



The Frequent Flyer

June 2011

REGION 6 SOUTH IS UPON US

by Rolf Hegele

Don't look now, but we are having a contest in a week. With the flying finally underway at CCSC please drop on by, help out or enjoy the show. The schedule is as follows:

Saturday, June 18.	Unofficial Practice Day (includes Club operations) 8AM to 6PM - Registration
Sunday, June 19.	8 to 10AM - Registration 1st Contest Day 10 AM - Mandatory Safety Meeting; Weather Briefing, Pilot's Briefing 6:30 PM , Clubhouse Chicken Dinner \$15.00
Monday, June 20	2nd Contest Day 10AM, Pilot's Briefing 8:30 PM Movie Night – The Sun Ship Game, Popcorn
Tuesday, June 21	3rd Contest Day 10AM - Pilot's Briefing 6:30 PM - Clubhouse City Barbecue Dinner \$15.00 8:30 - PM Movie Night - The Barnstormers, Popcorn
Wednesday, June 22	4th Contest Day 10AM - Pilot's Briefing 8:30 PM - Movie Night - TBD
Thursday, June 23	5th Contest Day 10AM - Pilot's Briefing 6:30PM - Clubhouse Spaghetti Dinner \$15.00 8:30 PM Movie Night - TBD
Friday, June 24	6th Contest Day 10AM - Pilot's Briefing 8:30 PM - Movie Night - TBD
Saturday, June 25	7th & Final Contest Day 10AM - Pilot's Briefing 6:30PM - Awards Dinner & Famous Ox Roast \$20.00 Entertainment - Soggy Runway Boys

Note: All beer \$1.00 and pop still just \$0.50 in the machine.

LANDOUTS AND LOW PATTERNS

by Jim Hurst

Some members may have noticed that some artwork on the apron between the gas pump and the water pump has recently been refurbished. There are replicas of the gliderpot runway designed to facilitate some training in avoiding landouts

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In Brief

- CCSC Board had no quorum for the June meeting. Next CCSC Board Meeting scheduled for Saturday, July 2nd - 9:30am
- A full tank of tow plane fuel was finally purchased. Expect the fuel charge to go up a bit in July.
- Region 6 South contest is just a week away, starting June 18th.
- Next SSD Board Meeting to be held Saturday, June 18th - 9:30am
- In conjunction with the Contest, a Club Ox Roast on June 25th will conclude the competition. All members are invited.
- New Crew Chief report and webcam to be on-line by end of June. Members will receive login information via email.
- Lynn Alexander has coordinated the effort to cut the grass until we have new caretakers.
- Fuel tow charge remains at 30¢/100 feet.

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.

with a club ship and managing safe landings on the gliderport when the pilots has goofed up.

The scale of the smaller replica is designed so that the eye level of the average person will be about 2000 feet AGL. This show what the glider port looks like at that attitude. At 2000 AGL, we have 1000 feet for a landing pattern and another 1000 feet for maneuvering. The idea is to show what the gliderport looks like at various distances when the glider is at 2000 feet.

If you walk away from the gliderport replica, each adult pace equals about 1000 feet. If you believe the advertised glide ratio of a 2-33, which is 23/1, you can take 23 paces away from the gliderport and see what it looks like at the distance of (23,000/1000). I think everyone would agree then they see this that they wouldn't want to be there in a 2-33. Most of the literature recommends you use 50% of the advertised glide ratio to estimate how far you can go. So, 50% of 23 is about 12, so walk back 11 paces toward the gliderport so that you are 12 paces away. Frankly, this still doesn't look good to me. I would want to be heading back toward the glider port and I would not go off course to chase some cumulous cloud of unknown quality. You might find lift on the way home, so that's the best way to go. You can perform this test for other gliders using their advertised glide ration. My Libelle had a glider ratio of 39/1. If I walked 39 paces away from the gliderport, I wouldn't even be able to see it!

