



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC MARCH 2010

*Masthead photo by Dick Otis*

## President's Notes

*Craig Bendorf*

The official 2010 flying season has finally arrived after one of the worst winter flying seasons I have seen. So far this year we have had only one good day of flying when we would normally have had 6-8 days. John Noss did a great job of kicking off the season with an excellent safety presentation that reminded us of the many mistakes that can be made if you don't plan ahead and keep your mind in the game. I would like to thank the many club members who came out to the airfield after the meeting to help shovel out the hangers and put the Grob back together. It was great seeing so many members pitching in to get things going for this new season. I would especially like to thank Sobek Dziadek our Grob Meister for all the work he has put in getting the Grob through its 3000 hour inspection and repairs.

One issue that has come up recently was the concept of a member who can not meet their Club service commitments "buy-

ing out" of the duties by paying someone else to cover for them. The Board has discussed this and was strongly opposed to any practice of individuals not performing personal labor to support the Club. Our entire Club concept and By Laws is based on the principal that everyone physically participates in the operation of our Club. It is expected that each individual will meet their work commitment of 6-10 days annually as outlined in the Club Operations Manual.

With this new year the Club is looking for a qualified member(s) who would be willing to perform an independent look at the Club financial records. Anyone interested please contact me or any of the Board members. Anyone who has not paid their dues yet this year is reminded that they are well past due and need to be paid as soon as possible and prior to any flying.

Now that the snow drifts have start to melt away its time to come out to the field and get started flying again. Hopefully the worst of the weather is now behind us and we can get back to the fun and excitement of soaring



## Treasurer's Reminder

*Vern Kline, SSC Treasurer*

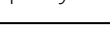
The Skyline Soaring Club (SSC) is a really great deal. For less than one dollar a day you have the opportunity to come out and fly for a whole year. Invoices were sent out in December for the 2010 season. Our fiscal year runs from 1 Jan to 31 Dec and all dues must be paid in advance. You also get a nice monthly magazine from the Soaring Society of America with a centerfold

you can put up any where you like. (As opposed to your *other* calendar!)

If you have not already sent in your annual dues of \$364.00, Please do so now:

Skyline Soaring Club, Inc  
P.O. Box 1752  
Woodbridge, VA 22195

Regular operations are about to get underway, and if you have not paid your dues you can not fly.





## Annual Safety Meeting

Martin Gomez

John Noss, Skyline Soaring Safety Officer

If you missed the annual safety meeting, you'll need to review the consolidated briefing slides prior to flying. These are now posted in the members-only restricted documents section:

[https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2010.pdf](https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2010.pdf) (hi-res, 4MB), {or}

[https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2010\\_LoRes.pdf](https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2010_LoRes.pdf) (lo-res, 2MB)

Because this is in the members-only area under password protection, you may need to navigate from the main site:

<http://www.skylinesoaring.org/> >> **Members-Only** >> **Restricted Docs** >> {filename}

Optional video of most of the meeting, if you have the means to download it, is at:

[https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_SafetyMtg\\_2010.mp4](https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_SafetyMtg_2010.mp4) (872MB)

Thanks to Dick Otis for recording this. When you've reviewed the slides (114 of them!), drop me an email and I will update the completion list. You'll also need to communicate this to the Duty Officer before you fly.

My thanks to everybody for the great turnout in person, and an equally fabulous turnout with snow shovels at the airfield. ...



Phil Jordan



Phil Jordan



### 9 soaring fatalities in 2009—I remember years with 0 so 9 is a lot!

John Noss supported opposite traffic landing patterns at KFRR being the better choice referring back to the Boulder, CO triple fatality mid-air between a towplane towing a two-place hit by a Cirrus Design SR22. Seems the glider tow was following a long-standing NOTAM'd towing pattern. John's interpretation was this accident indicated that knowing where someone was going to be would not necessarily protect you from traffic that was not flying defensively and this could only get worse the more time power and landing traffic spent trying to follow the same course.

Wing Runners have a checklist:

- A – aircraft, animals, a5540735
- B – airbrakes
- C – canopy
- D – dolly

This is a great idea.

Frank's talk was terrific – a real eye-opener about how, once you are in a jamb, it is far better to keep flying the aircraft.

