

The Frequent Flyer

The Monthly Newsletter of Caesar Creek Soaring Club

September 2005

Caesar Creek Soaring Club (CCSC) 2005 Youth Soaring Camp

By Jim Goebel and Steve McManus

On the first day of my summer vacation, I got up, and then I watched TV. On the second day of my summer vacation, I got up, and then I watched TV. And so the pattern continues. For 20 Caesar Creek youth, their summer vacation was anything but routine. We spent five days focused on Soaring. When we were not flying, we passed the time in lectures, studying, test taking, taking two field trips, cleaned all the gliders, washed tow planes, and even had time for fun. When we wrapped up the camp on July 15 after completing 175 flights, 27 tests (3 FAA Knowledge), 1 solo, and 3 transitions to other aircraft.

Learning takes place on so many levels by everyone who is involved from students to teachers and all volunteers. In planning our third year of camp we recognized that the span of youth ranged from new-to-soaring through licensed pilots and we had to plan activities that challenged everyone on various levels. We discovered many cross country pilots are excellent mentors to inspire advanced solo and pilots to taking the next steps in soaring cross country flight.

It's nearly impossible to reduce to writing everything that happens during that week – It was a fantastic week of learning but a poor week for cross-country soaring due to Hurricane Dennis passing through the Ohio Valley. Wake-up started at 7:00 am courtesy of Jim Goebel rounding the campsite on the John Deere tractor. We started each day with a discussion on the day's events and ended each day with a summary and awarding 5 funky birds to individuals for accomplishments and notable actions. On days that were flyable the Gliders were prepped and flying by 9:00, we could not fly we started with lectures and training.

Day One – High, thick overcast with calm winds/a perfect new student training day - a calm "sled ride" day. Academic briefings focused on crewing, preflight, and positive control checks. Linda Murray provided a lesson on "Chase Crew and Safe Trailing".

We flew 69 flights focusing on ground operations, tow, area orientation, turns, precision patterns and spot landings. Late in the day the youth's barraged the "lone pine tree with" flour bombs" as part of a bomb drop contest. The adults led the daily debriefing; which included a summary of the days events, establishing a "Phunn meter" value (high), the daily "Funky Bird" awards (Eagle-"Ace of the Place", Duck "nester", Seagull – "long glides", Pelican "low glides", Parrot – "show"), an outlook for the next day, and any counseling/adjustments if needed. The youths played "ultimate Frisbee" on the closed runway into the dark.

Day Two – Medium, layered overcast/winds increasing during the day – Due to the poor soaring conditions, we agreed to teach "navigation and unfamiliar/asphalt runway landing" practice. After a lesson we launched three instruction and a mentor flight for a short training flight to Lebanon Airport. Other students were driven over for launch and landing practice and a return flight to CCSC.

Upcoming Events!!

January 21st 2006 7 P.M.

Annual CCSC dinner and Awards
Banquet

Caesar Creek Soaring Club
P.O. Box 918
Waynesville, Ohio 45068
(513) 932-7627

See our website at:

<http://www.soarccsc.com>

The 10-15 mph crosswinds in the afternoon, IP-only flights were suitable in the rough conditions. An excellent experience for advanced students, in all there were 32 flights for the day. Frank Paynter provided a lecture on Cross Country Soaring, followed by "A Fine Week of Soaring" video, and a soaring simulator demonstration. After dinner the adults conducted their last debrief/award session

Day Three – Squalls throughout the day. – Phunn value medium. After breakfast we concentrated on academics, Jim Hurst giving a lecture on glider instrumentation, others worked on their FAA and academic testing. Cleaning the clubhouse, gliders and tow planes followed the lecture. There was no morning flying. After an early lunch we carpooled the youths to two tours, set up by Paul Cahill, to Wright Patterson Air Force Base for: Sensors Labs, and Vertical and Supersonic Wind Tunnels.

After returning from the field trip, we found a break in the weather for some rope break (Premature Termination of the Tow – PTT) training. Three runway PTTs, four low altitude (turn reversal) PTTs and a pattern tow were the best flights we could get out

of this miserable day, for a total of 8 flights.

The youths took responsibility for organizing and running the daily summary. They provided a unique perspective to the day and a very nice evening debriefing with the daily awards, not surprisingly, being given to the adults for their dubious daily jabbing.

