



The Frequent Flyer

The Monthly Newsletter of the Caesar Creek Soaring Club

November 2010



CCSC BOARD ELECTION RESULTS

On November 9th, ballots for the election of Board members for CCSC were counted. Congratulations to new Board members Michael Hayden and John Murray. Reelected to new two-year terms are Paul McClaskey and Tom McDonald. Continuing their terms are Rolf Hegele, Andrew Dignan, Jim Lowe, Dave Coucke, and Steve Statkus.

The CCSC Board would like to thank retiring members Steve McManus and Tami Scott for their years of outstanding service. Counting ballots are Henry Meyerrose, Garry Print, CCSC Board Vice-President Andrew Dignan, and Board Member Steve Statkus.

Chief Instructor Retiring

Tami Scott

Joe Jackson has announced that he is stepping down as Chief Instructor. After 10 years, Joe felt it was time to let a new person take the reins, allowing for new ideas and insight. The Board would like to thank Joe for all of his hard work and dedication to the position over the last ten years. Joe has done a tremendous job and his shoes will be hard to fill. His efforts have helped the CCSC instructors turn out a lot of excellent new pilots and improved many pilots over the years. Anyone interested in the position, please contact Joe or Rolf.

CCSC Ladies Holiday Luncheon Set

By Carol Carraway

Please join us for a celebration of the season at our Annual CCSC Ladies Holiday Luncheon! This year's luncheon will be held Saturday, December 4th at The Polo Grille Restaurant in Mason, Ohio. Regular menu items will be available and an 18% gratuity will be included on each individualized check. The restaurant opens at noon; however management will allow us to be seated at 11:50 a.m. so that we may start on time. Also, bring a wrapped gift item for our holiday exchange. Under \$7.00 please!

Reservations are due by December 1, 2010. Please call Margie Meyerrose (513) 385-7329 (home) or (513) 319-4151 (cell) or Carol Carraway (513) 228-0537 (home) or (513) 706-6113 (cell) for further information. The restaurant is located at 5035 Deerfield Boulevard in Mason, Ohio; however, it actually faces Mason-Montgomery Road near Panera and Borders in the Deerfield Mall. Margie or Carol can help with directions.

All CCSC ladies are welcome! Hope to hear from you soon!

Minutes: CCSC Board Meeting – 11/6/2010

Tami Scott

In attendance: Rolf Hegele-President ;Paul McClaskey-Tow Plane Maintenance; Tom McDonald-Operations, Steve McManus-Social; Andrew Dignan-Vice President; Tami Scott-Secretary; Steve Statkus-Glider Maintenance. Absent: Jim Lowe-Treasurer; Dave Coucke-Facilities

Secretary: Minutes from the last meeting were distributed, reviewed and approved. Three new members joined and were approved. Welcome Jeffrey Crawford, Thierry Derrien, and John Paul Heimann. No terminations. Receiving votes back for CCSC board elections. Will be counted at Annual Meeting on Nov 9th at 6:30 in the clubhouse.

Treasurers' Report: No report available. Gas billed received – no cost changes so gas fees will remain the same.

Facilities: Hangar drainage project is complete. Thanks to John Lubon and all those who helped.

Tow Plane Maintenance: No maintenance currently due. 48L needs oil change in three hours. 33Z mention of tail wheel chains catching. 909 brake pads are wearing down – may need replaced shortly. 48L shock strut leaking and bungee broke – has been repaired. Some concerns were expressed that we are making harder landings lately than we usually do and need to be more careful.

Glider Maintenance: 135 Snubber replaced. 15H has new brakes. 16Q is still red tagged – two failure modes have been identified which could lead to a PTT. Low return spring force on tow hook latch so latch does not fully engage. Ridges on tow hooks on all three gliders - causes hang-up. Ridges have been smoothed out. Steve has written a report and sent to Safety Committee with recommendations including crew training and regular maintenance of tow hooks/mechanisms. He has set up a demo on 16Q – crew chiefs can go look at the set up and use it to show their crews how the tow mechanics work. Also we would like to improve practice by crew members who are hooking up gliders as to what to inspect and look for during hook-up. New hardware for 16Q has been ordered. Demo will be available until Nov. 20th for crew to review. The Safety Assessment team has been assembled and work load divided up. Currently pulling together Safety Board findings/reports from last few years but are missing some.

