



Caesar Creek Soaring Club

FREQUENT FLYER

March 18, 2025

UPCOMING EVENTS

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

March 29 - Tow Pilot Meeting

April 5 - CCSC Annual Meeting, 9:30 AM to 10 AM, CCSC Clubhouse

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

April 5 - Instructors Meeting, 12:30 PM, 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 5 - May 14 - 1-26 Championships, Merlin Aerodrome, VA

May 19 – 23 - Cross Country Camp

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

May 27 – 30 - Cross Country Camp

July 6- - 11 - YEW Camp, CCSC

CCSC ANNUAL BANQUET

The Annual Banquet, recognizing 2024 Outstanding Performance and Contributions to CCSC, will be held on Saturday, March 22. The Banquet will be held in the towplane hanger starting at 5PM for dinner; followed at 6PM for the Awards Presentation. Dinner will be catered by City Barbecue which will consist of pulled pork, pulled chicken, buns, potato salad and cole slaw. Soft drinks will be available but BYOB.

Please bring a desert to share.

Please let Rolf Hegele (N11rdbird@att.net or 937-271-5003) know if you will be attending by the end of Wednesday so we can get the correct number to the caterer and you will only be charged \$16 per person.

If you are not on the preliminary list of attendees, you will be charged \$20 at the door.

CCSC ANNUAL MEETING

The CCSC Annual Meeting is being held on April 5 at 09:30 AM at the CCSC Clubhouse.

All shareholders will have the opportunity to vote for four new Directors for the Board of the Soaring Society of Dayton, Inc. The four incumbent members have decided to run again but additional nominations from the shareholders are accepted. A short bio for each of the known candidates (in alphabetical order) are shown below.

The ballot is already out and must be returned by April 4 for your vote to count.

Andrew Dignan

Current SSD President. I'd like to reaffirm my commitment to continue to serve on the board of the SSD. Ever since I first joined the club in 1998, after a few years, have spent more time serving on one of the two boards, originally the CCSC board, and later the SSD board.

Over the years, I've enjoyed being part of the board helping get through some major items. Most recently the new "protected" land to the East of the field, and more recently the work on obtaining the new ASK-21 B, all of which are helping position the club for future success.

I actually have enjoyed my time serving as a board member and wish to continue to offer my input, and help, in any way I can to keep our "Jewel" of a club and field sustainable and working well for all its members.

I always like talking with all the members and getting your various input as to what you think is, or is not working, at the club. I hope members will always think of me as someone on the board that's always willing to take the time to listen to what you have to say and bring that information to the board. With that I would once again ask for your vote to continue in my position as a board member of the club.

Dick Holzwarth

In September, I was asked to join the SSD Board of Directors and take on the role of Operations Director, and I agreed to do so. Now, it is time for me to run for the SSD Board, and if elected, I intend to remain in the same position. So, you have the chance to decide whether you want me to continue in this role. If you do, please vote for me.

I have been a member of CCSC/SSD since the late summer of 1994, although I was away from the club for several years, ending about 10 years ago. (I kept my membership active, but I wasn't active.) Now that I am active again, and retired, I intend to remain active. In addition to serving as Operations Director, I am active with the 2nd Saturday Crew as crew chief, and I try to fly my ASW-20 (63) as often as I can. Since retiring, I have been active in several recent gliderport improvement projects. I have also helped out with several contests and flying related activities, often serving as crew chief or field ops director. I have not been a member of the SSD Board of Directors before being asked to serve, but in the old club organization, I was elected to the CCSC Board several times.

Chuck Lohre

I volunteer to run for the Treasurer's three year term. I appreciate all the work other club members do to maintain our property and aircraft. Thanks to the former Treasurer Rolf Hegele, who has continued to help me learn the club accounting. Thanks for the chance to contribute.

Chuck is also an Instructor and the Crew Chief for the 4th Saturday. Ed.