Day Four – “If you can’t see the trees, it’s not good enough to fly... let’s wait until this afternoon”

– Phunn value medium. Due to the storms of the previous night, the campers were soaked and tired coming in for breakfast...and they were getting used to the tractor. The morning forecast was for showers all day. First, a lecture, “Preparation for Your Check ride” by Andy McClaskey, youth pilot, shared his experience providing some good tips on the check ride and oral examination.

Then it was time for a break in Aviation. We canoed for 8 miles on the Little Miami River. Hey, we were going to get wet today anyway. Some campers even managed to stay upright in their kayaks/canoes for the entire trip. Later, we helped assemble a newly repaired a Blanik that hadn’t flown in 8 years. Three youths went to a computer-testing center to take FAA Knowledge Tests.

We were rewarded with excellent flying conditions and allowed us to fly into the sunset, amassing 44 flights for a half day. Using the break in the weather and calm conditions, we were able to solo Diana Cahill, congratulations Diana! We also transitioned others into other equipment and test flew the newly repaired Blanik ending the eight-year hiatus. Happy, tired youths gave the late night summary and awards before breaking off for bed.

Last Day – Five – Torrential rains AM, broken clouds and threatening thunderstorms PM– Phunn value high. After breakfast, New CFG Brian Cooper and Youth Pilot Brad Town gave a lecture on “Reading Weather Reports” and “Aeronautical Decision Making”. Volunteer Bill Paar provided a detailed overview of “The Importance of Pre-flying & Preflight Basics”. Dick Eckels, was on the field to issue Student Pilot Licenses to those in need of them. The showers passed, flight training for the day included: Weather Recognition & Avoidance, Above/Around/Below Cloud Flying, Reduced Visibility Flying, Thunderstorm Recognition/Monitoring/Avoidance, Aeronautical Decision Making (Standing Down), Short/Off-field/Over-obstacle Patterns/Approaches/Landings.

Before the evening showers finally shut us down, 22 flights had been accomplished Equipment was reluctantly put away for the last time.

At the evening family banquet, of pizza, ice cream and cake, and award ceremony, applause and recognition abounded. The youths (and facilitators) passed special thanks to the volunteers who: Prepared the excellent meals, were Guardians, Mentors, Instructors, Tow Pilots, Crew and Crew Chiefs, and many interested others. The “Funky Birds” were awarded to worthy individuals, and then retired to the mantle for next year.

Paul McClaskey issued 14 SSA A, B, & C Badges, James Paar sang “An Old Man is Soaring” song and Kat McManus read a poem “A Short List” written during camp. We had so much fun it was hard to say goodbye.

Summary - Every year presents a new set of opportunities. When we started the camp three years ago on a vision and leadership of Buck Towne, we had eight (8) brave campers. This year we topped out at 20 and had to turn people away. Since CCSC held the Nationals in June we have had repeated expressed interest in youth pursuing cross-country flight and competition soaring. The basics of the camp will still apply, however to keep youths in the sport we recognize the camp needs to change, challenge and inspire them. Many of our youth members have become friends and have developed a bond that will carry them into adulthood and perhaps as the next generation of SSA pilots and perchance a US competition pilot or two.

We learned that you can have fun at a soaring camp even if the weather is less than ideal and can turn it into a learning experience on weather safety. We learned that the making of great pilots start with the academics and ground training – it culminates in the sailplane. And we learned that great pilots are life long learners, who enthusiastically and tirelessly give of their time and knowledge.

A Short List

By Kat McManus, On 2005 CCSC Youth Camp

What a great five days
I feel almost in a haze.
We had our up's and down's,
We even had some go a-rounds.
The weather may have mocked us,
We never made a fuss.
But, still there are some people we owe a lot.
So here is a short list of those in the pot.

(Read as Towne comma Buck then the rest of the line)

