



SKY LINES

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC. October 2012

Masthead photo by Dick Otis

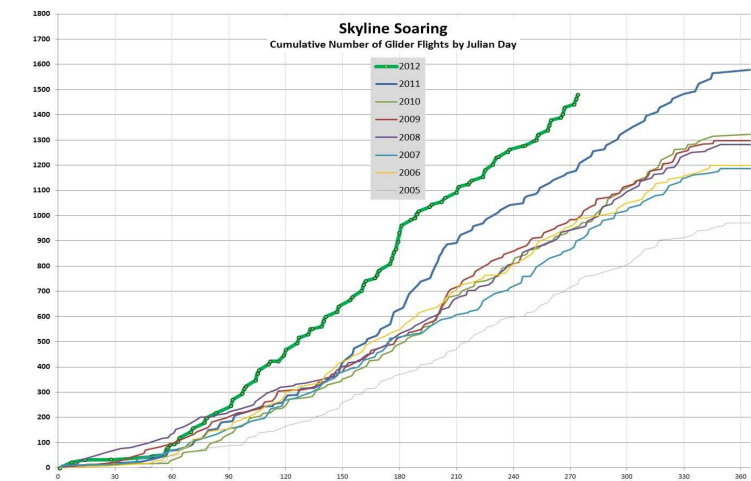
Message from the President

By John Noss



there are no major problems. That's a mix of good news and bad. We wanted to grow, so that we could establish a broad base of members, able to support the club as volunteers and to ensure our long-term financial health. We didn't expect the surge we saw this year, and have had to work hard to accommodate all those who want to fly, which means more tows, more instruction, and more days. Some of the strategic planning goals that were formulated a few years ago seem to be coming to pass, others may be more difficult than expected. Between now and the annual membership meeting (in January), I would like to challenge every member to think hard about what you would like to see in the future, and how *your* club might do it. The board will be working on it too, but please take an active role in helping to generate discussion and fresh ideas, and talk to board members any time you can. Hot topics include expansion of hangar space, what the next club glider might be, and how to better handle student loads. And, of course, remember Safety -- as we grow more active, maintaining a safe operation is just as important as growing a bigger and more efficient operation.

Lots of things to talk about this time. First, we continue to crank out a lot of flights, by both students and experienced club members, in both club ships and private ships. The attached 'progress chart' shows that we are well ahead of any previous years, and could break 1800 glider flights by the end of the year if



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We currently need a volunteer to replace Rufus Decker as the Grob Meister. That doesn't take a huge amount of time, but it needs to be done. It involves becoming smart on the status of the aircraft, knowing when inspections are due, and coordinating any needed maintenance and repairs. You don't have to do all the work yourself, but you become the single point of contact for keeping the aircraft in good shape. Can somebody please step up for this one?

We recently had to pay to have the tow-car towed to Front Royal, have a new starter installed, and get towed back. The starter now works, but still fails to start every now and then, and sometimes has to sit for a few hours before it will restart. It's an old vehicle, and we may be reaching the limit of what is worth repairing. If anybody has a better vehicle and is willing to donate it, or has a good idea on how to acquire one inexpensively, please let us know. We might also look at another ATV, or a golf cart, we are open to suggestions.

Thanks to everybody for making Skyline Soaring a fun and safe place to fly....

Fly Safe, Fly Often, Have Fun!

Front Royal Airshow

September 8 Was this years annual airshow. There were amazing displays of piloting skills, interesting aircraft and beautiful antiques. The show came to an abrupt end as a squall rolled in and the shies opened just as the last glider was back in the hanger.

Photos By Martin Gomez



many of you have already heard, the on-airfield FRAS maintenance facility that made life as we know it possible at KFRR has closed down. Reggie is still working to see if there might be somebody interested in taking it over, but it won't likely be the same arrangement we enjoyed for so many years. We are fortunate that Eric Litt was able to step in and help keep the towplanes running, they would both be grounded by now without his help. When he took a close look at the records for the Pawnee, he discovered that we needed to accomplish a major preventive maintenance action to the horizontal tail attach points, and that's why we have been flying the Husky lately, while that work is in progress. In late October, the Husky will go to Winchester for its periodic major engine and prop overhaul for a few weeks. That will cost about as much as a good used glider, but that's the cost of keeping airplanes operational.

