



**Caesar Creek Soaring Club**

**FREQUENT FLYER**

January 11, 2024

## **UPCOMING EVENTS**

**January 27, 2024: CCSC Annual Dinner Banquet, Time 4:30 PM, Engineers Club of Dayton  
(Note the time change since we're starting early)**

**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**

**April 27 – May 5: Possible Ridge Trip at Lock Haven, PA**

**(Note the date change from previous publication)**

**May 4 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse**

**May 13 and 14 - Practice Days for Sports and Standard Class Nationals**

**May 15 - 24 - Contest, Sports and Standard Class Nationals; Linda Murray, Contest Manager; John Lubon, Contest Director**

## **BANQUET**

The CCSC Annual Dinner Banquet is scheduled for Saturday, 27 January at the Engineers Club of Dayton. The cost will be the same as last year, \$40 per person, which includes some finger food before dinner, dinner, and dessert. The social hour will begin at 4:30 PM. Dinner will start at 5:30 PM with the program immediately following. Jerry Izzo will be our speaker discussing his military career and the 'Black Hawk Down' incident. Coat and tie are encouraged.

## **PHOTO CONTEST**

We have a total of 99 entries in the photo contest and they are being judged now, our judges are Caroline Statkus, Henry Hayter, and John Kondratowicz. We hope to have all 99 in a slide show as the backdrop for the banquet. Winners will be announced at the banquet.

## **FLYING**

### **FIELD CHECK 2024 – JIM GOEBEL**

Remember that the first flight of the year must be with an instructor.

The purpose(s) of the Field Check are as follows:

- Club – To ensure club member licensed pilots and students have adequate flying skills and judgment to continue as PILOT-IN-COMMAND in club gliders at the club's local training airports.
- Pilots – One of many opportunities; primarily, to display adequate airmanship, knowledge and decision making ...in the highest performance glider the pilot is qualified in (perhaps following a winter period of aviation dormancy) ...to a club instructor, to continue as an independent glider pilot-in-command for 2024 at CCSC.

Consider the Field Check as an opportunity to do the following:

- 1. “Knock the dust off” – Take the opportunity to review the glider’s operating handbook, the Federal Aviation Regulations and other academic material. During the flying portion of the field check, choose to fly the most rigorous profile you are capable of, or expand your skill set, with the concurrence and assistance of the safety/instructor pilot.
- 2. Update your FLIGHT REVIEW (required every two years/24 calendar months) by taking an additional two flights with an instructor, AND complying with the required ground training (either oral or via the FAA “Wings” program).
- 3. Fly with the best, most demanding, and safest instructor available on the day of your flight review and show off your skills, knowledge and discipline. And fly to the best, tightest tolerances you are capable of (hopefully matching or exceeding the proficiency levels of your certificate) [See FAR 61.107(b)(6) and 61.127(b)(6) to Practical Test Standards; See below]
- 4. Improve your skills; perhaps work toward an advanced certificate, instructor certificate or begin preparation for cross country flying.

The following show areas that the Field Check could be applied to:

**Practical Test Standards - Areas of Operation:**

- |                                 |                          |
|---------------------------------|--------------------------|
| - Preflight Preparation         | - Performance Speeds     |
| - Preflight Procedures          | - Soaring Techniques     |
| - Airport/Gliderport Operations | - Slow Flight & Stalls   |
| - Launches                      | - Landings               |
| - Emergency Operations          | - Post Flight Procedures |

**Practical Test Standards - (FAA-S-8081-22, FAA-S-8081-23A, FAA-S-8081-8B):**

- |                                          |                                                     |
|------------------------------------------|-----------------------------------------------------|
| - Airspeeds: +/-5                        | - Selects Touchdown Point                           |
| - Airspeeds: Proper (To/In/Fm Thermals)  | - Smoothly Touches Down (within the Landing Area)   |
| - Turns: Smooth AND Coordinated          | - Headings +/-10 degrees AND Coordinated            |
| - Turns: +/-5 degrees of Bank            | - Slow Flight: Fixed and up to 15 degrees (turning) |
| - Steep Turns: 45 (+/-5) degrees of Bank | - Tow: ATTAINS/MAINTAINS correct position           |

**Practical Test Standards - Special Emphasis Areas:**

- |                                            |                                          |
|--------------------------------------------|------------------------------------------|
| 1. positive aircraft control;              | 6. Land and Hold Short Operations;       |
| 2. positive exchange of aircraft controls; | 7. runway incursion avoidance;           |
| 3. stall/spin awareness;                   | 8. ADM and risk management;              |
| 4. collision avoidance;                    | 9. checklist usage;                      |
| 5. wake turbulence avoidance;              | 10. temporary flight restrictions (TFR); |
|                                            | 11. special use airspace (SUA);          |

## SAFETY

### TOWPLANE MAGNETO ISSUES - TIM CHRISTMAN

WE HAVE BEEN VERY FORTUNATE THAT NO ONE HAS GOTTEN HURT. We had a recent issue with two of our towplanes because of magneto problems. What was initially thought to be a broken "P" Lead on 909, was found to be a broken grounding strap from the ignition switch which meant both mags were hot (*all the time, ed*). The next video explains the proper procedure to perform a grounding check.

