



## Caesar Creek Soaring Club

March 6, 2026

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

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

### UPCOMING EVENTS

- March 7<sup>th</sup> - SSD Board Meeting
- April 4<sup>th</sup> - SSD Board Meeting
- April 11<sup>th</sup> - Annual Spring Cleanup, Backup day April 18th
- May 3<sup>rd</sup> - Banquet at Field
- August - Contest

### ANNUAL CHECK FLIGHTS - Tom McDonald - Chief Instructor

It is that time of a new year that all CCSC pilots will need a glider check-out. Look for some decent weather and get that check item completed for this year.

### PAUCITY OF FREQUENT FLYER - FF Editor

Your editor apologizes for the lack of Frequent Fliers (aka In-frequent Flyer) the past few months. Work and other commitments have taken free time away from my duties of creating the newsletter. I will be trying my best to not let that happen again. Fortunately not much had been happening at the field due to the extra cold in January and February and the nice bit of deep snow we had on the ground for weeks in February.

### EXTRA CREW DAYS FOR 2026 - Dick Holzwarth - Chief of Crew Chiefs

The list of extra crew days for 2026 is below. [Ed - You can also look on the website members only section]

Jan 31 - 2nd Sat      Mar 29 - 2nd Sun      May 30 - 3rd Sat      May 31 - 3rd Sun

Aug 29 - 4th Sat      Aug 30 - 4th Sun      Oct 31 - 1st Sat      Nov 29 - 1st Sun

### NEW PAYMENT PORTAL - Chuck Lohre - Treasurer

A new payment portal is available on the website as the club will no longer be using PayPal. A new link has been placed on our payment page in the members only section. Chrome is the only browser that works OK with Edge a close second. Avoid Apple's Safari as issues have been reported. This portal will be the only way to pay for your monthly bills on-line.

If you use a debit card there is no fee charged to you but the club does pay 1.5%. It will show a fee added at first but that will be removed at checkout. The confirmation will say "Surcharge not added for this transaction." Note that if you use a credit card there will be a 3% charge surcharge added to your payment to cover transaction fees. We are taking this action to save the club around \$3K a year.

Please contact me [Ed - see member roster] if you have any problems. PayPal will be used for introductory

### SSD BOARD MEETING SUMMARY - JANUARY 2026 - FF Editor

Kevin Price - finishing up a new flight area map for the clubhouse. Posters will be made with updated photos.

Tow Pilots - Andrew Dignan - Tim Lynch is returning to towing and member Nathaniel K has made it through his initial training at Stewarts and has made his 10 takeoff and landings with a club Pawnee. He was being helped with his IOE by Larry K. Both tow pilots will be assigned to crews that are short on tow pilots. It has been found the MOSAIC can not be used in place of a medical for tow PIC requirements.

Tow Aircraft Maintenance - Tim Christman - 909 is in annual at Stewart's with it's wings removed. New landing gear bushings are being put in. 33Z and 48L have annuals due in April. The AD for Pawnees was discussed. The SSA is looking for input from US operators, but is leading the charge for sailplane operations in the US during the comment period. The AD is currently asking for a spar attachment eddy inspection every 100 hours. This would make for a very cost prohibitive inspection. Andrew S noted that British clubs are replacing Pawnees with a 140 hp powered Rotax ship named a Eurofox towing Duo Discus. Spiffy but expensive and they probably operate out of longer runways than CCSC.

Treasurer - Chuck Lohre - Report is available on the website in the members only section. The ASK-21B assessment will continue until the \$17K+ we paid in tariffs is covered. Fuel index is \$0.32 per 100 ft but will increase to \$0.50 per 100 ft starting in January. This is one of a few areas where the board has had to increase fees in order to balance expenses. There were no flights in December '25 versus 46 the previous year. Our insurance bill for ships was paid. The board has been working to remove members that owe money and have not responded to the many efforts to contact them. UOP's were updated to address these situations and help make managing the membership lists and stock options easier.

Membership - Andrew Stringfellow - There were no applications received in the previous month.