Published glide ration are determined by flying at dawn, when there is no lift or wind, the glider is in pristine condition, clean and with all sources of drag taped up. The ship is also being flown by an expert pilot who constantly keeps the yaw string absolutely straight. So using 50% of the reported glide ratio is designed to offset a dirty glider, unexpected sink and sloppy flying.

Now back to the our diagrams between the tanks. The larger of the gliderport replicas is designed as an aid to understanding the problems of the landing pattern.



Our "Painted Runways"
Photo - Andrew Dignan

This one is drawn so that your eye level is about 800 feet AGL, which is where you ought to be in the the middle of the downwind leg. There are two markers on the ground to show where you would be for an angle of 45 degrees or 30 degrees on the runway. We used to teach 45 degrees but now maybe 30 is better because it gives the possibility of a round circling approach which reduces the time you can't see the runway.

We drum into our students the importance of flying a square pattern, starting at about 1000 AGL over the upwind end of the runway. We do this for two

reasons. 1) because with experience it makes it very easy to land where you want to, and 2) when everybody flies the same pattern, it is easier to see and know where the traffic could be. Unfortunately, this drill sometimes causes a mental block such that the pilots thinks they have to fly this pattern even if they do not have enough altitude to do so.

It is also unfortunate that if one were to try and simulate the problems of flying a low pattern in real life, there would also be the real danger of creating just such an emergency. So back to that larger of the diagrams. It is easy to then walk away from the gliderport diagram so that you are at 800 feet 'AGL' and in a somewhat awkward position. This can generate some interesting discussions on what you would do. This very 3-D mental game might be a good non-flying day project for the club instructors to take on with the crew and any others at the field. How to make a safe landing from a very low pattern? Well that could also be the subject of another lengthy article. Maybe I'll do that given the kind of weather we have had so far this year.

SSD BOARD MINUTES, MAY 12th

submitted by Lucy Anne McKoskey

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

The meeting was called to order at 9:35 a.m. by John Lubon. The minutes of the February meeting were reviewed and approved. The treasurer's report was also reviewed and approved. Dieter reported that the books have been reviewed and the taxes prepared by a CPA.

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Dieter Schmidt reported on progress in closing out the stock escrow accounts. 24 owners of partial shares have not yet purchased full shares. Two have requested redemption of their shares. CCSC has not yet transferred \$8400 held in escrow accounts for shares issued.

Redemption of some shares held for the Youth Endowment Fund was discussed. The board consensus was that sufficient shares should be redeemed to support youth group activities such as scholarships for Youth Camp. Lucy Anne McKosky will talk with Steve McManus about the amount needed this summer.

The Treasurer's report was reviewed and approved. Minutes of the March board meeting were also reviewed and approved.

Election of Officers:

The following officers were nominated and elected:

President :	John Lubon
Vice President:	Bob Root
Treasurer:	Dieter Schmidt
Secretary:	Lucy Anne McKosky

Old Business:

Farmhouse Lease: Notice has been served on the current tenants to vacate when the lease expires on June 1, 2011. John Lubon and Dave Coucke will handle any further negotiations on their move. The CCSC board has authorized hiring Sarah Palmer as business manager. If this is a long-term arrangement, the new lease will be structured differently. Three options were discussed:

1. Same as current lease (business manager and field maintenance responsibilities in exchange for full rent)
2. Partial lease (field maintenance in exchange for part of rent)
3. Full lease (market value rent with no responsibilities)

If the lease does not include business manager responsibilities, the lease agreement between CCSC and SSD will need to be adjusted. The opening will be advertised through an e-mail to the CCSC distribution list and a notice in the Frequent Flyer. Lynn Alexander is coordinating mowing of the field until the lease is settled. He will prepare a schedule of volunteers for mowing.

Water Well: Water usage has decreased more than 50% since the water heater leak was fixed, and further reductions are anticipated when the farmhouse is vacated. The issue was reevaluated, and the board determined that drilling a well is not worthwhile at this time.

