



**Caesar Creek Soaring Club**

**FREQUENT FLYER**

January 21, 2025

### **UPCOMING EVENTS**

January 25 - Crew Chiefs Meeting, 11 AM, CCSC Clubhouse

February - CCSC Annual Banquet, Date and Location are both TBD

February 1 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

March 1 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

April 5 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

April 5 - Instructors Meeting, ~12:00 Noon, CCSC Clubhouse

### **2025 FIELD CHECKS**

**DON'T FORGET THAT THE FIRST FLIGHT OF THE YEAR MUST BE WITH AN INSTRUCTOR WITH A LOGBOOK ENTRY**

### **CONDOR SIMULATOR UPDATE WITH WRAP AROUND SCREENS**

Over this past weekend (1/11/2025) Chuck Lohre, the ever present and helpful youth member Jack Derrickson, and I upgraded the Condor Flight Simulator Station. We are now running the latest version of Condor (3). And the biggest change? We now have a three monitor wrap around system as seen in the picture near the end of the article.

The monitor stand is built out of 1.5" x 3" T-Slot aluminum and is very sturdy. The side screens can actually swivel back and forth, but for now we look to have the optimal angle set (Note: Please do not try and adjust this yourself as you can potentially break the screens) . The condor trio (Chuck, Jack, and I) still have a little bit of final adjustment left to solidify the installation. So, for now and really for the future, the screens should stay where they are, and the simulator should only be entered from the right side just like entering a 2-33.

Why the entry on the right side of the sim? Two reasons. First there are controls on the left side, such as the elevator trim lever, that have taken abuse from wayward feet breaking them off because of the big foot lift needed to get over them. Second is that the monitor on the left still needs better attachment to it's mounting post. One last thing. Never use the monitors as a hand grip at any time as you will tear them off their mounts. Some special grips will be put on the top of the right and center monitor posts in the future to make getting in and out easier.

#### **The Custom Stand Build**

Having the initial look of what the stand could look like from a SSA article last year, Chuck and I visited a friend that builds with T-slot aluminum extrusion all the time. If you have never used the stuff

there is a learning curve. Our friend Daren got us through this with a lot of help. Daren turned what would have been a three day project into a few hours and also came up with some ingenious solutions for display mounts and adding the swivel sides. It was a "here, hold my beer session" that actually turned out a better solution than the original.

As an aside, Daren is working with his son to restore a 1950 Super Hotshot Crosley. Their website is here: <https://www.crosleychallenge.com/> if you want to look at their progress. In the background you will see a very special S-10 pickup truck. It is one of the few remaining examples of an S-10 EV by Chevrolet. You can read about that vehicle's history: [https://en.wikipedia.org/wiki/Chevrolet\\_S-10\\_EV](https://en.wikipedia.org/wiki/Chevrolet_S-10_EV)

### **Installation at the Club House**

It always takes longer than one thinks, but with around two hours of work we had the new mounting stand and three displays in place. With new display cords in place, and the needed software and driver updates, Chuck, Jack and I took turns testing things out. We all very much liked the result.

### **First Impressions**

For me, after flying with Condor for the past 4 years, I can say the updated wrap around display vastly improves the use of the simulator for any kind of flying in Condor. You have a very improved situational awareness of where you are at that was not present before. The programmers at Condor have done a great job of setting up the program to work with three screens giving a new sense of reality that was not there before. When flying the downwind leg to landing, the feeling is so much more natural as you turn your head and check both wings for air-brake deployment symmetry observation, and when doing your turns. Though the virtual headsets worked well for a quite a few people, and are still available for use, I also would tend to get motion sickness after about 5 to 10-minutes of use. With the wrap around displays, while making turns, my eyes-brain interface was actually giving me sensory signals that I was turning. The sensation was there but not so overwhelming as to cause motion sickness. Again, to me, there was no comparison of how much better the experience in using the sim was using the wrap around screens.



Chuck and Jack testing out the new three display wrap-around Condor system. Photo by A. Dignan.

## **Conclusion**

The system will be fully setup by the 18th of January. Chuck and I left Jack to finish dialing in the Condor settings and re-adding aircraft we purchased before for Condor 2 (thanks again Jack!).