Flight Operations - Dick Holswarth - No flights and no issues. Andrew S will be updating the land out call list which will give access to members with specific experience in assembly/disassembly of certain sailplanes like the ASK-21's and Grob-102. These ships can potentially be used for flights outside final glide of our airport but pilots are reminded that they should organize people for potential retrievals. It was noted that emails going to Microsoft owned domains (hotmail, outlook, etc.) were being blocked by those companies' spam filters. Andrew D is looking for a solution but it will probably cost extra.

Instructors - Tom McDonald - Annual field checks have started. He is creating a bullet list with fitness to fly clarifications as it relates to pharmaceuticals (over the counter and prescribed) and flying. The instructors meeting will be scheduled some time in March/April.

Glider Maintenance - Bob Miller - CC and SD are annuals. Test flights needed. G-102 is in annual. 242 heading to Stewart's. Will see if weight can be removed to increase usable load along with a W&B. ASK DN needs a remote transponder head unit. Club ships transponders have their checks due. Fuel hose was purchased and will be installed. We need to replace the fuel tank filter more often. They only need hand tightening. Like an oil filter, do not use a wrench to install it. New seals for hose will also be installed.

Facilities - Andrew Dignan - Fire place repair will be assisted by Keith K in the spring time. Andrew S will look at getting a work group together for this project.

Hangars and Campgrounds - Andrew Dignan - Nothing to report.

Special Events - Tom McDonald - Nothing to report.

Old Business - UOP's updated to reflect standardized launch procedures. Lucy M has requested that the WSPA have their convention and flying at CCSC. The board is coming up with a program that will let us host and let them do some flying. Participants flying will pay rates similar to when contestants use field facilities. Flights with participants will be done with club instructors.

New Business - Work day set for April 11<sup>th</sup>, 2026. Bob Miller requested the club get a transponder. Tom M is donating honey collected from his hives to be sold with proceeds going to the club.

## SSD BOARD MEETING SUMMARY - FEBRUARY 2026 - FF Editor

Kevin Price - Dress warm for cold weather ops. Be aware of hazards and wind chill issues. Don't get your cars stuck in the deep snow and mud. He has more articles on FOD in the cockpit to post and publish. Be mindful of items that are loose or could become loose and cause issues.

Tow Pilots (Personnel) - Andrew Dignan - Andrew K continues his prep with Larry K. Needs supervised tows to finish up.

Tow Planes (Maintenance) - Tim Christman - 909 annual is in the final stages. New landing gear bushings are in. 48L and 33Z are flying and status board in tow hangar is up to date.

Treasurer's Report - Chuck Lohre - The assessment to pay off the tariff for the ASK-21B should be ending in June. Fuel index is now \$0.45 per 100 ft. 38 flights in January with none last year. If the club has an unexpected large charge, like a tow engine replacement, we will need to have assessment to cover. Bill Hall's family donated his shares to the Youth Group. The new on-line payment system is setup

and tested. The website has been updated. If members have issues contact Chuck. Members that have accounts recently in arrears will be contacted to give them an inactive status.

Membership - Andrew Stringfellow - Nothing to report. We aim to keep 200 members on our roster as the sweat spot. Note that the number of shareholders are larger than the number of active members.

Flight Operations - Dick Holzwarth - 38 flights conducted. Most of January was lost to weather. DN is still in trailer until insurance comes back on. Crew chiefs meeting will be February 28<sup>th</sup> at the club house.

Instructors - Tom McDonald - Instructors meeting will be at the start of April at the club house.

Glider Maintenance - Bob Miller - BG in shop with annual continuing. Most of the annual has been completed. Gear door closing issue and new wheels will be put on. Should be ready to fly mid March. Dick H is coordinating club work shop schedule. Contact him to dates to use shop. Jack D has volunteered to be plane captain for 548 (1-26 E), Snow and mud has been a barrier to access shop. ASK CC has been assembled and annual is complete. Same for ASK SD. DN remains in trailer. 15H and 135 are flyable. Both need plane captains. Coordinate with Bob if you can help out. Please treat the chargers carefully as they have been getting rough treatment and are being broken with too much regularity. Bob has no more spare parts to fix the ones we have.