Barn Repairs: This is a CCSC issue unless significant funds are needed. Modifications to provide additional golf cart access were discussed. This would require moving the accumulated scrap lumber.

Glider Radios (2-33s): Chief Instructor Tom McDonald has requested a radio for one 2-33 for training purposes. John Lubon reported that FIRC considers radio training essential. Rolf Hegele reported that Dick Eckels will require radio procedures during checkrides; therefore, a 2-33 with a radio needs to be available for checkrides. Cost for a radio would be \$800 to \$900. Lynn Alexander recommended that Tom McDonald talk to Dick Eckels to determine what is needed, and Garry Print requested that CCSC submit a specific proposal.

SSD-CCSC Lease: John Lubon reported that the lease has been drafted but not yet signed. He will coordinate signing with Paul McClaskey.

New Business:

Small Tractor Repair: The small John Deere tractor has a hole in the radiator and one cylinder is not firing. Garry Print moved that we get an estimate for repairs from the John Deere dealer in Wilmington. Lynn Alexander will contact the dealer.

New Lawnmower: John Lubon proposed getting a riding lawnmower. A home grade mower would cost about \$2000, and a commercial grade mower would cost \$3000 – 4000. The board decided to defer any decision until the situation with the small John Deere tractor is clear.

ASK-21 Wing Rigger: This was purchased by a group of CCSC members. Bob Root moved that SSD buy the rigger from the group. The motion failed by a vote of 2 to 6, with one abstention.

Reduction in Board Size: In response to a shareholder request, a motion was passed at the annual meeting to appoint a study team to consider reducing the number of members on the SSD board. At the May board meeting, a motion was passed appointing Lynn Alexander, Dick Scheper, and Lucy

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Anne McKosky to the study team. The team will make a report to the SSD board in six months.

Ways to Increase Participation in Elections: In response to a shareholder request, a motion was passed at the annual meeting to appoint a study team to consider ways of increasing participation in elections. At the May board meeting, Garry Print, Bob Root, and Dieter Schmidt were appointed to the study committee.

The meeting was adjourned at 11:35 a.m. The next meeting will be Saturday, June 18, 2011, at 9:30 a.m. at the CCSC clubhouse.

CCSC BOARD REPORT - June 4TH

submitted by Michael Hayden

Lacking a quorum of CCSC Board members there was no meeting this month. The next meeting is scheduled to be held on July 2nd.

SAFETY CORNER

by Steve Statkus

The following event occurred recently at the field. The tow pilot relayed this story to me and agreed to write it up as a "lessons learned and shared" event. So here it is in his own words.

The tow was a 2000 ft AGL tow as indicated on the tow card. During tow to altitude I try to take the gliders across the known points of lift and they can make their decision to get off or stay on for the full tow. In this case I had just towed past the spill way and there was some slight lift. I was focused on the maintaining airspeed and looking out ahead: I felt a jolt in the tail of the tow plane similar to that when a glider releases. I looked in the mirrors and could not find the Glider so I turned and started my descent, then felt another jolt /release. This time it was the glider releasing. I discussed the situation with the PIC and he indicated that he was in the low tow position boxing the wake.

Now my concern: There was NO indication on the tow card the Glider PIC was intending to Box the Wake at the start of the flight. It was a relatively short flight and low altitude tow, so to perform a Box the Wake maneuver would be difficult. While it may appear fairly innocuous this has the potential to establish an unsafe situation for both tow pilot and glider. Thank goodness the PIC was an experienced pilot.

As a tow pilot I scan ahead, validate the glider is in



John Dudley with Lynn Alexander
just before his 1st Solo
Photo - Rich Carraway

position and check my gages but most of my focus is to fly the aircraft looking head. I do not fly tow focused in the rearview mirrors. When I have indications of a release, in particular no glider on tow I take the next action, turn and descend away from the area.

