

**Caesar Creek Soaring Club**

July 28, 2015

NEWS YOU NEED TO KNOW

- Plan to fly all week August 8-16 at Adult Camp & Vintage/Antique Glider Rally

CALENDAR OF UPCOMING EVENTS

Aug 1	Board meeting - John Lubon
Aug 1	Special Meeting of Shareholders - vote on Code of Regulations - John Lubon
Aug 10-14	Adult Camp & Vintage/Antique Glider Rally - Steve Statkus
Aug 15	Pot Luck after flying - JoAnne Pedersen
Sep 5	Founders and Builders Appreciation Event - Maury Drummey
Sep 11-13	Boy Scout Troop 598 - Maury Drummey
Sep 15	Order of Daedalians, Flight 9 - Bernie Fullenkamp

CONGRATULATIONS JOEY TOMEI - FIRST SOLO

Joey Tomei with his instructor, Joe Jackson, and his parents.

private pilot's license for powered aircraft. In addition to his interest in aviation, he is an avid bird watcher and a member of the Ohio Young Birders Club. As a birder, he has been to numerous popular birding spots including Magee Marsh near Lake Erie, Colorado, Delaware, and Costa Rica. Joey will be a senior at Dublin Jerome High School in Dublin, Ohio. He is interested in studying biology and aerospace engineering in college. Congratulations, Joey!

Saturday, July 25, was the big day for Joey Tomei, as he joined that select group of solo pilots. He joined Caesar Creek Soaring Club in May 2014 and has been working toward this goal for 14 months. He has had a strong passion for aviation since early childhood. His first experience with flying was at the Ohio State University Airport, where he had an introductory flight in a Cessna 172. Ever since his first flight, his passion for flying only increased. When he learned about the Caesar Creek Soaring Club he eagerly became a member. Besides soaring at the club, Joey plans to take flight lessons at OSU airport to earn his

ADULT CAMP IS FOR FUN

Everyone is encouraged to participate in Adult Camp, August 10-14. Come whatever days you are available. No signup is required, just show up. If you fly the preceding weekend, fly the five days of adult camp, and then fly the following weekend, you can get nine possible days of flying. It is a great time to make a big advancement in your training or get checked out in another glider. Remember the Baby Grob is available for some single seat flying. Even though it's called Adult Camp, all members are encouraged to come out and fly. As with Wednesdays, everyone who participates will be there to have fun - no one gets stuck with crew duty for the full day. So everyone is expected to help out. Come early to help tow gliders out to the line. Before you fly, help with a launch. When your flight is completed and the toys are all put away, join us on the patio for refreshment.

FINALLY THE WEATHER WAS BETTER

Wednesday Bob Root counted 11 private ships assembled and waiting for a launch. In all there were 26 flights, including two Introductory Flights. We needed all three tow planes to get the fleet off once the thermals started.

Dan Reagan reports that Thursday the "Impromptu Flying" email was activated and 6 private ships took advantage of Bernie Fullenkamp's willingness to tow. The day started with cloud bases at 5000 MSL and during the day an occasional 6000 MSL was reached. The day was challenging but fun with thermals mainly in the 2 - 3 knot range with an occasional 5 knots. There were three 300 km flights (Don Burns, Dan Reagan, Joe Simmers) with Don Burns capturing the most OLC points for his average speed of 72.15 km/hr for the 303 km distance.

Saturday Chuck Lohre's crew launched 30 flights, including 4 guest rides and Joey Tomei's first solo. One new member also joined. By Sunday the weather started to deteriorate to an overcast 3000 AGL ceiling and Steve Statkus' crew had an easier day with only 15 flights, including one guest ride. So, Steve redirected his crew to work on repairing SD's rear canopy bracket and other housekeeping chores.