Towne, Buck	made sure we never ran out of luck
Towne, Gina	made us wonderful food, way better than Velveeta.
Goebel, Jim	if you don't work hard he'll be sure to make you swim.
Goebel, Bill	took our pictures good enough to sell.
Burns, Don	told us how to fly until you can't see the sun.
Burns, Harolyn	your meals are so good, sorry I almost called you Carolyn.
Hurst, Jim	your lecture on instruments, certainly was not dim.
Carraway, Rich	students get him in pinch and it does not make him flinch.
Cahill, Paul	arranged to tour the Air force Base, a task that was not small.
Green, Don	on the field and ready to tow before dawn.
DeNaples, Pat	logs all of our tows and does much more than that.
Paynter, Frank	Cross Country training that can be taken to the bank
Eckels, Dick	gives you the check ride on a date you pick.
Eslinger, Dick	is ready to fly any day he might even teach you a trick.
Gabbard, Bill	sacrificed his vacation fun, he instructed for the thrill.
Cooper, Brian	sits out in the tow plane even when it's fry'n.
Gaerttner, Bob	came in from retirement to instruct us, he does yeoman's job.
Mr. G. Penner	teaches us so well; you're sure to be a winner.
Penner, Lori	made food so good you'll want to hear a story.
Hawk, Fred	when you hear he's going to tow you will jump out of bed.
Wade, Gene	his instruction is just so keen.
Bales, Tom	going up with you I'll never have a qualm.
Lohre, Chuck	silk-screened shirts always run amuck.
Lynch, Tim	your teaching was never less than the min.
McClaskey, Paul	always keeps us on the ball.
McClaskey, Lori	when you are here the food is always a moiré.
McManus, Marybeth	you bought our food so we don't starve to death.
McManus, Steve	you did just so much we cannot believe.
Mrs. Murray	taught us how to crew safely and in a hurry.
Paar, Bill	kept our operation running so we were flying to our fill.
Richardson, Charlie	worked so hard, he even rides a Harley.
Holloran, Thomas	we are sorry you could not be among us.

A Long Retrieve To Indiana

By: Bob Root

Wednesday, August 17th. was a beautiful day with winds out of the East. At breakfast Pat DeNaples asked me to retrieve him if he would fly to the Central Indiana Soaring Club's field at Alexandria to re-take our traveling trophy. It seemed like a noble undertaking so I said, " sure ".Of course Pat was going to do in our 1-26 (322). As soon as things started cooking he took off followed by Don Burns and Alan Widner a little while later. The rest of us just enjoyed some local flying and after flying around for a couple of hours I landed and heard from Jim Gobel, our tow pilot, that he had been relayed a message from Alan and Don that Pat had landed at Alexandria.

Pat was making good time with a tail wind, sometimes showing as much as 75mph on the GPS, and staying above 3000' . He must have been doing pretty good because he was into Indiana before the glass ships caught up to him. Somewhere around Muncie he figured out he had the wrong co-ordinates in his GPS and couldn't locate the airport. Don Burns gave him the right ones and went on ahead to the airport to witness his landing and then headed home, making it back as far as a small airport near Richmond. Don tied his glider down and called his wife,Harolyn, to pick him up, and then went back the next day to retrieve it.. As it turned out Pat just barely squeaked into Alexandria Airport with not much to spare. The Club wasn't operating on Wednesday so Pat looked up the airport owner who called one of the members- a very accommodating fellow named Pete, who came out and opened the hanger so Pat could get the trophy.

Meanwhile myself and Dave Rawson (who very graciously volunteered to help) were heading West on I-70 when we ran into the " mother of all traffic jams " After a couple hours we made it as far as US 40 exit at Richmond and got off. We contacted Pete on his cell phone and he gave us detailed directions on how to proceed . By now it was dark and we missed a key turn so his directions where useless. Fortunately we are very good at finding our way and only got lost a couple more times before we finally found Pat. Our incompetence was excused when we handed him a cold beer. It is now about 11:00 or only 10:00 Indiana time which didn't help much. We loaded the glider on the trailer and Pete came back to close up the hanger . He lead us to place to eat then got us on the right road home. What a nice guy.

We arrived at the glider port at 4:00 AM and home around 5:00. I told Pat that we were getting too old for this or at least it felt that way at that time of the morning.

STUDENT SOLOS

By: Jim Hurst

There is a proposed change in UOP's to allow student pilots to solo any club glider if they are signed off by a CCSC Instructor. Almost 40 years ago, the powers that existed in SSD ruled that only licensed pilots should fly the higher performance aircraft. At the time this included a Ka-7 and a Schweizer 2-32. At present, this would include the Grob, the Blanik and the ASK-21. It has always been felt that a novice pilot should learn to fly in a 2-22 or a 2-33 before being introduced to the higher performance aircraft. These aircraft have some characteristics which are different from the 2-33, namely (1) capability of very rapid acceleration, and (2) a greater sensitivity to the use of dive brakes at low altitudes, and (3) greater pitch sensitivity which can lead to pilot induced oscillations on landing.

