



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC FEBRUARY 2010

Masthead photo by Dick Otis

SSC Safety Meeting

John Noss

The location for the annual safety meeting has changed. We will now be in the nice new Samuels Library facility, at 330 East Criser Rd, Front Royal, VA 22630—that's just a few blocks East of Dean's Steak House, and about halfway between US 340 and US 522. We'll be in the White Meeting Room A. The time remains unchanged at 10:00 AM on Saturday Feb. 20th.

I've received 13 survey responses so far, with some great inputs. My thanks to those that

have already responded, and for those who have not, please take the time to share your thoughts by going to <http://www.surveymonkey.com/s/BM5K87Z>. See my earlier following comments on the promise that your inputs will remain anonymous. For those who choose to include their name, there's a nice door prize to be drawn from the five best (most thoughtful/meaningful) inputs.


The agenda will include an analysis of 2009 NTSB accident reports related to glider operations (not as boring as you think!), a group discussion

If you are not in the photo below you weren't at the Annual Meeting (or were in "Don's Johns"). Please note the Safety Meeting is mandatory.

photo by Valerie Neitzey



on the results of the survey and ways to keep our operation safe, the drawing for the glider tie, a few short topics of interest, and a presentation by Frank Banas. See you there and Fly Safe...

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2010 Skyline Soaring Safety Questionnaire

The purpose of this survey is to involve every club member in helping to identify risk areas, to lay the foundation for a discussion at the annual safety meeting, and to help shape safety awareness throughout the year. By “risk” we just mean exposure to the chance of injury, loss, or damage. There are risks associated with everything in life, including flying. Knowing what those risks are, and how to minimize them, and which ones to knowingly accept, is the goal of safe flying. Potential risks could be based on things you have actually seen happen, things you have thought might happen if we don’t pay attention, or things that have happened elsewhere that could possibly happen here. We will already have summarized information from 2009 NTSB reports for aviation accidents in the United States involving gliders and tow planes. All inputs will be anonymous, unless you choose to include your name to compete for the door prize, and even then no members other than the safety officer will ever see your name associated with your input.

Ground Handling: What situations at Skyline might pose a risk to equipment or members during ground handling operations (into and out of hangars, movement on taxiways or ramps)?

Board Meeting

As you probably know, the Board’s December 19, 2009 Board Meeting was snowed out! But, with due diligence, they still managed to make some critical decisions, e.g., approving a new Tow pilot Manual (it’s on the website if you’d like to see it) and reduced the rental rate for the Club’s Husky.

The Board met again on January 16, 2010 to finalize plans for the Annual Meeting. It also reviewed and approved the final report of the Club’s Strategic Planning Committee, chaired by Joe Parrish, who presented it to the full membership at the Annual Meeting. It also agreed that a larger venue was needed for the Club’s mandatory Safety Meeting (scheduled for February 20, 2010), and arranged to hold it at the Samuels Library, on Criser Road, in Front Royal (just a few miles from the airport.)

Annual Meeting

If you missed the Annual Meeting, you missed a fantastic gathering! (Thanks again to Shane Neitzey for letting us use his shop.) This meeting included the best-organized Club presentation the Curmudgeon has seen (you can see the slides again in the Documents section of the website), and was followed by a deli-




Takeoff and Tow: What situations at Skyline might pose a risk to equipment or members during hookup, takeoff, or aerotow operations?

Inflight Operations: What situations at Skyline might pose a threat to equipment or members during inflight operations (air work, thermalling, ridge, wave, or cross country not including landing)?

Pattern and Landing: What situations at Skyline might pose a risk to equipment or members during pattern and landing operations?

Remarks or Suggestions: Other than the four major categories above, do you have any remarks or suggestions on areas that may deserve discussion or greater attention in the interest of safety? We’re always

interested in your constructive thoughts on how to improve the safety culture at Skyline!

Optional: Your name (to enter the drawing for the silk glider tie, based on most thoughtful safety inputs). No club member other than the safety officer will ever see your name associated with your inputs. 

cious potluck lunch. After the meeting, Bill Vickland made a special plea for members to join the National Soaring Museum, and Mike Ash gave an inspiring pitch for the OLC (his presentation is also on the website) that complements the Club’s revived commitment to advanced training.

