

# SKYLINE



SKYLINE SOARING CLUB NEWSLETTER

February 2009

## The 2009 SSC Annual Membership Meeting

The SSC Annual Membership Meeting for 2009 was held Jan. 17 at Shane Neitzey's toy shed at his home in Broad Run, Va. Approximately 40 members and family attended the event and participated in the lively briefings and discussion. The briefings by the club officers, directors and president provided an excellent review of 2008 activities, the current state of the club and discussion on the future direction.

The meeting started with Dan Noonan giving an excellent overview of the club finances. He explained all expenses and incomes and showed that even with the Husky purchase the club made a reasonable profit in 2008. The bottom line is that the club is in good financial shape.

Steve Rockwood then presented an outstanding briefing on the club membership, current breakdown and trends. The club remained stable with 85 active members with an additional 117 on the inactive roles.

After a membership turndown in 2005 the club has shown a steady growth in membership until this year's leveling off. The ratio of student pilots to instructors has improved with the addition of four new instructors to 2.5 students per instructor and the ratio of glider pilots to tow pilots is similar to 2007 but will improve sig-



Photo by Dick Otis  
**Members of Skyline Soaring Club gather for the annual meeting to discuss ongoing issues and the future of the club.**

nificantly as additional Husky pilots are certified. A lot of discussion was generated on the topic of requiring an SSA membership number prior to handling the controls of any of our aircraft and the move to using FAST as the primary method of bringing in new members. The board will continue to try to make the process more responsive and easier. Steve also briefed the new student training kits that will be a required item for all new students to ensure that they have all the basic training material they need.

The briefings by Jim Kellett, Craig Bendorf (filling in for George Hatzelrigg), Shane Neitzey and Chris Groshel provided great information

and details on instructor, operations, tow pilot and maintenance statistics and trends. The club gliders flew over 479 hours with the ASK-21 leading the pack with 235 hours, followed by the Grob with 193 hours, the Sprite with only 35 - the Sprite had almost five months down time for repair - and the Cirrus coming on line with 16 hours.

The club had a steady increase of tows and flight hours with 1275 tows in 2008.

Jim Kellett discussed the club's excellent online student resources and the new student progress report format that they will use in 2009. He also stressed that everyone needed

# Remembering Bela Gogos

**A memorial service was held for Bela Gogos Jan. 9. in Manassas, Va. The memorial display included photographs and records of his soaring accomplishments. Many current and former Skyline Soaring members attended and several spoke fondly of their memories of him.**



to take an active role in their own instruction. He informed the club that Jim Garrison will be giving a cross country ground school in March and anyone interested should contact him directly. Since SSC flight instruction is linked to the Soaring Society of America training the awarding of badges for progression to higher levels is part of our program. The club has not been keeping good records, so an informal poll was taken on how many badges have been earned over the years.

## BADGE FLYING



Shane Neitzey provided good insight to our tow pilot status. The club lost several tow pilots this year due to multiple reasons but fortunately, due to the Husky, the club trained new tow pilots keeping the tow pilot number nearly the same as last year. In 2009 it is expected that a couple inactive tow pilots will return to an active role and there are about six more pilots currently in the Husky training pipeline.

Chris Groshel highlighted the status and trends of club aircraft maintenance. He stressed that duty officers need to inform the 'Meisters or the board of any aircraft problem as soon as possible, in addition to including it in the activity reports. He also asked each member to pitch in and take the time to fix and clean things when they are found and not leave it for someone else.

Craig Bendorf pointed out that one of the club's major issues was the ongoing problem of equipment damage. The club trend for equipment damage (gliders, tow cars, handheld radios) has been getting worse and is costing the club significantly, financially and in aircraft availability. Equipment damage is costing the club \$5000-\$6000 per year or about \$60 per member per year. Most damage occurs on the ground and is not specifically related

to flight. In most cases it can be prevented with proper training and by following proper procedures.

Craig also pointed out that the club runs on volunteers and there was a shortage of volunteers for some key positions. He asked the members to step up and fill the

following positions: Grobmeister, chief tow pilot, Skylines editor, safety officer, Huskymeister, Pawneemeister and social activity lead. Following the meeting members did volunteer for the chief tow pilot,

Grobmeister and Huskymeister positions. The board will formally announce the positions after its meeting.

Shane Neitzey, the club president, stressed that the club was in very sound shape and that the board was working hard to find solutions for the issues raised in the briefings. He reviewed some of the good things that had occurred in 2008 such as:

**Skyline Soaring Club, Inc.** is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to [www.skylinesoaring.org](http://www.skylinesoaring.org) or e-mail [welcome@skylinesoaring.org](mailto:welcome@skylinesoaring.org).

