



The Frequent Flyer

February 2011

FLIGHT INSTRUCTOR CLINIC

The Caesar Creek Soaring Club (CCSC) will sponsor a Flight Instructor Refresher Clinic (FIRC) during the second 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 ability to renew their FAA flight instructor certificate in a class tailored to the need 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 for ALL attendees. Those attending who 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 (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.

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.

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In Brief

- Potluck Sat Feb 19th - 6:00pm
 - Next SSD Board Meeting to be held Saturday, Mar 19th - 9:30am
 - FIRC scheduled for March 12-13 at Kings Island Inn.
 - Next CCSC Board Meeting to be held Saturday, March 5th - 9:30am
 - Tom McDonald is named new Chief Flight Instructor by CCSC Board
 - A position is opening on the CCSC Board as Tom McDonald steps down to take on new post
 - Andrew Dignan receives Trustee Award for 2011
 - Fuel tow charge remains at 26¢ per 100 feet.
 - Crew Chiefs' Meeting on Saturday April 2nd, Noon in the Clubhouse
 - Instructors' Meeting will be held on Sunday April 17th - 10:30am in the Clubhouse
 - Seats still available to fly in our ASK 21 during the 2011 Region 6 South Contest
 - Volunteers needed for Region 6 South Contest to be held 6/19-6/25
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Frequent Flyer Notes

- Submissions for the Frequent Flyer may be emailed to frequent.flyer<at>soarccsc.com. They are due the Wednesday after the CCSC Board meetings. Articles submitted may be edited or reformatted for space and spelling.
- All email addresses will have the ampersand changed to <at> to keep auto email trollers at bay.

CCSC BOARD MINUTES - FEB 5TH

CCSC Board of Trustees Meeting Minutes for February 5, 2011

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on February 5, 2011.

Board members present at Call to Order: Paul McClaskey, Andrew Dignan, Tom McDonald, Steve Statkus, Rolf Hegele, Michael Hayden, John Murray, Dave Coucke. Eight members present.

Secretary's Report – Michael Hayden reported the receipt of resignation letters from Michael Rowe, James MacKay, and Marty Keller, all of whom have relocated. The Board approved the Minutes of the January 2, 2011 meeting as presented previously. The Board considered a motion to conduct a trial of electronic delivery of the Frequent Flyer to members who volunteer to participate.

Vote: Michael Hayden and Andrew Dignan in favor, all others opposed. Result: Not approved.

Jim Lowe joined the meeting following the above vote; all nine members now present.

Treasurer's Report - Jim Lowe presented an Account Balances Report as of January 31, 2011 showing a balance on hand of \$42,236.45. Jim also presented a draft CCSC 2011 Budget for consideration and welcomed input. The flight fuel charge will not change at this time.

Operations Report - Tom McDonald is conducting the semi-annual audit of pilot record cards. The annual crew chiefs' meeting will be held at noon on Saturday April 2, 2011. The annual instructors' meeting will be held at 10:30 a.m. on Sunday April 17, 2011.

Chief Tow Pilot Appointment – Tim Christman was appointed as Chief Tow Pilot.

Chief Flight Instructor Appointment – Tom McDonald was appointed as Chief Flight Instructor. Steve Thibodaux also volunteered for this position and has generously offered to contribute on an ongoing basis. As a result of his appointment, Tom will resign from the Board and a new member will be appointed to the Board in accordance with the By-Laws.

Maintenance Report - Steve Statkus presented a Maintenance organization chart and associated job descriptions. Steve also presented the following