Here's the lesson: unless you have indicated on your tow card that that you're going to Box the Wake don't do it.

Name withheld by request.

FARMHOUSE LEASE OPPORTUNITY

submitted by Lucy Anne McKosky

SSD and CCSC are seeking new tenants for the farmhouse. The lease typically includes an exchange of in-kind services for part or all of the rent. Services generally include maintaining the field and mowing other areas of the site; other duties may also be included, depending on the interests and capabilities of the applicant. When the new tenants are selected, the lease agreement will be negotiated to include the specific services to be provided.

If you are interested in this opportunity, or know someone that would be, please contact John Lubon by e-mail to lubon.j@pg.com or phone 513-543-9154. John can provide further information about the lease arrangement.

GOLF CART MAINTENANCE

by Steven Statkus

I've received a number of complaints recently about serviceability of the golf carts, mostly from crew chiefs on their daily crew reports. I take these complaints seriously and am trying to resolve them case by case.

As I write this, carts 3, 4 and 5 are serviceable. Carts 1 and 2 and the charger for cart 3 are unserviceable. I plan to work on both carts and the charger (which has turned up missing) with the goal of having all five carts available for the contest. I recently bought a new set of batteries for cart 2 which will be installed soon.

Having given this report I must ask each club member to take responsibility for the golf cart you pull out of the barn to use. When you get the cart in the sun and before use, lift the seat and check the water level in the batteries. We have distilled water in gallon jugs in the barn and have a turkey baster to fill the cells. Fill the cells to the bottom of the filler port. If you do not know what this is, get someone to help you. In

checking three carts recently I found numerous batteries low on water, some with the plates exposed. This will kill the batteries, which cost \$540 per set.

While you checking water level brush off the tops of the batteries (wisk broom is in the barn) and check for loose wires. **DO NOT RUN A CART WITH LOOSE WIRES.**

Finally, if a cart starts to struggle on the field, hook it to another cart's tow rope and return it to the barn and put on charge. **DO NOT RUN A CART WITH THE CHARGE METER IN THE RED** as this kills the batteries also.

And please, clean the carts of trash and debris before returning to the barn. If you want these golf carts to be available for your use, take some ownership, do a preflight inspection prior to use and a post flight inspection prior to putting on charge. And, if you have a choice, tow the two place glass ships with the Kobota.



Actual picture of actual flying on Sunday, June 12th at the CCSC | Photo - Andrew Dignan

WORKSHOP CLEANUP

by Steven Statkus

We're in the spring cleaning mode in the work shop currently. As part of our effort to clean up the shop, old but collectable hardware will be disposed of.

Some of these items are of historical significance but are no longer usable on club gliders. As such, they will be laid out on a display table in the work shop. If you're interested in obtaining any of these collectors' items please help yourself.

A clip board will be next to the hardware. Sign your name, list the item you've selected, and the amount you are willing to donate to the club for the honor of owning one or more pieces of soaring history. Include a separate check with your next dues payment to cover the cost of the piece of history you now proudly

own. The honor system is activated for this operation, but hidden cameras are being used to monitor the donations.

Also we are disposing of the band saw and drill press in the shop. If you're interested in one or both, send Steve Statkus your bid at sstatkus@cinci.rr.com. Highest bid gets the tools. Bids will be accepted for two weeks after the newsletter is sent out.

The maintenance dept is in need of a locker for the oil, filters, and tools to conduct oil changes on the tow planes. A number of lockers are in the main hangar and if any of the owners of these lockers feel philanthropic and would be willing to donate their locker for storage of equipment please contact me at 513-576-9080.

LANDOUT IN THE "PICKLE"

by Bill Gabbard

Part 1

On a third Sunday crew this past July, a student and I landed out in the Bruce Helvie "Pickle". A large cadre of enthusiastic and amazingly cheerful club members made a challenging retrieve requiring two trips because the only trailer available was designed for a 1-26. Caesar Creek Soaring Club's membership is a remarkable group of talented, diverse and seasoned individuals who are able to assess a situation, formulate a workable plan and execute it with near military precision and lots of good humor. CCSC tradition dictates cold beer be provided by the outlander to the retrieve crew which may explain in part the motivation, good humor and why a caravan showed up!

