



Notice - Notice

Caesar Creek Soaring Club

FREQUENT FLYER

April 8, 2025

UPCOMING EVENTS

- 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
- June 7 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse
- July 6- - 11 - YEW Camp, CCSC

CCSC ANNUAL MEETING

The CCSC Annual Meeting was held on April 5 at 09:30 AM at the CCSC Clubhouse.
 The following have retained their seats as Directors of the Board of the Soaring Society of Dayton, Inc: Andrew Dignan; Dick Holzwarth, Chuck Lohre, and Mark Miller.

In the subsequent Board Meeting, the Board responsibilities were divided as follows:

President	Andrew Breeze-Stringfellow
Vice President	John Lubon
Secretary	Mike Keltos
Treasurer	Chuck Lohre
Safety Officer	Kevin Price
Membership	Andrew Breeze-Stringfellow / Mark Miller
Operations	Dick Holzwarth
Instructors	Tom McDonald
Glider Maintenance	Bob Miller
Grounds	Andrew Dignan
Tow Plane Maintenance/Pilots	Tim Christman / Andrew Dignan

PARCEL SALE

The other part of the Annual Meeting was to consider the sale of a parcel at the southeast corner of our property.

The proposed land sale was approved by a vote of 356 shares – YES, and 67 shares – NO.

NOTICE - NOTICE - ASK-21B

The Board has agreed to ask Alexander- Schleicher, Gmbh to not ship our glider under the current tariff environment as that would add anywhere from \$25,000 to over \$50,000 additional that we would have to pay. That is money the Club does not have and therefore the hold on shipping until the tariff wars are cleared up.

CCSC ANNUAL BANQUET - ANDREW DIGNAN, PRESIDENT

The Annual Banquet, recognizing 2024 Outstanding Performance and Contributions to CCSC, was held on Saturday, March 22 in the towplane hanger. 75 members and guests participated. It was a brisk evening but Guy Byars' heaters certainly made it tolerable.

On behalf of the board, we would like to thank the 75 members that joined us for the 2024 awards banquet, which for the first time was held in the tow plane hangar. The board would like to thank John Lubon and Rolf Hegele for organizing this year's event and to the 4th Saturday crew for assisting them in set up. The board would like to thank Sandy Holzwarth, Nicole Derrickson, John Lubon, Laura Lubon, and Cheryl Winkler for manning the buffet to help everybody get set up with dinner and the subsequent cleanup.



Dan Reagan, Lynn Alexander, John Dudley, Jim Dudley, and Maury Drummey waiting for Dinner. Jim and Heather Goebel and Tom and Michele Rudolf in background.



Ryan Swanson (most flight at CCSC for 2024), Andrew Swanson, Keith Kilpatrick, Jim Fox, Andrew Stryker, Haskell Simpkins.

Overall comments heard were that it went off well and that the reduction in price for attendance was appreciated by all. It was nice to see some longtime members, such as Lynn Alexander, a past board

member and instructor, Charlie DeBerry and Don Green being able to attend the banquet. We also had a good cadre of our younger members in attendance which was great to see.



Some of our Youth Members: Rachel Moscona, Christian Maurer (top tow pilot for 2024; for two years in a row), Jack Derickson (multiple photo award winner), and Michael Hayter (current 1-26 National Champion)

During the presentation a review of the equity the club has was documented. This covered such things such as land (158 acres) and an aircraft fleet of soon to be 11 ships. Vice President John Lubon gave a review of the work that FECON has done over the past year in clearing out underbrush and removing trees. (The light areas represent those that have been processed by FECON.)



John also requested that club members/shareholders please participate in the ongoing shareholders ballot so that a good representative sample of our membership can vote on the idea of selling a small 10 acre parcel of land, as has been described in previous frequent flyer newsletters. This would help stabilize our financials in the coming years.

The board would also like to thank all those members that stayed around after the banquet to help move the tables and chairs to the side and get our tow planes back into the hanger and protected for the evening.

The **statistics and awards** were as follows.

