



## ***CAESAR CREEK SOARING CLUB***

## ***FREQUENT FLYER***

***MAY 11, 2024***

### **UPCOMING EVENTS:**

May 13 and 14 – Practice Days for Sports and Standard Class Nationals

May 18<sup>th</sup> Pot Luck dinner cancelled

May 15 – 24 – Sports class Contest: Linda Murray, Contest Manager; John Lubon Contest Director.

May 18 & 19 – NO CLUB FLYING DURING CONTEST

May 27 - Additional fly day, weather permitting.

June 15<sup>th</sup> - Oct: Pot luck dinners resume (Every 3<sup>rd</sup> Sat) Maury Drummey PIC

July 5 - Possible additional fly day, weather permitting

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

August 5-9 - Adult Camp, Steve Statkus PIC.

Sept. 2 – Additional fly day, weather permitting.

Sept. 17 – Dadalions catered lunch and soaring

Sept. 27-29 – American Scouting Camp & Soaring

CCSC is seeking volunteers to help staff additional scheduled flying days on Monday, May 27<sup>th</sup>; Friday, July 5<sup>th</sup>, and Monday September 2<sup>nd</sup>. Crew chiefs, assistant crew chiefs, tow pilots, instructors, and ground crew are needed. If you can volunteer for a day or partial day, please email Mike Keltos [keltosm@hotmail.com](mailto:keltosm@hotmail.com) and he will put together the rosters with associated shifts. Crew credit will be included for volunteers. As always, members that show up to fly are expected to contribute in some way, whether it may be helping pull aircraft out, retrieving gliders, or assisting with closing up the operation at the end of the day. Many hands make light work!

## **SSD BOARD HIGHLIGHTS:**

### **YTD PARTIAL SUMMARY:**

April Flights: 90 down **-3** - last year's 93.

YTD 243 flights Vs 305 last year **-62**.

Club membership is about 190.

Fuel Index: **DOWN** to 39 cents from 43 cents per 100 feet. I'm saving a \$1.20 climbing my 1-26 to 3K. Life is good! But if I could soar, I'd get off at 2K saving \$3.90. The message being: work the weak lift at every possibility and don't ignore that variometer you're sitting on.

2024 Glider Contest: By the time you read this, contestants will be arriving. The planning continues and volunteers are needed to serve on the launch crew, (contact Rich Holzwarth), tow pilots needed (contact Larry Kirkbride) and help setting up for meals 5/15, 17, 21, and 24. (Contact Linda Murray.) Additional volunteers are needed to operate the scales for weighing gliders and a couple folks to serve as gophers, (contact John Lubon.) 3<sup>rd</sup> Saturday and Sunday crews are expected to help with the contest. No training flights will take place during the contest. Private gliders can fly but the pilots must attend the daily pilot briefing.

TOW PLANES: All three of our tow planes are FMC, (fully mission capable) and Cubby's will be on the field also for the contest. If you're into ballet you should come out and watch a contest launch. It's a thing of beauty and if the launch crew is over 60 you'll get to see it in slow motion.

**GLIDER MAINTENANCE:** The 2-33's will cycle through Cubby's for annuals just as soon as the 1-26 comes out of annual following the repair of the left wing. All three will have new seat belts by month end. Glass ships are FMC except the G102. Our 1-26 is back under the pole barn awaiting paperwork after the annual and weighing. Should be assembled by the weekend.

### **FACILITY UPDATES:**

**AIRFIELD EXPANSION:** As a result of the recent tree removal on the Northwest end of our airfield, additional runway length has developed when launching to the East. Director of Operations Brian Stoops has provided the following.

It was discussed at the Board meeting on Saturday, that with the tree removal process going on around the perimeter of the Runway, it is going to open some more space for parking and placing planes for launch and staging. Mainly at the West end of the runway.

The discussion is that we can move everything back about 30 yards from the current staging position, this includes the tables and trailer. The exact location has not been decided yet, but John Lubon, myself (Brian Stoops), Andrew Stringfellow and Dan Miner scoped things out after the meeting on Saturday and discovered that 30 yards seems to be the right distance. The one issue is that the last 80-100 feet takes a deep dive and it is hard to see the complete runway that far back. Yes, we may have to depart from the shelter, but there is currently some nice shade provided by the remaining trees on the Northside of the runway. We are going to try this out during the upcoming Sports Class Nationals coming the week of May 12<sup>th</sup>. So come down and take a look and myself or John Lubon will try and give a tour or explanation after aircraft are launched. If you have any other questions feel free to contact me, Brian Stoops. This will probably start in June 2024 after the contest and the evaluating the trial basis.

