



Caesar Creek Soaring Club

August 11, 2015

NEWS YOU NEED TO KNOW

- Adult Camp & Vintage/Antique Glider Rally this week. Weather will be great. Come fly!

CALENDAR OF UPCOMING EVENTS

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 18-20	Boy Scout Troop 598 - Maury Drummey
Sep 15	Order of Daedalians, Flight 9 - Bernie Fullenkamp

ADULT CAMP IS FOR FUN - STEVE STATKUS

Over the past several years I have been trying to develop some interest in cross country flying in low performance (read that as cheap) gliders. To this end we developed the Inner Course, a set of turn points that students could attempt in a 2-33 and still be in gliding distance to the club field. The goal is to develop awareness of L/D using specific ground reference points with known distances and very low risk of landing out. Flying in circles is well and good, but when you introduce a goal (a turn point) it makes the challenge real. So that is what the Inner Course is all about.

At about the same time, I became aware of the Memorial Day Classic CCSC Fly In/ contest. It had a glorious past and history and I thought it would be a good way to get new (and some old) folks interested in gliding if we had a grass roots fly in. Well Memorial Day always seems to be taken up by others so I've tried a couple of fun fly events which have not been too successful due to the fact that they were not sponsored at a high level. This Vintage Rally seems to be in the same boat. The Vintage Soaring Society pretty much axed my idea due to other events they have sponsored. I ran it by the 1-26 association and they may have some pilots attend but post 1-26 Championship fatigue will be a factor. I've invited some Hamilton EAA'ers with vintage powered aircraft to fly in

The bottom line for the camp: CCSC agreed to accept \$40.00 per 3K tow for SSD members. We'd use the temporary membership form for the week. I'd color code the tow cards for Rally pilots and collect the tow fees at the end of the week. I agreed to run this event as a "break even" event, where the costs were born by the participants, and I intend to do so. I've got some small awards that I'll give out. I'm buying the beer and burgers, soda and chips. We're planning some star gazing and bon fires.

I really believe a fly in / rally this time of year could be a real annual event that would serve to rekindle the interest that the Memorial Day Classic had in the past. It would take more effort than one guy can devote, and would capitalize on the special environment our club offers with the beautiful grass airfield and our clubhouse and patio.

You don't need a classic glider to be part of this fun. But if you want to go head to head against a 1-26 figure on a significant adjustment that you'll need to overcome....

Everyone is encouraged to participate in Adult Camp, whether or not you compete in the Inner Course contest. Come whatever days you are available. No signup is required, just show up. 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.

FLYING ACTIVITY

Wednesday Bob Root reported thermals to 4500 most of the day. There were 17 flights, including one area retrieve. One golf cart was brought back from the repair shop and another taken to get fixed.

Saturday Bob Root reported the weather was typical for Ohio in the summer: hot with thermals developing early. We had 27 flights today with one land out and retrieve. A new member joined--Mike Williams.

33Z was taken to Cub's with a leaking primer line. This was discovered during pre-flight inspection by Haskell Simpkins.--GOOD EYE!



Wednesday turn out was light with mostly training flights and one guest ride. Photo- Jesse McClintock



Joe Simmers (EZ) returning on Saturday from his 155 km flight during which he averaged 62 km/hr in his ASW27. Photo by Jim Price



John Lubon (JL) returning on Saturday from his 162 km flight during which he averaged 65 km/hr in his ASW29/18m. Photo by Jim Price

Not shown is Don Burns who beat both Joe and John on Saturday for OLC points with 161 km at 64 km/hr in his ASW28.

THIRTY YEARS AGO AT CCSC - JIM HURST

In August, 1985, the newsletter reported that five new members joined the club. They all disappeared a long time ago. We thank them for their initiation fees!

An obituary appeared for Willi Elias, one of the very early members of the Soaring Society of Dayton. Willi learned to fly gliders in Germany in the 1920's. He was a rocket specialist and worked on the M163 rocket plane. After WWII, he came to the US and worked at Wright Patterson Air Force Base before going into his own business. He was an expert aircraft repair man, and worked on many of the club's aircraft.

Marty Martindale was test flying the club's Stinson L-5 tow plane and had an engine failure while approaching from the west. A wing clipped a tree limb and the L-5 spiraled down through the trees almost to the creek. In a panic the crew plunged through underbrush to rescue Marty, suffering scratches and scrapes from the thorns and burrs, while Marty walked out of the woods completely unscathed. That was the end of the L-5's.

FOUNDERS AND BUILDERS APPRECIATION EVENT - SATURDAY, SEPT. 5

Plans are being made for an event to show our appreciation to those who have labored hard and long to create and sustain the wonderful club and facility that we enjoy. Put Saturday, September 5, on your calendar and set it aside to join with other members in a pot luck meal and celebration. Volunteers are needed to help grill the meats that the club will be providing to all participants. Additional volunteers are needed to provide transportation to any of the Founders and Builders who have such a need. Be sure your flight currency is up to date so you can help any of our honored guests who desires to enjoy a flight while the thermals are at their peak during the afternoon. [Maury Drummey](#) will appreciate hearing from you to volunteer to help.



Your tax dollars hard at work at the Air Force Academy. Tyler Dockum is preparing for his glider instructor endorsement at this facility. Photo- Tyler Dockum

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.

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
Staarman. **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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