



Caesar Creek Soaring Club

FREQUENT FLYER

July 14, 2026

<https://www.facebook.com/CaesarCreekSoaringClub/>

<https://www.soarccsc.com>

UPCOMING EVENTS

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

August 15 - Practice Day - Region 6 South Sports Class Contest - CCSC

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

September 5 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

CCSC SOARING

CLASH OF THE EAGLES - JOE JAAP

Soaring forecast - lift to 6000'. Good day to take BG for a spin. I arrive at the club at noon. Unfortunately, BG is boxed in by DN's annual now underway.

So, I head to the flight line and put my name on the board for a K-21. Wind SW at 5. Sky is blue with a few Cu to the SE, but thin cirrus deck to NW, overspreading the area.

Still looks good at 1300, but busy day at the club, and only one tow plane. My ride, SD, hits downwind about 1500. Pilot reports some mild lift, but with the cirrus deck now covering the area and filtered sunshine, looks like it might be a short ride. But turns out, the wait was a lucky break!

Release at 3000' near Wal-Mart and cruise around in weak 0-50-100 fpm for a while. Down to 2500' searching for better lift over San Mar Gale, I spotted a black spot off to my left – a buzzard. So, I turned left to find his thermal.

I was a bit faster, and he was oblivious to me silently sneaking up from behind and below in his blind spot. He was just gliding, wings level, cruising straight at 45 knots. An amazing sight!

I steadily gained on him and got to about 15' behind and 3' below him, his spread wingspan square in front of my canopy, kind of in towplane position, when he must have caught sight of my two wingtips in his peripheral vision.

Instantly startled by a huge potential predator, he's a heap of flapping, flailing, fluttering, flustered feathers – flopping up and lumbering off to the left.



But in that moment, I saw his spread white tail feathers with a white head – a Bald Eagle. One moment a serene, majestic national symbol, in command of the sky -- the next -- a confused, befuddled tangle of talons and waving wings.

What to do after such a special encounter? Well, you crank over hard left (after checking for traffic) to find him and regain contact! After a quick 180, there he was, once again, wings level, cruising, having regained his composure – but without learning his lesson. Must have been a youngster -- poor scanning technique.

Once again, I approached from directly behind, a bit lower, slowly gaining to within 15' behind him, 3' below. Repeat the instant ball of flustered confusion, flapping off to the left. Again, hard left to follow him, but this time he was gone. Sky empty once again.

The entire encounter lasted maybe a minute. Too quick to grab my phone for a photo.

After landing, I checked the left wing. I was sure the eagle was scared s-less. Twice.

It reminded me of a hawk encounter flying my ultralight many years ago. Hawk was cruising, same as the eagle, and I also approached from straight behind. But he was more alert, spotted me, and looked back over his left shoulder – I swear he nodded as if to say "watch this" – folded his left wing, and rolled left into a vertical dive. Gone. I'm sure I heard him laughing at me as he did that.

My two UFO encounters -- Unforgettable Flying Objects. Quiet time in a glider is nice, but some moments are rare and special. What a privilege to share the air with a Bald Eagle! Even momentarily.

Caesar Creek Soaring Club – come soar with eagles!

PS - On later reflection, I recall incidents of raptors attacking hang gliders. Don't know if they'd tangle with a glider, but they might scratch a canopy in their startled confusion if you scare them.

CONTEST CORNER

18 METER NATIONALS

John Lubon is flying his ASG-29ES-18 and has done well on his two practice days of the 18 Meter Nationals at Nephi, UT. One concern is that there are fires all around the task area and it will be interesting how they task the contest to avoid fires.

John finished in 22nd place with finishes of 17th, 19th, 22nd, 21st, 26th, and 23rd.

(John is now back and searching for his next 500K day. Ed)

YOUTH EDUCATION WEEK (YEW)

Keara Stryker – had her first solo

Day 1 - 39 flights

Day 2 - 56 flights

Day 3 - 44 flights

Day 4 - 58 flights

Day 5 - 53 flights

Comment of the Week: If there was ice - it melted

More documentary and pictures next issue. Ed.



