



CAESAR CREEK SOARING CLUB

FREQUENT FLYER

FEBRUARY 8, 2024

UPCOMING EVENTS:

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

March, date TBD – Pot hole repair (Looking for volunteers.)

April 6, 2024 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC clubhouse

April, date TBD – CCSC work day

April, date TBD – Tow pilot & Flight Instructor annual meeting

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

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

July TBD – Youth Camp

August TBD – Adult Camp

BANQUET:

January 27th the Engineer's Club of Dayton Ohio hosted CCSC's annual banquet and awards ceremony. (Photos can be seen on CCSC's face book page.) It was such a packed house that SSD is investigating changing the venue to WPAFB museum for this year's banquet. A good time was had by all. During Happy Hour the submitted photo contest images were shown on the big screen. Dinner followed. President Andrew emceed the awards ceremony.

The annual Trustee Award went to Bob Miller a well deserved thank you for his continued hard work as our examiner, flight instructor, glider maintenance chief, and avionics department lead. Of note, this photo proves the argument that some hang glider pilots do survive the sport. Both Keith and Bob fall into this category. The club is richer for both.

Christian “Iron A_s” Maurer was hands down tow pilot of the year with 573 tows. John Lubon was the most prolific glider pilot flying out of 20H9 with 63 logged flights, followed closely by Michael Hayter with 59 flights logged.

Instructional flights resulted in a tie for 1st place between Jim Goebel and John Kondratowicz with 143 flight each followed by Sami Rintala with 81. Sami gets the award for longest commute, home (New York city) to CCSC.



Crew of the year was 2nd Sunday with 229 launches led by Lucy Anne McKosky followed by 1st Sunday (Mike Karraker’s crew) 20 launches behind.



The photo contest had four categories and two winners: Rolf for his image of club activities below, and Pete Schradin swept all other categories. Who would have thought a retired carpenter, bee keeper/egg farmer knew anything about photography? Pete's air to air image deserves to be on the cover of Soaring.



After the awards were presented, guest speaker Gerry Izzo, a retired Chief Warrant Officer 4 and a US Army Black Hawk pilot, spoke of his participation in the rescue effort that resulted in the movie *Black Hawk Down*. I'm told by the folks who listened to Gerry that Hollywood did not tell the whole story. This country is so blessed to have patriots like Gerry Izzo standing post and willing to lay his life on the line in an effort to rescue fellow soldiers in peril.

FLYING:

January 16, marks 70 years since THE first flight of a 1-26 prototype, as flown by Paul Schweizer himself, and he was immediately followed with test flights by Emil Lehecka and Clarence See.

"We realized that a lower priced sailplane was desirable but that it would be difficult to make any large reduction in cost over the 1-23 standard, so Ernie came up with a new design that would be suitable for home building from a kit. We reasoned that to be successful, the kit should be able to be completed in less than a year's time, that all parts and material should be supplied, and that critical structure should be factory assembled."

Through the use of questionnaires, we learned that the majority wanted a small, easy to fly sailplane with Gold "C" potential in a kit that cost **\$1000** and as a complete ship at \$1500. We made a lot of design and cost studies and we finally came up with the 1-26. The best we could do in price, however, was a **basic kit for \$1465** and a **complete ship for \$2150**. These prices assumed that we would have good sailplane and steady production. Sufficient interest was shown to warrant going ahead and **building the prototype in the Fall of 1953**. It was completed on **January 16, 1954**, and I had the honor of making the first flight.

The history of the 1-26 from that point is pretty well known. We produced 700 (including 200 kits) of four versions: the 1-26, 1-26B, 1-26D, and 1-26E. Our theory on the kits was correct for every one sold was completed and certified and many were built in less than a year. One-design competitions became popular and started with the first Regatta in 1955. The 1-26 Association was formed and the annual 1-26 Championships has become a very competitive contest.

We decided to stop production of the 1-26 in 1979 at ship 700. The increased cost of production and the reduced number of sales made it uneconomical to continue. Some felt that this would be the end of the 1-26 movement. This was not the case, for the 1-26 continues to offer top competition in an affordable sailplane."