IMPROMPTU FLYING

Even if it is not a Wednesday, Saturday or Sunday you may still be able to fly if the weather looks enticing. There is an email distribution list of everyone who wants to be notified when flying might take place. Anyone can initiate the process by sending out the first email. If someone can be found to volunteer to fly the tow plane, then everyone on the list receives notification and can join the fun. If you want to be added to the list, just send an email to [Jim Dudley](#).

WHAT IF I AM UNABLE TO PARTICIPATE ON MY CREW DAY?

One of the ways CCSC keeps the cost of flying low is by everyone sharing in the effort. A big part of the work is serving on a crew once a month. When you serve on a crew you make it possible for other club members to fly, you assure yourself the lowest possible cost for your flights and you have a chance to get to know some really great people. When you do not show up the system breaks down and we all suffer. Recently many members have been serving on more than one crew to assure others could fly. It is your responsibility to notify your crew chief if you will be unable to participate; it is also your responsibility to recruit a replacement (possibly swap days with someone) to assure your crew is at full strength. If you have an idea for facilitating such swapping email [Jim Dudley](#). There is flexibility available for those whose work schedules prevent consistent participation in a particular crew. Contact [Brian Stoops](#) and work something out with him.

SO, WHO WANTS TO GO TO COLUMBUS TO VISIT TRACON? Dan Reagan

I have been very curious about which gliders Dayton Approach Control (now Columbus Approach) can see on their radar. I know they can see transponder equipped gliders because about every tenth flight I call them up and ask if they see me. I tell them I am squawking 1202 and the general vicinity in which I am located. 1202 is the transponder frequency designated for gliders only. A typical response might be, "Glider November Three Zero Four Mike Kilo we show you ten miles south of Dayton at 4700 feet". They typically ask me if I want flight following, which is a service where you stay on their frequency and they advise you of any possible traffic conflicts they see. I respectfully decline and they say, "Frequency change approved. Have a good day".



If you would like to visit the Columbus Terminal Radar Control Facility (TRACON) contact Dan Reagan.

As of a couple of years ago the area around Dayton is monitored by the Terminal Radar Control Facility (TRACON) which is located in Columbus. In cost cutting measures Dayton Approach was eliminated and Dayton area traffic is handled by the Columbus TRACON, identified as Columbus Approach for our use. One duty of Columbus Approach is to provide separation for aircraft that are on IFR (instrument flight rule) flight plans along with those aircraft they are talking to on flight following. All commercial aircraft along with the typical business aircraft will be on an instrument flight plan even on a perfectly clear day.

When a glider squawking 1202 or a glider that does not have a transponder is seen on the TRACON radar, Columbus Approach will advise the location of the glider to any conflicting traffic they are talking to. They will advise the aircraft to turn to a different heading to avoid the conflict. Note this takes place even though the glider is not talking to Columbus Approach. So as we fly happily on our way, Columbus Approach is sending traffic around us as long as they see us. The big question is, "What can they see?" I know they can see a transponder equipped glider but can they see a fiberglass non transponder glider? Be aware that even though we are officially being handled by Columbus Approach, which has personnel located in the bottom of the Port Columbus tower, there are some radar and radio transmitters and receivers located in the Dayton area.

So, I called Columbus TRACON and asked if we could come to their site and see how we could help them do their job (aircraft separation which we all like) and how they could help us. I told them we could educate them on what we do while they educated us on what they do. They said that this is a great idea and to schedule a trip to their facility and they would give us a tour. It was suggested that we give them about three days notice for a tour Monday through Friday with a scheduled time anywhere from 9:00 am to 3:00 pm.

So now, who wants to go visit TRACON in Columbus? A group of one to seven members is the right size. If you are interested please contact [Dan Reagan](mailto:dreagan@fuse.net) at dreagan@fuse.net.

