

**FLY
SAFELY**

Cub Club Flyer



CUB CLUB FLYERS

Cub Club, Inc.



A Racer's Story Page 1&2

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General Meeting

- * **General Meeting Tuesday, August 10th, RSW Training Center @ 7:00PM**
- * **Video Presentation: GPS Techniques!**
- * **Fun & Informative For Everyone!**
- * **See You There!**

August, 2010

Fort Myers' Oldest Flying Club

President's Message by Terry Voorhees

Hi Cub Clubbers!

Last month in this column I went on and on about flying to the Bahamas. Well, our Page Field representative of the Bahamian Tourism group, Mark Steinberg, has notified me that the next sponsored fly-out will be to Paradise Island on Nassau, December 3 – 5, 2010. This junket will include full access to Atlantis amenities. Pending the formal announcement, Mark can be reached on 910-2460. Note: Cub Club regs stipulate that pilots must have 150 PIC or be IFR certified to take Club aircraft to the Bahamas.

JULY STATS

Aircraft hours:

3521Q	30.8
944CC	17.7
9490X	17.0

Top Flyers for July:

Stephen Lovell	7.0
Steve Hall	5.0
Randall Henderson	5.0
Terry Voorhees	5.0

family obligations were commanding his time and he was unable to make the appropriate contribution to the Club. Thanks for your service, Marc.

On that note, here is my annual plea to you as members: The Club is always looking for those who want to get involved, either as volunteers for specific events or as a future director and officer. We need those with special skills as well as those who just want to help. I'll be honest...I ask for a commitment (No chair warmers, please) because there is work to be done and we only have those who volunteer. On the up side, we have fun and it is rewarding to see the Club progress through the efforts of our volunteers. Talk to me or any Director if you're interested.

Finally, the aircraft are in fine shape, ready to fly and available. Let's go flying.

Marc Scappaticcio, Board member and CFI, has elected to leave the Club. Marc shared that demanding business and

ya *Terry* See at the Field.



Journey of an Air Racer...

by Ellen Herr

Always looking for a new challenge in aviation, I said yes when my friend Terry Carbonnel asked me to be her copilot for the 2010 Air Race Classic (ARC). The ARC is a handicapped cross country race for women only consisting of 8 legs for a total of 2158 miles, and has been in existence since 1929.

Terry had flown her Cessna 182 RG in three previous races, so has a wealth of experience. We were joined by Laura Ying Gao, a newly certificated pilot who emigrated from China in 2008. Having learned how to drive as



Be sure to checkout the Cub Club website at www.cubclub.net!

Journey of an Air Racer... (Con't from page 1)

well as earned her pilot's license since her arrival to central FL, Laura brought her can-do attitude and computer skills to the team. Every aircraft competing is inspected to prevent unapproved modifications that will increase the speed. Each aircraft races against its own handicap speed, which is determined by a full throttle flight at 6000 feet density altitude.



This year's race began in Fort Myers, and our local Paradise Coast 99's chapter was responsible for organizing the multiple dinners and meetings for 4 days before the race. The 20 pages of race rules and regulations are reviewed in a detailed pre race briefing. FAA waivers are also required for the flyby maneuvers at the timing lines, necessitating a briefing for these also. With the help of many volunteers the pre race festivities were finished, and finally race day was here.

** DAY ONE **

We departed KFMY at 8:30 AM to fly the 281 nm leg to Waycross, GA (KAYR) on June 22. Every 30 to 45 seconds tower controller Becki King cleared a racer to take off, so our 51 aircraft were soon flying in a long line northward. A variety of aircraft were participating, ranging from the from a Beechcraft Baron(handicap speed 191.8 mph) to a Grumman Cheetah(handicap speed 113.9 mph) We were Classic# 11(handicap speed 152.6 mph) so gradually passed several slower aircraft along the route. The southeastern US was dominated by a high pressure system, so we were soon enveloped in steamy heat as we flew beneath the cloud bases.

After flying the timing line at KAYR we were on to leg#2(290 nm) ending at Tuscaloosa, AL (KTCL), where we made our first landing. Each leg of the race starts and ends with a flyby. The attached diagram shows the flyby for Tuscaloosa AL, a towered airport.



The teal line shows the direction from which your airplane will be approaching the airport, with the red marking the timing line. The goal is to have the maximum ground speed as the aircraft passes across the timing line. Sounds simple until you realize the ground speed will be more than 180mph at 200 or 300 feet AGL, often followed by a 60 degree turn on course for the next leg. The local traffic pattern is usually on an intersecting runway which adds to the excitement. A group of volunteers located near the timing line records the time each racer crosses. But occasionally there is a problem, so each racer also times each leg and records the racer numbers of aircraft arriving before and after her in case there is a protest or discrepancy.