Congratulations to two newly elected Directors, Curtis Wheeler and John Noss! Both these members bring a lifetime of aviation experience to the Club’s leadership, and we’re fortunate to have such talent. And a hearty thanks to retiring Directors Vern Kline (who has taken on the onerous job of Treasurer, so be especially nice to he-who-has-your-money <gr>) and Spencer Annear, who now takes on the job of Director of the newly formed Skyline Soaring Education Foundation. (Note that both “retiring” Directors have taken on new and major responsibilities!)

At the January 23, 2010 Board meeting, Craig Bendorf was re-elected President of the Club, and Jim Kellett will continue as Secretary. The Board also elected five Directors of the new Skyline Soaring Education Foundation; Spencer Annear (3 years, and Chairman), George Hazelrigg (3 years), Bob Gould (2 years), Martin Gomez (2 years), and Dick Otis (1 year). Charles Norman has agreed to serve as the Foundation’s first Treasurer.

Jim Kellett, Loyal Scribe, Skyline Soaring Club 



**Annual Meeting
Screen Grabs**

President Craig Bendorf opens the SSC Annual Meeting and the crowd goes wild! Craig also gave the Tow Pilot Report in Curtis Wheeler's absence.

Photos by Phil Jordan and Dick Otis (the ones in focus).



Joe Parrish presents the Strategic Plan, George Hazelrigg the DO Report, Dan Noonan the Treasurer's Report and Piet Barber the Instructor's Report.

Steve Rockwood shows the Membership Report while Shane Neitzey presents the Maintenance Report.

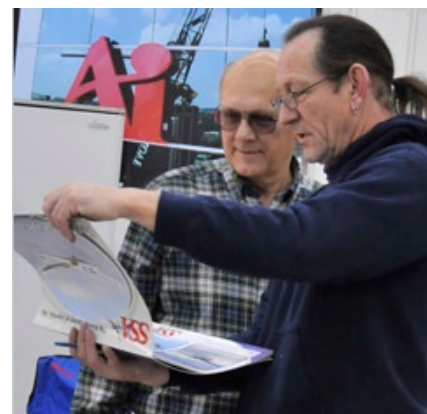




Dick Otis explains his aerial video project,



While Fred Winter, Chris Groshel and Joe Rees watch, Bill Vickland advocates for the National Soaring Museum.



Frank Banas and Bill Woodward review the SSA calendar.

Online Contest

Mike Ash

For those of you who missed the presentation at the Annual Meeting (or who forgot or didn't notice my piece of it... understandable!), I issued an OLC (onlinecostest.org) challenge to the club:

The longest flight posted to OLC by an SSC member by July 23rd (that's 6 months from the meeting) will win a copy of the classic soaring movie *The Sun Ship Game* on DVD.

As usual with this sort of thing, there are certain restrictions:

- The challenge is only open to those who are new to OLC. (The purpose is to spur participation by those who have never tried it before. Sorry Piet, Bill, Craig, and anyone else who's disqualified by this.)

- You must post with Skyline Soaring Club set as your club on the flight.

- Qualifying flights must be at least 100km scored distance on OLC. If no flight of at least 100km is posted that complies with these conditions by 7/23, the prize is lost!

- The obligatory CYA: all flights must comply with club rules and FARs.

If you post a flight for this challenge, I encourage you to share the link with the club membership.

Note that you can post to OLC using the club logger in a club glider, and 100+km flights are possible without even leaving gliding range of FRR. Of course, flying farther away will increase your odds of winning. As someone noted at the meeting (sorry, I forgot who it was), *The Sun Ship Game* features two Open Cirruses (Cirri?), just like the one we own, so great feats of soaring are obvi-



ously possible in it. The other club ships are no slouches either.

The six-month challenge period covers the best soaring period for this area, and ought to have lots of good thermal, ridge, and wave days, so go do some great flying!

If you missed it or just want to review, you can get the slides for my OLC presentation here:

<http://mikeash.com/tmp/OLC%20presentation.ppt>

And this should be making its way onto the club web site at some point as well. I don't know how understandable the slides will be on their own, but if any parts don't make sense, just ask me.