The objections to novice pilots flying these aircraft are partially due to a mere lack of experience and partially due to age limitations. A mature adult would be expected to make a successful transition from the 2-33 to the higher performance aircraft with proper familiarization. A young teenager, however talented and skilled is not a mature adult and putting him in a Grob with only experience in a 2-33 is like allowing him to drive a Corvette. There is plenty of skill, but questionable judgment. On the other hand, we now allow any student to train in any glider for which he can afford the extra fees, and so that student would be expected to solo in that glider. Of course if his primary training is in that higher performance glider, then he will have 30 to 50 flights in the aircraft and therefore should have enough experience to handle it safely.

Perhaps the restrictions on flying the higher performance aircraft should apply to minors only, that is students under 21 years of age who do not hold a valid pilot's license. This restriction should not be unreasonable, since a talented young student who gets his glider rating by age 16 has demonstrated the discipline required to handle a higher performance aircraft.

If you think that allowing very young students to fly these high performance aircraft is NOT a good idea, then you need to give the CCSC board (Dick Holzwarth) your ideas and opinions, or this UOP is going to take effect.

CCSC Meeting Minutes

6 August 2005

In attendance were Dick Holzwarth, President; Mike Karraker, Vice President; Dennis Fisher, Tow Plane Maintenance, Dave Rawson, Facilities; Brian Stoops, Operations; Jim Lowe, Treasurer; and Rolf Hegele, Secretary. The minutes from the previous meeting were reviewed and approved. The treasurer's report was also reviewed, showed good income, and was approved. Gasoline was purchased at \$2.26 per gallon and no fees adjustment is required. At a previous meeting, the Board had voted to terminate a member, but a check paying his delinquent account was received prior to the termination letter being sent. The Board officially rescinded the termination vote.

The Open Items were reviewed. Rolf presented an update to the Public Use Airport discussion. Without any strong justification for or against this action, it was decided not to take any further action. It was felt that a "Good Neighbor" day be held and that we continue to observe and improve on our noise reduction efforts. A joint CCSC/SSD initiative should also be started to consider future moves.

Rolf also presented some proposed changes to the Bylaws to introduce a Youth Membership. It was identified that prior to solo, there is no Youth or Family Membership. There was also discussion about insurance requirements and how it applies to the various member categories. It was also recommended that we require SSA membership for anyone taking instruction to ensure that they are insured under the Club policy; however further clarification indicated that an instructor as PIC is a member of the club and the SSA, and therefore the passenger is covered. Mike will call Costello to check on several issues. Rolf will review the comments and prepare changes for consideration at the next meeting.

A number of UOP changes were also discussed and those approved are presented at the end of the Minutes. The applications of 10 new members were reviewed and accepted unanimously. On membership was accepted with one negative vote. Buc Towne presented the results of a Safety Review Board with a recommendation that no further action be taken. This was approved with one abstention. The Club received an invitation to display at the 4 September Pancake Breakfast sponsored by the EAA 284 chapter at Waynesville. They also requested the donation of a glider ride for their fund raising and this was approved. 48L problems are currently being worked and 909 has an oil leak that is being watched.

There being no further business, the meeting was adjourned at 12:35. The next meeting is 3 September.

Open Items were reviewed with the following held over or new from this meeting:

- Document Tow Pilot Qualification process - Paul McClaskey
- Emergency Response Plan - Linda & Dick
- Trailer park planning for electric and pads - Dave Rawson
- Review Sara agreement - Mike K
- Perform Financial Audit - Nancy Hudson, Pat DeNaples
- Review By-Laws change - Rolf
- Identify the field mowing areas - Mike

Proposed UOP Changes

Section 2.1, Paragraph 8 should read as follows: The loss of pilot-in-command privileges will be in effect until a safety review committee has reviewed the circumstances surrounding the incident and the CCSC Board takes appropriate corrective measures or 30 days elapse with no action being taken.

Section 2.1.1, Paragraph 1 should read as follows: A safety review committee will be formed to review all disciplinary or safety incidents occurring at CCSC. Incidents to be reviewed are: grounding of any CCSC member by a Crew Chief, any incident resulting in significant injury to any person or resulting in more than \$500.00 damage to CCSC aircraft or equipment, any forced out-landing by a CCSC aircraft while being flown on a local flight, and any other incidents as determined by either the Crew Chief, Safety Officer or the CCSC Board.