**Pole Barn:** The pole barn is a major part of the success of CCSC over the years. It's an old soldier who has served honorably and well for many years. We've come to ignore it as it ages but take a look next time you drive by and see that, like the old soldier it still serves, but is in need of some R&R.

At a recent board meeting a discussion arose about the topic being "how does the club deal with refurbishment activities" like what happened during the years we had a facilities manager. The conclusion was that the board needed to find a person who would be the focal point (manager) of the specific operation in question and he

would recruit helpers, create a schedule and get the equipment needed to do the job and oversee the job to completion. (Be a Keith Kilpatrick.)

So, to test this theory I've (Steve Statkus) decided to be the "manager" of the pole barn refurb project. We're not rebuilding the bugger just painting 1/2 of the roof. I'll do the logistic work, the most important item is getting a group of CLUB MEMBERS to agree to take part in this experiment. Not the whole experiment, just a couple of hours during the weekend we choose to do the work. We'll need about 16-20 manhours to do the roof. If you're interested in maintaining your reputation in the club, drop me ([stevestatkus@gmail.com](mailto:stevestatkus@gmail.com)) an email volunteering a couple of hours. AND the board has agreed to provide gift certificates to McDonalds or Subway as an incentive. Afternoon cold beer will be provided. I'm told the view from the roof of the pole barn is incredible. Early morning photography of the sunrise during the golden hour would probably be a winner in the annual photo contest. Sunbathing on the roof is available if you come early, clothing optional.

**BG GOOD DEAL:** Twelve club pilots have signed up so the Baby Grob will be getting some air time this season. The pressure is on Andrew to finish the longest annual inspection since the last Spruce Goose annual inspection.

**CAMPER TRAILER MAINTENANCE:** Not happening, but the club has a pressure washer and two hundred feet of water hose. Here's a tip: look at our classifieds and give Jayce Becker a phone call. All you need to bring is the desire to be selected as CCSC's submission as best representation of living the RV LIFE, in the annual RV LIFE contest. The decision will be made June 30 and the award announced and presented at the annual banquet.

#### **CREW REPORTS:**

1<sup>st</sup> Sat May:

No flying due to wet field, low ceiling, and rain.

135 - The rope release cover has a ~1" hole and the metal underneath is bent. Bob Miller looked at it and I believe he suggested Cubby's would be made aware.

The tow planes have orange "scat pipes"? that have holes in them. I believe they are used for carb heat and cabin heat. Bob Miller looked at them and said Cubby's could replace them.

Radio chargers 1-4 were charging radios. There is another charger that does not have a radio in it.

N-E windssock is missing. There were 2 new windssocks in the office.

A gutter downspout farthest from the Office door was backed up. I pulled the downspout off of the plastic pipe and cleaned out some of the pine needles, but I could not get them all, they go pretty deep.

Steve

1<sup>st</sup> Sun:

Great day at CCSC. Had a total of 19 flights of which most were student flights. Signed up one new family member and graduated Will Adeir from the training crew. 48L tach time was 4153.4. No equipment issues and made 7 ropes for the contest.

Mike

2<sup>nd</sup> Sat April:

No operations today due to inclement weather and very wet/soft field.

Dick Holzwarth

2<sup>nd</sup> Sun:

We started flight operations early, before the wind picked up. We managed to get in 5 flights before shutting down operations around 1 pm due to wind conditions.

Golf cart #3 failed due to apparent fuel starvation. The upper vacuum tubing was found to be torn, and the fuel pump diaphragm may also need attention.

The oil, hydraulic fluid, and filters were changed on the Kubota. The refrigerator in the kitchen was cleaned.

Tach times: 909 - 919.7 33Z - 7874.47

Lucy Ann

3<sup>rd</sup>

3<sup>rd</sup> Sat:

Late start due to crew workday but 14 flights occurred.