Facilities - Andrew Dignan - Keith leading repairs to fire place. Andrew D is calling AES Power to see about trimming trees near power lines in camp ground.

Hangars and Campground - Andrew Dignan - Nothing to report.

Special Events - Tom McDonald - The Banquet will be May 3<sup>rd</sup> with food from Centerville City BBQ. Prices and times will be forthcoming. Andrew S is looking for a speaker.

Old Business - John L is working to get a Sports Class Regional sometime in August of 2027. He will need help with the launch line and is requesting help from the Youth Group. The 1-26 Nationals are scheduled for 2028 at CCSC. A DPE from Marion OH will be coming to the club in April for member check rides. Two scheduled so far. Make sure heaters are turned off at the panel on the East wall of the club house by the front door. The switches are clearly marked. CCSC maybe picking up a 2-33 that was purchased by the Youth Group. Details to be worked out if ownership is desired. The board sent the cost structure and use requirements to Lucy M for the WSPA Conference.

New Business - None.

## **BAILOUT!** - *Mirth Rosser, Winnipeg Gliding Club*

Preface: Kevin Price - Safety : I found this article fascinating and have referenced it in my FOD article that has been sent to the SSA magazine. It applies to a situation at CCSC a few years ago about the importance of not storing items where they do not belong.

On obstruction of controls & the wonder of parachutes - Jan 1983

These two subjects are not foreign to any of us, yet some of us may not always take them as seriously as we should. The first of course, can kill you, and the second can save your life. Only an unprepared pilot ignores these very real possibilities. Under a particular set of circumstances only a very lucky unprepared pilot survives. This has been my experience.

On September 12, I was flying our newly-acquired HP-14 for the sixth time and had spent a few minutes in one gentle thermal, but was unhappy with my speed control which kept varying between 35 and 45 knots. Not having had much experience in high performance sailplanes with such large wing spans, I didn't like the roller-coastery feeling and flew away to do straight and level until I felt comfortable again. Shortly, at about 2400 feet above ground, I encountered some reasonable lift and started circling right again. After a couple of 360 degrees my speed dropped and I carried out the normal "pre-incipient spin" manoeuvre which I had found to be effective and safe in that sailplane - opposite rudder and slight stick forward. Immediately, I found myself in a dive as the HP recovered from what was probably an incipient spin and began to fly. But pulling fully back on the stick had no effect on the dive and WZT continued to accelerate.

My thoughts during the next several seconds consisted only of possible manoeuvres that I should attempt in order to control the situation, but the situation did not seem to be one which I was familiar with. My feelings were a combination of absolute terror and disbelief. I was astonished that what I had

believed was a gentle aircraft could be doing something so uncontrollable and so violent. At no time did I consider the possibility of mechanical failure or that the controls were jammed. Being a low-time pilot, I assumed it was my error.

There had been a plastic handgrip fitted over the stick, and at one desperate point when I released backward pressure on the stick (from sheer lack of any other ideas), this grip slipped off in my right hand. Weirdly, this was like a light flash: the aircraft was damaged and I could not fly out of the dive.

By now I knew I was very low - certainly under a thousand feet - and flying very fast and I suddenly decided to get out, although I didn't expect to survive a jump either. From that point on everything was rapid and methodical - push two pins forward to release the canopy (which flew off with a great bang!); unlock my harness (gravity did the rest, although I was not aware of it, I was on the down side of an outside loop, almost upside-down); and pull the D-ring of my new parachute. Unexpectedly, the ring was not on the inside of the left strap, where it had been on PPM's old chute, and I actually had to spend a few seconds in free fall looking for it. In the meantime, I heard WZT crash (WHACK! as it landed upside-down in the river). In the time it took to pull the D-ring, feel the parachute open immediately and "lift" me up, orienting me vertically, I looked down for the first time since I'd left the sailplane and saw I was over water. The next moment I was several feet under water in the middle of an oxbow of the Assiniboine River, fighting up to the surface away from the chute. Estimates of my safety margin before hitting range up to one second - and that includes the ten foot bonus from ground down to the water level. My amazement at being down and alive was total.

