



## Caesar Creek Soaring Club

September 15, 2015

### NEWS YOU NEED TO KNOW

- Date set for Columbus TRACON visit: Tuesday, September 22

### CALENDAR OF UPCOMING EVENTS

Sep 18-20	Boy Scout Troop 598 - Maury Drummey
Sep 19	Annual Hors D'oeuvres and Wine Sharing Party - 5 PM - JoAnne Pedersen
Sep 22	Visit Columbus TRACON (Port Columbus Control Tower) - Dan Reagan
Oct 3	Board of Directors Meeting - 9:30 am - John Lubon
Oct 17	Oktoberfest/Neighbor Appreciation Day - Maury Drummey
Oct 17	Firewood Cutting Day - Bob Miller

### SUNDAY THE WEATHER WAS GREAT FOR CROSS COUNTRY FLYING

With the forecast showing great promise on Sunday, one 500K out-and-return to Rochester, Indiana, was declared. Clouds started developing around 10:30. Several private gliders were on the flight line early and the first flight departed at 11:30. Lift was very good so the cross country crew headed northwest. Upon reaching Richmond things got a little interesting. There were no landouts, but the 500K out-and-return was abandoned and the group went north of the Dayton airspace where the lift appeared to be better.

When the day was over the track was Richmond, Piqua, Grimes, Madison County, Hillsboro, Alexander Saloman, and Moraine. With great cloud streets, some of which allowed 25 or 30 miles with no turning, there were three 500K (300 mile) flights: Joe Simmers, Dan Reagan and Jim Marks.

With lift still present, the last flight landed at 6:30. One radio transmission somewhat sums up the attitude for the day. The pilot said, "This cloud street is absolutely amazing!!"

So, come on out and enjoy some cross country flying during this great fall weather. - Dan Reagan



**Edwin Gasparraj prepares for in Introductory Flight with Bob Miller on Sunday while Rachel and Izzy await their turns. The 2nd Sunday Crew launched a total of 27 flights on a beautiful fall day.**



## **SECOND ANNUAL HORS D'OEUVRES AND WINE SHARING PARTY** **SATURDAY, SEPT. 19**

Please join us for conversation and fun on the patio Saturday, Sept 19th, around 5 PM, rain or shine. Just bring an hors d'oeuvre to share, and a bottle of wine if you wish, don't forget a glass. No need to worry about grilling! Just relax! Note that this takes the usual place of the potluck. - JoAnne Pedersen

## **LAST CHANCE TO SIGN UP FOR COLUMBUS TRACON VISIT**

Our visit to Columbus TRACON has been scheduled for Tuesday, September 22 at 1:30 pm. Nine have signed up so there are only a couple of additional openings ... you need to act fast. Contact [Dan Reagan](#) to sign up, participate in a car pool, find out where to meet for lunch, etc.

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. So now, who wants to go visit TRACON in Columbus? If you are interested please contact [Dan Reagan](mailto:dreagan@fuse.net) at dreagan<at>fuse.net.

## **"THE PICKLE" & BRUCE HELVIE**

Those of you who have flown 2-33, N36135 may have noticed the name Bruce Helvie adorning the fuselage under the cockpit. Who was this guy your might ask, and why is his name on the glider? Well, here's the answer to that question, from John Antrim.

At age 18, Bruce sat on a plywood seat exposed to the wind and sun for 5 + hours. The Primary Glider he flew that day might have been a kit built, a knock off of a German design, a Waco or Franklin, we'll never know. But the decal honoring this record flight has been added to the fuselage of "His Glider."

Bruce left the glider club in the late 90's and many of the old timers where there to attend his last take off. His wife Gladys of many years survived him. Bruce left a portion of his estate for CCSC as a memorial. His long time friend Wally Detert spent many hours in Cubby's hangar (a labor of love for a master craftsman) restoring -135 to a "better then new state." Wally selected the green color for the fuselage for reasons only he knows, and he's keeping the reason secret.



**Zach Siefker and Bill Gabbard point out the decal from John Antrim's sketch of a "general primary glider".**

The glider depicted on the decal is a "general Primary Glider", a sketch made by Antrim that represents a composite of numerous photos and drawings of Primary Gliders of the period. The transfer was generated by professional artist Dennis Kirby at his Custom Vinyl Graphics business in Lebanon Ohio from John's sketch.