information. Grob 103: polished and installed in the trailer awaiting final wing inspection to complete annual. Following this it will be assembled and returned to flying status. ASK 21 CC: polish complete except for fuselage. In shop awaiting annual. Cockpit opened up and lubricated. Some seat fasteners need replacement and brake accumulator leaking. Should finish annual this weekend, then will be reassembled and flight ready. ASK 21 SD: Awaiting induction for annual and will go in after CC comes out. Grob 102: RED TAGGED. Awaiting space in shop for wing spigot NDI from Cubby. (New AD. AD is hanging on the glider status board in hangar.) Assuming the NDI does not reveal cracks the glider is good for 15 months of flying after which the spigots must be replaced. Source(s) to do the replacement are starting to surface. Details when they become available. Wheel brake assembly will be in the queue (3 month lead time) for new shoes and detailed work on assembly. Planning for late April are early May with 7-10 day turn around. Cost is 125-225 USD. Grob 102 trailer work continues to progress nicely. Blanik L23: RED TAGGED. New AD just arrived requiring a 6X visual inspection of the horizontal mount bracket for cracks. Cubby will perform inspection concurrently with Grob 102 NDI. Copy of AD hanging on status board. L23 annual due August. Schweizer 2-33 15H: Annual due March. The cost to incorporate the spring and castor tail wheel is 800 USD; this upgrade was not added to the annual inspection due to the cost. 2-33 135: Annual due April. 2-33 16Q: Annual due May. Pawnee 909: Is at Cubs for the annual. Pawnee 33Z: Annual due March 24. Pawnee 48L: Annual due June 8. Golf Carts: Parts are coming in. Plan to induct #2 & 3 into shop (after Grob 102 gets out) for overhaul. Carts 4 & 5 will follow then 1 will be upgraded with the best of the removed parts from 2 & 3. Batteries will be assessed at each shop visit plus on a regular schedule yet to be determined.

Grounds Report – Dave Coucke reported that the leaking relief valve on the clubhouse water heater has been replaced. Dave plans to address recent tree damage when the ground hardens.

Social Activities Report – Andrew Dignan reported that 46 members and 37 guests attended the annual banquet and special membership meeting held on January 22, 2011. Andrew will develop an events calendar for 2011.

Insurance Report – Andrew Dignan reported that in response to a request to increase the declared values

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of the club's aircraft, Costello has proposed values lower than those requested. An official quote at those values has been requested.

Safety Review Report - Steve Statkus reported that the special safety committee will present its report next month.

Board Goals for 2011 – The list of goals previously presented by Paul McClaskey was accepted as a roadmap by unanimous consent after the addition of two items: establish formal processes and procedures for business operations; and prepare an omnibus update of the By-Laws.

Women Soaring Pilots Association Seminar – Following several months of discussion regarding insurance coverage issues, including a review in the meeting of information presented by Paul McClaskey, Andrew Dignan, and John Murray, the Board considered a motion to allow WSPA seminar participants to operate club aircraft.

Vote: Paul McClaskey and Tom McDonald in favor; Andrew Dignan, Steve Statkus, Rolf Hegele, Michael Hayden, John Murray, Dave Coucke, and Jim Lowe opposed. Result: Not approved.

Following the above vote, the Board considered a motion to “withdraw the invitation to the WSPA, with regret, after consultation with the insurance carrier”.

Vote: Paul McClaskey and Tom McDonald opposed, all others in favor. Result: Approved.

Jim Lowe left the meeting due to another commitment. Eight members remained.

Contest Report – Rolf Hegele reported that approximately six pilots have signed up for the contest in June. He has prepared a contest budget based on 25 pilots and will present this budget next month. Rolf also reported that a meeting of contest volunteers will be held at noon on Saturday February 12, 2011 in the

clubhouse.

Legal Representation Report - Paul McClaskey and Rolf Hegele were appointed by unanimous consent to receive privileged communication from the attorney(s).

Accounting Software Transition Report - Rolf Hegele reported an April 1, 2011 target date for the changeover to QuickBooks. Monthly comparisons of invoices generated by FoxPro and QuickBooks are ongoing.

Youth Camp Report – Paul McClaskey reported that the annual Youth Camp has been scheduled for the end of July – beginning of August period. Following discussion of the potential applicability of the insurance concerns which led to disapproval of the WSPA seminar, the Board considered a motion to approve the Youth Camp as scheduled.

Vote: Michael Hayden and John Murray opposed, all others in favor. Result: Approved.

Bow Hunting Request – Rolf Hegele relayed a request to allow bow hunting on the club property. The request was denied by unanimous consent.

