



CAESAR CREEK SOARING CLUB

FREQUENT FLYER

MARCH 8, 2024

UPCOMING EVENTS:

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

March 16 - Crew chief's meeting 10 AM, clubhouse. (Doughnuts provide by Brian Stoops)

April, date TBD – CCSC work day

April 6 - SSD Board meeting and officer elections, 9 AM

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

April 6 – Tow pilot & Flight Instructor annual meeting, following board 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.

April 20 - Oct: Pot luck dinners resume (Every 3rd Sat) Maury Drummey PIC

July 7-12 – Youth Camp, Steve Hoffman & Henry Hayter PIC's.

August 5-9- Adult Camp, Steve Statkus PIC. Gonna' be fun: bomb drops, spot landing, max altitude,
max distance achieved and longest flight time aloft.

BREAKING NEWS:

It is with great sadness that we share the news that Tom Knauff passed away Wednesday, February 21, 2024 at Mt. Nittany Medical Centre. Tom's contributions to the art of soaring, both locally and internationally, were extraordinary. As co-owner and operator of Ridge Soaring Glider port, he elevated the professionalism and safety of the sport. He set high standards as a flight instructor, authored numerous flight training books, hosted safety seminars, was a Designated Pilot Examiner and was a close friend to CCSC ridge soaring pilots since the opening of Ridge Soaring in 1975. Tom's accomplishments and achievements to soaring were significant, as evidenced by his numerous national and international record flights. His presence in the soaring community will be greatly missed. Tom's passing will be difficult for Doris Grove, his wife and lifelong partner. Respecting her loss with some privacy will be appreciated.

Tom and Doris have been part of the CCSC family since they opened Ridge Soaring in 1975. Every April since then, until they closed up shop, a convoy of long white trailers could be seen heading East towards State College

For those serious ridge soaring pilots, it was a homecoming. For those not so serious ridge soaring pilots, it was an unforgettable experience. The soaring community has lost a great friend, mentor and example of excellence.

Private funeral services will be held at the convenience of the family with a Celebration of Life service at a later date. Funeral arrangements are by the Haky/Georgiana Centre County Funeral Home.

Cards may be sent to:

Doris Grove
1937 Fairwood Lane
State College PA 16803



MORE BREAKING NEWS:

John Antrim passed away March 1 peacefully at Maple Knoll Village. John was a long-time glider club member whose contributions to the safe professional operations at the glider port cannot be overstated. His wry humorous approach to problem solving technical issues was a pleasure to observe. He was a pilot, engineer, aircraft builder, a mentor and a good friend. Visitation is 9:30-10:30, Mon., March 11 at Vorhis & Ryan Funeral Home, 11365 Springfield Pike, Springdale. Mass follows at 11:00 at Our Lady of the Rosary Church, 17 Farragut Rd. Green Hills. Military Honors will take place after mass. Lunch will be served at Shelia (Shay) Conways' home 9174 Ambercreek Dr. Amberly Village. There will be no cemetery service.

At the request of Joanne Antrim, a memorial in John's honor in the form of a park bench will be

Chuck Lohre has agreed to manage the memorial fund and Pete Schraden has agreed to construct the bench. If you're so inclined, please send a donation to CCSC either by check, Pay Pal, or Venmo. Be sure to **note on the transaction that the proceeds go to the John Antrim Memorial Fund.**



SSD BOARD HIGH LIGHTS:

YTD SUMMARY: For the first two months of 2024, CCSC flew 63 flights YTD versus 135 flights last year. A discussion resulted in the idea to add a fly day either before or after a holiday. A decision to do so has not been made but when it is, you'll read it here and see the additional fly days on the calendar.

Following this topic a discussion developed concerning the "Remind app" that appears to be utilized by some members, but not all. Further, this app does not have an owner overseeing its correct use and therefore does not seem to be a vehicle to be used for "off schedule" flight ops. President Andrew has stepped up to analyze the problem and develop a "Plan B."

