



Caesar Creek Soaring Club

FREQUENT FLYER

September 8, 2026

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

<https://www.soarccsc.com>

UPCOMING EVENTS

September 15 - Daedalians, 10 – 4, CCSC Clubhouse

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

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

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

(I apologize for the delay in putting together this issue. I got wrapped up with our Sports Class Contest as discussed below). - editor

CONTEST CORNER

I have used various comments from participants to parts of their daily reports. In no particular order.

2026 FAI JUNIOR WORLD CHAMPIONSHIPS



The International Evening at the 2026 Junior World Gliding Championships (JWGC) in Aalen-Elchingen took place on August 5, 2026. At gliding world championships, this kind of relaxed get-together for the participating teams is a staple and part of the official supporting program of the world championship, during which around 300 participants transformed Hall 1 at the airfield into an international market hall. The focus of this

lively event was getting to know one another, engaging in enriching conversations, and embarking on a culinary journey across four continents and diverse cultures. It was an atmosphere reminiscent of a bazaar yet uniquely airport-like. The buffet for which the guests and teams had specially prepared exotic delicacies and traditional dishes from around the world was a highlight. From Bavarian sausages to Scandinavian smörrebröd, from Australian kangaroo in batter to Argentine cheese and sweet potatoes.



On the first official day of competition at these 14th Junior World Gliding Championships 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. Weather conditions remained a focus throughout the day. The

German Weather Service supported the event organizers with up-to-date forecasts and issued warnings about thunderstorms in the evening. However, these passed southwest of the Ostalb in time. Nevertheless, the thermals proved to be extremely challenging especially for the club class. A total of 17 pilots had to make off-field landings at airfields as well as in meadows and fields. Several managed to reach the Bopfingen airfield—just a few kilometers from the finish line.

Surprise – Sami Rintala

When we learned about Michael Hayter qualifying for the World Championships in Germany, we (John K12, Cheryl Winkler, Sami, and Sloane, Sami's wife) immediately started planning a surprise trip there. Our trip started with a flight from CVG to DTW, and just by chance our captain ended up being



our own club member Jacob Apostoles. The flight attendant even made an announcement that Captain's flight instructor (K12) was sitting at the back of the plane.



Sami, John k12, Jacob

Michael didn't know since he was getting ready to launch for the task. After he landed later in the day, Henry told him that some officials were waiting for him in the hangar to talk about some airspace violation. See the video here <https://youtu.be/xTZuYxxVg-k>. He was quite surprised to see two of his instructors instead of the officials from the FAI. Probably somewhat relieved too.

We spent two days in Munich trying to fix some of their infrastructure problems, and some tasting of German beer was involved.

On day three we drove to Aalen-Elchingen airport and sent a selfie pic to Henry Hayter of us with the airport and starting grid in the background. Henry's reply: "Oh My God!" Julia: "That's AI, they are not here!"



After flying 5 contest days, management decided to call a rest day. Did Michael rest: Noooooooo. The entire group decided to take a little trip to Hornberg Airfield, where our own Rolf Hegele learned to fly. *(My grandfather had built a summer house on the Hornberg in the 1930's and I spent about three months over two summers living there and learning to fly with my uncle, a glider instructor at the school, editor).* This airfield had a little restaurant with a patio overlooking the runway, we were having lunch there and met a member of a local club *(Waldstetten Glider Club, a small village nearby, editor)*, who offered to take us to the flightline. Michael got to experience a winch launch in a DuoDiscus.



Rest of the stories will be told at the club patio.

The picture on the next page is a new one for the Hornberg. The side says 'Welcom to the Hornberg' and the listing represents the organizations located at the airport: the Lorche Club, the Schwäbisch Gmünd Club, the Waldstetten Club, and the Glider School Hornberg.



The World Championships are entering their decisive phase. After eight competition days, the gaps at the top are, in some cases, extremely narrow. Every flight, every tactical decision, and every misjudgment of weather conditions could determine whether a pilot wins a medal or their final placement.



