The Frequent Flyer

May 2011

RIDGE RUNNERS' TRIP - 2011

by Jim Hurst

A large group of CCSC members made our usual trip to the Ridge Soaring Gliderport in Pennsylvania the week of April 24, 2011. Charlie DeBerry, Don Green, John Atkins, Michael Hayden and Dan Reagan arrived a day early, and assembled the ASK 21, with the help of the wing rigger purchased by the group of interested members. The weather was terrible in the Cincinnati/Dayton area, but John, Michael, and Dan, the guys new to the ridge, were able to get checked out that day.

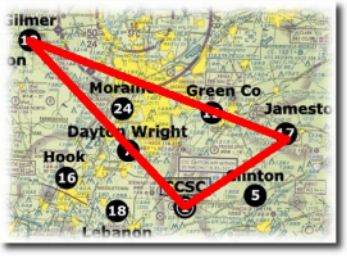
Charlie, Don, John & Michael using the new CCSC wing rigger at Ridge Soaring

A ridge trip has good news and bad news. The good news is that fantastic soaring conditions exist most of the time. The bad news is hair raising tows and very challenging landings due to wind, rotors and other mysterious conditions. On this trip, there wasn't much good news. From Monday through Friday, there may have been one flight of an hour or so, with some flights extended by a little ridge lift on the wrong side of the ridge. Dave Rawson brought his LS4 and I think *...continued on page 6*

REGION 6 2011 CONTEST UPDATE

by Rolf Hegele

This is the schedule for the Regional Contest and we're going to have a number of great catered meals as well as the Ox Roast on Saturday, June 25 (prepared by Andrew). All Club members are invited to joins us for any of the meals. The Ox Roast will include the Contest Awards as well as entertainment by the Soggy Runway Boys.



Don't forget that we are going to have both ASK 21s in the contest piloted by John Lubon (513-543-9154) and Jim *...continued on page 3*

Inside

In Brief

- Spring Safety Meeting for all members to be held on May 21st from 4pm-6pm.
- Club Safety Report released to CCSC Board. Details to follow.
- Red White and Blue Pot Luck after Safety Meeting starting at 6pm.
- Next SSD Board Meeting to be held Saturday, May 21st - 9:30am
- Next CCSC Board Meeting to be held Saturday, June 4th - 9:30am
- Region 6 South contest June 18th - 25th. Positions open to help. Contact Rolf.
- Club Ox Roast June 25th at gliderport to end off competition. All members are invited.
- New Crew Chief report to be on-line by June. Members will receive login information via email.
- Four Golf Carts have been brought back to operational status by Tim Morris and Steve Statkus. Please take proper care of them and properly check them before each day's use.
- The field is currently being cut by member volunteers. This is an eight hour job. Thank them or, better yet, help out. Lynn Alexander is coordinating the effort.
- A "Hangercam" will be installed in the main hanger so members can see if we are flying for the day.
- Fuel tow charge is now 30¢/100 feet. Although we got the last bill for $3.17/gal, it will certainly be much higher in the coming months as we fly more.

CCSC BOARD MINUTES - MAY 7TH

submitted by Michael Hayden

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on May 7, 2011. The meeting was called to order at 9:42 a.m. by Paul McClaskey, President.

Board members present at Call to Order: Paul McClaskey, Rolf Hegele, Jim Lowe, Michael Hayden, John Murray, Steve Statkus, Andrew Dignan. Seven members present; Dave Coucke and John Atkins absent.

Secretary's Report – The Board considered a motion to approve the Minutes for the April 2, 2011 meeting as previously presented for review by Michael Hayden.

Vote: All present in favor. Result: Approved.

Treasurer's Report – Jim Lowe presented an Account Balances Report as of April 30, 2011 showing a balance on hand of $35,598.44 with both cash inflow and expenses tracking near budget. The Board considered a motion to approve the Treasurer's Report as presented.

Vote: All present in favor. Result: Approved.

After 8 hours, making the final turn, Chuck Lohre makes the last pass after the 4th Sat. crew cut all the grass on the 23rd of April.