Remove references to Guests and Guest Rides. Section 4.4 should read as follows:

4.4 LIMITED MEMBER FLIGHTS

Limited member flights are available to persons who complete the Application for Limited Membership. The limited member must complete a limited member flight card before the flight commences. The limited member and Crew Chief must sign the Application for Limited Membership and appropriate charges must be collected by the Crew Chief for introductory flights. The CCSC pilot who is flying an introductory flight must hold a commercial license and meet all of the pilot qualifications required to carry passengers listed in 4.3. Limited members are not permitted to fly CCSC sailplanes as pilot-in-command.

Section 4.5 should read as follows:

4.5 LIMITED MEMBER WITH PRIVATELY OWNED SAILPLANE

Limited members flying privately owned sailplanes most typically would occur when CCSC hosts a soaring contest or invites guests to fly at the Gliderport. In all cases, non-members must sign and complete an Application for Limited Membership. A flight card must be completed for each flight taken at CCSC. All guest pilots must be given a briefing of CCSC operations and procedures. An orientation flight with a CFGI may also be required.

Section 4.9, 6th bullet. Change to

- Informal contests or camps

Section 8.4, 11th Paragraph. Change to: Each and every site transfer must be approved by the CCSC Director of Facilities who will ascertain that the transfer has been done fairly and according to the rules. No money will change hands before the aforementioned approval. The CCSC Director of Facilities will report all approved transactions to the CCSC Business Manager who will maintain a log of site residents of record and log of current renters.

At a previous CCSC Board meeting, the Board voted to allow training and student solo flights in all CCSC two place aircraft. Accordingly, the UOPs are being changed to address this update. The following paragraphs identify the proposed verbiage.

4.1 ELIGIBILITY

Only CCSC members are entitled to fly CCSC sailplanes as pilot-in-command. The minimum pilot requirements for initial and subsequent flights in each make and model are as follows:

SGS 2-33, Blanik L23, G-103, ASK-21

Initial solo flight requires a valid student license or pilot certificate with glider rating, dual CFGI instruction flights, and CCSC CFGI logbook endorsements specific to the make and model. For student pilots, subsequent solo flights, second through ten, require a dual instruction flight and CFGI logbook and flight card endorsement for each day. After the tenth flight, subsequent flights require logbook and flight card endorsement and check rides at the instructor's discretion. Student pilots cannot carry passengers. Rear seat operation requires a separate CFGI endorsement.

SGS 1-26

Initial solo flight requires a valid student license or pilot certificate with glider rating, a minimum of ten previous solo flights in a 2-33, Blanik L23, G-103, or ASK-21, and CFGI instruction and logbook endorsement specific to the make and model. Student pilots need logbook and student certificate endorsements.

SGS 1-34

Initial solo flight requires a valid pilot certificate with glider rating, a previous front seat checkout in the Blanik L23, G-103, or ASK-21 with CCSC CFGI logbook endorsement, and a ground checkout in the SGS 1-34 given by a CCSC CFGI with logbook endorsement.

Please review the changes and should you have any comments, please contact Rolf Hegele, Secretary at N11rdbird@starband.net by 30 September.

MINUTES OF SSD BOARD MEETING

August 20, 2005

Present: Lubon, Maxwell, Detert, Hurst, Root.

Absent: Maurer, Towne, Sorrell, Schmidt

Minutes of the regular meeting of July 16, 2005, and minutes of the special meeting of July 20, 2005 were reviewed and approved. The Treasurer's report was reviewed and approved. It was noted that a down payment of \$30,000 has been made on a new ASK-21.

After further discussion on the design of a towplane hangar, it was decided to proceed with negotiations for the construction of a basic building, 50 feet wide and 60 feet deep to hold two towplanes. Costs will be obtained for one or two byfold doors. John Lubon will follow this project.

Bill Maxwell reported on a bid to install lightning rods on the barn for \$1420. Costs were obtained for all the buildings on the site and this is surprisingly expensive. The board approved the installation for the barn as this is the most vulnerable building. Bill Maxwell will follow this. The next board meeting will be held on Wednesday, September 21, 2005 at 6:30 PM.

Jim Hurst Secretary, SSD

Annual Awards Dinner

January 21, 2006, 7 P.M. This is the date for the "formal" (better than airport flying clothes) dinner and awards banquet. If you have never been to one of these, you need to tell me, why not? At this banquet all the yearly awards are presented plus some rather special ones that members like to give. Did you see the boots that Joe Jackson was presented last year?

