



Caesar Creek Soaring Club

## FREQUENT FLYER

December 19, 2023

### UPCOMING EVENTS

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

January 27, 2024: CCSC Annual Dinner Banquet, Time TBD (6PM?), Dayton Engineers Club

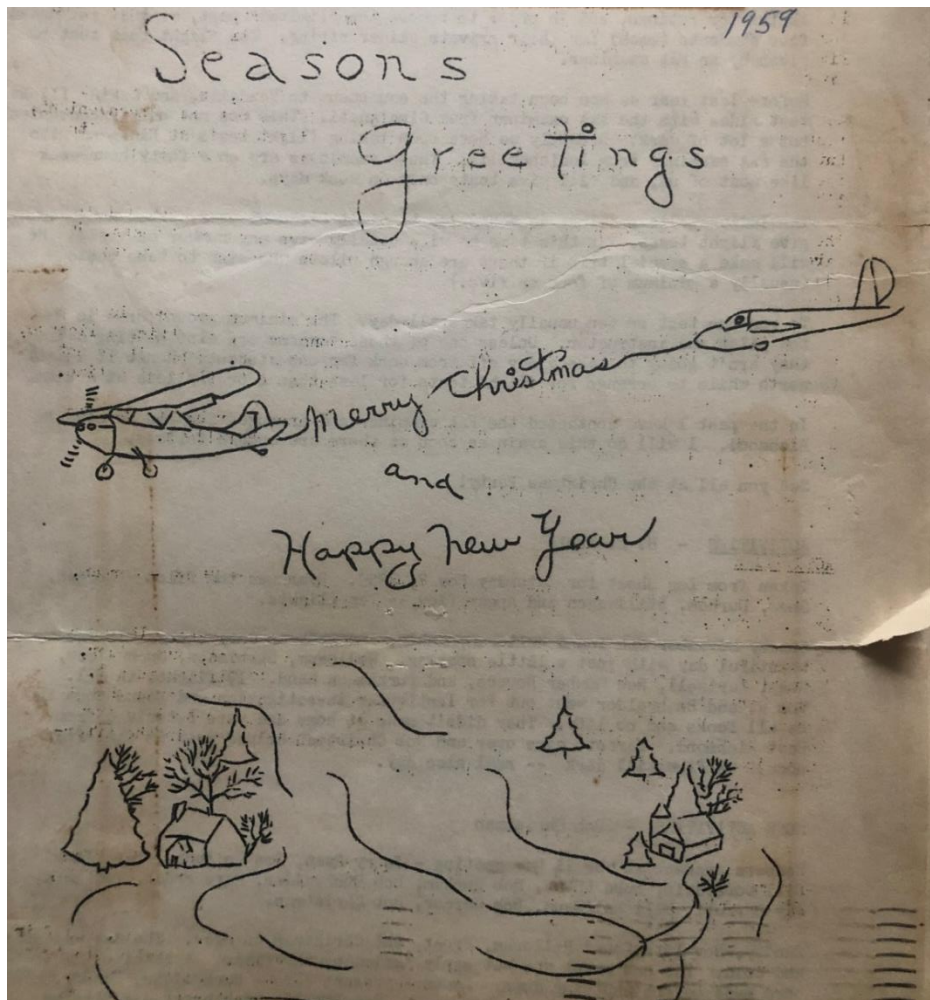
February 3, 2024 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

March 2, 2024 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

April 6, 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

April 21 - 27: Possible Ridge Trip at Lock Haven, PA



## FLYING

Santa is flying around the corner. See what he has to say about Christmas [here](#).

### FLYING ACHIEVEMENT - CHRISTIAN MAURER

Christian Maurer achieved a milestone event late last week when he passed the CFI-Airplane checkride, after months of delays related to weather issues and availability of a Designated Examiner who is authorized to conduct CFI check rides. I signed-off Christian for his initial glider solo, back in June 2015, shortly after he turned fourteen. Since then, I've followed his aviation journey, as he earned his Private-Glider certificate, followed by the Private-Airplane ticket. From there, he received his Commercial ASEL, an Instrument rating, Multi-Engine, and now the CFI. Here's a young guy who is definitely on a very positive path!