Operations Report – Michael Hayden reported for John Atkins. Few flights were made in April at CCSC, but 25 flights were made at the Ridge in the ASK 21 which was taken there. The wing rigger which was recently purchased by 11 members and donated to the club proved to be highly useful in the multiple assemblies and disassemblies associated with the Ridge trip.

Maintenance Report – Steve Statkus reported that the annual is needed on 2-33 135. Steve also reported that he has installed tractor tires on cart #4 for better traction and asked that only electric cart #4 and the Kubota RTV500 be used while the ground remains exceptionally soft.

Public Relations Report – Rolf Hegele presented an opportunity to display a glider at a GE event scheduled for Saturday May 14. The Board considered a motion to approve the transport and display of an ASK 21 for this purpose.

Vote: All present in favor. Result: Approved.

Rolf also presented a request for the Boy Scout Troop who has camped next to the pond in the past to do so again this year. The Board considered a motion to approve this activity.

Vote: All present in favor. Result: Approved.

Social Activities Report – Andrew Dignan reported that a potluck dinner will be held on Saturday May 21.

Insurance Report – Andrew Dignan reported that the higher aircraft coverage requested previously is now in effect. Andrew also advised that the new provision allowing towing in SSA-sanctioned contests by private-rated towpilots is now in effect.

Safety Review Report – The Board considered a motion to accept the special committee's report with thanks to the members of the committee for their work.

Vote: All present in favor. Result: Approved.

The Board considered a motion to make the report available to any member upon request.

Vote: All present in favor. Result: Approved.

Paul McClaskey presented a proposal to task specific individuals with the development of proposed action items based on the recommendations in the report. The Board considered a motion to implement this proposal and to require the designated individuals to present their proposed action items to the Board in advance of the next Board meeting on June 4, 2011.

Vote: All present in favor. Result: Approved.

The Board considered a motion to conduct a formal review of the aforementioned proposed action items after they are presented to the Board.

Vote: All present in favor. Result: Approved.

Accounting Software Transition Report - Rolf Hegele reported that the QuickBooks software is functioning as intended.

Activities Report - Paul McClaskey reported that the next tow pilots' meeting will be held on Saturday June 11, 2011.

Financial Audit Report – Paul McClaskey reported that Marybeth McManus and Pat De Naples have

...continued on page 3

CCSC Board Minutes, continued from page 2...

been appointed as the two auditors and will commence their audit promptly.

Towing at 1-26 Contest - Paul McClaskey presented a request to provide towing service for the 1-26 National Contest to be held in Indiana from May 30 through June 8, 2011. The Board considered a motion to approve providing a towplane and towpilot for this purpose.

Vote: All present in favor. Result: Approved.

Business Manager Replacement – The Board considered a motion to contract for office services with the limitation that the monthly cost is not to exceed $400 per month.

Vote: All present in favor except John Murray. Result: Approved.

Hangar Fee for Damaged 1-34 - The Board considered a motion to bill both the insurance company and the new owner at the rate of $50 per month for the period during which the damaged fuselage remained in the hangar.

Vote: All present in favor. Result: Approved.

Crew Chiefs' Reports – The Board considered a motion to require the Crew Chiefs to send their daily report by e-mail to all other Crew Chiefs and to all members of the Board.

Vote: All present in favor. Result: Approved.

Adjournment : The meeting was adjourned at 12:59 p.m. by unanimous consent.

SSD HOLDS ANNUAL MEETING

submitted by Lucy Anne McKoskey

The Soaring Society of Dayton held its annual meeting on April 13, 2011, at the CCSC clubhouse. Four board members and thirteen shareholders participated, and 167 shareholders submitted valid proxies. John Lubon, SSD president, conducted the meeting.

Garry Print and Michael Hayden were appointed election tellers. After reviewing the ballots and tallies, they reported that votes were cast for 1754 shares (51.8%), constituting the required quorum. Bill Maxwell, Bob Root, and Dick Scheper were elected to three-year terms on the board.

John Lubon presented a proposal to reduce the number of board members, and a lively discussion ensued on the optimal board size and the process for reducing the size of the board. It was determined that changing the size of the board would require a vote of the shareholders, which could be done at a special meeting or as part of the election process next year. A study team will be appointed to develop a proposal to present to the shareholders. A second study team will look for ways to improve the rate of return of proxies to avoid the problem of reaching a quorum.

