



Caesar Creek Soaring Club

FREQUENT FLYER

September 24, 2026

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

<https://www.soarccsc.com>

UPCOMING EVENTS

October 3 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

October 3 - Hisey Park Fall Fest, Volunteers Wanted, Contact Dan Miner, 614-395-3953

October 10 - 2026 Crew Chiefs Feedback Meeting, 6:30 PM, Clubhouse, (Includes Pizza)

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

November 7 - CCSC Board Meeting, 10 AM to 11:45 AM, CCSC Clubhouse

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

July 5 - 16, 2027 - US Club Class Nationals - CCSC

July 19 - 23, 2027 (tentative) - YEW

July 26 – 1 August, 2027 - OSHKOSH

CREW CHIEF FEEDBACK MEETING – 10 OCTOBER, 6:30 PM – DICK HOLZWARTH

Please try to hold open Saturday night, 10 October, for the 2026 Crew Chiefs feedback meeting. I would like to hold this meeting at 6:30 PM in the clubhouse.

As I did last year, I am also inviting the Andrew Dignan, to represent the towpilot community, Tom McDonald to represent instructors, and our Safety Director, Kevin Price to attend. This year, I am extending the invitation to the rest of the SSD Board of Directors.

The purpose of this meeting is to critically consider our operations since the last feedback meeting and look for opportunities for improvement with respect to operations, safety, and anything else that we could do better. As most of you are aware, our meeting last year produced several valuable recommendations. After discovering that we had some differences with respect to wing running, we refined and wrote up a new procedure that is making our operation more consistent across the club.

I don't necessarily plan to create another common procedure, but I do want to assure that your feedback regarding how well we are operating IS IMPORTANT. Please do try to come to this meeting, and please be thinking about issues, problems, or operational shortcomings you have observed. Anything related to operations is fair game.

And, as last year, pizza will be provided. Please let me know if you plan to attend, and have a favorite pizza to order.

SSD BOARD ACTIVITIES

CLUBHOUSE CLEANLINESS

It has been noted that numerous items are being left in the Clubhouse and on the patio for many weeks. Please remember that you need to clean up after yourself to make our facilities clean and enjoyable for everyone.

WORKSHOP RULES

The guidance for the use of the CCSC workshop is being disseminated throughout the Club. The Workshop Rules are being laminated and will be distributed throughout the Club. In addition, they have been reprinted in this issue just ahead of the classifieds.

EMERGENCY LIST

It was noted during a review that our Emergency Contact list is woefully out of date. Therefore, you will be receiving a survey to bring all your data back up to date. Or, you can copy the following, fill in the info, and return it to data@soarccsc.com.

The Caesar Creek Soaring Club has almost 300 Members and Shareholders and we know that over time, contact information changes. Therefore, we need to update our files and are asking you to review the various items below so we can be sure we have accurate information. Note: You may get two emails as our Shareholder and Membership lists are separate.

Fill out the information below and return to data@soarccsc.com or just reply, add info and send.

Member Information (Needed from Everyone)

Full Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Preferred Email: _____ Alternate Email: _____

Spouse's Name: _____

Emergency Contact Information (Needed from Everyone)

Name: _____ Relationship: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Cell Phone: _____ Email: _____

Flying Information (As Appropriate)

SSA Membership Number: _____

Pilot License Number: _____

Pilot License Type (Y/N): Student ____ Private? ____ Commercial? ____ Glider Rating? ____

ATP ____ CFI-G? ____ Tow Pilot? ____

Glider Experience (Best Estimate): Hours _____ Tows _____

If applicable:

Student Solo Date: _____

CFI-G Experience: Glider Types _____ Hours _____

Tow Pilot Experience: # of Tows _____

FAA Medical Class: _____

Medical Date: _____

Date of Last Flight Review: (Month/Year) _____

FAI Soaring Awards Held _____

Glider Checkouts (as confirmed by Glider Logbook)

Glider (Y/N)	Front Seat	Back Seat
SGS 2-33		
ASK-21		
ASK-21 DN		
G-102 (Baby Grob)		N/A
SGS 1-26		N/A

Do you fly a private aircraft from the field? (Y/N) ____

If so: N-Number: _____ Contest Number: _____ Type A/C: _____

Where Stored: _____ Insurance Carrier & Policy Number: _____

A copy of the Emergency Contact list can be found behind the Members Only firewall or a hard copy is located in the office.

