



The Frequent Flyer

September 2011

CCSC BOARD MINUTES, SEP 6th

submitted by Michael Hayden

CCSC Board of Trustees Meeting Minutes for September 10, 2011

The CCSC Board of Trustees conducted a regular meeting in the clubhouse on September 10, 2011. The meeting was called to order at 9:43 a.m. by John Murray, Vice President. Five Board members were present: John Murray, Rolf Hegele, Jim Lowe, and John Atkins, and Michael Hayden.

Secretary's Report – Michael reported confirmation of the Youth status of the four applicants for membership named last month. A question arose regarding differences between our criteria for Youth membership and those of the SSA, which Rolf will clarify. The Minutes for the August 6, 2011 meeting were approved as presented previously by a unanimous vote.

SSA Dues Discussion – The possibility was discussed of collecting the entire amount of the annual SSA dues from each member in advance of submitting them to the SSA, rather than collecting one-twelfth each month over the course of the year following submission to the SSA. The present practice means the Club is advancing \$64 for each member, for a total of more than \$13,000 per year, to the SSA prior to collecting from the members.

Mark Miller joined the meeting, making six Board members present.

Treasurer's Report – The gasoline altitude index fee will decrease to 36 cents per 100 feet in September. Jim reported that the bank account balances total approximately \$31,000 at present. However, the year-to-date cash flow is nearly \$32,000 in the red, with income significantly lower than budgeted. An increase in monthly dues and/or fees to members may be necessary in the near future. As part of a more complete assessment of the situation, Jim and Rolf will reconcile Jim's Quicken® files and the office's QuickBooks® files in order to facilitate the transition to a single accounting system. Jim and Rolf will then identify and quantify variances from the budget for further study. The result will be brought to the Board next month for the generation of proposed solutions. The Treasurer's report was approved as presented by a unanimous vote.

Operations Report – John Atkins reported that a gasoline-powered golf cart is now in service and asked that anyone having comments on its suitability, operation, or reliability to contact him. All crew chiefs are reminded that the circuit breaker box (on the side of the silo) for the fuel pump must be closed and locked at the end of the day. It has been left open several times recently, serving as an invitation to the theft of fuel.

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In Brief

- There is a decrease in the fuel tow charge from 38¢ to 36¢/100 feet.
- Next SSD Board meeting to be held Saturday, September 17th - 9:30am
- There is a Potluck on Saturday the 17th starting at 6pm. All members are invited and please RSVP to Gina Towne via email.
- The Grob 103 is down for wing repair for at least a month.
- The next CCSC Board meeting is scheduled for Saturday, October 1st - 9:30am
- The SSD Board approves up to \$25K for farm house renovation.
- Because of the paucity of flying and funds, the possibility of a dues increase is being considered.
- Gas golf carts are being brought into the mix to possibly replace the electric carts.
- 33Z will be undergoing an engine replacement this winter.
- Our big tractor is back on-line. It had been in need of some TLC, provided by a traveling mechanic.

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.

...continued on page 3

SSD AUGUST BOARD MINUTES

submitted by Lucy Anne McKosky

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

Absent: Garry Print, Dick Scheper

CCSC Board members: Rolf Hegele, Steve Statkus

The meeting was called to order at 10 a.m. by John Lubon. The minutes of the July meeting were reviewed and approved. Dieter Schmidt reviewed expenditures for the previous month, and the treasurer's report was reviewed and approved. John Lubon outlined planned and unplanned expenditures; major repairs to the tractors and farmhouse were not budgeted for this year, but will amount to at least \$20,000. Delaying tree removal at the west end was discussed, and the board consensus was that this project has a lower priority than house and tractor repairs.

Farmhouse Lease: John Lubon reported that one couple has expressed interest in the farmhouse lease. They have experience in bookkeeping and field maintenance at the Waynesville airport and are interested in both business manager and field maintenance responsibilities. However, they won't be available until March.

Tractors: The big John Deere tractor should be returned by August 25. The PTO clutch, the drive clutch, and the flywheel have been repaired and the rear engine seal replaced, for a total cost less than \$3,000. Additional repairs are planned for the winter. Bob Root moved that SSD pay \$3,000 for tractor repairs; the motion was seconded and carried. Lynn Alexander reported that the Kubota mower needs parts, and Rolf Hegele volunteered to get them.