Mark Miller

I joined CCSC in 2004 after having been away from the sport for 30 years, having gotten my glider rating in 1969. I have been a member of the first Sunday crew all of these years. After several years of soaring at the Club I obtained my commercial rating in 2009 and then bought half a share in a PIK-20B with another member. I started flying cross country in 2012 and eventually was able to buy my own glider. I started flying my Glaser-Dirks DG-600 in 2016 and have since obtained my silver, gold and diamond badges. I have served on the BOD several times and have previously been the director of operations. I currently split my time between homes in Ohio and Florida.

PARCEL SALE

The other part of the ballot will vote on the sale of an approximate 10 Acre parcel as shown in the picture. The motion was clarified as follows: I authorize the SSD Board of Directors to pursue and execute the sale of an approximate 10 acre parcel of land at the corner of Elbon and Gard Roads as shown on the picture. There will be covenants in the deed so the use of the land and any structures

(houses and/or hangers) placed on said land, would be compatible with continued soaring operations, now and in the future. Access to the SSD/CCSC runway would be allowed through an easement to cross the current farmed land to the North. The sale will only be made to a current club member/shareholder.

Why are we looking to sell Land?

As many of you may have heard by now, and seen in the SSD ballot, the SSD board is looking for support from the shareholders to sell about 10 acres of land at the corner of Gard and Elbon roads.

This is the Southeast corner of our main parcel of land.

This was not an easy thing for the board to ask for from the shareholders.

The board understands the value of land. It is basically that our flat income budget, as everything goes up in price, that has brought the board to this ask. The main driver is that the board was



looking for ways to keep our savings account stocked.

Before the land purchase we had a steady amount going into our savings, which is basically there to take care of tow plane loss or engine replacement as the "big" items. We are talking \$45K for an engine and \$70K+ for a tow plane replacement, if you can find one in good shape. It was then the board started having to take a look at where to pull back on expenditures, or find some other way of trying to ease the financial load by paying down the "new" land loan quicker. As the only thing we have as an asset to sell was land, that is where we looked. It was the thing we had that could give the biggest bang for the buck.

At the time the board started discussing this option, we had several members privately step up saying they would be interested purchasing that land to put in a house and a hangar. The board thought that limiting the purchase of the land to a club member would be a good route to go. We also had input that we could place deed restrictions on the land that would hold up in court.

Again the board is looking into selling this corner plot that is not fly over land in order to help keep our savings going up. The only other way will be to increase other costs at the club to keep our savings solid.

For now the board feels this approach, though not optimal in terms of holding land, is the best way to get our savings back in place as quickly as possible, else the club will have to look at other avenues to increase our income to protect our savings.

Thanks, Andrew - SSD President

The funds from the sale will be used exclusively to pay down the mortgage for the 20.01 Acres we

purchased on the south side of the lane on the east side of Elbon Rd. This will allow the finances to once again build the savings account and reserves for future expenditures. Should the potential sale be approved by the Shareholders, the Board has already voted to begin the documentation process to separate the outlined parcel into an independent 10 acre parcel. This includes the expenditure of up to \$4000 for surveying, and paying all the application fees for the county and township rezoning.

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.

CROSS COUNTRY CAMP AND WRIGHT MEMORIAL GLIDER MEET

CCSC will be hosting a Cross Country Camp from May 19 through May 30. This camp is for both those new to XC as well as experienced XC pilots who want to start flying tasks and want an introduction to regional type of contests through the three-day Wright Memorial Glider Meet (WMGM). Register through the SSA Website or contact John directly. The camp fee of \$200.00 will be waived for CCSC members. There will be a limit of 25 gliders for the camp. We will have both leader/follower guidance for advanced students and two-seater mentors for this camp.

Tony Smolder will be attending the camp and is available for mentoring and WeGlide support.

There will be presentations every morning at 10:00 on various cross country topics. These sessions include: – WX analysis for determining the days XC potential.

- Types of Tasks and task parameters
- Creating tasks in WeGlide and SeeYou
- Setting up a Local Competition
- Logging a flight and posting it to WeGlide and OLC
- Flight analysis for performance improvement
- Energy lines, altitude bands, thermal selection
- Regional type of contests (rules, tasks, scoring)

Goals of the Camps are: – Pilots new to XC fly their first task.