Cheryl prepared Centerpieces for the Patio

UOP CHANGE 1 - PLEASE REVIEW AND COMMENT

The Board has been looking at our Cross Country (XC) Program in order to provide maximum flexibility and training for XC safety in Club gliders. The following is being proposed as a complete replacement for the current UOP Paragraph 4.8.

Please review and comment to any Board member.

4.8 CROSS COUNTRY IN CLUB GLIDERS

CCSC encourages all members to participate in cross country soaring after completing flight training and earning the private glider rating. CCSC actively promotes cross-country soaring through numerous club sponsored and supported events, including:

- ABC / Bronze Badge Program
- Sponsoring of several local soaring competitions each year, including
 - Annual Wright Memorial Glider Meet (WMGM)
 - SSA-sanctioned Region 6 South Contest
 - National SSA-sanctioned soaring contests
 - Informal contests or camps
- Sponsoring from time-to-time soaring seminars, such as:
 - Women Soaring Pilots Association Seminar
 - General cross country clinics
 - Flight instructor's revalidation clinics
- Use of designated club aircraft by qualified CCSC members for
 - ABC / Bronze badge flights
 - Supervised local cross country soaring practice
 - Badge flights necessary to earn the Silver C badge
 - Participation in CCSC sponsored local soaring competitions
 - Participation in CCSC authorized ridge and mountain soaring events
- Providing inexpensive facilities for tie-down and operation of a significant fleet of member-owned sailplanes used for cross country flight
- Allowing visiting cross-country pilots to use club facilities through limited CCSC memberships

The following rules govern use of club aircraft on cross country flights.

4.8.1 Definition of Cross Country Flight

For the purposes of these Uniform Operating Procedures, cross country flight is defined as the operation of any CCSC sailplane such that a return cannot be directly made to the takeoff location with sufficient altitude remaining for a normal pattern entry and landing without stopping to work lift along the way. Flights between Red Stewart Field and CCSC conducted by appropriately rated or endorsed pilots are not considered a cross-country operation. A local Cross Country flight is defined as successfully completing a Proving Grounds task.

4.8.2 General Restriction on Cross Country Flight

To ensure availability of CCSC club aircraft to members for local soaring, minimize the risk of damage to club aircraft, and ensure that all cross country flights in club aircraft are made by qualified individuals, CCSC members are generally prohibited from operating CCSC aircraft on cross country flights, except as expressly provided herein.

Cross country flights in CCSC aircraft other than those flights provided for herein may be made only if specifically authorized by the CCSC Board of Directors. Members found to be in violation of this rule may be subject to disciplinary action by the CCSC board.

4.8.3 Cross Country Flight in CCSC Aircraft

CCSC members holding private pilot certificate or better with glider rating and meeting all other requirements established by these UOPs are permitted to use designated CCSC aircraft for the

following types of cross country flights:

- Local cross country soaring practice
- Silver C distance attempts - with Board approval
- Participation in local CCSC soaring contests - with Board approval
- Authorized ridge and mountain soaring events - with Board approval
- Other as authorized by the CCSC board

CCSC aircraft designated for cross country flight will be as listed on the Schedule of Fees and Dues. CCSC will maintain liability and hull insurance on all aircraft designated for cross country flight.

Solo students are NOT authorized to fly Cross Country (outside of final glide to CCSC)

4.8.4 Local Cross Country Practice Area

CCSC members may operate designated CCSC aircraft on local cross country soaring practice flights, as outlined in these UOPs and the CCSC Cross Country Manual, using the following turnpoints:

CCSC	Clinton County
Lebanon-Warren County	Middletown Hook
Dayton Wright Brothers	Moraine
Greene County	Morningstar

4.8.5 Approval for Local XC Practice and Silver C Distance Attempts

Before operating any CCSC aircraft on a cross country flight for either local cross country practice or a Silver C distance attempt, the pilot must review the flight with and obtain approval from a CCSC Instructor holding at least a Silver badge or a member with a Gold distance. At a minimum, the following items will be included in the pre-flight review:

- A weather assessment to determine that the prospective flight can be completed safely with a high probability of success and minimum risk
- The flight plan including route to be taken and a minimum flight profile to be used to ensure that any out landing required can be made at an established airport
- A review of the CCSC Cross Country Manual. Pilots attempting Silver Distance must have successfully completed a local cross country flight.
- A review of retrieve preparations

4.8.6 Approval for Ridge and Mountain Soaring Events

Before operating any CCSC aircraft as PIC in ridge or mountain soaring events, the pilot must hold a private pilot certificate or better and receive instruction and a checkout from an instructor or mentor at the location of the event.