And for the first time in about 15 years CCSC has its own 1-26E to tow out in the early mornings.

The above was provided by past 1-26 President James "Ridge" Moreland.

HERE AND THERE:

The following comes from Rich Carraway:

I have some very good news to report concerning one of our youth members. Viktor McElfresh, from Luxembourg, just received an appointment to the Air Force Academy. You may be familiar with the application process. It can be very arduous and detailed. First, there's the issue of securing a congressional nomination, and once that's achieved, then the application process begins, with a stringent medical evaluation, academic testing and interviewing. Viktor and his family travelled twice to the US to visit the Academy. So, it's quite a process under more normal circumstances, but when you reside outside of the US, it can be very challenging, but he obviously managed it very well.

Viktor and his family visited CCSC in the summer of 2018, and he promptly joined and signed up for Youth Camp (YEW). He has managed to attend every camp since that time.

Following the 2020 camp, he also participated in the Cross Country Camp led by Chuck Lohre and he completed his initial solo, in glider "135". He became somewhat of a celebrity when he appeared on the cover of Soaring Magazine, being doused with a bucket of cold water!

During the 2022 camp, he completed the Private-Glider check ride. He became interested in power flying at Waynesville Airport, and in July 2023, he and his dad, Dave, both earned their Private-single engine certificates with our own Designated Examiner, Bob Miller.

Now for the future: Viktor reports to the Academy on June 26. Presently, he has not selected a major, but most likely it will be in one of the engineering disciplines. He's very intent upon being involved in the Academy glider program as an instructor and possibly a member of the Aerobatic Demo Team. The Academy glider training program is the busiest one on the planet! I recall visiting the Academy a few years ago and observing the glider activity. An aerotow launch would proceed about every two minutes or so, and weather permitting, that activity would be maintained all day. Viktor also hopes to join the Flying Team for powered aircraft, which is involved in various types of competitive flying. Following

graduation, his plan is to attend Undergraduate Pilot Training, and his "dream job" is to be a T-38 Instructor Pilot.

Viktor wants to honor the Youth Camp leadership, notably Steve McManus and Steve Hoffman, as well as the instructors, tow pilots, crew chiefs and ground crewmembers. I've participated in the camp since it began twenty years ago, so I've witnessed several "success stories". It has continued to develop teen-aged student pilots into accomplished aviators and other distinguished professionals. Going forward, we can all hope that it will continue for another twenty years, and beyond.



OPERATIONS

January 2024 is the first time in my memory we had a month with only 1 flight. So, we have eleven months to reach this year's goal of 1,700 glider flights. Last year's total was 1,941 flights (with the 1-26 contest) and in 2022 (a Covid year) the club launched 1,424 flights. So, with the Standard and Sports Class contest in May and some help from global warming, we stand a good chance of exceeding 2023's number and perhaps hit the 2,000 flight number. The graph below is provided for historical purposes.

So, at this time, I'd like to propose we establish a contest to guess the total number of glider flights flown in 2024 for which a properly submitted tow card has been received by the business manager. This contest would end Dec. 31, 2024 and all entries must be submitted by March 15, 2024. To enter, club members (1 entry per member) would submit his/her guess along with \$5.00 by snail mail to me at my home address. I will accumulate the entries, keep track of the entry fees but not post those guesses. The winner will be announced at the 2025 banquet and a check will be presented at that time. Each month, flight totals will be posted in this newsletter. The editor will not participate and will not take bribes, unless they would cover 7 days in Cancun.

Current flights 2024: 9! Let the extrapolation begin!



SSD REPORT

Recall that recently the board investigated the possibility of making CCSC a “public use” airport. Andrew Stringfellow did the detective work and research (FAA requirements) necessary to make the conversion possible. Part of his work revealed the necessity of removing trees to maintain glideslope and visual issues around the field. Eventually the board decided against moving toward public use. But some good work had been done to find a company that manufactures tree removal and grinding equipment looking for a location where they could test their machines. Rolf provided a good summary of the company that plans to do the tree removal work in the January FF. Keep your eyes and ears open when at the club this spring and you might see some interesting machines.

