



**Caesar Creek Soaring Club**

**FREQUENT FLYER**

**November 7, 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**

## **ASK-21B UPDATE**

Delivery of our aircraft is now scheduled for late fall of next year, at best. Andrew's estimate is late winter 2024 or even early spring 2025.

Unfortunately, prices of gliders are not fixed at the time of an order, and are therefore subject to price increases as they occur. We have been informed that there already has been a 30+ percentage increase and we should expect another 4 to 5 % increase before we get our glider.

The Board will review our continued ability to pay for this glider.

## **MEMBERSHIP**

Please say hello to our new Youth member, Mathew Cooper. Welcome

### **RON KELLERMAN**

The Club recently received a letter from Ron (a stalwart member of the Wednesday crew) as follows:

*To: Board Members of CCSC*

*I would like to thank all the members of the Club. You took time to teach me the secrets of soaring. A special thanks to Bob Miller and Bob Anderson for taking lots of extra time helping me. If they can teach an old person like me they can teach anyone.*

*CCSC is like a diamond for Ohio. There aren't many clubs left like CCSC.*

*With this being said it's time for me to close the logbook.*

*Thanks again for everything you guys have done for me to make me feel like a part of the club.*

*Sincerely Ron Kellerman*

## **FLYING**

### **RIDGE REPORT FOR OCTOBER 22<sup>ND</sup> 2023 - DAN REAGAN (DR)**

We had been watching the ridge wind forecast for several days and decided that Sunday's forecast looked good enough to give it a shot. Therefore, Saturday the 21<sup>st</sup>, John Lubon and I drove to central Pennsylvania from Cincinnati hoping for a good ridge day.

Since the Cumberland Club crew decided they did not want to tow in ridge day winds, John contacted Karl Striedieck who graciously agreed to auto tow John aloft from his runway sitting on top of the ridge. I decided to drive to Lock Haven and self-launch from there. The Lock Haven airport is quite friendly and accommodating.

I wanted to launch at daylight and fly until dark for a declared 1500K, but Mother Nature decided that the winds would not start until 9:30 or 10:00 and end around 5:00. And sure enough, the winds

started around 9:30 so I launched with a plan to fly down to Karl's and join up with John. The trip down the front ridge was great with winds that allowed the glider to get down in the trees with great speeds.

John launched after some minor technical difficulties and we joined up to fly the day. Since the forecast showed less than desirable conditions south of Cumberland, we flew between Cumberland and Williamsport for a great enjoyable day. We were joined by Jared Granzow who flew over from Marion, Ohio in his Carat. The clouds were basically scattered which made for great conditions for thermaling but made the ride so rough that later in the afternoon we had to fly at least 1000 feet above the ridge. There was no problem flying at an airspeed over 100 knots if you could tolerate the ride.

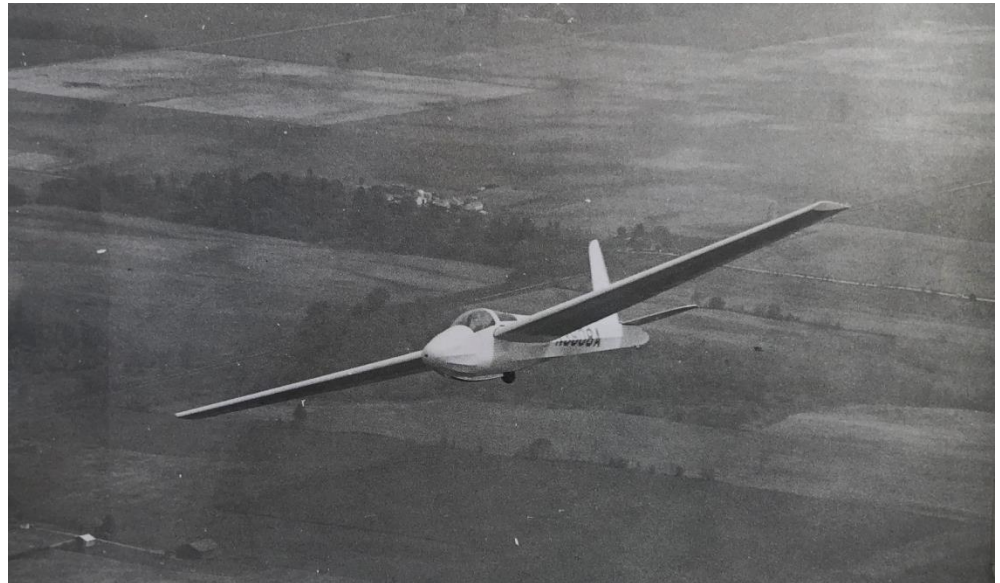
So, after flying around 900 km we called it a day while declaring: WE WILL BE BACK.