Social: Oktoberfest was a big success – approx 74 attendees between neighbors and guests. Thanks to Maury and team for an excellent job! Two potlucks left: Nov 13th and Dec. 4th. CCSC Annual banquet to be held January 22 at Kings Island.

Operations: Still need work on altitude awareness – finding many aircraft with incorrect settings. Someone has been changing the altitude reminder tags that were placed in the aircraft. Board agreed overwhelmingly that if a person is caught defacing safety information, they will be terminated from the club. Tom will make note in newsletter.

Vice President: Insurance Update – Grob 102 has been added to policy and 134 removed. Refund was received. If you are hauling a club ship and trailer, trailer damage is covered by your car insurance. Any damage to the contents (club ship, accessories, etc) will be covered by the club policy. We received the insurance payout on the 134 and it was passed to the SSD. Big concerns over the future of “limited memberships”. According to Costello, we are not covered in many situations for which we are currently using “limited memberships”. Rolf will notify Lucy Anne McKosky that due to this, we may not be able to tow the WSPA members or allow the non-club to fly club ships as PIC. They may want to change location for 2011 away from CCSC until we can resolve.

President: Contest Update – In 2011, we are putting on a Region 6 South Regional with Sports, Standard, 15M and 18M classes.

Old Business:

- No update on FCC license.
- Accounting system update – Microsoft Office on computer now – using Access as an input to Quick-books. Will be entering data in both systems in Nov & Dec for comparison – plan to go live in January. Thanks to Steve McManus, Andrew Dignan and others for helping to get this up and running.
- Legal representation for insurance and CCSC operations – Paul continuing to follow up.
- CAP Support – Todd Dockum - no update.

New Business:

- Grob 102 Charges – Board voted down a charge of \$10/flight. Board approved \$15/flight as the charge. No change to schedule of fees and dues as it currently reads “Grob \$15”. Members have 30 days to comment before schedule will be updated.
- UOP Change for Grob 102 solo flight requirements, pilot currency. Board voted to remove 1-34 and 1-26 eligibility information from the UOPs.

Board voted the following UOP addition for the G-102 eligibility as:

“Initial solo flight requires a valid private pilot certificate or better with glider rating, compliance with applicable sections of 14CFR Part 61 for solo eligibility, a previous front seat checkout in the G-103 with CCSC CFGI logbook endorsement, and a ground checkout in the G-102 given by a CCSC CFGI with logbook endorsement.”

Members have 30 days to comment prior to UOP is changed.

- Proposed Bylaws change regarding Purchase of Stock. Due to the new accounting software system, the current way we handle collecting the stock purchases needs to be changed and simplified. The Board approved to offer the following change in the Bylaws for the Members consideration:

Currently the Bylaws read:

“As a consideration for membership, Members shall purchase and hold twelve (12) shares of Soaring Society of Dayton, Inc. stock. Members agree that these shares shall be acquired at a minimum purchase subscription rate of \$10 per month after becoming a member of this Club. The share balance due, if any, after becoming a Member shall be subject to a ten percent (10%) annual fee on the unpaid balance, rounded to the nearest whole dollar per month on the nearest full shares unpaid, to be applied as additional dues.”

Would like to change to:

“As a consideration for membership, Members shall purchase and hold twelve (12) shares of SSD Inc. stock. Members agree that these shares shall be acquired at the rate of at least one (1) share per year. Should any member own less than twelve shares, they will be subject to a stock fee of \$5 per month until such time the twelve shares have been purchased.”

It was discussed that the \$5 fee would be on the members monthly CCSC bill and the stock minimum yearly purchase would be then billed once each year on the member’s bill for the full \$100. The member has the option to buy more than one share in a year if they so choose as they do now. An article will be put in the newsletter to advise the member ship and a special meeting will be set for discussion.

