



CAESAR CREEK SOARING CLUB

FREQUENT FLYER

June 8, 2024

UPCOMING EVENTS:

June 15th - Oct: Pot luck dinners resume (Every 3rd Sat) Maury Drummey PIC

July 8 - Possible additional fly day, weather permitting

July 7-12 – Youth Camp, Steve Hoffman & Henry Hayter PIC's.

August 5-9 - Adult Camp, Steve Statkus PIC.

Sept. 2 – Additional fly day, weather permitting.

Sept. 17 – Dadalions catered lunch and soaring

Sept. 27-29 – American Scouting Camp & Soaring

LATE BREAKING NEWS:

Youth member Jack Derrickson has just been notified he has received the Bultman Scholarship from the SSA. Congratulations are in order for Jack as the scholarship can be used for new flying experiences such as going to contests, camps, badge/record attempts, advanced training, or just building time and experience by soaring more. It amounts up to \$1,000 in expenses to be reimbursed by the SSA's youth program. The program is sponsored by SSA members' generous contributions and trust funds to promote and expand youth soaring in the USA. Jack's application was backed up by leader members of SSD writing letters of recommendation to support his application effort.

By now everyone knows Jack from around the club as he probably has the most weekend attendance days at the club. He is always helpful and is turning into a great resource and pilot at the club. Be sure to give him a thumbs up when you see him and again congratulations on this scholarship from what we are sure was a very competitive process. Way to go Jack!

I Want to Fly!

By Bill Papaw Gabbard

Back in January my youngest grandchild, Max, told me he really wanted to go to Youth camp this summer. I asked "Why do you want to go?" He replied "I want to fly, Papaw!" Well, he's tall enough and certainly seems keen to attend. I loaned him my Knauff book First Flight to Solo. He began looking through it right away and excitedly said he was going to stay up and read the whole book!

In May my daughter, Cedi (Max's mom), asked about a Sunday when Max might take a first flight. I needed two flights for currency and said we would try 4th Sunday crew. We wanted to go through the drill of getting in and belted and canopy down to get an idea flight training would work out. Conditions were okay, dry field, winds SE at about 11 mph. Radar showed a line of storms approaching from the west and I proceeded to get in my required currency flights. was watching how to get ready to fly the Schweitzer 2-33.

So 11 am and conditions are still flyable. With ballast and the shot bag in place, Max is high and forward enough so that he can be on the controls. Our turn and time to fly! Max pulls the release at 2000 AGL over the river and first task is locate the field. I give Max the controls and we fly straight and level, demonstrate working the pitch, and then clear for traffic and turn left. Good Job! You're doing it!

Now it's time to head for the IP. Landing checklist complete. We're watching for the crosswind on final and the rotor over the trees. We touch down past the pond and it's bumpy, so I close the brakes and we're airborne again for a bit. Open the brakes past the bumps and we touch down and roll out. When we get out Max is grinning and pumps his arms in the air and is cheering "YAY! What a landing!" I think he is ready for camp!



ADDITIONAL OPPORTUNITIES TO SOAR:

CCSC is seeking volunteers to help staff additional scheduled flying days on July 5th, and Sept. 2nd. Crew chiefs, assistant crew chiefs, tow pilots, instructors, and ground crew are needed. If you can volunteer for a day or partial day, please email Mike Keltos at keltosm@hotmail.com and he will put together the rosters with associated shifts. Crew credit will be included for volunteers. As always, members that show up to fly are expected to contribute in some way, whether it may be helping pull aircraft out, retrieving gliders, or assisting with closing up the operation at the end of the day. Many hands make light work!

2024 CCSC GLIDER CONTEST AS SUBMITTED BY CHUCK LOHRE

In between rain storms a **Region 6 Sports Class glider meet** broke out and was a great success for the Caesar Creek Soaring Club. Twenty-one Contestants came from as far away as San Diego, Nevada, Michigan, New England, Florida and Texas to compete for bragging rights. Some very unique gliders attended as well: a Front Engine Sustainer (FES), the only one in the world, on FP Francois Pin's ASW 27 and the jet powered HPH Shark of DC Dave Caffey shown below with Andy.