Ridge Trip – By unanimous consent, Andrew Dignan was appointed Director of Off-site Operations as specified in the UOP and approval was granted to take an ASK 21 to Ridge Soaring in Pennsylvania during the period of April 17-23, 2011.

Contest Use of ASK 21 – Approval was granted by unanimous consent for John Lubon, Frank Paynter, Jim Price, and John Murray to fly an ASK 21 in the contest in June, with another member in the second seat.

The meeting was adjourned at 3:25 p.m.

Submitted by Michael Hayden, CCSC Secretary

COMBINED BOARD MEETING

by Luce Anne McKosky

Minutes of the Joint CCSC- SSD Board Meeting
January 22, 2011

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

CCSC : Dave Coucke, Andrew Dignan, Michael Hayden, Rolf Hegele, Jim Lowe, Paul McClaskey, Tom McDonald, John Murray, Steve Statkus.

The meeting was called to order by John Lubon, SSD president, at 10:15 a.m.

The CCSC and SSD “wish lists” for capital expenditures were presented and discussed. The following items were listed:

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<u>Expenditure</u>	<u>Cost</u>	<u>Votes</u>
- Pawnee engine rebuild/replacement	30K	(all)
- 16Q refurbishment	15K	4
- Golf cart upgrade/replacement		
- Drainage improvements		
- Water well feasibility study	10K (to drill well)	7
- Runway improvements	1K	0
- PowerFLARM for all aircraft	30K (3K for trial)	1
- Additional glider radios	2.5K	0
- New picnic tables		0
- New glider		0
- Fence removal		0
- Bulldozer rental for stump removal	3K	10
- Audio vario for 2-33	1K	0
- Batteries and chargers for gliders		0
- Tree maintenance (removal of diseased trees)	1K	5
- G-102 AD work	4K	0
- GPS for 2-33	1K	0
- Solo rigger for K-21	2K	0

Members of both boards agreed that the Pawnee engine project is the top priority, and \$30K will be reserved for this work. Paul McClaskey reviewed the history of the three towplane engines and presented his recommendation for purchasing a factory remanufactured engine for 33Z. Advantages of a remanufactured engine are a longer warranty, inclusion of accessory replacement in the cost, and a zero-time engine. John Murray requested that the boards vote on replacement versus rebuilding. Lucy Anne McKosky moved that the boards conduct an advisory vote to procure a remanufactured engine for 33Z. The motion was seconded and carried. Paul McClaskey expressed confidence that the current

engine will perform adequately through the coming flying season, and the consensus of the boards was to schedule the work for fall.

Feasibility of drilling a water well was discussed. Dave Edwards is investigating the probability of obtaining a supply of good water. Current water costs are about \$4K per year, and the estimated cost of drilling a well is \$10K. Alternatives to augment the purchased water supply were suggested, including a cistern and a reverse osmosis filter to purify water from the existing well.

The Grob-102 wing spigot AD was discussed. John Murray reported that the AD allows up to 14 months to comply, and he recommended waiting until the requirements are clarified and others have experience with the job.

Several items on the wish list were designated as volunteer work projects and things to be done through the operating budgets of the organizations. These include golf cart upgrades, drainage improvements, picnic tables, and fence removal. From the remaining items, attendees rated their top priority items up to a total cost of \$15K. The top four items were bulldozer rental, runway improvements, water well, and tree maintenance.

The meeting was adjourned at 12:18 p.m.

Lucy Anne McKosky
SSD Secretary

With contributions from
Michael Hayden
CCSC Secretary



Members of both Boards discussing ideas - Lucy Anne McKosky

STOCK BILLING CHANGES

by Dieter Schmidt - SSD Secretary

With the membership approval of the change in the By-Laws of CCSC, you will see an immediate change on this month's bill. The "Interest on Stock Subscription" is now a flat \$5.00 per month as long as

you don't own 12 shares of SSD stock. The "SSD Stock" line item has been dropped from the CCSC billing.

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In the future, SSD will bill for the stock at a minimum rate of one share per year. The bill will be mailed out at the end of March together with the material for the election of the new SSD board members. For the current year SSD will bill only for the fraction of the share which might be missing so that after the election in April 2011 all members have only a whole number of shares. Of course additional shares can be purchased at any time in order to avoid the surcharge of \$5.00 per month.