Steve Wallace's runway incursion video (at an airport with full warning equipment) for me brought home how given enough chances a system with a human in it will fail. —Richard Freytag





Ice Crew Cleans House





## The Grob goeth and the Grob cometh back— all hail the Grobmeister!

Sobek Dziadek

**A**s most of you know, the Grob was due for its 3,000 hr. inspection this winter. We decided to take it to a nearby shop located at the field of the Pennsylvania Glider Council [www.pgcs soaring.org](http://www.pgcs soaring.org) — only 5 hours away from FRR.

PGC has a very different “European” type of grass airfield, open in almost every direction. They own 3 Grobs similar to ours, several single seaters and a newly (it arrived mid February) acquired Duo Discuss designated for XC flying and training. They also use a winch for glider operations.

Since the Grob was to be looked at in detail, we have also decided to do some much needed repair which included:

- Fixing the hole in horizontal stabilizer—the whole surface was completely refinished;
- Refinishing spoiler covers on both wings—both had many cracks on them;
- Fixing canopy frame, which was severely cracked in several places;
- Repairing dents in the rudder—unfortunately nothing could have been done about this, as the rudder is at its maximum permitted weight and repair would take it out of balance limits (ever

heard of flutter?).

I picked the Grob up uneventfully on February 14 and brought it to the hangar. I decided to store it inside to avoid exposure to outside weather (winds, rains, freezing temperatures etc.). This proved to be a lot of fun considering there were 2+ feet of snow on both sides of the hangar.

While as of February 25, the Grob is still grounded (paperwork has to be sorted out and we need a mechanic to verify airworthiness), there is some work that members could do to prepare it for the busy season!

I have vacuumed the cabin, cleared airframe from greasy finger marks and wiped any remaining shop dust. We certainly need to do the following and help is appreciated:

- Clean canopy glass with a soft rag;
- Remove as much as possible of the old tape residue on the ailerons, rudder, elevator and wing roots. I have done quite a bit of work, but there is still a LOT of room for improvement. I have left a bottle of goof off in the cabinet next to the Sprite. It works, but requires a lot of patience;
- Replace the main tire, as it has a cut in it;
- Seal the ailerons, rudder, elevator and wing roots with tape (just make sure to wipe goof off leftovers). DO NOT seal ventilation holes on the bottom of the wings (glider needs to breath too).

We all owe many thanks to Shane for letting me use his truck on both runs. FUN FACT!!—Our Cobra trailer hooked to Shane’s truck creates a rig only 8 feet shorter than an 18 wheeler!



## Launch, release, repeat

Fred Winter

After getting over the shock of seeing Dave Weaver, myself, and the new K-21 on the cover of Soaring for the second time last year, I started reading the December issue. I saw two ads placed by the Eastern Collier Chamber of Commerce for a soaring vacation in Immokalee, Florida. Having lived in western Collier all through high school and having begun soaring there, I knew the area rather well, so I quickly became interested. I had never gotten that pesky "Aero Town Only" restriction taken off of my old paper license, so Don Ingraham's course sounded like the ideal way to combine ground launch training, a spring checkup, and a Flight Review. As the date got closer, I became worried about the approaching "Snowmageddon", but managed to time the drive to avoid both storms.

What a HOOT! 20 winch launches in two days, ranging in height from several inches to above 1800 feet. I was sharing the G-103, winch, and instructor with other pilots, so had a chance to hook up the rope, observe the winch operation, and return the rope to the launch site. Some operations now use a small winch at the launch end to pull the rope back, "flying" the parachute most of the way, so there's no need for a car or golf cart, but with enough people, the old way works fine. The Immokalee airport is set up so that we could land and roll out to the launch point, which minimized cycle times. Most flights, by the time the glider was staged again, the rope was back and ready to hook up. Excellent wind conditions helped. A moderate cross wind on the first day showed how rusty my landing skills were, but got us to 1200 feet from around 2500 feet of Spectra line. The next day, winds favored the longer runway, so we had all 5200 feet of line in use.



All photos courtesy of Cross Country Soaring, Inc. Used with permission



The winds were weaker, so max height did not exceed 1800; more wind would have gotten us above 2000.

A short description of a typical launch: After hook-up, call "up-slack", the winch starts slow and easy, when the "chute begins to move, call "GO GO GO", the driver hits the gas. The 330hp Corvette engine gets the glider moving right now, the wing holder takes only 1 or 2 steps before the wing is out of his hand. The lift of takes place in 60 feet or so, a short pause of a second or two to get 20 or 30 feet of safety climb, then begin pulling up. The goal is to reach a 45 degree up-angle in a 4 second pull-up, then hold 55 to 60 knots for about 40 or 45 seconds. As the glider gets almost above the winch, the driver will reduce power, causing the line to back-release. The pilot pulls the release just to make sure nothing is hanging, and flies away. We had time for some air work on most flights, then into the pattern. As Don is fond of saying, "rinse and repeat".

