



Caesar Creek Soaring Club

FREQUENT FLYER

June 23, 2025

UPCOMING EVENTS

June 21 - July 2 - 18 Meter Nationals, Nephi, UT

June 28 – July 3 - Youth Education Week

July 4 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

August 1 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

August 16 - August 21 - Region 6 South Sports Class Contest - CCSC

2026 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.

ODDS AND ENDS

FREQUENT FLYER EDITOR

Rolf Hegele is going to take over as the Frequent Flyer editor. So, all articles and inputs should be forwarded to his frequent flyer email (ff@soarccsc.com).

CONTEST CORNER

STANDARD CLASS NATIONALS

Michael, flying the new to him, Discus 2, has been competing and remaining in the top half of the field. On day 2 he placed 5th and remained in that position overall. On day 3 he placed 4th but remained in 5 position overall. On day 4, Michael placed 4th and managed to sneak closer to Danny Sorenson who is currently in 4th place. On contest day 5, Michael again placed 4th and while the top 4 overall contestants reshuffled their placings, Michael got himself within 71 points of 4th place overall. There are still 4 contest days to go. Hope they all have the standard Hobbs weather to enjoy.

18 METER NATIONALS

Today is the first contest day of the 18 Meter Nationals at Nephi, UT. John Lubon is flying his ASG-29ES-18 and has done well on his two practice days. We'll see how it goes today with all 45 contestants flying. Good Luck John

DICK ECKELS

With Dicks passing, I thought I would resurrect an article prepared in 2022 describing his achievements. He was 90 when he passed recently.

In 1964, Dick graduated from the University of Maryland's Glenn L. Martin Institute of Technology and received a job at Pratt & Whitney's rocket engine development site in West Palm Beach, FL. Since he had grown up on the Chesapeake Bay and spent summers crewing on sailboats racing, he decided to buy a sailboat to sail and live on. He found one that the owner wanted to sell him, but the banks had other ideas. They would not loan money for any used boat. The Problem: new boats were ultra-expensive and still needed to be outfitted.

On 09/20/64 he had his first flight at Palm Beach Gardens (PBI) airport. A month later (10/18/64) he soloed with 8 hours and 45 minutes of dual time with 3 demonstrated precision spins and an hour and 35 minutes of instrument time in a straight tail Cessna 150. On 03/13/65 he passed his power private pilot check ride with just short of 40 total hours of flight time. The Civil Air Patrol (CAP) at PBI decided to offer a private pilot ground school and wanted Dick to organize and teach it. He accepted and started with 200 students, which were divided into two classes. After the first quiz he was down to 20 students and one class. Learning to fly takes effort.



Dick flew rental aircraft until 05/01/65 when he acquired a Globe Swift GC-1B, Registration No. N78065. During his familiarization checkout, the electric motor drive for the hydraulic gear system burned out. He saw a landing gear failure light (a first) and successfully used the emergency gear system to land. However, in his nervousness after the landing gear failure he ground looped the Swift though it did not do any damage. He had learned about rewinding electric motors from his grandfather so he found a shop that would rewind the motor with a heavier gage wire. During the motor repair time, he locked the gear down and proceeded to taxi the Swift progressively faster up and down the runway until he was confident of taxiing with the tail wheel up and directing the Swift from one side of the runway to the other and back with the normal crosswind. With the repaired motor installed, he completed his familiarization with the Swift and started learning mild aerobatics (loops, Immelmann turns, split S, snap rolls, and barrel rolls) from his primary flying instructor.

Having started flying the Swift the first of May, he decided that the long weekend of July 1 thru July 5 would be a good time to go cross-country and visit his parents in Baltimore, Md. He took off from PBI after dark but then encountered radio issues when he could not contact any towers along the way. In Jacksonville, FL there was a searchlight on the field aimed straight up. He dropped his landing gear and circled through the light above pattern altitude. He finally hears the tower tell an aircraft to hold up on takeoff; that there was an airplane on a right base leg. He dove for the active runway and landed.