Golf Carts: Steve Statkus reported that three golf carts are good for glider towing. Golf cart #2 needs two new batteries, and #4 has a bad solenoid and should be used only for carrying people. Steve has located a source for used gas-powered golf carts, which seem to have sufficient power for towing gliders and require less maintenance than electric ones. He recommended purchasing one at a cost of \$2400 and selling one electric cart. Lynn Alexander moved that we purchase one gas-powered golf cart. The motion was seconded and passed.

Farmhouse Repairs: A structural engineer inspected the foundation and will submit a bid for repairing damage and reinforcing the west and south walls. His preliminary estimate is \$10K – 15K. Lynn Alexander moved that the board authorize up to \$15K for foundation repairs; the motion was seconded and

carried.

The kitchen sink and cabinets have been removed, and the floor, sink, and countertops will be replaced. Henry Meyerrose has provided estimates for several options, with a range of \$2K to \$5K. Steve McManus has offered to donate an electric stove, which would necessitate an electrical upgrade as the house currently has only 120V service. In the upstairs bathroom, the sink and toilet need to be replaced; a vanity from downstairs may be relocated there. The tub needs reglazing, and the floor needs to be replaced. Estimated cost for these repairs is less than \$1000. The upstairs carpeting will be replaced at a cost of about \$2K. Restroom fixtures and the shower in the back room on the first floor will be removed. Ways of dehumidifying the basement are being considered, and a new sump pump has been purchased. Current estimates for the total cost of all repairs fall between \$15K and \$25K. Trash from the renovations is being disposed of via the existing dumpster service, at a rate of one load per week.

Towepanes: Rolf reported that one cylinder has been replaced on 33Z, which is currently being broken in. The engine replacement planned for this fall may be delayed. 100-hour inspections are being instituted for the towplanes to improve preventive maintenance, and one has been performed on 48L. Dieter reported that the plane does not perform well under high humidity conditions.

The meeting was adjourned at 11:03 a.m. The next meeting will be Saturday, September 17, 2011, at 9:30 a.m. at the CCSC clubhouse.

Lucy Anne McKosky, Secretary



Grob 103 Damage and Repair – The right wing of the two-place Grob was damaged during taxi by impact with the sign posts next to the tiedown nearest the crow's nest. The posts have since been removed. The cost of the repair has been quoted at \$5,885. Following discussion of the current approach of self-insuring for losses under \$10,000, proceeding with the repair without filing an insurance claim was approved by a unanimous vote.

Public Relations Report – Rolf reported that the organizers of the WACO Fly-In have not provided the information necessary for our participation despite several requests, and so we will not participate.

SSA National Convention Hosting – Rolf reported that the SSA inquired about our interest in hosting a national convention. The sense of the Board was that we are not interested at this time.

2012 Region 6 Contest – Rolf proposed holding a contest in June 2012. He has volunteered to serve as Contest Manager and Frank Paynter has volunteered to serve as Contest Director. The proposed dates are:

Monday June 11 through Friday June 15 – Cross country training camp
Saturday June 16 – Contest practice day
Sunday June 17 through Saturday June 23 – Contest days

The submission of a request to the SSA to sanction the contest was approved by a unanimous vote. Also, the reservation of both ASK 21s for the camp and the contest, to be flown by experienced contest pilots with other members riding along for learning, was approved by a unanimous vote.

Social Activities Report – A potluck dinner will be held on Saturday September 17. Holding the annual Oktoberfest and Neighbor Appreciation Day concurrently on Saturday October 15 was approved by a unanimous vote. By a 5-1 vote (Rolf opposed), the Board approved asking members to donate toward the costs of both events. For the guest rides for neighbors, donations can take the form of assuming flight charges (on Flight Cards) or the payment of cash donations along with monthly billed charges. Any cash donations should be identified as such.

Safety Review Committee Report – Steve Statkus reported on five investigations.

Low tow after late glider takeoff – investigation completed, recommendations published. The follow-

up for this investigation was accepted as being complete by a unanimous vote.

Failure to release on 2-33 – investigation completed, awaiting new standard for soft release training.

Hard landing in ASK 21 – investigation still underway, new standard on currency will be proposed for Board review.

Towplane low fuel occurrence – investigation completed, report to be submitted to Board.