4.8.7 Participation in Local CCSC Sponsored Soaring Events

CCSC members who have earned the Silver C Badge, or have completed the distance requirement of the Silver C Badge, are permitted to use designated CCSC aircraft in local club-sponsored soaring contests upon obtaining the permission of the Board of Directors.

4.8.8 Aerotow Retrieves

If an aerotow retrieve is required, the pilot-in-command of the glider shall

- Use only CCSC towplanes or towplanes approved by the CCSC Board
- Ensure that the retrieve is made only from established use airports
- Ensure that any and all equipment used is in good condition
- Prior to the tow, coordinate with the tow pilot to agree on tow speeds, flight profile (altitudes) to be used, signals, emergency procedures, and any other details relative to the tow
- Wherever possible, use a wing runner during the takeoff
- Conduct the aerotow retrieve in accordance with all FARs and other regulations

- Use a flight profile which permits a safe landing to be made in the case of a rope break, preferably at an established airport
- Unless otherwise prohibited by weather, conduct the tow at an altitude above 3000 feet AGL

4.8.9 Flight Verification Equipment

Every Cross Country flight must be documented by an .igc file that is uploaded to either WeGlide or OLC or both no later than the day of the flight.

UOP Paragraph 4.8 references the CCSC Cross Country Manual and it is shown below in its current configuration.

CCSC CROSS COUNTRY MANUAL

CCSC Cross Country Manual V1

June 2026

This document complements the ‘Cross Country (XC) in Club Gliders’ section of the UOPs (Section 4.8) which govern the conduct of operations outside of gliding range of CCSC.

CCSC encourages all members to participate in cross country soaring; either as a student, transitioning pilot, or as a rated pilot. This provides a safe means of introducing new pilots to cross country soaring and to increase their desire to continue their training and possibly progress into their own glider. CCSC promotes cross country soaring through numerous club sponsored events, including:

- The ABC Bronze Badge Program
- Sponsoring soaring competitions and/or soaring seminars
- Allowing the use of CCSC Club aircraft for training, practice, and event participation
- Silver C distance attempts
- Local cross country soaring practice

The gliders available for Cross Country flights and training are the ASK-21, Schweizer SGS 1-26, and Grob 102.

Pilot Responsibility

CCSC members can obtain dual training and perform limited solo cross-country operations as documented in this Manual. Pilots must take all of the training required under [FAR 61.93](#) in order to be endorsed for cross-country flight and must be qualified in the aircraft they intend to fly.

Per FAR 61.93, a pilot who is receiving training for cross-country flight in a glider must receive and log flight training in the following maneuvers and procedures:

- *Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;*
- *Use of aircraft performance charts pertaining to cross-country flight;*
- *Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;*
- *Emergency procedures;*
- *Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;*
- *Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;*
- *Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;*

- *Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications (i.e. how to change radio frequencies);*
- *Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface; and*
- *Recognition of weather and upper air conditions favorable for cross-country soaring, ascending and descending flight, and altitude control.*

Student cross country training is only authorized to take-off and land from CCSC and/or Red Stewart field. These flights may use “inner course” ‘green’ Proving Ground turnpoints (CCSC, Lebanon, Dayton-Wright Brothers) and any CFIG may conduct this training. A student may also take the “rated pilots” cross country training prior to becoming glider rated at the discretion of a CFIG, but may not operate as PIC except to and from Red Stewart field.

Rated pilots may receive training and practice that is limited to the local airports listed in UOP 4.8.4. CFIGs and experienced cross country pilots may conduct and/or mentor this training.

