main dish speaks for itself. But we'll never pass up a piece of apple pie.

Please come and join us at noon on winter Wednesdays at the glider club for what Bob Root always said, "best soup we've ever had!" Even if it was road kill stew.

Steve Statkus will start the season on January 3 with Exothermic Chili and Corn Bread. Ice cream will be provided . Ps. It ain't Cincinnati style chili.

PICTURES







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 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, 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,, 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.

Revised 2023/11/20 rdh