### **FINDING THERMALS AT LOW ALTITUDE - BY ADAM WOOLLEY**

Thermals, those invisible columns of rising warm air, are a glider pilot's best friend. These natural updrafts allow pilots to soar effortlessly through the skies, conserving energy, extending flight time, and distances covered. While thermals are commonly associated with high altitudes, where they can carry us to great heights, they also exist at low altitudes, naturally, where they first begin their life! In this article, we'll explore the art of finding thermals at low altitude and the basic techniques we can use to stay afloat.

#### **Understanding thermals**

Thermals are essentially columns of warm air that rise due to temperature differences between the ground and the surrounding air. As the sun heats the earth's surface, it warms the air above it, causing it to rise. The rising air creates an updraft, which of course is what a glider pilot takes advantage of to stay airborne.



#### **Low-altitude thermals**

While thermals are definitely easier to find at higher altitude and are more commonly stronger, they do occur at the lower levels too. They are typically weaker and smaller, less organized than their high-altitude counterparts, making them a bit trickier to find, work and exploit. However, with the right knowledge and skills, we can still find these thermals that will again take us to great heights.

- **Local Geography:** Knowledge of the local geography is essential for identifying potential thermal triggers. Features like darker soiled ploughed fields, dry creek beds, subtle changes in the elevation of the ground with the sun's energy facing onto a windward face, an asphalt road with traffic along it, etc. The simplest way is to imagine yourself walking on the surface with bare feet, wherever you would find it the hottest and most uncomfortable, is usually the best place to go and try.
- **Wind Patterns:** Keep a keen eye on the wind direction and its impact on thermal movement. Wind blowing into the sunny side of a slope can create lift while waiting for a thermal to come up the face. Often hot air will pool against a tree line surrounding a paddock, the wind will then trigger the thermal overhead or just downwind of this tree line.
- **Birds and Wildlife:** Nature often provides clues about thermals. When you are low, it is so important to look up, look out, and look down. Don't tense up and focus solely on the instruments, watch for birds circling or just taking off out of a tree, they sure are experts at low-

altitude thermals!

- **Thermal sniffing:** While in flight, continuously scan the terrain below and be prepared to go over many trigger sources, always have a plan B, C, or even D in mind before you absolutely have to commit to landing in a field.
- **Be Patient:** Finding thermals at low altitude requires patience and practice. Patience may be circling over a hot field with a farmer ploughing, in zero sink, just waiting for the thermal to trigger and form.

## **SAFETY FIRST**

When soaring at low altitude, remember, it is always essential to prioritize safety first. Always have a plan for landing in a field, remember it's only a game, so if you're in a difficult situation, it's far more important to stop looking for lift early and focus on a good safe off-field landing. When flying at low altitude, you will also need the appropriate training and a deep understanding of your own abilities, and your sailplanes.

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

## **OPERATIONS**

### **CHIEF TOW PILOT**

Since Tim Christman did not renew his ASEL instructor rating, we needed someone else familiar with our towplanes to be able to sign someone's logbook as needed. Larry Kirkbride has stepped forward and will assume that role. He will coordinate training our tow pilots and provide the recognition needed in their logbooks.

Tim Christman will continue as the Chief Tow Pilot – Maintenance and will continue his responsibilities for the maintenance of our tow planes as a member of the Board.