- Joe Jackson reminded everyone that there will be a FIRC training at Kings Island in March.
- Joe Jackson reviewed Dick Eckels letter to the club and had the following recommendations regarding the deficiencies Dick has noted in CCSC training methods:
 1. Regarding the request of a requirement of a “phase check” prior to the final recommendation flight, it was suggested that this was impractical based on the availability of the Chief Examiner. It would be best if we try to address the deficiencies rather than add an additional check.
 2. Regarding lack of applicant’s knowledge and understanding of maintenance requirements, records, repair, alterations, and compliance, it was agreed that there should be a packet of these documents available for applicant study and review in order to have a better understanding of the requirements. A packet will be made up so that instructors can use for student training.
 3. Regarding the lack of applicant’s lack of knowledge on assembly and disassembly of the glider, it was suggested that rather than flying the gliders to Waynesville for annuals, etc., it would be better to have a group of students disassemble the glider, trailer it to Waynesville, and then reassemble it as part of training. It was discussed that this was impractical and could perhaps result in damage due to the extra handling. Instead Joe suggested a training video be made or purchased if a good one can be found, that demonstrates the details of assembly/disassembly. The Board agreed a video is a good idea.
 4. Regarding the lack of applicant ability to call out proper radio calls. It was suggested that all gliders have radios and they should be used on all flights. It was also suggested that ground crew be assigned to monitor the radio and make various reports to the glider pilot during landing. Joe suggested that it would be cheaper and easier for the instructor to just speak with the students during their flights and ask them to simulate making a call. That would provide immediate feedback. The Board agreed with this and Joe will work on a training plan.
- Joe Jackson announced that he was stepping down from his position as Chief Instructor. After 10 years, Joe felt it was time to let a new person take the reins allowing for new ideas and insight. The Board would like to thank Joe for all of his hard work and dedication to the position over the last ten years. Thank you, Joe! Anyone who is interested in the position please let Joe or Rolf know.
- FLARMS – It was discussed that these anti-collision devices are currently being sold at reduced prices and that we might want to purchase them for the gliders and tow planes as well as some extras to loan

to private ships. The Board agreed we do not currently have the money now to purchase them and need more information to make a decision. Tom McDonald will provide data for review.

- Andrew reviewed some housekeeping issues. Clean up of trailer at end of crew day is not being done. Some pictures were reviewed. Hangar door posts not all down and locked at end of crew day. A couple of the dollies were causing marks on the glider bottoms – Andrew will address this. Overall discussion was held on the need for improved communication on problems and end of day closure of items from crews. Andrew is working on a squawk for the website for crew-chiefs. It was suggested that the crew-chief report be changed to list items to be checked off rather than just leave a box for comments. The list would help remind the crew chief of anything that may have happened of note in the various areas mentioned. Andrew suggested this could be done online at the end of the day in the club house eliminating paper reports. Once filled out by the crew chief, the computer would forward to all parties who need to know the daily information. Andrew will work on this and Tom will work with crew chiefs to implement it.
- Tim Morris advised that the three golf carts that are currently red-tagged need a mid-life upgrade. He suggested the cost would be about \$600 per cart. The board approved up to \$2500 for these to be done. Steve Statkus will advise Tim.

There being no more business, the meeting was adjourned at 1:35pm. Next meeting – Dec. 4th.

Proposed Bylaws Change

Tami Scott

Due to the new accounting software system, the current way we handle collecting the stock purchases needs to be changed and simplified. After a few months of discussion, the CCSC Board approved to offer the following change in the Bylaws for the Member consideration:

Currently the Bylaws read: “As a consideration for membership, Members shall purchase and hold twelve (12) shares of Soaring Society of Dayton, Inc. stock. Members agree that these shares shall be acquired at a minimum purchase subscription rate of \$10 per month after becoming a member of this Club. The share balance due, if any, after becoming a Member shall be subject to a ten percent (10%) annual fee on the unpaid balance, rounded to the nearest whole dollar per month on the nearest full shares unpaid, to be applied as additional dues.”

The proposed change would read: “As a consideration for membership, Members shall purchase and hold twelve (12) shares of SSD Inc. stock. Members agree that these shares shall be acquired at the rate of at least one (1) share per year. Should any member own less than twelve shares, they will be subject to a stock fee of \$5 per month until such time the twelve shares have been purchased.”

It was discussed that the \$5 fee would be on the members monthly CCSC bill and the stock minimum yearly purchase would be then billed once each year on the member’s bill for the full \$100. The member has the option to buy more than one share in a year if they so choose as they do now. The purpose of this article is to advise the Members of the proposal. A special meeting will be set for discussion. Any comments, please let one of your CCSC Board members know.

Minutes SSD Board Meeting – 10/16/2010

Lucy Anne McKosky

Present: Lynn Alexander, John Lubon, Lucy Anne McKosky, Garry Print, Bob Root, Dieter Schmidt

Absent: Dave Edwards, Bill Maxwell, Frank Paynter

CCSC Board: Dave Coucke Steve Statkus

The meeting was called to order at 9:45 a.m. by John Lubon. The minutes of the September meeting were reviewed and approved. The treasurer’s report was also reviewed and approved. One request for redemption of six shares of stock was approved.