Tom McDonald will be working with each crew and their flight instructor(s) on the use and tasks/training that can be done with the simulator. This should greatly improve our flight training and non-flying weather currency. Crew chiefs, look for Tom to reach out to you in the not to distant future with updates. If you need some help with the system and Jack is not around, you can reach out to me, Tom, Chuck, or (I have not asked him yet but he has very extensive understanding of the Condor system) Daniel Sazhin.

I know I will be using this setup much more than I have in the past. We hope all club members take advantage of the sim to brush up on rusty skills with an instructor, and to gain new skills for your bag of tricks for safer flying along the way.

## **ODDS AND ENDS**

### **BOB ROOT MEMORIAL**

A virtual Memorial for Bob Root has been prepared at <https://www.mykeeper.com/RobertRoot2>. This is in lieu of a service.

### **GROB 102 PRE PAY**

There will be a Grob 102 Pre-Pay group this coming year. We are planning an early annual and full flying availability for the season. For \$100 you can fly as often as you like for no aircraft use fee (you're still charged for the tow) and up to 2 hours per flight (or longer if no one else is waiting). If you are interested, let Andrew Dignan know. (a@b-n.us)

### **WORKSHOP AVAILABILITY**

Both ASK-21s have been through their Annual process and the Workshop is currently housing the Grob-102 for its annual. Dick Holzwarth is coordinating Workshop schedules for when the G102 leaves the shop in another week. Contact Dick if you want to use the workshop for a few days.

### **WANTED - NEWSLETTER EDITOR**

The time has come again when the Club needs a new Newsletter editor. It's a fun job that keeps you involved in the performance of the club. It does require computer skills to merge documents and inputs provided by others and then sending that document out to our membership. If you're interested, contact Rolf ([n11rdbird@att.net](mailto:n11rdbird@att.net)) for additional details.

### **FACILITY UPGRADES**

FECOM, the company that is testing their tree clearing machines, has continued their underbrush clearing on the east side of the gliderport. They were working on the wooded area at the northwest corner of Elbon and Gard Road, but have moved to the east side of Elbon Road and are trying out a new machine to fell and mulch entire trees.

The board is letting the larger piece of FECOM equipment park on our 'fueling' cement pad. It is the best solution to not block barn/golf cart access and not tear up the grass around the barn which a lot of people seem interested in not happening. John Lubon is going to work with FECOM to find another suitable place some time soonish.

It is a cost benefit thing the machine is where it is. Its location is due to member complaints about access and grass mentioned above. Keep in mind FECOM has done a lot of work and not charged us a dime. The cost would be beyond substantial if we were charged and would frankly break our budget.

For now, just fill up on the East side of the silo like we do when there is a contest and the pad is taken. As tow pilots know, hose has plenty of length to reach planes around that spot and is one of the reasons it is as long as it is.

Thanks for your understanding and cooperation in the time being, Andrew Dignan, SSD President.

## CALENDARS ARE AVAILABLE

We have a limited number of Calendars for sale this year. They are on the display case for \$18.

## YOUTH MEMBER LOOKING FOR HELP

One of our enthusiastic Youth members, Jack Derrickson, is looking for help; either financially or from your background and experience. He has two aircraft renovation projects going on that are in various stages of renovation. If you can help, give him a call at 937-813-5392 or email, [jackderrickson587@gmail.com](mailto:jackderrickson587@gmail.com).

## 2024 CCSC PHOTO CONTEST

This is your last chance for submitting photos taken in 2024 for the photo contest. Remember, there are four categories: club activities; air-to-air; air-to ground; and ground-to-air. Make sure Steve Statkus has your 2024 photos for inclusion in the contest by 15 January 2025. Winners will be announced at the Annual Banquet.

## LETTERS TO THE EDITOR

None received. You can email me confidentially at [N11rdbird@att.net](mailto:N11rdbird@att.net).

## CREW CHIEF REPORTS

### CREW CHIEFS MEETING - JANUARY 25 - 11 AM - CCSC CLUBHOUSE – DICK HOLZWARTH 2<sup>ND</sup> SATURDAY REPORT

Crew operations were cancelled at Caesar Creek today due to heavy snow and poor travel conditions. (Cancelled crew at 2100 yesterday.)

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

Field conditions and lack of power made flying impossible. The Second Sunday instructors, led by Jim Goebel, provided ground school, covering the new Glider Flying Handbook, prelaunch and landing checklists, winter flying, and getting the most out of your day at the gliderport. The instructors shared best practices and discussed standardization of training.