- More experienced XC pilots fly a task as a local competition.
- Establishment of a network of mentors to assist in the development of XC pilots.

Camp Prerequisites: – Pilots bring either their own or a club glider.

- Glider must have \$1M liability insurance.
- Pilots have demonstrated soaring skills by logging several 2-hour flights in thermals.
- Have a WeGlide Account
- Have a logging device that produces an IGC file.

Short and Long Tasks will be set every day. Tasks include the CCSC Proving Grounds tasks:

Task 1 - CCSC, Lebanon, Dayton Wright Brothers, Harveysburg. 52.4 km

Task 2 - CCSC, Hook, Moraine, Clinton. 102.2 km

Task 3 - CCSC, Hook, Morningstar, Greene Cty, Lebanon. 140.0 km

Flights will be submitted and scored on OLC and We Glide. More to come on how this will work.

WRIGHT MEMORIAL GLIDER MEET MAY 24 TO MAY 26

We plan to host the WMGM during the Cross Country Camp. This will be part of the Cross Country Camp. There will be tasks called and scored using SSA handicapped scoring program only for these 3 days to declare a winner.

Entrants are limited to participants in the XC Camp and CCSC members

Tow Pilots

We plan to have 2 tow planes available for the camp period and are looking for tow pilots. Let me know what days you are available to tow so we can prepare a schedule.

John Lubon

johnlubon@gmail.com

513 543 9154 Mobile

Rolf Hegele

n11rdbird@att.net

937-271-5003

ASK-21B UPDATE

From Uli Kremer (Managing Director, Alexander Schleicher GmbH) "Soaring Club of Dayton ASK 21B: We will get it back from the painting mid of March. So, shipment begin of April."

FAA SAFETY

"Pro Tips for Maintenance - Aircraft Records For The Pilot and Mechanic"

Topic: Learn About Federal Aviation Administration Maintenance Logbook Requirements

On Wednesday, March 19, 2025 at 20:00 EDT

Select Number: GL15135583

Description: Troy will discuss FAA maintenance paperwork requirements including records, alterations, field approvals, STCs and other required documentation. Learn what is required to keep your maintenance records up to date.

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: AMT: 1.00

ODDS AND ENDS

SSA VIDEO

Ray Monell has just finished the latest SSA video es from CCSC. If you would like to check it , go to:

https://youtu.be/r_qYwZTvXC8

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

Dick Holzwarth is coordinating Workshop schedules. Contact Dick if you want to use the workshop for a few days. The workshop is currently available for private ships.

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) 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. You can see the tree clearing by looking towards the power lines.

1-26 CHAMPIONSHIPS

There are two team entries from CCSC participating in the Championships this year. Henry Hayter and Andy Breeze-Stringfellow are competing in Henry's beautiful 586; and Chuck Lohre and Rolf Hegele are going to compete in the Club' 242 (formerly Steve's aircraft). Michael Hayter is defending his Championship on his own.

CALENDARS ARE AVAILABLE

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

CREW CHIEF REPORTS

2ND SATURDAY REPORT

A beautiful day at the gliderport. Winds were a bit gusty, but manageable. We used 135, 15H, and SD for a total of 22 flights, including 3 private flights. We had one guest flight and one new member.

The canopy safety cable in 15H is frayed and needs to be taped or replaced. Golf cart #3 was reported to have a problem with the starter generator and was not used.

The Kubota needs hydraulic fluid. It was necessary to use low gear to tow gliders. Braxton Griffith recommends a higher viscosity hydraulic fluid be used.

I called Wilmington Tower and talked to a person. He took the information about our operations but wasn't sure about adding it to the ATIS announcements.

2ND SUNDAY REPORT

We had 12 flights using narrow field operations from runway 27. (Glider landing area was soft/wet)

We used SD, 548, 135 and 15H. Several full hour flights with no safety issues.

Towplane 909 developed a problem with the right flap, it would not return to full up position. We believe the spring in the flap control circuit failed. Tim Christman and Cubby have been notified and will try to have it back in service ASAP. 909 is also due for an oil change. 909 tach time 1026.2

Called Wilmington Tower per new procedure. Call went to voice-mail. Do not know if it was acted on.