We did have the good fortune of choosing to land in a field from which wheat had recently been harvested and in their place had small bean plants growing. The small plants couldn't be seen but the yellow tan color of the field stood out against the multi shades of green. The landing was uneventful. We walked a quarter mile or so up to the farmhouse and knocked on the door. We introduced ourselves to the lady of the house who stepped out on the porch to talk to us. I explained that we were on a training flight from Caesar Creek Soaring Club and, unable to make it back to our field, had landed in her lovely field. I told her that land outs are not that unusual and are part of training. Also, that a retrieve crew would arrive to disassemble the aircraft and take it back to the club. After her initial response of "Where did you come from?", and our subsequent explanations, she seemed to understand the situation and became more relaxed.

General conditions of the day were low ceilings, and now there was a nearby thunderstorm. We took some shelter in a shed fifty feet off the roadway to await the retrieve crew and discussed what might be required to secure the glider if the weather arrived before the crew. The storm seemed to be moving slowly if at all. Focused on our discussion, we were startled by a noisy snort. Turning to look, we saw a large hog in an open pen, reminding me that we were definitely on a working farm (not to mention the rich smells).

Knowing the crew was headed our way, I walked out toward the road to flag 'em down. Just then they came by, catching sight of me waving as the lead vehicles overshot the driveway. While those that had gone by braked to a stop, the cars following pulled into the driveway to allow the others to back up. This was a feat requiring considerable skill of the driver who was towing the glider trailer! Carol (lady of the house) reappeared, surprised at the size of the caravan of vehicles. She got in the lead car and went out with us to witness the event and, no doubt, to safeguard the crop. Good thing she accompanied us. After initial deployment into the alfalfa, we received a valuable lesson on the difference between alfalfa and weeds. Carol was really a good sport and I offered to give her and her husband a glider ride on a weather-permitting day of their choosing.

So five of us, this seasoned CCSC bunch, carefully moved the 2-33 approximately two hundred yards down the crop rows to the road where the glider trailer waited. With Norb, Henry, and crew chief Tom leading, the wings were removed and the fuselage secured on the trailer. The first element of the retrieve then headed back to the

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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, convertible bunk for kids. 10 ft box, 14 ft tow lwngh. Beautiful condition; low road miles; always garaged or covered. In our campground. \$2250 obo. Dick Scheper 513-474-9707

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<at>gmail.com.

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.

club, where the fuselage was offloaded into the hangar. It seemed everyone who was at the Creek that day had a helping hand in the day's mission: the safe retrieve of an off-field landing. We had to leave a small crew at the hangar who manhandled the fuselage into an available cradle. Back to get the remainder of the Pickle.

After loading the wings and struts onto the trailer, the last pieces of the green 2-33 were hauled back to CCSC. To our delight, we discovered that Bill Paar's team had already put the tail feathers back on and were ready to attach the wings, struts and canopy. It requires a fairly large squad to hold and precisely align the large heavy wings of a Schweizer 2-33 for reattachment. With the wings firmly on the glider and the crew busily performing the finishing touches, we enjoyed the satisfying feeling of a job well done and the joy of our bird's safe return.

Part 2

It was a beautiful Labor Day, Monday, September 6. Barb and I had stayed over to enjoy our holiday. There were enough enthusiastic Caesar Creekers to form a very capable impromptu crew, and so this was to be a flying day! 11:00 a.m. and several gliders had been launched. Kat McManus and Ray had gone up and were now hanging out on the porch. I spoke to them about their flight and the day's conditions.

