



## Caesar Creek Soaring Club

## FREQUENT FLYER

July 28, 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 - Pot Luck Dinner, 6:30 PM, 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

September 19 - Pot Luck Dinner, 6:00 PM, CCSC Clubhouse

October 17 - Oktober Fest, Pot Luck Dinner, 6:00 PM, CCSC Clubhouse w. Music

### HELP WANTED - REGION 6 SOUTH CONTEST

Saturday, August 15 is the practice day for our regional contest. It will be a normal crew day with the Pot Luck dinner in the evening with the contestants. **So, bring a little extra** so we can feed everyone and we will have hot dogs and burgers as backups.

Sunday is the first contest day and will not be a normal crew day since the field will be dedicated to the contest as well as the next five days. We are hoping the Sunday crew will help organize the grid and help the contest crew with the launch. **We are looking for grid and launch personnel throughout the week.** On Tuesday, we will have dinner catered by City Barbecue and Friday evening we will order in Pizza. **We are looking for help with meal setup and cleanup.**

If you would be willing to help, please contact Rolf @ 937-271-5003.

### ASSESSMENT GOES AWAY

Last year, the Board approved an additional assessment for the ASK-21B due to the unexpected tariff that was imposed by the US Administration. The assessment was needed to cover the additional \$17,135.42 that was added as the glider arrived in the States.

The Club has now recovered that money and therefore the assessment has been removed from everyone's bill (as you'll see in your next Statement). **HAPPY SAVINGS**

### CONTEST CORNER

#### 2026 FAI JUNIOR WORLD CHAMPIONSHIPS

The 14th FAI Junior World Gliding Championships 2026 is where the future stars of gliding rise!

Pilots under the age of 26 will compete in various classes, using strategy, weather knowledge, and precision flying to reach their goals faster than the competition. Every decision matters when you're soaring at thousands of feet with no engine!



### The Airport at Aalen

Michael Hayter is already in Germany practicing for the **Junior World Gliding Championships**.

He initially went to Germany to pick up his car (needed one with a hitch), drove to Belgium to get the glider; and then back to Germany to get set up and organized at the contest site at Aalen-Elchingen. *(Happens to be just 10 km east of where I was born, ed.)*

Official practice begins on July 30. The Opening ceremony will be August 2 and competition flying August 3-14. Michael (ZS) and Tyler Byron (S5) are flying LS-4s in the Club Class and Pat Cernuto (S8) is flying in the Standard Class. Michael has been posting his flights on WeGlide and are easily accessible at the end of the soaring days.

Michael was ready to fly on 21 July and flew for 6 days in a row. His second outing lasted 8 ½ hours and covered 426 miles. Third day, 376 miles. Since then, he has backed off a little to practice more Team flying with Tyler. When he took a day off, he visited the Glasflügel and the Schempp Hirth factory, both within 30 minutes of the airfield

Just as a reminder, here is some of Michael's background.

Michael is an active member of the Caesar Creek Soaring Club and the 1-26 Association, flying out of Waynesville, Ohio. He started flying gliders at age 12 and has spent many summer days camping and flying at Caesar Creek. He soloed on his 14th birthday and earned his B badge on his first solo flight in January. That summer, he transitioned to the family 1-26 and completed his Silver duration and distance with a downwind dash in a 1-26. The following season, he earned his glider pilot license and was introduced to contest flying by his father, Henry Hayter. Later that season, he became the youngest 1-26 Champion after winning the 1-26 Championship at age 16 in Hamilton, Texas. He has since won the 1-26 Championship again.



Since then, he has upgraded to the family LS4 and in 2025, he competed in 3 National Contests: The Club Class Nationals at Harris Hill, the Sports Class Nationals at the Soaring Club of Houston, and the Standard Class Nationals at the Chilhowee Soaring Association.



Michael is currently a Senior at Conner High School in Hebron, Kentucky. After graduation, he plans to attend college and is currently working on his powered ratings to become a professional pilot. When Michael isn't competing, he enjoys helping other juniors at Caesar Creek. He is bringing another junior to Germany as crew, intending to encourage more young people to learn to fly and compete.

### **WORKSHOP UOP CHANGE**

In the last issue I deferred the Rules for Use of the Club Workshop. The last set of rules as approved by the Board is included here. Any future changes will be presented in the future as they occur.

## **Rules for Use of Club Workshop**

Last updated by SSD Board of Directors on 2 May 2026.