Not included in the **tree removal** effort above, are a number of trees in the camp ground that need attention. This may require trailer temporary relocation. The board has agreed to identify those subject trees. If you have a trailer you might want to pay it a visit with the thought that moving it temporarily might be in your future.

Club spring **work day** planned for mid-April. Jordan Olah is coordinating and working with Jack Derrickson, who is the point man for the **pot hole repair** crew scheduled for mid-March. This may not be a redo of Cool Hand Luke because it’s usually cooler in March and we have front end loaders. Bring your own shovel.

Now that club operations have begun, think **annual glider check rides** that are necessary before operation solo in club ships.

The **Club 1-26** will need to go up to Bob Miller’s hanger near Columbus for avionics work. This should happen mid-Feb. The glider will be on the trailer by 2/9/24 ready for the road. We need a volunteer to drive it up. The right wing is still in work at Cubby’s.

Tow plane 33Z is at Cubby’s for annual to be followed by 48L then 909, followed by 2-33 135, 15H and finally 1-26 548.

Golf cart annual maintenance begins the first crew day in March. The maintenance involves power washing the exterior and engine compartment, followed by an oil change, fuel and air filter replacement as necessary, tire inflation as required. Each crew is asked to provide one or two crew members to assist the effort. Cart #5 is red tagged for excessive oil use. It will need a shop visit and a quote is needed.

The **pole barn roof** needs repainting and possibly some panels replaced. This can has been kicked as far down the road as possible. A team needs to be assembled to work scope the effort and bring the plan to the board for review. Looking for a volunteer to wrestle this tar baby.

Finally, fuel cost has increased to 43 cents per 100 feet.

CREW REPORTS:

1st Sunday January 2024

No flying due to weather. Graduated two folks to crew duty.

Mike Karraker

2nd Sat January 2024

No operations today due to terrible weather.

Dick Holzwarth

2nd Sunday January 2024

The skies were clear and blue, but the single-digit temperatures and brisk winds kept us from flying. We swept the clubhouse and emptied the trash.

Lucy Anne

3RD Sat January 2024

See 3rd Sunday's report.

3rd Sunday January 2024

Hello, given the forecast highs for this weekend, Dan decided to cancel Sunday flight operations.

Unfortunately, you will not receive crew credit if not there, but I'm sure opportunities will come to make up for it. Have a good weekend. Stay warm.

Dan Miner

4th Sat January 2024

See 3rd Sunday's report.

4th Sunday

Ops cancelled by VP Lubon.

1st Sat February 2024

No flight operations due to a soft field, even on the north side. The status of the tow planes was discussed with Tim Christman who called over to Cubby's for an update. 33Z is at Cubby's for annual inspection. 48L and 909 are ok to fly, no known issues. Found a red tag about the magnetos on the tow plane hangar floor and confirmed with Tim that they could be thrown out.
Steve F

1st Sunday February 2024

Good day at glider port. Due to field conditions, I elected to only fly a 2-33 and one tow plane. We operated on 09 utilizing the same runway for takeoffs and landings. We managed 12 flights with no equipment issues and we did sign up one new member. I forgot to get tach time for 48L
Mike K.

TRAINING:

INSTRUCTION ACTIVITY:

Waynesville, Ohio - On Nov. 19, 2023 Adam Neu soloed an SGS 2-33 at Caesar Creek Soaring Club. Chuck Lohre (on rt.) was one of Adam Neu's sign off CFIGs. Adam got his first sign off from Sami Rintala the day before. It was a perfect day to do knowledge testing at the flight line and a beautiful fall twilight solo flight. Adam's a junior in high school and plans to apply to the Air Force Academy. Chuck would like to thank the SSA for the scholarship to become a CFIG. He loves it!



SIMULATOR UPGRADE:

Coming soon will be three screens that will attach to the flight simulator in the club house. Our instructor team has been working with other soaring clubs to replicate a retrofit to the simulator that will increase the realism of the experience and allow the flight instructor to be “in the back seat” so to speak. The screens are on hand and the present challenge is to build the attaching frame. Stay tuned.