Christian Preparing to Solo

In addition to being a full-time student at the University of Cincinnati, he is going to maintain his part-time gig working at Waynesville airport, except he won't be mowing the grass anymore, but instead will be providing flight instruction and assisting Cubby with aircraft maintenance.

As for his gliderport activities, there's no doubt that he will continue his role as a very active tow pilot, because he really enjoys flying the Pawnee!

Please join me in acknowledging his efforts and achievements. (Rich Carraway)

### SECTIONAL CHARTS, WHERE ARE YOUR PAPERS! - SHAWN KNICKERBOCKER

Do you need a sectional chart in your possession while you are flying? You bet! You better have one! One question must be looked into: Do you have a map? To be more specific, a sectional chart. Do I need one? Does it have to be current? Umm, great question. Let's look deeper into the discussion.

Let's refer to FAR 91.103, a very unique rule. It is specific but broad. Typical FAA, right? Now what does that mean? Let's examine this section in quick detail. I will give you my "2 cents" worth and explain some legal aspects that may apply and carry. In one of my many expert witness cases, I represented a pilot for this same violation. His chart was expired but we prevailed in having the case dismissed due to grounds of lacking evidence, and the standard of care was never in question, etc.

As a pilot, we should have been taught or instructed in obedience to the golden rule, the Federal Aviation Regulations, calmly known as the FAR, and proper flying procedures. All laid out be ground training & flight training. In the industry, it is referred to as the "rule". Please be aware of the so-called "pilot experts" you may run across at the glider port or flight line; they always have a quick answer for everything. That may become costly someday for you if you adhere to them.

FAR 91.103 basically says that before any flight the pilot-in-command (PIC) must be familiar with all available information. That's a lot of information! How do you manage and mitigate such a tall task? Well, it can be simplified! For a sailplane/glider, let's examine 91.103 (b) (2) (which would apply to a non-power aircraft, i.e., a sailplane, Hot Air Balloon, etc.). (2) specifies an aircraft other than an airplane or a helicopter. One key word there is "reliable information", or in the "vicinity of an airport". A lot of these FAA so-called "buzz words" are just that. Many have no definition and are based on the legal interpretation of the FAA or NTSB at the time it is being discussed.

I must ask a question here. You, as a pilot, would you like to risk or take a chance in having an FAA Violation levied against you? For something as simple as a paper chart? Remember when you answered the question on your insurance renewal; then having to check that small box on your insurance questionnaire that asks: Have you had an FAA FAR Violation? You have total control over that response.

Let's play by the simple common sense rules that apply here. Usually, if you as a pilot ask yourself before a flight: is that needed, required, or I do not like that; it is usually correct. Your first instinct is always the correct decision. What can be called "the common man approach" or the legal term: "reasonable man concept". I recommend carrying a sectional chart in some fashion in your glider plain and simple. It is cheap insurance! Can the chart be folded and under the seat; yes. But you must have some form of it. If you ever violate a rule, i.e., Class B Airspace Boundary, and have a chart; then you may have to attend some remedial training, possibly an FAA 709 evaluation (retest for competence), maybe a suspension, or if you retained an excellent aviation lawyer and possibly the need for an expert witness, (I know an excellent one) then an expensive invoice/bill! In either case, COOPERATE. It makes it so much easier!

However, the rule under FAR 91 does not address the possession of a sectional chart, well except under 91.503 series for large aircraft; which says you must have charts.

The sectional charts may come in various forms, such as Foreflight (FAA Approved), the traditional paper chart itself (even if it is expired/you have a chart), LXNAV system (LX 8000, 9000, etc.), ClearNav, Ouide, etc. All have airspace files. As long as you the PIC have a method to use, determine, locate, and identify your position or location. Furthermore, the most important are airspaces, and types, including boundaries, altitude restrictions, etc. One small thought. When you start your navigation system, you may see a small phrase saying something like this: "Not to be used for VFR Navigation, or for situation awareness purposes only, or for prudent references, etc.". Interesting?