**President — Craig Bendorf**

**Secretary — Jim Kellett**

**Treasurer — Daniel Noonan**

**Membership — Steve Rockwood**

**Chief Tow Pilot — Curtis Wheeler**

**Chief Flight Instructor — Jim Kellett**

**Skylines Editor — Dennis Johnson**

**Directors — Shane Neitzey, Spencer Annear, Paul Seketa, Jim Parrish, Vern Kline**





- Over 1275 safe and successful flights.
- Increased glider fleet with lease of the Cirrus.
- Increased tow fleet with purchase of Husky.
- Six students made their first solo flight.
- Successful check rides with four new private pilots, one new commercial pilot and one new instructor.
- Conducted combined SSC and MASA winter operations at Front Royal.
- Numerous successful landouts.
- Three members acquired private ships.
- Increased recognition and support from the airport commission.

Shane also pointed out that there were a few areas that needed work in 2009.

- Care of Equipment.
- Assistant duty officer training.
- Helping on the flight line.
- Thinking like a club, not a commercial operation.

He reminded everyone that for the club to stay in sound shape it needed the members to volunteer for the duties and responsibilities key to keeping the club running. Over the years many of the same people have been carrying the majority of the workload and it was time for some of the other members to step up and help.

Shane also had the pleasure of presenting the new Bela Gogos Club Service Award for 2008 to Chris Groshel for his many hours of hard work in keeping our aircraft flying. The annual service award was renamed in honor of one the club's most dedicated founding members who passed away in December.

The final briefing was given by Spencer Annear on the formation of an exploratory committee to search for a potential backup field in case of events at Front Royal that would require the club to conduct operations at another field. Spencer was looking for volunteers to join the committee and plans to hold an initial meeting in the next month or two.

The final formal activity was the election of two new directors. Rob Creedon had completed his term as a director and a second open board position were up for election. Joe Parrish and Jim Kellett were elected to fill the open three-year positions.

An annual survey was also distributed to obtain information on their desires for the next potential club acquisition, view on handling equipment damage and interest in different potential activities.

During the vote tabulation and after the meeting members enjoyed a pot luck lunch that ended another successful annual meeting.

—**Craig Bendorf, SSC President**

## 2009 SSC Survey

At the annual membership meeting a survey was taken to give the board of directors some input from the members on some issues they are working. Thirty seven surveys were filled out but not everyone answered every question. The following are the results of the survey.

**1. What should the board of directors pursue as the next club acquisition?**

Dan's Cirrus = 28 / Different Glider = 8 / Nothing = 0

**2. Do you think that charging members a fee for damage they cause would result in members treating the equipment more carefully?**

Yes = 18 / No = 16

**3. If yes, what is the minimum fee you think would cause members to exercise more care when handling the sailplanes?**

\$100 or less = 7 / \$200 = 4 / \$300 = 5 / \$500 = 5 (This is a general grouping of the responses)

**4. What criteria would you use to determine any liability for a damage fee?**

Many different comments and suggestions were given and the board will be reviewing them.

**5. Do you want to have 2-3 organized social events per year?**

Yes = 31 / NO = 5

**6. If we had a special event of one entire week of flying sometime during the summer would you help support during the weekdays?**

Yes = 19 / No = 1 / Maybe = 17

## Board of Director's Activity

After the annual membership meeting the board of directors met to fill an open director's position and appoint club officers. Vern Kline was appointed to the vacant director's position. The board elected Craig Bendorf as president and Jim Kellett as secretary. The board also appointed Curtis Wheeler as chief tow pilot, Sobieslaw Dziadek as Grobmeister and Hugh McElrath as Huskymeister.

**The 2009 board of directors for 2009 is:**

Craig Bendorf – President

Jim Kellett – Secretary

Spencer Annear

Vern Kline

Jim Parrish

Paul Seketa

Shane Neitzey (the previous year's president remains on the board for one year)

—**Craig Bendorf, SSC President**

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## Annual Safety Meeting

The SSC annual safety meeting will be held at 10 a.m., Feb. 7 at Front Royal airport. This meeting is mandatory for all club members prior to any flying after that date. There will also be mandatory training for duty officers and assistant duty officers, tow pilots and glider instructors after the safety meeting. If you miss the safety meeting you'll be required to view the videotape of the meeting before flying. The 2009 season starts after the safety meeting.

## Upcoming Events

**Feb. 7** - Annual safety meeting and start of 2009 flying season

**Feb. 21** - Region 4/2 club officer meeting

**Feb. 21 to March 8** - W99 wave camp

## Front Royal Simulator

I'm hoping one of our computer programming whizzes would be willing to build Front Royal Airport and the surrounding scenery into the Flight Gear simulator. This flight simulator is good, free, open source and has a soaring model with an ASK-21 (<http://wiki.flightgear.org/index.php/Soaring>). I'm certain that having this on member's computers would help them with currency issues in the new year. The link to download FlightGear: [http://wiki.flightgear.org/index.php/New\\_to\\_FlightGear](http://wiki.flightgear.org/index.php/New_to_FlightGear).