RADIOS FOR ALL GLIDERS

Responding to discussion at the June Board meeting, Steve Statkus has installed velcro mounting devices in the 2-33 and Blanik gliders and acquired mike/speaker attachments and handheld radios so that radios can be accessible to both the front and rear seat pilots. **All pilots are urged to use the radios as appropriate, especially to announce their position when entering the pattern and to monitor for traffic.**

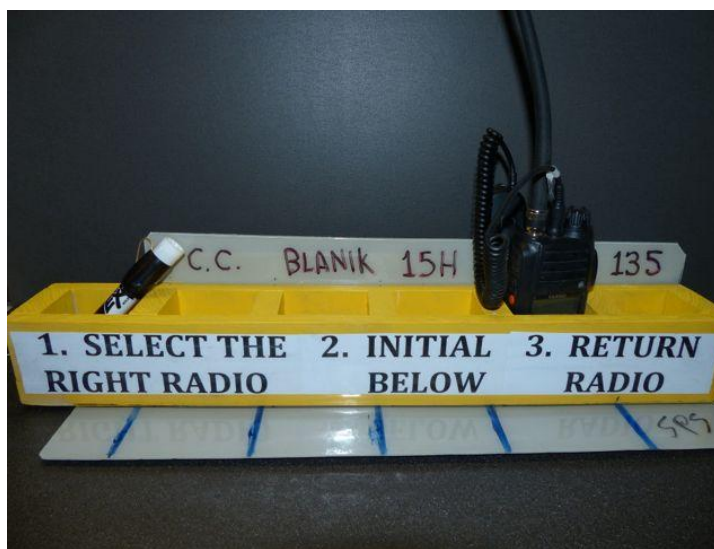
The radios were installed just in time for 2015 Youth Camp, and the timing could not have been better. The soggy field conditions presented challenges that required communication between gliders, tow planes and the ground. Those five days of hectic activity demonstrated the value and practicality of hand held radios in the trainers.



Accessible to both pilots in the 2-33, the radios are an important part of the safety equipment for each flight.

The “hand held” radio is Velcro mounted on the canopy frame between the pilot and rear seat passenger. The radio is equipped with a speaker/mic that should be clipped to the left shoulder harness of which ever pilot/passenger chooses to do the communicating. The radios are preset and locked to 123.300 and a volume level of about 25, so all you have to do is push the orange button on the side to turn it on and off. Please insure the radio is on (a good item to add to your preflight) before flight and off when departing the glider. And do not remove the speaker/mics from the radio.

We’ve had five crew days and so far we have lost one radio and two speaker/mics. At this rate we will be without radios in less than one month. To reduce the possibility of radio loss Steve has come up with a scheme that might work. The photo should tell you the story but I’ll walk you through the plan.



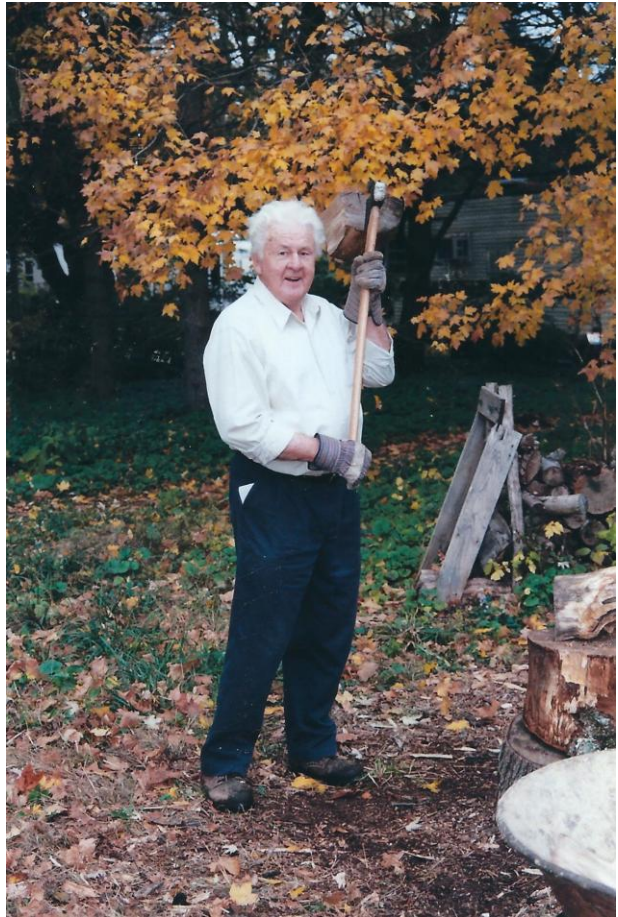
When you get your flight card and know which glider you’re going to fly, select the radio for that glider and initial the horizontal board directly below the glider you’ve selected. After your flight, return the radio to the appropriate cubbyhole and erase your initials.