Left to right, Sami, Sloane, K12, Cheryl, Henry R., Michael, Henry, Julia

This tension is clearly noticeable at the airfield. The pilots are entering the competition days highly focused and increasingly on the edge. While there was still room to experiment at the beginning of the World Championships, there is now hardly any margin for error. Anyone who wants to prevail in the battle for the title must fly consistently at the highest level right up to the final scoring day.

Elchingen Makes Gliding History

Despite being cut short due to the weather, the organizers view the event as an overwhelming success. Over the past 14 days, an exceptionally large number of competition days were held in Elchingen—more than have been seen at a World Gliding Championship in a long time. As a result, the Junior World Championships in Elchingen provided excitement not only on the sporting front. The exceptional number of flying competition days also marks these championships as a special event in the history of gliding. Now all eyes are on the awards ceremony. On Saturday at 10 am, the new Junior World Champions will be honored in Elchingen.

A total of 207,126 km were flown on the competition days—using only thermals and the “power of the sun.” During practice, Michael had consecutive days with 404 miles and 376 miles and then a podium finish on the 4th Contest day with a second place.

The weather made conditions very demanding for the pilots. Extreme heat of over 35 degrees, blue thermals, but also thunderstorms and, at times, strong winds required skill in flying the tasks for both classes. Michael finished the contest in 14th place, the top American finisher.

Winners Club Class:

- | | | |
|---|--------------------|-----------|
| 1 | Max Scutchings | Australia |
| 2 | Nicolas Caudrelier | France |
| 3 | Nils Zitzelsberger | Germany |

US CLUB CLASS CHAMPIONSHIPS - YODER, KS



Another one of our Juniors participated in the Club Class Championships. Ryan Swanson flew a LS-3-15 against 19 competitors which included several prior national champions. The Sunflower facility is quite extensive and well laid out.

Following up from the last issue, Day 1 of the Contest had high hopes for a soarable day - the weather report had the potential to be a reasonable day, but predicted a late start. Sniffer Steve was able to hang for bit, so the first wave launched.

Gradually, folks fell out, so the launch was paused.

Tony Condon demonstrated a 2 hour contest scratch at 3:00 PM waiting for the overcast to clear. The day was finally scrubbed around 3:30. A few intrepid pilots took tows just to see what Steve was using to stay up. There should be a frontal passage tonight and we look for better conditions tomorrow. *Meanwhile, they had lots of gridding practice. Photo by Andy Swanson – editor.*

The next day, a northerly wind dictated a south grid and the sniffer was launched at 1:45. After quite a while he was able to sustain (not much higher than release) so the main launch commenced. Soon after,

the relights began. A hold was called to see if conditions improved, but CD Dave Stevenson scrubbed the day when it was clear time was running out to make the task.

Fortunately, the P7 brewery wagon was close by, and the clubhouse had a spread of food and sandwich materials - so while we couldn't fly, at least we would not go thirsty or hungry.

After several more days waiting for the weather, we had a valid contest day. 5 pilots made it over the magic 62 handicap mile line. Conditions pre-start were tough but it did slowly build and as we headed west, it seemed to get better as the forecasts indicated. About 3 thermals down course we found a really good climb to 8000 MSL and I think everyone thought, 'alright the day is finally popping' and



we'll only need one or two more good climbs to finish the task.

Instead, no more good climbs were found. To be fair, it was after 5:30 PM at this point. Many gliders were collected at Pratt which was a B-29 base in WWII. Look up the "Battle of Kansas". Some of us limped back east taking 1 and 2 knot climbs to stay alive. Ryan Swanson and I had a low save together at the second turn and drifted towards the third. I found one more weak climb and we both ended up at the Roberts airfield about 25 miles west of Sunflower.

Day 4 the task was a 3 hour Area Task with the first turn directly upwind at Nashville, then Cheney Dam and Harper to the south. The first two turns were only 1 mile circles with 15 at Harper so we'd all be together on the first two legs. Climbs before start were good and most of us started at the max height of 7500 MSL. There was a strange sight on the southern horizon. Cumulus clouds! This indicated that the altitudes were much better than expected down there.