I have cited a few FAA Enforcement actions levied by the NTSB Law Judge that resulted in suspensions without having the sectional chart available to determine where they were:

- ATP pilot loses certificate for 90 days, flying with a private pilot who he thought he knew where he was; did a touch & go at a military base, thought it was a non-towered airport (no chart).
- Private Pilot lost certificate for 30 days due to flying through the Washington, DC SFRA/ADIZ. No chart.
- Pilot suspended for 75 days by flying through a TFR. No chart.
- Pilot suspended for violating Class B Airspace Boundaries. No chart.

FAA refers to one particular phrase as the "standard of care". Documents such as the AIM, FAR, GFM, Advisory Circulars, etc. are usually referred to in detail for the standard of care compliance and the equivalent level of safety that was compromised during an investigation/hearing.

Referring to the standard of care, when you fly any aircraft; have a sectional chart in some form. Most, if not all of the high-performance sailplane navigation systems will have airspace boundaries loaded with them. Keep them up to date! If you are flying near a towered airport and thermalling, it would be a great idea to establish 2-way communication with the tower. Remember, use your aircraft registration number! DO NOT use your competition ID! Let the FAA Tower Operator know where you are, so when you look like you may get low into Class D, follow that reasonable man concept: 2-way communication was already established, again, do not wait till you are in the airspace, Use that chart! "An ounce of prevention is better than a pound of cure".

Use your electric navigation system!

Keep your navigation system updated! That is why you purchased such an item is to utilize these fancy high-tech gadgets in your sailplane! Then use it and be safe. Please know how to operate your equipment in your sailplane. Have good situational awareness (SA) when you pilot through the skies!

## HYDRATION FOR GLIDER PILOTS - ADAM WOOLLEY

In the realm of gliding, where the sky becomes both playground and canvas, the importance of hydration for pilots cannot be overstated. As gliders gracefully ride the currents and thermals, pilots must navigate not only the atmospheric conditions but also the internal dynamics of their bodies. Hydration emerges as a silent but critical companion, ensuring that pilots stay alert, focused, and in control amid the boundless skies.

Glider pilots, often navigating for extended periods without the luxury of a cockpit water supply, face unique challenges when it comes to staying hydrated. The combination of high altitudes, exposure to the elements, and the physical demands of maneuvering a glider requires a proactive approach to fluid intake.

One of the primary challenges for glider pilots is the deceptive nature of their environment. While the cockpit provides a sense of shelter, the reality is that flying at altitude can lead to increased dehydration. The dry air in the cockpit, coupled with the physical exertion of handling controls, accelerates fluid loss. The effects of dehydration, such as impaired cognitive function and reduced reaction time, can compromise the safety of both the pilot and the glider.

The preflight routine for a glider pilot should extend beyond checking instruments and inspecting the aircraft to include a conscious effort to hydrate. Ensuring proper hydration begins well before takeoff, as pilots should consume an adequate amount of water in the hours leading up to their flight. Once airborne, maintaining hydration becomes an ongoing task requiring strategic planning and a commitment to regular fluid intake.

While the instinct might be to limit liquid intake to avoid restroom breaks during flight, this approach can be counterproductive. Dehydration not only impairs cognitive function but also affects the body's ability to regulate temperature, which is crucial in the varying conditions experienced during gliding. Pilots must strike a balance, adopting a "sip regularly" mindset to prevent the cumulative effects of dehydration. Personally, after every thermal, I reward myself with a sip of water. Another effective way to remember, is to have a timer set on your LX80/90xx, mine says: "Drink or eat?" Every 30 minutes.

Hydration strategies for glider pilots should extend beyond water intake alone. Electrolytes, lost through sweat and physical exertion, play a pivotal role in maintaining bodily functions. Pilots should consider incorporating electrolyte-rich drinks or supplements to replenish these essential minerals, promoting overall well-being and sustained performance during flight.

The importance of hydration becomes even more pronounced during extended flights or competitions, where pilots may spend several hours aloft. In these scenarios, a well-thought-out hydration plan becomes a strategic asset, ensuring that the pilot remains physically and mentally sharp throughout the entirety of the journey.