Maury

3<sup>rd</sup> Sun:

Cold, blustery, overcast day with abundant thermals. Operations were from runway 27.

19 flights including one guest ride and possible new member, Chris Reinhart.

Issues:

1. Golf cart number 3 is acting up. Hard to get rolling, then spratic on the throttle. Plugged fuel line?

2. Both 33Z and 909 were showing carbon monoxide problems on the meters.

33z was showing 25 on climb out.

909 was showing 45 on taxi and a blue light when the button was pushed in, and a reading of 17 when left alone.

3. Later, 33z wouldn't start and had to be towed back to the hanger.

4. 135's rudder has some play in it. It appears to be elongated holes in the attach points. We checked 15H and zero play.

5. One tow rope was retired. It had 2 knots in it that wouldn't come out. One 2-33 adapter was also retired for (old age).

The remaining adapters are looking quite sad. We could certainly use a few new ones. The steel rings are in the blue tool box in the back, left side of the trailer.

Many thanks to Richard Cedar and Andy Swanson for all the help.

Best regards, Dan

4<sup>th</sup> Sat:

No flight ops due to high winds. Crew assembled G103.

Chuck Lohre

4<sup>th</sup> Sun:

No flight ops due to high winds. Crew taped the G103, weighted all gliders except the G102 and 1-26, and changed the seat belts in 15H.

Steve Statkus

**ADDITIONAL FLY DAYS:** CCSC is seeking volunteers to help staff additional scheduled flying days on Monday, May 27th; Friday, July 5th, and Monday September 2nd. Crew chiefs, assistant crew chiefs, tow pilots, instructors, and ground crew are needed. If you can volunteer for a day or partial day, please email Mike Keltos at [keltosm@hotmail.com](mailto:keltosm@hotmail.com) and he will put together the rosters with associated shifts. Crew credit will be included for volunteers. As always, members that show up to fly are expected to contribute in some way, whether it may be helping pull aircraft out, retrieving gliders, or assisting with closing up the operation at the end of the day. Many hands make light work!



**CCSC SPRING CLEAN-UP:** The spring clean-up day was a total success with at least 30 club members showing up for the event. All tasks were completed between 10 and 2 o'clock. Trees were felled and cut up, the club house pressure washed including the patio, chairs, water coolers, tables and golf carts. Branches removed from the campground, mulch added around the club house. A lot of the upkeep of our facility takes place every Wednesday with Dan Reagan spraying Agent Orange and weed wacking everywhere and mowing grass in the campground and around my tie downs. Thanks to all who came out and helped spruce up our facility. There will be a fall clean up date (timing TBD) and it should happen with the same precision as this last one because **Keith Kilpatrick came out of retirement** and agreed to manage these specific efforts; but, volunteering with this club can be a slippery slope.



Jason Olah, Pine Needle Kicker doing his superman pose, and CCSC's own Jiffy Lube.



Eight smart guys, one not so smart.



Otis had the touch, and we had the labor party

**CCSC MEMBER SPOTLIGHT:** **Charlie DeBerry** is a fixture around our club and an aviator who flew behind round engines, four of them for most of his military career. His log book shows 28,000 flight hours with the following ratings: ATP, CFI, CFIG, CFI multi engine and an ATP single engine. Given an opportunity to talk with a guy with this kind of history is not to be missed. Charlie joined our glider club in 1992 earned his CFIG



and began instructing. He's out every Wednesday with Don Green to take two tows in the K-21 keeping his skills up to the point that I quit grading his landing scores. Charlie graduated from Texas A&M (ROTC 1951-54) and went directly into USAF basic pilot training at Bainbridge GA.

His first assignment was at McGuireFB flying C-118 (DC-6) internationally with the Material Air Transport System to the Azores and further East. He also flew Search and Rescue from McGuire until the 1961 Cuban Missile crisis which found him in Berlin training on Pan Am's DC-6's "just in case."



The "just in case" didn't happen, so in 1964 he climbed into the cockpit of a C-130 flying from the US to points East and found his way back to the cockpit of a C-118. He flew air evacuation until 1972 when he took a ground assignment in Viet Nam for several months helping manage the unmanageable evacuation of US and South Vietnamese troops.