[Magneto Grounding Check - YouTube](#)

A magneto is a self contained electrical generator. Without any assistance from the battery it produces enough electricity to make the engine run.

[How It Works: Magneto - AOPA](#)

When coupled with a distributor, which directs the electricity to the correct ignition lead going to the

correct spark plug at the right time, we have an engine ignition system. The distributor was invented by Charles Kettering in Deeds Barn about 1910. The actual barn used to reside at the Carillon Museum by the Carillon Bells and may still be there. It was first called the "Spinning Sparker". Every Tuesday the Dayton Engineers Club has a "Barn Gang" lunch with a guest speaker. Several years ago Frank Paynter and I put on a presentation about soaring and CCSC there.

[Delco ignition system - Wikipedia](#)

Every airplane has two magnetos and the associated plugs and wires and they both work at the same time. Although this is mainly a safety redundant thing, there are other advantages of having two spark plugs firing in the same cylinder at the same time. It makes the engine run more efficiently and it helps prevent detonation, which is the knocking older cars made going up a hill.

During a mag check, selecting one mag will ground out the other. The result should be a smooth engine, slight drop in rpm. The drop in rpm is because the engine doesn't run as efficiently on one magneto as compared to both and slows down slightly. If there is a rhythmic "missing" or a general roughness sensation from one or both mags, turn the engine off and investigate further. If there is a large difference in rpm drop between mags, something is not right. If there is no difference in the rpm drop between the two mags, then either one or both mags are staying hot and you have a Hot Prop which is extremely dangerous.

[Preflight Mag Check - YouTube](#)

And if you need to move the propeller, move it **backwards**.

## **FAA WEBINAR**

### **"NAFI - FAA Medical As A Check Ride"**

Topic: Dr. Roxo Will Discuss How Like Checkrides There Are Resources Available To Help A Prepare For An FAA Medical Exam.

On Wednesday, January 17, 2024 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, January 18, 2024 01:00 GMT)

Select Number: CE03126108

Description: A medical is a certificate, just like any pilot certificate. This course will better equip instructors to prepare medical applicants like they would an applicant for any other checkride.

Dr. Roxo will discuss how the MedXPress questions are designed to elicit as complete a history as possible and how, like any checkride, there are both FAA and commercially-produced resources available to help a pilot or would-be pilot prepare.

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

The sponsor for this seminar is: FAASTeam. Wings credits: Master Knowledge 2 - 1 Credit

### **SSA Webinar - Introduction to Cross Country**

Jan 12, 2024, 7PM (MST). Presented by Dave Rolley, Black Forest Soaring Society

This session uses GlidePlan software to illustrate the concepts. Included are an introduction to the Proving Grounds XC program developed by members of the Cu Nim Gliding club (Calgary in Alberta, Canada) as an example training approach, and a discussion of using Condor 2 as a wintertime introduction to the Proving Grounds tasks.

Registration Link; Use your FAA WINGS e-mail for credit.

[https://us06web.zoom.us/webinar/register/WN\\_G9xwAbEHRd-KT5HDqZSjsw](https://us06web.zoom.us/webinar/register/WN_G9xwAbEHRd-KT5HDqZSjsw)

After registering, you will receive a confirmation email containing information about joining the webinar. Space is limited, so register today!

### **"Panel Planning and Wiring"**

Topic: EAA Homebuilders Week

On Monday, January 22, 2024 at 17:30 Central Standard Time (15:30 PST; 16:30 MST; 18:30 EST; 13:30 HST; 14:30 AKST; 16:30 Arizona; 23:30 GMT)

Select Number: GL13125840

Description: This presentation is for builders who want to plan their instrument panel and basic introduction to experimental aircraft wiring. Marc Ausman, author of the Aircraft Wiring Guide, will cover how to start thinking about and planning for your instrument panel and electrical system.

