

**Caesar Creek Soaring Club**

August 4, 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 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

**CULTURE OF SAFETY - JOHN ATKINS**

Much has been written and discussed in the last several years regarding the importance of maintaining a “culture of safety”. Virtually no one disagrees with the notion that such a culture is beneficial to everyone involved. However, under the stress of certain circumstances, it is some times the case that the beneficial culture is more “honoured in the breach”.

When the day’s activities seem to require that operations move swiftly, good operating practices are sometimes ignored or disregarded. Unfortunately it is all too easy to allow a state of affairs to occur where:

- Due to inattention, retrievals interfere with launches or landings;
- Students are insufficiently prebriefed and/or debriefed;
- CFGs take insufficient time to familiarize themselves with the proper operation of an unfamiliar glider;
- Ground crews do not assure a proper “cone of safety” for launches;
- Launches are made toward the grid with marginal runway length available and marginal and few options available if malfunctions were to occur;
- etc.

The Crew Chiefs and the club members who volunteer as crew are to be thanked and congratulated for their good work and their devotion to getting the job done in an efficient and expeditious manner. We all must keep in mind, however, that operating close to the margins may be justifiable but as often as not isn’t. Club UOP’s authorize any member on the field to halt operations upon observing an unsafe condition. Please keep this in mind.

And if the thought crosses your mind: “This is stupid!” you are probably correct.

There will be more offered in the coming year with regard to maintaining our culture of safety and everyone’s part in it.

## **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.

## **FLYING ACTIVITY**

Bob Root, Wed: Hot and Humid with weak thermals. We had 13 flights. The K-21 with the broken rear canopy arm was repaired and returned to service thanks to Steve Statkus and Kevin Kilpatrick. We took a one golf cart to be fixed. A note about the Wednesday operation: There is no scheduled crew for Wednesdays. Everyone is welcome to come and participate; however, if you come out to fly and have fun, also plan to help out. Folks are needed to serve as tow pilots and instructors, to hook up, launch and retrieve gliders. Also, if you fly you are needed to help put the equipment away at the end of the day. No one is expected to work without getting his/her chance to fly.



**Grandfather ready for Mile-High flight.**



**Extended family enjoy frolicking at CCSC while grandfather enjoys his hour-long Mile High flight on Saturday. - Photo by Gerry Daugherty**

Steve Fenstermaker, Sat: The weather was beautiful with light winds from the north west and the field was dry! It was a busy day and many gliders had great flights. The crew was short-handed because members did not show up. Many other club members pitched in to make it a successful day, launching a total of 30 flights.

Mike Karraker, Sunday: Great flying day, but alas, not many people. Students flew most of the 24 flights. Crew was short of folks, and I am not sure where all of the folks on the crew roster came from. Most of them did not show up.

## **WRIGHT PATTERSON SINGLE AIRMEN INTRODUCTORY RIDE EVENT**

Twelve (12) airmen/women participate in the event. Feedback has been very positive with appreciation expressed for CCSC hospitality. Kevin Price indicates that there is strong potential for an additional event soon. The Board has given approval to arrange for additional events.

## **DRAINAGE OF RUNWAY WET AREAS**

A plan has been formulated for improving drainage of the most troublesome portion of the runway (north side from silo east to area previously treated) by extending each of three (3) existing drainage lines to the west. Flags have been set to mark the locations of the current ends of five lines. The work will include inspecting and cleaning out the existing drainage system. The new lines will be parallel with flight operations and result in a minimum of interference with safe operation as settling takes place. The cross line that connects these lines currently needs to be smoothed by filling the depression from settling. Henry Meyerrose and John Lubon will manage the work. The Board approved spending up to \$5,000 for improvements to runway drainage.

## **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.

## **CLUB STATISTICS**

<u>ACTIVE MEMBERSHIP</u>	<u>8/1/2014</u>	<u>8/1/2015</u>	<u>FLIGHT ACTIVITY</u>	<u>2014</u>	<u>2015</u>
Full Members	154	162	Last month	318	384
Family & Youth	41	35	Year to Date	1057	1035

## **NEW MEMBERS**

Michael Fuller joined during July as a full Member and Alexandria O'Connor joined as a Youth Member. Stuart Delk reactivated his membership after a 20 year interval. Welcome to each of these members.



## **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.

## **GAS COST - FUEL INDEX**

No fuel was purchased in July so the fuel index remains at \$0.36/100 ft.

## **OLD TIMERS CORNER - JOHN ANTRIM**

Errol Flinn was the intrepid flyer in an anti-war flick circa 1938. He took over from David Niven when it was observed that David had had one too many. Errol then flew his Nieuport 28 (really a Travelair 4000, Wright Whirlwind powered at that) to drop 25 pound "Cooper" bombs on a (French) German target. Errol was shot down by von What's His Name after getting a Fokker D-7 or 2 on the way. David took over Errol's job as squadron C.O. of course. I watched this movie in 1938 in downtown Chicago when I was in the 8th grade. The movie became a major recruiting tool for the USAAF and Navy. In May 1943 I signed on as an Aviation Cadet (A/C) for the USAAF.

So what does this have to do with Root's Wednesday Breakfast Club? Well, most of us know the movie well, ask Jim Hurst and he will explain it to you. We have a picture in our club house of Root's Wednesday Breakfast Club as it was in 1997. Cathy Stewart was our hostess for a pancake breakfast. Old #513, a Boeing-built Stearman PT-17 is in the background. Most Aviation Cadets flew the PT-17 (N2-3 for the Navy) Primary Trainers. Some flew the Fairchild PT-19-23, others flew the Ryan PT-22 (it had a vicious stall in some flight attitudes). I flew all 3 eventually-the Ryan PT-22 just once and would not go near it again. The Fairchild was a dream to fly- a bit under powered with a 175 hp Ranger, the 200 hp version was better. But most A/C flew the PT-17 and have fond memories of those flights.

So, next time you notice that photo on the clubhouse wall with the bunch of guys you barely recognize in front of an antique aircraft you can't identify, think about Root's Wednesday Breakfast Club and what it was like to learn to fly in 1943.

## **CCSC BOARD MINUTES**

[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**

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:

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

### **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, Bob  
Miller. **Instructor:** Bob Miller, Rich Carraway.  
**Crew:** Don Burns, Stephen Kleine, Jacob Moore,  
Dave Rawson, Chad Runyon, Jack Runyon, Joe  
Zeis.

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

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

### **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, 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:** 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](mailto:BusinessManager@soar-ccsc.com)  
**FREQUENT FLYER EDITOR:** Jim Dudley

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