



Caesar Creek Soaring Club

FREQUENT FLYER

Aug 4, 2026

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

<https://www.soarccsc.com>

UPCOMING EVENTS

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

September 15 - Daedalians, 10 – 4, CCSC Clubhouse

July 16 - 15, 2027 - US Club Class Nationals - CCSC

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. There will be limited Club operations on this day.

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.** Club operations will be available after the contest launch but is limited to Private Pilot + participants. There will be no training flights and all operations must not interfere with contest activity.

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.

CONTEST CORNER

2026 FAI JUNIOR WORLD CHAMPIONSHIPS

On the first official day of competition at these 14th Junior World Gliding Championships (*yesterday*) weather conditions immediately played a significant role. High temperatures and a cloudless sky made conditions very difficult for the participating pilots. The day also had begun with thicker clouds hindering the sun to break through in the morning. As a result, thermals did not develop until late in the morning. Therefore, Sports Director Bernd Schmid postponed the start for both competition classes to 10:00 a.m.

Michael and Tyler Byron, both flying LS4s, had practiced team flying and it paid off in the blue

conditions. Michael finished 6th and Tyler was 4th for the day. A good top ten start (with over 40 competitors). And it's been brutally hot - Anywhere from 90 to 104 degrees.

On contest day 2 (today), Tyler was 16th and Michael 18th, so for the first two days overall, Michael is 10th and Tyler is 7th. A pretty good start for our US guys.

US CLUB CLASS CHAMPIONSHIPS - YODER, KS

Another one of our Juniors is participating in the Club Class Championships (that contest will be at CCSC next year). Ryan Swanson is flying a LS-3-15 against 19 competitors which include several prior national champions.

The first practice day featured a very light wind from the north and thermals which were a little slow to develop. The task was a 3 hour area task to Great Bend and Pratt. Gliders were launched and managed to stay up but for over an hour not high enough to go anywhere. Finally, a few climbs over 3000 AGL were found and a few dribbled out on course. Generally, thermals were abundant but it was blue after all, and one competitor did get to visit one of the many wide open fields here in Kansas. The rest of those that attempted the task made it around with Lee Larder posting the fastest speed. At the morning meeting he claimed it was really more of a pre-practice day so he expected no bad luck.



Today (Monday) was once again blue but with a stout south Kansas wind. 20 mph+. However, there were thermals forecast and the first glider was launched at 1:15. They stuck so the rest followed in a quick launch behind our three Cessna towplanes. The gate opened at 2:15 as we were finding climbs to over 6000 MSL. Bucking into the wind was not easy though as we drifted backwards what felt like half the distance we had glided forward. Slow progress was made by some. Many decided to just stay local to Sunflower and see the area.

Ryan was 3rd on the first practice day and 5th yesterday. Today (Tuesday) is the first contest day and we wish Ryan the best with safe flying.

FLYING

PAPER MAPS, PRE-FLIGHT PLANNING, AND RULES OF THUMB CAN CATCH SIMPLE MISTAKES.

BY GARRET WILLAT

I went cross-country with a student last week in the mighty Grob 103; we covered about 100km. The student (actually, he has a license) has been very reluctant to go cross-country in his own glider. We looked at the weather, and he had been watching SkySight for a few days. The forecast wasn't very promising, but we talked and identified our Go/No-Go points. He was also flying with his [LXNAV Nano 4](#), which he normally uses as his backup.

He figured out an important part, how to change waypoints. I have mentioned this before, be very familiar with your backup systems. We always kept glide back home, and once we climbed (which took nearly an hour), we were near cloudbase at around 10,000 ft. This was way better than forecast, and clouds were starting to form. We started looking at our next airport, which we had glide to, and were off following clouds with no worry about returning home because we were heading south and had our next airport within glide. Even though we were not yet at our Go/No Go point, we plotted on paper, and it was clear we would make it. We did talk about the Go/No Go point as we passed over it. Looking over his shoulder, I could see the altitude above glide on the Nano 4; the numbers seemed to be pretty optimistic for the mighty Grob 103.

A few climbs later, and 20 minutes left in our lesson, we started to make our return trip home. Again, we were not near our Go/No Go, but I asked how we were doing. He claimed some great numbers (altitude above glide) from the Nano 4 and was pretty happy about heading home. Looking outside, home looked a long way from us. It definitely did not look like I wanted to be 2,500 ft lower than we were.

Remember these magnificent electronics are garbage in, garbage out... The issue was that our flight was originally planned for using our Stemme S10vt; however, it is down for a prop overhaul. His Nano 4 was still programmed for the S10vt. Which means the computer would have landed us out somewhere short of home. Once he programmed the Grob103, our reserve altitude went to nothing. On top of that he felt just having 1000ft safety margin was fine, unfortunately with big thermals comes big sink and having a MC=0 is an unattainable glide ratio. [In previous articles I talk about using a MC=6.](#) (see the next article). My paper chart was using a 50% safety margin. Many people use 200ft per mile, but that is 26:1, and I like having a little more in the 103.