The upwind leg was very tough for many, including myself. Those who made easy work of it posted good speeds. I was thrilled to recover reasonably. At one point my average speed on course was down to 15 mph! The lift near Nashville and on the second leg improved greatly with some climbs averaging 6 knots and max altitudes near 10,000 MSL! A few cu wisps were usable on the southern part of the course although the Harper circle was almost entirely blue.

On day 5, Tony Condon came in 1st, Ryan Swanson put in a strong second, and Chris Gough rounded out the daily podium finishers. It's still a tight race and the weather tomorrow should be good. Stay tuned.

On the last day, the first two turnpoints filled with cu and there were some good climbs to above 10,000 ft. There was some pre-flight discussion about oxygen usage and rules as well as the slight potential of gold altitude today. On the second leg, showers started to develop. Almost everyone worked the east side of the rain and a few pilots were caught in the shadow and landed out. I (Tony Condon) was the only one to go west to try to stay with the sunshine but then faced the challenge of getting



back to the area between the rain showers. There was some lightning, but also a rainbow. Connecting with the climbs around the rain meant getting up to 12,000 feet and a long final glide home. Altitude was nice to have because the showers had coalesced and were headed near Sunflower. The Anvil shadowed the last 15 miles in and finishes were non eventful. by 6:30 PM however, outflow had hit, the temperature dropped almost 30 degrees, and we had some brief rain. All the gliders were on the ground and most either in the hangar or trailer by then. They had a nice open clubhouse.



2026 US Club Class Nationals - Contest Summary

Club Class

Cumulative Score					August 8, 2026 Official		August 9, 2026 Official		August 10, 2026 Official		August 11, 2026 Official		August 12, 2026 Official		August 13, 2026 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	3989	EY	Condon, Tony	Standard Cirrus	1	231	2	568	2	583	9	807	1	1000	1	800
2	3958	P7	Ittner, Gary	Discus 2a	4	190	1	606	1	590	1	922	4	889	3	761
3	3714	99	Gough, Christopher	Ventus cb-15	10	119	4	563	3	573	4	861	3	896	7	702

4	3524	HH1	McMaster, David	Discus	5	171	9	420	4	534	5	859	9	851	8	689
5	3408	GS	Shugg, Greg	LS-4	13	73	6	497	5	533	12	742	6	882	9	681
6	3396	2X	Leonard, David	Ventus b-15	17	25	10	410	6	509	7	812	5	888	4	752
7	3346	DT M	Huelle, Thomas	ASW-20	9	121	11	366	8	451	3	869	12	815	6	724
8	3036	6B	Nace, Diego	H-201 Standard Libelle	2	197	8	427	17	92	8	808	8	864	10	648
9	2924	CM	Mead, Colin	LS-4	12	80	12	358	11	421	13	723	17	749	12	593
10	2906	Q	Leonard, Ron	PIK-20E	14	71	15	285	18	61	2	876	7	875	5	738
11	2869	55	Larder, Lee	ASW-20	11	88	14	296	14	383	14	696	14	798	11	608
12	2834	3T	Swanson, Ryan	LS-3-15	3	195	7	478	9	439	19	0	2	938	2	784
13	2753	4A	Van Horn, Katia	Discus b	15	45	5	538	15	273	10	779	13	803	13	315
14	2608	TL	Long, Taylor	ASW-19	7	125	18	143	13	413	6	827	11	836	15	264
15	1982	Y3	Krautter, David	Discus	8	123	3	567	10	437	17	59	15	796	17	0
16	1703	OG	Bittner, Kirk	Standard Cirrus	6	129	13	300	16	267	18	54	16	783	16	170
17	1458	XR S	Brooks, Mike	Genesis II	18	0	17	211	19	26	16	74	10	849	14	298
18	1268	I	McMaster, J.T.	Discus a	18	0	19	0	6	509	11	759	18	0	17	0
19	808	Z	Holliday, bob	Discus 2b	16	42	16	233	12	415	15	118	18	0	17	0

Please note, Ryan Swanson had two second place finishes on the last two days.