Two resolutions were presented to update SSD corporate documents to include changes previously approved by shareholders but never incorporated into the appropriate documents. The first resolution amends the Articles of Incorporation to change the location of the principal office from Dayton to Wayne Township, Warren County. The second resolution amends the Code of Regulations to make the time and place of the annual meeting conform to current practice. Both resolutions were approved.

The SSD board is committed to careful management of resources to maintain equipment and preserve assets in order to support the activities of CCSC.

Region 6 Update, continued from page 1

Price (513-543-4008) . If you are interested in making a contest flight and helping them win a day prize, contact them directly.

Friday, June 17 Registration, 2 to 5PM
Saturday, June 18. Registration; 8AM to 6PM, Unofficial Practice Day
Sunday, June 19. 8 to 10AM Registration, 10AM, Mandatory Safety Mtng; Weather Briefing, Pilot's Briefing;1st Contest Day; 6:30PM Clubhouse Dinner
Monday, June 20 10AM, Pilot's Briefing; 2nd Contest Day; 8:30PM Movie Night – The Sun Ship Game, Popcorn
Tuesday, June 21 10AM, Pilot's Briefing; 3rd Contest Day, 6:30PM Clubhouse Dinner, Movie night - The Barnstormers
Wednesday, June 22 10AM, Pilot's Briefing; 4th Contest Day; Movie night,
Thursday, June 23 10AM, Pilot's Briefing; 5th Contest Day; 6:30PM Clubhouse Dinner, Movie Night
Friday, June 24 10AM, Pilot's Briefing; 6th Contest Day; Movie night
Saturday, June 25 10AM, Pilot's Briefing; 7th & Final Contest Day; 6:30PM Awards Dinner (Club Famous Ox Roast), Entertainment (Soggy Runway Boys)

POP QUIZ - MORE L/D FUN

by Tom McDonald (Chief Flight Instructor)

In last month's Pop Quiz, we considered a lift/drag chart. This month, we are going to use those same math skills, but without the chart. We will also apply them to cross country flying, and add wind to the equation. The questions come from the SSA Bronze Badge study guide. The question numbers are the same as the ones used by SSA. See the correct answer and explanation later in the newsletter. Next month's quiz will cover local airspace.

3) Best L/D speed would be the best to fly when
   a) thermaling
   b) flying to a landing field in a headwind
   c) flying to a landing field in a tailwind
   d) flying to a landing field in a crosswind

4) Best L/D speed plus ½ the estimated wind speed would be the best speed to fly when
   a) thermaling
   b) flying to a landing field in a headwind
   c) flying to a landing field in a tailwind
   d) flying to a landing field in a crosswind

7) What performance factor is recommended for beginning cross country pilots when planning safe decision points?
   a) Best L/D glide ratio
   b) ½ best L/D glide ratio
   c) 2 times best L/D glide ratio
   d) Minimum sink speed

8) To assure landing at an airport at anytime on a cross country flight, a pilot should
   a) plan decision points
   b) fly the best L/D speed
   c) plan the flight using ½ the best L/D glide ratio

9) When determining safe decision points:
   a) plan to arrive over airports at a minimum altitude of 1000 AGL
   b) plan the flight using ½ the best L/D glide ratio
   c) both a and b

11) When flying cross country at a minimum altitude of 2000 AGL you should
   a) select a specific landing area(s)
   b) be on the upwind leg of a specific landing area
   c) select a general landing area(s)

14) Prior to takeoff on a cross country flight, the altimeter should read
   a) zero
   b) field elevation
   c) pressure altitude setting
   d) density altitude setting

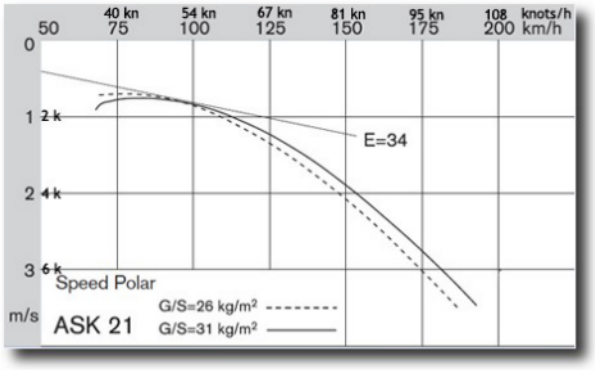
16) How many statute miles will a glider with a 30:1 glide ratio travel for each 1000 feet of altitude loss?
   a) 30 miles b) 3 miles
   c) 5.7 miles d) 0.57 miles