NEW MEMBERS: Hayder Mahdi and wife, Leza Chapman recently joined CCSC. They are a military family and Hayder has begun taking lessons.

TOW PLANES: 909 and 33Z have completed annual inspection and are available for use. 48L is currently awaiting return of the mags from the repair station and was found to have excessive debris in the gascolater. This issue is concerning and it seems likely the debris may have come from our fuel tank. While the board works this issue, crew chiefs should require a visual check of the golf cart "see thru" fuel filter for contamination. Spare fuel filters can be found in the wooden cabinet in the work shop. Late news from Bob Miller is that the fuel tank filter has not been changed in a number of years and is likely part of the problem which points to the need of having an on-site maintenance chief for facility matters.

SAFETY: Our safety officer Kevin Price reminded the board and operations director Brian Stoops, the importance and ease of phoning COLUMBUS APPROACH (FAA) on 614-338-4092 and report before ops begin, and after ops close down, that gliders without transponders will be operating from sea level to 5K AGL at and around 20H9. The hope being that the controllers will advise the "Big Guys" who are running pre-landing checklists, not looking out the window, that fragile "SLOW MOVERS" might be sharing the airspace. All we can do is hope and keep our eyes out of the cockpit on those days when the thermals are booming. Got me thinking about being in my 1-26 at 5K level with a 767 and evading. It's a split S that I'll be practicing this spring.

GLIDER MAINTENANCE: Grob 103 is next in for annual. The rest of the glass fleet is ready to go while awaiting the arrival of spring. The Schweizers will begin their annuals as soon as 48L leaves Cubby's hanger. Before they go, new seat belts will arrive and need to be installed. Contact Plane Captains Hall and Statkus if you'd like to look at the innards of a welded steel fuselage and learn something about seat belts in the process. The board has a goal to have our fleet complete with transponders and radios. This is a high dollar investment by the board to respond to incursions of our flying area by transports landing at Airborne.

G-102 GOOD DEAL; This year, as in the past several years club members can reserve the Baby Grob for 2-hour flights all flight season for a payment of \$100.00. Tow charges will apply but not glider rental. If no one wants the glider after 2 hours, stay up until sundown and if the thermals are booming climb as high as you can, slow to min sink and await sunrise. (Just kidding on that.)

FACILITY UPDATES: Dead trees in the campground will be marked for removal. If you have a trailer under a dead tree, think about moving it to a safe spot until the tree is removed.

With the spring clean-up on the horizon, it would be a good time to terminate the mold growing experiment some campers seem to be involved with. The club has 250 feet of hose, a pressure

washer and extension cords. Why not be a GOOD CAMPER and spruce up your hideout? Also, Rob Cluxton (past club member) will be attending the Glider Meet 5/13 – 5/24 and is looking to (rent?) a members' trailer while here. If you're interested, call Rob at 513-702-3925.

OLD BUSINESS: The Lockhaven Ridge Run planning is starting to look like it may happen. John Lubon is the PIC working the details. A tow plane will be there 4/27-5/3. In addition to tow charges glider pilots will share the tow plane gas used coming and going. (Tom Knauff's legacy lives on.) Also, Dan Reagan has offered to bring his ASG-32Mi if there is interest. If you're interested in the exciting experience of ridge soaring with an experienced ridge pilot in an amazing glider, give Dan a call.

PRE-FLIGHT CARDS: Are now complete and should be in every glider in the fleet. Please leave the card in the glider after use.

GOLF CART STATUS: All carts are serviceable except #5, "Oil Burner." It's going to see the golf cart doctor soon to determine the cause of excessive oil consumption: rings? (\$200). Scored cylinder wall? (\$1.2 – 1.6K) motor replacement. All carts will need power washing prior to the oil change, air & fuel filter inspection and replacement of the spark plug as required. Pressure washer is in the work shop and the consumables in the wooden locker in the shop. Crew chiefs pay attention; this task has really been your responsibility.