Breeze-Stringfellow helping the owner assemble.



Practice Day Soaring

Henry Retting's R ASH-31MI-21 came the week before and was rewarded with some great soaring Thursday, Friday, and Saturday. On Sunday ZR1 Manfred Maurer, DR Dan Reagan, two Juniors from the Philadelphia Glider Council, VB Julia Karasinski's Discus 2b & OH Pat Cernuto's ASW-28, borrowed from Hank Nixon, joined them along with one of our favorite club member, BS Rob Cluxton flying a 304CZ-17. The first official practice day on Monday also delivered excellent soaring. As usual the CCSC'ers rose to the occasion with a welcome dinner on Monday by Maury Drummy and Jerry Diersing. All orchestrated by Linda and John Murray who was the sniffer on some days. Then the weather moved in for Tues, and Wed.

First Contest Day

May 16th we got a contest day in. Having some World Class pilots in our midst, it wasn't surprising, nine-time World's competitor, P7 Gary Ittner came in fourth; preceded by FP Francois Pin, seven-time World's US Competitor; and then by Columbus, OH at Central Ohio Soaring based WR Jared Granzow's ASW 27; and first went to R Henry Retting, also the winner of the Seniors this year. Also at the top of the leaderboard were two pilot's practicing to fly Team in the Uvalde World' Competition this year: XC Sean Murphy flying a JS3-1, hailing from Harris Hill as Chief Flight Instructor; and 7T Sean Fidler, representing the US since 2015, in his ASG-29-18. Thanks to Dick Holzswarth for heading up the Contest Crew Chief duties, which gave member 63 Rolf Hegele a chance to fly 63 Dick's ASW-20.



I (Chuck Lohre) learned from Second Place, Michael Hayter ,at the 1-26 Regatta in Hinckley, IL, held the following week, that he, Julia and Pat had practiced with Daniel Sazhin on Condor during the winter. The Jack Derrickson photo above shows the Juniors hanging out under VB's wing, l-r Jack Derrickson, Christian Maurer, Pat Cernuto, Julia Karasinski, and Michael Hayter (hereafter known as "The Sandbagger.)



The second contest day, Saturday May 18, was another great Team Flying practicing opportunity for the two Seans who came in 1st and 3rd.

Jack Derrickson photo from Dan Reagan's ASG-32 MI.

Sunday 5/19 FP
Francois Pin in his
ASW-27 FES won
the day. Dudley
Mead photo of R.



Monday 5/20 WR Jared Granzow won. Dave Wrinkle photo.



Tuesday 5/21 finishers were: P7 Gary Ittner wins the day, WR Jared Granzow 2nd, and R Henry Retting 3rd and the next day at the pilots' meeting, Harolyn Burns, retrieve desk, said, "She lost one year off of her life worrying about 6V, me." I gave a description on how I had avoided landing out and rain showers and then found the last bubble of lift over Green County to take me home after 4 and a half hours to do a 2-hour task!

Since we didn't fly, Mark Miller gave a presentation on his flight to the stratosphere in a Lockheed 104 Starfighter as the technical second. Similar, to the dead stick landings from 25,000 feet Don Green did, practicing on how to land the Space Shuttle at Edwards Air Force base.

We stared at the low clouds for two days and prayed they would lift to allow us to race Friday but the day ended up being canceled. It turned out to be a great chance for all of us to imbibe in P7's brews, and cheer on our Team Flying contestants this summer at the world's soaring championships.

At the awards the following day Chuck presented an award to Harolyn Burns for 30 Years of Service at the Retrieve Desk.





The winners: l-r, WR Jared Granzow 2nd Place, R Henry Retting 1st Place, P7 Gary Ittner 3rd Place.