Dieter reported difficulty in determining accurate CCSC account balances for inactive members requesting stock redemption. It was decided to accept values given by CCSC and deduct those amounts from the proceeds of stock redemption. Implementation issues for the new accounting program were discussed. Dieter and Garry Print will work together to incorporate needed features for stock accounting.

Old Business:

East windsock tower: CCSC wants to install the windsock on or near the third glider hangar. Bob Root moved to rescind the motion on windsock location passed at the last meeting and accept the location chosen by CCSC. The motion passed by a vote of 4 to 2.

Kubota maintenance: The manual for the Kubota has not been located and required maintenance has not been done. John Lubon will order a new manual and deliver it to CCSC.

Runway upkeep: Topsoil has been delivered and ruts will be repaired as manpower is available.

Towplane hangar lights: Quotes from Reddy Electric and Karl Brooks were reviewed. The board voted to accept the Reddy Electric option for fluorescent fixtures for a cost of \$740. Garry Print will work with the contractor to schedule the work for a Wednesday when club members will be available to move aircraft out of the hangar.

1-34 insurance: The CCSC board feels that SSD should share the loss from the insurance settlement. Concerns about other underinsured aircraft were discussed. Garry proposed giving CCSC dollar values for each aircraft, or a percentage of fair market value which SSD would expect to recover if the aircraft were destroyed. The SSD board will develop a list for the next meeting and will advise the CCSC board for next year's insurance discussions.

Grob-102: The Tost hook needs to be overhauled, which will be done at the next annual. The estimated cost is \$300 – 400, which will be paid by SSD.

Grob-102 trailer: The board voted to authorize \$1000 for refurbishment. Garry Print is in charge of the project.

New Business:

2-33 Refurbishment: Interior refurbishment of one 2-33 was included in this year's wish list. Steve Statkus will talk to Cubby to see if he wants to do the project over the winter.

Drainage issues: John Lubon discussed drainage issues in the glider tiedown and taxiway area. The current system has never adequately drained the taxiway, and heavy rains during the contest in June caused considerable problems. Dave Coucke discussed ways of finding and removing blockages and suggested renting equipment to dig a ditch and lay in a new line from the runway north to the roadside ditch. The board voted to authorize up to \$1500 for the project. Dave Coucke will spearhead the project.

Stockholder Transaction Request form: Dieter suggested revising the Stockholder Transaction Request form to include an option for donating shares of stock to the Caesar Creek Youth Soaring Association, which would be tax-deductible. The board agreed this should be done.

The meeting was adjourned at 11:30 a.m. The next meeting will be Saturday, November 20, 2010, at 9:30 a.m. at the CCSC clubhouse.

Lucy Anne McKosky,

Secretary

Ops Corner

By Tom McDonald

First, a thank you to Joe Jackson. He is retiring soon as our Chief Instructor, after many years of service. Let it be known if you are interested in this position, and be sure to thank Joe in person when you see him.

We've dodged a couple of bullets lately, so my theme for rest of this column is due diligence:

Hangar doors. You've got to pin the bottom after the doors are closed, and pin the panel nearest the front when the doors are open, too. Someone found the doors closed but un-pinned at midweek, evidently left that way the previous Sunday. Had that been the week of the windstorm, those doors would have blown in like so much laundry on the line, and wrecked at least one of the glass ships.

Trailer trash(ed). Make the trailer presentable at the end of the day. The next crew thanks you.

Altimeters. A recent analysis of NTSB accident data by Garry Print conclusively showed that most glider accidents from misread altimeters occurred at sites where there was no standard way to set them. We have a standard here, but following it is an issue.

On a recent Sunday, the crew found three of the four club high performance aircraft with one or more altimeters miss-set. Settings found included "periscope depth" (negative 60 feet), zero, and one aircraft with field elevation in one seat and zero in the other. If this is omission, we ask that you be careful to read both needles on the dial.