- Club-owned gliders and equipment always have priority for shop space.
- Club members may perform work on privately owned gliders when shop space is available.
- Private owners who have previously scheduled workshop use have priority for shop space.
- Members may be asked to stop work and give up shop space based on club needs.
- Members are asked to schedule workshop projects through the Workshop Coordinator.
- The Workshop Coordinator may allow projects for up to NINE days in length.
- Projects longer than NINE days in length are NOT PERMITTED until they have been approved by the Board.
- Club tools may be used by members for work in the shop. Users are responsible for proper use and care of the tools.
- ALL club tools must be put away DAILY.
- All Personal supplies left in the shop are subject to being discarded.
- When work is complete, sweep and vacuum as required. Mopping should be performed after dusty work, such as sanding and waxing.
- Members may not use the workshop for maintenance of private vehicles.
- The workshop may not be used for refinishing aircraft (i.e., sanding off gelcoat or major painting projects).
- No widespread use of grinding, sandblasting, chemical paint stripping, or spraying paint or coatings is permitted.
- Routine care of glider finishes, such as light hand sanding, wet sanding, polishing, and waxing is allowed.
- All Counter Tops and Tables must be wiped clean after use.

- Pick up all trash and garbage and empty the trash cans.
- Never leave food, including food wrappers, in the shop overnight.
- Heating the workshop costs \$10/day. If you used heat, log it on the sales sheet in clubhouse or email the business manager.
- If you leave the shop a mess, you will be charged a clean-up fee of \$100. Damage to the shop or tools may result in a larger fine.
- TBD is the CCSC Workshop Coordinator, members wanting to use the workshop must schedule projects with the Workshop Coordinator. (Call/Text TBD, email [TBD](#) )

*(If you disagree with any of these Rules, contact someone on the Board for consideration)*

## FLYING

### READING CLOUDS LIKE A CROSS-COUNTRY PILOT - ADAM WOOLLEY

It is a classic beginner mistake to think every beautiful white cloud in the sky is a golden ticket to altitude. In reality, under typical fair-weather conditions, only about every third cloud actually has a usable thermal beneath its base. To avoid wasting precious altitude on a "dead" cloud, you must understand that the thermal itself is the primary phenomenon, while the cloud is merely a secondary symptom. Cumulus clouds can happily persist in the sky long after their thermal lifeline has completely dissipated.

#### Three Phases of a Cloud's Life

To sort the active elevators from the traps, you have to track their development:

- The Youthful Stage (The Build): As a triggered thermal pushes warm air upward, it eventually hits the condensation level. Delicate wisps of vapor appear within ten seconds to a minute, forming irregular clumps that rapidly thicken and blend together.
- The Prime Stage (The Jackpot): The cloud becomes increasingly compact with clearly delineated, sharp edges. It grows upward, with a bright white dome directly above the strongest lift, while the darkest part of the base sits right below. If this dark base is concave or has shredded vapor (we call it the daggies in Australia!) hanging just beneath it, you are looking at highly saturated, lighter air that yields a phenomenal climb rate.
- The Dissipating Stage (The Trap): Once the ground is devoid of warm air, upward growth grinds to a halt. A telling notch will often divide the top of the cloud. As the moisture evaporates, it cools the surrounding air to such an extent that it triggers a "thermal in reverse", creating sink.

#### Tactical Tips for Beginners

How do you put this into practice inside the cockpit?

- Multi-Task While Circling: Do not wait until you leave your current thermal to look for your next move; instead, use the "time-lapse effect" while circling to compare and judge the development of distant clouds. Look for reasons to stay, reasons to leave!
- Look for Base Characteristics: When you are scratching at lower altitudes, look for smaller clouds with well-defined, dark, sharp-edged bases.
- Gauge Distance via Shadows: If you are having trouble estimating how far away a cloud is, look down at its shadow on the terrain and account for the angle of the sun.
- Target the Core: When arriving directly under a mature cloud, head straight for the thickest, roundest section. Pay attention to any unevenness, as the areas where the base is pulled higher into a dark pocket will deliver the strongest lift. By learning to recognize the visual signatures of a cloud's life cycle, you can maximize your cruise distance and keep your cross-country flights moving fast.

## FLYING IN THE BLUE - ROY BOURGEIOS

I got some positive feedback from my article on flying under overcast areas, so I thought a good progression would be a similar article on flying in blue areas. There is not a lot written on the subject, but it is something we occasionally must do - either to get home across a large cloudless area or to reach a good cloud field or street on course. And, on some very dry days, we must fly without clouds just to fly XC at all. The common wisdom is to avoid blue areas and stay connected to the clouds. But sometimes you just can't do that. And, there are places in the world where pilots regularly fly 500 km (and bigger) tasks entirely in the blue. So here are some ideas and tricks I've learned on "What to do when it's blue?".