Total Operations for the Year – 1604 flights

Total Instructional Flights – 614 flights

Youth Member Flights - 402 flights

Total Introductory Rides – 145 flights

Private Ships – 426 flights

Sailplanes

135 (Pickel) – 366
15H – 320
ASK SD – 197
ASK CC - 145
1-26 548 - 61
538 BG - 17

Tow Planes

33Z - 673
909 - 552
48L - 379

Online Contest (all of US) 2024

3rd - John Lubon 28972 pts (beating many west coast powerhouses)
50th - Manfred Maurer 11578 pts
97th - Michael Hayter

Instructor Flights

John Kondratowicz (K12) – 87 Andrew Swanson - 86
Bob Anderson 64



Andrew and John K12

Renovations

Nicole Derrickson and Cheryl Winkler for the painting and renovations to the kitchen and restrooms, and the plantings around the club house.



Nicole Derrickson and Cheryl Winkler

Tow Pilots

Christian Maurer – 304
Don Green - 101

Larry Kirkbride - 152



Member Flights

Ryan Swanson – 57

Ray Monell - 44

John Lubon - 54



Photo Awards

Spirit of the Club - Chuck Lohre



Air to Air - Jack Derrickson



What a Perfect Turn

Air to Ground - Jack Derrickson



Ground to Air - Jack Derrickson



Crew Launches

2nd Sunday – 203

1st Sunday - 141

2nd Saturday - 156



Henry Meyerrose Trustee Award

And to wrap things up, Keith Kilpatrick, representing the past three years of award winners handed out the final award that is given at the banquet. It is the club's highest honor and went to Rolf Hegele for his continued support of the club, all the time devoted to helping out with the financial operational aspects, Editor of the Frequent Flyer newsletter, and taking on projects involving land acquisition, grants, and farming.



Rolf and his bride, Barbara

Thanks again to all those that attended and made for a successful Annual Awards banquet and we hope to see more for next year's event.



Andrew Dignan, SSD President

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

Ride Along

We plan to use both ASK-21s during the Camp for cross country familiarization. Rolf Hegele will be flying SD and various other XC experienced pilots will be flying CC. Please let Rolf know your desire to fly along in either ship and on what days you are able to fly. Their availability for the WMGM will be dependent on the member requirements for the weekend.

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

FAA SAFETY

All About Airspeed"

Topic: Learn The V-speeds

On Wednesday, April 9, 2025 at 20:00 EDT

Select Number: GL13135180

Description: In this webinar, CFI and DPE Catherine Cavagnaro takes a trip around the airspeed dial and discuss how each of the important Airspeeds, from stall to VNE, is determined. We'll also present various phases of flight and emergency situations and see how important knowing an optimal speed can help.

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

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

"GAJSC Topic of the Month - Stabilized Approach"

Topic: Stabilized Approach

On Wednesday, April 16, 2025 at 19:00 Eastern Daylight Time

Select Number: GL05136433

Description: It is vital for a pilot to maintain control and stability during the all-important approach to landing. To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAAS**Team

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

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.

2025 PHOTO CONTEST

Don't forget about the 2025 Photo Contest. Take your pictures throughout the year and then in January 2026, we will ask you to submit your best two (or the pictures you want judged) in each category to Rolf (Rolfh@att.net). Here again the categories:

Spirit of the Club

Air to Air

Air to Ground

Ground to Air

Obviously, your pictures should be Club related. If you have a good one, please share and I'll publish in the FF.

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 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.

In addition, the pipeline utility, Eastern Gas Transmission and Storage, Inc, which has their easement across our property, has indicated that they are going to replace a section of the pipeline on the east side of Elbon Road. They will access the area of work through their easement and also store some of their equipment on our property, for which we have already been paid. Their work will continue onto the neighbors property to the east. Our farmers, Shinkle Farms, have been notified and they will also be compensated for the loss of their crops.

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). Dan Sazhin is going to fly team with Ron Swartz; but they're both ridge specialists so they won't be very competitive (*LOL Ed.*). Michael Hayter is defending his Championship on his own.

FRACTIONAL OWNERSHIP OF GLIDERS – PROS AND CONS *BY YORK ZENTNER*

Owning and flying your own glider is a very rewarding and privileged experience for us as pilots; however, for many, it might not be practical nor worth the investment, especially if we are not able to dedicate the time required to fly and maintain the ship.