If this is intentional, that's another matter. **This is my column, but I am stating this at the direction of your CCSC Board: If you are intentionally setting altimeters to other than field elevation, either stop it immediately, or stop flying our aircraft immediately. Your choice. Gripes about this, feel free to call your reps, or elect new ones. Set that altimeter to 940 feet in the meantime.**

Golf carts: A coworker's 11 year old daughter recently suffered a compound fracture of both major bones in her lower leg when a golf cart she was driving flipped onto its side. This was caused in large part by another kid standing on the back end and leaning during a turn. I've been on the back the golf carts plenty of times, but will think twice in the future.

SGS 2-33 PTTs. We've had issues with the hookup on 16Q. (See Eric Hinz' article in this issue). As of this writing, the aircraft is being used as a static trainer, so everyone can see what a bad release mechanism feels like before we replace the parts. Expect training on your next crew day, if you haven't done this already. The Safety Committee reviewed the matter and provided recommendations. If that does not make the newsletter deadline, we will send more info via e-mail as soon as that work is completed, and have it in the next

newsletter too.

The crew list that comes with this newsletter is a constant work in progress. Let me know if your name is not listed correctly, and I'll get it fixed. See you at the gliderport.

My PTT

By Eric Hinz, CFIG

A recent fall afternoon with the wind blowing out of the North, and CCSC is launching to the West. The overcast sky does not inspire a favorable outlook for soaring. I decide on a tow to 2000'agl in one of our 2-33s, with a plan of doing a short currency flight: A little airwork, pattern, then landing.

The glider has flown one flight already. I give it a preflight, secure the rear cockpit, and settle in up front. Running through the checklist, I come to "Emergency" and note the North wind would require a right turn if I had to return to the field. It is a little gusty, and I want to add 5 knots to my pattern speed when I return to land.

Checklist complete, hook up to a nice new tow rope, pattern clear, thumbs up, and away we go. 200' agl noted. Good position behind the tow plane, which is continuing to head West. 500' agl noted, and I begin to, if not relax, back off of the internal tension level a little.

A very loud noise, unexpected. I don't know what caused it. I can't identify it. Then I realize the tow rope is flapping in front of me, not stretched taut, and the tow plane is a little farther away than it had been a moment before. Rope break!

As soon as the words 'rope break' surface in my mind, the procedures start to flow automatically. Lower the nose. Turn right. Pull the release. Roll out on final headed East. Good position for a 'downwind' (really a direct crosswind) landing. Momentarily consider, then disregard, an abbreviated pattern to land to the West. Establish approach speed (5 knots above normal). Spoilers half out. Good glidepath. Flare, touchdown, rollout.

So what happened? It was not a rope break. That nice new tow rope did its job. The tow hook on the glider had opened uncommanded at about 600' agl. That's why the noise was so loud. In retrospect the noise was probably no louder than any other release, but when you don't expect it, it does get your attention. After the tow plane landed I asked the tow pilot if he felt there was any abnormal load on the rope when the release occurred. He did not feel anything abnormal.

Here's a quick look at the good, the bad, and the learning:

What went right? Procedures. We train them, teach them, and practice them, and they work. Plan your emergency every time, because you don't know when it will happen.

What went wrong? Aside from the uncommanded release of the tow hook, I realized after landing that I had not done a landing checklist. Reviewing the primary publications CCSC uses for training, none of them specifically address the landing checklist in a PTT situation. In my case, looking back, there really wasn't time to perform a landing checklist.

What did I learn?

- Rope Break is a convenient term, but don't let it fool you. "Premature Termination of Tow" is more accurate. 100% of my PTTs (that is, 1 out of 1) did not involve a rope failure.
- The few seconds I spent thinking about landing speed before launch paid off unexpectedly. After landing I realized that I had used that speed for my approach, without consciously thinking about it.
- In the future I will begin considering that the Takeoff Checklist will also be the Landing Checklist in the event of a low-altitude PTT. Check the spoilers, plan your pattern, and decide what your landing speed will be. You won't get a chance to work through the Landing Checklist in a low altitude PTT situation.
- Finally, consider the 'startle' factor when thinking about a real PTT. No matter how many PTTs you have practiced, you will be startled, to some degree, when it happens for real. This may take just a second or two, but until you comprehend what has occurred, you can't begin the PTT procedures.