I began to swim forward to shore away from my parachute canopy which looked indescribably beautiful floating on the water. Since I had no idea how long the lines were, I swam until I could feel and see tension on them I was still some distance from the nearest shore and decided to try to get the harness off. At this point I noticed one of the HP's canopy locking pins embedded in the palm of my right hand with the remaining eight inches curled around and pointing up my forearm. It must have been pushed in by the force of the canopy flying off. I could not pull it out, and a few shroud lines were caught around it. This was a point of near panic, and I had to force myself to be calm, treading water slowly as I assessed my situation.

Since I was unable to undo the two leg snaps and unfasten the chest-strap buckle without the function of both hands, I decided I must pace myself by pulling the parachute canopy toward me with my left hand in order to provide some slack, then swim 'til I had taken it up, stop swimming and repeat the cycle. Although it might be slower, I reasoned that it would use less energy than swimming with the shrouds taut all the way. With about 4 or 5 of these cycles I reached an overhanging branch and pulled myself to the water's edge. All that remained was to pull in the canopy, get the backpack off and unravel the ropes which were tangled around my wrist and the canopy pin. Then I climbed through the brush up the river bank, emerging in a swathed grain field near some Hutterite buildings.

A few seconds later a truck carrying several men started to head for me across the field - Len Nylund with some of the Hutterites. Len had seen the HP go into the oxbow upside-down, radioed the club (no one heard him), then landed his 2-33 as closely as possible to the glider and spent 10 or 15 minutes diving for the pilot he believed was still in it (WZT, flattening its arc once I'd left it, travelled a further 400 feet horizontally from me before impacting, and I was at tree-top level when my chute opened). I don't know which of us was happier to see the other. The subsequent discomforts of having the pin removed from my hand, and spending a night in the hospital receiving intravenous antibiotics hardly mattered.

Many of us spent the next two days agonizing over what might have gone wrong - I was most afraid of pilot error. Could I have completely mistaken what was happening and failed to take appropriate action? During all the soul-searching I managed to think of at least four objects that had been in the cockpit not fastened down: the iron ballast on the seat underneath me; the "Ethafoam" slab I sat on which, had it shifted forward an inch during flight, would have interfered with full back stick control; the bungee used to hold the flap handle in place during takeoff and tow; and a plastic handle attached to 12 inches of cord tied around the release bar - an arrangement we'd rigged because the release was inconveniently located to the right and ahead of the stick, not the best place for an emergency on takeoff.

The final consideration was that of mechanical failure - the most plausible seemed likely to be a failure in the mixer which blends the rudder and elevator functions of the V-tail.

Three days later, a professional salvage crew and some club members removed WZT from the water, and Brian Stratton from the Ministry of Transport did a careful analysis, eliminating mechanical failure. The plastic handle was still dangling from the release bar on the end of its cord, bearing score marks corresponding exactly to the edges of the floor opening around the stick; it was a perfect fit between the stick and the rim with the stick in a central position and the cloth boot around the stick had an oblong hole on the pilot-side through which it could easily have slipped. It almost certainly had provided the obstruction which had jammed the stick in a slightly elevator down position and maintained the dive. This simple thing almost took my life and probably has destroyed a beautiful sailplane. It could have been even worse - an unpiloted aircraft out of control near a colony of people is an awful thing to contemplate.

The errors had been made on the ground. Rather than designing a safe solution to the problem of the release handle's awkward location, we had made a potentially lethal modification, disregarding one of the most important principles of safe flight: never have anything loose in your cockpit. I never noticed that the boot was not intact. I've learned these lessons the hard way.

The other important lesson involves parachutes. Only a few days before the last flight I'd been complaining about the absurdity of paying a thousand dollars for a cushion to put behind me so I could reach the rudder pedals. I certainly had never expected to use it and was sure I couldn't have gotten out of a sailplane in flight anyway. It was difficult enough getting out on the ground.