The next morning the radio was checked and found to have a burned out final drive tube. "No Foul". The radio was fixed and he took off. Having refueled in Florence, SC, he reached cruising altitude and relaxed but noted a persistent miss in the engine. He tried adding carburetor heat with no change. Then a brilliant idea! Why not try a magneto check in the air? OK. Switch to right mag. No change. Back to both mags. Try the left mag. Oops, the engine quit completely. A quick look around showed nothing but tall trees with patches of water scattered. This is the middle of the "Great Dismal Swamp". From 10.5 thousand feet, he traded altitude for airspeed to reach the Richmond, VA airport. It takes full throttle to taxi. He got a little scared when the mechanic told him that the engine sounded fine to him as he taxied in. The mags were adjusted and checked OK so he left for Baltimore and

landed without further event. His brother met Dick and was asking questions; he wanted to know what the RPM run up at the end of the runway was for. Dick showed him. Right mag is OK. Left mag is dead again. Dick asked the Friendship Airport FBO to completely overhaul both mags (*on a holiday weekend? WOW, Ed*).

With the weekend ended, Dick had to get back to West Palm Beach, but the overcast was low. He had more than a bit of Instrument time so he decided to try it out (*remember this is 1965, ed*). He landed in Raleigh, NC to refuel but after departure was almost immediately surrounded by un-forecast thunderstorms. He threaded a field of thunderstorms and finally decided it was enough and landed at Fayetteville, NC. Having decided that storms had subsided, he left Fayetteville and it was not long before Dick was again surrounded by storms and in the strong winds was being blown far off course. He landed at Wilmington, NC (on the Atlantic coast) and asked the FBO to shelter and securely tie down the Swift for the night



because storms would hit shortly. Shortly after arriving at a motel for the night the storms started and prevented much sleep. The next morning he was greeted with clear blue and flew the beach shoreline to PBI with stops in Savannah, GA and Daytona Beach, FL for fuel, thus ending an eighteen hour cross country with only a total of fifty flight hours in his logbook prior to departure. He learned a lot on that trip.

Dick decided to leave Pratt & Whitney for GE in Cincinnati, Ohio. He now had a total of 91.4 flight hours and decided to start cross-country for Hamilton, Ohio. Although Dick thought that he could do a good job of navigating, he got lost over the Great Smokies. He could not contact Atlanta and was running out of fuel so he stayed to the east of Atlanta to avoid the dense jet traffic. He noticed a small airplane down low and slow and then saw a very short one-way runway on the side of a mountain. After refueling he took off and very soon found himself tucked in very close to mountain tops and just below a heavy overcast scud running up the backbone of the Smokies. He was obviously lost. Luckily he was using an old fashioned "coffee grinder" style VHT-3 radio where the FM commercial radio band abuts the VOR band at 108.0 MHz. There was no station indication but by running his hand up under the panel and grabbing a handful of wire he could get reception. Dick was 90 miles east of Knoxville and a broken ground wire between the radio and the VOR antenna was the problem. He continued toward Cincinnati in the dark when the light in the magnetic compass blinked out. He did not have a flashlight so thereafter he always kept one in the cockpit. All other instruments remained lighted and the DG kept him close to the correct heading. He landed at London, KY but the next morning London was seriously socked in. He finally took off around 1300 flying directly to CVG, continuing to the Ohio river, turning left and flying northwest to the first river and then turning right. He flew upriver to the first city, turned right and amazingly was at his new home, Hamilton Airport (HOA).

