



Caesar Creek Soaring Club

FREQUENT FLYER

April 22, 2025

UPCOMING EVENTS

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

June 7 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

July 6- - 11 - YEW Camp, CCSC

ASK-21B UPDATE

When the new tariffs for imports from Europe were announced, they were running at 38%. The SSD board therefore decided to delay the shipment of our new ASK-21 from Schleicher in Germany. However, with the tariffs now reduced to 10% for 90 days, the board, with recommendations from John Murray and the shipping broker, decided to have the glider shipped as soon as possible. We will be tracking the projected date it will cross customs to make sure we are conservatively in the 90 day window.

Obviously, we are working in unpredictable times, but the Board thought it was the best of our options, given that we paid for the glider last December. (A good decision since it saved us over \$11,000 in the exchange rate).

The 10% tariff will cost the club an additional \$17,000 approximately. Although no one is happy with this situation these are the cards we are being dealt. We ask for your continued support and hope you will consider helping with potential future efforts to minimize the financial impact to the club. One way to expedite this is to purchase additional shares dedicated to the ASK-21B. This will help avoid dipping into the remaining savings we have to pay off the ASK-21B.

PARCEL SALE

At the Annual Meeting, a favorable vote for the potential sale of a parcel at the southeast corner of our property was affirmative. The surveyor has been contacted and he will do the required boundary marking and documentation for the County and Township paperwork.

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.

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.

Rolf Hegele

n11rdbird@att.net

937-271-5003

ODDS AND ENDS

CLEANUP DAY

We had a very successful cleanup day with a significant number of attendees and participants. A lot of small tasks were completed quickly giving us time to get heavier efforts. John Lubon started his normal torch fire so we could have a real house-thermal for the afternoon flying. Lunch was served for all attendees.



A special thanks to Andrew Stryker for renting and using the high lift to install new windsocks. He also worked most of the day clearing out tree branches all around the clubhouse and the Campground.



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.

FACILITY UPGRADES

FECON, the company that is testing their tree clearing machines, has continued their underbrush clearing on the northwest side of the gliderport. The oil pipeline personnel have dropped some trees on the eastern side of our property as they prepare to replace some of their pipeline.

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's insanely fast 242. Michael Hayter is defending his Championship on his own.

FREQUENT FLYER EDITOR

Andrew Dignan is going to take over as the Frequent Flyer editor. So, all articles and inputs should be forwarded to his frequent flyer email (ff@soarccsc.com).

FAA SAFETY

Saturday Morning Coffee and Wings - High Lift Devices"

Topic: Theory, Limitations, And Operations

On Saturday, May 3, 2025 at 10:00 Eastern Daylight Time

Select Number: GL15136234

Description: Join us for A VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as Dr Daidzic talks with us about the basic theory, design, structural and operational limitations of various High Lift Devices (HLD).

High Lift Devices use the principles of passive and/or active Boundary-Layer Control (BLC) to achieve high lift-coefficients thus reducing stalling speeds and making takeoffs and landings more manageable and safer by enabling reduced runway distances and slower liftoff and touchdown speeds.

Increase of the coefficient-of-drag with HLD deployment is favorable during approaches and landings as it allows for steeper glidepaths and/or keeping turbine engines in T-category jets spooled up.

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:

Master Knowledge 2 - 1 Credit

FROM THE FLIGHTLINE

4TH SATURDAY REPORT

0 flights. We set up the towplane hanger for the banquet.

4TH SUNDAY REPORT

None Received.

1ST SATURDAY REPORT (EXTRA)

The forecast was for winds from the SW at 16 Gusting to 26 mph.

CC needed to be test flown after the 3,000 hour inspection. There was also interest in currency and training flights.

CC and 135 were pre-flighted and put on the field to take advantage of any opportunity. We were prepared to call Wilmington and Columbus at the time of the first launch.

The winds were mild at first, but increased to be unflyable. 0 flights.

48 L was flown to Cubby's for it's annual by Gordon Penner. The frequency on the Vertex handheld radio would not lock. Andy Stringfellow and Jack Derrickson worked on the plumbing in the well pump-house. The men's right toilet water supply line has a small leak.

Andrew Dignan was planning on taking the simulator computer to work on it.

CC was left at the front of the hanger and still needs to be test flown.

1ST SUNDAY REPORT (EXTRA)

No flights due to rain, mud, and low ceilings. Signed one student off for rope making and inspection.

1ST SATURDAY REPORT

No flight operations due to significant flooding.

Golf cart.7 has a large charger that was sitting in water along with its power cords. It was unplugged, moved up to the concrete pier, the cables were routed to keep them off the ground, and then it was

plugged back in. The other golf cart chargers were indicating proper operation.

The men's toilet on the right had a leaking plastic nut on the supply line connection to the tank. It was replaced with a spare supply line found in the closet. There are 3 supply lines remaining in the closet. 3 bags of ice and 2 cases of water are in the clubhouse.

1ST SUNDAY REPORT

No flying, waited for students to show up and none did. Still was raining and Corwin road was closed due to flooding.