Charlie then flew for the Alaska Air Command from 74-76 at which time he transferred to a desk job at WPAFB and began flying weather research C-130's until his retirement in 1983. His airline career began flying Convair 580's for an East coast commuter and in 1985 he switched to Comair until he aged out in 1999 at age 60. He continued to fly the line until age 67: and that explains the single engine ATP. If you see Charlie at the farm, introduce yourself and shake the hand of a man who walked out on the flightline in the early morning and flew heavy metal for over 50 years. Thank you, Charlie for your service, and your 30 years of service to CCSC.

**SAFETY:** This is a true story about flying behind or in front of an internal combustion engine. Does it apply to glider pilots? Did you walk to the club or drive (Tesla owners excluded)? Do you cook or heat with gas? If you answered yes to either it applies to you. – ed

### **Safety Corner – Carbon Monoxide**

**Kevin Price, Caesar Creek Soaring Club Safety Officer**

May 4, 2024

A while back I had a close call with carbon monoxide (CO) on a flight from Chattanooga, Tennessee back to Greene County Airport, Xenia Ohio. In short, a new exhaust pipe we had installed on our airplane snapped at the flange weld. The exhaust pipe remained aligned with the engine cylinder exhaust port and as result there was no noticeable change in sound. Even though our aircraft is a "pusher" with the engine in the rear, a very dangerous CO level of 400 Parts Per Million (PPM) developed and made its way into the cockpit within 10 minutes after takeoff. That level can result in incapacitation in 1 to 2 hours; I was on a planned 2 hour flight. I think the level would have actually increased to much greater than 400 PPM which would have meant I had perhaps only a few minutes of useful consciousness remaining. A fire could also have resulted from the hot exhaust gas leaking into the engine compartment, so the CO alert may have been a blessing in disguise. Here is a picture of the broken exhaust pipe:



Well, the good news is that I was flying with an electronic CO detector -- a Sentry ADSB device paired with ForeFlight. I got an alert of 75 PPM which I at first questioned. How could I have CO in a pusher? I also had a portable Forensics CO detector with me that I had just bought at EAA AirVenture. (More info on that unit at: <https://www.forensicsdetectors.com/products/car-vehicle-aircraft> ).

When I pulled it out, it was in full alert mode...beeping, red light flashing, and showing a CO level of 400 PPM! I knew then I was faced with a very serious emergency. With some difficulty I found a nearby airport and landed uneventfully shortly afterwards (and later in the day develop a bit of a headache).

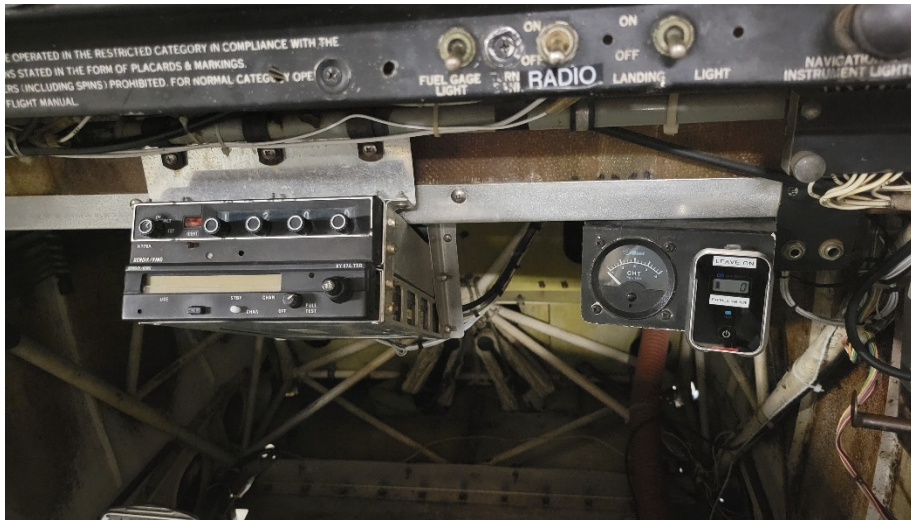
I learned a few things from this:

- 1) ALL aircraft powered by an internal combustion engine are susceptible to CO...even "pushers";
- 2) Aviation risk from CO is not just associated with cockpit heat usage; and
- 3) Fly with a CO detector (or two)...always!

