

Capital City Aviation



THANK YOU MEMBERS!!!

To start off the second issue of our new and improved *CCA Newsletter* we would like to thank all the members for the positive feedback to our first issue late last year. The gratitude may be long overdue but we would also like to thank those who brought and sent gifts/cards throughout the holiday season(s). Unfortunately, due to our busy schedule we haven't had

the time to put the second issue together until now; and we are hoping to have regularly scheduled newsletters following this issue. For those members who are interested in helping with future newsletters or have ideas for future articles, please contact Darrick via email at dh291101@hotmail.com for further information.

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CCA Expands Aircraft Fleet

Capital City Aviation would like to welcome one (1) new aircraft to our flight line: **N7849Y**.

The most recent addition to CCA is a 1966 Piper Comanche. **N7849Y** is CCA's first multi-engine aircraft and is powered by 2-160 BHP Lycoming engines. The Comanche was added in early July and is equipped with both a moving map and a Garmin 430 making it a great cross country aircraft for the multi-rated pilot. Members interested in



Website/ Scheduling Update

As many members have already experienced, *My-FBO.com*, our online scheduling provider, is constantly updating the system. Unfortunately, the most recent update appears to have affected how many students schedule. CCA has been working with *MyFBO* to correct some of the trouble spots. Those who are still experiencing difficulties with the online system are asked to have patience and contact CCA with any questions.

becoming multi-rated should contact CCA for more information.

Check the website for insurance requirements, prices, specs, and additional photos.

- | SPECIAL POINTS OF INTEREST | |
|----------------------------|---|
| • | <i>CSTC Progress</i> |
| • | <i>New Airplanes!!!!</i> |
| • | <i>Meet the new Instructor: Jeremy Thompson</i> |
| • | <i>New members</i> |
| • | <i>Current members' recent accomplishments</i> |
| • | <i>New CCA apparel is now available!</i> |



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CCA News

New Full-time Staff: Jeremy Thompson

Jeremy holds Commercial Pilot – Airplane Multi Engine and Single Engine Land pilot certificates along with Certified Flight Instructor – Airplane Single Engine and Instrument Airplane ratings.

Jeremy began flying in 2001 at Ohio University, where he obtained a Bachelor's of Science in Aviation and a minor in business. He currently has over 1000 hours total time and 400 hours of single engine flight instruction given. Jeremy's prior

flight instructing job was out of Salem Airport near Youngstown, OH. Jeremy was born and raised in Lisbon, OH. He moved to Columbus in December and wants to pursue a career as an airline pilot. He enjoys all sports and working out.



FRIESNER moves on; GARRETT is back.

Matt Friesner, CFII, who has been with Capital City Aviation since the beginning, has accepted a First Officer position with PSA. PSA, better known as *U.S. Airways Express* is based in Dayton [OH], Charlotte [NC] and Nashville [TN]. Matt has already begun training and will undergo 8 weeks of classroom/simulator training in Dayton and Charlotte. CCA would like to congratulate Matt and we wish him the best of luck.

After instructing in California for a few months, Heather Garrett, CFII, has returned to "sunny" central Ohio and is back on the schedule. Heather is hoping to be CCA's full-time MEI and she is eager to get back into the swing of things. Welcome back Heather.

Cirrus (CSTC) Program: Update

Over the past few months there have been many questions regarding the progress of our Cirrus program. CCA still has every intention of making this a reality

but progress has slowed since the last issue. However, over the past few weeks there has been contact with the Cirrus Representative and things are

still moving forward. As a requirement to become a training center, CCA must have a *full*

glass cockpit. Meaning it has both a PFD (*Primary Flight Display*) and a MFD (*Multi-Function Display*). CCA is in the process of obtaining one for CCA's use.



A deadline has not yet been set as to when a new aircraft will arrive but plans are underway and we hope to be a recognized Cirrus Training Center in

the next few months. Keep an eye out for more information on the CCA message boards.

CCA Member Info

We would like to Welcome.....

Capital City Aviation would like to welcome the following individuals to the CCA family.

Matt Dickens, **Jeremy Thompson**, Denise Weatherby, **Matt Peterson**, David Downey, **John Pataki**, Michael Martling, **Brenda Baldwin**, Ted Saunders, **Brendan Bayliss**, Brian Macgregor, **Daniel Krause**, Jeff Johnson,

Keith Adams, Mark Fitzpatrick, **Paul Tumidolsky**, Greg Grimard, **Ron Mason**, Lowell Berry, **Jackson Roecker**, Chris Yeager, **Phil Sterns**, Jim Arnold, **Derek Chisholm**, Ray Mccomas, **Jason Bice**, John Birath, **Dave Foust**, Jesse Cassaboon, **Michael Greenhouse**, Mike Bruns, **Jon Beane**, Jeremy Stover, **Geoffrey Burke**,

Ken Koch, **Terry Transue**, Michael Bolock, **Ryan Neubert**, David Moeslein, **Matt Piper**, Brian Donoghue, **Genaro Garcia**, Bob Larrick, **Andrew Storck**, and Kenny Blaies.

Remember, for every member that you refer to the club, you will receive a \$35.00 credit on your account.

Happy Birthday To You (June—August)

The staff at CCA would like to wish the following members a Happy Birthday.

June

Michael Greenhouse - 6/1
 Matthew Young - 6/1
 James Bracken - 6/2
 Jason Seavolt - 6/11
 Jim Phieffer - 6/12
 Jeff Johnson - 6/15
 Bill Bayne - 6/19
 Alicia Kelly - 6/25
 Eric Taylor - 6/25
 Brian Hodges - 6/28

July

Nick Nelson - 7/7
 Paul Tumidolsky - 7/10
 Doug Peterson - 7/11
 Michael Craig Connie - 7/15
 Bill Zerick - 7/17

Recent Member Achievements

Congratulations to the following CCA members.