Sports Class

Cumulative Score					May16, 2024 Official		May18, 2024 Official		May19, 2024 Official		May20, 2024 Official		May21, 2024 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4059	R	Retting, Henry	ASH-31MI-21	1	898	4	679	5	960	2	837	4	685
2	4033	WR	Granzow, Jared	ASW-27	4	832	4	679	4	976	1	846	3	700
3	3981	P7	Ittner, Gary	ASG-29-15	6	815	2	717	7	953	4	775	1	721
4	3677	WB	Berry, Wally	ASW-20	7	788	8	636	12	874	10	700	6	679
5	3650	FS	Silva, Fernando	JS3-15RES	11	735	9	621	10	915	9	705	7	674
6	3617	2B	Furdal, Lukas	ASW-24	13	731	13	583	5	960	12	697	8	646
7	3593	AZ	Vihlen, Steve	304CZ	9	756	6	673	15	826	11	699	9	639
8	3574	BS	Cluxton, Rob	304CZ-17	11	735	14	558	9	917	6	765	10	599
9	3552	ZR1	Maurer, Manfred F.	Ventus 2cxT-18	8	782	11	597	11	908	12	697	11	568
10	3549	OH	Cernuto, Pat	ASW-28	10	742	12	587	8	950	8	720	12	550
11	3429	55	Larder, Lee	ASW-20	14	702	10	610	13	855	7	726	13	536
12	2897	VB	Karasinski, Julia	Discus 2b	19	451	15	548	17	751	14	615	14	532
13	2700	DC	Caffey, David	304S Shark-18J	20	408	16	510	16	777	17	541	16	464
14	2557	54	Miller, Mark	DG-600-18	17	472	20	463	18	588	16	563	15	471
15	2494	FP	Pin, Francois	ASW-27 FES	5	823	7	671	2	1000	21	0	20	0
16	2161	DR	Reagan, Dan	ASG-32 MI	15	651	19	477	14	831	20	202	20	0
17	1902	63	Hegele, Rolf	ASW-20	16	636	16	510	20	0	15	582	18	174
18	1239	6V	Lohre, Chuck	ASW-15	18	468	21	0	19	154	19	261	17	356
19	901	YN	Herri, Tod	ASW-28	21	0	18	507	20	0	18	268	19	126
G	4169	7T	Fidler, Sean	ASG-29-18	2	875	1	722	1	1054	3	809	2	709
G	3987	XC	Murphy, Sean	JS3-18	3	848	3	688	2	1000	5	770	5	681

May 26-31 the Windy City Soaring Association (submitted by Steve Statkus) hosted 10, 1-26 drivers to come to Hinkley IL and enjoy a week of soaring in the Heartland. Curt Lewis and company ran a ½ scale (SSA Sanctioned) 1-26 Championship glider meet in one week. Breakfast was served every morning at the hanger on a grill, that would make the Waffle House envious. BBQ happened several nights after flying ended for the day and the awards ceremony took place Friday evening.

This past week was, from my perspective, what 1-26 flying is all about. Call it a contest, but it's really about folks who love flying a simple glider, getting together, period. If you have a beautiful grass strip in the Heartland with goats for neighbors, you're probably 2 miles from The Pub in Hinkley Illinois. Doesn't get any better than that. The event that Curt developed was a 1-26 Championship Lite and I hope it catches on with other clubs going forward. Curt's work at our recent 1-26 Champs at CCSC demonstrated how tasks can be developed for gliders if you know the L/D, the area and the skill level of pilots flying. Curt does, and his tasks reflect this knowledge. Thanks, Curt for your efforts this past year. I'll be flying the tasks you developed for our contest (with bigger turn circles) this summer as I attempt to improve my soaring skills. Good luck in Texas.



Look who came in 2nd. JimBob will be looking over both shoulders in Texas this summer. Michael had their E going 90 mph chasing JimBob on their final glide on day 2. Ninety mph in a 1-26! We watched the trace in amazement, and it really did happen.