The skies may be boundless, but a glider pilot's resources are not. Hydration emerges as a silent hero, supporting pilots in their quest for both adventure and safety. A conscious commitment to staying hydrated, from the preflight rituals to the soaring heights and habits, is not merely a precaution, but a fundamental aspect of responsible and enjoyable gliding. As pilots harness the winds and dance with thermals aloft, let hydration be their steadfast partner, ensuring that every glide is a journey well-nourished and well-hydrated.

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

## SAFETY

### FAA WEBINAR

#### "NAFI - Adverse Weather - Perception Versus Reality"

Topic: This FAA Presented Session Will Discuss How Perception Versus Reality Could Influence A Pilot's Weather Related Decision Making.

On Wednesday, December 20, 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, December 21, 2023 01:00 GMT)



**Select Number:** CE03125739

**Description:** Weather-related accidents continue to result in the highest number of General Aviation fatalities each year. In many of these accidents, poor or improper pilot decision-making has been identified as a causal factor.

Pilot perception of weather displays versus reality of the weather plays a vital role in their decision-making processes. Incorrect perception of weather displays could lead to pilots ignoring or misinterpreting external visual cues that require their attention and action to avoid hazardous weather.

The purpose of this session is to discuss how perception versus reality could influence a pilot's weather-related decision-making. We will discuss factors that affect pilot perception, influences of pilot weather perception, review accidents/incidents where the pilot relied on perception versus reality, and review tools available to identify, assess and mitigate risk.

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:

Master Knowledge 1 - 1 Credit

## OPERATIONS

### CREW CHIEF REPORTS

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

No flying today due to inclement weather. The ILN TAF called for a ceiling of 1200 ft and winds from 190 at 15 gusting to 25 at 10:00 EST. Reported conditions at Wright Brothers at the time matched the TAF, and eyeball assessment at the gliderport was "close enough". We didn't get anything out. (And per forecast, things got worse in the early afternoon, as the ceiling lowered and it began raining.)

Approximately half of the crew assisted John Lubon with tasks related to preparing SD for upcoming annual and service next season. The rest of crew performed general clean-up in the clubhouse and patio area, including sweeping and mopping the clubhouse floor.

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

Despite Saturday's rain, the field was solid, and with a ceiling of 2900 AGL and light winds from the west, conditions were flyable, if less than ideal. We operated on Runway 27 with one 2-33 and one towplane. We had 7 flights and closed down operations at 2 pm due to lack of demand.

Several anomalies were noted:

Tow pilot headsets were found (after considerable searching) in the towplane hoppers. Is this a new procedure? (not the place to put headsets, per T Christman). The south door of the glider hangar was locked. Access was gained through the north door. The radios in the crew chief's locker did not appear to be charging. Several were dead or dying.

There were no issues with support equipment.

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

We operated off runway 09 with 12 flights.

33Z could not be flown due to a mag problem found by Don Green. Don called Tim Chrisman and Tim will contact Cubby. At this time, 33Z is red tagged.



2<sup>nd</sup> Sunday 2015

The crew also helped John Lubon and Rolf Hegele to put SD into the trailer. Both of the ASK-21s have now been annualized with CC back in flying service. John did extensive work on both aircraft with paint and gelcoat and subsequent sanding which made significant difference in the smoothness of the corresponding surfaces. Thanks to Brogan for blowing out the glider hangar and a special thanks to

Dick Holzwarth and Bob Anderson for their buffing and oiling efforts.

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

Rain and low ceilings were the rule of the day. No flight operations.

### ODDS AND ENDS

This is the last edition of the Newsletter with myself as Editor. Steve Statkus will be starting a monthly Newsletter in January. I've had great fun doing this and hope you will continue contributing those articles to Steve that make this a viable method of CCSC communications. I wish I had tracked the following little tidbit when I started this role as there have been many more one-liners that could be added. Send them to Steve at [stevestatkus@gmail.com](mailto:stevestatkus@gmail.com).