If anyone has questions about the presentation or OLC in general, please feel free to ask me. I'm by no means an OLC expert, but I will do my best.



Photos by Dick Otis

2009 Bela Gogos Memorial Service Award

...presented by the Board of Directors to Spencer Annear, the Director of the newly formed Skyline Soaring Education Foundation. The Board also elected five Directors of the new Skyline Soaring Education Foundation; Spencer Annear (3 years, and Chairman), George Hazelrigg (3 years), Bob Gould (2 years), Martin Gomez (2 years), and Dick Otis (1 year). Charles Norman has agreed to serve as the Foundation's first Treasurer.

An email to us all from Susan Gogos by way of Dick Otis:

No need to tell you how much I appreciate keeping Bela and me still in your thoughts!

I was delighted to see the picture of the Memorial Service Award for Bela! The Skyline Soaring Club and it's members were always very close to his heart and mine too!

Of course I miss him very much, we were married for 52 years! Our daughter, Lilly is with me and is a great help and comfort to

me in every respect! Their son, my Grandson, Kyle Bela is in the Air Force now in Texas at Lackland Air Force Base, he is in charge of his Unit of 50 people; I am glad Bela knew of his acceptance (to the Academy) before he died.

I will try and pay a visit to the field when the weather gets good and we can have a good meal together! Thank you again for Bela's Service Award—and great soaring to you all. —Susan.



President's Report

Craig Bendorf

One of the many issues your Board of Directors has to deal with is the insurance requirements under Our SSA Club policy. These requirements are a major factor in why some of the Club policy is written the way it is. Pat Costello and those that work at Costello Insurance Associates, Inc have always been very helpful in explaining the rules associated with our policy and have been willing to listen.

Last year at the 2nd annual SSA Region II and IV Leadership Conference one of the major issues we discussed was why the SSA insurance policy wouldn't cover a member of one SSA Club flying with another SSA Club? The issue was raised up to the SSA National level and through the good work of multiple individuals an agreement was made with Costello insurance that allows Clubs members and Clubs a little more freedom. The new policy enhancement doesn't cover all the items that were requested, but it does covers more than before and at no additional cost. Below is a copy of the letter sent by Pat Costello to help explain what the new insurance enhancement covers and doesn't cover. Your Board of Directors still needs to evaluate whether we need or want to change any of our current membership rules, but the following

letter should provide many of you a better understanding of our insurance policy.

Dear Club Leadership:

Costello Insurance is pleased to announce a new enhancement to the club's aviation insurance policy. See the attached endorsement form. On it you will notice a change that indicates the towing for a charge of a member from another club (which is also insured under the SSA Group Insurance Plan) is now considered by the insurance company as a Tow "Not" for Hire. Below are answers to some anticipated questions.

1. Does this apply to our club if we don't have a tow plane?
Answer: No.
2. Does this policy enhancement increase the club's premium?
Answer: No.
3. With respect to references to glider pilots requesting a tow in the questions below, do they have to be a member of a club that is also insured under the SSA's Group Hull & Liability Insurance Program? *Answer: Yes.*
4. Can we supply a glider tow for a charge to a pilot who has brought their own glider to our field? *Answer: Yes, provided they are a member of your club or another club who is insured under the SSA Group Plan and the pilot of the tow plane meets the club's pilot clauses.*
5. Can we supply a glider tow for a charge to a pilot operating

another club's glider who has landed at our field? *Answer: Yes, provided they are a member of another club who is insured under the SSA Group Plan and your tow pilot meets the club's pilot clauses,*

6. Is Costello Insurance in a position to help us confirm the glider pilot is member of a club that is also insured under the SSA's insurance plan? *Answer: No*—Due to confidentiality issues we are unable to provide data about another client—plus, we have no membership lists and are unable to tell who is a member of any club. This is something that will need to be worked out by the clubs themselves. Please do not contact us for verifications.

7. Since this is considered a Tow Not for Hire under the insurance, can we use a Private pilot to fly the tow plane? *Answer: Yes.* Please review the club's Glider Tow Not for Hire pilot clause as it is in control.

