



Caesar Creek Soaring Club

Nov 30, 2025

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

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

UPCOMING EVENTS

- December 6th - SSD Board Meeting
- January 3rd - SSD Board Meeting
- February 7th - SSD Board Meeting
- March 7th - SSD Board Meeting

SSD Board Meeting Summary - November - FF Editor

The October SSA magazine has an extensive MOSAIC article to review. There are some updates that are needed and things will be changing. MOSAIC covers Light Sport Aircraft (LSA) . Eligibility of aircraft to fly is now based more on speeds, also adding complex aircraft to the mix, and removes the weight limitations of previous LSA program. This pertains to sailplanes (gliders) as a means of getting a glider certificate or add on. The board will be flowing this closely and the Chief Instructor will be coming up with club guidelines.

Also, the MOSAIC program will cover towing gliders, even without a medical, as a sport pilot. The President will talk with Costello about MOSAIC and if allowed there will be updates to the Tow Pilot Manual and SSD requirements and qualifications.

We are still going easy on Pawnee 909. Only using it when needed. It is going over for annual soon and may have inspection plates installed based on pending FAA AD. The installation requires the wings to come off and is not cheap. 48L and 33Z are still our "goto" tugs for the time being.

Club's aircraft insurance is due in January. Our new ASK-21 "DN" will be put on layaway for three months to help lower the invoice and currently have the maximum discount due to no claims and having 10 planes on the books. The board noted that If we make a claim we loose the discount which takes three years to get back to it's maximum.

The fuel index remains the same. Total flights are 1403 versus 1457 last year.

Rolf Hegele has been working on cleaning up member data in our database

There was one new youth member application from Raphael Schmidt. It was approved. Welcome!

Disk Holzwarth reported that there were many mid-week flights in October that helped the bottom line. It was also noted that the 1-26 242 has a max load of 168.5 lbs after the new weight and balance was done at Stewarts. There maybe be some ballast weight that could be removed.

"DN" will be going in the box, and "CC" will be put in the workshop for annual. "SD" will follow "CC" for It's annual.

The president will be putting together a list of members that are knowledgeable in retrieving club ships that may land out during XC work. The list will be available in the crew trailer and on the club website.

The Holtz training and soaring log books are in-stock. Price reduced due to SSA program grant.

1-26 548's wing is back from leading edge work. Jack Derrickson has volunteered to be the plane caption for 242. 2-33's 135 and 15H are fully operational. The youth program has picked up another 2-33. The updated registrations for 15H and 135 are good though 2028.

New chargers for radios were ordered to replace some missing ones (still trying to figure out where they disappeared to).

The gas pump hose needs to be replaced. Bob Miller will get one ordered. Care should be taken to check the hose integrity before and when filling tanks.

Fireplace chimney needs cleaning. Cost information will be provided and board will get that done.

Need a green light on fuel pump so we know to turn it off.

Banquet to be held in May at tow plane hangar as last time. Moved to a warmer month.

Next meeting will be December 6th. The budget for 2026 will be discussed.

ASK "CC" Disassembly - "ND" Stored - FF Editor

"CC" went through a disassembly for preparation for its annual inspection Saturday November 22nd. For those that maybe thinking about doing any XC work with an instructor, it would be a good idea to see the process though the flight manual is the first place to go to for proper directions. "SD" disassembly will be happening in the future and a notice will be sent out so you can join in. Note that soaring pilots are one of the few which have FAA permission to take wings and elevators off and put their ships back together.



Also our new ASK "ND" was put into the trailer for the winter. This was done to help reduce the insurance payment for the year. As it is our newest ship it has the biggest storing savings associated with it. It will be pulled back out in the spring after its mandatory 3 months down time.

Since we are now down to one ASK-21 in service, in interest of keeping it available to as many members as possible, there will be no XC flying permitted until further notice.



When taking "DN"'s rear spar pins out it was noted that they were extremely tight. It took some effort to get one removed. It was pointed out that you should NEVER force or hammer any pins in place in our glass ships. If you think you need to do anything like that, STOP! Take a pause and find that something which is not setup right. Forcing them home can lead to permanent binding and damage to the pins and bushings. We don't want to think of that repair cost.

