



The Frequent Flyer *December 2010*

CCSC BOARD ELECTION RESULTS

In a three way, multi-round race for the position of President, Paul McClaskey was finally voted into the top spot. Most all of the previous CCSC board will retain the same positions; Andrew Dignan - VP, new board member Michael Hayden - Secretary, Jim Lowe - Treasurer, Dave Couke - Grounds Director, Steve Statkus - Head of Glider Maintenance, Tom McDonald - Crew Director, Rolf Hegele - Financial Director and Andrew Dignan - Social Director.

The CCSC Board would like to thank the previous CCSC President, Rolf Hegele, remaining on the Board as Financial Director, for his time over the past two years. The Board also thanks the two members leaving the CCSC Board, Steve McManus (Social) and Tammy Scott (Secretary and past newsletter editor) for all their hard work over their two year terms.

The CCSC Board would like to welcome new Board members sworn in at the December meeting, Michael Hayden and John Murray.

As always if you have any issues or questions about operations, please talk about it with your CCSC Board.

ANNUAL AWARDS BANQUET

The CCSC Annual Awards Banquet will be held on January 22nd at the Kings Island Resort and Conference Center at 5691 Kings Island Drive, Mason, OH 45040. The start time is scheduled for 6 pm. Please contact Andrew Dignan (asdignan<at>gmail.com) or Steve McManus (steve.mcmanus<at>ge.com) in order to reserve your space. The sooner the better!

THE CLUB GETS AN ASTIR III "BG"

You may have noticed that the club has a new trailer in town, and inside that new trailer is the freshly purchased Grob 102 Astir III thanks to the SSD Board. The Grob is in the initial phases of having touch up work done to make it ready for the Spring season. Those of you in the know, and observant of the accompanying picture will notice that this ship has a retractable gear. It will be left that way for the foreseeable future.

Much thanks to Steve Statkus and Garry Print for managing the details and fetching the ship all the way from far western Tennessee. The ship was brought to our attention by Dave Coucke during his search for a private ship last year.

As you read this, Garry continues to work on the trailer in the shop. It will be upgraded to make it more roadworthy for which more praise should be given to Garry when you see him and a

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In Brief

- CCSC hosting the 2011 Region 6 South Contest
- FIRC scheduled for March at Kings Island Inn
- Annual Banquet on January 22nd, 6 pm at Kings Island Resort
- Combined CCSC/SSD Board meeting, Jan 22nd at 10am
- Grob 102 on-line for Spring 2011
- WSPA Seminar still in the works for July 18th-20th
- Date Change...Next CCSC Board Meeting to be held Sunday, Jan 2nd at 2pm
- Fuel tow charge still 26¢ per 100 feet
- On-line crew chief report in beta. Squawk tracking to be a major part.



First Day on the line for 'BG'

ASTIR III...continued

little bit of a helping hand won't hurt either.

Eligibility guidelines have been set to qualify for PIC privileges. It will require a valid Private glider rating or better with additional checkout procedures which are currently being worked up for the Spring flying season. They will include at a minimum, front seat check procedure flights in a Grob 103 with a qualified Instructor and ground instruction which will include some of the handling characteristics of the ship and a written test on speeds and weights. Specific UOP changes can be found in the CCSC November

Minutes in this newsletter.

Deservedly so, Garry Print was the first to fly the Grob 102 at the field and reported a nice uneventful time. Other instructors have also taken our new bird into the air for familiarization flights with varying degrees of response. All say that it is an honest flyer. One nice trait already noticed is that on deployment of the air brakes the nose tends to drop a bit thus helping to maintain air speed.

The rate for the ship will be \$15 per flight. It will also be on the two hour flight plan if there are not any other takers on the ground.

CCSC BOARD MINUTES - NOV 6TH

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 – approximately 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 1-34 removed. Refund was received. If you are hauling a club ship and trailer, damage caused by the trailer to other things 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 1-34 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

CCSC MINUTES...continued

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 Quickbooks. 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 CFIG logbook endorsement, and a ground checkout in the G-102 given by a CCSC CFIG with logbook endorsement.”