I would like to ask everybody to please take an active part in helping the Duty Officer every day you fly. He has a difficult and critical job, and doesn't get to fly when he has the duty. Ensuring safe operations is his number one task. Managing the launch queue and trying to keep everybody happy is a thankless job. If he identifies something that needs to be done, like retrieving a glider that just landed, or getting gas, or pushing a glider, please help out cheerfully. Also, please get involved in how your flights and charges are logged. I don't think any DO can get every fact correct every time, but we have to try. What goes into the ops log is vital to our record keeping, your record of flights, and the finances. If you fly something other than a 3000 ft tow, and don't tell the DO, he was no way of knowing what you did. Look at the club laptop record of your flights, and make sure that it reflects the aircraft that you flew, who you flew with, how much time, what kind of tow, who the towpilot was, what aircraft towed you, and the type of flight. Do not leave the airfield until you have talked to the DO and settled up your charges. After the aircraft are put away, the Duty Officer needs to have an accurate log file that can be uploaded promptly, and that in turn starts the automated cycle that gets instructors filling out Student Progress Reports, gets billing actions underway, and passes on comments that may require action such as maintenance issues.

If you have not done it recently, please download the latest copy of the Skyline Soaring Operations Manual ("http://www.skylinesoaring.org/docs/Manuals_OperationsManual.pdf") and give it a good read-through. The current version is 7.1, dated August 2012. On page two, look at the summary of recent changes (for the last two versions), and at least find those sections and read the latest guidance. It shouldn't come as a surprise to anybody that we now do a coordination/safety brief before flying, and attempt to pre-coordinate student flights with the duty instructor.

As everybody knows, we survive by the hard work of volunteers.

weaker soaring days.



Photo by Joe Lingeitch



Photo by Dick Otis



Photo by Dick Otis

The most recent attempt was made by Clayton Vickland in his 1-26 with Dan Earnst crewing.

Ratings, Badges, Milestones

Boomerang Went Missing

By Douglas Hiranaka

After only a couple of weeks of residence at Front Royal the Boomerang went missing. A flight of 10 gliders left MASA's Fairfield airport on a mission. The day was booming and there were streets everywhere. A little after noon I heard the call: "Glider WM 10 miles final glide Front Royal" I didn't think anything of the call until I landed about an hour later. There were two unfamiliar uber gliders parked on our ramp with their pilots surrounded by Skyliners. The pilots not only flew in to claim the trophy they flew back home after a re-launch from KFRR.

Action has been swift and several attempts have started on slightly

Joe Lingeitch received Silver Badge #6899 this month after his distance flight on August 11, 2012 was accepted by the SSA. The most fun part of this badge for me was the 50 km distance flight from Front Royal to White Post to Longs, and eventually landing out at Burner Airport. I found the Bob Wander book, "Silver Badge Made Easy" very helpful in assembling the required paperwork to document the flight. Since it was my first foray into XC flying and FAI rules for badges, I learned a lot. Now, I am excited to begin thinking, planning and training (cue Rocky Theme Song here) for the Gold distance which requires a 300 km flight. The Gold flight will be significantly harder but, to quote Shane "the fun is in the chase."

Chuck Stover completed and submitted a claim for his silver distance. Flight:
"I did a remote start and finish. The start point was White Post and finish at New Market for a distance of 70km, way more than enough. My intention was after New Market to return to FRR, but that didn't happen. I couldn't get back out of the sink hole I found myself in and landed at New Market."

Here's the OLC trace. <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsld=2738436>

**Recycled
Information**

**Worth
Repeating**



SAY AGAIN

Federal employees in the National Capital Area can now make donations to SSEF through CFC.

SSEF gave out one FAST flight at the Airshow. We, also, made contact, at the Airshow, with a number of people living in the Front Royal area who expressed an interest in trying soaring.

SSEF's Airport cook-out September 1 was a success with people enjoying the good food so much that they donated over \$300 to SSEF.

--Spencer

Primer on Skyline Soaring Club Mailing Lists

By Jim Kellett

Some relatively new members may well be unaware (and some longer-standing member may have forgotten) how the various mailing lists used by the Club are used and managed. Recently, there have been some questions - and a complaint or two - about the email members get from other Club members. Here's some important stuff that ALL members need to know and abide by.

1. ALL club members are required to have a valid email address. That address is the PRIMARY channel through which all Club

business is communicated! That address is not visible to the public, but can be seen by members who are logged on to the Club's secure sections of the website, using their club-issued IDs and the member-defined password. (If you don't know how to do this, ask!)

