



December 5, 2023

UPCOMING EVENTS

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

January 27, 2024: CCSC Annual Dinner Banquet, 6 PM - Engineer's Club, Dayton

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

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

MEETINGS

I just want to make everyone aware that there will be an **Annual Dinner Banquet** to be held on **Saturday, January 27, 2024** at the Engineers Club in Dayton. Exact times and speaker are still to be determined; but save that date on your calendar.



1961 Xmas Party - Neils REstaurant

SAFETY

COLLISION AVOIDANCE WITH WILMINGTON HEAVY TRAFFIC - KEVIN PRICE, SAFETY OFFICER

Andrew Dignan, John Lubon, and I met in person with Columbus (CMH) Air Traffic Control (ATC) regarding our concern about the midair collision risk posed by heavy traffic going into Wilmington. They were receptive to us and both sides learned a good deal about each other's operations and constraints. They are genuinely interested in working with us to mitigate the midair collision risk.

Here are the takeaways:

- 1) CMH ATC will always laterally vector aircraft away from KNOWN traffic to include our gliders.
- 2) CMH will not get a primary radar return from our gliders.
- 3) Gliders squawking 1202 will be identified as gliders on CMH's traffic scope thanks to a recent upgrade to their system.
- 4) CMH requests that we call them prior to commencing our operations AND when our flying is over for the day. Crew Chiefs please call them at 614-338-4092
- 5) I recommend that we install transponders in our 2-33's as soon as practical. Additionally, I recommend that private glider owners do the same. Competition coordinators are encouraged to recommend participants install a transponder prior to flying at CCSC considering the density of traffic in our flying area.
- 6) If you are squawking and have a conflict with heavy traffic going into Wilmington, please provide the date, time, location, altitude and an estimate of separation to me. Also, recommend calling CMH to report the occurrence as they will look into it.
- 7) Periodically give CMH a call on 118.85 and ask if they can identify you via your transponder. (We need to know if our transponders are functioning properly, and periodic communication with CMH will be beneficial as well.)
- 8) For those that organize competitions, please inform CMH weeks in advance and keep them updated.
- 9) Traffic conflicts are more likely when Wilmington is operating off runway 04.
- 10) Be mindful to not fly directly below the flight path of a heavy aircraft. The vortices from them can destroy a glider or tow plane.
- 11) To reduce risk of a midair with all traffic, I recommend that all of our glider and tow pilots consider flying with a portable ADS-B receiver and a program that can display tracks. I use a Sentry and Foreflight and together they work like a champ in providing accurate aural and visual alerts.
- 12) Lastly, visually and continuously CLEAR, CLEAR, CLEAR! Midair collision is our greatest risk for a catastrophic accident.

FAA WEBINARS

"Saturday Morning Coffee And Wings - Soaring"

Topic: So You Are Interested In Pursuing A Glider Rating

On Saturday, December 9, 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: GL15125580

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Steve talks about what is required to obtain a glider rating. He will address student pilot requirements, private pilot requirements both initial and add-on, and commercial pilot requirements, both initial and add-on. Join us and see if glider flying might be your spring flying goal!

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

The sponsor for this seminar is: MN FAASTeam

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

Basic Knowledge 3 - 1 Credit

"Pro Tips for Pilots - The PIC is Responsible for Everything - Including the Aircraft!"

Topic: Professional Mechanics and Pilots will discuss Challenges being discovered in General Aviation.

On Wednesday, December 13, 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 14, 2023 01:00 GMT)

Select Number: GL15125631

Description: Hear from FAA Airworthiness Inspectors on what maintenance functions that you as a certified pilot are allowed to perform and which ones you cannot and should not do. During this roundtable discussion we will have pilots and aircraft mechanics talk about issues that plague our General Aviation industry.

1. We will talk about what you can do to make it safer before that first flight after an Annual Inspection has been performed.

2. We will talk about Human Factors including:

Distractions

Lack of Standard Operational Procedures

Lack of checklists

3. The importance of Teamwork and building your Team will be touched on.

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

FLYING

A TRIBUTE TO THE L-19 (N5074Y) - JACK N. DERRICKSON

I was prompted to research this topic after rediscovering the old L-19 prop on the last 3rd Sunday. I was very shocked by the results of my research and was prompted to write this article about it. Special thanks to Aerial Banners Inc., Michael Hayter, and Christian Maurer.

Our L-19 was an amazing workhorse. A Korean War Veteran, it rolled off the production lines in 1951. After the cessation of hostilities in Korea, 74Y found a new purpose in the civilian sector. It became a proud member of the Soaring Club of Houston, where it continued to demonstrate its flying abilities. The transition from a military role to civilian service showcased the adaptability of the L-19, highlighting its enduring appeal and functionality.



We purchased 74Y from the Soaring Club of Houston in 1989, it allegedly had bullet holes in the fuselage from the war. It served us for a couple of years and towed at over 4 competitions. Sadly, that ended in 1992 when one of the wheel brakes failed and veered into the crow's nest. The insurance company then sold it. It didn't reenter the civilian scene until 1998 when it was registered in Delaware (people used to register planes in Delaware to avoid taxes, the same case was found with another private glider registered to the same address). In the year 2000 74Y was found at Sun N' Fun in Florida, one of the differences was that the checkered tail was repainted.