Grob 103 collision during taxi – new event, investigation underway.

Board Resignation – Steve Statkus has resigned from the Board. The Board thanked Steve for his service on the Board. Steve's continuation of service as chairman of the Safety Review Committee and as Glider Maintenance manager was approved by a unanimous vote.

Board Appointment - The Board appointed Charlie Richardson to the Board to fill out the remainder of Steve Statkus's term ending in November by a unanimous vote. Charlie served on the Board previously.

Private Party - Ayman Salem's request to use the clubhouse for a private party on the evening of Saturday September 24 in accordance with UOP 6.5 was approved by a unanimous vote.

Reimbursement Policy – A proposal to establish as Board policy that each member submitting a request for reimbursement for an authorized expense shall be reimbursed promptly by means of a Club check was approved by a unanimous vote. Accordingly, credits to members' accounts will not be used for reimbursement in the future, but will be used only for resolution of account issues.

Off-site Operation Accounting – Another chapter in the ongoing discussion of the handling of expenses incurred in support of off-site operation in accordance with UOP 2.8 was held. Michael will propose a revision to the wording in an attempt to resolve the disagreement.

Adjournment

The meeting was adjourned at 12:45 p.m. by unanimous consent.

Respectfully submitted by Michael Hayden, CCSC Secretary.



Safety Corner

by Steven Statkus (Safety Officer)

High Pucker Factor on Tow:

High density altitude, heavy weight glider, short runway, zero headwind, and the proverbial 50 trees all came together to form the perfect storm. As the trees approached it was superior airmanship coupled with a large dose of luck that saved the day.

The tow plane was 48L and the glider was the Grob 103 with two adult sized pilots aboard. Aware of the prevailing conditions the tow pilot elected to perform a short field take off, the student pilot in the glider did not. The tow began and at the club house the Pawnee became airborne. The pair cleared the trees at the west end of the field with 45 kts showing on the Grob's ASI. Once clear of the trees the tow pilot nosed over and flew down the valley building airspeed and eventually climbing out into a right down wind. The glider released adjacent to the clubhouse at about 700 ft AGL. Both aircraft landed safely

Lessons learned:

Density altitude, density altitude, density altitude; it's not just for tow pilots; glider pilots need to become aware of these conditions also and their effects on aircraft performance. As density altitude increases (due to high temperatures and humidity) the power developed by the Pawnee's engine decreases. Less power means slower acceleration, a longer takeoff run, and a decreased rate of climb.

Since Mother Nature provides the conditions we fly in and we can't change Mother Nature, we can take some steps to mitigate her effects and change the ratio of airmanship/luck to a number more to our liking; (more airmanship, less luck.) And, it's not completely up to the pilots either. Crew chiefs and

aircraft maintenance folks can help change the calculus.

If the day's conditions will include high density altitudes, crew chiefs should be aware and discuss the grid alternatives with the tow pilots. They may elect a slight tail wind on takeoff as opposed to facing the 50 foot trees. Stretch the runway to the max. Glider pilots should attempt to get the glider in the air as soon as possible. Pawnees accelerate faster towing a glider in the air than on the ground. A glider begin pulled across the ground can generate around

100 lbs of drag. As soon as the glider breaks down the drag is reduced to somewhere between 20-25 pounds. On smaller fiberglass gliders, the drag can be as low as 15 lbs. So soft field techniques and getting the glider off the ground is always the first order of business. Both tow pilots and glider pilots need to think about where and when they would pull the release if the takeoff roll seems long and slow.

The maintenance guys have begun 100 hour engine inspections: compression checks, mag timing checks, intake filter and prop cleaning. Proper tire inflation on the both glider and tow plane will help the take off performance. Check for full inflation before

pulling a glider out of the hangar.

This event is now one of those "I remember this one tow," stories rather than an article in the Enquirer due to clear correct thinking throughout the tow on the part of the tow pilot and airspeed control on the part of the glider instructor.

Thanks to the folks involved with this event for their contributions to the detail and accuracy of this article. It is the open and honest sharing of events such as this one that will go a long way to improving our clubs' safety record.