I spoke to the CCSC Board and recommended that for our tow planes we buy the small Forensics CO detector that I credit with helping save my life. They agreed and approved the purchase of them. Here is what they look like:



The detectors are installed with Velcro on 33Z and 909 next to their transponders; 48's detector is installed next to the CHT gauge. Pictures are on the next page.



Some notes on the detector:

- 1) Please **leave it ON** at all times. The batteries will typically last 6-9 months. If you don't see a digital readout, the batteries are dead. Spare batteries are in the wooden cabinet in the tow plane hangar.
- 2) The sensor is very sensitive and some CO can be expected during ground ops and even during tow. (The other day the sensor in the 48L detected 14 PPM from the Kubota when it was brought into the hangar.) As a gauge, new aircraft can be certified with a CO level of 50 PPM per (CFR) 23.831 [3]. If the level goes above 75 PPM and remains there or increases, you'll want to pay attention and see if it diminishes to below 50 PPM in cruise flight. (More details on the levels and effects on the human body are covered below.)
- 3) The audible alert is likely **not** loud enough to be heard in a cockpit environment. If the system alerts, a red light at the bottom of the unit will flash. A digital readout of the current CO level is always present. Recommend keeping the CO detector in your cross check.
- 4) The detectors use a small radioactive element to detect CO. Over time that element will decay and no longer be able to sense CO. Therefore, periodically the detector will need to be replaced. I have labeled each detector with its listed expiration date.



1. Notes on the effects of CO:
2. Our tow plane flights are typically quite short, say about 0.2. Between flights we may shutdown and wait a bit for the next launch. So, even if we had a CO leak, wouldn't the fresh air between flights allow us to fully recover? Short answer: NO!
3. The half-life of CO is about 4 hours and the effects are cumulative. So, if you do 10 flights of 0.2 duration with a CO leak you will have an accumulated exposure of 2 hrs. It will take 4 hours to eliminate ½ the CO accumulated from each exposure, thus your CO level will be accumulating throughout the day.
4. Below is a table showing the effects of various levels of exposure as a function of time:

5.

ppm CO	Time	Exposure or Symptoms
50	8 hr	Maximum exposure allowed by the Occupational Safety and Health Administration over an 8-hour period [4]
200	2-3 hr	Mild headache, nausea, fatigue
400	1-2 hr	Serious headache, life threatening after 3 hr
800	45 min	Dizziness, nausea, unconscious within 2 hr, death within 2-3 hr
1,600	20 min	Headache, dizziness, nausea, death within 1 hr
3,200	5-10 min	Headache, dizziness, nausea, death within 1 hr
6,400	1-2 min	Headache, dizziness, nausea, death within 25-30 min
12,800	1-3 min	Death

DOT/FAA/AR-09/49 Detection and Prevention of Carbon Monoxide Exposure in General Aviation Aircraft

6.

7. In closing, here is a simply amazing survival tale from someone who experienced the cumulative effects of CO exposure, passed out, crashed, and lived to tell about it:
8. Story – <https://midwestflyer.com/?p=13674>
9. Another story: <https://newsnetwork.mayoclinic.org/discussion/sharing-mayo-clinic-there-isnt-another-place-in-the-world-i-would-rather-crash/#:~:text=Carbon%20monoxide%20poisoning%20led%20to%20a%20plane%20crash,poisoning%2C%20thinks%20in%20part%20to%20hyperbaric%20oxygen%20therapy>
10. Pictures: - <https://www.aopa.org/training-and-safety/online-learning/real-pilot-stories/dan-bass-accident-photos>
11. Podcast: Episode 13 (you may have to manually find and select this podcast) - <https://cms.megaphone.fm/channel/AOPA1855704656?selected=AOPA8269340202>

