



CAESAR CREEK SOARING CLUB FREQUENT FLYER

July 11, 2024

UPCOMING EVENTS:

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

August 5-9 - Adult Camp, Steve Statkus PIC

September 2 - Additional Fly Day, Weather permitting

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

September 17 - Dadalions catered lunch and soaring

September 18 - Road Trip to Champaign Aviation Museum, Bill Gabbard PIC

September 27 – 29 - American Scouting Camp & Soaring

October 6 - WWII Glider Pilots Outing, CCSC Clubhouse and Facilities

February 1, 2025 - CCSC Annual Banquet, Air Force Museum

LATE BREAKING NEWS:

**Patrick Louis De Naples - Jan. 22, 1926 — June 14, 2024
Kettering**

Pat passed away peacefully at the Brookdale Senior Living facility in Oakwood, Ohio, on June 14, 2024. He was 98. Pat graduated as a Civil Engineer from The Ohio State University in 1953. He met his wife Mary there, and they were married for 72 years, living first in New Jersey and later in Kettering and Waynesville, Ohio.

He enlisted in the Navy in 1943 and became a Naval aviator flying patrol bombers and later on anti-sub patrol planes. He remained in the Selected Reserve for 28 years and retired as a full Commander in 1971.

His main interests were flying and Ohio State football. He was an active member of the Soaring Society of Dayton and the Caesar Creek Soaring Club, serving for many years as treasurer and a tow pilot, and competed in many soaring contests throughout the country. He was the first of three club members to fly diamond distance on the ridge in its early days.



John Bennet, Bob Root, Pat DeNaples

ADDITIONAL OPPORTUNITIES TO SOAR:

CCSC is seeking volunteers to help staff additional scheduled flying days on Monday, September 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!

SSD BOARD HIGH LIGHTS:

YTD PARTIAL SUMMARY: June Flights 179 vs 162; YTD flights 565 vs 859 last year. (does not include contest flights)

Fuel Index: No change, 0.39 cents per 100 ft.

TOW PLANES:

48L red tagged for high CHT (Cylinder head temperature.) Trouble shooting in process and there's a chance it will be available in time for Youth Camp. Seems to have worked. 48L is back flying at its earlier above expected CHT, but not over the limit.

33Z has an electrical problem and is over time on the oil change. Problems resolved.

Cubby's Pawnee is available for use so there will be two available.

GLIDER MAINTENANCE: All gliders are up and flyable.

GOLF CARTS:

All carts are up (#5 is developing a reputation but can haul people just not tow heavy gliders. It will be returned to the cart doctor for further exploratory investigation.)

FACILITY UPDATES:

Awaiting to hear back from a contractor who paints roofs.

CREW REPORTS:

1st Sat July:

Flight operations were on runway 27 and we completed 28 flights including 2 intro flights were paid by credit card in the clubhouse. Columbus approach was contacted at the beginning and end of flight operations.

Ray Monell completed some contract filming from the ground and using cameras on the outside of aircraft for the SSA. He will be back tomorrow.

There was a WWII bomber, B29, flyover at 11:55 AM. It is to be repeated tomorrow.

48L was taken to Cubby's for high engine temp.

33Z kept popping the alternator fuse and was taken to Cubby's. 909 was running fine.

Grass was compacted in the tow plane rope release. It was cleaned out to ensure consistent operation.

Cart 4's window is badly cracked. (Window removed.)

Cart 5's left front tire goes flat. After putting it away, it smelled of gas. The seat was tied open to let it air out. (Tire replaced but the cart needs to be returned to the repair shop. RED TAGGED.)

The tent was left up for Sunday. A second tent was put up for youth camp. There are 2 bags of ice left in the freezer.

Thanks goes to the following for helping make today a great day at the club, in spite of the challenge of only having 1 tow plane at the end of the day: Chris Giacomo, Andy and Ryan Swansen, Dudley Mead, Tim and Will Adair, and Jack Derrickson.

