



Caesar Creek Soaring Club

FREQUENT FLYER

February 4, 2025

UPCOMING EVENTS

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

March 22 - Annual Banquet, CCSC Hanger, 5 PM. 6 PM Presentation

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

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

April 12 - Spring Cleanup, April 13 Rain Date - CCSC

May 3 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

May 19 – 23 - Cross Country Camp

May 24 – 26 - Wright Memorial Glider Meet, Members and XC Camp Participants Only

May 27 – 30 - Cross Country Camp

July 6- - 11 - YEW Camp, CCSC

!!! TOWPLANE STANDDOWN !!! MODIFIED !!!

Because of severe corrosion being detected in Pawnees in Argentina and Australia, an Airworthiness Directive has been issued in Argentina for immediate inspections. Although the FAA has not stepped in, it is reviewing the matter and it's only a matter of time.

The SSD Board called for stand down from flying our towplanes until we better understand the spar issues and have our towplanes inspected. Therefore, flight operations were cancelled until further notice.

Subsequently, discussions with Cubby indicated that 909 was fully overhauled when it was purchased and there is no recollection of there being extra drill holes or corrosion at that time. Therefore, it was recommended that 909 be placed back into operation while the other towplanes are inspected. 909 would then be completely inspected when it goes through annual in March. 33Z and 48L will be brought back into service after a successful inspection presents no issues.

2025 FIELD CHECKS

DON'T FORGET THAT THE FIRST FLIGHT OF THE YEAR IN A CLUB AIRCRAFT MUST BE WITH AN INSTRUCTOR WITH A LOGBOOK ENTRY. And it must be flown in the highest performing CCSC aircraft in which you are qualified.

ODDS AND ENDS

SPRING CLEANUP

Keith Kilpatrick has scheduled our **Spring Cleanup** for April 12. Bring a pair of work gloves and come see what gifts mother nature has left us this winter.

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.

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.

LETTERS TO THE EDITOR

None received. You can email me confidentially at N11rdbird@att.net.

CREW CHIEF REPORTS

In a nutshell, there were no operations to report on during January. 0 (zero) flights were reported for the month, as no regular crew day provided acceptable flying conditions.

The first weekend was shut down by temperatures lower than our operating limits, low clouds, and high winds. The second weekend saw snowfall sufficient to produce snow cover that remained throughout the month. Crew chiefs on the 3rd and 4th weekends judged that the icy snow covering the runway, winds, and possibly soft turf under the snow cover were not acceptable for operations.

The 2025 annual crew chiefs meeting was held 25 January. A summary of that meeting will be provided to Frequent Flyer for publication.

CREW CHIEFS MEETING – DICK HOLZWARTH

Every spring, the crew chiefs meet to discuss operational issues and consider changes in procedures to improve the safety and efficiency of our operations. This year, we had the meeting on 25 January. All of the current crew chiefs and assistant crew chiefs participated in this meeting, which lasted a little over two hours. The comments are an attempt to summarize the meeting. They cover some

new items for crew attention and describe some emphasis points for crew operations.

Thanks to all the crew chiefs and assistant crew chiefs for their participation in this meeting.

New Item for Crew Chiefs – Please Call Wilmington Tower

Our crew chiefs have been asked to call the Wilmington Tower operations and ask that they place ongoing glider operations in their ATIS announcement. Wilmington Tower: (937) 366-2927

Crew chiefs will continue to contact Columbus Approach Control at the beginning and end of our operations. Columbus Approach Control Desk: (614) 338-4092

New Calendar Year Proficiency Checks

UOP Paragraph 4.2 Requires that members must have a new calendar year flight check with an instructor to act as pilot in command of a club-owned glider. The annual flight is to be completed in the highest performance glider the member is authorized to fly. See prior recent Frequent Flyers for articles about the annual flight check. In the late winter and early spring, members trying to meet this requirement puts an extra demand on our instructors, and slows operations, but it is a requirement that must be met. Crew chiefs and crews are expecting to see a surge in requests for flight checks in the next few weeks, but they have also been cautioned to be diligent about checking to see that such check rides have been performed prior to allowing a member to fly. Please bear with the crews while they work through these requirements.