### **PUBLIC USE AIRFIELD**

The CCSC Board has been investigating the potential of taking our airfield from the current private use designation to a public use airport. The benefit of this is that there would be some protection against anyone building an obstruction more than 200 feet high in the protected areas around the airport.

The areas that need to be kept clear for a visual approach public use civil airport are laid out in FAA document 14 CFR part 77 specifically 77.19.

- A horizontal plane 150 feet above the ground within a radius of 5000 feet of the runway.
- A 20:1 ( 2.86 degrees) slope approach zone for each end of the runway extending 5000ft out.
- A 7:1 ( 8.13 degree) slope laterally from the sides of the 250ft wide runway primary surface.

The runway needs to be at least 1800 feet long and 50 feet wide. The cones we currently have marking both ends on the runway designate the 1800ft runway length. The cones on the east end of the runway are offset from the road to accomplish the 20:1 required slope from the large power lines approximately 2500 feet from the east end of the field.

To obtain the public use designation we would have to demonstrate that the airfield meets the 3 requirements stipulated.

For the second item we have trees at both ends of the field that have currently grown to encroach on the 20:1 slope. It is the Board's intention to remove trees to comply with this requirement.

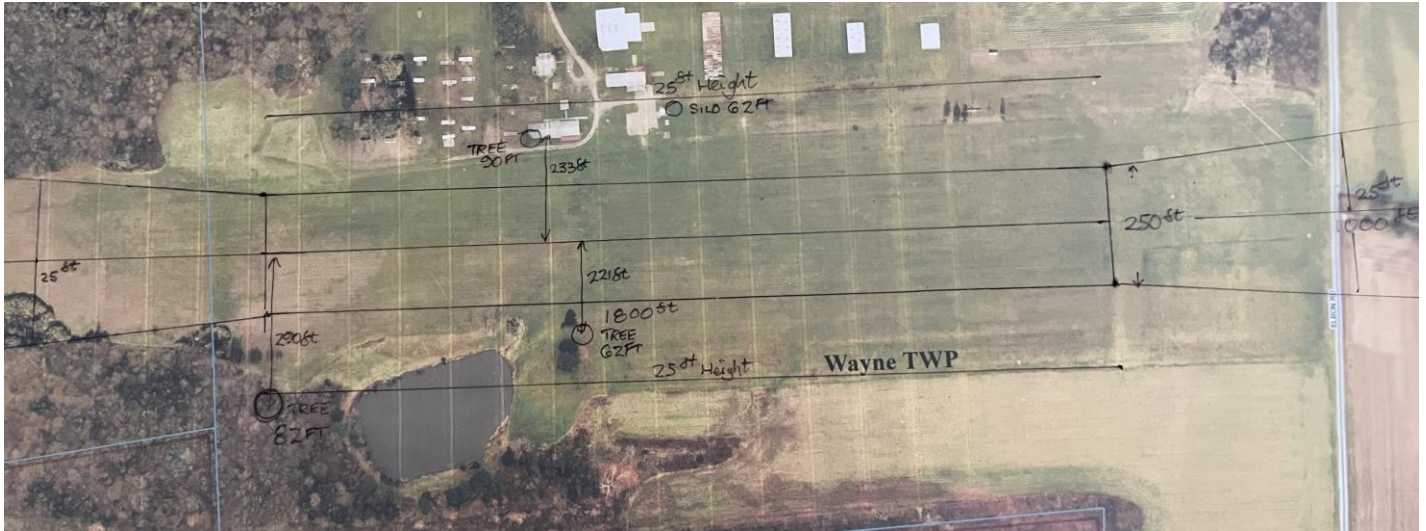
To comply with the third item (the 7:1 slope laterally on the sides of the runway) would require us to remove all the trees down the north side of the field. This includes the trees over the campground and those separating the runway from the private hangars and similarly a significant number of trees down the south side of the runway and the utility pole. The silo also violates the limit and would need to be lighted or removed. To get an idea of what would be required see the attached image and note the lines parallel to the runway north and south marked 25 ft height. This indicates the distance from the runway that obstacles would need to be less than 25ft.