Overall results

CN Pilot	Total
1. 401 Jimbob Slocum	2797
2. 687 Team: Hayter & Hayter	2727
3. 286 Steve Snyder	2585
4. 057 Cal Tax	2212
5. 242 Team: Lohre & Statkus	1865
6. 263 Jeff Friend	386
7. 424 Mahlon Hull	146
8. 417 Glenn McGovern	102
9. 216 Curt Lewis	0

GOLF CARTS: In golf cart years, our fleet should be in the retirement home. And like old folks, they can be a bit cranky, have individual characteristics and don't like to get out of bed early. Fortunately, the manufacturer knew of this sleeping thing and installed a device called A CHOKE. The choke enriches the mixture to ease starting first thing in the morning. On our carts, the choke is located under your left leg. It's a black rubber disk and you should depress the center section while very gently resting your foot on the gas pedal and the engine will crank over. Keep the choke depressed until you're out of the barn and the engine runs smoothly. Remember to check the fuel and oil levels and clean up the debris before you plug in the cart.

GOOD DEAL: The Baby Grob is still on life support. If you're one of the folks who signed up to this great deal you might think about calling the plane captain (Andrew Dignan) and offering your support to get this bird out of the nest. Help is needed.

AIRFIELD EXPANSION: As a result of the recent tree removal on the Northwest end of our airfield, additional runway length has developed when launching to the East. During the recent contest, all launches were to the West, so nothing was learned about taking advantage of this increased field length. Feel free to head West and look the area over. I did, and wonder about the actual utilization due to the fact that as you move West to get that additional runway length, you soon lose site of the landing area. From a crew chief's perspective, this is not good.

FACILITY UPDATES:

Pole Barn: Planning is underway, the logistics team is working up supply issues and the general timeframe for work will probably be in July. This time was selected to coincide with summer vacations at the beach. So, you'll get a chance to get that overall body tan enjoying life. We'll not serve adult beverages for sun bathers on the roof, and to come off the roof, you must be wearing a loin cloth as a minimum.

So far, we have only one member who has agreed to give two hours of his time to this effort, and that member is your club president who works 60 hours a week in Detroit! Does anybody else have a schedule like that? Next time you're at the club take a look at the East side of the roof. There's some screwing down of loose sheet metal, cleaning and then painting work to be done to upgrade our aviary restroom. Contact me (Steve Statkus) if you're interested in maintaining this historical artifact of soaring in Ohio.

CAMPER TRAILER MAINTENANCE:

DOA (after three FF requests to do something with no results) the SSD board has developed a plan. If you have a trailer in the campground that needs some TLC, expect to hear from the board.



Really?

CREW REPORTS:

4th Sun May:

Glider operations on runway 09. Only 7 flights at the club today. The storm arrived around 2pm. Had two new youth members join and take their first instructional flight: Benjamin and Heleena. Thanks to Manfred for instructing.
Chris

1st Sat June:

Flight operations were conducted on runway 27. Winds were mostly from the south. The bad weather forecast earlier in the week shifted towards the end of the day. The air was turbulent making flights challenging. The American Heritage Girls got a tour of the club. 2 of the 3 planned introduction flights were completed. A gift certificate will be issued for the third to be used on a better flying day. Payment was received for all three flights. Another gift certificate was used for a flight today.
Total flights 9
33Z 7892.7
909 940.0

Equipment issues:

CC tail wheel valve core was broken. SD's tail wheel was installed on CC. CC's wheel was repaired. There is a clearance issue with the installation onto SD. Bob Miller evaluated the issue and has plans to fix it.

135 - the foam between the front and rear canopies is detached.

15H - The radio does not transmit. The microphone connection is suspected.

Some of the radios were in the chargers but not charging.

1 adapter rope was frayed and retired from service.

Tim Morris tied down his motor-glider while work is done at his airport.