Use of CCSC Mandatory Preflight Checklist (Blue/Tan Checklist Card)

While we are conducting these spring checkouts is a good time to put additional emphasis on the use of the mandatory CCSC preflight checklists – the two-color, blue and tan card that has both an aircrew and a ground crew component. We have made sure that all of our gliders have the cards. (And they are to stay in the glider, please do not take “personal copies” for your own use.) Crews have been instructed to participate in using the cards, and “participate” means that the pilot is to use the two-color checklist card too. Like the calendar year check flight, the use of the cards is mandatory when acting as pilot in command of a club-owned ship.

Trying to Reduce Towplane Engine Idle Time Before Launches

Reducing operating costs is always important, and that is certainly true this year. A great way to reduce costs is to not have towplanes sitting still with their engines idling, burning gas and using up engine hours to no purpose. Particularly troublesome is a towplane sitting 300 feet ahead of a glider, the rope run fully out, just sitting there and doing nothing but waiting on a go signal.

If the ground crew has not completed their side of the two-color checklist card, then the glider isn't ready to hook up and the towplane doesn't need to be in front of the glider. We're going to try to keep the towplanes off to the side a little longer, and only have them taxi to the front of the glider when it is time to hook up.

The crew chiefs and I do not want to discourage flying gliders in any way. Over the next few months, on some crew days, we may be faced with flying off a soggy field. As a club, if “we” commit to flying gliders in soggy conditions, then “we” commit to cleaning those gliders by the end of the day. And “we” does include YOU. While the crew does have the responsibility to put the gliders away clean, the crew does not have SOLE responsibility for cleaning the gliders. If you helped get it dirty, then you should help clean it. In the past, the chore of cleaning gliders at the end of the day has fallen on crews, and maybe on the last pilot to fly the glider. And it hasn't always been effective in keeping our ships in the condition they should be kept. Crew chiefs are going to be asking members who get gliders muddy to help clean them off again, put them in decent condition for the next flight. If they ask you for help, help.

We're planning to take a similar approach with respect to the condition of our field. When members do significant damage to the turf, deep ruts, etc, by landing or rolling into soft conditions, every effort should be made to repair the damage as soon as practicable. Try to walk the edges of ruts back into the groove if possible. If the repair requires fill for the ruts, inform the crew chief. And then help with repairing the damage.

East End Safety Zone

In past years, when we had a wire fence boundary, painted fence posts marked the north and south boundaries of the "Operating Area". The Operating Area is the area between the glider landing lane to the south, and the takeoff / tow out and north glider landing runway. It also encompasses the area in which we hold gliders, club and private, before takeoff. With those posts gone, we have had a tendency to spread out operations at the east end of the field. We need to remember we want to have a safety zone at the east end, and we need keep that zone empty. That means we need to try to leave a lane along the northmost edge of the field open as an "extra" runway, both for landing gliders and towplanes to the west, and for departing towplanes to the east in the event of a go-around during a downwind landing. We need to keep the private fleet from expanding into that zone, and we need to avoid parking towplanes there. During NORMAL operations, towpilots are asked to park towplanes in the area south of the "takeoff lane" and north of the glider landing lane. Of course, the crew chief in charge of the field that day has final say, and if he or she determines a need for towplanes to park elsewhere, please do as they ask.

The club will find and install suitable replacement markers to show the north and south "operating zone" boundaries. Until then, try to keep "operation zone" south of our neighbor's driveway across Elbon Road, and clear of the glider landing zone.

Crew Maintenance of Golf Carts

Our golf carts are critical tools, and we need them in good running order. To help keep them in good running order, each crew will be assigned a specific cart that they will be responsible for maintaining. What we are looking for from the crews is routine care, plus keeping clean and in good condition. (Checking/changing oil as required, belts as required, fuel filters as required, tires as required, etc.) Steve Statkus will prepare maintenance instructions for the golf carts. If this is something that you think you may be interested in helping with, consider volunteering to be your crew's "cart captain". And related to golf carts, your crew chief has been asked to minimize the use of gas golf carts for general running around, including trips to the restrooms. We understand the need to use restrooms, but we also believe that if a member can walk from the parking area to the flightline to fly, they can also walk back to their car for their lunch. The electric cart should be used for most random trips here-there. Most crews are doing well here, but we could still be better.

