



Caesar Creek Soaring Club

September 15, 2025

CCSC is on Facebook <https://www.facebook.com/CaesarCreekSoaringClub/>

CCSC is on the Web <https://www.soarccsc.com/>

UPCOMING EVENTS

- September 16 - Daedalians meeting at Club House.
- September 20 - **Fall spruce up**. Neighbor Appreciation Day, Potluck (3rd Saturday). It will be a busy day we hope!
- October 4 - SSD/CCSC Board Meeting, 10 AM to 12:00 AM, CCSC Clubhouse
- October 18 (tentative) - Potluck (3rd Saturday) Bring a Dish, share food!

Uniform Operations Procedures (UOPs) - Proposed Change - SSD Board

The proposed UOP changes will have to do with the clearance to solo ASK-21 aircraft and time spent in the camp ground. The proposed addition is as follows...

"A check out in an ASK-21 for a new pilot to CCSC will need six (6) acceptable front seat landings, or, if an existing club member three (3) acceptable front seat landings as determined by the CCSC instructor giving the checkouts in order to be able to solo "SD" and "CC" ASK-21 gliders. A separate check out by an instructor in the new ASK-21 "DN" will also be needed."

"There will be a maximum of 15-days per month occupancy (overnight stays) unless board approval is received."

Members have 30 days from this notice to contact the board with suggested changes.

SSD August Board Meeting Summary - FF Editor

A proposed UOP change to solo clubs ASK was discussed and will be published in the Frequent Flyer.

Five new members were accepted to the club. The three youth members are Jackson Poczatek, Andrew Lane (Bob Anderson's Grandson), and Levi Sommerville.

New full members are Robert Berg (with SEL rating and CFI certificate), Nathaniel Kucera who has flying experience.

Flight Operations: 314 flights for June, youth camp made up 187 flights with 103 regular crew flights. It was a good month. Member Richard Cedar is providing rope maintenance for the club. Crew chiefs have been asked to report 1st solos in their daily reports. Instructors requested to report out any 1st solos in a ship. The board recognized Dick Holzwarth (Flight Ops lead) for his work on fixing the golf carts.

Maintenance - DN will have new CN Vario Installed. Two batteries now installed. SD, CC, and BG are OK. 1-26 548 has a bad vario that needs replacing and 242 will be back from Stewart's soon with a new weight and balance numbers. 2-33 15H has new battery and canopy cable.

Fuel index: \$0.36 per 100 feet (same as previous month).

Discussion on how ASK canopies are being tested for being locked. Pressing on Plexiglas above head is **not correct method**. [Ed - if cracked this will be a \$6K bill for repair and the member will be charged the deductible. Any claim will also increase our insurance by 15% for the next three years.]

2-33 Snubbers - Soft(er) Releases in 2-33's - Tom McDonald and Steven Statkus

Hard releases on 2-33's cause long-term damage to the airframe. On the other hand, the release mechanism may not function correctly without some tension on the rope. The following guidance applies:

Make an effort to reduce tension on the rope – just a little – at the release. This does not mean a climb and dive at the towplane. Just don't bang the release any harder than necessary.

Also, release from a position straight behind the towplane. The release mechanism may jam or bind with a side load.

Students will be trained to look at the rope to confirm that they are released, rather than responding to the bang of the mechanism. This method works 100% of the time, builds good habits for the Tost releases, and leaves the glider in a good position in the event of a release failure.

Snubber preflight on 2-33s

The release hook on Schweizer gliders is captured by a snubber, pictured here. This clip is designed to prevent the hook from striking the structural tubing of the airframe.

If the hook does damage the tubing, a time-consuming and expansive repair results.

The snubbers wear out through normal use. The clips will lose spring tension so they no longer catch the hook. A side load at release may cause one side of the clip to break off. A reasonably soft release, as discussed previously, extends the life of this component.

Emphasize this item on preflight, and check it frequently during operations. If the snubber is no longer catching the hook, take the glider out of service.

Steve Statkus

15H was red tagged for the snubber hanging loose, found at the end of a soaring day by a student pilot who was one the ball. "What's a snubber"

you might say? It's a small mechanical device that grabs the tow hook after release and stows it in the nose. It's real purpose is to protect the tow hook

mechanics and support tubular structure from damage should the snubber fracture, which it does due to metal fatigue. It's a problem all Schweizer

Operators deal with if they know their s__t.

Red tag removed, but instructors should train their student pilots and non student pilots to check the function of the snubber on every pre-flight

Inspection. Drop to a knee and push the tow hook up into the cavity. If it stays up you're go to go.

There will be an article in the upcoming frequent flyer discussing this issue. Yo, flight Instructors: are you teaching soft release? More to come.

Various August Crew Report Summary - FF Editor

August 10, 2025 (2nd Sun) - Launched 23 flights, including an introductory ride for a prospective new member.

August 16, 2025 (3rd Sat) - Operated from runway 27. 24 total flights DN was found in the hangar with a significant amount of bugs on the leading edge. Please clean the leading edges of all glass ships after use.