Steve Fenstermaker

1st Sun:

Low ceilings resulted in a no fly day. Conducted ground school and training crew classes for the four students that showed up.

Mike

BEHIND THE SCENES: I've decided to combine Behind the Scenes with Here and Now because it seems like a catch-all category. And by the way, this category provides an opportunity to share your ideas about how our club can evolve going forward. So, if you have a "better idea" drop me an email (stevestatkus@gmail.com) with your thoughts and suggestions and I'll include it in the next issue. I'd like to have this newsletter be viewed as a wall upon which creative ideas can be shared. **POLITICAL OPINIONS WILL BE DELETED** and your email will be forwarded to the FBI, so not to worry.

NOTES OF INTEREST: Seems like the month of change. Notes of Interest is changing also to: Notes of Historical (and Current) Interest. This, because if you're a pilot, glider or otherwise you have an interest in aviation at large. So do I, and the following are a few pieces of current aviation and history of note.

Burt Rutan designer of the Vari Eaze and many other ground breaking designs passed away this month. If you follow AvWeb you already know this. He's was a giant in the Experimental Aviation world; probably most known for designing the first non-stop, unrefueled aircraft to fly around the world. His company, Scaled Composites was the Skunk Works for the home builder. He was scheduled to be a speaker at the theater in the woods at Oshkosh this year so his passing might have been unexpected.

William A. Anders, Who Flew on First Manned Orbit of the Moon, Dies at 90. During the 1968 Apollo 8 mission, his color photograph of an emerging Earth, known as "Earthrise," became an icon and driving force for the environmental movement.





The SPIRIT of ST. LOUIS by JNE

May 12 at 4:59 PM

On 12 May 1927 – 97 years ago TODAY ... Charles Lindbergh set a new record for the fastest transcontinental flight.

Lindbergh flew the newly built "Spirit of St. Louis" from California to New York in 21 hours and 40 minutes.

He then began preparations to fly from New York to Paris as soon as the weather broke enough to allow him to take off.

Also of note (in April) is the 100 year anniversary of the US Army's flight around the world using four Boeing World Cruisers. Only two survived the trip, one sits in the USAF museum in Dayton. The logistics to support this endeavor are as massive as the flight itself. For more info, take a trip to the museum at Wright-Patt or goggle Boeing World Cruisers.



Motorglider Endorsement

By Shawn Knickerbocker for Wings and Wheels

Where does FAR 61.31 - type rating requirements, additional training, and authorization requirements apply? The High-Performance Self-Launch (HPSL) and the Touring Motor Glider (TMG) series require an endorsement under FAR 61.31 (J) (iii). As we can see, there is a mass difference between an HPSL and a TMG in operating systems, including the retraction or extension of the engine (HPSL) versus the TMG. The TMG usually has a feathering propeller. This can be operated by a manual release handle or be electrical, or even some combination of the two. As with any glider, the Glider Flight Manual (GFM) is the best place to review and study how each component may operate and its restrictions.

The HPSL is as close as possible to a pure high-performance glider. With the engine stowed in an HPSL, it appears to be exactly the same glider without the engine. The TMG is usually very low in performance. Again, there are exceptions to this. The Stemme is a true high-performance glider but can fall between an HPSL and a TMG.

If the TMG is configured in a tailwheel design, it CANNOT be used as flight time or even an endorsement for tailwheel training and applied towards an airplane rating unless the Airworthy Certificate states that it is certified as an Airplane. Some of the Pipistrel and Phoenix TMG are. This is sometimes accomplished by removing or adding wing-tip extensions. Again, please visit the GFM and your airworthy certificate.

Review the FAA issued an Advisory Circular (AC) 61-94 in July 1984. This AC provides recommendations for glider pilots guidance who desire to transition to a self-launching glider. The content of that AC was written very well to help a pilot transition into motorgliders. The AC has a 2 Syllabus track to follow depending on what ratings the glider pilots hold: either glider-only or airplane-rated and glider-rated. Unfortunately, the AC was canceled in July of 2023. I have no idea why it was canceled. It can still be downloaded from the FAA web page, or a general Google search will bring it up.