2nd Sat. June:

20 flights. No guest rides. Normal operations using R27 under a high overcast for most of the day. Most flights were student flights, Instructors Bob Anderson and Bill Gabbard stayed busy all day. 1st flight off at 1045, last flight landed at 1845. We operated with a very small crew due to illnesses and conflicts, and appreciated the help from other members that pitched in. Special thanks to Larry Kirkbride who assisted with towing.

No safety issues. Equipment Squawks: Despite recent service, the brakes on Grob 259 were reported to be marginal by two different pilots. Bob Anderson reports that the electronic vario in 15H shows 500 ft up. Those conditions did not exist today. Dick Holzwarth

2nd Sun:

It was another beautiful day at the gliderport. Temperatures were comfortable, and the winds did not develop as predicted. There were multiple cloud layers, but cloud streets and cu's provided plenty of lift. We operated on Runway 27 and launched a total of 39 flights, some lasting two hours or more. Michael Hayter flew to Urbana and back, and solo student Braxton Griffith kept 15H aloft for 1 1/2 hours, reaching an altitude of 8000 MSL. No introductory flights. One new member completed his application and paid his initial fee.

Equipment issues: the foam cushion between the front and rear canopies of 15H detached. I left it in the office. Also, the safety wire for the ballast pin in 15H was broken, but the pin was in place.

Lucy Anne McKosky

3rd Sat:

Beautiful Father's Day weather with soarable conditions. Operated off of runway 9. We completed 19 flights, 2 of which were guest rides. One flight resulted in a new youth member (Matt).

We are missing one wing cloth for the glass ships.

Best regards,

Dan

3rd Sun:

Beautiful, soarable day at CCSC in spite of the forecast. We operated from runway 27 with 17 flights including 5 mile-high guest flights.

Issues...Golf cart 5 had a flat tire this morning. Handyman Jack said he'd fix it this evening (and he did.)

48L is still running hot. Tim C. knows about it and will get with Cubby. (Currently red tagged.)

A small pop screw was found in 135. Not sure where it goes. (Think it may have fallen off the rear seat plastic Panel above passenger's head.), It's in the side pocket in the front seat.

Acknowledgments...

Cheryl W. Julia H. and Nichole D. spent the whole weekend cleaning the clubhouse from top to bottom. These ladies went above and beyond. Tell them thanks when you see them. Thanks to Andy Stringfellow, Christian Maurer, and Lawson Simpson for the extra help today.

A big congratulations to Andy Stringfellow on taking over the duties as 3rd Saturday crew chief for the retiring Maurey.

Michael Keltos graciously accepted the position of assistant crew chief in Andys place.

Best regards,

Dan Miner

4th Sat: It was a hot day at the gliderport but with the breeze under the canopy, plenty of ice water and temperature at cloud base, the day was very long but enjoyable.

19 flights. 2 Intro Flights, one for David Small a mile high gift certificate, another for, Scott Thomason, a GE employee that will be visiting once a quarter.

Andrew Dignan reported: 48L top temperature at 550 degrees F for a minute, pilot in glider reported dark smoke on tow

Air conditioner removed from the clubhouse. If you want to know where it is, ask Andrew Dignan.

Thanks to Andrew Swanson for helping with instructor duties.

4th Sun:

No ops due to weather.

YOUTH CAMP SOLO:

Cole Delabar solos during the 24th Youth camp at CCSC this July. Instructors Sami

Rintala and Chuck Lohre signed him off. That first landing was a grease job.



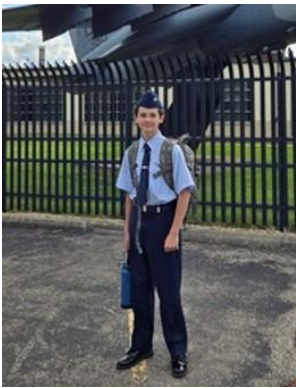
NEW CLUB MEMBERS:

Ann Wilson



I am fifteen years old and will start my sophomore year in the fall at Cincinnati Country Day School. I grew up flying with my dad and hearing his stories about the Air Force, which is what got me into aviation. I'm looking forward to soloing and eventually owning my own glider. I am also on track to get my pilot's license as soon as I can and maybe fly commercially.