Dick is now much closer to Baltimore so he could easily fly over a weekend to see his parents. That meant flying over the Allegheny mountains, the worst average weather in the country. After being stuck over a weekend in Columbus due to inclement weather, he upgraded his panel with a second VOR radio, a marker beacon, and an ADF. Why ADF? Before the advent of GPS there were commercial broadcast stations transmitting with a power of 50,000 watts. Dick got a lot of actual instrument practice flying between HOA and Baltimore in official VFR conditions. Eventually he decided to get a real instrument ticket and signed up for the AOPA Instrument Approach Procedures course in West Palm Beach. On downwind at Knoxville he got a call: "Swift 065 your gear is not down go around". He counted the turns on the emergency system and at 30 turns the system locked up

with 21 more to go. He used use all of his strength and finally the gear went down. He landed and found that in servicing the landing gear seal, the knee bolts were replaced with standard AN bolts rather than the special length knee bolts. And there was no retraction check pulled. More lessons learned. After leaving for Cincinnati, he turned around in the seat to verify his position and was hit in the shoulder with the right side windshield. He had been told that the Swift was uncontrollable when a windshield broke. He slowed down to minimize buffeting, called PBI to declare an emergency and was told any runway was OK to use. At the FBO he got a new windshield, took off and flew back to Ohio with no further problems. he now had the amazing total of 230.7 hours of flight time, although he had only recorded 9.7 hours of dual simulated instrument time.

Dick quickly received commercial and instrument certifications and then was recommended for an instructor rating. He was very concerned about his knowledge but met with the head of the FSDO at that time. He started out reasonably and while answering questions, noticed the FSDO was wearing an unusual ring. Dick asked where he received it and the FSDO asked why he was interested in it. Dick replied that he had one exactly like it. The FSDO had graduated from the same all boys engineering high school that Dick had only a few years earlier. Dick started to acquire flight time as students typically tried to kill him. They missed. He moved to Reading, PA and taught there for two years before returning to the Cincinnati area.

Dick returned to the Cincinnati area (Dayton) in 1980. On July 6, 1986 he was given a glider ride at Waynesville by his kids in an SGS 2-33. He was hooked. He received several flights with some gliding old timers: Ken Nestor, Bruce Helvie, Bob Carlson, and Bill Fraser. Bill convinced him to visit CCSC. He did and soloed in N36135 two months later. Dick continued to fly as a student glider pilot until October 1989 when he was issued a commercial glider pilot rating by John Lane. In August 1990, he was checked out in the L19 towplane. He continued to tow and give guest rides in various Schweizer gliders and the Grob. Although he was encouraged to pursue a glider instructor rating and had been a powered aircraft instructor since 1970, he did not feel qualified to teach in gliders. He practiced and accumulated time until the end of September 1996 when Mel Williams issued Dick a CFG rating. He continued to teach in both airplanes and gliders until Jim Hurst asked him to accept the position of Chief Flight Instructor at CCSC. Being relatively young and dumb (*his words, ed*), he accepted and found that the job required more than the ability to teach and organize programs. He needed to be able to herd cats as well. He did not feel that his time as Chief Flight Instructor was particularly successful, though he did learn more about the details of the FAA's Practical Test Standards. Jim Hurst recommended he take over as CCSC's Designated Pilot Examiner. Again, he accepted, attended the FAA's Pilot Examiner Standardization seminar in Oklahoma City and was designated by the FAA as an Examiner in 2001. Dick stayed in that position for nearly 20 years.

Dick had been spending winters in Florida for some time and his wife saw an ad in the local newspaper for pilots. He talked to Agape Flights and in December 2008 took his first flight to Eleuthera, Haiti, and the Dominican Republic flying mail and freight to missionaries in a Cessna Citation (a big C-172). That continued with Beech Barons, Cessna Skyknights, and others until he reached the age of 80 and the insurance company said he couldn't fly in the Brazillian "Bandit" anymore. He has now been flying for more than 58 years and instructing for more than 52 years. He plans to continue flying for a while longer.

We are all born with a bucket of luck, some larger than others, and an empty bucket of experience and knowledge. We are allowed to exchange luck for knowledge, but it should be done very carefully. The day we die is the day our bucket of luck comes up empty. Our job is to fill the bucket of experience and knowledge before we empty the bucket of luck. Dick admits to having been rather profligate with his bucket of luck. At the age of 86 he doesn't know how much more he can experience and learn, but he is sure that his bucket of luck is certainly running low, so he must now be much more careful than he has in the past.

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 Illec 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.