Members have 30 days to comment prior to UOP change implementation.

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

FIRC IN MARCH

The Caesar Creek Soaring Club (CCSC) will sponsor a Flight Instructor Refresher Clinic (FIRC) during the first weekend in March, March 12-13, 2011. The FIRC will be conducted by the Soaring Safety Foundation (SSF). The SSF provides US glider flight instructors the opportunity to renew their FAA flight instructor certificates in a class tailored to the needs of glider pilots and students. Registration for the FIRC is open to the general public and may be attended by both flight instructors and non-instructors alike. Successful completion of the FIRC may be used by current flight instructors as the basis to renew their current Flight Instructor Certificates prior to expiration. Non-instructors are also encouraged to attend to broaden and refresh their general soaring knowledge. The FIRC is also open to non-glider flight instructors and may be used to renew a current non-glider flight instruction certificate.

The cost to attend the FIRC is \$150.00 each for ALL attendees. Those attending that need certification will be provided the proper documents for certification upon successful completion of all course requirements. The FIRC will be held at the Kings Island Resort located in Mason, OH. The SSF has contracted for a meeting room and refreshments. The Kings Island Resort is where the last FIRC was held in 2009 and where the CCSC annual banquet has been held for the last several years.

Joe Jackson is the local coordinator for the FIRC. You can register for the FIRC by contacting Joe Jackson (email: joejackson<at>cinci.rr.com, tel: 513-851-4816). All attendees are requested to register for the FIRC as far in advance of the clinic as possible to allow adequate space to be reserved. Any question about the FIRC should also be addressed to Joe Jackson.

FIRC...continued

The CCSC Board of Directors has once again agreed to reimburse active CCSC flight instructors for the FIRC registration fee. CCSC CFGI's attending the clinic will be billed for the full registration fee of \$150.00, but will be eligible for a 10% rebate of the registration fee for each month crew credit is received during the 2011 calendar year.

CCSC CFGIs can also earn a 10% rebate for every 5 instructional flights given in 2011 allowing CFGIs unable to serve on a regular crew a means to receive reimbursement. Rebates for the full registration fee can thus be obtained by either serving on crew for 10 months during 2011 and/or providing 50 instructional flight during the year. The CCSC Board of Directors will also reimburse any non-instructor CCSC member for the full registration fee who attends the FIRC, becomes a flight instructor, and serves on crew as a flight instructor anytime during the 2011 calendar year.

Any further questions concerning the CCSC FIRC should be directed to Joe Jackson.

CCSC MINUTES...continued

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 an FIRC training at Kings Island in March.

Joe Jackson reviewed Dick Eckles letter to the club and had the following recommendations regarding the deficiencies Dick has noted in CCSC training methods:

1. Regarding the request for 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



Glider Ops on Google™ Earth

CCSC MINUTES...continued

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.

The meeting was adjourned at 1:35pm. Next meeting – Dec. 4th

SSD BOARD MINUTES - NOV 20TH

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

Absent: Frank Paynter

CCSC Board: Rolf Hegele, Steve Statkus

The meeting was called to order at 9:50 a.m. by John Lubon. The minutes of the October meeting were reviewed and approved. The treasurer's report was also reviewed and approved. One request for redemption of twelve shares of stock was approved.

Dieter suggested asking the Caesar Creek Youth Soaring Association to send a letter to inactive members who own few shares of stock asking them to consider donating their stock to the youth group. The board concurred that this seems like a good idea.

Old Business:

East Windsock Tower: The windsock has been installed on a new tower on the north side of the east taxiway. The job was completed by a group of volunteers under the direction of Lynn Alexander.

Towplane Engines: Within the next four years, all three towplanes will need their engines rebuilt or replaced. 33Z with 1800 hours, will be due first. Paul McClaskey recommended waiting until next year, but

being ready for an possible engine failure. He recommended replacing 33Z's engine with a factory remanufactured engine at an approximate cost of \$30K plus \$5K for installation. Turnaround time would be about two weeks. The engines in 48L and 909 could be overhauled at an approximate cost of \$20K each plus \$5K for installation. The turnaround time for an overhaul is 6 – 10 weeks, and the work could be done at the time of the annual.