As a CFI-G, this expired AC has an excellent basic methodology that can be unutilized. Additional reference is the FAA Glider Flying Handbook (GFH), FAA-H-8083 series, which can be downloaded free of charge on the FAA website.

As stated in FAR 61.31 (J) (iii), an endorsement is required to operate either a HPSL or TMG. This can get tricky if the CFI-G is not versed on the rule's intent (FAR 61.31). Where I am going is the following:

- The owner obtains his/her Private Glider rating and has approximately 30 hours total time. Now decides to purchase a new HPH Twin Shark (HPSL). The only glider the pilot has

flown could be an SGS 2-33, ASK-21, Grob-103, or a L-23 Super Blanik. This is an extremely large leap in performance in a glider, advanced systems, and the pilot's ability to fly a high-performance glider. According to the FAA, all required is a certificate with a glider rating and self-launch endorsement. There is VERY little experience the pilot has at this time. Usually, the insurance company (if he/she decides to insure) has restrictions and training requirements before flying the glider solo or with a passenger. Smart? As long as the pilot starts a training program with an experienced CFI-G versed in motorglider operations. Then yes. Otherwise, you may have a problem with ability and experience level.

- Now, the pilot/owner finds a Pipistrel Virus (TMG) and wants to receive the required endorsement under FAR 61.31 (J)(iii). It's all legal, but the operation of the Twin Shark is in no way the same as the TMG. Having your first self-launch in your new Twin Shark, with new components and switches, without ever receiving any dual instruction, could be a disaster, and the engine or glider itself may be damaged.

Proper training should be received in the make/model. If that is not available, then something similar in operational procedures and characteristics. An excellent example is the Pipistrel Taurus, which has the self-launching capability, an extending engine, and system operations identical to the HPSL (the same engine style found in most HPSL). Finding a two-place HPSL for rental and/or training is very difficult at this time (however, we will be offering HPSL dual instruction for this case shortly in the future here at Seminole Lake Glider Port).

During my years giving training for motor gliders, I always make a notation and or modify the endorsement (to protect myself). Remember, the CFI can modify or add any restrictions to the pilot during training to ensure compliance and operational safety. Actually, this becomes regulatory for the pilot's endorsement (refer AC 61-65) as follows:

A-79 Launch procedures for operating a glider: § 61.31(j).

I certify that [First name, MI, Last name], [grade of pilot certificate], [certificate number], has received the required training in a TMG Pipistrel Virus for self-launch procedure. I have determined that [he or she] is proficient in self-launch in a TMG only and its operating procedures.

As a CFI-G, I have just covered myself with this endorsement by specifically listing either HPSL or TMG, just in case the applicant decides to self-launch in Acrus M and has an issue. Again, there are numerous differences and procedures between a HPSL and a TMG!

The insurance companies will give more guidance when you make application. Usually, the insurance company will require the applicant to receive or attend a training course provided by an experienced CFI-G. This course shall require a complete training syllabus! How many times when you were training, your so-called CFI-G had no such document! The consistency of training and

the degree of training is lacking. Always use a syllabus so all required training is documented and covered.

OPPORTUNITY

So, after reading the above and you still want to fly a motorized glider take a look at the image below showing Tim Morris's Experimental homebuilt Miller Special motor glider. It's for sale. If you're interested, contact Tim. He's in the CCSC directory and serves as a tow pilot on the 4th Sunday crew. You'll be #2 in the bidding war.



2024 PHOTO CONTEST: Send your photos to me, stevestatkus@gmail.com. I know everyone has a cell phone/camera so make a new year's resolution that every time you visit the club take at least one photo and email it to me. Not a big deal. Hint, macro (serious up close) photos speak for themselves. FYI, so do the bees when a human is stealing their honey.