Kean Schoen



Kean Schoen is 13 years old and attends Lokota Plains Jr. High. "When I was really young, I was at airports a lot because my dad traveled a lot for work. I always liked to watch airplanes as far as I remember."

Keegan Murphy

"My near-term goals when soaring are to get my solo by spring next year and my pilot license at my 16th birthday. I want to get really good at stick and rudder coordination.

My long-term goal is to get into the Air Force Academy, but if that doesn't work out I will join the Air Force anyway to become an officer and hopefully get into pilot school that way. For now I am in the Civil Air Patrol.



Sam Sell



My interest in aviation was sparked during my childhood when I engaged in the Ace Combat game on the Playstation 2. This experience instilled in me a desire to serve in the United States Air Force. Prior to my enlistment as an Air Force ROTC cadet at Wright State University, I obtained my private pilot's license. Through my participation in a competitive selection process, I was awarded a pilot slot and subsequently commissioned as a second lieutenant in May 2020. Following my commissioning, I was among a select group of 50 individuals chosen from a pool of 2000 to participate in an experimental pilot training program. This program aimed to expedite the transition of pilot trainees from the T-6 turboprop aircraft to the F-16 fighter jet, thereby addressing the bottleneck caused by the aging fleet of T-38 aircraft.

During my time as a service member, I accumulated approximately 10 hours of informal training in the F-16D Block 25/40 aircraft, operating out of both Toledo Air National Guard Base and Luke Air Force Base.

I hold a favorable impression of gliding as a recreational activity and love engaging in this pursuit.

See you in the skies!

NOTES OF INTEREST, CURRENT AND OTHERWISE:

Sept.18 - Road Trip to Champaign Aviation Museum:

This road trip to Urbana Airport is being organized by Bill Gabbard to look at a unique B-17 restoration project. The bird was a flight test article after WWII to flight test turbine and gas turbine engines by engineers at Wright Patt AFB. The aircraft kept the four radial engines but had grafted on structure on and under the nose to support various propulsion experiments. Once airborne, the four radials were shut down, props feathered and it flew on a single turbine.

Maximizing Gliding Efficiency with Electrolytes

By Adam Woolley

I was fortunate enough to go gliding in Uvalde last summer as my preparation for the World Gliding Championships in August 2024. Being Australian, I know the need to remain hydrated, but flying out of Texas really heightened the fact that it's super important to keep on top of. Drinking water only wasn't

an option, but an electrolyte supplement within the water was also essential in this harsh environment we have within gliding! We, as pilots, often spend hours in the skies, requiring sustained concentration and physical stamina. One critical aspect of maintaining peak performance in gliding is the proper balance of electrolytes in the body. These vital minerals play a key role in hydration, muscle function, and overall physiological balance, making their management essential for glider pilots.

Understanding Electrolytes

Electrolytes are minerals in the body that carry an electric charge and are found in bodily fluids such as blood, sweat, and urine. The primary electrolytes include sodium, potassium, calcium, magnesium, chloride, bicarbonate, and phosphate. Each of these minerals serves specific functions:

- Sodium helps regulate water balance and is crucial for nerve function.
- Potassium is essential for proper muscle function and heart rhythm.
- Calcium supports muscle contraction and nerve signaling.
- Magnesium aids in muscle relaxation and energy production.
- Chloride helps maintain fluid balance and is a component of digestive fluids.
- Bicarbonates acts as a buffer to maintain the body's pH balance.
- Phosphate is involved in energy production and bone health.

The Importance of Electrolytes in Gliding

As glider pilots, we face unique physiological challenges due to the nature of the sport. Extended flights can lead to significant fluid and electrolyte losses through sweat, especially in warm weather conditions or while walking to the farmer's house. These losses can impair cognitive and physical performance, which is crucial for the precise control and decision-making required in gliding. It can certainly happen to anyone & if left unchecked, one can end up with heat stroke & highly likely, an incident or an accident.

