Caesar Creak Soaring Club

October 31, 2025

CCSC is on Facebook https://www.facebook.com/CaesarCreekSoaringClub/ CCSC is on the Web https://www.soarccsc.com/

UPCOMING EVENTS

- November 1 SSD/CCSC Board Meeting, 10 AM to 12:00 AM, CCSC Clubhouse
- December 6 SSD/CCSC Board Meeting, 10 AM to 12:00 AM, CCSC Clubhouse

COLD OPS REMINDERS - FF Editor

As we start into another winter season a few "cold" ops reminders when we.

- No ops below 20°. This was put in place due to a possible ice in a Pawnee fuel line.
- All ships should be cleaned of mud before put away. This includes tow planes. If the crew does not want to clean then it is too wet to operate.
- Golf carts where not designed for the cold weather. If you get one going, do not go full throttle. Drive it around for a minute and slowly increase the speed before heading to the main hangar.
- Tow planes should be plugged in to the block heaters as also to have a chance to do their warming thing.

DON BURNS RETIRES FROM CLUB - FF Editor



At the last Pot Luck dinner, probably until next spring, was held in combination with a celebration of Don and Harolyn Burns taking leave of the club. There was quite a smorgasbord of items from crock pot chili to hot dogs and mets all made available thanks to support by Cheryl Winkler, Nicole Derrickson, Julia Hayter, Maury Drummey and Jerry. To finish it off Andrew Stryker opened a mini-barrel of Benediktiner Oktoberfest/Festbier, very tasty indeed. There was an estimated crowd of 36 people that addended. The members and family/friends ranged in age from our youth members to our most experienced members, some of whom have been with the club since the start.

Andrew Breeze Stringfellow, CCSC/SSD President, started of the program with an introduction of Don and his wife Harolyn. Harolyn was

a staple of the launch retrieve desk/office, along with Jo Anne Pedersen,

during the many regional and national soaring competitions CCSC has held over the years.

Don then thanked those in attendance and regaled the crowd with stories about his flying life with a show-and-tell. Among the items he brought was his original solo flying certificate received on December 31st, 1954 flying a Champ. Not a bad



way to end any year.

The name of the airport he soloed at? None other than Dayton Municipal, now known as Dayton International. Apparently most of the aircraft flying around KDAY, at the time, had no transmitters and would rock their wings to acknowledge instructions from the tower. If you did not rock them the light guns would come out and you would be looking at red, green, and yellow signals. That was indeed a while ago since you don't see yellow ligths in the tower anymore.

Soon after that he was in an Ercoupe and taking his check ride. He ended up flying the Ercoupe around to the different airports (Urbana, Richmond, Oxford, Marion, Columbus, and Chillicothe to name a few) that he ended up flying over these same cities in his many sailplanes he flew over the years. His longest flight was 4 hours out and 4 hours back to Muscatine Iowa which is just west of Davenport.

One of the more important places he ended up was Anderson Indiana. He had family in the town and ended up going to college there. Of course that is where he made one of his best non-aircraft partnerships in meeting his wife Harolyn. She was a participant in the flying side of their lives and joined Don on the flight to Muscatine which included their, at the time, 4 year old daughter.

He also related that his father was a pilot from the 1930's and that was what got him interested in flying while joining flights in their Great Lakes. He also had partnerships in a Stinson Voyager, and finally a Bonanza. Which he also flew with his father.

In Don's soaring carer he set out some goals with a mission statement to "Seek out and explore strange new lift sources and boldly go where no one had gone before." Among those "goals" and strange lift source where, dynamic ridge soaring, altocumulus shear zones, lenticular street suction, cumulo-resonant air timbers, intergalactic beam tracking, hydro damnation "popenhouzers", cumulo-stairsteps, woodstock wonder wind, katabatic gravity winds, and "Mueg" mechanical vapor lock [Ed - For sure you will have to ask Don or Larry Kirkbride about that last one].