CREW REPORT - DICK HOLZWARTH

The regular, unscheduled crews reported a total 114 flights for the month. The total flight count for the month, as obtained from Chuck, was 193. The Region 6 Sports Class contest produced 77 flights. (Some of the contest flights were included in weekend crew totals, so these numbers do not sum.) The balance of the flights can be attributed to mid-week soaring. There were several busy mid-week days during the month.

This was a five week month, with the 4th weekend crews having their extra days on Sat 29 Aug and Sun 30 Aug. That was a busy weekend, with 45 flights over the two days. We lost both days of the first weekend to rain, and three other crews experienced weak weather during the month. Unfortunately, the contest was also somewhat affected by weak weather.

My thanks to the towpilots and ground crew who worked extra time to support the contest event.

Over the first two weekends of the month, there were two inadvertent rope releases from towplane 48L. The release has been examined and serviced, and I believe there have been no inadvertent releases since then. Beyond this, none of the crew chief reports received described a safety incident, so I assume there was nothing else.

As of Wednesday afternoon, all of the golf carts and the Kubota were running

FLYING

THE ART OF THE SOFT RELEASE - GARRET WILLAT

On a Schweizer hook, a soft release prevents the release arm from slamming into the stop. It also puts less wear on the latch on both the male and female sides.

On all tow hook types, a soft release also helps keep the rope from tying itself into a huge knot. When that happens, the knot gets dragged down the runway and quickly wears out the rope because you now have a single point dragging across the pavement.

If done correctly, a soft release means less wear and tear on both the hook and the rope.

What a Soft Release Is Not

A 3 G pull-up while still on tow, followed by a -1 G pushover.

When you pull up, you slow down and put more tension on the rope. Many of us use polypropylene rope, which has some elasticity. Pulling up just stretches the rope. When you let the nose down to accelerate, the rope is still stretched.

You end up with a hard release, a loud bang from the hook, and usually a good knot in the rope.

What Should a Soft Release Look Like?

The goal is to reduce tension on the rope without producing a large amount of slack.

Start with a gentle rise behind the towplane. It's even better if you begin well before you plan to release.

Let's say you are planning to release in lift. You don't want to release at the first bump. You need to feel whether the lift is wide enough. With students, I use about five seconds a lot of the time.

As you hit the lift, start counting:

One one-thousand... Slowly climb about 5–10 feet behind the towplane.

Two one-thousand...

Three one-thousand... Clear both left and right.

Four one-thousand... Gently let the nose down and accelerate back into position. This reduces the tension on the rope.

Five one-thousand... Pull the release, confirm you are released, and turn right.

If you are out of the lift by then, just slowly settle back into position and continue the tow.

Because you let the nose down for the soft release, you will need to bring the nose back up after releasing. This keeps you from chasing after the rope after release — I can only imagine the damage the rope could do to you.

Before you turn, make sure you have actually released. You do not want to get that sequence out of order. For the sake of the tow pilot, please release before turning.

You also need to release before raising the nose. If you get that order wrong, you defeat the whole purpose of the soft release. Raising the nose first increases the tension again, and you can end up releasing under more tension than if you had skipped everything above and simply pulled the release.

One Note About the TOST Release

If you are going to follow the TOST manual recommendation and pull the release multiple times, it is best to hold it completely open for more than 1/100th of a second.

I've had pilots pull multiple times so quickly that it seemed like they went through five cycles in one second. Make each pull a complete actuation.