CREW REPORTS:

2nd Sat:

3 flights. We operated with CC and 135, and towplane 33Z After the rain quit, we waited for the ceiling rise. We were finally able to launch a glider at about 1330. The first flight off was able to make it 3000 AGL, but the clouds began returning and the following two flights both got off below 2000 AGL. There were no takers after that, and we put the ships away at 1530.

No ops issues or safety issues. Prior to beginning of operations, we aired up a few golf cart tires, topped them all of with gas, etc. The wind sock at the east end of the field needs to be reattached to the circular frame, possibly replaced. Dick Holzwarth

2nd Sun:

We had an exceptional day at the glider port, especially for February. Temperatures were mild, winds were light and ceilings rose as the day went on. We operated on Runway 09 with one tow plane, 2 2-33's and 1 ASK-21. We launched 26 flights, including one first solo, a BFR, and several field checks. Thanks to Larry Kirkbride and Dieter Schmidt for towing all those flights. Lucy McKosky

3rd Sat: WX CNX

3rd Sun: WX CNX

4th Sat:

No flying, too wet. Buffed the Baby Grob and did accounting work. Chuck Lohre

4th Sun:

3 student flights. Operations launched from the East end of a soft field. No hardware problems. Reported by Brian Stoops.

HERE AND THERE:

I received the following in my email titled "A blast from the past." It was sent by Guy Byers with the question, "how many can you name?" (Answer not found elsewhere.) I studied the photo with a clinical eye and asked myself, "would I climb in the backseat of a glider with one of these characters sitting at the controls? Yea, probably. What could possibly go wrong?"



FEB. FLYING: Wed 2/21 dawned clear, bright, west wind temps in the 50/60 range and a SOUP DAY. Two students, two instructors, a 2-33 and another good CCSC soaring day happened. Rolf provided the Brockley and Cheddar soup. Except, he must have thought he was cooking for the 1st Marine Division because you had to eat two bowls and take a quart home with you, which I did. And it was the best soup this old Marine ever ate in a mess hall. The take home was consumed at brunch Thursday; still good.

2024 TOTAL FLIGHTS LOTTERY: Having received zero queries I will extend the initial sign up period until 3/31. If I don't get ten folks coming forward with an estimate and \$5.00 we'll declare this idea DOA. Take a read of last month's FF for details and some hints.

2024 PHOTO CONTEST: The contest is under way and the first photo received is a beautiful air to air shot. Keep those images coming.

BEHIND THE SCENES:

A while back while indulging one of my many distractions (historically significant experimental aircraft) the name Rudy Optiz kept popping up. I found myself being pulled by that unnatural force back down the rabbit hole. Knowing I was to become totally immersed in this current investigation, I had enough presence of mind to make a full pot of (extra strong) Starbucks Sumatra black coffee. Suitably braced I surrendered to Goggle. The following is a teaser from the rabbit hole.



Soaring Clubhouse

February 16, 2020 · 🌐



WWII Test pilot and glider pilot Rudy Opitz with his Horten IV flying wing sailplane that he flew for a number of years while a member of the Soaring Society of Dayton.

photo courtesy of the National Soaring Museum, Elmira, New York.



Wally Detert was providing line crew service. More on Opitz and the Horten IV as I assemble the history. Stay tuned, but Goggle Rudy Opitz if you dare, to learn of an extrodinay individual accepting the challenges when the world was in chaos.

REMOTE RETRIEVE BEYOND CELL COVERAGE: written by Garret Willat

I landed out in a canyon once, with nobody around and no cell coverage. I could not reach anyone on 123.3. I made a call on 121.5 and quickly had someone respond. We switched to 123.3, and he was happy to relay my coordinates to the contest site where they sent my crew to my location on a very long dirt road. One of those roads that country music songs and horror movies are written from, but it was an uneventful retrieve, so that was a nice change. My next plan was to activate the ELT, then try and communicate on 121.5.