Golf cart 4 returned to service. Several others red-tagged for fuses. We had enough to operate.

3RD SATURDAY REPORT

No operations today due to high winds and storms.

The Bottled water supply in clubhouse is good.

All carts were on charge. Cart 5 is red tagged due to a shredded starter belt.

Radios 1 and 2 on charge and working. Radio 4 is low on battery although on the charger and very flaky - not sure it's really working These are the only 3 radios in the cabinet.

No other issues.

3RD SUNDAY REPORT

No flight operations due to weather.

Sami gave some ground schooling to young, upcoming pilots.

Number 6 golf cart had a flat. It was re-inflated. Time will tell if it will hold. All carts were on chargers and showing green.

Glider hanger was swept out and water from rain removed, along with the Clubhouse swept. BIG thanks to Michael Keltos and Jack D for the effort.

Tim Christman remarked that one tow plane was at Cubbys, with the other two having annuals at the end of the month. Timing will be an issue.

SOARING

AVOID FAKE THERMALS WITH HAWK *BY ADAM WOOLLEY*

The more I fly with the [LXNAV HAWK](#), the more I realize that I almost can't fly without it now. It has become an essential part of my decision-making process in flight, refining how I choose my climbs and ultimately making me a more efficient and effective pilot.

At the recent nationals, I lost count of the times I pulled up, hopeful of a climb, only for the HAWK to signal me: "No, don't bother." Time and time again, I would have been tempted to turn in the weaker lift or the strong gust, but the HAWK provided instant feedback that saved me from wasting valuable

time. I haven't fully analyzed my flights yet, but I strongly suspect that the number of unnecessary "tries" I avoided added up to significant time savings throughout the competition. And in racing, every second counts.

My usual technique when entering a climb hasn't changed much—I still rely on all the classic methods: feeling the surge, listening to the audio cues, and assessing how the glider reacts. But now, just before fully committing to a turn, I take one final glance at the HAWK. That momentary last-minute check often makes all the difference.

If the HAWK confirms what I'm feeling—showing strong lift or exceeding my expectations—I commit to the turn and lock it in. But if the HAWK is already showing a decline in strength, even before I complete the turn, I don't hesitate to roll out and continue my search elsewhere. That kind of instant validation (or warning) is incredibly valuable, particularly in high-pressure racing conditions where making the wrong call can be costly.

One of the biggest advantages of using the HAWK is that it helps remove doubt. So often, we second-guess ourselves in flight—was that just a bump, or is there something better nearby? Should I keep circling, or should I push on? The HAWK adds an extra layer of confidence to my decisions, helping me avoid getting stuck in climbs that are weakening off, or passing up a turn because it's a gust, rather than an actual climb. Instead, I can stay focused on the bigger picture: maintaining speed, finding the best energy lines, and ultimately improving my overall performance.

Of course, no instrument is perfect, and I still trust my instincts and experience when deciding whether to stop & turn or roll wings level when leaving a thermal. But the more I use the HAWK, the more I appreciate how much it refines my flying. It's like having an extra sense—one that can instantly validate or challenge my assumptions in real-time.

For me, the HAWK has gone from being a useful tool to an indispensable part of my flying. It's simply awesome.

Safe circles, always

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 Ilec SC-7 vario, Dynon D6 includes attitude indicator, remote compass, air speed, rate of change of air speed, altimeter, very sensitive rate of climb, rate of turn, inclinometer and stall warning, two 12V 7A/h battery power supply . There is a very obnoxious gear up warning horn, geared flap control with index wheel, radio with xtmr amplifier, boom mic, and parachute. Enclosed trailer has sway control, solar powered vent, hard wired running lights w/4 wire light connection, spare tire, 12 volt electric winch for glider loading with trailer aft end control switch. Trailer pulls nicely at highway speed with a 4 cylinder Ford Escape. New annual.

Contact: Dick Eckels 513-974-8184 or 937-672-3407 email: rchrdeckels@gmail.com

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, 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 02/02/2025 rch

*Temporary