2. ALL members are automatically enrolled in a mailing list "members@skylinesoaring.org". Members cannot "opt-out" of this list. Email sent to this address is delivered to all members, and is the primary method for communicating with the entire membership.. This address is to be used ONLY FOR OFFICIAL CLUB BUSINESS!! Examples:

"Will there be club operations on Friday?"

"I'm the Club instructor on Sunday - members wanting instruction should contact me"

"The annual meeting will be on xx/xx/xxxx. Please send your suggestions for agenda items to a Director"

"The Husky is down for maintenance until further notice"

"We're looking for volunteers for . . . "

You must also be a member of the club to SEND mail to this list! You will NOT get spam here!

Each message posted to this list also contains a link at the bottom that explains how this list, and a few of the others, are to be used!

3. "In the beginning", many years back, several members began to use this list to send all kinds of email - some interesting, some not - that was not directly related to Club business (or even soaring!), and many people complained about having their email boxes cluttered up by non-Club business email.

Consequently, the Club established a second mailing list, "misc@skylinesoaring.org" for members to use to share ANY information they wanted to. No one is automatically enrolled on this list, and, in fact, members have to "opt-in" to participate, by signing up at this link:

<http://skylinesoaring.org/mailman/listinfo/misc>. The ground rules for this list are also documented there, including the comment "only thick-skinned people should subscribe" and there is more information about this mailing list at <http://members.skylinesoaring.org/MEMBERSHIP/mailling-lists.shtml> This address is to be used for sharing any subject at all, EXCEPT Club business. Examples:

"To Iran with love"

"B-17 Logbook"

"More Nerd Jokes"

"Newburgh Tornado"

You should get the idea. Only a few members (and a few inactive members) are subscribed to this list.

4. Finally, to further cut down on spurious email on our main mailing list and help specific sub-groups of members more effectively communicate, the Club established the following lists which automatically enroll members, based on the data in their Membership Listing. FOr example:

directors@skylinesoaring.org* - mail sent by members to this address go only to the Club's Directors. Good place to send suggestions, complaints, etc.

instructors@skylinesoaring.org* - mail sent by members to this address go to all the Club instructors. Best way to ask a general instructional question, and for instructors to engage in a dialog germane to instructing, e.g., schedules for FIRCS, occasional Instructors' Caucus meetings, etc.

towpilots@skylinesoaring.org* - mail sent by members to this address to go all the Club towpilots. This is almost exclusively used to communicate towpilot/towplane-critical information to those affected.

dutyofficers@skylinesoaring.org* - mail sent by members to this address go to all qualified duty officers, and is the best way to, for example, find a replacement DO when there is a personal schedule conflict, or to share changes in operational procedures or policy with all the DOs.

students@skylinesoaring.org* - mail sent by members to this address to go all members who are either (a) student pilots (or certificated pilots working on a glider rating) or (b) instructors. This list is very rarely used at this time, but was intended to be a forum for sharing general topics of interest to student pilots.

* All THESE lists are enrolled automatically, according to the members's qualifications as listed on each members individual data page on the website. E.g., if the box "Glider Rating" is marked "Student", you're on the student list; if the toggle for Instructor is marked "yes", you're on the instructor list, and so forth.

5. Finally, there are a few other relatively unused lists (e.g., Cirrus@skylinesoaring.org, winchers@skylinesoaring.org, Husky@skylinesoaring.org) available for your use - they are explained in the link at the very bottom of THIS message (which is appended as a reminder to all of us to all messages sent to the members list).
- 6.

Just a little teaser: Bill Burner and family just returned from a visit to Bend Oregon where they stopped in at Windward Performance and saw lots of really amazing soaring machines. The story will be in Next Months Skylines.



President - John Noss
Secretary - Jim Kellett
Treasurer - Thomas Park
Membership - Steve Rockwood
Chief Duty Officer - Craig Bendorf
Chief Tow Pilot - Martin Gomez

Skyline Soaring Club, Inc. Chief Flight Instructor - Piet Barber

Is a private, 501(C7) non-profit organization, Safety Officer - Charles Norman
dedicated to the enjoyment and promotion
of the sport of soaring. SSC is based at Skylines Editor - Douglas Hiranaka
the Front Royal-Warren County, VA. Airport duck_h@hotmail.com

and is an affiliate club of the Directors - Daniel Ernst
Soaring Society of America Mike Christenson, Jim Kellett

For information about the club go to: John Noss, Thomas Park

www.skylinesoaring.org Steve Rockwood, Ertan Tete