Contact the treasurer of SSD (dieter.schmidt<at>uc.edu) if you want to find out before the billing in March what your balance is toward the purchase of 12 shares. Please note that the shares have to be purchased directly from the Soaring Society of Dayton and checks have to be made out to the Soaring Society of Dayton. The checks can be mailed with your payment to CCSC but it has to be a separate check!

WEB FIND

So you say you can't get something for free from the US Government (well almost)? Just check out this link below. Did you know that most of the FAA publications, the FAR, AIM, the Glider Flying Handbook are available for download in a PDF format to your PC or smart device? Check out the page for your own electronic, searchable copies. For the Glider Handbook, click the Aircraft link on the left. Happy tree-free reading to you!

<http://www.faa.gov/library/manuals/>

ACT ENABLED...you are!

by Jim Goebel

Please welcome 2011 with renewed soaring optimism, preparation, observation and participation. What a great club we have! Get more active in it. The club operates best when we, club members, are active, engaged and focused.

Is your crew day like a herd of grazing cattle? Is the pace zero and goals few or unknown? Or, is your crew day characterized more like a team of horses or huskies, straining at their leads and striving efficiently toward a communicated goal or goals, and the highest of standards? Our crew chiefs, board members and other influential members are officially and technically engaged. They may actively and wisely steer our teams toward progress and achievement, but are they encouraging and enabling others, or simply riding the brakes? Has their role evolved to simply voting on proposals coming before them? The leadership needs your involvement and your help.

Please everyone, in 2011 ACT ENABLED!

- Enable yourself to PREPARE. Crack the books. Read the regulations. Review the FAA's practical test standards (PTS). "Chair-fly"/imagine the flight. Knowledge and knowing is far better than guesswork and bad habits.

- Enable yourself to EXCEL, not just persevere. Do not convince yourself that by attaining the PTS standard, you have attained soaring Nirvana. The PTS are an incomplete list and a MINIMUM set of standards. Review the PTS, but go further. Seek advice and opportunity. Seek to achieve progress toward greater goals and soaring perfection.

- Enable yourself to EXECUTE YOUR PLAN. Yes, YOUR plan. First of all, develop a plan. If you are a student, try to establish training goals and your next flight's flight plan and goals with your last flight instructor. Prepare for success. There is far better chance for success when we are aimed at a target.

- Enable yourself to OBSERVE. Observe others. If someone is laboring, volunteer to help them. We all don't have to make the same mistake(s). When you get the chance, listen in on the flight debriefings of others, both students' and the cross country experts' debriefings. Every once in a while you'll acquire a gem for your soaring "toolbox of treasures" for later use.

Observe your surroundings. Can you see a hazard that can be avoided or removed? Can you see opportunity? Can things be cleaned up? Is there a way, an easier, safer, more efficient way? Especially on the flight line, if you have a good idea, speak up or act.

As a club, we are losing skills, knowledge and club history at an alarming and accelerating rate. If the club had possessed a hulk of a "shop glider" and we only progressed ten percent each year on it, we might just have two or three more gliders on the flight line. And we would have groomed the skills, tools and teams to expedite the next project or repair. We just might share, retain and build skills that are being lost or are atrophying. Club legends and legacy members can hand down their skills. Or if they are participating out of their area of expertise, they can share club histories. We just might help grow knowledge, skills, ownership, mentorship and volunteerism in the club and of club possessions.

- ENABLE THE TEAM by actively participating and engaging the team. First, communicate your observations and intentions to everyone on the crew...grow the team...improve the plan. Then, if necessary, communicate to the club hierarchy, ...to engage the crew chiefs, the instructors, and the board

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Act Enabled, continued from page 5...

members. Do not assume these individuals are all knowing, that everyone shares the same observation (even if they experienced the same environment), or that they know your plans and desires. Likewise, the club hierarchy should communicate back to the club members and participate. Only if consensus cannot be achieved should the leader have to "vote" in order to set direction.