### HEARD AT THE FLIGHT LINE

Odds and Ends comments that were heard around the Glider club. If something fits your situation, don't worry, keep quiet, there are others also; And no one will know. In no particular order:

- "I love aviation jokes, but....They always seem to go over people's heads."
- Parasitic Drag: A pilot who bums a ride and complains about the service.
- No-spoiler landings in glass ships are a piece of cake
- Best Soup we ever had
- On an outbound evening Air Lingus flight from Dublin to Boston, the lead flight attendant nervously announced the following in her lovely Irish brogue: "Ladies and Gentlemen, unfortunately, it appears that our catering service has made a terrible mistake. Although we have 103 passengers on board, we only received 40 dinner meals. Anyone who offers to give up their meal so that someone else can eat will receive free and unlimited drinks during the 10-hour flight...."

Her following announcement came about 2 hours later, "\*\*\*We still have 40 dinners available for anyone hungry\*\*"

- Rain at 7, clear by 11
- He won't be on time
- He won't be able to stay up; unless his sister knows how to thermal
- New Jersey is a piece of cake
- They'll never know and never care
- Is that battery box in yet?
- That should be pretty simple
- What's the latest test for that and what was the diagnosis
- The blonde pilot was interviewed after her helicopter crashed...  
Interviewer: "Would you mind telling us what happened before you crashed?"  
Blonde: "I decided to turn off the fan because it was getting really cold.""
- "9 out of 10 doctors recommend United Airlines. One was removed."
- If it's not raining, let's go fly
- Who would have done that without telling us?
- Glide Distance: Half the distance from the airplane to the nearest emergency landing field.
- Raising the tent is a major PIA; and the picnic tables couldn't weigh more if they were made of iron. (*But they will last a lot longer than the old ones, ed*)
- Give'em some steep turns and slack rope
- If a gnat farted, JL would find the lift from it
- Holy s—t! DR just landed out at the horse farm (watching from 2500 feet AGL)
- Nanosecond: Time delay built into the stall warning system.
- Your landing score was 95. It would have been 97 except the Russian judge drank lunch ...

- Oh s—t, I thought I could make it
- What's wrong with taking a tow to 9000 feet AGL
- If I ever want to open another car wash - shoot me
- Watch out for the pine tree

### **Glider Flight**

Oh, I have slipped the surly bonds of rope  
 A few feet from "The Road".  
 I whip the Schweitzer 'round so fast  
 Exceeds the max'mum load.  
 I've slipped, I've stalled, I've spiral dived,  
 Spun past the sixth full turn.  
 "You can't do that!" the new ones say,  
 They've got a lot to learn.  
 I find a thermal, turn in it  
 To try and gain some height.  
 But I must beat the towplane down  
 Or this is my last flight!  
 On 2-20, I fly a crooked base  
 Then crank the plane around.

On 20-2: pass the hangars then I dive straight for the ground!  
 But the best is 9-27 final when I know I should be higher,  
 Put out my hand and touch; The passing telephone wire!

### **FROM THE FIRST SSD NEWSLETTER - NEWSLETTER 53-1 - AUGUST 4, 1953**

**New Record.** Bill Elliot set what is believed to be a new record for the State of Ohio when his TG-3 broke three ropes during tows in one weekend.

John Biernacki failed to match this performance, falling short by two ropes. However, John B. managed to drag the broken rope around the sky for over an hour.

#### **Monthly Verse:**

#### **Dig that Crazy Thermal**

We hit a terrific thermal  
 Way up in the air  
 But when I cut loose  
 It just weren't there

### **BIERNACKI CHECKED HIM OUT - NEWSLETTER 53-5**

A couple of summers back, John Biernacki ("*Ah'll give him a demonstration*") gave an interested spectator a ride in the TG-3. John said the guy seemed to know how to fly pretty well, but was chagrined to find out later the he (*the guest*) was NACA Test Pilot Scott Crossfield.

Scott had been flying the X-1 at that time and has recently become the first to fly at Mach 2. Landing the Douglass Skyrocket without power makes this guy a pretty hot glider pilot, but we'd still like to see him get his Silver 'C' duration in one of those things.