1 st Saturday	Cart 1
1 st Sunday	Cart 2
2 nd Saturday	Cart 5 (Yamaha)
2 nd Sunday	Cart 3
3 rd Saturday	Cart 7 (electric)
3 rd Sunday	Cart 4
4 th Saturday	Cart 6
4 th Sunday	Kubota

New UOP 8.9 Use of Private Automobiles

The purpose of this UOP is to prohibit PARKING private automobiles on the flight line. Other than club-owned vehicles, such as golf carts or the Kubota, the ONLY vehicle that should be PARKED on the flight line in the area of operations is whichever vehicle is connected to the club equipment trailer. Unfortunately, this prohibits the use of a comfort car as a warming station in cold weather.

This new UOP should not change anything with respect to the owners of private gliders using personal vehicles to tow their gliders to the flight line. They are welcome to do that, and it is expected that they may need a little time to position their glider, remove tow equipment, and prepare for flight. They are expected to attend to this in an efficient manner, and then remove their vehicle.

4TH SATURDAY REPORT

It was a cold day at the gliderport but we decided that it wasn't a good day to fly since the

temperature will go above freezing later and the field will be muddy. Tony Rein put the new license stickers on our three commercial trailers. We turned on the heater in the shop so work could be done on the Grob 102. There is one flat of water in the clubhouse.

4TH SUNDAY REPORT

No operations due to weather

1ST SATURDAY REPORT

The water was off in the clubhouse. The water pump circuit breaker is in the circuit breaker box behind the men's room door. Cycling this did not restore the water. The water pump relay switch is a grey box, next to the water heater, near the floor, in the closet of the women's restroom. This switch gets stuck. Those with experience with it, suggested tapping the bottom of the switch. This restored water to the clubhouse. I forgot to move the items that were in the closet back into the closet. Thanks in advance to those who do that.

Two of the golf cart chargers were in standby mode, so we followed the instructions and put them back into charge mode.

The field was partly frozen and soft in some areas with some standing water. There was interest by an instructor to do some flights, I believe for currency. The best portions of the field were discussed and a tow plane was being pre-flighted when we became aware that the board decided to ground the tow planes to inspect the wings. So, zero flights.

Andrew Dignan, Chuck Lohre, and Tom McDonald worked on getting the simulator monitors and Condor settings configured.

The power supply for SD was not plugged into the extension cord, but it was plugged into the battery and inside the glider. Interestingly, the green light on the charger was on.

The chargers for the radios did not have power. An attempt at figuring out the power cord timer was not successful, so it was removed.

Two suggestions come out of today.

- 1) Put a gas key on the Kubota key ring.
- 2) For cross-country flights using CCSC gliders - Make a Flight Card to include cell phone number, flight direction/objective, ground crew is in place, skill with taking the glider apart, appropriate trailer knowledge and vehicle, etc.

There is 1 case of water and 2 bags of ice in the club house.

1ST SUNDAY REPORT

No flights due to 'Standdown' restrictions. Moved towplanes in order to take one to Cubs. Replaced charger on 15 H. Did Ground instruction. Graduated one ground crew. Signed up one new youth member (Jackson Farmer). Did not change oil in golf cart until I get the directions on how much oil etc.

SAFETY

FAA SAFETY

Risk Assessment Tips Strategies and Techniques"

Topic: All of Us Need to Make Decisions for a Safe Flight.

On Wednesday, February 12, 2025 at 19:00 Central Standard Time (20:00 EST)

Select Number: GL13133281

Description: With statistics showing that up to 80% of aviation accidents are caused by human factors, risk management becomes a critical yet often neglected aspect of flight training. Join Ken Solosky as we discuss tips, techniques, strategies, and best practices to help manage the risks of flying. The attendee will also face several scenarios with the opportunity to vote how they would manage that particular risk.

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:

Basic Knowledge 3 - 1 Credit

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Waseem Jamali Launching Guest Flight (2014)

CLASSIFIEDS

PARTNER WANTED FOR SHARK MANOR

Chuck Lohre would like a partner to split the monthly campground fee of \$60 for his Casita 16' Liberty Camper [HTTPS://CASITATRAVELTRAILERS.COM/LIBERTY/](https://casitatraveltrailers.com/liberty/). It's a very comfortable camper with AC. A small electric space heater easily keeps it warm in the winter. If you would like to join the "Shiver of Sharks" at the field please contact Chuck Lohre, CHUCK@LOHRE.COM, 513-260-9025



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, Kean Schoen, 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.

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 01/03/2025 rch

*Temporary