August 24, 2025 (4th Sat) - Good lift to 4300' MSL all around, low winds from the West. 23 flights, one introductory flight.

August 24, 2025 (4th Sun) - Calm winds out of the west. Operations were on runway 27. 15 flights for the day.

August 25th (2nd Sat) - 25 flights. 2 guest rides. Routine operations from 09. No safety issues. Electric cart is loosing charge [Ed note: the batteries have gone bad and were sold to a club member so cart is INOP.]

Ground Use Fees and Club Member Responsibilities - Chuck Lohre

If you have a camper, hanger, pole barn, or tie down at the club you need to be sure that you contact Andrew Dignan, Chuck Lohre, or our business manager Jonny (in that order) with any questions. This also applies to updates and changes. Pole barn positions are always charged. On your next bill campground, hanger, pole barn, and tie down fees will be updated and all positions will be billed. It's your responsibility for correct billing throughout the year.

First Solos and Certificate Updates - FF Editor

Nathaniel Kucera, after joining the club this past month has already go his solo under his belt.

Thatcher Brown also made his first solo while is mother and father watched on. His goal is the USAF.



Thatcher Brown - Photo by Dan Minor



Nathaniel - Photo by Sami Rintala



Jack Derrickson at Bermuda High

Youth member Jack Derrickson recently passed is check ride at Bermuda High and is now a certificated glider pilot. A few weeks later he soloed in power over at Stewart's.

Congratulations All!

Tow Rope Maintenance [*The Art of the Fid*] - Richard Cedar

If you are like me, you give little thought to our tow ropes. When the tow ring is presented before hook-up, I check that there are no broken strands, the rope is not too frayed, and the end of the rope is doubled back through its center a reasonable length (I would reject the rope if this length is less than about 18 inches). Once I release at the end of the tow, I do not think about the rope again until my next flight.

Like many things at CCSC, someone works quietly in the background, taking care of our tow ropes. For many years, Don Burns performed this role. In more recent years, Steve Hoffman cared for our tow ropes. I want to thank both of them for keeping us safe with well-maintained tow ropes.

About a month ago, I took on the tow rope maintenance role. To help do this, I have refreshed the row rope tool container located in the back of the flight line trailer. There is now a new box cutter, tape, and precut lengths of plastic tubing.



Photo by Richard Cedar

I have also produced a few brass fids (the technical term for the tool used by rope makers to open up the strands of a rope) [Ed Note: *These custom made fid's show Richard's usual incredible machine work. We used to live on plastic pen caps*]. These fids have a point on one end and a threaded hole on the other end.



To secure the rope to the fid, cut the rope end on a slant, and insert it into the threaded end of the fid. By holding the rope and rotating the fid clockwise, looking from the pointed end, until it is difficult to turn further, the rope should become firmly attached to the fid without the need for tape, etc.



You can now use the fid to open up the rope stands to lace through it or insert it through the center of the rope.



If you have been trained in rope making and repair, feel free to use these tools to help us keep our tow ropes and Schweizer adapters in good condition, but please put the tools back in the container.

Since becoming the rope caretaker, I have realized that once a rope is wound on a reel, I can often only see the condition of one end of the rope. To check that our ropes are not too short (at least 180 feet), are knot-free, and the condition of the other end, I have to upwind each rope inspect it and then rewind it. This is a time-consuming process, and I would like to ask for your help. If you find a rope that needs repair and are not confident or able to repair it yourself. Please wind it onto a spool and put a "Red Tag" through the tow ring on the free end of the rope with a brief description of the issue (Too short, knotted, broken strand, etc). I have put some "Red Tags" in the rope maintenance container in the trailer.

Doing this will help me to quickly identify ropes that need attention and ensure that we always have good-quality ropes available. "Red Tags" can also be used on Schweitzer adapters to indicate they need repair.

Thanks for your help in keeping our ropes in good condition.

[Editors Note: Richard had kindly taken over this role for the club. Crew Chiefs and members should note issues with any ropes and report back to Richard.]

SSD September Board Meeting Summary - FF Editor

MOSAIC - LSA will be active in October 2025. Maybe an alternative for some pilots to fly our Schweizer gliders solo.

The board wanted to remind all members that if you are taking a medicine that the FAA considers grounding that you voluntarily ground yourself. This has potential insurance consequences for the club if not followed.

Some tow pilots are potentially out of scope with FAR 61.69. They need 3 flights as sole manipulator of glider controls every 24 calendar months to keep tow flying privileges with the club.

There have been ongoing issues with Pawnee 909. It has gone through 3 starters in less than three months. *[Ed note: Tow pilots will be briefed on starting routines.]*

The oil in Pawnee 48L was changed to a brand not normally used. Turns out the engine now runs 50° cooler than before which is a nice change. Monitoring will continue and it will stay using the Phillips (blue can) oil.

ASK-21B assessments will continue until the tariff has been paid off.