The glider shall never be intentionally out of range of a straight glide to a safe landing at one of the listed airports.

It is the pilot’s responsibility to read and follow all applicable FAR and UOP requirements. The trainee should study relevant Cross Country Flying Manuals. The pilot is also responsible for obtaining Crew Chief approval for the Cross Country flight. His decision will be based upon crew and customer requirements for the glider.

The glider must have a working radio and the pilot must understand radio operations, including how to change the frequency. The pilot must carry a current paper or electronic sectional chart and know how to assemble/disassemble the specific aircraft flown. The pilot shall have a retrieve plan in place prior to launch, to include a charged phone with relevant contact numbers. All members are personally responsible for the glider until it is back in the hangar.

Cross Country Training and Practice

The goal is for each crew to have a Cross Country contact to assist in administration, mentoring, and supervision of the program. Most flights will require up to 2 hours of block time to fly the inner (Task 1) Proving Grounds course.

CCSC will use FAR 61.93 (c) to endorse each cross country flight individually. Doing so will enhance safety, and checking preflight planning and preparation in detail will result in students getting the most value toward checkride preparation out of these short flights. Although transitioning pilots may not need these endorsements, we will still train them using the same standards.

Local Cross Country

Permission from the crew chief is required to confirm that there is no one waiting on the glider. Local Cross Country flights are limited to the ‘green’ inner Proving Grounds course and is limited to the corresponding turnpoints (Lebanon Warren County, Dayton Wright Brothers, Harveysburg). The pilot must have completed a two hour soaring flight and a ‘Green’ course flight with a mentor/instructor before attempting a solo Local Cross Country flight

No XC operations are recommended when cloud bases are less than 3000 ft AGL or winds aloft are greater than 10 knots. Further, it is recommended that when arriving at the next airport, do not leave that airport until 3000 ft AGL has been obtained again. A higher cloud base may allow for a higher wind, and/or stretching the area.

Advanced Cross Country

Advanced Cross Country is defined by flying Tasks 2 and/or 3 of the Proving Grounds program. The pilot must have completed a Task 1 flight as PIC before attempting these Tasks.

At least three hours should be allocated for these flights and includes all the waypoints in the Proving Grounds program. No XC operations are recommended until cloud bases are at least 4000 ft AGL with winds no more than 10 knots

Cross Country Instructors. CCSC has a number of instructors uniquely qualified to train XC techniques and operations. These are instructors who have completed the Silver Badge and are identified below. It should be noted however that all instructors are permitted to fly and train on the local XC course.

Larry Kirkbride	John Lubon	Joe Jackson	Bob Miller
Andy Breeze-Stringfellow	Chuck Lohre	John K12	

Cross Country Mentoring Pilots. Mentoring cross country students can be accomplished by a qualified member who, as a minimum, has completed the Gold Distance. Qualified members will be reviewed at least yearly, or updated as appropriate. The current qualified members are:

Daniel Sazhin,	Brian Stoops	Rolf Hegele	Tony Bonser
Mark Miller	Dan Reagan	Mark Miller	Manfred Maurer
Dick Holzwarth	Bob Anderson	Brian Stoops	Chris Summers
Ryan Swanson	Michael Hayter	Jack Derrickson	

Course Curriculum. To reinforce Cross Country training, the following should be included in the curriculum:

Airport Operations – Waynesville Red Stewart (Appendix A), Lebanon Warren County (Appendix B), Dayton Wright Brothers (Appendix C), Clinton County (Appendix D), Greene County (Appendix E), Middletown Hook (Appendix F), Moraine (Appendix G), and Morningstar (Appendix H)