2026 REGION 6 SOUTH SPORTS CONTEST

Chuck Lohre is our Contest Reporter and live recorded individual contestant introductions and safety discussions. You can find these at <https://www.facebook.com/CaesarCreekSoaringClub/>.

Dave Couke, a former member came back from Indiana to participate after having moved to Texas for many years. Rob Cluxton, also a former member of CCSC joined us from Cumberland, WV and was able to get his first three flights in his new DG 808B. Emillie Philips came to CCSC for the first time with Paul Pederson's former ship P2, an ASW-27. A special acknowledgement also goes to Dave Cleveland (LL) from North Salt Lake City, who had the longest drive to the contest.

We got a great group picture. Caesar Creek Soaring Club 2026 Region 6 Sports Class Sailplane Race: Contestants and Crew - l to r: Sam Schrader, William Young, Tim Lynch, Tony Bonzer, Andrew Stryker, Emillie Phillips, Richard Thompson, Dick Holtzwarth, Tom Johnson, Andy Breeze-Stringfellow, John Beckley, David Cleveland, Ryan Swanson, Guy Byars, Chuck Lohre, Mike Carlson, Dave Coucke, Mamad Takallu, Tom Johnson, Alain Dumas, Matthew Bates, John Lubon, Joe Mastro, Rolf Hegele, Nathaniel Kucera, Ron Branham, Dan Miner, Mark Miller - photo by Tynetta Muhammed.



John Lubon gives his famous "Staying in the Air: Thermaling Techniques" presentation on a no-fly day at the 2026 Region 6 Sports Class sailplane contest at the Caesar Creek Soaring Club.

(<https://www.youtube.com/watch?v=nc0iNe1Bccg>)

Here is a Google Gemini AI summary of the key points John Lubon covered in his "Staying in the Air: Thermaling Techniques" from the YouTube video.

The Nature of Thermals: Thermals are rarely perfectly round or straight. They often have multiple cores, starting as smaller bubbles low to the ground before merging into larger, more stable columns higher up.

The Golden Rule: Always turn in the lift, never in the sink. If you feel lift, turn into it. If your circle isn't going up, you are turning too steeply or in the wrong spot—unload and open up your circle to find the core.

Entering and Leaving the Thermal: If there is a wind, always leave the thermal on the wind line (exit on the upwind side). This allows you to float through any residual lift as you depart. Planning Ahead: Never leave a thermal without a plan. Look for cloud streets, convergence lines, or "haze bumps" (which you can spot well with brown lenses like Serengeti sunglasses) before you exit.

Reading the Ground & Local Sources: The sun angle is crucial: look for easterly-facing slopes in the morning and westerly-facing slopes in the afternoon. Local Hotspots around CCSC: John specifically

calls out several reliable local thermal triggers, including: The "Stollies" (the abandoned airport); The Walmart and Home Depot in Lebanon (excellent convergence spots when the wind is out of the west); The Caesar Creek Lake spillway; Local golf courses (which act as great heat sinks surrounded by trees); Tractors plowing fields—if you see one, there is likely a thermal right above it.

Racing vs. OLC (Online Contest) Flying: John emphasizes that newer cross-country pilots shouldn't be "racing" yet. OLC flying is usually flown about 10 mph slower than racing. Racers push lower into the atmosphere to maintain speed, but OLC flying means staying conservative, taking more thermals, and staying above the 2000-foot hard deck.

Altitude Zones & Speeds to Fly: John breaks the sky down into distinct decision-making zones: Above 4000' AGL (Cross-Country Zone): Fly fast, take only the strongest thermals (4-5 knots). 2000' to 3000' AGL (Medium Speed): Dial it back. Take 2-3 knot thermals. Below 2000' AGL (Survival Mode): Slow down to your Best L/D. Stop looking at the clouds and start looking exclusively at the ground for triggers (birds, tractors, dust). Identify a safe landing field and head toward it. Below 1500' AGL: Do not leave your landing spot. Stay patient and wait for a low save to cycle through, but commit to your field.