1. Hydration and Fluid Balance

- Maintaining proper hydration is essential for us glider pilots to ensure they stay alert and responsive. Electrolytes help retain fluid in the body, preventing dehydration. Sodium, in particular, helps the body retain water and supports overall fluid balance. The Australian Institute of Sport recommends a sports drink supplement that is 50:50 with water. I personally have one 600ml bottle before launch to get ahead of the game, then in flight, I'll have one Camelbak as rainwater, the other with an electrolyte mix. Amazingly, I was going through 4-6 litres in flight at Uvalde!

2. Muscle Function

Electrolytes like potassium and calcium are vital for muscle contractions. Proper muscle function is necessary for operating the controls effectively. Imbalances can lead to muscle cramps or weakness, impairing the pilot's ability to operate normally.

3. Cognitive Function

Cognitive sharpness is crucial in gliding for tasks such as navigating, monitoring weather conditions, making quick decisions, and operating the glider smoothly. Electrolyte imbalances can lead to confusion, dizziness, or fatigue, which naturally compromise safety. Magnesium and sodium are particularly important for maintaining neural function and mental clarity, too.

4. Thermoregulation

- Pilots need to maintain their body temperature, especially when flying at high & low altitudes, where temperatures can vary. Electrolytes assist in thermoregulation, helping the body adapt to different temperature conditions and preventing heat-related issues such as heat exhaustion or heat stroke.

Managing Electrolytes in Gliding

To ensure optimal electrolyte balance, glider pilots should focus on both dietary intake and hydration strategies:

Pre-Flight Preparation

Hydrate adequately before the flight. This starts weeks before, the night before, and the hour before flight. Consuming a balanced diet rich in fruits, vegetables, dairy, nuts, and seeds ensures a good supply of essential electrolytes. Sports drinks that contain electrolytes can also help top up these vital minerals.

During Flight

Since gliding flights can last several hours, we should have access to electrolyte-rich fluids. People amazingly use bottles that they buy from a shop, but I can't recommend highly enough investing in a camelbak (or similar). It really encourages drinking more fluids and is a safer option, too! Finally, avoiding excessive caffeine and alcohol, which can dehydrate the body, is also important.

Post-Flight Recovery

Rehydration after the flight is crucial. Consuming fluids and foods high in electrolytes can help restore balance. Foods such as bananas, oranges, yogurt, and leafy greens are excellent choices for replenishment. I do this first, then enjoy other cool refreshments ;)

The above courtesy of Wings and Wheels

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

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 plane form for the sleeves. If you would like your call sign or plane form 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.



CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713) **ACC:** TBD. **Tow Pilots:** John Armor, **Instructors:** Tom McDonald. **Crew:** Gerry Daugherty, 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.

2ND SUNDAY

CC: Lucy Anne McKosky (cell: 937-216-5754) **ACC:** Kate Menchen Kreiner. **Tow Pilots:** Jim Goebel, Gordon Penner, **Instructors:** Greg McDowell, Tom Rudolf. **Crew:** Kevin Cochran, Jack Derrickson, Fred Hawk, Bob Kramer, Mike McKosky, Laurie Penner, Lawsen 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, Karl Ludolph. **Instructors:** John Kondratowicz, Maia McDaniel. **Crew:** Thatcher Brown, Tim Christman, Dick Eckels, 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, Bret Topham.

2023 5th WEEKEND CREW DAYS:

Jan 29 – 3rd Sun Crew
Apr 29 – 3rd Sat Crew
Apr 30 – 4th Sun Crew
Jul 29 – 4th Sat Crew
Jul 30 – 1st Sun Crew
Sep 30 – 1st Sat Crew
Oct 29 – 2nd Sun Crew
Dec 30 – 2nd Sat Crew
Dec 31 – New Years Day Volunteers

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,
stevestatkus@gmail.com

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

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