Glider Maintenance

By Steve Statkus

Our club recently experienced several PTT's (premature termination of tow, ie. unanticipated release while on tow) on 2-33, 16Q. We have identified two potential failure modes that could when, in the presence of other factors, result in a PTT. BOTH OF THESE MODES CAN BE DETECTED DURING A THOROUGH VISUAL INSPECTION AFTER HOOKING UP THE TOW ROPE. At present 16Q resides in the hangar with the tow assembly exposed awaiting your inspection. It is as it was during all three PTT's. Check it out. After all crew members have had an opportunity to study the system, the complete tow hook assembly will be replaced with new hardware and 16Q will be returned to service.

One of the failure modes, and the most likely one that resulted in the PTT's, deals with the restraint return spring tension. On 16Q it is lower than both 135 and 15H. It is still within the serviceable specifications but lower than the other two aircraft. This low spring tension could contribute to a PTT event if the crewman hooking up the tow rope does not perform a visual inspection of the connection after making the connection, and the TOW HOOK IS NOT FULLY ENGAGED AND SEATED IN THE RESTRAINT.

The second failure mode requires the tow hook to have some displaced material on the face of the hook which could be engaged in the restraint rather than the tow hook itself. All three gliders had some displaced material and it still exists on 16Q. Look for it when you study the system.

Further details of this investigation and suggested changes to our operations will be forthcoming from the safety committee, operations and training folks. Keep an ear out and if you're hooking up 2-33's make sure you perform a visual inspection of the connection before you take up slack and launch the glider.

135 has a new snubber. It's tight pulling the hook out of the snubber, but things will wear in making the connection easier.

15H has new shoes so stopping will be a bit more sure footed. It also has a battery so if you want to use that fancy audio vario you need to hook it up to the charger when you're putting it away. Since the 2-33's usually end up in the back of the hangar, you'll need to use an orange drop cord from the shop to reach 15H. Please return this cord to the shop and the charger to the charger box at the beginning of the flying day.

Social Update

By Steve McManus

Potluck Dinners

November 13 – 6:00 “Breakfast for dinner” or “evening Brunch.” Club will provide the usual, in this case: Meat and Scrambled Eggs and drinks. Please bring a favorite complimentary dish: Potatoes, breakfast casseroles, fruit, Breads, rolls... who knows we may see some Goetta??

December 4 – This will be the McManus' retirement potluck. So, we thought we'd change things up. Rather than us set the main course – you decide. (please be reasonable) We're calling this Members Choice: tell us your favorite main dish and the selection with the most votes will be our December dinner. Please email your choice to mcmanus_marybeth@yahoo.com. Following are some of our past dinners...

- o Grilled Hamburgers, Hot dogs and Chicken
- o Spaghetti and meatballs
- o Chili
- o StirFry
- o Pork Roast

Please be creative – what have we missed that you love? It needs to be a main course that can easily prepared for a crowd. We're looking forward to your suggestions.

Annual Banquet

January 22 – Save the date, CCSC Annual Banquet at Kings Island Inn and Resort same fare as 2010. If you have any questions call Steve McManus @ 513 828-8260 or email N4641F@gmail.com

• Gas Alert – In accordance with the Schedule of Fees and Dues, fuel index tow fees are \$0.26 per 100 feet in altitude for all tows starting November 1, 2010.

Submissions for *The Frequent Flyer* should be sent to [Pam Brooks @ businessmanager@soarccsc.com](mailto:Pam_Brooks@businessmanager@soarccsc.com)

Submissions are due by day's end on the last day of the month for the next month's publication.