Modern engines and high-tech line have reduced the chances of failure, so we didn't spend much time on simulated rope breaks, winch hesitation, or other issues. The hardest part for me was keeping the airspeed steady, which is just a matter of focus. I was making the climb and round-over at the top by the 4th flight, and the whole launch by the 6th.

If this sounds like something you want to do, go to

[www.crosscountrysoaring.com](http://www.crosscountrysoaring.com)

and look for the on-line calendar. I believe Don plans to hold at least one session at his home field in Minnesota this summer, and will probably repeat the winter program in Florida next year.

Two side bonuses: The Immokalee airport is also home to an active drag strip, which was running Saturday and Sunday, so there was LOTS of noise to compete with the winch. And Don has the new Arcus in the hanger, waiting for the owner to take the ground launch class. Wish I could have stayed to see that! Can't wait to have Karl Striedieck pull me up from Eagle Field with his turbocharged Surburban.





## Relief flight to Haiti off and back despite weather

*Cassagnol and Skowbo return from supply flight to Cape Haitien*

*By Roger Bianchini*

*Used with permission of the Warren County Report*

**A**irport Manager and Haitian native Reggie Cassagnol and Captain Rock Skowbo returned from their medical and relief supply mission to Haiti around 11 a.m. on Tuesday, Feb. 2. Their return was delayed one day by the winter storm to their north, Cassagnol told us by cell phone from Florida on Feb. 1. The pair left the local general aviation airport (FRR) around 11 a.m. on Sunday, Jan. 31, a departure also delayed a day by the snow that fell on Friday, Jan. 29. Cassagnol estimated a total eight hour flight one way. In Skowbo's twin engine Cessna 310 the local pair of aviators carried about 800 pounds of supplies to Cap Haitien, a town of 180,000 on Haiti's north coast. That included a generator, 22 cots and bags of medical and hygienic supplies. Referencing Wikipedia on Feb. 3, we found it reported that "in the wake of the 2010 Haiti earthquake which destroyed port facilities in Port-au-Prince, Cap-Ha tien's container port was being used to deliver relief supplies. So it seems that by both sea and air, Cap Haitien has become an alternate relief supply destination. With much publicity surrounding the backup of relief supplies at other major entry points, Cassagnol and Skowbo delivered their supplies to and under the auspices of Cassagnol's sister, Rose-Marie Chierici's non-profit, volunteer organization Pwoje Espwa, or H.O.P.E., described in our last edition story (<http://hopehaiti.org>). H.O.P.E. is based in the northern Haitian town of Borgne, in an area of about 800,000.

Cassagnol said that even at Cap Haitien smaller airport things were a tad chaotic – "It was sort of like a Chinese fire drill of Haitians," he told us. However, other than some zealous attempts to lend a hand with the unloading, as well as one attempt to shake the pilots down for a landing "fee" things went pretty smoothly, Cassagnol said. Cassagnol said it appeared some Haitian refugees were moving away from the worst of the devastation to areas where help was more readily available. "We got these things in and my sister's mission will see they are distributed to people who need them," he said. We hope to have more follow up on this locally-based relief effort to beleaguered Haiti, a nation with not only its major city destroyed, but also apparently much of what little governmental infrastructure may have existed in some areas prior to Jan. 12. That was the date a 7.9 Richter Scale earthquake centered near Port-au-Prince, a city of around 2 million in a nation of 9 million struck. Haiti is considered the poorest of all Western



*Megan Patch, center, a familiar face around the airport, sends off Skowbo and Cassagnol from the snowy confines of FRR and Warren County.*

Hemisphere nations and perhaps the most ill-equipped institutionally to deal with the disaster that has befallen it. Casualty estimates have climbed into the hundreds of thousands with a million or more impacted directly by the earthquake. However on the scene, in-depth news reports have indicated an astonishing amount of individual spirit, cooperation and community among the great majority of the Haitian people. As Cassagnol told us last issue, Haitians are a resilient and creative people. And it may be as much by that creativity and resiliency, as by the much needed supplies being sent there, that Haitians will ultimately survive this catastrophe of Biblical proportions. Geez, can you imagine if it happened here under similar circumstances? I feel confident we'd have all cut each other's throats by now ... but then my perspective may be jaded by covering local politics, politicians and their supporters.