Our local HP-14 takes to the air on a sunny and slightly thermally day

Pop Quiz

by Tom McDonald (Chief Instructor)

This month's Pop Quiz reviews local airspace. If you need to review the symbols just Google "sectional chart legend." To look at the picture in color see the online version of this newsletter, use your own sectional chart, or finally you can go to skyvector.com (click on the sectional figure) and by hovering your cursor over the Globe or Charts icon at the top, you can select the Cincinnati Sectional and zoom in on the area around CCSC.

The questions start out at CCSC, which is just left of center in the image. Move west to Lebanon-Warren County then clockwise around the chart. There are questions on each of the airports used in our training operation. A Sectional Figure snip-it is on the following page for reference (Page 8).

- 1) The runway length at CCSC is shown as
- a) 1219 feet
 - b) 940 feet
 - c) 2800 feet
 - d) Runway length is not shown for grass runways.

- 2) No CTAF is shown for our gliderport. We use _____, based on _____.
- a) 123.3, SSA standard practice.
 - b) 122.9, FCC rules
 - c) 123.3, the AIM.
 - d) 123.3, longstanding custom

- 3) There is a closed airport symbol just southwest of CCSC (sectional snip-it on next page). Which of the following is/are true of this field?
- a) The runway is paved.
 - b) The airport has landmark value.
 - c) The runway is at least 3500 feet long.
 - d) The runway could be a grass strip.

- 4) To get current weather for the Lebanon-Warren County Airport, tune the radio to:
- a) 122.2
 - b) 120.55
 - c) 123.075

- 5) The standard pattern for landing on runway 1 at the Lebanon-Warren County airport is _____ (right, left) traffic.

- 6) Red Stewart Field has four ticks around the airport symbol. This means:
- a) The airport is OK public use.
 - b) The airport has fuel, and is attended.
 - c) There are at least two separate runways.

- 7) The pennant or flag symbol at the Dayton Wright Brothers Airport indicates a:

- a) VFR reporting point for use with ATC.
- b) Golf course adjacent to the airport.
- c) Restaurant at the airport.

- 8) The identifier for Dayton – Wright Brothers is

- a) DAY
- b) DQN
- c) DWB
- d) MGY

- 9) There is a 1334 foot obstruction just southeast of Dayton – Wright Brothers. Which of these is/are true? This is:

- a) 1334 feet above sea level
- b) 1334 feet above ground level
- c) under construction
- d) more than one individual tower

- 10) There is an obstruction just north of the Clinton County airport with the numbers 1308 (288). What is the MSL altitude at ground level at the base of the tower?

- a) 1308
- b) 1596
- c) 1020
- d) 60

- 11) You land out at Clinton County. A low overcast develops as the Pawnee comes to take you back to CCSC. Cloud clearance required for the tow home at 2000' MSL is

- a) 1000 feet below
- b) 500 feet below
- c) clear of the cloud bases

- 12) A VFR flight _____ (may, may not) enter the Buckeye MOA (southeast of Wilmington) when it is active.

- 13) The final exam:

Back at the gliderport, you release a helium balloon from the middle of the runway. The balloon floats up through class _____ airspace. Flying a glider in this airspace requires a visibility of _____ miles, with a cloud clearance of _____. (Note that your answer may be different from someone else's, depending on what class of pilot certificate you hold). As the balloon rises, the type of airspace changes to class _____ at _____ feet MSL (_____ AGL) and again to _____ at a pressure altitude of _____.

Answers and explanations are on page 7.



CLASSIFIEDS

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

For Sale (6/11): 32' Dutchman camper trailer for sale in club campground \$2500. Bedroom with queen bed, living room and eat in kitchen. Two other fold out twin beds. Sold fully stocked with household items. No road miles. For info contact Jenny Rytel 614-332-2004 or montjen@att.net.