NEW FLIGHT INSTRUCTOR:

Chuck Lohre, just back from a 4,000 mile sailing adventure from the Great Lakes to Kotka, Finland received his CFI late last year and is open for business. He’s enthused and looking to be busy this coming soaring season. I know Chuck had more hair before he started this new career path. I believe Chuck put forth more effort studying theories of learning, lesson plan preparation and teaching techniques than I did in a year and a half obtaining my master degree in education at Miami U. Larry Kirkbride is a hard task master, who will not lower his standards.

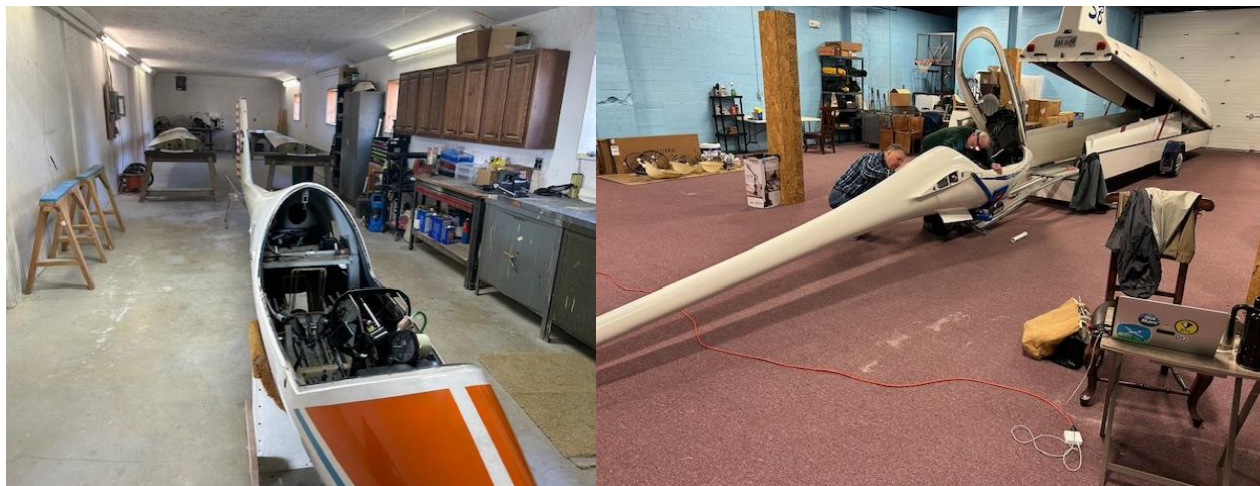
BEHIND THE SCENES:

When the leaves have fallen and the leaf blowers are silent most people start planning for the holidays. Glider pilots are a unique sub set of “most people” and their thoughts about how the holidays should be spent are quite different. It usually begins with a review of the “Punch List” of carry over squawks from the previous year’s flying, followed by the “Wish List” of needed new gadgets. Then a quick look at the credit card balance, check book and it’s off to the races: Cumulus Soaring and Wings & Wheels balance sheets start looking better, not so much the personal credit card balance.

At CCSC the glider maintenance (aka annual inspection) begins late November or early December with the induction of the K-21’s and Grobs. These serial inspections are managed by each glider’s plane captain and are conducted in our heated work shop. A thorough final inspection is conducted by John Murray, who likes a well washed interior and a smooth hard wax finish.

The plane captains always need help during the inspections so volunteers are appreciated. If you like flying a particular glider, find out who the plane captain for that bird is and volunteer. You’ll learn a thing or three. And if the Baby Grob is your cup of tea, you’ll walk away wondering how anybody could have designed the push/pull tube routing under the pilot’s seat. BTW Andrew Dignan is the PC for the BG.

The 2-33’s are inspected at Cubby’s in the spring. If you’re a 2-33 pilot, post solo with an off-field landing at Cubby’s, talk to your instructor and the PC for that 2-33. If everyone’s in agreement, you might get a free “maintenance flight” to or from Cubby’s. Bill Hall is PC on the Pickle and Steve Statkus PC on the Corn Husker and 1-26E.