This is really a fun evening, and no one has to cook. The Kings Island Conference Center sets up a wonderful buffet for us and we get to drink (cash bar) and eat INSIDE. Please put this date on your calendar and plan to attend. Reservations are a MUST !! Reserve your place with Linda Murray (513) 897 - 7566), or Margie Meyerrose (513) 385-7239.

Thanks, Linda

Classifieds

For Rent

Hanger space in original building (next to Don Burns). Contact Jim Price at 812-537-3137 or e-mail n774jp@wmconnect.com

For Sale:

26' Kencraft Travel Trailer located at CCSC campground. \$500. Please e-mail Gloria Dalton at gbdalton@juno.com.

For Sale:

National 360 parachute. It is in very good condition and comes with a carry case. \$700. Contact Steve Kaltenbach nimbus@wcnnet.org or (419) 669-3258.

For Sale:

One share of Redwings Soaring Club, "The Two Best Looking and Flying 1-26's East (or West) of the Mississippi!" Contact John MacNicol (W) (937) 656-7276, (H) (937) 320-5143, or email John.MacNicol@wpafb.af.mil

For Sale:

LS-1C (1969) 1480TT, fresh annual, Kuhn trailer, barograph, parachute. \$17,000. Contact Kent Sorrell (937) 855-7135 or Dana Colvin (513) 272-0360.

For Sale:

1-26B, N1230 with trailer \$6500. Trailer needs TLC. Contact John Antrim at (513) 825-1447 or Andy Swanson at (937) 376-9473.

For Sale:

For Sale: One share of Redwings Soaring Club, "Two 1-26's." Contact Tom Bales @ 937 256 4843 or tombales@donet.com.

Crew Schedule

Date	<i>Crew Chief</i>	<i>Tow Pilots</i>	<i>Instructors</i>	<i>Ground Crew</i>
1st Sat & 4/30	G. Daugherty D. Edwards	J. Armor T. Hudson	R. Eslinger McClaskey***x	J. Beaupre, A. Colvin, J. Lowe, S. Hoye
1st Sun & 5/29	M. Karraker D. Rawson	M. Maurer N. Maurer D. Schmidt	G. Penner - x R. Carraway-x	W. Van Breukelen, D. Burns, G. Yee, M. Anthony, M. Miller, M & A. Rytel, T & M Schopp, W. Smith, G. Adams
2nd Sat & 1/29	R. Root D. Staarmann	R Anderson B. Towne G. Wade - x	J. Price J. Hurst M. Williams	J. Antrim, J. Biernacki, B. Connolly, D. Colvin, W. Detert, S. Trefzger, J. Benner, B. Towne Jr., C. Welsh
2nd Sun & 1/30	D. Menchen T. McDonald	F. Hawk J. Goebel	T. Rudolf D. Conrad-x	P & D Cahill, M. Debeque, J & H Goebel, G. McDonald, J. McDowell, M & L McKosky, K. Menchen, P. Pedersen, M. Ganist
3rd Sat & 10/29	R. Hegele S. McManus	D. Green R. Scheper A. Widner	C. DeBerry – x B. Gaerttner	B. Boesel, T. Bresser, M. Drummey, P. Vintrup, R. Griffiths, L & K McManus, C. Richardson, R. Greenlee, T. Brown
3rd Sun & 10/30	J. Morari B. Paar	R. Hennig – x T. Bonser	R. Eckels - x* B. Gabbard	M. Keller, J. Koons, J. MacNicol, K. Sorrell, J. Sorrell, A. Sorrell, J. Paar
4th Sat & 7/30 12/31	J. Miceli H. Meyerrose	L. Kirkbride - x G. Byars S. Day	J. Jackson** T. Lynch	T. Scott, C. Lohre, J. Murray, E. Saladin, R. Holzwarth, A. Dignan, D. Corni, T. Bales
4th Sun & 7/31	B. Stoops	R. Blume F. Paynter - x	J. Lubon D. Fisher - x	R. Cedar, O.Krejci, P. Callihan, G. Proffitt, L. Alexander, A. Gunn-Golkin

*FAA Flight Examiner ** Chief Flight Instructor *** Chief Towpilot x – Tow Pilot & Instrctr

For additions or changes please contact Brian Stoops at (937) 438-8877 or <eagleyez39><at>earthlink.net

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Submissions for *The Frequent Flyer* should be sent to:

aaronsorrell@ameritech.net

- or -

Aaron Sorrell
128 McDaniel St.
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(937) 220-9026

Submissions are due by the Monday before the first Saturday of
each month.