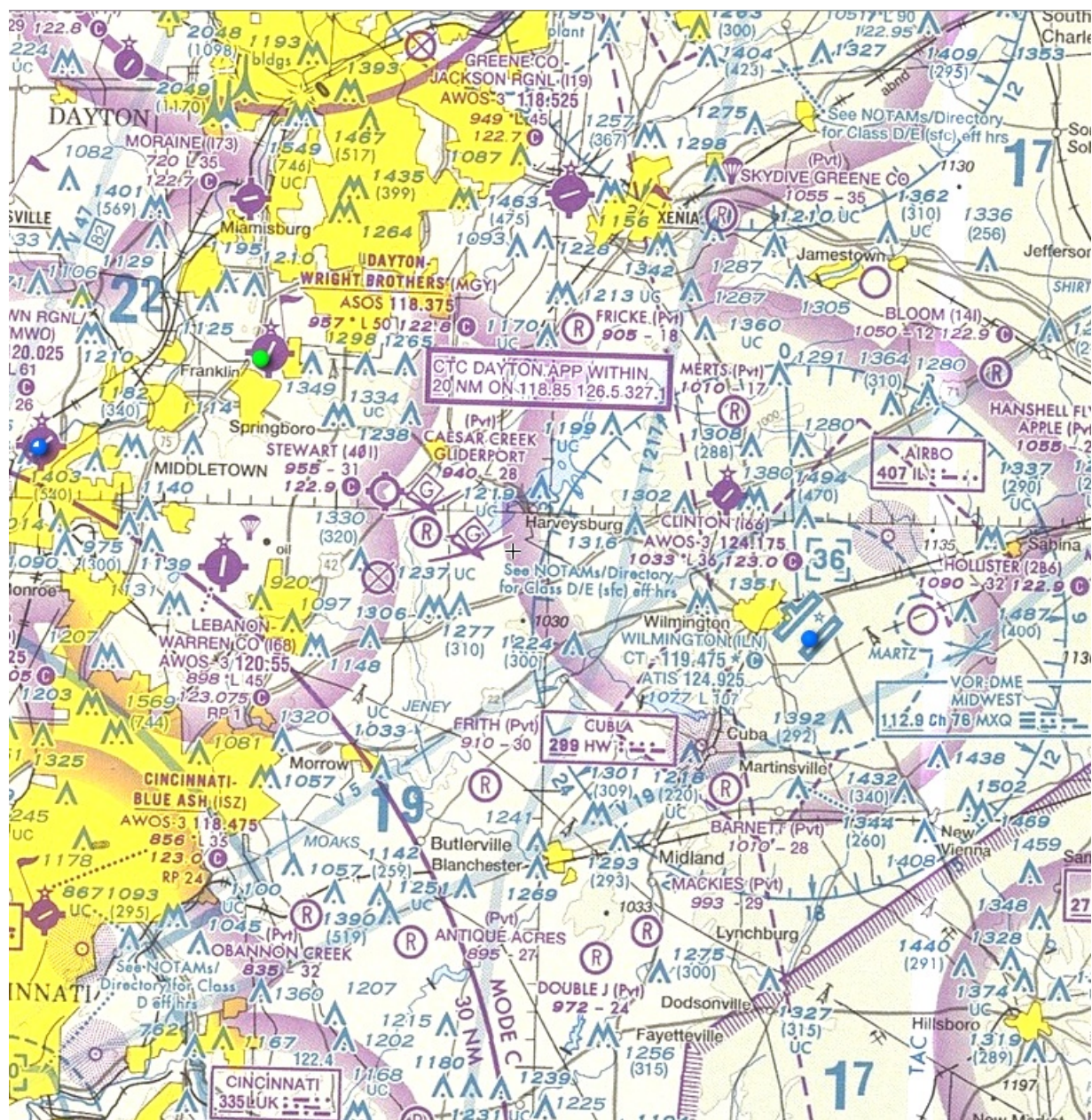
Share For Sale (2/11): Join the Redwings! One share for sale, \$1000. A great group of guys and a great SGS 1- 26. A good way to build up flight hours and have fun. Contact Brad Lewandowski for details 513-265-8544 or blewando1@gmail.com.

For Sale (7/11): Two one-third shares in Standard Libelle201b N11RD (n11rdbird). Serial Number 74 with a

245 pound payload. Great flying and thermaling glider with a May annual. Includes an Eberle trailer and tow out gear. All ADs complied with; New Tost Hook; New Microair Radio. Includes Cambridge GPS and L Nav, parachute, and great partner (Richard Cedar). Call Rolf, (n11rdbird@att.net) at 937-271-5003.

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@juno.com

For Sale (7/11): 1991 Elite 29ft Travel Trailer in great shape. Large roomy interior. Interior is in great shape. Everything works and has a newer Refrigerator. We are the 2nd owners and purchased it in ~1992. Sitting on a nice site at the Gliderport. Asking \$3500. call Norb at (513) 243-6465 (d) or (513) 774-0380 (e).