Don started his first cross country flying run with member Mark Conners. They headed to Xenia, Clinton, then on to Fayette County. It was on the leg home from Fayette that Don also had his first off field landing/ The field was fresh with hay bales but was safe and the landing was uneventful. But, as out landings go it of course turned into a classic good time retrieval The farmer was out cutting hay and the farmer's kids where helping out. Soon enough the kids were getting their pictures taken in the sailplane. As Mark arrived with his two kids and the trailer mark's kids ended up getting to ride in the cab of the tractor harvesting hay. Harolyn found out about the out landing before most of the club. The farmers wife had taken a picture and emailed it to Harolyn. When everyone got back home, it turned out that Mark had kept quiet about the flight, later telling Don that he thought the weather was "not being good enough" but decided to convince Don to go with him anyway. There was no mention of an apology from Mark but Don had fun anyway.

We are sad to see him hang up his sailplane wings, but we all wish Don good luck in his flying retirement and expect to see him and Harolyn around the club on occasion to keep us in-line and entertained with their stories.

MEDS REMINDER - SSD Board

The board would like to reiterate to all our members that if you find yourself having to take any medications that prohibit you from flight, please observe the recommendations and ground yourself until you get a clearance from your medical provider or know the time it takes for the medication to clear your system. The list of DNI (Do Not Issue) and DNF (Do Not Fly) medications can be viewed at https://www.faa.gov/ame_guide/media/DNI_DNF_tables.pdf . There are also non-medical conditions one should pay attention to such as lack of sleep or life stresses that can make flying risky and quickly take the fun out.



CREW REPORTS SEPTEMBER/OCTOBER VARIOUS - FF Editor

1 Sat - September - 7 flights with several longer than one hour. 33Z got a quick oil change at Stewart's. Every sailplane was used except DN. 548 "Yellow" was grounded with some leading edge rivet issues (Ed note - the wing is being fixed at Stewart's). Several non-crew members helped out during the day for towing and instruction.

 2^{nd} Saturday September - 19 flights. Good soaring early with clouds moving in for the afternoon. Showers by 1650. Nathan Keltos had his 1^{st} 1-26 solo. Well done Nathan! 48L was still making a metallic noise (Ed note a baffle came loose in the 2^{nd} muffler and was removed by Stewart's).

 2^{nd} Sunday September - A beautiful day at the gliderport. Launched 24 flights. We kept both 2-33's and two K-21's busy most of the day. Solo student Nathaniel Kucera kept 15H aloft for 1.75 hours and reached an altitude of 7500'

3rd Saturday September - Beautiful day but high cirrus kept the lift limited. 14 flights with 1 private flight but no students. No equipment issues. The window crack on CC was stop drilled and glued by Richard Cedar with John Murray's approval.

4th Saturday September - 20 flights with 2 intro flights. 15H radio would not transmit.

4th Sunday September - Great day at the gliderport. Winds out of the southwest in the morning. 32 Total flights. With 2 guest rides. Winds transitioned, coming from the east, as the day progressed. MANY private ships departed around 12:30pm and were gone all day. DN was red tagged due to tape buzzing. (Ed note New tape was applied). Pulled the large runway cones/markers out and Dan Reagan mowed along the bean field. We can now see and use the runway cones!! Yay!

September Summary - There were 149 flights conducted by the regular weekend crews this month. Nine of those flights were reported as introductory rides. Every crew reported operations this month, we did not lose any days due to weather, but a couple of days were shortened due to rain arriving in the afternoon.

1st Saturday October - 22 total flights including 1 introduction flight.. Trailer left at East end.

2nd Sunday - It was another beautiful day. Launched 27 flights. Kevin Kelly successfully completed his Private Pilot checkride, and Nathan Kucera accomplished his goal of a 5-hour flight in an ASK-21. He reached an altitude of 6500' while staying within range of the gliderport. There were no equipment issues. The extension cords for the towplane engine heaters could not be found in the towplane hangar (Ed Note new one purchased others found). Everyone welcomed the new 2-33 recently purchased by CCYSA and the LS-3 generously made available to aspiring young cross country pilots by Henry Hayter and Daniel Sahzin.