### 3<sup>RD</sup> SATURDAY REPORT

A very poor weather day at the club, with ceilings as low as 400ft. Obviously no flight operations. Sami Rintala and K12 helped me in ground school training for my CFG, which was very useful. I instructed them on how to start up and use Condor on the new multi-screen set-up

### 3<sup>RD</sup> SUNDAY REPORT

Due to rain today, and the cold temperatures tomorrow, operations for 3<sup>rd</sup> Sunday are cancelled. (*What, using the same excuse? No originality. Ed.*)

## SAFETY

### FAA SAFETY

#### "Power Hour Lesson - w/CFI Bootcamp (Self Assessment) - All Pilots Welcome"

Topic: Are You An Accident Waiting To Happen? - The Walking Dead

On Saturday, January 25, 2025 at 12:00 EST

**Select Number:** WP07134333

**Description:** Have you ever looked closely at yourself, your piloting knowledge, and your skills? Would you recognize if you have any dangerous attitudes? How well do you know your aircraft? How proficient are you? Do you often take unnecessary risks?

Join us for this 1 hour presentation followed by 1 hour open mic discussion as Mike helps you take a closer examination into ourselves and see if we are an accident waiting to happen. This may save your life.

Open to all pilots. Valuable insights for both instructors, pilots, and students in training.

Specialized subjects tailored for flight instructors, covering instructional techniques, communication skills, flight planning, safety protocols, and teaching methodologies.

Free Live Events On Pilot Training, with an emphasis on safety.

CFI Centered Discussion with Valuable Tips for All Pilots, from CFI Bootcamp

Join a Community of Weekly Listeners and Gain Insight from the industry leaders.

WINGS credit instructions will be provided at the end of the presentation

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: Advanced Knowledge 1 - 1 Credit

### **"Saturday Morning Coffee and Wings - Crack Open The Six Pack"**

Topic: Primary Flight Instruments Theory And Operation

On Saturday, February 1, 2025 at 09:00 Central Standard Time 10:00 EST

**Select Number:** GL15134468

**Description:** Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Andy talks with us on the theory and operation of traditional pitot-static and gyroscopic flight instruments (6 pack) with actual flight instruments that have their covers removed. We will also have a compass and horizontal situation indicator (HSI) to study. This seminar is particularly well-suited for CFI's / CFII's, A&Ps, those in training to be instructors, or any student or pilot that is just plain curious!

Aviation safety will be discussed, and is central to the content of this presentation.

Many of our sessions are recorded and can be viewed on our YouTube channel, Saturday Morning Coffee and WINGS. Credit is not available if viewing the recording. Here is a link:

[Saturday Morning Coffee and WINGS YouTube channel](#)

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

The sponsor for this seminar is: **MN FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1 Credit

### **SSA CFI-G GROUND SCHOOL ZOOM MEETINGS**

As promised at the SSA convention, Ron Ridenour is announcing the SSA CFI-G Ground school, Here is a schedule of the first 4 zoom meetings that any prospective glider flight instructor can attend to help them prepare for their CFI-G rating.

The reference handbook is the Aviation Instructor's Handbook (FAA-H-8083-9B). A .pdf copy is available for free on line at the FAA.gov site or you can buy a paperback copy at My Pilot Store for \$16.95 or Sporty's Pilot Shop for \$19.95. This reference is useful when preparing for the FOI knowledge exam and also Area of Operation I: Fundamentals of Instructing when taking the Flight Instructor Practical Test. This is the handbook we will be using during the initial 4 Zoom call lessons. Go to FAA.gov>Regulations>Handbooks and Manuals>Aviation Handbooks and Manuals. You can then scroll to the Handbook that you want.

Link: [https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation)

Additionally , there is a new Glider Flying Handbook (FAA-H-8083-13B) that the FAA published in December 2024. It is also available as a .pdf on the FAA website. So far it has not been published in paperback.

Here is the Schedule of Lessons. Please read the indicated chapter BEFORE the session to make the lesson more effective.

- Wednesday January 15 Chapter 7 Planning an Instructional Activity
- Wednesday January 29 Chapter 8 Aviation Instructor Responsibilities and Professionalism
- Wednesday February 5 Chapter 9 Techniques of Flight Instruction
- Wednesday February 19 Chapter 10 Teaching Practical Risk Management during Flight Instruction

All classes start at 9PM Eastern time (EST). The session will last about 1 hour 30 minutes.