17) How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind?
   a) 4.1 miles b) 4.5 miles
   c) 5.7 miles d) 12 miles

19) In calm winds, 20 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive over the airport at 1000' AGL? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph.
   a) 3500 MSL b) 4500 MSL c) 5320 MSL

20) With a 10 mph headwind, 15 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800 MSL. Assume no safety factor. Assume pilot flies at 50 mph.
   a) 3300 MSL b) 5100 MSL c) 5300 MSL

Answers on page 7



SAFETY CORNER

by Steve Statkus

I've never seen gliders flying with pontoons but necessity is the mother of invention so maybe we'll see a first at CCSC this year.

This column will be included in the Frequent Flyer to keep members abreast of safety issues and provide a vehicle for dialog on safety related issues. It should become an opportunity for members to share their observations and concern in areas where the safe operation of our club equipment is challenged. It will be used to provide the membership with information (feedback) that may result from activity as a result of a safety-related event.

The safety review committee is established by way of our UOP's. which specify the staffing and scope of the committee. For 2011 the committee members are: myself as Safety Officer, Tom McDonald CFI, Tim Christman CTP, John Atkins Ops Director and John Armor member at large. Please contact any of us if you have items of concern in the area of operational safety. It is the safety committee's goal for 2011 to not convene the committee one time to conduct an accident/incident

investigation. It is our intention to be proactive, raise the level of awareness of risk management, and initiate dialog concerning safety issues associated with glider operations. So keep an eye open for some interesting posters and some activity resulting from the recently completed safety audit conducted over the last five months. I expect that the results of that audit will be shared with the membership in the coming weeks.

Recently I was fortunate to spend several days with one of the real champions of gliding safety, Tom Knauff at his Ridge Soaring facility. Not only does this guy talk safety but it is what he is about all the time, whether critiquing pattern flying or tow rope adapter inspection. He has had some good articles in the Soaring magazine lately. Make sure you read his articles; they're thorough and well thought out. Follow Tom's advice and you'll be a better glider pilot which will result in safer flying.

TRAINING CORNER

by Tom McDonald (Chief Flight Instructor)

One of the disadvantages of the club training system can be a lack of continuity in the program. The instructor this weekend probably did not fly with you last weekend, and may have very different ideas on how to accomplish the same task.

If you are a student here, you will see this situation a lot. I suggest asking the CFIG questions. "You say I should never do it that way, but Tom said I should always do it that way. What's the deal?"

Sometimes, the cause of this is a misunderstanding on the part of the student. More often, this is a matter of technique, not procedure, and the instructor will take the opportunity to explain why his preferred technique is far superior to mine. You now have exposure to two points of view, and perhaps a broader understanding. Perhaps some frustration, too.

One of my goals as chief instructor is to chip away at this continuity issue, bit by bit. At the annual instructor meeting last month, each CFIG was asked to draw their ideal student training traffic pattern and the initial point (IP) over a Google-earth view of the field. The goal was to leave the meeting with all of us talking about the same traffic pattern, with same point in space as the IP.

After a good deal of spirited give and take, we distilled this down to the following standards:

The IP is at 1840 MSL (900 AGL), abeam the upwind end of the runway, while on (or entering) the downwind leg. Complete the before landing check just prior to reaching this point.

Overfly the field prior to pattern entry, if possible. This provides better visibility for the "look and land" part of the procedure. It also builds good habits for field evaluation in the event of a landout, and adds an extra altitude margin.

Minimize or eliminate any reference to the altimeter after midfield on the downwind. Do not teach anyone to "turn base at 500 AGL," for example.

This IP works at any landing area, with a possible adjustment for long runway length. (The IP is about a half-mile from the landing point, regardless of field length). It also works for north traffic or off-axis landings at our field.