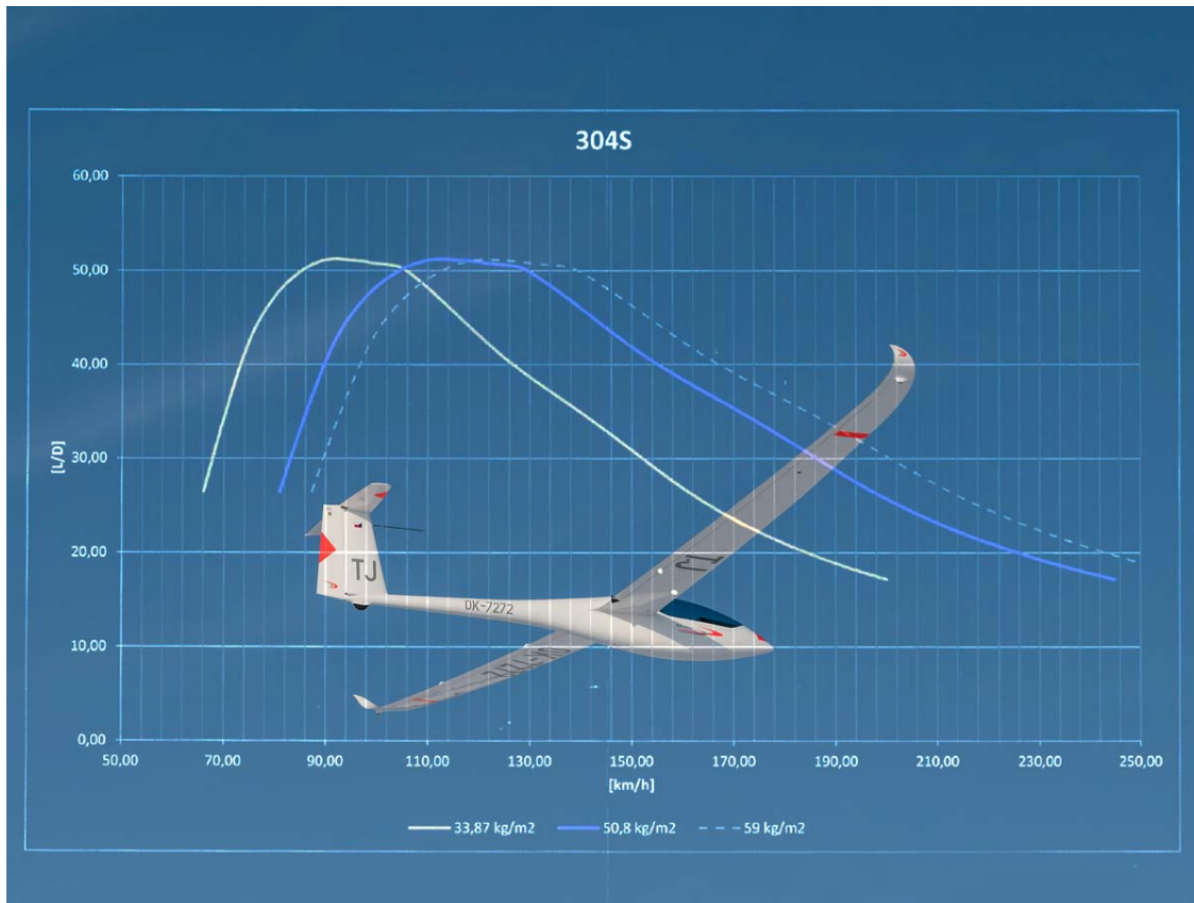
**BEHIND THE SCENES:** The Mighty 4<sup>th</sup> Sun. chose to save the putting green smoothness of our airstrip and chose instead to weigh our gliders. It's a good thing to weigh your glider from time to time as the total weight has a tendency to mysteriously increase over the years. The reason for this weight increase remains a mystery. We borrowed the scales from the SSA which provided them to CCSC for the upcoming contest.



Glider weighing specialists at work.

HERE AND THERE:

## Wing Loading Explained





Wing loading is a critical concept in gliding, as it significantly impacts the glider's polar, handling, and overall performance. Wing loading quickly changes when adding a passenger to that second seat or loading up water ballast before the flight. By understanding the relationship between wing loading and the glider's polar, pilots can optimize their flights and achieve the best cross-country performance, usually measured in km/hr. Whether flying in strong or weak lift conditions, wing loading is an essential tool for glider pilots to have knowledge of, learn from, and master. I have almost 4000 hours gliding now, and I'm still trying to master its use!