Retrieve Operations

Radio procedures

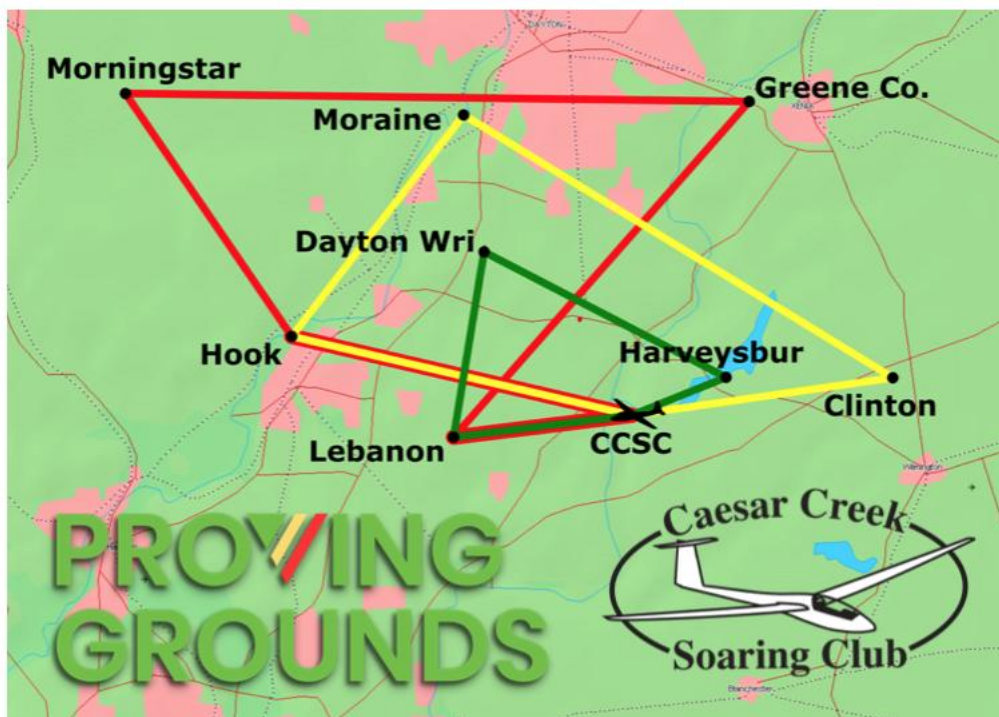
XC Planning and Weather

Glider Polars

Decision Heights

Silver C Distance Attempts

CCSC members who have earned the Bronze Badge and have successfully undergone the above training and completed the Proving Grounds Task 1 may operate designated CCSC aircraft on cross county flights for Silver C distance attempts. The same instructor or mentor rules and pilot responsibilities apply as above.



	Task 1	Task 2	Task 3
S/F	CCSC	CCSC	CCSC
TP	Lebanon	Hook	Hook
TP	Dayton Wri	Moraine	Morningstar
TP	Harveysbur	Clinton	Greene Co.
TP			Lebanon
Nom Dist	52.4 km	102.2 km	140.0 km

The Rules

Max Start Altitude	5000' MSL		
Min Finish Altitude	2000' MSL		
S/F Cylinder Radius	2 km		
TP Cylinder Radius	2 km		
Direction	CW Only	CW or CCW	CW or CCW

Crew Name	Crew Phone Number
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Landout Checklist

S - Size
 S - Slope
 S - Stock
 L - Lines
 O - Obstacles
 W - Wind

Pre Flight Checklist

Appropriate clothing
 Trailer operational
 Flight recorder
 Water & food
 Emergency kit
 Relief system
 Tow rope
 Patience



Airport	Runway(s)	Elevation (MSL)	Frequency
Lebanon	01/19	897'	123.075
Dayton Wright	02/20	958'	122.8
Hook	05/23 & 08/26	650'	123.0
Morningstar	14/32	981'	
Moraine	08/26	720'	122.7
Greene Co	07/25	948'	122.725
Clinton	03/21	1033'	122.725

Your flight is automatically scored by emailing your .igc trace to:
ccsc@soaringtasks.com

A summary of completed tasks is immediately emailed back.

The fastest flights are recorded on slips, magnetized to the task boards, and ordered from fastest to slowest - top to bottom. Adjust the slips to maintain this ranking as required. Complete a slip with this information:

Pilot Name(s)	A/C & Reg	Date	Ranking Metric
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For a new, faster flown task once the board is full, wipe the slowest slip clear to make it available. Complete it, and place it back on the task board in order - fastest on the top.