The other neat thing about the cross-country was how simple we made the planning. We stayed within glide of our home airport until we could make the next one. Then we forgot about going home and just kept going. On our way home, we were stuck at that other airport until we could make glide back home, then we would go. It can be very intimidating, and there is a lot of judgment, but if you can simplify the safety aspect, it is a lot easier. Worst case is your thermal reading isn't that good, and you safely land at the next airport. Plus our tow pilots like doing aero retrieves.

IS IT TIME TO START MY FINAL GLIDE? - GARRET WILLAT

There are 3 outcomes: save a few minutes, conservative, or land-out (this could be replaced by a low very slow save). Being conservative typically costs a few minutes. Strong high days more because you might stop turning 40 miles from home. Miss timing your glide and landing short of the field will

cost you a lot of points, so it is probably best to error towards conservative. The most challenging final glides were at the SGP where being the first one home counted for a lot and being 10 seconds behind the leader could result in no points.

Last week I talked about setting out on a final glide that was below what the computers said I could make. I have my computer altitude set to 0ft above the finish line, so I put my safety margin into the MC setting. I typically have a MC=6, this is a comfortable fast glide, I continue to fly a slower setting but when I leave my last thermal, I have a MC=6 made altitude wise. I continually fly a MC=2 (what I typically fly my MC setting to), then if the numbers are going well, I increase to a MC=2.5, then MC=3, etc. So, I flip back and forth, making sure I can make a MC=6 the entire time. I have 2 flight computers so I do not switch back and forth. Eventually finishing with enough energy to do what needs to be done after the finish.

One of the common mistakes is hanging onto a weak climb to get that MC=6. Many times it is best to leave that thermal and continue for an average or above average climb to get to final glide. This is especially true if you are heading into the wind and your climb rate is effectively slower because you are drifting farther away from home. If it is a weak day the sink also might not be as bad and you could potentially head out on a MC=4, or even less. Just remember where your safety margins are.

Some reasons to have a more conservative final glide.

If the day is cycling and it might be a while before you are going to get another good climb. You might be willing to take your climb now, because you will not be able to beat it ahead.

When you are connected with the clouds the thermals will feel very different then they do down low. It will become less organized and harder to align the thermals. Wind will help align the thermals. If your final glide is across the wind it is going to make it harder to get good air and beat your published glide. Remember how much altitude it cost you up high to cut across cloud streets, it will be the same down low.

If you had been flying with a hard-deck, you must remember that you put it in there because the thermals were difficult to work below that altitude. Which means once you get there on your final glide you are committed to that final glide. So you might consider that before heading off on a lower MC setting and expecting to use that height band to beat your glide.

Some reasons a more aggressive final glide might be possible.

Is the final glide into the wind or downwind? If there is a cloud street that you can align on final glide and not have to cross, that is much better. Even if the sky is not streeting, but looks good and looks like there are a lot of options for bouncing under the clouds it may be a good run. How has your flight been? Have you achieved a really good L/D for the flight?

How does the sky look?

Does it look the same and you have been able to achieve 70:1 out of your LS-3? You could probably not have to take a thermal to get on final glide. You will probably run into the MC=6 just in cruise. I have one computer showing the MC=6 as I get closer to that portion of the task and see how quickly I am catching up to that. If I think I can catch it at my normal cruise speed then I keep flying straight. This topic started at the request of Roy at SSA convention, he wanted me to talk about rain and final glides? Rain sucks, it is unpredictable, well normally sink is pretty certain, but how long, how much is never known. What might look like a small shower could end up being miles. I have found good thermals in rain and even long stretches of good air, but on a final glide that is not something I would be planning on. My two rules of thumb on rain are avoid and be high, preferably where it is below freezing and turns into snow and doesn't stick to the wing.

(Courtesy of 'Wings and Wheels'. Join their Newsletter at <https://wingandwheels.com/newsletter>)

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

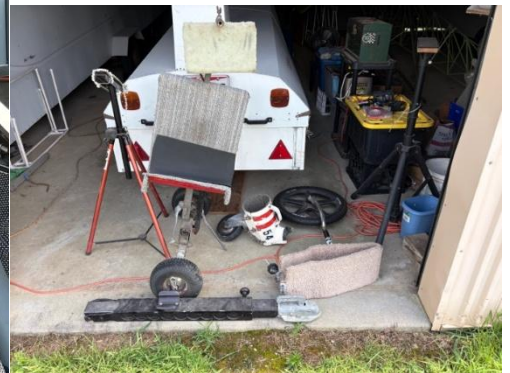
Just passed annual inspection.

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:** Slade Brooks, Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, Henry Hayter, Michael Hayter, Charlie Maxwell, Jackson Poczatek, Charlie Richardson, John Rohmer.

3RD 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.

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..

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, 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 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

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