When you get your flight card and know which glider you’re going to fly (trainers only), select the radio for that glider and initial the horizontal board directly below the glider you’ve selected. After your flight, return the radio to the appropriate cubbyhole and erase your initials. Simple enough. At the end of the flying day, the crew chief should inspect the radios, ensure they are turned off and place them in the crew chief locker on the chargers provided.

Just as an aside, CCSC has invested \$275 for each of 6 radio sets. They are there for you to use for your safety. Please take care of these valuable assets.

JOHN A. BIERNACKI

Long-time member John Biernacki passed away on Monday, July 20, at the age of 92. Services were held Friday at Marker & Heller Funeral Home, Huber Heights.



John Biernacki - Paul Bunyon of CCSC

HELP NEEDED TO DECIPHER FLIGHT CARD - ROLF HEGELE

On July 16, we received a Flight Card, that under Name was CCSC PR with no Account number. There was no Last BFR Date nor was it indicated whether this was a Student Solo Flight. Don Green was the tow pilot but there was no signature. Whoever was PIC on this flight, please let [Rolf](#) know so we can figure out how to document it.

CCSC BOARD MINUTES

http://soar-ccsc.com/?page_id=484 (The password is printed on your monthly bill.)

CCSC IS ON FACEBOOK

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

CCSC WEBSITE

<http://soar-ccsc.com/>

FOR SALE

Camper for sale. 2004 32' Sprinter camper. Sleeps 6. 1 slide. Queen bed, sleeper sofa, 2 bunk beds. AC. \$1000. Contact Jim Marks at 502-553-4044.

One eighth share available for the Red Wing Soaring Club 1-26. \$1000.00 Call Jim Grueninger, 740-503-0032, share owner, or Bob Anderson, 937-609-8937, managing partner Red Wings. Fun, easy soaring! Always tied down and ready to go!

LAK 12 glider and trailer. 50/1. It's big. Price negotiable. Located on the field. Interested parties should contact Wally Detert, 937-667-6950.

1/3 Share in N11rdbird. A beautiful Libelle201b, Serial No.74. Includes Eberle trailer, tow out gear, Cambridge LNav Vario and GPS, MicroAir Radio, with IPAQ 3955 running SeeYou Mobile. New Chute with Annual through May 2015. Call Rolf, 937-271-5003.

CCSC GROUND CREWS:

1ST SATURDAY

CC: Steve Fenstermaker (cell: 937-581-7713),
ACC: Kevin Price , **Tow Pilots:** John Armor,
Mark Schababerle, Richard Perry, **Instructor:**
Paul McClaskey, Bill Gabbard, Tom McDonald,
Richard Perry. **Crew:** Gerry Daugherty, Waseem
Jamali, Courtney Ohl, John Raines.

1ST SUNDAY

CC: Mike Karraker (cell: 937-830-0627), **ACC:**
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb
Mauer, Dieter Schmidt, Andy Swanson, Bob
Miller. **Instructor:** Bob Miller, Rich Carraway.
Crew: Don Burns, Stephen Kleine, Jacob Moore,
Dave Rawson, Chad Runyon, Jack Runyon, Joe
Zeis.