On our team the pilot's job was to fly the plane, with the copilot handling the radio calls and confirming the correct flyby orientation and altitude. We shared all the other duties including race and weather strategy, navigating, spotting traffic, cleaning bugs off the plane, refueling, etc. This was our first time doing a flyby with a towered airport. While we encountered no problems, several other teams were given 360 turns or other clearances that added time and miles to that leg, and could significantly lower the team's score.



Barge on the Mississippi

After refueling and getting a snack from the volunteers, we launched into the late morning haze across the Mississippi River to Hot Springs, AR (KHOT) for leg#3 (283nm). This was not a fast leg due to problems finding an altitude where wind was good and we were could stay on top of the growing cumulus clouds. Faster climbing aircraft that perform better at higher altitudes, such as the Cirrus SR22, had an advantage in this situation since they could climb above the cloud layer more easily.

By now race aircraft were spread out over several airports, with one team remaining in Waycross due to mechanical problems. Getting parts and a mechanic for en route breakdowns can be challenging and time consuming. Time spent on the ground reduces a team's flexibility in choosing the best wind conditions, since the race must be completed in 4 days ending June 25.

After reaching KHOT we elected to wait for cooler evening weather when the engine would produce better power, and departed late in the afternoon for leg #4(320 nm) to Cameron, MO (KEZZ) just outside of Kansas City. The hills rising to 1330 feet just north of KHOT are an attention getter, but the flight over the Ozark Mountains was beautiful.

Journey of an Air Racer... (Con't from Page 2)



Approaching Cameron, MO

Volunteers met us at the airport with fresh strawberries and sparkling non alcoholic beverages. Cameron has a single north-south runway and no fuel truck or power tug, so it was "all hand on deck" to fuel up the plane and push her uphill to the tie down. A volunteer delivered us to a neighborhood hotel we were collapsed after a long day.



** DAY TWO **

We're up at 5 AM on June 23 and out at the airport, greeted by a beautiful dawn. Unfortunately the weather forecast was not so beautiful, calling for band of thunderstorms in northern Iowa and Michigan, with an approaching cold front. A winning race strategy means having a tail wind whenever possible, but also maintaining terrain and cloud clearance at a legal VFR altitude. Flying in IFR conditions or violating an FAR will get you disqualified. If you have to land when flying a race leg due to poor weather, the clock continues to run on that leg. So you don't want to take off unless you can complete the leg.



Flooding on the Missouri River

Another pass by the timing line at KEZZ and we're off thru the haze across the Missouri then Mississippi Rivers for leg #5(263 nm) to Carbondale, IL (KMDH). This is the home of the Southern Illinois University flight school, which entered three race teams their first year participating in the race.

We made our flyby on runway 18R closely followed by a Cirrus that did their flyby on runway 18L, which meant they received a substantial penalty, as well as really getting our attention. We asked the controller to depart the airport traffic area to the west just to get out of the way, since the Cirrus was still on the clock and coming around for a pass over the timing line along the correct runway. But the tower controller instead had us join a left downwind for a land-

ing on 18L where the student pilots were training. The mix of traffic maneuvering at each waypoint airport is definitely one of the most exciting parts of the race.

For several hours we stayed in Carbondale while lines of thunderstorms passed thru northern IN over our next stop, Elkhart. We were treated to a free lunch and live music. Gradually many of the race teams arrived and we passed the time swapping stories and watching the weather.

After several hours we launched toward Elkhart, IN (KEKM) for leg #6(280 nm). No excitement at the timing line this time, but we were kept busy watching the weather at the destination and searching for that elusive tailwind. As we flew across the farmland punctuated by windmills, the tailwinds finally developed as forecast. Check out that groundspeed!

Windmill Power in Indiana



KEKM is a towered airport and the flyby was set for runway 36 with the surface wind from the southwest. We were third among our little group of planes to approach the airport. The first aircraft did its flyby to the north followed by a return to the airport to land on runway 27 crossing over the final for runway 36. Unfortunately they had to make a go around, which resulted in the second aircraft being given a 360 degree turn before their timing run pass. This was a really unfortunate turn of events for them adding minutes to their leg speed. We're

Journey of an Air Racer... (Con't from Page 3)

next to the airport for the flyby, one of our fastest at 200 knots ground speed. It concluded uneventfully and we circled north of the airport waiting an opportunity to return to land on runway 18 between arriving aircraft doing flybys. After tying down, we began the drill of refueling, cleaning off bugs, and arranging for a hotel room, etc, eventually joined by 35 other teams at KEKM.

Arranging for hangar space became a priority, too, as severe weather was forecast with the arrival for the cold front. Later that evening a tornado warning was issued and the volunteers were able to get almost every airplane in a hangar before the storm hit.