Flight Recurrent Ground School: Eric Hinz will conduct a session of his well-regarded program on Sunday, June 5 at noon. The pilot then has two months to complete the flight portion of the review. If you have a flight review due between now and August, please try to attend.

There will probably be another session during youth camp, and Eric will schedule other sessions as demand dictates. Our pilot info cards show a big spike in flight reviews due during the spring and fall, and fewer during the summer months.

There is a copy of the FRGS material in the instructor cabinet in the clubhouse, and any of CFIG may conduct this program. I've asked instructors not to leave the flight line to do this, though. Schedule the ground work before or after the flying part of the day.

Post Solo Training

We do a great job of teaching people to solo the glider, but our program tends to drift from there to checkride prep and signoff.

If this was an airplane program, we would move from practice area and pattern work to cross country, and have a better focus. In essence, we will now do this within our glider training program.

This involves training on all of the FAR 61.93 items for cross county flight, plus:

A computer simulated cross country mission

An actual cross-country flight, weather permitting, using the existing Lebanon – Dayton Wright – CCSC triangle.

Or at least "simulate" the process in the actual glider using the close-in turnpoints depicted on the framed local area map in the clubhouse, if weather does not permit flying the longer course.

The capstone to this lesson series is a solo cross country operation, but only from CCSC to Red Stewart Field and back. A student pilot will not meet the club PIC requirements for anything more.

This approach is much the same as that used in a typical advanced aircraft rating school. The student has the training, the signoff, and maybe even the checkride, but the FBO will not then turn around and rent the aircraft to that same individual because they still lack the experience to be the PIC.

My hope is that we will produce a better pilot by training to this greater depth. A byproduct is that we will be training a lot more of the items included on the written exam. I am making a series of post-solo quizzes, much like the existing pre-solo tests, to support this program.

Ridge Runners 2011 - continued from page 1

only assembled it once or twice. Steve Statkus flew his 1-26, but he never had a typical good ridge flight.

Jim Hurst had flights Tuesday and Wednesday (total 27 minutes) trying to get his Flight Review, but gave up in disgust, waiting for a better day. We all had great practice landing on a runway since the field was soaking wet. With only one glider flying, we were able to keep the runway clear to use for glider landings. We all did pretty well at that, except Pat DeNaples touched down a little short once and got the glider muddy. Charlie DeBerry touched down on the runway then strayed into the mud but recovered and got back on. These two incidents were claimed as bee-buying events, which assured some liquid refreshment to go with our chili. Bob Root brought his golf cart and was able to move the gliders about on the ground.

A sunny but wet ground day at the Ridge
Photo - Charlie DeBarry

On Tuesday, Jim Hurst and Max Marshall made chili, which has become an annual tradition. The meal was supplemented by salad and corn bread prepared by Doris Grove and Robin Root. It has always been difficult to estimate how much chili we are going to need. This time we made three and a half gallons and we had about twenty people, so we had chili left over for lunch the next day.

On Tuesday, after a little flying, it was obvious that a bad storm was brewing. Tom Knauff gave us his usual lecture, complaining about us Caesar CRICKERS flying our patterns too low and using maximum dive brakes on final. While Tom talked, a monster storm came up, with visibility about 100 yards (through water, not fog) and horizontal rain. Two more waves of rain followed that. Tom's main message was: To avoid wind gradients, don't make final turns below 200 feet.

As always, the social aspects of the trip were outstanding. Breakfasts at the Waffle Shop and dinners at Mario and Luigi's, the Deli and the Tavern filled the evenings. The weather was predicted to be bad on Friday so many of us left on that morning. Michael Hayden and Dan Reagan stayed on Saturday and had a two-hour flight, the best of the week. This was generally our worst ridge trip in my memory, but we look forward to a better trip next year.

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.