2nd Saturday October - 11 flights total, 3 private ships, 4 flights for Andy Stringfellow for his Commercial License, and the rest was divided between 2 students. We used 33Z as a towplane, we had a problem with 48L showed a too large of a mag drop on the left mag (Ed note - L mag points were replaced at Stewart's). #4 handheld radio would not receive or transmit. Shutdown operations at 16:30

3rd Saturday October- Great day at the glider port. 13 total flight, 5 intro flights, 6 neighbor flights. We made good use of all 3 K21s. One new member Rafael Schmidt High cross winds so no training flights Many thanks to Maury for organizing the neighbors and the extra crew of instructors and tow pilots.

4th Saturday October - No customers. John Lubon, Cole Delabar, and Curt Pollock removed the erosion control snakes from the east end and placed them on a burn pile. Jonny Stewart and Andrew Dignan worked on the John Deere tractor.

CLUB ERRATA - FF Editor

The club would like to welcome new members Christopher Osborne and Frank Markink.

New Ratings (Congratulations!): Ryan Swanson passed his check ride in September for a glider rating at Bermuda High. You can currently see him flying the clubs G-102 "BG" and the Hayter/LS-3.

In a one-two punch starting Saturday and ending Sunday, Andrew Breeze String Fellow received his Commercial rating while Kevin Kelly received his glider rating. Ron Ridenour flew in from near Chicago in the role of DPE. This year was going to be Ron's 50th as a DPE.

DAEDALIANS VISIT CCSC - FF Editor

On Tuesday September 16th the Daedalians chapter from Wright-Pat, a US Air Force which is made up of a fraternal and professional order of American military pilots, visited CCSC for lunch and some sailplane flying. The group was hosted by long time member and well known tow pilot Don Green. At the lunch, the Daedalians presented a check to the CCSC Youth Group which was accepted by SSD Treasurer Chuck Lohre. The board would like to thank the club members for helping out with the flying portion of the program.



CCSC MEMBERS PARTICIPATE IN HISEY FALL FEST 2025 - FF Editor

On Saturday October 4th, members Brian Stoops and Dan Minor displayed their ASG-29 and Ka-6 sailplanes by invitation. Many in the club know this park as "The Ball Diamonds" [*Ed: looks quite different from the ground*] and small observatory we see just to the North of the club field when flying. The club's participation was noted on the web site for this event. The club received a letter of thanks stating "The Warren County Parks and Friends of Warren County Parks wish to express our sincere appreciation for your participation at Hisey Fall Fest 2025. Your involvement was instrumental in ensuring the success of our 20th anniversary celebration.".The club would also like to thank Henry and Michael Hayter, Andrew Breeze Stringfellow, and Pam Minor for providing ground support and covering the both during the event.



SSD BOARD MEETING SUMMARY - OCTOBER - FF Editor

Board gave permission for Rolf and Chuck to fly 548 at 1-26 Nationals next year near Chicago. It was noted that 448 is having some leading edge panel left wing rivets fixed.

John Lubon reviewed the XC mentor program. Any XC pilot flying a club ship should have recovery crew in place and notify crew chief as such. If an ASK 21 is involved in off field landing a qualified person experienced in its disassembly must go on retrieval. A group of qualified members will be available by phone. We do not want to have to shut down ops for recovery. Instructors say we can document XC training in logbook. XC usually requires a minimum of 2-hour commitment. Decision to allow will be based on capacity / demand of ships on weekends.

909 still on need to use only basis. 48L OK and is using Phillips (blue bottle) oil. Muffler rattle found and fixed. 33Z flyable. 33Z has gone though three starters in 4 months. Reminder that staters have a duty cycle. Tow pilots to be notified.