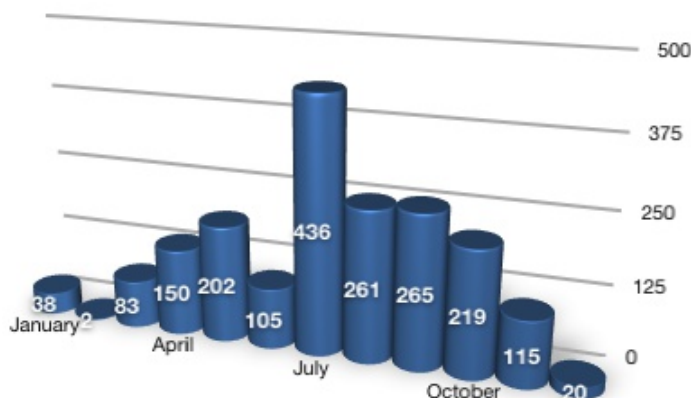
- Enable yourself to PRACTICE. Fly as often as you can afford. Practice can make perfect. FLY WITH A PLAN, and occasionally with a mentor or instructor. Flying often does not guarantee skills and progress by itself. Flying enough and toward a goal offers a better chance at progress.

- Enable yourself to CRITIQUE. Evaluate your flight, your productivity. Identify the flaws. Lick your wounds; don't hide them. And, go on to improve your performance and that of the team.

Above all, enable yourself to ACT. We could use help in many areas around the club; vehicle maintenance, small equipment maintenance, facilities and grounds maintenance, shop, several crew positions, assistants to the chiefs (instructor, board members, formal and informal committees). If you don't see a need, ask. If you can't volunteer frequently, volunteer once! ...then do it the next time. Together we can make the club better. Act enabled...you are!

Note: "All speed" and "no direction" are not good things either. Please, look around you. Engage the team. And, enable the team and the club to proceed on a straighter path toward progress.

Thanks.



CCSC Flights in 2010 by Month

OPERATIONS & CFI CORNER

by Tom McDonald

I've got a couple of brief items for you this month.

Job Changes I am pleased to accept an appointment as the new Chief Instructor, replacing Joe Jackson. Thanks to Joe, who retires from the position with over ten years of service. A new position for me also means a vacancy on the Board of Trustees. I will resign that position on Monday, April 4, or earlier if the board has a different succession plan. The board will appoint someone for the 20 months remaining on my term. My current position on the board is Director of Operations. The board (with the new member) could choose to reorganize, or could have the new member take my old job. I found the ops job to be useful for our members and rewarding. If you are interested, let a board member know.

I have several ideas for our training program, which I outlined for the board. I will collaborate with the instructor group before making any changes, though.

Flying Activity The Club records show that 180 pilots took at least one flight last year, up from 166 the year before. Although the number of flights is down a bit, the number of active pilots is up about 9%.

Pilot Records Several of the 180 pilots who flew do not have a pilot record card on file. Even if you are a pre-solo student, we would like to have your emergency contact info in the trailer. Experience has shown that having your own cell phone number handy will make communication a lot easier if you land out, too. For those flying as PIC, it is vital that we know you are qualified within FAA regulations. If you are not, our insurance is void. We can't afford that as a club, and none of us can afford the personal liability. I do find the occasional pilot who has let their review or 90-day solo date slip by. We cannot assume that every pilot with missing data meets all requirements. We are not asking for a copy of your license, or inspecting your logbook. Just your word on a file card is fine. I will be working through crewchiefs and instructors to get the missing information in our records.

I also recently sent reminder notices to over 40 members who either have an expired review on their card, or one that will expire soon. Most of those "expired" reviews were done, and those forms are now updated.

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Operations and CFI Corner, continued on page 6...

Meetings Because I'm doing two jobs for a couple of months, I will be conducting both the crewchief and instructor meetings this year. Crewchiefs: Saturday, April 2, noon. Instructors: Sunday, April 17, 1030. Let me know if you have agenda items for either group.

See you at the gliderport.