### **THE WAY IT WAS - SSD NEWSLETTER 66-10 - OCTOBER 7, 1966**

#### **SALE OF STOCK IN THE SOARING SOCIETY OF DAYTON, INC.**

In April, 1966, The Soaring Society of Dayton, Inc., changed from a non-profit corporation to a corporation for profit of the State of Ohio, following a unanimous vote of the Board of Directors. There is no change in the name of the corporation.

The new corporation is authorized to issue 1000 shares of Class A voting stock, and 1000 shares of Class B non-voting stock. All shares will have a par value of \$100. The sale of Class A voting stock will be restricted to dues paying life members of SSD, and those who may be elected to life membership in the future. Class B stock will be available for sale to the public. Each share of Class A

voting stock will be entitled to one vote in all business requiring the consideration of the life members, except election to life membership, where each life member will continue to have one vote.

To affect an initial distribution of the current assets of the corporation, and to preserve the current voting status of the life members, each current dues paying life member of SSD will be issued, gratis, one share of Class A voting stock. In addition, 221 shares of Class A stock will be made available to those members who were dues paying life members on April 1, 1966, at a rate of \$50 per share. The number of shares available to each eligible member will be in proportion to the number of years which he has been a life member. This stock option will expire on January 1, 1971, at which time, all of the original 221 shares offered under this program which have not been purchased will revert to market value.

The initial gratis issue of stock, and the stock option described above does not apply to those who were not dues paying life members on April 1, 1966. If an in-active life member returns to the organization, and again becomes a dues paying life member for a continuous period of six months, the number of shares of stock which he is entitled to purchase will be computed on the same basis as was used for the current active life members. Any shares made available in these circumstances will be market value Class A shares.

On January 1, of each year, beginning January 1, 1967, each dues paying life member will be entitled to purchase one share of Class A stock, in addition to the number of shares previously authorized. All stock purchases can be made by application to the Secretary, and can be made on a cash basis, by monthly payment, or by such arrangements as may be approved by the Board of Directors.

SSD retains the option to repurchase any shares of Class A stock which may be offered for sale by any stockholder. In any such case, the stockholder should indicate in writing his intention to sell. SSD's option to repurchase expires 60 days after the receipt of such notice. Until all 1000 shares of Class A stock are committed by the procedures outlined above, its sale is restricted by those procedures, and SSD will exchange Class B non-voting stock for any Class A stock which is sold to anyone other than SSD. The Board of Directors will make every effort to negotiate without delay, any Class A stock which must be sold in order to settle an estate.

In order to encourage an initial distribution of Class B stock, all non-life members who were dues paying members on April 1, 1966, will be entitled to purchase one share of Class B stock at a rate of \$50 per share for every year they have been an active member. This option expires on January 1, 1967. All subsequent shares will be sold at market value.

Ownership of stock in SSD does not automatically constitute eligibility to use the facilities of SSD. All persons who regularly participate in SSD activities will be subject to such dues, assessments, and service charges as are established by the Board of Directors.

Election to Honorary Life Membership in SSD does not qualify for the purchase of stock in SSD.

The Board of Directors reserves the option to declare dividends, establish special privileges for stock ownership, or to refrain from any and all such action.

The change in SSD, from a corporation not for profit, to a corporation for profit, and provision for the distribution and sale of stock, has been determined by the Board of Directors to be the most positive steps to further the long range goals, namely to establish our own soaring site, and all appropriate facilities. The advancement of these goals has been in the minds of the Directors more and more each month, and with the recent rapid growth of the organization, their realization becomes an ever greater possibility. The Board of Directors pledge their intentions to continue to operate SSD in a manner which will attract that person who wishes only to participate in soaring, at minimum cost. All proceeds from the sale of stock will be used to improve the equipment and facilities of SSD, with the final goal of the establishment of a country club for soaring which will offer the entire family an enjoyable place to spend their leisure time.

-- The Board of Directors --





**Carraway and Karraker with Scouts**  
The Challenge for our CCSC Future

***HAPPY NEW YEAR***

(Yes. Click on the link)

## 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)



<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 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,  
**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, 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,, 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  
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