**Reggie adds:** We left on Sunday morning with snow and came back with low ceilings down at Luray up to FRR All fuel was donated by area Churches and donors. We are accepting donations for future flights. FRR-Florence, SC-Melbourne, FL-Nassau-Cap Haitien (2.0 Hrs)-Grand Caicos-Stella Maris (overnite)-Ft Pierce, FL-Raleigh, NC-FRR.



*Above: Rock Skowbo's Cessna 310, christened Haiti Cheri for this trip, arrives at Cap Haitien.*

*Left: Locals help unload relief supplies.*

*Right: Aerial shot leaving FRR and Warren County, USA on January 31.*



*All photos courtesy of Reggie Cassagnol*

## Local glider pilot honored nationally

*Skyline Soaring's Kellett flying high after SSA recognition  
Used with permission of the Warren County Report*

Little Rock, Arkansas: James C. (Jim) Kellett, an active flight instructor with the Skyline Soaring Club based at the Warren County-Front Royal Airport, received the national Soaring Society of America's (SSA) "Exceptional Service Award" at its meeting in Little Rock, AR on January 30. Jim's award, presented by SSA's Chairman Phillip Umphres, recognizes his efforts in promoting aviation safety in the mid-Atlantic region of the United States by developing a special agreement between several Federal Aviation Administration field offices and major soaring sites in the area to provide special transponder codes for sailplanes throughout most of the greater Washington, DC area. This achievement enhances the safety of all pilots in and around Washington, DC airspace, and is a major factor in the safe promotion of the sport of soaring. Mr. Kellett is a Regional Director of the SSA, and has served as a glider flight instructor in the area of more than 30 years.

Mr. Kellett is a Director of, and an active flight instructor with, the Skyline Soaring Club which is based here in Front Royal, has been flying sailplanes for more than 40 years. He has helped conduct several flight safety seminars in collaboration with the Warren County-Front Royal airport management, and has assisted the local Airport Commission in their promotion of the airport. The SSA is the national organization of soaring pilots in the US, and represents US soaring in international organizations. Since the organization's founding in 1932, SSA members have written and rewritten the record book of aviation achievement. Behind all the dreams and flight records, SSA members, devote countless hours to flight training and safety, technological



research and development, and sponsorship and monitoring sailplane competition. Additionally, the SSA works with federal agencies to preserve glider access to airspace. Currently the SSA has nearly 11,000 members.

Gliders, or sailplanes as they are sometimes called, have no engine, but stay aloft using columns of rising air in which pilot's bank their craft in tight circles to climb. Flights of over five hours covering hundreds of miles are common. The current world altitude record for gliders is 50,721ft. and the (non-stop) distance record is 1,869 miles. Soaring (motorless flight) began prior to Orville and Wilber Wright's flight. The Wright Brothers would have been unable to make their historic first powered flight without first perfecting their aeroplane's control systems using test gliders of their own design. ... In addition to the soaring operation at the Warren County-Front Royal airport, the Shenandoah Valley is home to two other major soaring sites in Newcastle and Waynesboro, all of which have benefited from these improvements in aviation safety.

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## NTSB recap of the Feb.6 Cirrus/Pawnee mid-air.

*Rusty Lowery via Dick Otis*

A lot of glass panel to look at in a Cirrus. A glider tow package usually shows up pretty well and moves pretty slow. Easy to see and avoid (if one is looking). All of you tow pilots be sure to maintain a solid look out for guys who just may not be looking for you.

NTSB Identification: CEN10FA115A

14 CFR Part 91: General Aviation

Accident occurred Saturday, February 06, 2010 in Boulder, CO

Aircraft: PIPER PA25, registration: N8781L

Injuries: 3 Fatal, 3 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On February 6, 2010, at 1327 mountain standard time, N825BC, a Cirrus Design Corporation SR20 airplane, collided with N8718L, a Piper PA-25-235 airplane, while the Piper was conducting glider tow operations with N2472W, a Schweizer SGS 2-32 glider, near Boulder, Colorado. Mile High Gliding Inc was operating both the Piper and the Schweizer. Visual meteorological conditions prevailed at the time of the accident. All three flights were being

conducted under the provisions of Title 14 Code of Federal Regulations Part 91 without flight plans. The commercial pilot aboard the Piper and the private pilot and passenger aboard the Cirrus were all fatally injured. The commercial pilot and two passengers aboard the Schweizer were not injured. The Piper and Schweizer departed Boulder Municipal Airport (KBDU), Boulder, Colorado, as a glider tow flight approximately 1315. The Cirrus departed Erie Municipal Airport (KEIK), Erie, Colorado, as a local flight approximately 1245.