Answers and explanations to the Pop Quiz.

Correct answers are boldface.

1) The runway length at CCSC is shown as

a) 1219 feet is the height of a nearby cellphone tower.

b) 940 feet is the airport elevation.

c) 2800 feet. The longest runway at the airport is shown in hundreds of feet.

2) No CTAF is shown for our gliderport. We use _____, based on _____.

c) 123.3, the AIM. Table 4 - 1 - 3 specifies 123.3 and 123.5 for use in aviation instruction, gliders, and hot air balloons.

3) There is a closed airport symbol just southwest of CCSC. Which of the following is/are true of this field?

a) The runway is paved.

b) The airport has landmark value. Putting it on the chart helps to keep you from mistaking it for your destination.

c) This answer would be correct if given as "at least 3000 feet."

d) Closed grass strips look like any other field, and are not charted.

4) To get current weather for the Lebanon-Warren County Airport, tune the radio to:

a) 122.4 would work, but it would be the hard way to get the info. You would have to talk to Flight Service via their remote communications outlet at Lunken.

b) 120.55 AWOS = Automatic Weather Observing System. This continuously broadcasts the current conditions.

c) 123.075 is the Common Traffic Advisory Frequency (CTAF), always indicated by the C symbol.

5) The pattern for landing on runway 1 at the Lebanon-Warren County airport is right traffic. Left traffic is standard. The RP 1 in the airport information block indicates right pattern to that runway.

6) Red Stewart Field has four ticks around the airport symbol. This means:

a) The airport is OK public use, but this is indicated by a lack of an R in the symbol or (Pvt) with the airport name, not by the tick marks.

b) The airport has fuel, and is attended. "Attended" is defined for chart purposes as at least Monday-Friday, 10:00 to 4:00. For more complete info, consult the Airport/Facility Directory.

7) The pennant or flag symbol at the Dayton Wright Brothers Airport indicates a:

a) VFR reporting point for use with ATC. Dayton Approach has this point on their radar screen. If you report "over Dayton-Wright," they will know where you are. Reporting "over the Dayton Mall" might not work as well. This is a hypothetical here, but is something you may need for flying a glider near Reno, for example.

c) There is no symbol for "restaurant at the airport," but I think it would be a good idea.

8) The identifier for Dayton – Wright Brothers is

a) DAY Dayton International Airport

b) DQN Dayton VOR

c) DWB Sounds good, but I made it up.

d) MGY Shown just after the airport name.

9) There is a 1334 foot obstruction just southeast of Dayton – Wright Brothers. Which of these is/are true? This is:

a) 1334 feet above sea level

b) 1334 feet above ground level

c) under construction. Note the UC under the symbol.

d) more than one individual tower. Two points mark a group obstruction. The altitude is given is the highest in the group.

10) There is an obstruction just north of the Clinton County airport with the numbers 1308 (288). What is the MSL altitude at ground level at the base of the tower?

a) 1308 is the MSL altitude at the top of the tower, not the base.

b) 1596 is what you get if you add instead of subtract.

c) 1020. 1308 MSL minus 288 AGL = 1020. Not a really useful answer for everyday flying, but ability to answer it shows that a pilot understands the information presented on the chart at a very high level of learning.

d) 60 is what your altimeter would read at the base of the tower if you set it to zero at CCSC.

11) You land out at Clinton County. A low overcast develops as the Pawnee comes to take you back to CCSC. Cloud clearance required for the tow home at 2000' MSL is

a) 1000 feet below

b) 500 feet below. Class E airspace begins at 700 feet AGL, 1733 MSL. Basic cloud clearance rules apply. There are GPS approaches to both runway 3 and 21, plus a circling VOR approach. An airplane on an IFR clearance could pop out of the overcast unannounced. You need some room to see and avoid this potential traffic.

c) Clear of the cloud bases. This would be true if you were in class G airspace.

12) A VFR flight **may** enter the Buckeye MOA when it is active. See and avoid is paramount here, as high-speed military traffic may be present. (Note that IFR traffic is not allowed in an active MOA, but VFR fliers are allowed to take their chances). See the sectional for altitudes and operating times. Call FSS to see if the MOA is active on a particular day.

