



Caesar Creek Soaring Club

FREQUENT FLYER

January 7, 2025

UPCOMING EVENTS

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

February 1 - 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

HAPPY NEW YEAR - Hope you find that Glider Fuel



2025 FIELD CHECKS - JIM GOEBEL

DON'T FORGET THAT THE FIRST FLIGHT OF THE YEAR MUST BE WITH AN INSTRUCTOR WITH A LOGBOOK ENTRY FOR FIELD CHECK 2025

Purpose(s):

- **Club** – To ensure club member licensed pilots and students have adequate flying skills and judgment to continue as PILOT-IN-COMMAND in club gliders at the club's local training airports.
- **Pilots** – One of many opportunities; primarily, to display adequate airmanship, knowledge and decision making ...in the highest performance glider the pilot is qualified in (perhaps following a winter period of aviation dormancy) ...to a club instructor, to continue as an independent glider pilot-in-command for 2025 at CCSC.

Opportunities:

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

PTS Areas of Operation:

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

PTS Standards (FAA-S-8081-22, FAA-S-8081-23A, FAA-S-8081-8B):

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

PTS Special Emphasis Areas:

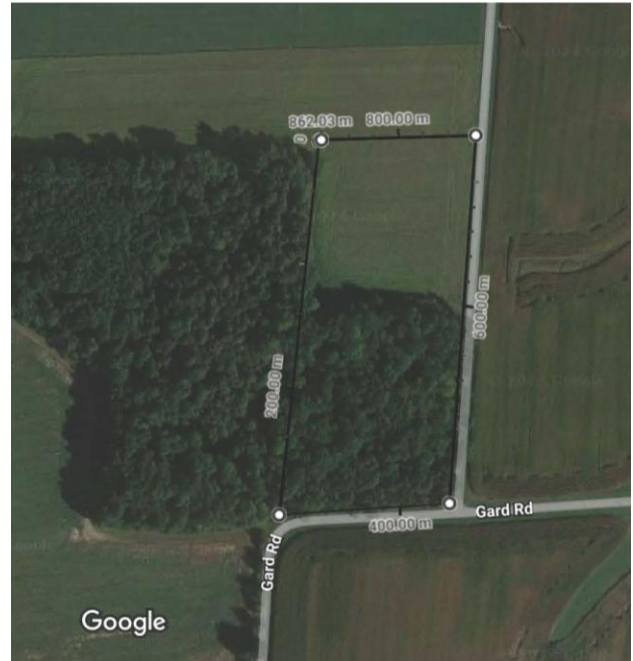
- | | |
|--|--|
| 1. positive aircraft control; | 6. LAHSO; |
| 2. positive exchange of aircraft controls; | 7. runway incursion avoidance; |
| 3. stall/spin awareness; | 8. ADM and risk management; |
| 4. collision avoidance; | 9. checklist usage; |
| 5. wake turbulence avoidance; | 10. temporary flight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

FROM YOUR SSD BOARD - 2025 BUDGET

In order to have a "neutral budget" or equal income/outflow for 2025 and beyond, the 'Schedule of Fees and Dues' for the Club are having to be increased. These increases were approved by the Board and the changes were reflected in your January billing. It was also noted that any flying in December picked up the new rates. For those with flights last month, a new Statement will be issued reflecting the flying with last year's rates.

As previously stated, the Board is also considering other options to relieve the current budget constraints. One item discussed at the meeting would be to sell an approximately 9.7 acre parcel of land that abuts the corner of Elbon and Gard roads. The Board approved an expenditure of up to \$1000 for a surveyor to document the lot and Rolf Hegele and John Lubon to document the requirements to have that parcel rezoned and presented to the Warren County Regional Planning Commission.

It is anticipated that any sale would be used to reduce the current mortgage payment for the land we purchased across Elbon Rd. In turn, this would allow us to start replenishing the savings so we could cover any unanticipated expenses.



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)

PARACHUTE PACKING

You will notice that the ad by Jonny for Parachute Packing has been removed. Jonny is not packing chutes at this time but his brother is continuing this service and the drop off location is now the 'Church Pews' over at Red Stewart Airfield.