The link for scenery construction: <http://wiki.flightgear.org/index.php/Portal:Developer/Scenery>

—**Richard Freytag**  
SSC Safety Officer

## Project Volunteers Needed

1. We need to make a tail dolly for the Grob. This requires some engineering, purchasing materials and knowledge of fiberglass work. We can take the Grob to my shop to use as a mold. Any volunteers?

2. We also need to make six one-Kg. ballast weights for the ASK-21. I have a burner and some old lead weights to melt. We'll need to make the molds and do the work. Volunteers?

—**Shane Neitzey**

## Your First Land Out – More Than A Rite of Passage

I was reading this article in Time Magazine - [www.time.com/time/magazine/article/0,9171,1810315-1,00.html](http://www.time.com/time/magazine/article/0,9171,1810315-1,00.html). At the bottom of the first page I read, "But as Härstedt made his way into the corridor, he noticed something strange about some of the other passengers. They weren't doing what he was doing. 'Some people didn't seem to realize what had happened. They were just sitting there,' he says. Not just one or two people, but entire groups seemed to be immobilized. They were conscious, but they were not reacting."

I thought of how a market behaves when it gets new information. There is this unaccountable pause before reacting – it can be extraordinarily long. It's like everyone is watching everyone else to jump. Then I thought how not freezing up and handling your first land out well is a very important step in becoming a safe glider pilot. Until then I don't think you can know if you are going to act, muddle or worse.

For a while Jan Scott was offering land out training in his motor glider. The training involved getting to 1000', picking a good field, doing an approach till you were low enough that you knew you had it solid and if you chose wisely, powering up and repeat. I remember a few members took this training and reported very good results.

Does anyone know if Jan is still offering this opportunity?

Thanks,

—**Richard Freytag**  
SSC Safety Officer

## Strategic Committee

With the consent of the board I have started an exploratory committee to look into accomplishing the last major item in the Strategic Plan 2000. That is to study the possibility of acquisition of an auxiliary field, much like M-ASA has in Fairfield. I see this is as a five to 10 year project that is in its very earliest stage. This was announced at the annual meeting with four volunteers stepping forward. We plan a first meeting in February. Let me know if you are interested in participating in such a committee. We plan to hold the first meeting sometime in February.

—**Spencer Annear**

## SFRA Goes Into Effect

The SFRA area goes into effect Feb. 17, 2009. Make sure you are prepared by completing the FAA's online ADIZ training course, Navigating the New DC ADIZ, by Feb. 9. Anyone planning to fly within 60 nm of the Washington, DC VOR/DME after that date must complete the course before flying in the area. Get more information on filing flight plans through the area, intercept procedures, and flight operations. The FAA has codified special flight rules and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. The new rules and the NOTAMs described in this advisory will go into effect on Feb. 17, 2009. After Feb. 17, 2009, the Certificate of Achievement "Navigating the New DC ADIZ" must be on your person while operating within 60nm of DCA.

Follow the instructions, this will take you less than an hour.

[www.faasafety.gov/gslac/ALC/course\\_catalog.aspx?categoryId=11](http://www.faasafety.gov/gslac/ALC/course_catalog.aspx?categoryId=11)

Regards,

—**Shane Neitzey**

## Cross Country Ground School

Jim Garrison has selected Saturday, March 28 for the cross country ground school discussed at the club's annual membership meeting. The venue has yet to be determined and will be determined at least in part for the convenience of the participants. It may be in Charlottesville or Harrisonburg.

This course offers useful information to any soaring pilot and is exceptionally useful to any pilot even thinking about starting cross country flying. Even those with some cross country experience will find new information.

So if you're interested in attending, tell Jim Garrison right away so that final details can be organized for the venue. You can reach Jim at [jcg8w@cms.mail.virginia.edu](mailto:jcg8w@cms.mail.virginia.edu) or (434) 978-1299.

—**Jim Kellett, Resident Curmudgeon and SSC Secretary**

## Member Biographies

It's winter and the soaring season is not yet in full swing. Snoop around to see what other members have written about themselves at: [https://members.skylinesoaring.org/MEMBERS/?view\\_](https://members.skylinesoaring.org/MEMBERS/?view_)

*list=1* or, better yet, write something about yourself. The interface is pretty easy to use, and if you have ever done any sort of document editing before you might find yourself right at home with the means to update or create your biography at: <https://members.skylinesoaring.org/MEMBERS>. These biographies are limited to members only, so if you're the modestly paranoid sort you don't have to worry about this biography leaking out all over the Internet.

—**Piet Barber, Webmaster in Exile**

### **Historic Soaring Movie Available Again**

The Disney movie "The Boy Who Flew with the Condors" is now available on DVD from Amazon and Disney. I thought I'd pass on this news since many of us got their first taste for the great sport of soaring from this episode of the Wonderful World of Disney.