ELT

I have heard the phrase “The [ELT](#) is for the family, for closure,” but it is designed to begin its work after the accident. After the accident, your electrical system might not work. You might be incapacitated and getting a head start on the emergency retrieval. Some have a voice transmit and receive feature, basically giving you a spare radio handheld on 121.5.

SPOT

[SPOT X](#) is designed to be able to communicate with your crew when you do not have cell coverage. We have required it from our pilots flying cross country from here because there are many places where cell service does not work. We started this after a pilot flying from another operation spent the night on the mountain, and nobody had any idea where to start looking. Actually, they didn't realize he was missing until the next day.

If you have tracking, it allows someone to see your last position and then start a search and rescue. The tracking is not perfect; you might be a reasonable distance from the previous mark. But it gets people looking in the right direction. The best part is with glideport.aero; it allows everyone to watch where you are. This is especially important midweek when you call in sick to fly, and all of your flying friends are at work being distracted because they are following your flight.

Before the start of the WGC in Finland, I had planned on flying the Finnish Nationals to prepare. Due to some schedule conflict, I was not able to get there early and arrived off the Ferry at 9 am, on the first day. So, I drove to the airfield, where I was convinced it would be a great idea to race and it was not too late. I am given a USB stick with turnpoints, and someone helps me assemble. I make it into the grid before the last launches and fly the task, at least most of it. The conditions deteriorate, and I land out. I never added an international plan to my cell phone because I was going to get a new SIM card, however, I was too busy flying.

I used my new inReach to send a message to Adam Woolley's email, hoping he would receive it, and not in his spam folder. Many hours later, Adam drives up to my field, and I have never been so happy to see him.

Why do I have both?

An ELT is to help find the wreckage; hopefully, of course, you are still alive. Some have a voice function, and we could even communicate with it if our aircraft radio is no longer working. SPOT is for tracking and communication with my crew if there is no cell coverage. It could be used in an emergency; however, I would need to be conscious to activate it.

The above was written by Garret Willat who holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

This article along with others you will see going forward is made available to CCSC by the generosity of Wings and Wheels. I know most of our membership is aware of this website, but for those “closet lurkers” out there, please take a look at; <https://wingsandwheels.com> if your glider needs some TL.

From The Bolder Soaring Society:

Our Boulder airport is threatened by anti-airport activists who wish to shut it down and replace it with dense urban housing. The City Council will vote on it in the coming months and is being lobbied hard by these activists.

Together with other community leaders at the airport I have organized a counter-petition to stop this. It is at SaveBoulderAirport.com. I am confident that we will prevail but we need all the help we can get.

You could do me a huge favor if you would be so kind to **share our petition with the members of the Ceasar Creek club** and ask them to add their name in a show of support. Any mention in the comments about how Boulder is one of the best soaring places in the US / world would be best and that people have come out / would like to come out to fly from Boulder in the Rocky Mountains in the near future.

Signing the petition takes less than a minute. If folks have questions, there is an extensive FAQ page on the site that should answer them all.

Please also encourage your club members to share it with other soaring friends wherever.

Many thanks for your help!

Clemens Ciapek

SaveBoulderAirport.com

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> and 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 \$9.90.



P2, the ASW 27B in the picture, is now for sale. The glider and trailer are in excellent condition. It has flown a total of 895 hr., including 643 hr. at CCSC. Anybody seriously interested in such a valued glider is welcomed to contact me, Poul D Pedersen, on 513-769-1263



Eckels, John Kondratowicz, Maia McDaniel. **Crew:** Val Boehm, Mike & Nathan Keltos, Josiah Guentter, Brian Stoops.

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

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.

2024 5th WEEKEND CREW DAYS:

Mar 30 – 2nd Sat
Mar 31 – 2nd Sun
Jun 29 – 3rd Sat
Jun 30 – 3rd Sun
Aug 31 – 4th Sat
Sep 29 – 4th Sun
Nov 30- 1st Sat
Dec 29 – 1st Sun

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

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

Revised 2023/11/20 rdh