If the task fails the test by email, but is proven good on SeeYou, an OO can sign the slip with a validated time. Recover a .cup file with these tasks, by sending an email with the word "task" in the subject to the email address above.

Please share constructive feedback, or your experience with the platform through soaringtasks.com.

06/26

Appendix A – Waynesville, Red Stewart Airfield (40I)

Runway 8/26 – 3142 ft Turf Left/Right CTAF: 122.9

Operations at Red Stewart will be conducted in accordance with their usual procedures. Don't get in the way or do something unexpected. Additionally, be advised:

- Frequent parachute jumping operations.
- Many aircraft on the field are not radio equipped.
- The glider runway is the parallel area to the north of the main runway. (08/26)
- The glider runway will become wider or narrower at times, as the main runway cones are migrated north and south to even out wear on the turf and give the grass a chance to grow.
- If departing east, place the glider at least 300 feet to the west of the hill top. There is an area of bumps that can cause the tow hook to release if the glider is started on top of the hill. The tow hook catches in the low spots when the glider starts taking off and is on the nose skid. This can pull the release mechanism back or open". I have had two premature releases starting on the top of the hill. One at 10' and the other at 250'.
- Near the top of the rise. Starting from too far back will result in the rope dragging on the ground at the top, possibly causing a back-release. You will have a lot of runway behind you at the start, but it is downhill from there.
- Departing west, it's uphill. The glider will seem low for some time after takeoff due to the rising terrain. The west end is unobstructed, and crossing off the airport property while still low is OK. In hot or no-wind conditions, starting about even with the hangar north of the runway is advised. The glider runway east of that point is very rough, and takeoffs or landings there are not advised.
- A landing on the airplane runway may be made at the pilot's discretion. Just as at CCSC, make every effort to keep the glider out of the way of other traffic on the ground.
- Arrange with the crew chief for a retrieve before departing. This is both for efficient ops and to provide flight following.
- Gliders use a right hand traffic pattern when landing to the west

Appendix B – Lebanon Warren County (I68)

Runway 01/19 – 4505 x 75 ft Left CTAF: 123.075 AWOS: 120.55

Appendix C – Dayton Wright Brothers (KMGY)

Runway 02/20 – 5000 x 100 ft Left CTAF: 122.8 ASOS: 118.375

Appendix D – Clinton County (I66)

Runway 03/21 – 3579 x 60 ft Left CTAF: 122.725 AWOS: 124.175

Must stay on centerline to clear runway lights

Appendix E – Greene County (KGDK)

Runway 07/25 – 5004 x 75 ft Left CTAF: 122.725 AWOS: 118.525

Appendix F – Middletown Hook (KMWO)

Runway 05/23 – 6100 x 100 ft Left/Right CTAF: 123.0 AWOS: 120.025

Runway 08/26 – 3026 x 160 Turf Left/Right

Extensive Parachute jumping operations

Appendix G – Moraine (I73)

Runway 08/26 – 3500 x 65 ft Left CTAF: 122.7

Appendix H – Morningstar (3OH1)

Runway 14/32 – 2400 x 100 Turf Left

UOP CHANGE 2 - PLEASE REVIEW AND COMMENT

PROPOSED Revision to UOP 7.4 Use of Workshop

[Replace current paragraph in its entirety, including title]

The primary purpose of the workshop is to perform maintenance and repair on CCSC aircraft and CCSC-owned service equipment. When space is available, club members may use the workshop for maintenance and repair projects related to privately owned gliders, however CCSC maintenance and repair projects always have priority, even if such work is unscheduled.

The SSD Board of Directors shall designate a Workshop Coordinator. This member's name and contact information shall be posted in the workshop and published in the Frequent Flyer.

The Workshop Coordinator may approve and schedule member use of the shop, as available, subject to CCSC needs, for up to nine days. If a member needs to use the shop for 10 days or more, that member must first receive approval for the project from the SSD Board of Directors.