Ops reported that there were 206 sorties in August. Good weather has greatly helped the numbers.

1-26E (548 yellow) now has a transponder. 1-26B (242 "Camo") has a 161 lbs. pilot weight limitation.

A "retiring of soaring wings" function will be organized for long time member Don Burns.

The Signal app is being used by 19 members. There will be a QR code placed in the club house for joining.

The Condor sim is in need of some TLC. I will be worked on over the next month to have ready for the winter season.

Youth member Ian Lunch will be doing a beach building project for the club for his Eagle Scout program.

Neighbor day will be held on the 3rd Saturday of October, as will a quick morning fall clean up.

John Murray is willing to create cushions for the new ASK for proper pilot height to see over the panel.

FECOM has finished their cutting campaign at the field. All the under brush that could be removed has been. Your fields have never looked so nice under the tree canopies. There will be details organized to keep the underbrush knocked down. The board will be sending a letter of thanks to the company.

John Lubon has suggested the club hold a sports regional next year in early August. He will be contacting the SSA about having the contest.

The club will be putting in a bid for the club class nationals in 2027. We will be hosting the 1-26's Nationals in 2028.

The annual banquet will be held at the club again. More time will be set aside for pre-event socializing.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713)
ACC: Joe Jaap. **Tow Pilots:** John Armor, CR Gillespie, Kevin Price. **Instructors:** Tom McDonald, Daniel Sazhin. **Crew:** Will Adair, Dan Beans, Jeff Edwards

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Andrew Stryker. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Steve Hoffman, Mark Miller, Eran & Rachel Moscona, Ryan Swanson, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Fox **Tow Pilots:** Haskell Simpkins.
Instructors: Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Yuri & Thomas Gavarret, Bill Hall, Kevin Kelly, Jim Marks, 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, Maia Rohmer **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, Michael Hayter, Charlie Maxwell, Charlie Richardson, John Rohmer, 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 **Crew:** Thatcher Brown, Tim Christman, Jacob Dunnohew, Nathan Keltos, Josiah Guentter, Amanda Pray, Kean Schoen.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Andrew Dignan, Larry Kirkbride. **Instructors:** 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, Brian Stoops, Bret Topham.

TRAINING CREW (Reporting to 1st Sunday)

Robert Berg, Benjamin Blevins, Larry Bourgeois, Adele Caple, Spencer Cotton, Jr, Amy Cox, Richard Cox, Jackson Farmer, Lisa Feis, Heleena Gunnels, Henry Hayter, Stryker Keara, Nathaniel Kucera, Andrew Lane, Ryan Long, Samuel A McKinley, Kegan Murphy, Jackson Poczatek, Matt Peredel'skiy, Laura Radigan, Carson Ratliff, Samuel Sell, Carl Smith, Levi Sommerville, Rodney Vivian, Max Williams

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 Stringfellow

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: Andrew Dignan
ff@soarccsc.com

CLASSIFIEDS

FOR SALE: 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 indicator, rate of turn, inclinometer and stall warning, two 12V 7A/h battery power supply.



There is a very loud 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. Current annual. Contact: Dick Eckels 513-974-8184

or 937-672-3407

rchrdeckels< at >gmail.com



LANDS END EMBROIDERED CLOTHING AND PROMOTIONAL ITEMS – *Chuck Lohre*

Available online with embroidered patches. Almost the same patchers 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 here to select your garment or promotional product and then select the "APPLY LOGO(S)" box.



The CCSC patch was created for general club use. For 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.

JB LAWN CARE – *Jaycee Becker*

Offering campsite and mowing with cleanup to CCSC campground members for very reasonable pricing.



Services

- Mowing - \$10 (per campsite)
- Additional Services – \$10 per hour
 - Stick Pickup
 - Exterior Camper Pickup
 - Leaf Removal
 - Etc.

Call or Text: 513.5328438 (Autumn's cell)
Email: jayce.astewart< at >gmail.com

Radio Controlled Aircraft For Sale



SKYS

EEKER - New, Never Flown. Transmitter w Receiver. 2 Batteries w Charger. 2 Wings & Horizontal Feathers.
\$75.00



Two Elite Blade CX2 Helicopters w Transmitter & Receivers. Batteries and Charger. Spare Body and Parts.
\$125.00



Ranger 600

With Transmitter/Receiver. 8 Batteries & Tester



YellowBee - New, In Box, Never Flown. Transmitter/Receiver, Battery Charger, Spares

\$!00.00

Rolf. 937-271-5003, n11rdbird@att.net



Why you should join

Women's Soaring Pilots Association



Join WSPA to connect with other women glider pilots and share your soaring experiences.

Benefits of membership:

- Quarterly Newsletter
- Annual one-week soaring seminar
- Scholarships and mentoring for every level of experience

"As a new pilot I was able to get advice and encouragement from seasoned female pilots. I am now an experienced pilot and each seminar I look forward to seeing old friends and making new ones."



<https://womensoaring.org>