Volunteers Needed for Equipment Support - SSD Board

The club has always asked members to help support the club with equipment support, such as being a plane captain, or helping with other equipment such as the golf carts. The members of the board have basically run out of time to give any more additional support. We are looking for a plane captain for the 1-26 548 and someone, or more than one person, that can help out with the golf carts. All the time given by these volunteers helps keep the cost of running the club as low as possible. Paying commercial prices would easily add 20% to our costs. If you can give a few spare hours a month please contact anyone on the board and let them know you would like to help out.

Kevin Price Safety Article and Jack Derrickson's Cover Pictures in SSA Magazine - FF Editor

Be on the lookout for a new safety article in the upcoming SSA magazine covering the topic of winds aloft and glide calculations by Kevin and that Jack's recent picture made the cover in this month's edition.

CREW REPORTS NOVEMBER (VARIOUS) - FF Editor

1st Saturday - Nice flying day, 10 flights. Flew 15H, CC, BG, 48L, 3T, and JL. No major issues. 135 had not been put on charger. SD and CC had each other's chargers. A squad of young cheerleaders and parents gathered at the field around 5 PM for a board permitted photo op in front of CC.

1st Sunday - Nov 2 - 15 flights. No equipment issues, Graduated three folks from training crew. Witnessed first flight of a K8 after over 10 years on the ground. Ended day at 1700 Dusk.

2nd Sunday - Nov 8 - 20 flights. No guest rides. Routine ops 27. First flight 1030, last glider down 1620. 48L had mag issues. Tow Chief Mechanic notified and was referred to Stewart's.

3rd Saturday - Nov 15 - Canceled flying day at 1000 due to reported winds at 16 kts, gusting to 26 kts. Tow pilot made test flight and reported significant turbulence over trees. Confirmed the no fly recommendation.

3rd Sunday - Nov 16 - No flights. High winds were reported at Wilmington / 300-13-G24KT. Gusts were observed frequently between 1000-1100 at 2OH9. Consensus of the tow pilots, CFIG, and Crew chief was to cancel flying ops for the day.

Hangar walk through occurred to ensure all gliders were hooked up to chargers and wings covered. A red tag placard was observed on the left wing of SGS 1-26 #242. The reason is unknown and we were wondering if someone inadvertently left this on the aircraft yesterday. Was not sure who the plane captain is [Ed - A list of plane captains can be found in the Members Only section of the web site under "Glider Plane Captains"].

Water was not working in the clubhouse in the morning however someone fixed it by 1330. Thanks to whoever did this.

4th Saturday - Nov 22- No flying today, wet field. Took CC apart and put in the shop. Took DN apart and put in the trailer.

DEHYDRATION - THE SILENT ENEMY IN FLIGHT - Adam Woolley (originally published at Wings and Wheels Website)

In the world of gliding or any airborne activity, in reality, we as pilots rely on sharp judgment, quick processing, and steady physical performance. These factors don't depend only on skill or experience; they're heavily influenced by something surprisingly simple: hydration. Long flights, high cockpit temperatures, and the low-humidity conditions common at altitude all contribute to our fluid loss. Even mild dehydration can quietly undermine performance before a pilot notices anything is wrong.

Research shows that a fluid deficit as small as one to two percent of body weight can impair cognitive function, reaction time, and concentration. In our environment, where decisions must be made continuously and often under pressure, that margin of error can be the difference between a clean, efficient flight and a multitude of poor choices. Our thermalling ability, energy management, and navigation all depend on maintaining mental clarity. Fatigue, irritability, and tunnel vision can creep in when the body is short on fluids, increasing the risk of misjudging almost anything, misreading cues, or missing early signs of changing weather, which should tell us to start heading home.

Hydration also plays a direct role in our personal physical tolerance to heat. Our cockpit acts like a greenhouse, amplifying sunlight and raising cockpit temperatures. When the body struggles to regulate heat, performance slips even more quickly. Drinking consistently before and during flight helps maintain circulation, cooling, and endurance.

Good hydration is one of the easiest safety habits to build. As pilots, we should drink water in the hours leading up to flight, rather than chugging it right before launch. We should carry more water than we think we'll need and make a plan to sip regularly in the air. Personally, I use the LXNAV 80/90xx alarm system as a reminder and at the top of every thermal, as a reward! These small steps help safeguard clear thinking, stable mood, and consistent decision-making

Stay hydrated and safe circles,

Adam Woolley

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 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 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



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>