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

See our website at: <http://www.soarccsc.com>

December 2010 CREW SCHEDULE

Day	Crewchief Assistant Aircraft	Towpilots	Instructors	Ground crew
Crewchief and assistant contact information				
1 st Sat & 1/30	D. Edwards J. English	J. Armor T. Hudson	R. Eslinger P. McClaskey-x	T. Cuthbert, G. Daugherty, W. Detert, S. Fenstermaker, J. Lowe, A. McClaskey, E. McClaskey-^ C. Schulker, K. Wolf {Students/Crew additions requested} cc contact: dedwardsky@aol.com 859-322-4452 asst: jim.english@morrison-chs.com 513 235-3696
1 st Sun & 1/31	M. Karraker M. Miller	M. Maurer N. Maurer D. Schmidt	R. Carraway-x E. Hinz B. Miller-x	G.Adams, M.Anthony, D. Burns, B. Fullenkamp, J.Gordon-^ , S. Kleine, B. Lewis, C. Lindsey, R. Martinez, ,R. Miller, R. Mullins, D. Rawson, A. Rytel-^,M. Rytel, K. K. Silber, W. Smith, G. Southers, A. Swanson, A. Webb, G. Yee, J. Zeis cc contact: karrakmc@aol.com asst cc contact: millersoasis@msn.com 513-235-6128
Blantik L23 - N253BA – M. Karraker				
2 nd Sat & 5/29	R. Root D. Staarmann	R. Anderson B. Towne M. Schababerle	P. Osborne – x	J. Antrim, J. Benner, T. Benner, J. Biernacki, R Holzwarth, J. Hurst, J. Marks, P. Marks, H. Simpkins, J. Price-i, M. Swiderski, B. Towne Jr.-i, cc contact: olaandbob@aol.com 513-235-6128 asst cc contact:
2 nd Sun & 5/30	D. Menchen G. McDowell-x	B. Cooper J. Goebel-x F. Hawk G. Penner-x	D. Conrad-x T. Rudolf	P. Compton, R. Basto, A. Engeseth, H. Goebel, J. Goebel-^, J. McDowell+, L. McKosky, M. McKosky, K. Menchen, J. Morris-+, P. Pedersen, L. Penner, cc contact: dmenchen@cinci.rr.com 513 313-2315 asst cc contact: quivvinn@verizon.net
SGS 2-33 - N2615H – D. Menchen				
3 rd Sat & 7/31	M. Drummey R. Hegele	D. Green R. Scheper A. Widner R. Perry	C. DeBerry D.- Coucke B. Gaerttner	Boesel, E.Cochran, B. Decker, Inman, G. McDonald, C. Richardson-^, M. Wilkins-+ { Student/Crew openings } cc contact: mfd4@aol.com 513 871-1998 asst cc contact: N11rdbird@starband.net 937-271-5003
SGS 2-33 - N36135 – M. Drummey				
3 rd Sun & 8/29	T. McDonald B. Paar	T. Bonser T. Christman M. Hutchison	R. Eckles-x* B. Gabbard C. Ryther	M.Aranha,T. Bonser Sr., B. Elliott, C. Higgins, J. Morari-^, M. Towers { Student/Crew openings } cc contact: tjmcdonald@fuse.net 859 992 6801 asst cc contact: mariner@mac.com
SGS 2-33 - N3616Q – J. Morari				
4 th Sat & 10/30	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print- x	T. Bales T. Lynch-x J. Jackson	K. Adams, Atkins, R. Bales, B. Fel, C. Hildenbrand c, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc contact: dignan@fusemail.com 513.405.7839 asst cc contact:
Grob103 - N44259 – J. Jackson				
4 th Sun & 10/31	S. Statkus T. Dockum	J. Bierstine R. Blume F. Paynter-x T. Morris	L. Alexander B. Clark J. Lubon	T.Bresser, P.Callihan, R. Cedar, J. Coomes-^, Clark, T. Dockum, R. Ghai, C. Haines, M. Hayden, K. McManus, S. Mayer, An. Rieder-^, A. Salem, L. Stemley+, B. Stoops cc contact: sstatkus@cinci.rr.com 513-720-8955 asst cc contact: todd@thetechpark.com 513-461-3535
ASK21 - N221SD – J. Lubon				

i-CFIG, t-Tow Pilot, x-Tow Pilot & CFIG, c-Commercial Pilot, +-Pre-Solo Student, ^-Post-Solo Student, *- FAA Flight Examiner

PLEASE CHECK YOUR 2010 5th CREW DAY SCHEDULE

Additions/Corrections/Changes contact Tom McDonald at tjmcdonald@fuse.net or 859-992-6801 (c)

WHO TO CALL – CONTACT INFORMATION

SSD President: John Lubon 513-543-9154 (c)	CCSC President: Rolf Hegele 937-271-5003 (c)
Chief Flight Instructor: Joe Jackson 513-851-4816 (h)	Chief Tow Pilot: Buck Towne 937-825-6716 (c)
Crew Operations. Tom McDonald 859-992-6801 (c)	wm_towne@yahoo.com
Grounds Maintenance: David Couke 937-287-0910 (c)	Glider Maint: Steve Statkus sstatkus@cinci.rr.com 513-720-8955
Billing issues: businessmanager@soarccsc.com	Ground Equipment: Open
	Safety Officer: Maury Drummey mfd4@aol.com 513 871-1998