Zoom Link: <https://us06web.zoom.us/j/81244739164?pwd=UyYYVWJltagfVFG3XlItiyF2VaGSFEy.1>

We will be using the SSA Zoom account. The SSA will send out the link for each meeting. Ron will be hosting the meeting. In order to facilitate questions and answers he will have another instructor monitoring the question box on the site. Otherwise, you can contact him directly at [ronsnimbus3@aol.com](mailto:ronsnimbus3@aol.com) if you have any questions either before or after the meeting. We hope to see you there! Watch for further Zoom call lessons after Ron returns from the Senior Championships in late March. The plan is to conduct more Zoom call lessons in April and May. He will make the PowerPoint presentation available for anyone who is interested.

Enjoy the rest of your week

-Denise Layton [dlayton@ssa.org](mailto:dlayton@ssa.org)

### **SSA CFI-G Ground School Registration**

Aviation Instructor's Handbook (FAA-H-8083-9B)

Chapter 8 Aviation Instructor Responsibilities and Professionalism

Jan 29, 2025, 9PM EST

Registration Link: [https://us06web.zoom.us/webinar/register/WN\\_0UDKc\\_GKT1yWZ8VyRhZNSA](https://us06web.zoom.us/webinar/register/WN_0UDKc_GKT1yWZ8VyRhZNSA)

### **LENTICULARS IN OHIO?**



Photographed by Brian Stoops near Dayton Wright Brothers airport looking south.

## CLASSIFIEDS

### 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

### 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.



# 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 Illec 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

## CCSC GROUND CREWS:

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

**CC:** Steve Fenstermaker (cell: 937-581-7713)  
**ACC:** TBD. **Tow Pilots:** John Armor, CR Gillespie, Kevin Price. **Instructors:** Tom McDonald, Daniel Sazhin. **Crew:** Will Adair, Joe Jaap, Dudley Mead.

### 1<sup>ST</sup> SUNDAY – Training Crew

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Steve Hoffman, Mark Miller, Eran & Rachel Moscona, Andrew 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:** Booker Atkins, Jim Fox, Yuri & Thomas Gavarret, Bill Hall, Kevin Kelly, Adam Neu, Noah Olsen.

### 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:** Jack Derrickson, Fred Hawk, Mike McKosky, Lorrie Penner, Lawsen Simpson, David Wrinkle.

### 3<sup>RD</sup> SATURDAY

**CC:** Andy Breeze Stringfellow (cell: 513-290-4531) **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:** Mike Keltos **Tow Pilots:** Tony Bonser, Karl Ludolph. **Instructors:** John Kondratowicz, Maia McDaniel. **Crew:** Thatcher Brown, Tim Christman, Jacob Dunnohew, Dick Eckels, 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, 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, Bill Miley. **Crew:** Richard Cedar, Rick Ghai, Keith Kilpatrick, Tim & Ian Lynch, Ray Monell, Bill & Lincoln Noe, Dan Reagan, Pete Schradin, Bret Topham.

### 2024 5th WEEKEND CREW DAYS:

Dec 29 – 1st Sun Crew

### 2025 5th WEEKEND CREW DAYS:

Mar 29 – 1st Sat Crew  
Mar 30 – 1st Sun Crew  
May 31 – 2nd Sat Crew  
Jun 29 – 2nd Sun Crew  
Aug 30 – 3rd Sat Crew  
Aug 31 – 3rd Sun Crew  
Nov 29 – 4th Sat Crew  
Nov 30 – 4th Sun Crew

### POINTS OF CONTACT:

**PRESIDENT:** Andrew Dignan

**VP:** John Lubon

**MEMBERSHIP:** Andrew Stringfellow

**SAFETY OFFICER:** Kevin Price

**DIR OF OPS:** Dick Holzwarth

**TREASURER:** Chuck Lohre

**DIR OF FACILITIES:** Keith Kilpatrick\*

**TOWPLANES:** Tim Christman

**GLIDER MAINTENANCE:** Bob Miller

**BUSINESS MANAGER:** Jon Stewart,  
BM@soarccsc.com

**FREQUENT FLYER EDITOR:** Rolf Hegele\*  
n11rdbird@att.net

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

Revised 11/27/2024 rch

\*Temporary