Currently it is the board's opinion that the amount of surgery required to meet the requirements is



significant, would change the character of the field and is not worth it for the amount of airspace protection we would gain.

Please direct all questions and comments to Andy Stringfellow ([andy.breeze.stringfellow@gmail.com](mailto:andy.breeze.stringfellow@gmail.com)).



## CREW CHIEF REPORTS 4TH SATURDAY REPORT

None Received

## 2<sup>ND</sup> SUNDAY REPORT

No flying due to low ceilings and visibility. Gordon Penner provided ground training on airspace and navigation.

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

We had 11 flights on runway 27. The weather was VFR with winds out the southwest all day and sunny. John Lubon & John K12 helped out with instruction.

Rolf took two guests that were friends of Margie Meyerrose up in the ASK-21 (SD). (Diane Schwab & Debbie Schmuelling) Photos to come later. (Dan Beans)

*(Margie is doing pretty well. Walks with a cane outside but her spirits are bright and she is as sharp as ever. Thanks for coming out Margie. It was great seeing you again, ed.)*

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

It was a great day at the glider port. Completed 25 flights, with one mile high guest ride. Signed up one new member and had one solo Graduated Josh Hunter and he is available to be put out on crew; and Braxton Griffith thinks he was assigned to the second Sunday crew. This needs to be confirmed. The transponder in 909 is now working thanks to Bob Miller. Special thanks to Jim Goebel who helped with instruction.

## SAFETY

### FAA WEBINARS

#### "Pro Tips for Pilots - What Is Wrong With My Landings"

Topic: **Good Landings Do Not Happen by Accident**

On Wednesday, November 8, 2023 at 19:00 Central Standard Time (17:00 PST; 18:00 MST; 20:00 EST; 15:00 HST; 16:00 AKST; 18:00 Arizona; Thursday, November 9, 2023 01:00 GMT)

Select Number: GL13124895

**Description:** If you fly airplanes and you are wondering why you are off your game, your landings are not consistent, your landings are borderline dangerous, or you are unable to hold the centerline

then you need to join us for this interactive webinar. Jurg Grossenbacher, Milwaukee FPM will lead this discussion. The presentation was developed by a highly experienced team of Master CFI, Chief Pilot from the WI Bureau of Aeronautics and the Milwaukee FAAS Team

Discussion points:

1. Why are talking about Landings
2. Statistics
3. What is a Stabilized Approach
4. What isn't
5. Threat Factor- Unstabilized Approaches, Environmental Hazards, and Human Factors
6. How do we stay safe

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 2 - 1 Credit

### "How to Co-exist with Weather"

Topic: **Accidents & How to Avoid Joining the Stats**

On Monday, November 13, 2023 at 19:00 Eastern Standard Time (16:00 PST; 17:00 MST; 18:00 CST; 14:00 HST; 15:00 AKST; 17:00 Arizona; Tuesday, November 14, 2023 00:00 GMT)

Select Number: EA39125159

**Description:** Jeff Arnold is a former Flight Service Weather Briefer & Air Operations Manager. In today's Webinar he will talk about:

- Flight Service: Myths and Methodology
- Self-briefing: Why it's not as bad of an idea as it initially seems
- Pilot comfort w/WX
- Self-Brief transition strategies
- Website walkthrough & breakdown
- How to leverage Flight Service in 2023

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:

Advanced Knowledge 1 - 1 Credit

## ODDS AND ENDS

### FREQUENT FLYER EDITOR

In the last Newsletter, Rolf indicated that it was time for someone else to assume the editorial aspects of the Club newsletter. Steve Statkus is going to take on that assignment as of 1 January 2024 and will continue the Frequent Flyer on a monthly basis. The newsletter will be issued by the Thursday following the corresponding monthly Board meeting. A schedule of dates will be published on the web page.