SAFETY:

January's Report: It's pretty safe standing on the ground watching the pond fill up with rain. With only one flight (yes, it was Rolf demonstrating the skill of German glider pilots to operate in all conditions) in January, we had very little opportunity to be unsafe. Mother Nature's Christmas present to our Safety Officer Kevin Price.

ODDS AND ENDS:

Reading Viktor McElfresh's story got me (the editor) thinking back about 10 years ago to a group of students who were a challenge for this old Crew Chief. Two received academy assignments, one got a Full Air Force ROTC scholarship to Emery Riddle and the fourth joined the Ohio National Guard to become a Blackhawk crew chief and used his GI bill to cover his college expenses. Rich Carraway shared with me a summary of Youth Camp graduates that goes back to the early days. And Rich was keen enough to follow the students' paths as they made their life choices upon leaving CCSC and heading into adulthood. Privacy norms being what they are, I'll summarize the choices and career paths without revealing names.

The summary included 21 youth camp students and we chose eight categories. The categories are below. Most students fit into more than one category.

Currently in college: 3.

College graduate: 12.

Subset of College grad was Aviation major: 3.

CFIG rated:4.

Medical career: 4.

Engineering: 6.

Military academy grad or current student: 4.

Career Military: 5.

Attorney: 1.

The youth camp is a great opportunity for those young people who are interested in aviation and disciplined enough to achieve their goals. The vision and implementation of Steve McManus, Paul McClaskey, Buck Towne, Rich Carraway and many others provided these 21 young people, (about 20 per camp each summer) and those students yet to graduate, a launching pad to an exciting career path. Caesar Creek Soaring is proud of the successes our students have and will achieve going forward.

WEDNESDAY SOUP:

Following Covid, the soup winds seem to have died. We struggled last year and didn't fill the schedule. This year we only had eight volunteers to bring soup and generally had eight or less for our traditional soup lunch. So, without heavenly intervention, this well attended tradition may slip into history. I'm (editor) not willing to throw in the towel just yet, but Wednesday Soup Day appears to be on life support. Personally, I'll miss the opportunity to serve up a big pot of Road Kill Stew to folks that only take your word for what's in the pot. Please consider the value of sharing a bowl of soup next to a warm fire in the company of like-minded club members on Wednesdays in the winter.

PHOTO CONTEST:

Back by popular demand, the 2nd Annual Photo Contest has already begun. Categories are: #1 gliders on the ground & ground to air shots, #2 air to air shots, #3 air to ground shots, and #4 club activities.

In the lessons learned category: keep your cell phone camera handy. You might find yourself sharing a thermal with one of our local Bald Eagles. Air to ground photos really pop early in the morning and at that magic hour just before sun set. If you're sharing a thermal with another glider use your digital zoom feature and make sure the other glider knows you're there and at a safe distance. Do not resubmit photos already submitted, Pete.

Photos should be emailed to me at: stevestatkus@gmail.com. JPEG is fine. I'll populate the categories as photos are submitted and code each photo so that at the end of judging/scoring I can determine who shot the winning image. Probably the same engraved cock-tale glasses will be awarded at the banquet.

HANDING OVER THE CONTROLS:

This is Steve Statkus, your new editor and cub reporter. I want to thank Rolf for the years of dedication to CCSC and setting the standard for the Frequent Flyer newsletter. They are big shoes to fill! But since I wear sandals, that's not a problem for me. Looking forward to keeping you all up to date in club activities.

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 xmr 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 planeform for the sleeves. If you would like your call sign or planeform 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.



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/>

CCSC GROUND CREWS:

1ST 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.

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.

2ND 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.

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, Karl Ludolph. **Instructors:** John Kondratowicz, Maia McDaniel. **Crew:** Thatcher Brown, Tim Christman, Dick Eckels, 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, Bret Topham.

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: Steve Statkus,
stevestatkus@gmail.com

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

Revised 2024/1/7 bas