Some history in John's words: "I met Bruce in 1965 when I joined SSD at Richmond Indiana. He was one of my flight instructors. Joe Bearden was my first and primary instructor. I was a transition student with some 21 years of flying experience in small aircraft. I started flying in WW II as a USAAF aviation cadet, but not for long as I was soon promoted to the lower position of a B-17 ball turret and eventually to B-29 gunnery via the awful B-24 (B2 crash 4's.) So my transition to the SGS 2-22 was rather brief. I remember that it flew rather like an Arenac Defender (think 7AC Champ.)

Bruce and the late Joe Bearden were both instrumental in promoting the sale of a 1-26, S/N 336 to the newly formed Red Wing Soaring Club in 1966. Bruce was our inspirational leader and checked out all of us before we could solo 336. (A model of this glider hangs in the clubhouse.) Bruce learned to fly at a club in Akron, Ohio, in the 1930's where he soon became a legend. He was quite proud of Wilber Wright's signature in his logbook.

You may know that Akron is the home of the Goodyear blimps. The latest "blimp" is now a rigid structure dirigible configuration considerably longer, faster and more maneuverable than the original semi-rigid blimps, which are all scheduled for retirement in the near future. The huge hangars that housed these early dirigibles are still standing today. It is claimed that the Akron hangar was used for a form of ridge soaring by Bruce and other members of the Akron Glider Club. In addition, the blimps were used at air shows for towing the club gliders, in fact 3 or 4 gliders at a time. Years later Bruce was to repeat the multiple tow of 3 or more 1-26's simultaneously.

Bruce was also a WW II USAAF glider instructor at 29 Palms, CA. They flew a wide variety of gliders, SGS TG-2's, TG-3's and a weird one, a three-seat conversion of an Aeronca Defender (sans engine), i.e. 2 students and Bruce as instructor. He also flew one of my all time favorites, the Fairchild PT-19 as part of his instructor checkout. It was/is a dream to fly for sure, right up there with the Stinson L-5 that SSD used as tow planes while at Richmond.

Bruce was truly a "great stick", a true character, a good friend and mentor to so many. For additional details of this SSD/CCSC Cornerstone contact Bob Root, aka "The Keeper of the Stories." - John Antrim



**Wednesday the weather was not good enough to fly so Keith Kilpatrick busied himself constructing a new picnic table, ably directed by Bob Miller, Mark Miller and Lynn Alexander. Whether flying or maintaining the facility, the Wednesday Crew really does have more fun. Come join us.**



## **RADIO CHARGERS**

The hand held radios have rechargeable batteries that will last a long time if treated kindly. This means that they should be turned on when the pilot does his cockpit preflight checklist, and off at the end of the flight. It also means that we can't just leave them plugged in and charging 24/7. So, we've installed a timer in the crew chief's locker that is set to come on at 6:00 am and turn off at 7:00 am each day of the week. So when you go to the crew chief's locker to retrieve radios at the beginning of your shift do not be alarmed to not see red lights winking at you. The radios will be charged full. Just make sure that the radios are turned off before you put them in their cradles.

Thanks for your attention to this part of our glider experience. - Steve Statkus



**Izzy Gasparraj loved her first glider flight on Sunday. For Fred Hawk the flight was a great way to celebrate his birthday.**

## **FOUNDERS AND BUILDERS PHOTOS**



**The Founders and Builders Celebration on September 5 featured gourmet creations from the best cooks in the area.**

Here a is link to many photos taken 9/5/2015. If you have others, send them to [Jim Dudley](mailto:Jim.Dudley) and I will add them to this collection. [https://www.dropbox.com/sh/3jv95b83yih5mfy/AAD7xUys\\_xglzKe7sOKSFZpMa?dl=0](https://www.dropbox.com/sh/3jv95b83yih5mfy/AAD7xUys_xglzKe7sOKSFZpMa?dl=0)

### **THIRTY YEARS AGO AT CCSC**

In September, 1985, the club enlisted a bunch of new members most of whom have now disappeared. One hanger on is Bill Gabbard who had just graduated from a school for Opticians.

Rob Eager landed a 1-26 in a corn field south of the gliderport. The corn was eight feet high and the crew couldn't find the glider. Tom Holloran got in the tow plane and directed the search from the air.