BANQUET NEWS

by Andrew Dignan - Social Director

For those of you who made it to the banquet, all 80 plus, I would like to thank you for a) attending and b) putting up with my MC'ing the show. Everyone looked to have a good time, and in deference to our spouses and other friends who don't always want to hear that landing out story one more time, or all about the



newest ships on the market, the whole thing was kept to around 2 hours in length.

That is not to say there was not entertainment and and frivolity before and after the main event by any means. There are always some of us who find a way to extend the party on both ends of its time zone.

Of note, the following awards were handed out, Most launches by a crew : 2nd Saturday Crew led by Crew Chief Dave Menchen - 305
Most flights by a member : Michael Hayden - 103
Most flights by a private ship : John Lubon - 35
Most instructional flights : Garry Print - 89
Most tows : Don Green - 234



CLASSIFIEDS

Editor's note: Classifieds can be sent to frequent.flyer<at>soarccsc.com. Date of entry noted in (). Ads time out in 3 months unless re-submitted.

Share For Sale (2/11): Join the Redwings! One share for sale, \$1000. A great group of guys and a great SGS 1-26. A good way to build up flight hours and have fun. Contact Brad Lewandowski for details 513-265-8544 or blewando1<at>gmail.com).

For Sale (6/10): 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 (6/10): RV/Motorhome. 31ft Winnebago.

\$5000. Already in campground. Contact Terry Buker. 786-512-3313 or email tbuk<at>juno.com

Wanted (6/10): 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. Winch Training, Winch Training – Opportunistic/Other, Winch-to-Thermal Training and Winch Training of Private Ships.

Wanted (6/10): 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.

January 2011 CREW SCHEDULE

Day	Crewchief Assistant Aircraft	Towpilots	Instructors	Ground crew
				Crewchief and assistant contact information
1 st Sat & 10/29	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<at>aol.com 859-322-4452 asst: jim.english<at>morrison-chs.com 513 235-3696
1 st Sun & 10/30	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<at>aol.com asst cc contact: millersoasis<at>msn.com 513-235-6128
	Blanik L23 - N253BA – M. Karraker			
2 nd Sat & 1/29	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<at>aol.com 513-235-6128 asst cc contact: 513-887-9738
2 nd Sun & 1/30	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<at>cinci.rr.com 513 313-2315 asst cc contact: quivvinn<at>verizon.net
	SGS 2-33 - N2615H – D. Menchen			
3 rd Sat & 7/30	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<at>aol.com 513 871-1998 asst cc contact: n11rdbird<at>att.net 937-271-5003
	SGS 2-33 - N36135 – M. Drummey			
3 rd Sun & 5/29	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<at>fuse.net 859 992 6801 asst cc contact: mariner<at>mac.com
	SGS 2-33 - N3616Q – T. McDonald			
4 th Sat & 4/30	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print-x	T. Bales T. Lynch-x J. Jackson	K. Adams, J. Atkins, R. Bales, B. Fel, C. Hildenbrand c, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ cc contact: dignan<at>fusemail.com 513.405.7839 asst cc contact:
	Grob103 - N44259 – J. Jackson			ASK21 - N521CC – A. Dignan
4 th Sun & 7/29 & 12/31 Clsd 12/25	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<at>cinci.rr.com 513-720-8955 asst cc contact: todd<at>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				
Additions/Corrections/Changes contact Tom McDonald at tjmcdonald<at>fuse.net or 859-992-6801 (c)				
WHO TO CALL – CONTACT INFORMATION				
SSD President: John Lubon 513-543-9154 (c)		CCSC President: Paul McClaskey (614) 329-4945 (C)		
Chief Flight Instructor: Joe Jackson 513-851-4816 (h)		lpmccclaskey<at>earthlink.net		
Crew Operations. Tom McDonald 859-992-6801 (c)		Chief Tow Pilot: Buck Towne 937-825-6716 (c)		
Grounds Maintenance: David Couke 937-287-0910 (c)		wm_towne<at>yahoo.com		
Billing issues: businessmanager<at>soarccsc.com		Aircraft Maint/Safety Officer: Steve Statkus sstatkus<at>cinci.rr.com 513-720-8955		
		Ground Equipment: Open		