8. If we use a Private pilot to give a tow for a charge to a member of another club might we be violating the Federal Aviation Regulations? *Answer, Possibly.* That is actually a question for the FAA to answer.

9. Have the pilot clauses within our insurance policy changed? *Answer: No.*

10. Are we now allowed to rent our gliders to members or other clubs? *Answer: No.* Pilots operating your club's gliders and tow planes must be a member of your club and meet your club's pilot clauses.

11. When does this change become effective? *Answer: The effective date is reflected on the bottom of the form.*

It is hoped your club finds value in this policy enhancement!
Best Regards—*Pat Costello*



Rich Carlson addresses human factors and Jim Kellett and John Noss, Jay Darmstadter and Spencer Annear, Joe Parrish and Tom Johnson absorb the course.

Photos by George Hazelrigg

What a Way to Spend the Weekend

George Hazelrigg

What do you do when the weekend comes but there's no flying? January 9 and 10, several of your instructors went to the Udvar-Hazy Center for a FIRC. That's a Flight Instructor Refresher Clinic. Unlike your PPL certificate, instructor certificates expire every two years, and instructors need to renew them in order to keep instructing. The FIRC is one way to do a renewal. The clinic provides 16 hours of instruction on instruction, covering an FAA mandated set of topics, with plenty of discussion thrown in. As you can see, this year's FIRC was populated by several of your favorite instructors. And the topic of wind shear on approach was beat to death one more time. I'll leave you with the puzzle of the year: You are on final at 55 kts, flying into a 10 kt headwind. At 200 feet, the headwind suddenly drops to 5 kts. Will you land short of your initial aim point, long of it, or on it? E-mail your answer to your favorite instructor. Don't expect a winner as we've yet to settle the debate ourselves. Answers may be published in the next newsletter (or maybe they won't).



Rambling of a Tow Pilot

Dick Otis

The trusty Lycoming kicked over and started its low rumble.

Sitting in the Pawnee this cold December morning, I sat and waited for the engine to warm and reflected on the past. It was almost two years since my last flight in the Pawnee. I remembered that bright, sunny, calm day winging northward with the ASK-21 in tow and wondering if it would be my last flight. I had a premonition of what was coming and by February my worst fears were confirmed. Like the Pawnee requires periodically, my ticker was in need of a valve job and tune-up. The cardiologist pronounced me grounded in February. Now, two years later and after an interesting engagement with the FAA Medical (another story), I've been declared full up, Class II medical and good to go.

Foremost on my mind was currency. Eighteen months AVO (after valve replacement), I began a cautious return to soaring - flying gliders only - mostly dual. During the following months, I conducted dual instruction proficiency and checkout flights in the Husky. After my Husky sign off, and under benign conditions, I did a few solo tows. However, this was my first time back in the Pawnee. It took several minutes to remember where everything was located. (Why can't I find that darn seat adjustment lever, it was here last time I flew...). Did I mention it was cold? And windy...?

It was a weekday, and I'd agreed to launch three private gliders into what promised to be a powerful soaring day. I was mindful of the 15-20kt winds, which were forecast to strengthen during the day. The glider pilots were hoping for wave and, lacking that, some ridge soaring. The Pawnee is a terrific towing aircraft. I'd flown her before in 30kts winds which, while requiring a high degree of attention, she handles nicely. With the wind straight down runway 27, and forecast to stay that way, I was confident that even given my time off, I was up to the task.

The first flight challenged that assumption. Pulling a lower time private pilot in the K-21, I surged down the runway rising quickly into the smooth, strong head wind.

Between 200 and 300 feet (actually I have no clue), the K




was tracking nicely when BLAM, I'm slammed with severe turbulence requiring my full attention to keep the Pawnee upright. Concentrating on attitude and airspeed and slowing getting things back under control, I glanced in the mirror to check the glider.

No K, only a tow rope slanting up at an angle I'm sure I've never seen before and never desire to see

again. I was frantically trying to find the rope guillotine, when the rope came gently down in a pile behind the plane. Breaking left and diving, I'm on the radio "Glider released and returning to the airport". I'm thankful for the glider pilots release (OK, I found out afterwards the rope broke, but he was trying to release).