From the TOST Manual

If the tow cable is under a reduced load, or no load at all (if the glider overruns or overshoots the cable), the tow ring pair, along with the cable, will be released and dropped only when the release mechanism has been fully actuated. To be 100% sure the cable has been released, you should actuate the release completely several times.

WHAT DO YOU THINK ABOUT BEFORE WIGGLING THE RUDDER? - GARRETT WILLAT

How do you prepare for a takeoff? Just wiggle the rudder and, as the wing starts to roll, fix it with aileron? When the spoilers open, close them?

Make sure you are doing the checklist in its entirety. As my Mom likes to say, don't just give "lip service to your checklist." She especially enjoys pointing this out after the occasional gear-up landing.

Spoilers are a control and should probably be included in the control check. On an SGS glider, the checklist says Dive Brakes closed and locked. I always unlock them, open them fully, then close and lock them. Why? Because it is embarrassing when the spoilers open on takeoff. Worse than

embarrassing is crashing at the end of the airport because you couldn't climb.

I once had an ASW 20 behind me while towing in the Super Cub, and we were a lot closer to the trees than I normally care to be. I was actually reaching for the release handle because both of us were not going into the trees. We finally made it over them and back over an open field, where the glider pilot eventually realized what was going on. This was after radio calls from the ground and visual signals from the towplane.

I have also watched two new Schempp-Hirth owners not realize that the over-center on the spoilers was much stronger than what they were used to. If they had opened and closed them during the control check, it would have been obvious that they weren't locked yet. That's why I always open the spoilers all the way—to make sure I can get full travel—then close and lock them and make sure I get that pop of the over-center.

The same idea applies to the elevator.

Many times when I am doing a flight review in the Grob 103 with someone who owns their own ship, they start with the stick most of the way forward. Sometime after passing a normal liftoff speed, they realize the nose is too low, pull back, and we go launching into the air.

So, when I teach students in the SGS 2-33, I don't just say, "Bring the stick aft of neutral." I ask: Where is the nose, and where do you want it to be for liftoff?

I do the same thing during a 1-26 or 1-36 checkout—we have the taildragger version. We talk about where you want the nose, how you're going to get it there, and then I pick up the tail to put the nose approximately where they are going to want it for liftoff. Now they can see and feel the elevator position needed to get the nose where they want it.

Back to the Grob: pilots are sometimes still waiting for something to happen until the towplane is airborne, and there is still no change happening...

The same thing goes for the ailerons.

You know what is going to happen in a crosswind: the upwind wing is going to get picked up. We know that just from moving gliders around on the ground. If you have a wing runner, they can help by holding the upwind wing a little low. You can help them by not using full opposite aileron and fighting against them. Otherwise, when they let go, you can drop the downwind wing with some force.

Generally, when the pilot is fighting against me, my motivation level to run farther decreases at an exponential rate.

Then there is the rudder.

Many airports have wind T's or tetrahedrons, so we all understand the concept of weathervaning. But few pilots prepare for it until the glider actually starts yawing. This is especially important for us because we do so many crosswind launches. If you let the glider start weathervaning and then react to it, you can quickly find yourself headed toward the side of the runway.

Before you wiggle the rudder, think about what is going to happen next.

Set the controls to counteract the movement you already know is coming, and get the glider moving in the direction you want it to go.

Nobody wants to go off the edge of the runway...

(Courtesy of Wings and Wheels and Garret Willat, subscribe to their newsletter at <https://wingsandwheels.com/newsletter>)

WORKSHOP RULES

Rules for Use of Club Workshop

Last updated by SSD Board of Directors on 5 September 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.
- Dick Holzwarth is the CCSC Workshop Coordinator, members wanting to use the workshop must schedule projects with the Workshop Coordinator. (Call/Text 937-542-9612, email dickholzwarth@gmail.com)

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

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, Crew: Slade Brooks, Jim Dudley, John Dudley, Evan Estes, Henry Hayter, Michael Hayter, Jackson Poczatek, 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

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Rolf Hegele,

n11rdbird@att.net