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

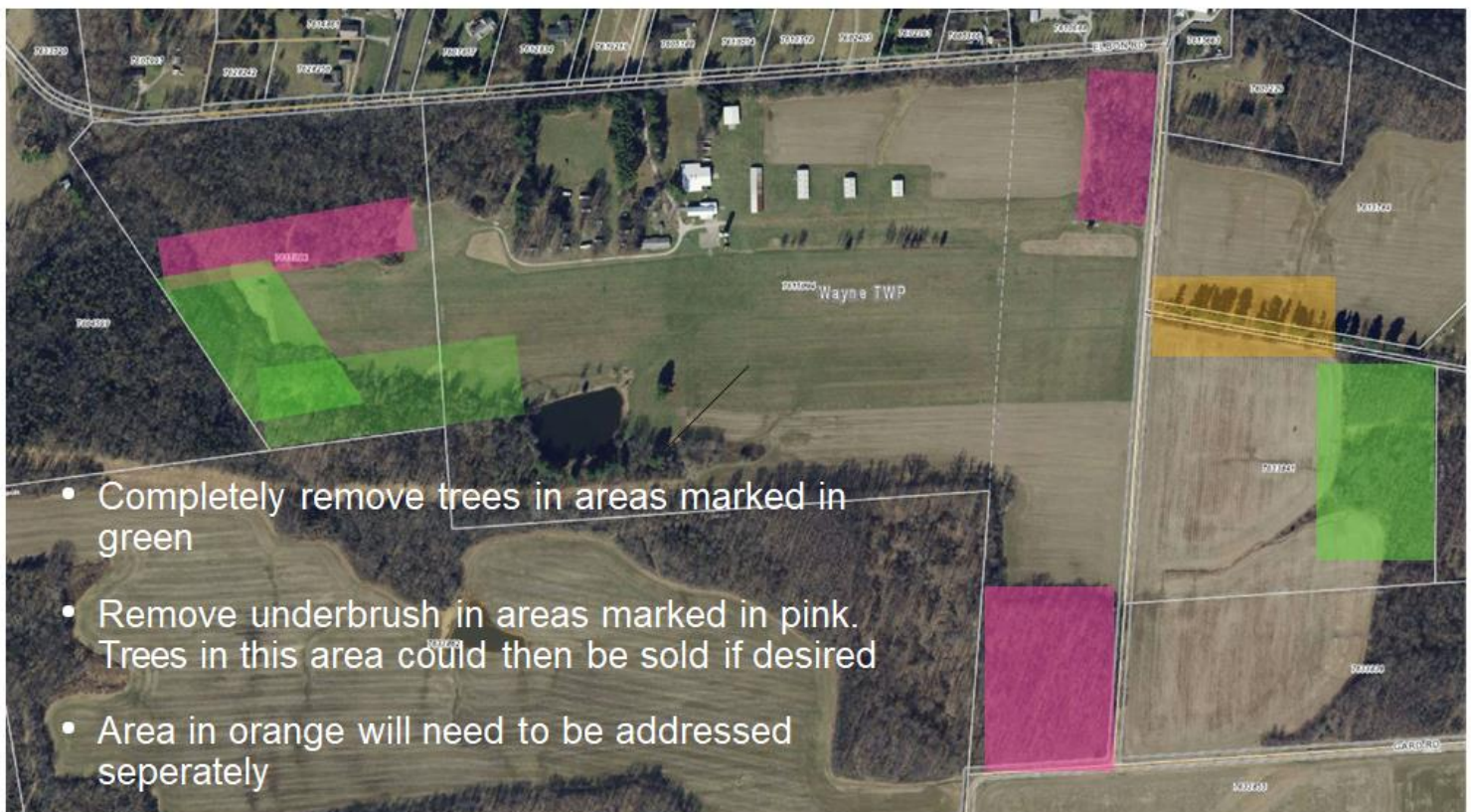
## OPERATIONS

### FECON TREE REMOVAL

Over the last several months, the Board has been in touch with FECON LLC., a leading global manufacturer of heavy-duty site preparation attachments and forestry accessories. They are located in Lebanon, Ohio with over 150,000 square feet of manufacturing and office space. As part of their validation of equipment they trial some of their tree removal equipment in the local area. FECON is able to either remove underbrush or completely remove trees and mulch the trees as part of their process.

Through Matt Guenther, we have arranged for FECON to use some of our property to validate their equipment. This will be done at no cost to CCSC and improve the safety of our flight operations. The picture below shows the areas identified for the various processes.

The Board approved implementing this plan on 1/6/24 with the only cost to CCSC being to have the boundaries accurately marked by a surveyor to ensure we do not cut any neighbor trees.



### CREW CHIEF REPORTS

#### 4<sup>TH</sup> SATURDAY REPORT

No flying, ceiling too low and raining. Took the Grob 102 apart and put it in the shop for its annual. Set up a used but faster/newer computer in office. Jack Derrickson found missing glider manuals. Happy Holidays!



**Taking BG Apart**

#### **4<sup>TH</sup> SUNDAY REPORT**

No flights due to weather.

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

We had 4 (four) flights from Runway 27. We had to wait a while for the ceiling to lift, so the first flight was off about noon. The last flight was at 1345. We flew 221CC and 135.

There were no operations or safety issues.

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

No flights due to snow and low ceiling.

Attempting to climb Elbon road hill was a challenge before the road was serviced. I was sliding backwards at times and

was uncertain if I could make it to the club.