Checking I see the K at a few hundred feet on a close tight downwind. The pilot radios "downwind for 27". Reggie answers, "forget the radio, fly the plane" (excellent advise). Shortly afterwards, the K makes a beautiful, low energy landing and my heart rate subsides a bit.

OK. That wasn't fun. But here are two more gliders waiting for a tow, and next in line is none other than our newly reinstated, Chief Flight Instructor in his own craft. So off we go, this time being even more alert. BLAM (reread Paragraph five above). This time I see Piet bravely staying in (more or less) excellent tow position. Actually, watching him recover was, interesting. Soon I'm headed due North to get out from behind the Massanutten Ridge line - the source of what appears to be severe rotor. I bounce my head off the canopy a few times, remembering the words of a fellow employee "Hey Dick, at least it's a valve job and not a head job...". Long before Piet releases, I've had enough and radio back to Skyline Ground that I'm done towing for the day. They were already putting the gliders away before I called.

Piet hangs on to 4000 feet looking for wave over signal knob. I circle WAY east of Front Royal and begin a careful approach to the pattern. Shortly I'm back down on the ground and taxiing for the hanger. I look back over the field as I clear the runway, and what do I see? Piet on short final. Despite appearances and Kellett's Law, not every day is a good soaring day. But we are all happy, no one hurt, nothing damaged, and we get a early lunch. 



Copy  **That!** Selected flotsam and jetsam
from the editor's daily Tsunami of email

Women's Soaring Pilots Association

This quilt (the first of two) made by Arleen Coleson, will be raffled off as the 2010 fund raiser. The dimensions are 50x80 and it can be either used as a wall hanging or to snuggle under it in Front of the TV. Raffle tickets are \$5.00 each and are available now from

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213 Anne Burras Lane
Newport News, VA 23606-3637
e-mail : fandw_elber at cox.net
Please make check out to WSPA



Got A Paper Certificate? Replace It Now

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to



fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, or you can do it online. Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply by mail, it's going to take four to six weeks, and up to 10 days for on-line processing, so don't put it off till the last minute or you could find yourself grounded. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

While you're at it, you can also ask the FAA to issue you a new certificate number that is not your social security number. There is no additional charge to make this change.

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/

Click the above link for more info and the forms you need, or to make your request online.

<http://www.avweb.com/eletter/archives/avflash/1538-full.html#201732>

Cub Stolen At Frederick Airport, Home Of Airport Watch

AOPA says it's following with interest the case of Super Cub allegedly stolen by a homeless man from a neighboring hangar at the organization's home airport at Frederick, Md. "The Frederick airport, headquarters of AOPA, is a big proponent of Airport Watch," Craig Spence, AOPA vice president of operations and international affairs, said in a report on AOPA Online. "AOPA will be following the developments of this investigation and will work to ensure future security practices prevent this type of act." AOPA co-sponsors Airport Watch with the Transportation Security Administration and often points to the widespread participation in the program when the TSA starts talking about beefing up GA security. In fact, it appears someone was watching at FDK at 2:30 a.m. Dec. 28 when it's alleged that Calvin Craig Cox started the Cub, a tow plane owned by the Mid Atlantic Soaring Association, and taxied it out of their hangar, which a member told AOPA was always kept locked and showed no signs of forced entry.

It's not clear whether the aircraft ever got airborne before it nosed over near Runway 30. News reports say a witness saw a man running from the aircraft. Police followed tracks in the snow and found Cox near a barn about an hour later. He's been charged with theft, second- and fourth-degree burglary, and trespassing. The FAA registry does not list anyone by that name as holding any type of pilot certificate. <http://www.avweb.com/eletter/archives/avflash/1541-full.html#201763>

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 or e-mail welcome@skylinesoaring.org.



President—Craig Bendorf
Secretary—Jim Kellett
Treasurer—Daniel Noonan
Membership—Steve Rockwood
Chief Tow Pilot—Curtis Wheeler
Chief Flight Instructor—Piet Barber
Safety Officer—John Noss
Skylines Editor—Phil Jordan
Directors—Shane Neitzey, John Noss
Paul Seketa, Joe Parrish, Curtis Wheeler