**** DAY 3 ****

Next morning on June 24 the cold front had passed, and a low overcast awaited us with a brisk tailwind for leg #7(252 nm) to Parkersburg WV (KPKB). We arrived at the airport at 6:30 AM but waited almost 2 hours until the ceilings and visibility across northern Ohio gradually improved. Meanwhile Laura noticed that the ceiling north of KEKM was starting to drop, so we decided to launch. We were the first race team in the air! Now if the ceiling would stay high enough as we flew southeast toward rising terrain to provide adequate terrain clearance we would be in good shape. Off we went across Ohio checking the AWOS stations frequently and waiting for the ceiling to come up as forecast, always watching for an airport where we could land if needed. Ninety minutes later as we approached Parkersburg, the ceiling had become scattered to broken. After crossing the Ohio River, we did our flyby along runway 10 and continued toward Frederick, MD. Sorry no pictures here-I was too busy with other things!



For the last leg (189 nm) we climbed up to 5500 MSL through a scattered layer to take advantage of a 35 knot tail wind. The cumulus tops were climbing to our altitude and thickening. Although the cloud layer was forecast to break up, it hadn't happened, and we were frequently checking AWOS. With terrain reaching to 3000 feet and KFDK elevation 300 feet, good descent planning was needed to maximize our forward speed and still clear the hills west of KFDK. As we crossed the Appalachian Mountains approaching Martinsburg, the cloud layers became broken to scattered and we descended into KFDK for the flyby along runway 10. We met by a Luscombe photo plane taking pictures of the first ARC plane to arrive in KFDK. He was attempting to take a picture of the C182 RG (gear up) and the speed difference between the two planes was a challenge. After 4 trips around the pattern the photogra-

pher was satisfied.

An uneventful landing on Runway 23 was followed by a challenge tying down the aircraft since the ground was extremely hard due to lack of rain. The last racers who arrived were 20 minutes before the deadline Friday evening. Two teams were unable to complete the race due to mechanical problems.

**** DAYS 4 THROUGH 6 ****

Another round of BBQ dinners and meetings awaited us at Frederick, leading up to the Sunday night banquet where it was announced we won first place. The winning team gets \$5000 to split after taxes, so most of our expenses were covered. The race was a great experience and I met many interesting women pilots. Having each plane fly an individual handicap run as well as consistent judging appeared to encourage participation and competition. Among the top 10 finishers, the fastest aircraft was a Beechcraft Bonanza with a handicap speed of 167.8 mph (6th place) and the slowest was a Grumman Cheetah at 113.9 mph (3rd place). Among the teams who finished in the top ten positions, 13 members were first time participants, including 5 of the pilots. I would encourage any woman pilot interested a great adventure to check out the 2011 ARC at www.airracelcassic.org.



Ahhhh... The Glamour...



2010 Air Race Classic Winners!

Membershipby **Steve Hall****David Burns:**

David is 61 year old Student Pilot. David has always wanted to fly, but life has blocked his path. (His dad flew with the Air Force and retired with 30 years in service) Flying is on his bucket list, and The Cub Club fits!

David and his family moved to Fort Myers two years ago from Pompano Beach where they lived for eight years. Some of David's hobbies consist of Scuba Diving, Snow Skiing, and RC Glider Flying. David is currently developing his Software Development/IT Management Business.

Craig Gnagey:

Craig is a 41 year old married ATP/Flight Instructor with 6200 hours total time, 750 hrs in C-172's, and 830 hrs in PA-28's. He flew the HS-125 for WCI until they filed bankruptcy. He currently fly's a CE-550 for a private owner.

Craig has lived most of his life in the Fort Myers area, but is originally from Pennsylvania. He would to take his family on trips around Florida in the Club's airplanes and do a little flight instructing. In his spare time, Craig coaches his two sons little league baseball team.



**FLIGHT
INSTRUCTION
CLASSES**

*** Private Pilot Ground School**

Cypress Lake High School

Tuesday Nights, 6:00 - 9:00 PM,

8-31-10 through 12-14-10 Fee \$135 + Text

* Contact Ed Fink, CFII at 239-489-0443

*** Private Pilot Ground School**

Cape Coral High School

Wednesday Nights, 6:00 - 9:00 PM,

9-1-10 through 12-15-10 Fee \$135 + Text

* Contact Ed Fink, CFII at 239-489-0443

*** Instrument Rating Ground School**

Location To Be Announced

Monday Nights, 6:30 - 9:30 PM,

9-13-10 through 12-13-10 Fee \$125 + Text

* Contact Ed Fink, CFII at 239-489-0443

**Maintenance**by **Charlie Carroll**

3521Q:

Oil door hinge

50 Hour check

Alternator

Vacuum Fittings fixed

9490X:

I.F.R. Certification

Annual

Details to follow

Planes are in good shape. Please fly them. Thanks for the reports.

-- Charlie



NOVEMBER 9th!