I returned to the camper and received a call from Carol and her husband, Vince. They wanted to take me up on my offer and were planning to head on over to the club. They arrived around noon and we met on the porch. Kat and Ray were still there and Carol recounted our meeting in July when I landed on their farm. We chuckled about her amazement at the sudden and unexpected appearance of glider pilots: "Where did you come from?". Vince told us he had known Bruce Helvie and had a standing offer for a glider flight which he had never taken. Bruce had been a student of the Wright brothers and had received a sign off from Orville Wright. Bruce went on to teach many WWII glider assault pilots in preparation for D-Day operations in Europe. I had received some of my early training nearly 25 years earlier from Bruce, including spin training. We headed down to the flight line and Vince was looking forward to seeing his farm from the air. A third generation farmer, he had watched the skies over his fields many times and seen our gliders. As a farmer he looked for "the right conditions" for planting, for crop growth, and for harvest. I was struck by the similarity of the farmers and we glider pilots both at the mercy of the weather.

While I pre-flighted the ASK-21, Vince had

a chance to converse with the acting crew chief, Bob Root, about gliders, CCSC, Bruce's history and all the current pilots who had benefited from Bruce's instruction. With blue skies and 80 degree temps, we planned a high tow with a release at 4,000' AGL. I wanted a good margin with plenty of time to fly to Vince's farm. Vince was excited about his first glider flight and the prospect of seeing his place from the air. For so many years, he had looked up to the sky while working his fields, sometimes seeing our gliders and often thinking about Bruce flying. The tow was smooth, and after release we headed for the farm on a southeast heading. About halfway there, Vince spotted his farm.

As we got nearer, we noted the field was now quite green after seven weeks. We had plenty of altitude and hit a thermal as we arrived, giving us the additional altitude we needed for extended circling. Gaining altitude by circling in a good thermal was a new experience for him and he thoroughly enjoyed the opportunity to look at his farm and the area surrounding it. His neighbors seemed much closer from this perspective. I too was excited to see the landout field again, particularly from a much better altitude in a higher performance ship. Just for fun, I agreed to show Vince some steep turns and wrapped it up in a couple of 2G turns. But now we were coming up on an hour in the air and we started back. We headed back on a sightseeing heading taking us over the lake and arriving at Caesars Creek with plenty of height to circle the club several times before entering the pattern. The day's conditions dictated landing on 27 and I was determined to make this nice and smooth, a precision landing. These moments of controlled descent onto our beautiful green runway on a gorgeous day add another wondrous short video to the flying files in my mind, to be pulled out again and once more enjoyed at a future time. Wow, is this ever fun! Made even more so by sharing it with Vince, delighting in his new perspective on his neighborhood and on soaring flight.



Our BH "Pickle"
Photo - Unknown

JULY 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 T. Hudson	R. Eslinger P. McClaskey-x	T. Cuthbert, G. Daugherty, D. Edwards, S. Fenstermaker, J. Lowe, A. McClaskey, E. McClaskey-^ C. Schulker, K. Wolf <i>{Students/Crew additions requested}</i> CC contact : none@none.com 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, ,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 B. Towne M. Schababerle	P. Osborne – x C. Giacomo	J. Antrim, J. Benner, T. Benner, J. Biernacki, R Holzwarth, J. Hurst, J. Mar
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-+, P. Pedersen cc contact: 513-313-2315
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-+ <i>{Students/Crew additions requested}</i> 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. Muscona, J. Morari-^, E. & M. Towers <i>{Students/Crew additions requested}</i> 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-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-+ CC contact : dignan@fusemail.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, 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 Tom McDonald at tjmcdonald@fuse.net or 859-992-6801 Who 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 859-992-6801
jatkins@cinci.rr.com 937-475-4298
 Grounds Maintenance: David Couke 937-287-0910 (c)

CCSC President: Paul McClaskey
 614-329-4945 or lpmcclaskey@earthlink.net
 Chief Tow Pilot: Tim Christman
 937-475-1445 or tchristman24@aol.com
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