This work will require capital reserves of approximately \$85K over the next three to four years. The board discussed ways of raising capital, including increasing the number of shares of stock members are required to purchase and asking members to voluntarily purchase additional shares of stock. Dieter projected that sufficient funds would be available with current revenues, but the project would require nearly all the available capital.

Grob-102: As reported last month, the Tost hook will be overhauled at the next annual and the CG hook will be removed, with the cost of hook repairs to be paid by SSD. Rolf Hegele reported that CCSC has determined the pilot requirements for flying the G-102, including private pilot license or better, G-103 checkout, and ground checkout by a CCSC instructor. The rental cost has been set at \$15 per hour.

Kubota maintenance: John Lubon obtained a

SSD BOARD...continued

maintenance schedule and instructions for oil and transmission fluid changes. He purchased sufficient materials for two oil changes and one transmission fluid change, and one oil change has been completed. It was recommended that CCSC appoint someone to be responsible for maintenance. Getting a hard copy of the manual was also suggested. Lynn Alexander reported that a towbar could be installed on the Kubota with the possibility of towing the trailer.

Drainage Issues: John Lubon reported that new drain tile has been installed in the hangar area at a cost of about \$400.

2-33 Refurbishment: Concerns emerged that partial overhaul of one 2-33 may not be practical, and funds are not available for a total rebuild. Steve Statkus will get cost and time estimates from Cubby.

Towplane Hangar Lights: Installation has been completed, and Paul McClaskey expressed appreciation for the lights.

Glider Insurance: Garry Print reported that informal discussions with CCSC members indicate that most feel that the risk of underinsured aircraft should be shared between CCSC and SSD. Bob Root expressed the opinion that CCSC should be responsible for the full value of the aircraft. A majority of the board favored sharing the risk, with a

consensus that the matter should be clarified in the lease agreement. Garry recommended that a committee be appointed to work with the CCSC board to agree on the value of each glider and the percentage of the value to be returned to SSD in the event a glider is destroyed.

New Business:

Lynn Alexander presented a request for purchase of a one-man rigging stand for the K-21 at an approximate cost of \$1,300. A motion to purchase the stand was defeated by a vote of 7 -1.

A "wish list" for 2011 capital expenditures was developed, including the following items:

- Pawnee engine rebuild
- 16Q refurbishment
- Golf cart upgrade/replacement
- Drainage improvements
- Water well feasibility study
- Runway improvements – development of long-term plan
- FLARM for all aircraft
- Additional glider radios

The meeting was adjourned at 11:35 a.m. The next meeting will be the annual joint meeting of the CCSC and SSD boards to be held Saturday, January 22, 2011, at 10 a.m. at the CCSC clubhouse.

Lucy Anne McKosky, Secretary

CLASSIFIEDS

Editor's note: Ads will be re-run monthly unless otherwise advised. Classifieds can be sent to frequent.flyer<at>soarccsc.com.

Wanted: Donation of vario or total energy probe for use in wind tunnel testing related to attempt to break the glider altitude record. Contact Glenn McDonald, gmcd05<at>gmail.net or 859 628-0971

For Sale: Variometer, Winter, scale ± 10 knots, 57 mm diameter. Flawless function and appearance. The variometer includes a .45L capacity bottle and an installed McCready ring that is suitable for a high performance glider. \$310.00. Contact Poul Pedersen on (513) 769-1263 or by e-mail dyhr_pedersen<at>fuse.net

For Sale: Dittel 71-M Base Station Radio with battery charger, auto-lighter charger and car-top antenna. \$2350. This radio can be easily removed from the base station and used in your glider if you prefer, all at a price considerably less than new. Contact Greg

Crook at greg9632<at>gmail.com.