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 your interested, contact Rolf (n11rdbird@att.net) for additional details.

FACILITY UPGRADES

FECON, 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 FECON 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 FECON 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 FECON 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.



Also, we need to thank Nicole Derrickson for taking on the job of repainting the kitchen and bathrooms. The kitchen and men's bathroom are done. The countertop even has a new surface and she' going to attack the women's bathroom next. Thanks Nicole.

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.

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.

CREW CHIEF REPORTS

CREW CHIEFS MEETING - JANUARY 25 - 11 AM - CCSC CLUBHOUSE – DICK HOLZWARTH

Our 2025 Crew Chiefs meeting is still scheduled for Saturday, 25 January 2025. To the largest extent possible, I would like to hold this meeting in the clubhouse, but I will try to set something up with Zoom as a backup for those who cannot attend.

I would like to hold the meeting in person, because I would prefer to conduct it as a discussion of our operations, with a focus on what we can do to improve safety and efficiency. I am still working on an agenda.

But I can tell you what I DO NOT want to do. I do not want to go over how we should conduct a day of operations. "Do this, do that, then do the next thing." You all know, and do, your jobs very well. And that is also what the crew chiefs manual is for. I would prefer, instead, to have discussions regarding operational issues. Things we can do better, things you need help with, problems you have.

There were 45 total flights for the month. (As always, this total is from the crew chief reports and

DOES NOT include mid-week operations, if any.) We had five operational days and four days of no operations. Three of the lost days were due to poor weather, the fourth day, which was the Sunday immediately before Christmas, operations were cancelled partly due to weather and partly due to lack of enough crew to operate. I think this points out the need for a substitute for Remind as a means of notifying the club when operations are not being conducted. (*Note: Twilio is being prepared as a replacement for Remind. Ed.*)

The crews that did operate still had some problems with golf cart reliability. During the month, Steve Statkus, Bob Miller, and perhaps a few others replaced batteries in some of the golf carts. Thanks guys. I don't know which specific carts have new batteries at this time. They will continue working the problem.

4TH SATURDAY REPORT

No flying. Low ceilings and no customers. Put the 102 in the shop.

5TH SUNDAY REPORT

No flying except for ducks. Happy New Year

1ST SATURDAY REPORT

The 20 degree F rule was invoked, so no flights The field started very firm, but had softened in some places when I left.

The big landscaping tractor was on the concrete where the tow planes fuel up. I was informed that they can still fuel up, but in a different location, like on the east side of the silo.

The radios and gliders were checked and plugged in as needed. 48L has a rear fuselage cover off and there is a note on the battery. The tow plane heaters were checked to make sure they were heating.

CC - I assisted Rolf in installing a splint on the front seat microphone, so it should stay where it is positioned. A grey painted box was observed behind the rear seat in CC. I was told it contains a manual which is required to be on board. And..., a Bucky's sticker is on CC's nose.

A question came up about possible land outs. Is there a trailer for the G102?

The clubhouse has new paint and counter top finish in the men's room. It looks very nice! Also, it looks like frames for monitors for the simulator are being assembled. That will be a nice upgrade.

1ST SUNDAY REPORT

Due to impending weather conditions, no flying. A new member signed up as a youth membership. Please welcome Spenser Cotton Jr. His application and initial fee is in the office. Dismissed everyone due to snow.

SAFETY

FAA SAFETY

"Saturday Morning Coffee and WINGS - Round And Round And Down We Go"

Topic: Upset Prevention And Recovery Training

On Saturday, January 11, 2025 at 09:00 Central Standard Time (07:00 PST; 08:00 MST; 10:00 EST;)

Select Number:

GL15134373

Description:

Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Brian Lloyd, a CFI specializing in spin and Upset Prevention and Recovery Training (UPRT), discusses how we can better understand how our airplanes work in order to avoid a loss-of-control in-flight (LOC-I) and to recover if the unimaginable happens.