As everyone knows, in an emergency you usually can do whatever you have to. My parachute harness straps happened to be snug, not because I had considered this to be important, but because they got in the way of the ship's harness when they weren't. And I didn't know for sure where the D-ring was. Yet that chute rewarded me with the most beautiful sound I ever expected to hear - a little "pop" as it opened. There was no shock, no jolt; it just picked me up and slowed me down. These days I hate leaving home without it. The hell with my American Express Card.

So take care people. Imagine the worst that could happen, then realize it really is possible, and prepare to survive it.

*Winnipeg Gliding Club Editor: For the lack of a quick release harness, or shoulder "Capewells" to separate the canopy from the harness, Mirth was fortunate not to be drowned by the same chute that had just saved her an instant before! Remember the safety adage, "Learn from the mistakes of others, you won't survive long enough to make them all yourself."*

## FLIGHT CARDS REMINDER - FF Editor

It has been requested that all pilots make sure to fill out their portion of the flight card to it's fullest extent. Any missing entires make things more difficult for both you and the business manager. If you fail to circle the sailplane you are flying, you will be charged as if you are flying the single place Grob which holds the honor of the highest per flight fee. This policy has been in place for years.

## BG FLIERS GROUP - Andrew Dignan

Every year the board allows and extends an offer to club members to join a group of pilots known as the BG Fliers. Join the current 5 members that have, for a single charge of \$200 for the year, that now have access to BG for two hours of uninterrupted flight off a single tow. You can also request additional time from the day's Crew Chief as you can with other club ships. The one time charge helps defray almost all of the insurance cost of the ship for the year. If you want to join in, and you can do that any time of the year (not retro actively of course), contact Andrew D and he will set things up for you.



*Beautiful looking but let's hope this scene is done for the year!*

## CCSC GROUND CREWS:

### 1<sup>ST</sup> SATURDAY

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

### 1<sup>ST</sup> SUNDAY – Training Crew

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

### 2<sup>ND</sup> 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, Kevin Kelly, Jim Marks, Noah Olsen, Lorrie Penner.

### 2<sup>ND</sup> 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.

### 3<sup>RD</sup> 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.

### 3<sup>RD</sup> 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.

### 4<sup>TH</sup> 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, Frank Markink, John Murray, Curt Pollock, Tony Rein.

### 4<sup>TH</sup> SUNDAY

**CC:** Chris Summers (cell: 513-807-0077) **ACC:** vacant **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 1<sup>st</sup> Sunday)

Robert Berg, Benjamin Blevins, Larry Bourgeois, Adele Caple, Lukas Clevenger, Spencer Cotton, Jr, Amy Cox, Richard Cox, Jackson Farmer, Lisa Feis, Heleena Gunnels, Anderson Lane, Ryan Long, Samuel A McKinley, Aidan Murray, Emmanuel Ogwal, Christopher Osborne, Matt Peredel'skiy, Carson Ratliff, Rafael Schmidt, Samuel Sell, Carl Smith, Levi Sommerville, Keara Stryker, Rodney Vivian, Max Williams

### 2026 5<sup>th</sup> WEEKEND CREW DAYS:

Jan 31 – 2<sup>nd</sup> Sat  
Mar 29 – 2<sup>nd</sup> Sun  
May 30 – 3<sup>rd</sup> Sat  
May 31 – 3<sup>rd</sup> Sun  
Aug 29 – 4<sup>th</sup> Sat  
Aug 30 – 4<sup>th</sup> Sun  
Oct 31 – 1<sup>st</sup> Sat  
Nov 29 – 1<sup>st</sup> Sun

### 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:** Andrew Dignan (Personnel)  
Tim Christman (Maintenance)  
**GLIDER MAINTENANCE:** Bob Miller  
**BUSINESS MANAGER:** Jon Stewart [bm@soarccsc.com](mailto:bm@soarccsc.com)  
**FREQUENT FLYER EDITOR:** Andrew Dignan  
[ff@soarccsc.com](mailto:ff@soarccsc.com)

Note: See Membership Roster on [soarccsc.com](http://soarccsc.com) for phone numbers and email addresses for all members.

Revised 03/02/2026 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.



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### Services

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

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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>