How does it play a crucial role in the performance and efficiency of gliders? It is a measure of the weight of the glider divided by its wing surface area, and it has a significant impact on the glider's sink rate reference to its polar curve, that and its (or our) ability to climb! In this article, we will explore the concept of wing loading, its effects on the glider's polar, and why glider pilots use it to optimize their flights.

### **Definition of Wing Loading**

Wing loading is defined as the ratio of the glider's weight ( $W$ ) to its wing surface area ( $A$ ). It is typically expressed in units of kilograms per square meter ( $\text{kg}/\text{m}^2$ ) or pounds per square foot ( $\text{lb}/\text{ft}^2$ ). A higher wing loading indicates a heavier glider with a small wing area (incredibly, the latest Alexander Schleicher AS35 goes to  $62 \text{ kg}/\text{m}^2$  or  $12.7 \text{ lb}/\text{ft}^2$ ), while a lower wing loading (like a training glider,  $25 \text{ kg}/\text{m}^2$  or  $5.1 \text{ lb}/\text{ft}^2$ ) indicates a lighter glider with a larger wing area.

### **Wing Loading and the Glider's Polar**

The glider's polar is a graphical representation of its descent rates at various speeds. It is a critical tool for glider pilots, as it helps us understand the glider's performance and make informed decisions about our flight. Wing loading has a significant impact on the glider's polar curve, referring to the speed at which we fly and also to our ability to find thermals and then climb in them.

A glider with a high wing loading will have a slower climb rate, while a glider with a low wing loading will have a faster climb rate. This is because a glider with a high wing loading has a smaller lifting surface area, which requires a higher speed to generate the same amount of lift, not to mention the wider turn radius which may in fact be keeping you out of the core of the thermal as a result.

This is where the fun of balancing the optimum wing loading comes in. If you are heavy, then you can cruise faster with the same sink rate of a lower wing loading glider, but... if you can't find a thermal or struggle to fit inside it, then the lighter glider will cruise straight past you because they are still able to climb, to be able to progress forward.

### **Why Do Glider Pilots Use Wing Loading?**

Glider pilots use wing loading to optimize their flights and achieve the best possible cross-country performance, usually measured in speed across the ground over a pre-set course. In fact, there is little need for a higher wing loading glider if you don't intend to fly cross-country. By understanding the relationship between wing loading and the glider's polar, pilots can adjust their flying techniques to suit the conditions. For example, in strong lift conditions, a pilot can choose to fly with a higher wing loading to take advantage of the easy-to-find lift with

large thermal cores; or, in weak lift conditions, a pilot may choose to fly with a lower wing loading to maximize their chances to find thermals, stay aloft longer & progress further forward towards home.

Additionally, the wing loading range is an important consideration when buying a glider for a particular purpose or region. Fly in strong South African conditions or for high-speed record regions, you'll want the Jonker Sailplanes JS3; fly in weaker & average areas, or in competitions which have a wide range of conditions, you'll want the Ventus 3.

In my next article on wing loading, I hope to talk about all things regarding launching considerations, communications on the ground, risks, aborted take-offs & the effect on landing ground roll with water ballast; stay tuned and...

This from Wings and wheels.

#### **NOTES OF INTEREST:**

**CCSC EXPENSIVES:** If you have expenses that need reimbursement, please give them to Jon Stewart to enter into Quickbook and then I'll pay them. You can leave them on the office desk or put them in the IN BOX in the office locater in the glider hanger for John. If you give them to me (Chuck), that's where I'll put them. Thanks. Treasurer, Chuck Lohre

**2024 PHOTO CONTEST:** Send your photos to me, [stevestatkus@gmail.com](mailto:stevestatkus@gmail.com). I know everyone has a cell phone/camera so make a new year's resolution that every time you visit the club you take at least one photo and email it to me. Not a big deal. Hint, macro (serious up close) photos speak for themselves. FYI, beehives.

**THE INCREDIBLE VOYAGE:** Our club is blessed to have incredible members with various interests, hobbies, and skills. This past year, one member cast off the mooring lines on board a 28-foot sloop and pointed the bow East. To see/hear some of the details on the voyage click on the following link:

<https://www.youtube.com/watch?v=P57RpBfi4HQ&t=7s>

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

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 xtrn 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 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 \$9.90.





**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:

### 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

### 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.

### 2024 5th WEEKEND CREW DAYS:

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

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