All accident statistics have trended downward over time except one: loss-of-control. UPRT enhances the skills and confidence of pilots in hopes of improving those statistics. Join us and learn techniques you can use in your daily flying to improve your odds of not becoming the latest statistic

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:

Advanced Knowledge 2 - 1 Credit

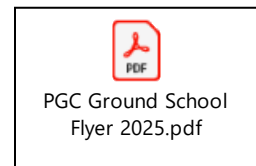
PHILADELPHIA GLIDER COUNCIL GROUND SCHOOL - PHIL KLAUDER

Please let me introduce myself. I am Phil Klauder, and I am the chief flight instructor with the Philadelphia Glider Council.

Here in the northeast, the grass has stopped growing on our runways, so field is wet and muddy. This time of year, we can only fly on mornings when the ground is frozen solid, and only if it isn't covered with snow. So, each winter we teach a glider pilot ground school. We've been teaching our members and those from some local clubs for decades, but when Covid hit, we started teaching the ground school on Zoom. Once things settled down, we went back to the clubhouse, but kept the Zoom option so others could join us from around the country. For the last two years, we have had about 30 students in the classroom, and 75 students on Zoom from all across the US.

We have found that the more the merrier. It is very rewarding to have participants sharing their experiences from different areas and different kinds of operations.

I have attached our two page flyer describing our ground school. I'm writing to you today in hopes that you will pass this flyer onto the pilots who fly with your organization. The SSA gave me your email address because a few of the SSA directors have participated in our course and believe that it would be valuable to the rest of the country.



Please reach out to me if you have any questions.

Thank you very much.

Phil Klauder; phil.klauder@verizon.net; 215-870-5136

IS A GLIDER A TAA - TECHNICALLY ADVANCED AIRCRAFT? - CHUCK LOHRE, CFIG

I'm in the process of attending my online Flight Instructor Revalidation Clinic offered by American Flyer. The first chapter is Navigating in the 21st Century: Pilotage to Global Positioning Systems

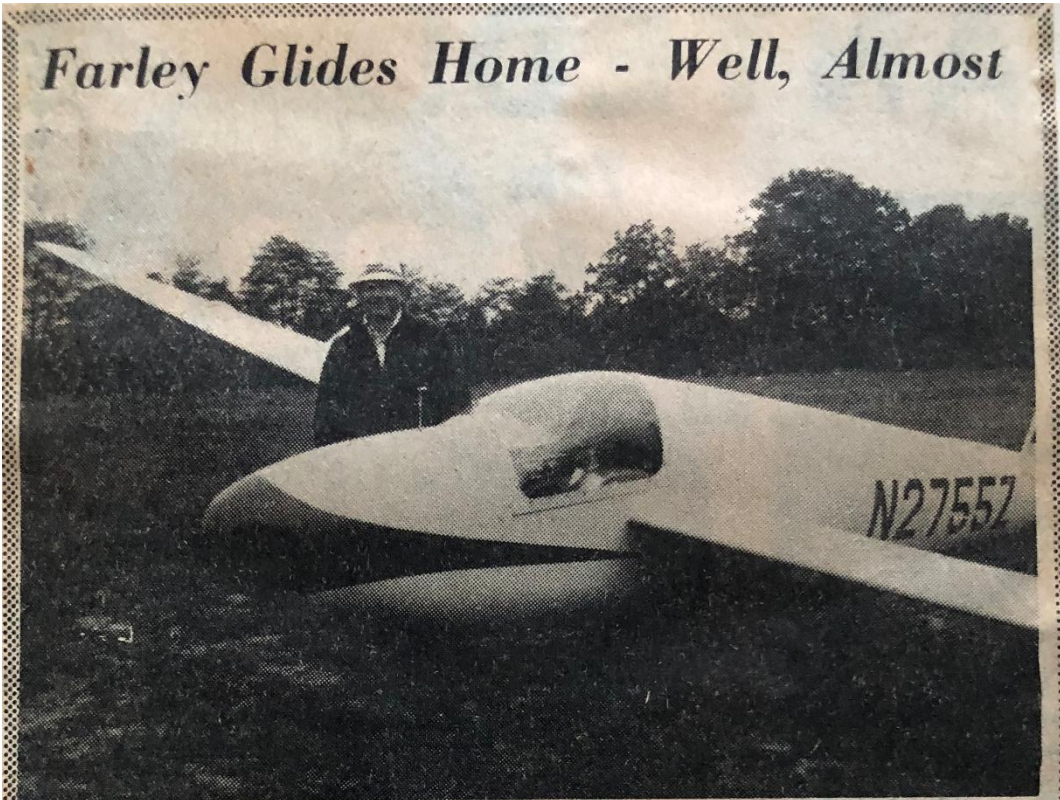
"Technological advancements in aviation are meant to help improve the overall safety of pilots and their passengers. As long as you are doing your part to instruct pilots on the proper use of GPS and automation during flight, technology will fulfill its purpose, and GA pilots will experience a marked increase in safety.