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

PARACHUTE PACKING:



Jonny Stewart is packing it in. His older brother is taking over the business and is doing so at Cubby's. If you have a chute that needs packing, be thankful it worked and drop it off at Cubby's. While you're there, be sure to thank the crew for all they've done for CCSC over the years and take a walk into the maintenance hanger and step back in time. Make sure you have a Kleenex to dab up that tear.

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: Dick Eckels 513-974-8184 or 937-672-3407 email: rchrdeckels@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> and 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 \$9.90.



P2, the ASW 27B in the picture, is now for sale. The glider and trailer are in excellent condition. It has flown a total of 895 hr., including 643 hr. at CCSC. Anybody seriously interested in such a valued glider is welcomed to contact me, Poul D Pedersen, on 513-769-1263



CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713) **ACC:** Dick Huskey. **Tow Pilots:** John Armor, **Instructors:** Tom McDonald. **Crew:** Gerry Daugherty, Yuri & Thomas Gavarret, Mark Hanlon, Joe Jaap, Kevin Price.

1ST SUNDAY – Training Crew

CC: Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Christian Maurer, Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Steve Hoffman, Lucas Hoffman, Eran & Rachel Moscona,, Dieter Schmidt, Andrew Stryker, Jordan Stryker, Joe Zeis.

2ND SATURDAY

CC: Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Jim Fox, Bill Hall, Aniyah James, Jim Suda, Lizz Suda.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754) **ACC:** Kate Menchen Kreiner. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Greg McDowell, Tom Rudolf. **Crew:** Kevin Cochran, Jack Derrickson, Fred Hawk, Bob Kramer, Mike McKosky, Lauren Simpson,, David Wrinkle.

3RD SATURDAY

CC: Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Henry Hayter, Chris Keegan. **Instructors:** Sami Rintala. **Crew:** Jim Dudley, John Dudley, Charlie DeBerry, Evan Estes, Michael Hayter, Charlie Maxwell, Poul Pedersen, Charlie Richardson, Isaac Stacy, Brogan Williams.

3RD SUNDAY

CC: Dan Miner (cell: 614-395-3953) **ACC:** Andrew Stringfellow **Tow Pilots:** Tony Bonser, Tim Christman, Karl Ludolph. **Instructors:** Dick Eckels, John Kondratowicz, Maia McDaniel. **Crew:** Val Boehm, Mike & Nathan Keltos, Josiah Guentter, Brian Stoops.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Andrew Dignan, Larry Kirkbride. **Instructors:** John Atkins, Joe Jackson. **Crew:** Cole Delabar, David McMaster, John Murray, Curt Pollock, Tony Rein.

4TH SUNDAY

CC: Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Tim Morris, Al Quinn **Instructors:** John Lubon. **Crew:** Richard Cedar, Rick Ghai, Keith Kilpatrick, Tim & Ian Lynch, Bill Noe, Lincoln Noe, Dan Reagan, Pete Schradin, Christian Summers.

2024 5th WEEKEND CREW DAYS:

Mar 30 – 2nd Sat

Mar 31 – 2nd Sun

Jun 29 – 3rd Sat

Jun 30 – 3rd Sun

Aug 31 – 4th Sat

Sep 29 – 4th Sun

Nov 30- 1st Sat

Dec 29 – 1st Sun

POINTS OF CONTACT:

PRESIDENT: Andrew Dignan

VP: John Lubon

MEMBERSHIP: Andrew Stringfellow

SAFETY OFFICER: Kevin Price

DIR OF OPS: Brian Stoops (937-750-3788)

TREASURER: Chuck Lohre

DIR OF FACILITIES: Ad Hoc

TOWPLANES: Tim Christman

GLIDER MAINTENANCE: Bob Miller

BUSINESS MANAGER: Jon Stewart,

BM@soarccsc.com

FREQUENT FLYER EDITOR: Steve Statkus

Note: See Membership Roster on soarccsc.com for phone numbers and email addresses for all members.

Revised 2023/11/20 rdh