### SOUP SCHEDULE - STEVE STATKUS

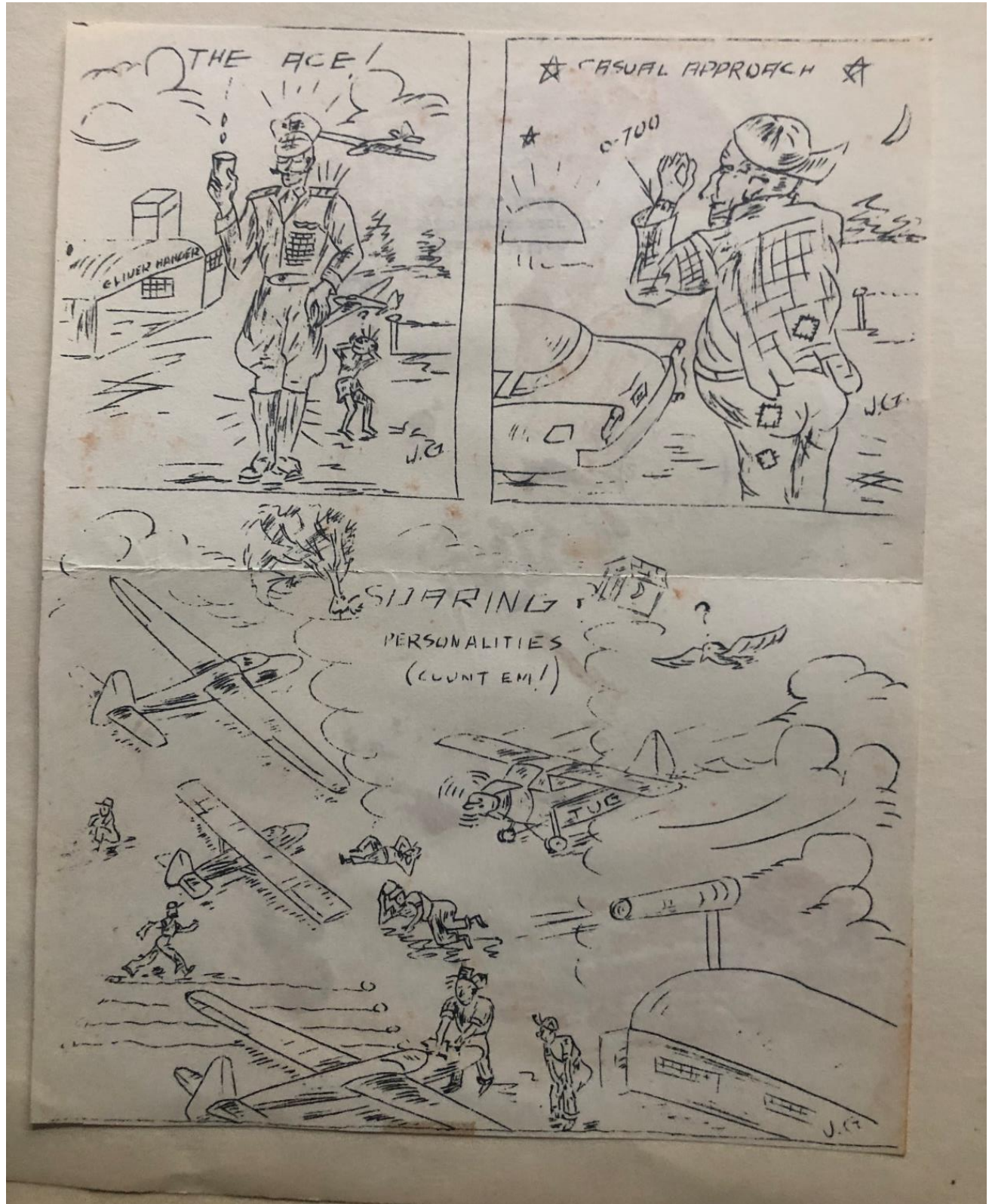
Ladies and gents, its November and it is time for some homemade soup, a warm fire and good fellowship on Wednesdays at the club house. The list will be posted inside the kitchen, so pick a date or two and tell us what you're bringing. Usually it's soup and biscuits, or garlic bread or toast. Lucy and 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 Nov 8 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.

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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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<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 Illec 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