Otto Maurer planned to give a class in cross country skiing. - Jim Hurst



**Bill Gabbard joined the club in September, 1985.**

### **THE GREAT WRIGHT BROTHERS AERO CARNIVAL**

There was a fair turn out for the Aero Carnival and the interest level at the CCSC display was strong. Jim Marks brought his glider and assembled it for the display. Brian Stoops, Bob Miller and Jim Marks lifted kids in and out of the 77 cockpit all day, well over a 100. Several interested adults stopped to talk and several parents expressed interest in getting their child flying. Jim was able to speak with 3 Aeronautical Engineering students from UD and they were impressed with the German engineering of Jim's ASW27 and seemed interested in following up. Ch7 Dayton had a photographer there who shot a 30 second segment for the Saturday night news, 18 seconds of which was our glider display. It seems likely that a few will come for Introductory Flights and a few adults and youth seemed genuinely interested in becoming members. - Bryan Stoops

### **FUNDRAISER TO BENEFIT GARY AND BELINDA ADAMS**

Some teachers are simply unforgettable. Gary Adams is one of them. Gary has taught music for 45 years. Yes, you read that right - 45 years. And he needs our help.

He has suffered a few setbacks lately. He had heart surgery earlier in the year but his lovely and exuberant wife, Belinda, has not fared as well. She has been battling cancer for a few years and things have taken a turn. The cancer has spread to her brain.

Gary describes Belinda as an "amazing teacher, wanting to give back to the kids in Newport where she grew up. She taught 22 years. The [7] tumors in the brain are a result of breast cancer that metastasized to her liver, hip, spine and neck. She has undergone 2 rounds of chemo and two series of radiation therapy. In addition she had Gamma Knife surgery to fight the tumors in her brain."

As you can imagine, the costs are enormous and insurance and a teacher's salary go only so far.

Join Gary and Belinda's friends for a Benefit Fundrasier on Saturday, Sept. 26.

A silent auction is being held to help raise funds. Among some of the items for auction;

Tickets to the Children's Theatre, Tickets to a Red's baseball game, Comfort Suites, Hot Air Balloon Ride, lia sophia jewelry, Toppers Pizza, Firehouse Subs, Norse Gear (NKU), Homemade quilt, Mad Mike's Burger and Fries, Pampered Chef, Highland Garden Center, Sport Clips Haircuts, Pizza Hut, BRIO Tuscan Grill, AxisAlley, Bowl-Bar-Bites, Angie Maxwell Photography package, Jersey Mikes,

FlipDaddys, Bob Evans, Party Source, BMC Auto Rental, Edible Arrangements, glider rides at CCSC and more ...

Come out and help support Gary, one of our long time members at CCSC. "It is truly an honor to be able to give back to him and Belinda- they deserve the best." \$12.00 admission includes two drink tickets and snacks (additional drinks are \$2.00). Alcohol will be available 7:00-10:00 pm.

**Saturday September 26; 5-10pm**

[Wilder City Hall](#)

[520 Licking Pike](#)

[Wilder, KY 41071](#)

### **MINUTES FROM BOARD OF DIRECTORS MEETINGS**

[http://soar-ccsc.com/?page\\_id=484](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**

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.



## CCSC GROUND CREWS:

### **1<sup>ST</sup> SATURDAY**

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

### **1<sup>ST</sup> SUNDAY**

**CC:** Mike Karraker (cell: 937-830-0627), **ACC:**  
Mark Miller, **Tow Pilots:** Manfred Mauer, Norb  
Mauer, Dieter Schmidt, Andy Swanson.  
**Instructor:** Bob Miller, Rich Carraway. **Crew:** Jul  
Alvarez, Don Burns, Anil Mahajan, Irwin  
Mahajan, Jacob Moore, Nick Oleska, Dave  
Rawson, Skye Toomey, David Whapam, Joe Zeis.

### **2<sup>ND</sup> SATURDAY**

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

### **2<sup>ND</sup> SUNDAY**

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

### **3<sup>RD</sup> 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, Jack  
Runyan, Brian Stoops©, Chris Uhl ©.

### **3<sup>RD</sup> 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.

### **4<sup>TH</sup> 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 ©.

### **4<sup>TH</sup> SUNDAY**

**CC:** Steve Statkus (cell: 513-720-8955), **ACC:**  
Rik Ghai. **Tow Pilots:** Ron Blume, Matt Davis,  
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, Pete Schradin, Stefano  
Sinigaglia, Chloe Williams.

## 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:** Kevin Price,  
**DIR OF OPS:** John Atkins, 937-475-4298  
**CREW SUPERVISOR:** Brian Stoops, 937-750-  
3788  
**CHIEF INSTRUCTOR:**  
**DIR OF FACILITIES:** Bob Miller, 937-882-6012  
**BUSINESS MANAGER:** Noelle Stewart, cell: 513-  
932-1833, [BusinessManager@soar-ccsc.com](mailto:BusinessManager@soar-ccsc.com)  
**FREQUENT FLYER EDITOR:** Jim Dudley

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