The faster, more complex Technically Advanced Aircraft on the market require special attention when it comes to pilot training. Be sure to brush up on your understanding of system capabilities and limitations before instructing in a glass cockpit. Time proven pilot training techniques of pilotage, dead reckoning, and see and avoid must continue to be taught and practiced in concert with instruction on new technology. Utilize the resources provided by the FAA and aviation industry partners to stay on the cutting edge of constantly evolving technology. Empowering your students with the technological knowledge and proficiency to operate advanced aircraft systems is an important part of building a culture of safety in GA."

At first, I thought this didn't apply to me but as I learned it does apply to gliders when we use flight computers. Accidents have been reduced by TAAs but landing accident percentages have increased because the pilot didn't program his aircraft to have alternate landing airport options pre-programmed into his flight computer. Having to divert from your planned landing airport at the last minute because of IFR conditions is not the time to learn how to quickly program an alternate airport into the computer. Likewise, knowing how to use your flight computer in a glider is important before you take off. One of the most important things to know how to do with a glider flight computer is quickly entering a different airport to glide to. You might think that you only have to program the task into the computer and that's it - but that's not it. Unless you are a famously accomplished racing pilot and

never divert from the beeline of the task, you will want to quickly see if you can make it back to the airport you left or make it to a different airport along the way. Your flight computer might have glide distance amoebas but not all of them do. And what is your height above glide ratio? Do you believe it? Only, a fool would depend on using every foot 20 miles out to get back home. That's not the point. Flying gliders far from home base can be a lot of fun and relaxing, but you must stay far away from the envelope's edges. Take your time, be careful and plan well ahead. So don't be a statistic. Learn how to use your flight computer before you fly and practice changing your mind often, so you are comfortable quickly switching from one goal to another.

THIS IS HOW IT WAS



Farley Glides Home - Well, Almost

John E. Farley of Milford, a member of the Soaring Society of Dayton (SSD) and one of 30 glider pilots who participated in the 26th annual Wright Memorial Glider meet this past weekend, is shown after landing his sailplane on a private airstrip off SR 131 Saturday, only a mile from his home.

The contest, which originated from the SSD field at Waynesville in Brown County, began Saturday with a speed triangle contest. Farley, piloting his Schweitzer 1-23H15 sailplane, was headed for the Clermont County airport, one of the triangle turn points, when the lift faded out. He landed on Brooks Field at 1902 Vera Cruz Pk., owned by Ray and Margot Brooks. Farley and his wife, Leona, live at 1564 Vera Cruz. The Brooks, each hold a private license, are working on an instrument license and own a 150 Cessna.

In the Saturday speed triangle contest only four of the 30 ships participating actually made it back to the field at Waynesville. The others

also made off-field landings and were towed back.

The weather improved and proved much more cooperative for the remaining weekend contests. Sunday the pilots competed in a distance contest and on Monday a 132-mile triangular speed contest was held with the winning speed being 66.6. The longest distance achieved by a pilot in Sunday's distance contest was 288 miles in approximately six hours.

Glider pilots from eight states participated in the weekend meet. Among the guests who flew in Monday to watch the last day of the meet were Mr. and Mrs. Brooks and their two sons, and Bob Merritt, instructor.

5/30/1974

The Milford Advertiser

CLASSIFIEDS

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

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:

1ST 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.

1ST 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.

2ND 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.

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

3RD 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.

3RD 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.

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, 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, 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