Another option that has several advantages is joining an owners' group that operates one or more aircraft. This could be a way for more pilots to experience soaring in high-quality ships not available in the typical gliding club.

Pros of Fractional Ownership

Location

The ships can be located in premium gliding location(s) that you can travel to for a different experience than your home location. By having fractional ownership, you can travel to the location and fly without having to trailer the glider across the country. Depending on the group, you may be able to take the glider for several days or a few weeks, depending on the group's owner's privileges.

Cost

High-quality gliders are not cheap (+\$100,000) and can be beyond the means of many pilots. If you join an owners' group that purchases high-quality ships, you can experience flying premium equipment without the full investment expense.

Owners' groups vary a lot! Many of them require the owners to own another aircraft to be a member. You will need to check this detail. One such group out of Morgan Ut, Rocky Mountain Soaring, doesn't require members to own other aircraft, and they also encourage traveling with the gliders to the best weather destinations.

Quality and Performance

Purchasing and maintaining quality ships with superior glide performance is beyond the means of most club operations. An owners group focusing on only high-performance sailplanes (44/1 L/D or better) will enable pilots to learn new skills and compete in contests.

Registration/Insurance/Annual Inspections

The annual cost of registration, insurance, and inspections adds up to several thousands of dollars. A fractional owner would only bear their share of that cost.

Ownership Structure/Investment

As a fractional Owner you will be buying into a group or an LLC, at a percentage of the purchase and annual costs. Each member will contribute equally. Depending on the organization and participation of the members, there could be additional management fees. This ownership can be sold if the pilot decides to leave the group, thereby recouping all or most of the original investment.

Storage/Maintenance

The owner's group provides storage during the winter months, or they make ships available for members to take them to warmer locations so they can be flown if conditions are not flyable at the home location. In addition, repairs and maintenance can be carried out during the off-season.

Access to Instructors

A well-run owner's group may have instructors on hand to assist with familiarization, annual checkouts, and developing new skills for owning pilots. This also ensures ships are being flown safely and required skills are met before pilots venture off on their own or try new skills.

New experiences

Imagine being able to fly in premium locations or in contests away from your home location without the need to own, maintain and haul gliders across the country. High-performance aircraft can make "stretching your rubber band" a safer experience. If you want to go for those long/record-type flights, owning a high-performance ship can assist in making that a reality. Groups vary a lot, so thoughtful discussions can assist you in finding the right fit.

Cons of Fractional Ownership

Loss of freedom to fly any time you want.

This will vary depending on the number of aircraft to member ratio of each group. You will only have partial ownership, so you can only expect to fly on a part-time basis. There will be a booking process so you can plan when you want to fly, but in reality, not all pilots have the time to fly at every opportunity available. This structure won't suit everyone, but it could be your perfect solution.

Conclusion

Fractional ownership is a great way for new and experienced pilots to fly quality ships and improve their skills without the investment and time required to own a ship outright.

Example Owners Group

Rocky Mountain Soaring (RMS) is one such owner's group based in Utah that offers shares in high-quality single and 2 place gliders. RMS is a growing group with a DG505 and ASW28 15/18 FES in the group and plans for several other gliders as membership grows. RMS operates at ideally four members per aircraft in the group. This group caters to newly certificated pilots and record/racing experts. Special care and attention are given to the newer pilots to assist them in learning and developing their cross-country skills.

The only FES-equipped ASW-28 15/18 in the USA is in this group! The FES will enable an hour of operational time in the extending range mode. That should be sufficient to return to home or to an excellent out-landing airport.

Gliders are based at [Morgan County Airport](#) in Utah, which has access to four premium soaring locations: Morgan, Nephi, Logan, and Heber. They all have tow planes and are all within 1.5 hours of the SLC International Airport. There is also a composite repair/maintenance facility at the Morgan airport where the aircraft are housed and maintained.

If you are interested in finding out more or joining the group, contact York Zentner at yzentner65@gmail.com or by phone at (801) 673-0303. Web site: <https://RockyMtnSoaring.com>

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 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

INSTRUCTORS: Tom McDonald

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 04/06/2025 rdh

*Temporary