2ND SATURDAY

CC: Bob Root (cell: 513-630-8761), **ACC:** Dan
Staarmann. **Tow Pilots:** Bob Anderson, Haskell
Simpkins©. **Instructor:** Chris Giacomo, Bob
Anderson, Jim Price. **Crew:** John Antrim, John
Biernacki, Pat DeNaples©, Dick Holzwarth, Jim
Hurst ©, Jim Marks.

2ND SUNDAY

CC: Dave Menchen (cell: 513-313-2315), **ACC:**
Lucy McKosky, **Tow Pilots:** Tom Rudolf, Lorrie
Penner, Gordon Penner, Jim Goebel **Instructor:**
Tom McDonald, Gordon Penner, Jim Goebel, Tom
Rudolf, Chad Ryther. **Crew:** Dave Conrad, Alyssa
Engeseth, Tom Geygan, Fred Hawk, Mike
McKosky, Kate Kreiner.

3RD SATURDAY

CC: Maury Drummey (cell: 513-543-1906),
ACC: Rolf Hegele, **Tow Pilots:** Don Green, Steve
McManus. Dick Scheper. **Instructor:** Charlie
DeBerry, Kat McManus. **Crew:** Gary Adams, Jake
Click, Eric Cochran, Chandler Demler, Jim
Dudley, John Dudley, Micah Ferguson, Norm
Leet, Poul Pederson, Charlie Richardson, Brian
Stoops©, Chris Uhl ©.

3RD SUNDAY

CC: Tom Bonser (cell: 513-673-7746), **ACC:**
Tow Pilots: Tony Bonser©, Tim Christman,
Richard Perry. **Instructor:** Dick Eckels, Bill
Gabbard, Chad Ryther. **Crew:** Daniel Beans, Jon

"Rusty" May, Laura May, Topher May, Jack
Morari, Tony Rein, Zach Siefker, Joey Tomei.

4TH SATURDAY:

CC: Chuck Lohre (cell: 513-260-9025). **ACC:**
Ethan Saladin. **Tow Pilots:** John Atkins©, Guy
Byars, Bernie Fullenkamp©, Larry Kirkbride.
Instructor: John Atkins, Joe Jackson, Larry
Kirkbride. **Crew:** Ross Bales, Jon Fullenkamp,
Michael Hayden, Casey Hildenbrand, Henry
Meyerrose, John Murray ©.

4TH SUNDAY

CC: Steve Statkus (cell: 513-720-8955), **ACC:**
Rik Ghai. **Tow Pilots:** Matt Davis, Ron Blume,
Tim Morris. **Instructor:** Lynn Alexander, John
Lubon. **Crew:** Chad Beckwith, Mauricio
Berrizbeitia, Jake Burd, Richard Cedar, Pat
DeNaples©, Shelby Estell, Jeff Grawe, Keith
Kilpatrick, Dan Reagan, Stefano Sinigaglia.

2015 5th WEEKEND CREW DAYS:

Jan 31 – 3rd Sat Crew
Mar 29 – 3rd Sun Crew
May 30 – 4th Sat Crew
May 31 – 4th Sun Crew
Aug 29 – 1st Sat Crew
Aug 30 – 1st Sun Crew
Oct 31 – 2nd Sat Crew
Nov 29 – 2nd Sun Crew

POINTS OF CONTACT:

PRESIDENT: John Lubon, 513-543-9154
SAFETY OFFICER: Paul McClaskey, 614-245-
8129
DIR OF OPS: John Atkins, 937-475-4298
CREW SUPERVISOR: Brian Stoops, 937-750-
3788
CHIEF INSTRUCTOR: Larry Kirkbride, 614-725-
8761
DIR OF FACILITIES: Bob Miller, 937-882-6012
BUSINESS MANAGER: Noelle Stewart, cell: 513-
932-1833, BusinessManager@soar-ccsc.com
FREQUENT FLYER EDITOR: Jim Dudley

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