For Sale (3/11): 2003 Starcraft Spartan popup camper, a/c, 3-way frig, microwave, indooe/outdoor stovetop, side canopy, propane furnace (may not work?), queen (memory foam mattress) and full bed, covertible bunk for kids. 10 ft box, 14 ft tow lwngth. Beautiful condition; low road miles; always garaged or covered. In our campground. $2250 obo. Dick Scheper 513-474-9707

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 (5/11): Price reduced! 30' Motorhome for rent or sale in campground. $50/month or $3500.
For info contact Terry Buker. 786-512-3313 or email tbuk<at>juno.com

Wanted (4/11): Looking for a third partner in an older glass ship. Contact Bob Miller at 937-776-4508 or Mark Miller at 513-697-6477.

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.

Pop quiz answers and explanations. Correct answers are in boldface.

Note that the 30:1 glide ratio given in these questions is the same as that published for our K-21's.

3) Best L/D speed would be the best to fly when **d)flying to a landing field in a crosswind**.

• This speed results in the greatest distance achieved for altitude lost in calm or crosswind conditions.

4) Best L/D speed plus ½ the estimated wind speed would be the best speed to fly when **b) flying to a landing field in a headwind**

• This speed minimizes the time the wind is acting on the glider

7) What performance factor is recommended for beginning cross country pilots when planning safe decision points? **b) ½ best L/D glide ratio**

• The published L/D ratio is often optimistic. Also, you aren't Chuck Yeager (neither am I), and might not be flying at the perfect speed. Plan conservatively.

8) To assure landing at an airport at anytime on a cross country flight, a pilot should **a) plan decision points**

A – Achieving the maximum distance doesn't do any good if the next airport is 10 miles away, you're at 3,000 feet AGL, a realistic 20:1 L/D at 50 knots, 20 knot headwinds, and no lift. If you reverse course and head to an airport that's 10 miles away, can you make it? Remember, we're learning cross country flying. You don't need the additional pressure of worrying if you can make the next point. You'll have enough to worry about with navigation, etc.

9) When determining safe decision points:

a) plan to arrive over airports at a minimum altitude of 1000 AGL

b) plan the flight using ½ the best L/D glide ratio

c) both a and b

We covered b) previously. Arriving at over the airport at 1000 AGL provides a safety margin, and allows for the traffic pattern.

11) When flying cross country at a minimum altitude of 2000 AGL you should

a) select a specific landing area(s)

• The rule is at 3000, select a general landing area. At 2000, the specific area, and at 1000 AGL, be on the upwind leg,. Overflying CCSC on an upwind or crosswind is intended to build good habits for a landout. This recon at about 1200-1500 AGL gives the pilot a chance to divert to an alternate site if a hazard is observed in the primary field, and still fly a normal pattern at an alternate site.

14) Prior to takeoff on a cross country flight, the altimeter should read **b) field elevation**

16) How many statute miles will a glider with a 30:1 glide ratio travel for each 1000 feet of altitude loss?

c) 5.7 miles

• There are several ways to solve this problem. An easy way to do it in your head is to round off 5280 feet to 5000. (6000 if you are using nautical miles). 1000 feet is 1/5 of 5000, and 1/5 of 30 is six miles. The rounding error means you won't quite make six miles.

17) How many statute miles will a glider with a 30:1 glide ratio at 50 mph travel for each 1000 feet of altitude loss with a 10 mph headwind? **b) 4.5 miles**

• This is the same problem as above, but with only 80% of the distance achieved in calm air, due to due to a headwind. Multiply the calm air distance of 5.7 by 0.8 to get 4.5. Flip the problem to a tailwind, and find that going from one to the other results in a 40% change in glide distance.

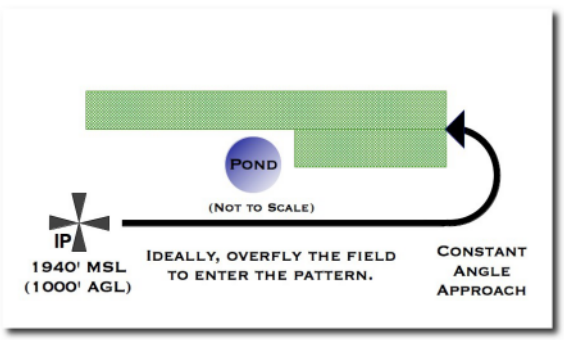
19) In calm winds, 20 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive over the airport at 1000' AGL? Airport elevation is 800' MSL. Assume no safety factor. Assume pilot flies at 50 mph. **c) 5320 MSL**

• To do this in your head, remember that if the glider were 5280 feet above the ground, it would fly for 30 miles. Rounding 5280 to 5400 makes the mental math easier and builds in a small buffer. To fly 2/3 of that distance, you need 2/3 of that altitude, or about 3600 feet. Add 800MSL +1000AGL + 3600 = 5400. Account for the rounding error to settle on 5320 as the correct answer.