The MacCready Ring: Interestingly, John mentions he doesn't constantly adjust his MacCready ring or use "cruise mode" heavily. Instead, he sets his MacCready to 3 and leaves it there as a baseline, using his altitude zones to dictate his speed-to-fly rather than constantly chasing the math.

(The AI is "Thalia" a co-author in our book "Racing Gliders" published last year. A free PDF is available at <https://tinyurl.com/racing-gliders-12-25-25> .)

Rolf auctioned off some huge City BBQ bags donated to the club from the caterer on Tuesday, benefiting the Caesar Creek Youth Soaring Association 501(c)(3). David Cleveland (LL) got one for \$40, Dave Joyce (WAY) for \$40, and Guy Byars for \$50. Guy is going to use his for recycling.

Contest Director John Lubon also introduced the winner of the informal duration contest from Thursday. Joe Mastro (JOE), Emilie Phillips (P2), and John Beckley (LT) took tows to 2,500' AGL. The longest flights after tow were:

JOE: raw 14, handicapped 14.28 minutes

P2: raw 16, handicapped 14.05 minutes

LT: raw 13, handicapped 12.27 minutes

JOE accepted the winner's coffee cup! I exclaimed, "We have reached a new low!"

2026 Region 6 Sports - Contest Summary

Sports Class

Cumulative Score					August18, 2026 Official		August21, 2026 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points
1	1834	3T	Swanson, Ryan	LS-3-15	1	1000	2	834
2	1645	K2	Cluxton, Rob	DG-808B-18	2	854	4	791
3	1641	C1	Takallu, Mamad	Ventus 3FES-18	5	805	1	836
4	1596	N4	Coucke, David	PIK-20B	4	806	5	790
5	1580	LL	Cleveland, David	ASG-29-15	7	792	6	788
6	1484	WAY	Joyce, David	Ventus 2c-18	7	792	7	692
7	1463	77	Breeze-Stringfellow, Andrew	ASW-27	6	794	9	669

8	1344	JOE	Mastro, Joe	H-201 Standard Libelle	10	749	10	595
9	1338	VZ	Johnson, TJ	Ventus 2bx	3	832	13	506
10	1305	LT	Beckley, John	ASW-24	9	756	12	549
11	1162	2U	Daumas, Alain	LAK-17C FES-18	11	666	14	496
12	1161	NN	Carlson, Mike	LS-8-15	14	576	11	585
13	1034	P2	Phillips, Emilie	ASW-27	19	347	8	687
14	929	BS	Bates, Matthew	304	13	631	18	298
15	907	OB	Branham, Ron	Ventus bT-15	18	458	15	449
16	890	11	Byars, Guy Ford	Discus 2b	17	459	16	431
17	866	6V	Lohre, Chuck	ASW-15	15	543	17	323
18	727	DS	Young, William	DG-505 Elan Orion-20	12	649	19	78
19	502	RT	Thompson, Richard	PIK-20B	16	502	20	0

And Here are the winners. (Left to Right) - Mamad Takallu, 3rd place; **Ryan Swanson, 1st place**; Rob Cluxton, 2nd place.-*Photo by Andy Swanson*

BOARD MEETING UPDATE

The Board meets on the first Saturday of every month and this month it was announced that a revised UOP is being issued to incorporate the Workshop Rules. Dick Holzwarth volunteered to be the Workshop Coordinator. Rules for the Workshop were published in the last issue of the Frequent Flyer and will be placed in appropriate locations around the Club.

It was also noted that our Emergency Contact information is missing or dated. Therefore, a new survey will be issued to capture that data. Please respond appropriately when received.



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, 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

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Rolf Hegele,

n11rdbird@att.net