

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

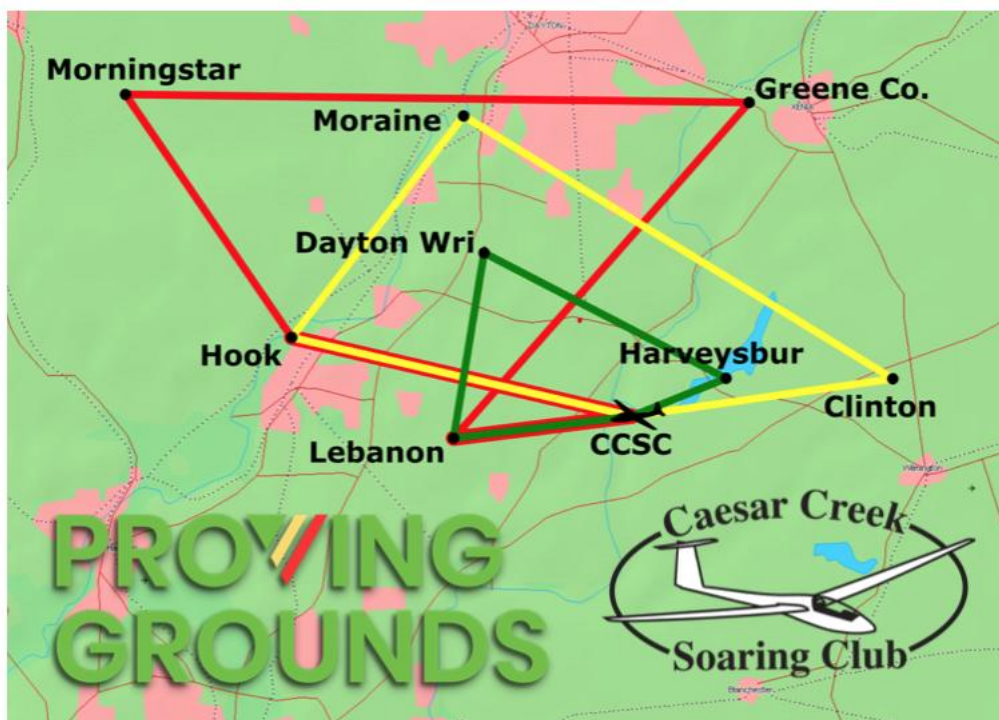
XC Planning and Weather

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	956'	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