• To solve this on a calculator, start with 5280/30, and find that in calm winds this glider loses 176 feet per mile. 176 x 20 miles = 3520 feet. Add 1800 to account for MSL and the landing pattern to find 5320.

20) With a 10 mph headwind, 15 statute miles from the airport, in a glider with a 30:1 glide ratio at 50 mph, how high do you need to be to arrive 1000' AGL at the airport? Airport elevation is 800 MSL. Assume no safety factor. Assume pilot flies at 50 mph. **b) 5100 MSL**

• 15 miles is half of the 30 miles you could glide from 5280 feet. So, you would need 2640 feet with no wind and no margin. The headwind is decreasing distance achieved by 20% (50/10) so you need an extra 20% of altitude.. 2640/.8 =3300. Add 1800, as in the previous problem to find 5100.



JUNE 2011 CREW SCHEDULE

Day	Crewchief Assitant Aircraft	Towpilots	Instructors	Ground Crew Crewchief and assistant contact information
1st 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@aol.com 859-322-4452 Asst CC contact : jim.english@morrison-chs.com 513-235-3696
1st 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, 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 Blanik L23 - N253BA – M. Karraker CC contact : karrakmc@aol.com Asst CC contact : millersoasis@msn.com 513-235-6128
2nd Sat &1/29	R. Root D. Staarmann	R. Anderson B. Towne M. Schababerle	P. Osborne – x C. Giacomo	J. Antrim, J. Benner, T. Benner, J. Biernacki, R Holzwarth, J. Hurst, J. Marks, P. Marks, H. Simpkins, S. Prileszky, J. Price-i, M. Swiderski, B. Towne Jr.-i CC contact : olaandbob@aol.com 513-235-6128 Asst CC contact : 513-887-9738
2nd Sun & 1/30	D. Menchen G. McDowell-x	B. Cooper F. Hawk L. Penner G. Penner-x	D. Conrad-x T. Rudolf-x J. Goebel-x	P. Compton, R. Basto, A. Engeseth, H. Goebel, J. Goebel-^, J. McDowell+, L. McKosky, M. McKosky, K. Menchen, J. Morris-+, P. Pedersen SGS 2-33 - N2615H – D. Menchen cc contact: 513-313-2315
3rd 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-+ *{Students/Crew additions requested}* SGS 2-33 - N36135 – M. Drummey CC contact : mfd4@aol.com 513-871-1998 Asst CC contact : n11rdbird@att.net 937-271-5003
3rd Sun & 5/29	T. McDonald T. Bosner, Sr.-t	T. Bosner T. Christman M. Hutchison	R. Eckles-x* B. Gabbard C. Ryther	M.Aranha, D. Du Bois B. Elliott, C. Higgins, E. Muscona, J. Morari-^, E. & M. Towers *{Students/Crew additions requested}* SGS 2-33 - N3616Q – T. McDonald Kubota – T. McDonald CC contact : tjmcdonald@fuse.net 859-992-6801 Asst CC contact : mariner@mac.com
4th Sat & 4/30	A. Dignan-t H. Meyerrose	G. Byars R. Cluxton-x G. Print- x B. Fullenkamp	T. Bales T. Lynch-x J. Jackson K. Adams	J. Atkins, R. Bales, C. Hildenbrand c, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ Grob103 - N44259 – J. Jackson ASK 21 N251CC – A. Dignan CC contact : dignan@fusemail.com 513.405.7839 Asst CC contact : hmm9r@aol.com 513.405.7839
4th Sun & 7/31 & 12/31 Closed 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 ASK 21 – N221CC – J. Lubon CC contact : sstatkus@cinci.rr.com 513-720-8955 Asst CC contact : todd@thetechpark.com 513-461-3535

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@fuse.net or 859-992-6801

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