13) The final exam:

Back at the gliderport, you release a helium balloon from under the clubhouse deck. The balloon floats up through class **G** airspace. Flying a glider in this airspace requires a visibility of **3 (solo student or light-sport) or 1 (private certificate or higher)** miles, and of clear of clouds. As the balloon rises, the type of airspace changes to class E at 2140 feet MSL (1200 AGL) and again to A at a pressure altitude of **FL180**.

OCTOBER 2011 CREW SCHEDULE

Day	Crewchief Assitant Aircraft	Towpilots	Instructors	Ground Crew
				Crewchief and assistant contact information
1 st Sat & 10/29	W. Detert J. English	J. Armor M Schababerle	R. Eslinger P. McClaskey-x	T. Cuthbert, G. Daugherty, D. Edwards, S. Fenstermaker, J. Lowe,A. McClaskey, E. McClaskey-^ C. Schulker, K. Wolf {Students/Crew additions requested} CC contact : none Asst CC contact : jim.english@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, J.Gordon-^ , S. Kleine, B. Lewis, C. Lindsey, R. Martinez, C. Maurer, R. Miller, R. Mullins, D. Rawson, A. Rytel-^, M. Rytel, K. K. Silber, W. Smith, G. Southers, A. Swanson, A. Webb, G. Yee, J. Zeis CC contact : karrakmc@aol.com Asst CC contact : millersoasis@msn.com 513-235-6128
	Blanik L23 - N253BA – M. Karraker			
2 nd Sat &1/29	R. Root D. Staarmann	R. Anderson 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 CC contact : olaandbob@aol.com 513-235-6128 Asst CC contact : 513-887-9738
2 nd 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-+, CC contact: DMenchen@cinci.rr.com 513-313-2315 Asst CC contact : quivvinn@frontier.com
	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, P. Pedersen C. Richardson-^, M. Wilkins-+ {Students/Crew additions requested} CC contact : mfd4@aol.com 513-871-1998 Asst CC contact : n11rdbird@att.net 937-271-5003
	SGS 2-33 - N36135 – M. Drummey			
3 rd 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. Moscona, J. Morari-^, E. & M. Towers {Students/Crew additions requested} CC contact : tjmcDonald@fuse.net 859-992-6801 Asst CC contact : mariner@mac.com
	SGS 2-33 - N3616Q – T. McDonald Kubota – T. McDonald			
4 th Sat & 4/30	A. Dignan H. Meyerrose	G. Byars R. Cluxton-x G. Print- x B. Fullenkamp	T. Lynch-x J. Jackson K. Adams	J. Atkins, R. Bales, T. Bales, C. Hildenbrand c, H. Jones, C. Lohre, B. Milligan, J. Murray, E. Saladin, T. Scott-+ CC contact : asdignan@gmail.com 513.405.7839 Asst CC contact : hmm9r@aol.com 513.405.7839
	Grob103 - N44259 – J. Jackson ASK 21 N251CC – A. Dignan			
4 th Sun & 7/31 & 12/31	S. Statkus T. Dockum	J. Bierstine R. Blume F. Paynter-x T. Morris	L. Alexander B. Clark J. Lubon	T.Bresser, P.Callihan, R. Cedar, J. Coomes-^, Clark, T. Dockum, R Ghai, C. Haines, M. Hayden, K. McManus, S. Mayer, D. Reagan, An. Rieder-^, A. Salem, L. Stemley+, B. Stoops CC contact : sstatkus@cinci.rr.com 513-720-8955 Asst CC contact : todd@thetechpark.com 513-461-3535
Closed 12/25	ASK 21 – N221CC – 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 John Atkins at JAtkins@cinci.rr.com or 937-475-4298 Whom To Call – Contact Information				
SSD President: John Lubon 513-543-9154 (c) Chief Flight Instructor: Tom McDonald 859-992-6801 (c) tjmcDonald@fuse.net Crew Operations. John Atkins jatkins@cinci.rr.com 937-475-4298 Grounds Maintenance: Marcos Aranha 937-232-2393				CCSC President: Paul McClaskey 614-329-4945 or lpmcclaskey@earthlink.net Chief Tow Pilot: Tim Christman 937-475-1445 or tchristman24@aol.com Aircraft Maintenance/Safety Officer: Steve Statkus 513-720-8955 or sstatkus@cinci.rr.com