Equipment : The clubhouse door keypad would flash green after the code was entered, but not open. It opened on the 4th attempt.

Food and water was put out for the cat.

#### **1<sup>ST</sup> SUNDAY REPORT**

No flying due to weather. Graduated two folks to be placed on crew.

#### **ODDS AND ENDS**

#### **WINTER GLIDER GROUND SCHOOL - PHILADELPHIA GLIDER COUNCIL**

The Philadelphia Glider Council instructors have been presenting a comprehensive winter glider ground school for the last 26 years. The last three years Covid forced us to go virtual, and we found that to be a mixed blessing. Our members and instructors missed the feedback and interaction of in person lessons, but we were able to open the classes up to pilots from other organizations all over the country. Several other soaring clubs asked their students to attend our classes. Discussions with pilots from different organizations with different backgrounds brought new perspectives and interesting conversations.

This year, we have decided to use a hybrid approach. Our instructors will be teaching from our classroom with a limited number of live students, but we will again open up the classes to anyone else who wants to participate virtually.

Classes are held on five separate Saturday mornings this winter (Jan 27, Feb 3, Feb 10, Feb 17, Mar 9). They start at 9:00 AM and we aim to finish up at 12:30 each day (Eastern Time). They are geared for:

- Student pilots preparing for their first solo?
- Soloed student pilots preparing for their FAA Written Knowledge Test?
- Soloed student pilots preparing for their FAA Practical Flight Test?
- Licensed glider pilots preparing for their upcoming Part 61.56 "Biennial" Flight Review?

- Licensed glider pilots who wants to keep your heads in the game during the winter months?
- Private glider pilots thinking about going for their Commercial Certificate?
- Commercial glider pilots thinking about becoming an Instructor?

Your pilots can participate from the comfort of their own homes via Zoom. They will be able to participate in live discussions. We will be taping all of our presentations, so if they have to miss any of the classes, they can watch the tape at their leisure.

Every participant receives a log book endorsement for ground instruction toward their next rating (Private, Commercial, or Instructor as applicable). We charge a small fee, (\$40 or \$25 for academic students) because our experience has been that people don't value things that are completely free. We use the funds to supplement our instructors Flight Instructor Revalidation Clinics, and our student expenses.

New this year- we have registered our ground school with the FAA WINGS program, and we are able to issue participants three WINGS Knowledge credits when you attend the first three days of our ground school. When you combine these credits with three flight tasks with your favorite instructor you have completed a Phase of the Wings Program, which satisfies the need for an FAA "Biennial" Flight Review.

If you think that this would be a benefit for any of the pilots in your community, I would appreciate it if you would pass this message on to them.

Please see the included link, and ask your pilots to contact me ([Phil.Klauder@Verizon.net](mailto:Phil.Klauder@Verizon.net)) to register for the ground school. Please pass this information on to anyone else you know with an interest in aviation. They do not need to be a member of the club, a glider pilot, or even a pilot. Everyone is welcome.



**Brrrrrr. It's getting cold outside**

## CLASSIFIEDS

### Glasflugel Standard Libelle H201B For Sale - N11RD



Your chance to own a classic glider with 37:1 L/D. Glasflugel Standard Libelle H201 – Serial Number 74 – 1969. Log book records from new – Total airframe time 1570 hours. Last annual September 2023. Great overall condition and finish for its age.

Package includes: Recently rejuvenated Eberle trailer with new tires, Strong parachute, Microair M760 radio, Cambridge L-NAV Glide Computer and GPS Flight Recorder, USB port and mount for alternate glide computer display. Trig Mode-S transponder installed in 2023 is optionally included in the purchase.

Price: \$15k not including Trig transponder, or \$17k with installed Trig transponder.

Contacts: Richard Cedar, 513-891-4636, [rdcmole@aol.com](mailto:rdcmole@aol.com), or Andy Breeze-Stringfellow, 513-290-4531, [andy.breeze.stringfellow@gmail.com](mailto:andy.breeze.stringfellow@gmail.com).



## 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 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:** TBD. **Tow Pilots:** John Armor, **Instructors:** Tom McDonald. **Crew:** Gerry Daugherty, 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.

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

**CC:** Lucy Anne McKosky (cell: 937-216-5754)  
**ACC:** Kate Menchen Kreiner. **Tow Pilots:** Jim Goebel, Gordon Penner, **Instructors:** Greg McDowell, Tom Rudolf. **Crew:** Kevin Cochran, Jack Derrickson, Fred Hawk, Bob Kramer, Mike McKosky, Laurie Penner, 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, Karl Ludolph. **Instructors:** John Kondratowicz, Maia McDaniel. **Crew:** Thatcher Brown, Tim Christman, Dick Eckels, 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, Bret Topham.

### 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:** Steve Statkus,  
stevestatkus@gmail.com

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

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