### Why is it blue?

First, try to figure out why it's gone blue in a particular area. This can be very helpful in making the decision to press on into the blue or to take a big diversion to go around it. If there are clouds before and after the blue area, then there is likely some characteristic of the ground that's contributing to the absence of clouds. It might be the residual effect of a recent localized rainstorm that prevents the same surface heating that you have previously experienced on that flight (look for puddles and standing water in fields), or it may be a cooler, swampy area, or an area where soil conditions change, or a change in vegetation that is preventing high surface heating. Sometimes you will see blue areas that correspond with non-agricultural areas - the farmers know which soils are worth planting and which are not. There will still be dry thermals in most of these blue areas, but they will be weaker and not extend quite as high (which is why they are not forming clouds).

The time of day is important too. It's much dicier to press into a blue area early in the day. There is a strong possibility that the ground area has not yet heated enough to trigger thermals worth working. A blue hole later in the day is more likely to be the result of a drying air mass in the blue area with a higher dew point that the thermals can't quite reach. I have more confidence crossing blue areas in the afternoon than early in the day.

### To blue? Or not to blue?

Other factors also impact the decision to fly into the blue area. If the previous cloud field area you are leaving had a high cloud base, you can assume that the thermals in the blue area will also be reasonably high (although not reaching the dew point). The wind is also a factor because the same boundary/shear ratio thermal breakup issues that impact cloud-forming thermals apply even more so to the weaker thermals you are likely to find in the blue. The worst-case situation is leaving low cloud bases for a blue area in a strong wind - there is a lot working against you. And remember that if you are navigating to a cloud field across the blue (and not to a fixed land point), your target cloud or cloud field is moving with the wind.

As you approach the blue area, you want to climb as high as possible under the clouds before setting off into the blue - mindful of the old adage "the last cloud never works." Both your speed to fly and your height band strategies should be adjusted toward the conservative end of the spectrum. You want to reach the far cloud field as high as possible - or at least cover as much terrain in the blue as possible. This means flying a bit slower than normal XC cruise speed. Similarly, you will want to use all available lift (no matter how weak) at least until you get a good sense of how consistent the blue thermals are working. Both dry and cloud-forming thermals have a larger diameter as they get higher, so stay at the very top of your height band, where you are more likely to encounter the edge of a thermal. Remain conservative on both height band and speed until you have a good reason to change. Few pilots have won contests by being brave and fast in the blue. That's a good way to meet farmers.

*(Reprinted with the courtesy of 'Wings and Wheels'. Join their Newsletter at <https://wingsandwheels.com/newsletter>)*

## CLASSIFIEDS

### LAWN CARE



Jayce Becker is offering campsite mowing and cleanup.

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#### **Services:**

Mowing - \$10.00 (per campsite)

Additional Services (Stick Pickup/Exterior Camper Clean up/Leaf Removal/Etc.) - \$10.00 an hour

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**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

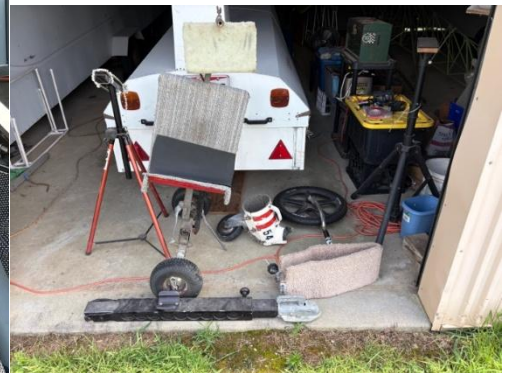
Just passed annual inspection.

All new Schroth belts

Built in relief tube and system



\$52,000 Contact Mark Miller,  
[mmark4347@gmail.com](mailto:mmark4347@gmail.com) or  
513-235-6128



## CCSC GROUND CREWS:

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

### 1<sup>ST</sup> 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.

### 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 Gavarret, Kevin Kelly, Jim Marks, Noah Olsen, Lorrie Penner, Grant Stryker.

### 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:** Spencer Cotton, Jack Derrickson, Fred Hawk, Mike McKosky, 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:** Slade Brooks, Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, Henry Hayter, Michael Hayter, Charlie Maxwell, Jackson Poczatek, Charlie Richardson, John Rohmer.

### 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:** Brooks: Thatcher Brown, Tim Christman, Nathan Keltos, 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..

### 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, Larry Bourgeois, Mike Chase, Lukas Clevenger, Jim Dale, Callum Edwards, Jackson Farmer, Lisa Feis, Athanasius Foster, Dan Gertz, Sierra Hanley, Jonas Hill, Ashlyn Hoffman, Isiah Jones, 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 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:** Tim Christman

**GLIDER MAINTENANCE:** Bob Miller

**BUSINESS MANAGER:** Jon Stewart,

BM@soarccsc.com

**FREQUENT FLYER EDITOR:** Rolf Hegele,

n11rdbird@att.net