**SPECIAL
EVENT!**

It is with great honor we are pleased to announce that our special guest and speaker will be Major General Patrick Halloran, USAF Retired. General Halloran, a native of Chatfield, Minnesota, flew both the U2 and SR71 Blackbird spy aircraft, logging 1600 and 600 hours respectively. Ultimately he commanded the reconnaissance units flying those aircraft. He has over 8000 military flight hours.

As our guest at the November Meeting, General Halloran will share his experiences as both pilot and commander in a very historic period of military flight. Event details to be announced.

So mark your calendars! This will be a very special evening!

CUB CLUB CALENDAR

UPCOMING CLUB EVENTS

Cub Club General Meeting
Tuesday, August 10th, 2010
RSW Training Center, 7PM

Great video presentation:

"GPS Techniques"

Don't Miss It!

Piper Factory Tours
To Be Announced

Vero Beach, FL

Contact Jim Meyersburg to sign up!

DON'T FORGET, THE CUB CLUB
GENERAL MEETINGS
ARE HELD ON THE SECOND TUESDAY
OF EVERY MONTH,
AT THE RSW TRAINING CENTER, AT 7PM

Announcements...

New Taxi Procedures In Effect !!!

Effective June 30, 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.

"Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway.

Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.

This applies to any runway, including inactive or closed runways.

CUB CLUB LOGO CONTEST

Be on the lookout for a special communication coming soon containing the Club Logo Entries and a Ballot to vote for your favorite...

This will determine the new look of the Club, and the winner gets a cool prize!!!

Exciting Stuff!!!

Board Meeting Minutes — Synopsis, July, 2010 by Ellen Herr

The officers and board of directors met on June 16, 2010 at 6:30 PM in conference room at the Page Field Aviation Center.

Below is a synopsis of the business discussed at that meeting:

No Board Meeting was held in July.

The board meeting will be held on August 18, 2010 at 6:30PM. Any club member having concerns or questions about club operations should contact any board member.

CUBBY'S CORNER

Member's Forum



Got a question about the Cub Club? ASK CUBBY!

THIS MONTH'S QUESTION AND ANSWER:

Member: "Hey, Cubby, during my pre-flight inspection of one of the Club's aircraft I noted that one tire appeared to be low on air pressure. What do I need to do?!"

CUBBY: "Good question! It is important that tire air pressure on our aircraft be maintained at POH levels. Underinflated tires wear faster and can actually be dangerous during hard or side loaded landings. If you determine that tire(s) need additional air there are two options for correcting the situation:

1. Call the Aviation center and ask for assistance. A fuel truck with air pressure equipment will be sent to the hangar.
2. Taxi to the Self Serve fuel station on the East ramp and use the air equipment to re-inflate the tire(s).

And be sure to check the POH for the correct tire pressures for the specific aircraft you are flying. Thanks for asking!!!"

COMPLETE YOUR CHECKLISTS!

Properly Fill Out The
In-Plane Log Book!
Include your Name, Date,
Hobbs Time AND Tach Time
AND PROMPTLY ENTER YOUR
TIME INTO SCHEDULEMASTER!

FLIGHT SHARING WEBSITE!

Looking to share a flight? Arrange a fly-out? Want some company in the air? Or just share information with other member pilots? Now there's a place to go to do all that...

<http://groups.google.com/group/cubclubflyers>

Subscribe to the Group and Post Away!

Trouble? Contact Steve Hall at 253-0285

"IN-FLIGHT" PHOTOS

Skyhawk 3521Q MFD en route to
the Bahamas

Pilot: Ed Hemsath



9490X on short final into KYAT, Abacos,
Bahamas Pilot: Terry Voorhees



Got an in-air photo from one of our Club planes that you want to share with other members? Send it in!

Cub Club, Inc.

The Cub Club

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Fort Myers' Oldest Flying Club

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Ed Fink	489-0443
Ed Hemsath	949-6330
Russ Morris	634-7755
Al Ledet	272-1289
Jim McKibben	419-235-1580
Tim Engvalson	822-4398
Skip Bentley	691-6698
Marc Scappaticcio	718-781-6123

Meetings

Board Meetings: 3rd Wednesday, 6:30PM @
Page Field Aviation Center

General Meetings: 2nd Tuesday, 7:00PM @
RSW Training Center

Contact Cub Club at:

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Website: www.cubclub.net

Board of Directors

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Newsletter

Sherrie Lorenz 898-2430
Sherrie@FinallyFlorida.com

*** OUR AIRCRAFT ***

Cessna Skyhawk 172 N3521Q

\$ 65 per hour + 10 gal fuel per hour



Piper Archer 181 N944CC

\$ 65 per hour + 10 gal fuel per hour



Cessna Skylane 182 N9490X

\$100 per hour + 13 gal fuel per hour

