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MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JANUARY 2012

Masthead photo by Dick Otis

From The President

John Noss

I'm honored to be writing this first note to Skyline members in the role of your club president. I still feel kind of like a 'new guy' in the club, especially after spending some time reviewing the history of what this organization has accomplished and how it has evolved over the years. I am also humbled to be following in the footsteps of distinguished members who have served in this capacity before, including many who are still active. I would just like to take this opportunity to let you know where I think we stand, as a club, and what I think is important.

I think the opportunity to pursue the sport of soaring is one of the few remaining great treasures of our lifetimes. We all come to this sport and to this club for slightly different reasons, but any who stay are in it for the love of flying in the most pure form possible. It's amazing that we can put together, and keep together, an organization that makes this all possible, and we

should not take it for granted. To remain a viable organization, there are three areas where we must be successful.

First, we must fly safely. We must be able to operate without accidents that could cause injury to members, cause damage to club equipment, or contribute to further governmental restrictions upon our ability to pursue this sport as we know it. I am proud of our safety culture and our safety record, and we need to maintain it at the highest standards possible. We need to think about safety every single time we fly.

Second, as an organization we must remain financially viable and secure. Your board of directors and the treasurer(s) put in a lot of effort to take care of the 'business' end of club operations, watching over costs and income, making decisions that range from minor day-to-day expenses to major strategic initiatives. We will do our best to make sure every member in the club is aware of important financial issues, and you need to make your opinions known to the board.

Third, and most elusive, a club like ours can only survive if we continue to provide the services and environment

that make people want to join, and want to stay as actively participating members. This is more than just making a plea for participation. In fact, I am extremely impressed with the current level of volunteer effort. Over the last year or two we have seen many members step up to fill the critical 'meister' duties, and the health of our equipment is steadily improving. The ASK-21 has a new transponder, was cleaned and waxed to beautiful perfection for the Soaring 100 event, and continues to serve as a 'flagship' aircraft that we should appreciate and be proud of. The Grob has improved significantly over the last year with work on the canopy, new wingtip skids, a nicely renewed finish thanks to the recent effort to repair wing dings and polish/wax the entire aircraft, needed improvements to the interior, and we are close to finishing a custom tail dolly. The Sprite continues to service the niche as our post-solo workhorse, and the Cirrus is looking better after repairs to the wingtips, interior, and major work on its trailer. The tow car and ATV are continuing to serve well thanks to continued serious efforts by their meisters to work the many things that can go wrong with older vehicles. The hangar is cleaner than I have seen it in years. We seem to be on an upswing of social events and expanded flying opportunities like the great away-days, the Soaring 100 participation, and the recent wave camp 'deployment' to Grant County. So the support end of member participation is good and looking up. Still, though, we have a lot of members that don't seem to make it out to the airport very often. I would love to see more members at the field, more often, having fun. If you have ideas on what would help us do that, talk to me or to any board member. Badge flying is one great way to develop our skills and safely build in challenges and rewards, and it's easily within reach for any member flying club aircraft (especially the Cirrus). It would be wonderful to see some more interest in that area, and I would like to ask everybody to think about ways to make that happen.

We are also close to paying off the last of our 'internal debt', money that members lent to the club to make it possible to purchase the Husky so we would have a second towplane and a way to train new towpilots, and to buy the Cirrus, so members would have access to a high performance ship for solo recreational flying. This means that as we get our heads above water financially, it's time to dust off a lot of the great work that has been done on strategic planning and growth options, and see where the club collectively wants to go in the future. I would like to ask every member to think about how they would most like to see the organization evolve. What would make your time at the field more enjoyable, make your flying more rewarding, and/or make you want to come out more often to fly? Let's make Skyline Soaring the club that you wish it to be!

I look forward to the coming year, hope you do too.

Fly Safe, Fly Often, Have Fun!

2012 Safety Meeting

Charles Norman



Photo by Martin Gomez

February 18 the annual Safety meeting was hosted by Charles Norman. Members attending were briefed on last years accidents and reminded of signals and procedures to avoid previous problems.

On tow a rudder wag means check (spoilers) glider NOT release. Wing wag of the tow plane is release now. A visiting pilot at FRR failed to perform a complete positive control check and almost took off with un-connected ailerons. Check for resistance and FULL DEFLECTION in all controls. A pilot at wave camp distracted the wing runner conversing instead of performing a complete checklist leaving the tail dolly on a glider almost allowing to take off with it still attached.



Photo by Martin Gomez

Mike Christensen gave a talk about his recent flight ending in a land out in a field near I-66. Members were reminded to have a checklist of things that they need to keep with them on flights including a cell phone and good walking shoes.

First Day of Soaring



Be safe Out there

Photos by martin Gomez

After the safety meeting about 15 members moved out to KFRR for spring check flights. The Grob performed flawlessly. The K was found to need the battery tray rivets replaced with aviation structural rivnuts. After several Grob flights the K was brought into service using a hand held radio.

New director Ertan Tete did his spring check then dragged out the Sprite for a hour+ flight after he realized that lift was active.

The Pawnee performed flawlessly after winter maintenance. The car started right up and ran well all day.



If two instructors need a checkout who is checking out who?

Waiting for Wave January 7



Photo by Mike Ash

Petersburg, WV (W99) Wave Camp 2012

ASK 21 Assembly



New Transponder - bottom

Wave camp is a week of flying in the middle of WV at a airport with a 5,000 ft long runway and wave, ridge and thermals. The geography allows new comers to become familiar very quickly and the sources of lift seem to be fairly well defined.

Weather changes quickly and went from horizontal blowing snow with severe rotor and thermal lift to wave with light winds at the ground and thermals.

This year a pilot brought a Lambata motor glider that was great at scouting lift for the pure gliders.



Were down to 1/2 hour



Getting started early

TO at the W99 Grant County airport wave camp. Things get started early and go all day.



Being a southpaw helps



WAVE!

ignore the things that don't make sense. Flying with an instructor that has a radically different viewpoint can still be a educational experience even if you choose to avoid their duty days in the future.

To excel at soaring requires that a pilot is willing to accept good information from anyone. If you can separate the information from the source you can learn at the speed of a champion.



Thats not a lighter THIS is a LIGHTER

Recycled

Information

Worth

Repeating

SAY AGAIN



The Halo Effect

There is a phenomenon called "The Halo Effect" which influences peoples acceptance of new information. People tend to connect new information with the source that is comes from. They tend to accept information from friends and people they get along with and discount information from individuals that they dislike. The problem is not the effect but the magnitude. People can accept incorrect information and advice from friends and ignore correct information from people they don't like.

Soaring is an activity that requires many levels of skills to safely participate then ultimately excel at. To reach the ability to safely tow, maneuver and land a glider requires the ability to see beyond the halo effect and learn the required skills. A novice glider pilot can accelerate their accumulation of knowledge and skills by listening to anyone that will take the time to pass on their experience. A friend of mine a long time ago told me that if "your not doing it right you are doing it wrong" He could learn skills almost as fast as someone could explain them because he would just drop incorrect ideas and adopt new ones based on his philosophy.

Having to fly with the instructor de jour can be frustrating or it can be a opportunity to absorb the best of each and



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.skyinesoaring.org

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