According to a statement taken from the pilot of the Schweizer, the Piper and the Schweizer were in a climb attitude, on an approximate heading of west. The Cirrus was heading south. The pilot of the Schweizer observed the Cirrus on a perceived impact collision course with the towline and released the towline connection between the Schweizer and the Piper. The Cirrus impacted the Piper, shortly thereafter. The Schweizer flew through a ball of fire; however, the pilot was able to return to KBDU shortly thereafter. The glider was not damaged during the sequence of events.

Multiple witnesses heard the collision between the two airplanes and observed the post collision state of both airplanes. The Cirrus airplane was observed to descend under the canopy of the Cirrus Airframe Parachute System (CAPS) while on fire. Debris from both airplanes was spread over a 1.5-mile area with components of the Piper at the north most end of the debris field and the main wreckage of the Cirrus at the southern most end of the debris field. Both airplanes were destroyed.



## SSA Convention Notes

**T**his was the first SSA convention I have attended so did not really know what to expect. I was excited about hanging out with folks who share this passion. I was overwhelmed by the vast knowledge at the convention, the experience level, and the willingness of others to impart their knowledge to a newer pilot. It was a very friendly and helpful atmosphere.

A few things stand out for me. One, the convention floor had about six motor gliders, some with jet engines. I had never seen a motor glider before. I learned that some engines provide enough thrust to self-launch while other engines, called sustainers, are only powerful enough to get you back home without an outlanding. I bet those folks who bought a sustainer engine wish they would have bought a self-launching engine instead as it could do both. I overheard one rather heated conversation relating to gliders with motors. "It is not pure" "Doesn't that take the thrill and skill out of gliding" "A glider with a motor, isn't that just an airplane." Whether you agree or not with a motor in a glider, it does add another dimension to the sport. Second, I attended many of the talks but the one that intrigued me the most was the demo on the CONDOR soaring simulator. I have been using CONDOR for about four years and love the competition soaring simulator. But this talk was discussing the simulator as a training tool. They displayed pre-loaded flights that the instructor could demonstrate, start, pause, discuss, start again, to the student BEFORE actually getting in the air. The student can experiment with low altitude maneuvers without the risk of damage or injury. I thought the use of the simulator in this capacity was brilliant. What a great training tool and visual aid. All in all, it was a fun experience in attending the convention and learning from others.

I am in favor of having a healthy discussion on the pros and cons of winch launching for SSC.—*Greg McDonald*

**I** talked at length with the designer and manufacturer of a modern winch tow system at the SSA convention. The up side is that a club owning a 6000 foot piece of land like our summer alternative site, or better yet, River Bend Airport, could launch fast enough to keep more than twice the number of pilots flying that we often have on a busy day.—*Bill Vickland*

**I** also got a good look at the new hydraulic winch, and also discussed the characteristics of a different, conventional modern (computer controlled) winch at the convention, and I heartily endorse Bill's and Greg's observations. (I've done only a few winch launches, all in the UK, and would love to do more in our own club.) The new winches with spectra cable and computer controls are an order of magnitude easier to operate and safer than the ones that were common just ten years ago!

A word of caution, however - Bill's right on the money in pointing out that this is an activity for some field OTHER than where we now operate, Front Royal. Even with the lighter cables (they are SO much better than steel!!) and a retrieve winch, there are just too many hassles to operating with conventional airplanes on the same runway at a mixed use airport. Winches are the perfect launch method at our exclusive site. And, I might add, a preferred launch method for training new pilots in patterns and landings.