For Sale: RV/ Motorhome. 31ft Winnebago. \$5000. Already in campground. Contact Terry Buker. 786-512-3313 or email tbuk<at>juno.com

Wanted: Winch Students/Pilots – If you wish winch training/currency BEFORE the winch leaves the local area, please get your name on the training list by contacting Jim at GOEBELJW<at>AOL.COM. The following winch training venues are available: Winch Endorsement, Winch Currency/Proficiency, and Winch-to-Pattern-Placement (1. Student pattern & spot/on-speed proficiency, 2. Licensed Pilot landing currency), Biennial Flight Review - Winch Training, Winch Training – Opportunistic/Other, Winch-to-Thermal Training and Winch Training of Private Ships.

Wanted: Winch Operator(s) (for weekday winch operations) – Free Training. Reduced Flight Rates. Lots of Satisfaction. Medical not required. Contact Jim at: GOEBELJW<at>AOL.COM.

CCSC BOARD REPORT - DEC 4TH

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on December 4, 2010. This was the first meeting following the 2010 annual election of trustees.

Board Members Present: Rolf Hegele, Andrew Dignan, Tom McDonald, Paul McClaskey, John Murray, Dave Coucke, Jim Lowe, Michael Hayden.

Board Member Absent: Steve Statkus.

General Members Present: John Lubon (SSD President), Garry Print (SSD Board Member), Steve McManus, Henry Meyerrose, Linda Murray, Lucy Anne McKosky.

On behalf of and with the unanimous concurrence of the Board, Rolf thanked Steve McManus and Tammy Scott for their service on the previous Board.

The first order of business was to organize the Board following the annual election of trustees. The following Board Officers were elected:

President	Paul McClaskey
Vice President	Andrew Dignan
Secretary	Michael Hayden
Treasurer	Jim Lowe
Director of Operations	Tom McDonald
Director of Maintenance	Steve Statkus
Director of Public Relations	Rolf Hegele
Director of Social Activities	Andrew Dignan
Member Without Portfolio	John Murray

Following the organizing election, the regular meeting was commenced.

Operations Report - Tom McDonald reported that an altitude awareness training program is still in the works. The tow hook on 2-33 16Q has been repaired and the sprung tail wheel gear broke and was replaced with non-sprung gear. Andrew reported that an online crew chief communication tool is now enabled. By use of this tool, crew chiefs will now be able to submit crew reports online.

FLARM® - The potential future purchase of PowerFLARM® units was discussed. CCSC is not requesting that SSD purchase any units at this time. Tom McDonald proposed that we obtain PowerFLARM® units to equip the club ships and for use in private ships flying locally, at a cost of approximately \$30,000 for 20 units. John Murray suggested waiting a year before acting, during which time the dependability and usefulness of the devices can be evaluated. John Lubon likewise suggested

waiting a year and maintaining contact with Texas Soaring to learn from their early experience. Paul concurred, but suggested that we obtain two units for our own evaluation. By unanimous consent, the issue of PowerFLARM® units was tabled for discussion at a later date.

Treasurer's Report - Jim Lowe provided an Account Balances Report as of November 30, 2010. The balance on hand on this report was \$69,131.15. The projection for the end of this fiscal year (same as calendar year 2010) is a shortfall of approximately \$8,000 relative to the budget. An insurance premium payment of approximately \$20,000 is due on January 4, 2011. The fuel cost will not change at this time.

Grounds Report - Dave Coucke reported that the metal roof on the pole barn has not been repaired due to a lack of materials. He will obtain what is needed. Campsite markers are being obtained for installation in accordance with the requirements of local emergency responders. Dave will take responsibility for the maintenance of the Kubota RTV500 utility vehicle. The leases for the spaces inside the second enclosed hangar have expired and the monthly charges to the occupants will be started.

Towplane Maintenance Report - Paul McClaskey reported that the gas gauge covers on Pawnees 33Z and 48L were leaking fuel and 48L has been taken out-of-commission due to the observation of fuel splashing onto the windshield. Parts are on order.

Glider Maintenance Report - The work on 2-33 16Q to recover the hull and replace the interior will be postponed until Stewart's schedule allows, likely in or after August 2011. The 4th Sunday crew will develop a maintenance plan for the battery-powered carts and will upgrade two of them with new parts over the winter.