Financials show membership is up but flight income is down compared to budget. We have SSA dues and flight insurance that will put funds at a premium.

The board approved two new members (see errata).

There were 149 total flights with 95 not on the weekend. Golf carts will not all be fixed. Mike (1st Sunday)

crew) is graduating members from training days. Need to do better job cleaning leading edges and in general. New color coded micro-fiber towels and cleaners to be used. Will be clearly marked as to their function/use. Meguiar's Quik Detailer, Mist & Wipe (red bottle) for ship leading edge cleaning. Black and Red Spray cans (Aeroguard and Prist Acrylic and Plastic Cleaner) to be used for canopies. Board asked to consider moving golf carts from ground expense to flight expense. Charge for use. Put towards a cart repair fund. Work into budget for next year else flight charges may need increase to cover repair and maintenance of full fleet. Still need Cart POC.

The Don Burns going away/Pot Luck was set for the 3rd Saturday.

Instructors: FF editor was asked to mention medication self grounding mention in the next FF. New log books and training flight manuals ordered. 20 log and training manuals ordered.

All glass ships flyable but "CXC" has canopy crack due to ground handling mishap. Full replacement too much for now. Claim would also loose significant discount we have which is at full 15% for three years of no claims.

Signal app – Set up and being used by some crews but not others. Note will be placed in newsletter. QR code to be posted in club house.

FECON is done with their testing. The test cutting has greatly improved the usability and look of the clubs grounds removing most under brush and some trees. Open areas will have to be bush-hogged twice a year to maintain.

The condor sim peddles are being repaired. Some new ones have been put in place temporarily.

FALL "MINI" CLEANUP - Andrew Dignan (Grounds Lead)

Ahead of the Neighborhood Appreciation Day flying, a small dedicated cadre of workers descended on the field at 9AM to do some sprucing up around the the club. Ray Monell and Andrew Dignan tackled the long missing downspout on the south-east corner of the tow plane hangar. While there a few yellow guiding lines were added.

At the main hangar the was much prep and tape work done to lay down a new main center line for guiding the sailplanes back into the barn. It was lead by John Dudley [Ed: his 2nd run at doing this in the past few years] with help from Charlie Richardson, and Maury Drummey among others.



The patio area had a great clean sweep in prep for the lunch and Don Burn's Pot Luck dinner with many lending a hand to chop firewood for the season. That group was lead by John Lubon with help from Jim Goebel, Bob Anderson, Rolf Hegele, Nathanial Kucera, and others.

A special thanks to Jerry and Maury for getting and making lunch for the workers.





CCSC GROUND CREWS:

1ST SATURDAY

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

1ST SUNDAY – Regular 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**: Gordon Penner, Haskell Simpkins. **Instructors**: Bob Anderson, Bill Gabbard. **Crew:** Yuri & Thomas Gavarret, Bill Hall, Kevin Kelly, Jim Marks, Noah Olsen, Lorrie Penner.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754) ACC: Kate Menchen Kreiner. Tow Pilots: Jim Goebel, Instructors: Greg McDowell, Tom Rudolf. Crew: Jack Derrickson, Fred Hawk, Mike McKosky, 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, Henry Hayter, Michael Hayter, Charlie Maxwell, Jackson Poczatek, 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, Kegan Murphy, Dan Reagan, Pete Schradin, Brian Stoops, Bret Topham.

TRAINING CREW (Reporting to 1st Sunday)

Robert Berg, Benjamin Blevins, Larry Bourgeois, Adele Caple, Lukas Clevenger, Spencer Cotton, Jr, Amy Cox, Richard Cox, Jackson Farmer, Lisa Feis, Heleena Gunnels, Stryker Keara, Anderson Lane, Ryan Long, Frank Marlink, Samuel A McKinley, Aidan Murray, Emmanuel Ogwal, Christopher Osborne, Matt Peredelskiy, 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

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

Revised 10/15/2025 rch

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 mowning 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



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