And Bill's observations about the need for good training is also "spot-on": Last year, there were four fatalities in winch launches in



the US which, when you consider how few were made in this country, is huge. The good news is that the SSF is already working on training materials to help clubs new to winching come up to speed quickly in developing good training programs. We'll do it right, of course, at Skyline.—*Jim Kellett*

*Photos by Greg McDonald*



**T**his was my first SSA convention ever, I was thrilled to make the pilgrimage, and as I suspected it's something every glider pilot should do at least once. Between the weather and the economy I understand this was a bit smaller than some previous events, but still a great experience. First of all, you have to be impressed with all the new technology and the beautiful sailplanes on display on the exhibition floor. On the presentation schedule, I did my duty and went to as many safety-focused segments as possible, along with those on aerodynamics, instruction, and cross-country/competition. Quite a range here, from boring and irrelevant to absolutely captivating. I'd have to say one presentation made the whole trip worthwhile for me -- Uli Schwenk, international competition superstar, talked not from slides but from photos taken inflight during competitions, and he shared his decision-making process for what routes to pick based on terrain and weather indicators. It's hard to describe how different this was from any textbook discussion; it was like being inside the brain of a champion for a while. Finally, the chance to talk to people you knew from earlier days, and those you never met before, and soaring legends, was amazing. At one point I found myself at the bar talking to Peter Smith, director of the National Soaring Museum, and discovered that he has flown alongside the glider I now own, was close friends with its original owner, and knew more about its maintenance history than I do. Priceless.—*John Noss*



### **NASA on the Science of Pilot Error—**

By Glenn Pew, Video Editor, AVweb

Following a pair of serious incidents and a fatal accident, commercial flight crew training and professionalism in the cockpit have become hot topics in Washington. In this podcast, AVweb caught up with Dr. Key Dismukes, chief scientist for human factors at the human systems integration division at NASA Ames Research Center. Dismukes talks about the science of explaining why skilled pilots — professional and general aviation both — make mistakes while performing familiar tasks. He adds his insight on “pilot error” statistics and the techniques you can use to avoid becoming one.

[http://www.avweb.com/podcast/podcast/AudioPodcast\\_KeyDismukes\\_NASA\\_PilotError\\_202079-1.html?kw=AVwebAudio](http://www.avweb.com/podcast/podcast/AudioPodcast_KeyDismukes_NASA_PilotError_202079-1.html?kw=AVwebAudio)

### **Regional Leadership Conference**

Director Paul Seketa and President Craig Bendorf represented Skyline at the third annual Regional Leadership Conference on February 13 for SSA Chapters in SSA Regions II and IV. The conference included 27 leaders from 11 SSA Clubs, and was held at the headquarters of the Airline Owners and Pilots Association (AOPA) at Frederick Municipal Airport in Frederick, Maryland. SSA Director-at-Large (and AOPA Vice President) Chris O'Callaghan hosted the meeting.



### **Last Reminder:**

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 have to be replaced. Student certificates are not affected.

[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/expiring\\_paper\\_certificates/](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.

### **February Board Meeting**

1. With the New Year the Board and new Treasurer would like to have an independent review of the Club financial records. The Board will solicit the membership for individuals qualified and willing to conduct a review.
2. Chris Groshel volunteered and was approved as the new Sprite Meister.
3. Bill Woodard volunteered and was approved as the new Tow Car Meister.
4. Members who did NOT attend the Annual Safety Meeting must view the slides of the meeting online BEFORE operating Club equipment.
5. The question was raised on whether members could “buy out” of Club duty by paying someone else to perform their duties. The Board felt that it could not be condoned or permitted since it was against the Club's operating philosophy that all members must contribute personal labor to the operation of the Club.
6. The Grob is back from Pennsylvania where it was inspected and repaired. Some additional work is still required (tape on control surfaces, adjustment to spoiler locking pressure) before it will be cleared for flight. The work done included:
  - Spoiler covers have been refinished
  - Horizontal stabilizer has been refinished
  - Canopy frame has been repaired
  - 3,000 hours inspection passed, glider is in a very good shape
7. The Pawnee completed its annual inspection in February and is back in service. A new exhaust shroud was installed.
8. Wave Camp. The Board asked for volunteers at the Annual Meeting for someone to “take the point” in organizing any operation at W99, and get Board approval. No response was received as of today. Absent any volunteer, the Club will not send Club equipment

**Latest new student members** are Spencer Wilson and Nicholas Duckworth. Welcome to the club gentlemen.

### **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**—Piet Barber  
**Safety Officer**—John Noss  
**Skylines Editor**—Phil Jordan  
**Directors**—Shane Neitzey, John Noss  
Paul Seketa, Joe Parrish, Curtis Wheeler