Some work tasks may not be performed in the shop under any circumstances. Widespread removal of paint and coatings using sandblasting, sanding and grinding, or chemical stripping is not permitted. Widespread spray application of paint or coating is not permitted. The intent of these rules is to prevent refinishing or repainting private aircraft in the club workshop. With prior approval, some localized repairs requiring removal and replacement of the aircraft finish may be allowed.

CCSC members utilizing the shop to maintain or repair private aircraft are expected to care for the condition of the workshop and CCSC-owned tools and equipment. A shop clean-up fee may be assessed when members leave the shop in a messy state as well as a fee for staying in the shop beyond the time approved.

Detailed rules for use of the shop by members will be posted in the shop. These rules and any future changes will be approved by the SSD Board of Directors and violations may be subject to disciplinary actions.

The Workshop Coordinator will coordinate with the Director of Maintenance and Facilities to be aware of upcoming club needs for shop use. The Workshop Coordinator will assist members needing use of the workshop with scheduling projects. Scheduled projects will have priority over unscheduled projects, and "squatters" (unauthorized users) may be removed from the shop as necessary to resolve conflicts. Club members are advised to contact the Workshop Coordinator prior to starting a project in the shop.

(Note: The detailed rules to be posted in the Shop are still in discussion and will be published as soon as they are available. Ed.)

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 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, 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.

Contact: Mike Eckels

Phone: 513-907-2146

For Sale : Glaser-Dirks DG-600

Cobra trailer, 15 and 18m tips with factory winglets giving it about 50:1 glide ratio



Also includes self-rigger, two wing stands and tow out gear.

Equipped with ClearNav digital vario, Flarm, transponder and Oudie.

1525 hrs

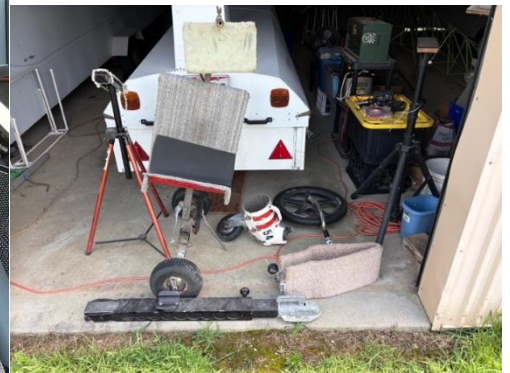
Just passed annual inspection.

All new Schroth belts

Built in relief tube and system



\$52,000 Contact Mark Miller,
mmark4347@gmail.com or
513-235-6128



CCSC GROUND CREWS:

1ST SATURDAY

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

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Andrew Stryker. **Tow Pilots:** Christian Maurer, Manfred Maurer, **Instructors:** Bob Miller Andy Swanson. **Crew:** Steve Hoffman, Norb Maurer, Mark Miller, Eran & Rachel Moscona, Ryan Swanson, Keara Stryker, 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 Gavarret, Kevin Kelly, Jim Marks, Noah Olsen, Lorrie Penner, Grant Stryker.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754)
ACC: Kate Menchen Kreiner. **Tow Pilots:** Jim Goebel, **Instructors:** Greg McDowell, Tom Rudolf. **Crew:** Spencer Cotton, Jack Derrickson, Fred Hawk, Mike McKosky, 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, Frank Markink, John Murray, Curt Pollock, Tony Rein.

4TH 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 1st Sunday)

Robert Berg, Larry Bourgeois, Slade Brooks, Lukas Clevenger, Jim Dale, Jackson Farmer, Lisa Feis, Dan Gertz, Sierra Hanley, Anderson Lane, Ryan Long, Seth Middleton, Aidan Murray, Emmanuel Ogwal, Christopher Osborne, Matt Peredelskiy, Carson Ratliff, Richelle Rhodes, Brooks Robinett, Rafael Schmidt, Emma Shaw, Levi Sommerville, Rodney Vivian, Abe Walkiewicz, Max Williams

2026 5th WEEKEND CREW DAYS:

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

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: Rolf Hegele,

N11rdbird@att.net

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