Pete Lafferty - Private
Michael Elliott - Solo
Steven Harp - Solo
Christine Mortine - Private
Joe Makarich - Instrument
John Birath - Solo
Bob McVicker - Solo
Pat Escobar - Solo
James Marable - Solo
Derek Chisholm - Commercial

Brad Mandell - Solo
Brendan Bayliss - Private
Garrett Ackerman - Private
Richard Bracken - Private
Chris Betras - Commercial
Mark Fitzpatrick - Solo
Christophe Robitaille - Solo
Ryan Neubert - Solo
John Beane - Solo
Brian Bailey - Instrument
Andrew Clark - Solo
Michael Herman - Private

Bob Larrick - 7/20
 Jackson Roecker - 7/20
 Richard Bracken - 7/21
 Kim Kelsey - 7/27
 Ken Koch - 7/27

August

Michael Wilson 8/2
 Rob Drew 8/4
 Pete Lafferty 8/4
 Chris Yeager - 8/6

Brian Donoghue - 8/9
 Bill McRaith - 8/9
 James Kelly - 8/16
 Geoffrey Burke - 8/20
 Banu Turkoglu - 8/20
 Jim Marable - 8/22
 Christophe Robitaille - 8/22
 Carey Metz - 8/27
 Javier Ortiz - 8/29
HAPPY BIRTHDAY!!

CCA EXTRAS

Adventure to “*Air Venture*”

By Joe Makarich

The whole adventure starts weeks before you departure date. The beginning of the trip starts with getting on EAA's website and downloading the 30 page NO-TAM. Yes that is not a typo but 30 pages of information on the arrival and departure procedure for KOSH. This may sound like a nightmare waiting to happen however it is one of the most organized traffic jams you will ever encounter.

Just think about it; AirVenture is an “adventure” for flight enthusiasts. It will draw about 650,000 people from across the world during its seven-day life at Wittman Regional Airport. This airport, for one week, will become the busiest airport in the world.

As you arrive, the number of people, size of the site and the rows and rows of magnificent aircraft are simply overwhelming. If you were to walk past ... not down ... each row of airplanes, you would cover 5.2 miles! Typically about 2,500 show aircraft participate at EAA Air Venture Oshkosh, including homebuilt, antiques, classics, warbirds, ultralights and rotorcraft.

The first thing to look at is airplanes on the flight line. You will be able to inspect firsthand the craftsmanship and design advancements that come from the hands and minds of these enthusiasts. If you're interested in a particular airplane chances are you'll find it in Oshkosh. As you walk along the flight line. You will be able to see and meet many of the pace setters and people who make the world of aviation so exciting.

We went for only (and I say only) 2 days. You would not be bored spending the whole week up there and not even repeat anything. Our adventure team included Brad Guthrie (what would anything be without him), the “Great” Jason Seavolt, (I did not say great pilot), and myself (great by no means).

The arrival procedure starts about 30 miles away where airplanes start to appear from all directions to start a single file string into KOSH. Now remember that these planes are of all types. You may be in line with a 60 knot max airspeed aircraft and a Bonanza trying its best to maintain slow flight to stay in line. Pilots maintain single file flight with at least ½ mile in-trail spacing throughout the approach.

There is no radio communication from you but you must monitor the approach frequency (not IFR). You listen to controller's instructions and they use aircraft type and color to identify aircraft. When you realize they are talking to you, you vigorously rock your wings

to acknowledge ATC instructions and there is no verbal response unless they request it.

At about 10 miles out the controllers “in a camper with strobe lights” will assign a tower frequency to you and a runway. Not so simple at this point. The runway has 3 colored dots on it along the length and you are told which dot to land on. If being in a line with hundreds of aircraft arriving from all directions and then having to adjust your approach to land on a certain dot partway down the runway definitely makes it a challenge.

Once there you will be directed to a parking spot and then the fun begins in setting up the tent and looking for all the tent stakes and whatever else you forgot to put in there with it.

Our fun began when we started to set up the tent (Brad's) and he grabbed the wrong tent. The one he brought was a two man (child) size about 4 feet in diameter and about 4 feet high. Now we are all close to Brad's size and putting about 700 pounds of sausage into a 100 pound casing certainly did not work.

What to do at this point? Well we ordered fuel for the plane and explored the possibility of getting into town to buy a tent to fit all 700 pounds of sausage. Next question is how to get a ride into town. Well we did an excellent job of cajoling the line guys and got them to take us into town to buy a tent.

Seavolt, in his grand style, bought the tent and made sure it was big enough. Well, it was big enough to say the least. The problem was that it was so big (12 X 15) that we barely fit it into the space between the airplanes. We had to move the plane next to us a little and ours even more. But, the outcome was that we did not have to cuddle to fit in. We did, however, need our cell phones to communicate in there because it was so big.

On the return trip, after getting away from hundreds of planes that were taking off at the same time period, we got to West Chicago in time to see weather coming in. Well it did come in and we can tell you that they have the most comfortable leather recliners at Dupage airport ever. Even after 12 hours of waiting for the weather to clear enough to leave, it was comfortable.

The adventure was great and we can hardly wait for next year to go again. By the way, did I mention that we are going to rent sleeping space in the tent for anyone that wants to join us? Thanks for sharing our trip.