Kind regards,

—**Andrew Hall, Buenos Aires, Argentina, SSA E-News**

### **SSA Involvement Opportunity**

The SSA Growth and Development Committee needs members to be committee "idea people," "project managers" and "overall program manager" to sustain current membership, recover prior members and extend membership to new soaring pilots and power pilots. Contact Phil Umphres at [pumphres\\_ssa@yahoo.com](mailto:pumphres_ssa@yahoo.com) or Dave Newill at [dbnsoaring@ameritech.net](mailto:dbnsoaring@ameritech.net).

—**SSA E-News**

### **2009 SSF Flight Instructor Refresher Clinic Schedule**

The Soaring Safety Foundation offers glider flight instructors the ability to renew their FAA flight instructor certificates in a clinic tailored to the need of glider pilots and students. CFIs can renew any certificate, such as glider, airplane or rotorcraft. The clinics are also open to any glider pilot interested in learning more about soaring. You do not need to be a flight instructor to attend.

**Feb. 7/8, Perkasio, Penn.**

**Feb. 21-22, Anchorage, Alaska**

**March 7-8, Mason, Ohio**

**March 14-15, Naples, Fla.**

For more information go to [www.soaaringsafety.org/events/firc.html](http://www.soaaringsafety.org/events/firc.html)

## **Training for that Moment When Every Second Counts**

**By Val Paget / AOPA, USA and SSA.org**

When an emergency occurs in flight, three skills are in great demand: situational awareness, creative problem solving, and energy management. One doesn't have to be flying a large aircraft with 155 people over a crowded urban environment to recognize the value of developing these skill sets.

Piloting an Airbus 320, US Airways Capt. Chesley B. "Sully" Sullenberger made a successful emergency landing on the Hudson River after the loss of engine power essentially turned the airliner into a giant glider. This was not his first glider landing. Along with thousands of hours as pilot in command and a career as a safety expert, the captain holds a glider rating.

A spokesman for US Airways said that it is difficult for ditching to be replicated in a flight simulator. According to media reports, a US Airways pilot who has flown the A320, said that the chances of ditching are rare and that pilots don't routinely practice the maneuver beyond ground school.

Glider pilots develop a unique situational awareness. Glider instructors drill their students about landing decisions: At 2,000 feet agl, out of glide range, pick a spot. At 1,500 feet agl, commit to that spot. Glider pilots train to think outside the box. If a river is the best solution, they can immediately commit to landing there before too much altitude is lost.

U.S. Air Force Capt. Danny Sorenson, who instructs in F-16s, is a glider pilot. He stated, "As a result of my glider training, I'm always thinking, 'Where can I land this thing?'" He also noted that during his F-16 training, simulated flame-outs were never a problem for him, "It's instinctive," he said. "I'd just fly my pattern and glide in."

Instincts like this save precious seconds. When Sullenberger took the controls, the aircraft was a glider, at 3,200 feet over New York City.

Mark Montague, a captain currently flying 767-757s for United Airlines and a certificated flight instructor-glider, observed, "Glider flying promotes the sort of informed self-reliance that is essential in successfully handling any emergency. Having taken off, a glider pilot is of course obligated to land—aren't we all?—but can't count on having the option of diverting to an alternate or of delaying the landing. It doesn't matter how turbulent it is on final, or how vicious the crosswinds might be; the landing must be accomplished. Gliding is full of opportunities such as this to test oneself, to unblinkingly measure one's ability against one's self-confidence."

In a glider, every landing is a dead stick approach. Energy management is everything. Pilots carry energy in the form of speed and altitude. There's only a finite amount of energy to use before the plane will land. The goal is to keep enough speed in the turns, pull spoilers to dissipate the energy, use ground effect, and touch down exactly as planned. More wind than expected? Cut the approach short. More altitude than needed? Slip it in. Stall-spins are more likely if a pilot panics. Learning to deal with energy issues gives the pilot the confidence to face emergencies with equanimity. With practice, effective energy management becomes instinctive and gives pilots a real edge in emergencies.

"Glider training provides real insight as to exactly how and why an aircraft flies. As compared to most other heavier-than-air aircraft, a sailplane is large for its speed. The dimensions of the glider are not negligible when compared to the radius of a curved flight path. This means that in maneuvering flight, the various parts of the airframe are moving with markedly different speeds and directions," Montague stated. "Because of this, a glider exaggerates all the subtle nuances of aircraft handling: adverse aileron yaw, the tendency to overbank in turns, the penalty for poor coordination of the controls, and so on.

"A good grounding in these details is worth its weight in gold when a pilot is suddenly faced with the need to operate at the very edge of the envelope or to do anything that falls outside of the canned profiles practiced in the simulator."