2ND SATURDAY REPORT

Operations began approximately 1500 after work day chores concluded. Routine ops from runway 27. No ops issues. Many good flights.

CC received its check flight and is now operational. Many thanks to Larry Kirkbride and John Murray.

Safety: A relatively new member walked across the runway in front of a landing towplane. He was corrected. Reminder to all members to be vigilant on the flight line and to look out for others.

Columbus Approach and Wilmington Control Tower were both called (late) with positive results.

Special thanks to Larry Kirkbride and Andy Swanson for helping us operate today.

2ND SUNDAY REPORT

Routine operations from Runway 27. 11 flights total, using 33Z and gliders SD, CC, 135, and 242.

Columbus Approach and Wilmington Control Tower were both notified of our operations.

242 was flown for the first time since being assembled. A thorough preflight inspection by Rolf Hegele revealed that the adjustment brackets on the seat back had been installed backwards and a cotter pin was missing from the main wheel. Both issues were resolved before the first flight.

242 is NOT ready for Club operations since it does not have the ballast box installed. It will be installed after the 1-26 Championships and be ready by the end of May.

Many thanks to Rolf Hegele, Andy Breeze-Stringfellow, Tim Morris, and Michael Hayter for helping with operations.

A highlight of the day was when Jason Forshey of the Cincinnati FSDO presented Tom Rudolf with the Wright Brothers Master Pilot Award in recognition of 50 years of safe flying. Tom has been a valuable member of the 2nd Sunday crew for the past 25 years, serving as an instructor and tow pilot.

The big cooler was returned to the trailer. There are 2 bags of ice in the freezer.

3RD SATURDAY REPORT

No operations due to gusty winds.

Crew helped take wing off 1-26 242 to repair radio antenna. Thanks to Bob Miller for fixing. Helped Henry Hayter prep 687 for 1-26 nationals. Andrew Dignan replaced nose hook on BG.

There was only 1 of the Yeasu radios in the charger cabinet. We searched but were unable to find the other one.

2 bags of ice and plenty of water in clubhouse.

3RD SUNDAY REPORT

7 flights total using CC, 1-26 #908, 2-33 -135. Runway 09 was used. Marginal lift resulted in short flights.

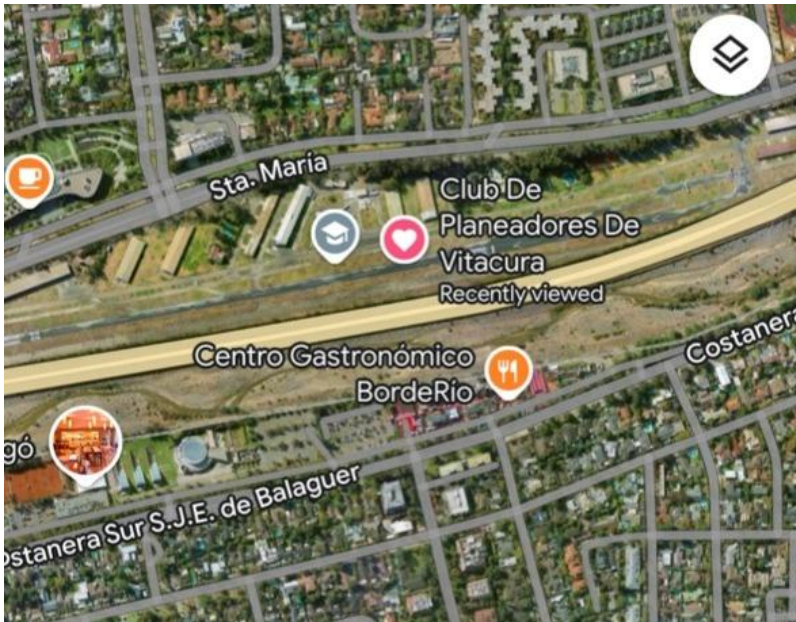
Thanks to Sami Rintala for filling in as CFIG. 3 instructional flights were accomplished. One student finished pre-solo test. 2nd student finished a chapter test in Holtz manual.

Jack Derrickson oiled the office doors. All golf carts were plugged in.

SOARING

Santiago, Chile

Mark Miller was in his hotel room in Santiago when he saw the following: ([Download movie here](#))



A scary view to say the least. But he went and found the Club De Planeadores De Vitacura; a club with a runway in the middle of town. The Club has a restaurant and bar, tennis courts, and 30 club ships that are mostly L23s.

COBRA Annual Maintenance **By Kelly Bezemek**

Is your COBRA trailer ready for the soaring season? When was the last time you gave your trailer a thorough inspection? Doing a yearly maintenance inspection on your trailer is *just as important* as doing a preflight inspection on your glider. Avoid unnecessary damage to your trailer, sailplane, and vehicle by following the checklist below from COBRA.