N5074Y was reregistered as N212KY in 2002 (confirmed with serial number), It went through a string of owners before becoming registered under Aerial Banners INC. in Florida in 2009. 74Y/2KY was one of their primary trainer aircraft and towed smaller banners up and down the coast for a few of years until 2014. 2KY experienced an engine failure over the coast of Miami Beach at 500 ft. The aircraft was put down in the water, the pilot was unharmed. While the cause is unknown because the NTSB didn't investigate the accident, one of the employees at Aerial Banners INC. mentioned that the gas cap might have come off mid-flight. The wings and other parts are still resting in their hanger.

SOARING MILESTONE

As shown in the picture, Adam Neu is with Chuck Lohre after his first solo. His water immersion was postponed until the pond warms up next summer.

Adam is a Junior in high school and is wanting to go to the Air Force Academy when feasible. Sami Rintala was his second instructor recommending him for his solo flight.

Congratulations Adam.



MEMBERSHIP

Welcome our new Youth member to the Club, William Adair.

OPERATIONS

CREW CHIEF REPORTS

4TH SATURDAY REPORT

We had 12 flights. We flew until sunset! Andrew tried to use the 33Z's landing light but it is non-functional. When using it, it flickered and then popped the fuse. The fuse has been left popped.

No other equipment problems.

Thanks to Pete Schradin, Jack Derrickson, Adam Neu, Bret Topham and Michael Hayter for helping with crew duties.

4TH SUNDAY REPORT

We had zero flights due to weather. We worked on CC - preparing it for the annual inspection. (Since completed. Ed.)

1ST SATURDAY REPORT

Flight operations were on runway 27. Overcast conditions and poor soaring conditions resulted in zero flights.

Equipment: Both K-21s are out of service for annual. (CC is back in service. SD has no insurance till 1 March. Ed.). There were only 2 adapter ropes found in the trailer and golf carts. Pens could be used in the trailer. The flight line equipment was left in the back of the Kabota for Sunday's crew.

Tim Christman to let the tow pilots know about an AD on the Pawnee rudder hinges.

After looking at the hinges, we noticed the extra square brackets on the tow release assembly and speculated what it did. Some said, "It is for a bar to lift the tail wheel." Others said, "It is clearly intended to hold the back-up camera!". Some others suggested it was for a smoke generator, or perhaps it was a place to attach a banner. Christian Maurer had the most plausible answer, "It is for a tow rope retractor." My favorite answer is John Armor's "It holds the flare dispenser."

1ST SUNDAY REPORT

Great day at the glider port. Low ceilings and high winds prevented any flying but we accomplished a lot of training. We assembled CC after its annual and we disassembled SD getting it ready for its annual. Merry Christmas to all

ODDS AND ENDS

31 DECEMBER CREW

There is no crew scheduled for 31 December. Volunteers are needed for that day - Weather permitting.

POSSIBLE PAWNEE AD - TIM CHRISTMAN

The club found out about a possible AD on the Pawnee rudder hinges. There have been cases of rudder failure at the top hinge causing the rudder to fold over. It isn't official yet but anyone flying our Pawnees are now required to take an extra good look at the top rudder hinge area at pre-flight and any other time an opportunity presents itself. If anything suspicious is discovered ground the airplane, investigate further, and contact me.

After looking at the hinges, we noticed the extra square brackets on the tow release assembly and speculated what it did. Some said, "It is for a bar to lift the tail wheel." Others said, "It is clearly intended to hold the back-up camera!". Some others suggested it was for a smoke generator, or perhaps it was a place to attach a banner. Christian Maurer had the most plausible answer, "It is for a tow rope retractor." My favorite answer is John Armor's "It holds the flare dispenser."



The AD will be issued in response to rudder post failures in a PA-12 and a PA-14 in Alaska in 2020 and 2021, which caused the rudders to fold over parallel to the horizontal stabilizer. In both cases, the pilots were able to land safely and the FAA determined the cause as fatigue failure.

POSSIBLE EXTENSION OF ASK-21B ASSESSMENT

Considering a probable substantial increase in price for the ASK-21B, the Board voted to put a one year extension of the Assessment on the ballot for the April Annual Meeting on April 6.

2024 BUDGET - CHUCK LOHRE

The 2024 budget is now on the website for member review. It is behind the Members Only firewall.

2024 CALENDARS

The new SSA 2024 Calendars are in and on top of the bookcase. They are \$16 and you just need to sign the sheet as for any other purchase.

2024 FIELD CHECKS

The Board voted to allow Field Checks performed on 30 and 31 December to count towards the 2024 Field Check requirement. Flights should be acknowledged on the date they occur with the instructor's note qualifying them for the 2024 Field Check.

Remember. According to the UOPs, the first flight of the year has to be with an instructor.

It is still recommended that unless the PIC is going to fly during the winter on a regular basis, the Field Check should be delayed until Spring, as it is meant to be a "RUST Remover" for dormant pilots.

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