Social Activities Report - The annual awards banquet and general membership meeting will be held on January 22, 2011.

Insurance Report - Andrew Dignan reported that an insurance working group comprising three members of the CCSC Board and three members of the SSD Board is developing a list of requested coverage amounts for discussion with Costello Insurance, including requests to increase the coverage amounts on the ASK 21s and to insure the towplanes for the highest amounts available. Following further discussion with Costello Insurance, the working group will present a specific proposal to the CCSC Board.

CCSC REPORT...continued

Contests Report - The 2011 Region 6 South contest will be held at CCSC in June 2011.

Legal Representation Report - Paul and Rolf are in the process of conducting research aimed at engaging legal counsel for advice on our operation.

Safety Review Report - The special committee charged with reviewing safety is making progress and will present their findings at a later date.

Accounting System Report - Rolf offered to continue to manage the implementation of QuickBooks, as he did on the previous Board, and his offer was accepted by unanimous consent.

Women Soaring Pilots Association Seminar Report - Lucy Anne McKosky reported that the WSPA seminar will be held at CCSC on July 18 through 22, 2011 is not sponsored or sanctioned by the SSA at present. Lucy Anne will inquire about SSA sanctioning. Costello Insurance has expressed concern regarding the coverage for this event. Andrew will serve as the single point of contact and will circulate information after obtaining a response from Costello, for the consideration of the Board.

New Business and Information

- Garry Print has developed a plan on behalf of the SSD Board for re-registering the club's aircraft in conformance with the new FAA requirement.
- Dave Coucke will look into the procedures for the rental of hangar and pole barn space.
- Michael Hayden will look into the recurrent issues in posting newsletters and invoices to the membership via U.S. mail.
- Rolf Hegele will make a presentation on our line operations at the SSA convention in Philadelphia on January 28, 2011.
- A joint meeting of the CCSC Board and the SSD Board will be held at 10 a.m. on January 22, 2011, at the club house. The Annual Awards Banquet will take place that evening at the Kings Island Resort & Conference Center.

Next CCSC Board Meeting

- The next CCSC Board meeting will be held in the clubhouse at 2 p.m. on **Sunday** January 2, 2011, rather than on the preceding Saturday, which is New Year's Day.

Michael Hayden – CCSC Secretary

NEW ONLINE REPORTS / SQUAWKS

In an effort to better centralize operation information in our club, a new web-based system is being created and is now in 'beta' form on our website. All club members are welcome to take a look at what is available so far. The URL is <http://soarccsc.com/trackETE/>. You can access the system by requesting a username and password from me via email at asdignan@gmail.com.

From this web portal you will be able to enter any information about our equipment, such as a squawk or message, and it will be transmitted to the right person in a

timely manner. You will also be able to see at a glance the operational status of every piece of equipment we own.

Crew Chiefs and Assistant CC's will have the ability to enter their end of day crew report on-line. Any user of the system will have direct access to these reports for informational purposes.

The complete system will be running by the end of January. It is truly hoped that members will take advantage of this part of the website and stay up to date with the operations of our club.

NEW LOOK TO FLYER

We hope you like the new look and layout to The Frequent Flyer. An effort has been made to get more out of the space we have available while still maintaining readability. The editor is available via email at frequent.flyer@soarccsc.com.

The Editor would like to thank member Michael Hayden for his time in reviewing The Flyer for correctness and suggestions. As with anything in a club it is all about a team effort.

CREW SCHEDULE

Due to space limitations in the Flyer, the Crew Schedule has not been printed in this edition. You can click on or go to the link below and obtain a copy.

<http://soarccsc.com/members/crew.pdf>

Thank's for your understanding.

Editor

WEB FIND

This one is from our weather friends at NOAA, an interactive map of the USA. It shows many airports and by placing your cursor over the marks you get the latest METAR's and TAF's. Check out the RAWs button for fun. That information even includes fuel temp.

<http://www.wrh.noaa.gov/zoa/mwmap3.php?map=usa>