1. Brake Adjustment
2. Tires
3. Tow Bar
4. Undercarriage
5. Holders & Mounts Adjustment
6. Surface Care
7. General Overall Inspection

Brake Adjustment

(see Resources below: page 11 of the COBRA Trailer Manual and Adjusting the Wheel Brakes): A wrong brake adjustment can cause overheating, failure of the wheel bearings, melting of the axle stump, and wheel loss. Brake adjustments should be made every 3100 miles and/or every 12 months. IMPORTANT: (new since 2015) If your grease cap is marked "AAA" you have self-adjusting brakes and only need to check the brake shoe pads for wear.

When should you change your brake shoe pads?

You can inspect the condition of the brake linings by removing the outside green plug on the brake plate. See Resources below: page 2 of Adjusting the Wheel Brakes.

- Once the brake pads are down to 1mm thickness.
- If the brake performance of your trailer is fading and adjustment has not helped. See Resources below: pages 2 and 3 of Adjusting the Wheel Brakes
- If the brake shoes are so far worn out that the bevel at the brake lining is no longer visible.
- If the brake coatings are older than 6 years. (hardens by aging).
- If the brake was once overheated (brake linings glazed).

Don't forget to check for slack or overstretched brake wire springs.

When do you need to adjust the wheel brakes?

This can be done by removing the second inner green plug on the brake plate. See Resources below: pages 2 and 3, Adjusting the Wheel Brakes. Adjustment is only done using the adjustment screws of

the wheel brake inner hole, never on the turnbuckle or Bowden rod yoke. See Resources below: Adjusting the Wheel Brakes of your COBRA Trailer.

- The trailer runs hard against the vehicle while decelerating or braking. (When the trailer runs up hard, it is usually not the overrunning damper, it is typically the wheel brakes. A sign of a bad overrunning damper is oil (not grease) on the underside of its housing or the ground.)
- and/or the brake does not work.
- and/or the angle of the activated hand brake lever goes up to more than 90° relative to the tongue when you push back the trailer by hand.

If you are unsure or unable to make brake adjustments, please let a certified mechanic do the work.

Tires

See Resources below. Page 10 of the COBRA Trailer Manual. Check tire pressure (tire pressure should be checked before every trip). Check for age, erosion, visible damage, and fine UV cracks. Tires should be replaced every six years.

Tow Bar

Apply grease once a year through grease nipples. See the Resources below. The COBRA Trailer Manual's Lubrication Plan is on page 14.

Undercarriage

Check the complete chassis for any damage. Apply grease to all steel parts like screws, brake rod, swing arm, etc. See Resources below: page 14 "Lubrication Plan" of the COBRA Trailer Manual.

Holders & Mounts Adjustment

Check wing holders in the rear, spare rest and holders, outer wing holders, wing dollies, nose cone fuselage dolly, tie-down strap, lifting unit, etc. for any damage.

Surface Care

Composite (GPR) tops are a polyester gel coat. COBRA recommends polishing your trailer once a year with a good car or boat wax. Do not park your trailer under bushes or trees. The tannic acid from falling leaves will harm and discolor your trailer. See Resources: Surface Care for Trailers

General Inspection

Check for cracked or non-functioning lights, including taillights, license plate lights, running lights, and reflectors. Check for missing or broken straps and pins, wheel chocks, and damaged or missing sidewall or front trap seals. Check for failing lift struts. COBRA recommends changing both struts at the same time.

General Notes: After rigging the glider, the trailer top should be closed. Do not drive with an open clamshell.

Pre-Trip Trailer Inspection: Tire Pressure, Lighting system for damage and operability, even distribution and safety of the load. On trailers with Nose Wheels, turn the Nose Wheel fully upwards and/or on models with Nose Wheel and clamp, push the Nose Wheel in the clamp fully upwards. In doing so, ensure that the Nose Wheel will not foul the brake connection rod. Remove possible wheel chocks and disengage the parking brake. Driving with engaged brakes quickly causes overheating. On braked trailers, connect the safety cable for the emergency disconnect brake. Check that your Rear Jacks are up and secure. Always comply with local towing speed limits.

Following proper inspections reduces the risk of missing a phenomenal soaring day at your local airport. You spend hours maintaining your glider so it's at its peak performance, so let's get it there safely in a well-maintained trailer. Drive *and* fly safely!

Resources:

[COBRA Trailer Manual](#)
[Brake Shoe Removal](#)
[Surface Care for Trailers](#)

[Adjusting the Wheel Brake](#)
[How to Change the Coupling](#)
[Hydraulic Cylinder Maintenance](#)

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, 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 Breeze-Stringfellow

VP: John Lubon

SECRETARY: Mike Keltos

MEMBERSHIP: Andy Stringfellow/Mark Miller

SAFETY OFFICER: Kevin Price

DIR OF OPERATIONS: Dick Holzwarth

TREASURER: Chuck Lohre

DIR OF FACILITIES: Andrew Dignan

TOWPLANES: Tim Christman/Andrew Dignan

GLIDER MAINTENANCE: Bob Miller

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Andrew Dignan,
ff@soarccsc.com

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

Revised 04/22/2025 rdh