



Masthead photo: Dick Otis

From the President

John Noss

Thanks to everybody for a great turnout at the annual membership meeting, and special thanks to Martin Gomez for making his company facility available to us—a very convenient location, a great facility, and for those who stuck around, an interesting tour. Congratulations to our newly-elected board members, Dick Garity and Keith Hilton. And, I'm sure I speak for everybody in saying thanks to out-going board members Steve Rockwood and Mike Christensen.

Obviously, this has been a tough winter season, with really only one decent day since the end of our regular flying schedule. Thanks to Vern Kline for stirring up enough interest on 20 January to make that a great day of flying, and thanks to everybody who showed up to help with operations—we cranked out 27 glider flights, kept a lot of folks current, everybody had fun, the Grob and the K flew all day, we had both towplanes in action, with 4 towpilots and 5 instructors pitching in.

Even if you don't see it during the winter break, there is a lot still going on in the background. On 18-19 January, six Skyline folks attended the Flight Instructor Refresher Clinic in Gainesville, conducted by the Soaring Safety Foundation. On 25 January, 3 of us trekked to Lynchburg for a safety-themed meeting of the Virginia Soaring Association, where the six Virginia soaring clubs compared

notes on common issues. (More on that following in this issue.) On 1-2 February, a few of us will be in Mifflin PA for their ridge-soaring clinic. Internally, our meisters for gliders (and trailers) and towplanes are organizing work parties to perform needed maintenance and improvements. I urge you to pitch in when you can!

Finally, one of the most important events on our calendar is the mandatory annual safety meeting, Saturday 15 February at the Samuels Library in Front Royal (330 E Criser Rd). Their doors open at 1000L, we will start promptly at 1030L, the meeting should be done in less than 2 hours. If you cannot attend the meeting, you will need to make it up by reviewing the presentation package before flying again.

The first day of regularly scheduled flying operations for 2014 will be Saturday 1 March. Let's make this another great year!



Photo: Martin Gomez

Annual Meeting

Photos by George Hazelrigg

Right: Martin Gomez gives the tour of Aurora Flight Sciences, gracious host to the 2014 SSC Annual Meeting.

Below middle: Tom Park speaks, Bill Burner receives the Outstanding Towpilot Award from Jim Kellett and John Noss is presented the Gogos Service Award.

Not pictured: Dick Garrity and Dan Ernst were presented Outstanding Duty Officer Awards while Bob Sallada received the Outstanding Instructor Award.



Above: Shane speaks towpilot.

Left: The crowd goes wild.

Right: Josh Morgan receives The Skyline Soaring Educational Foundation Flight Scholarship Award from SSEF President Spencer Annear.



What Everyone Should Know... (Especially the Duty Officers!!)

Jim Kellett and Ertan Tete

“The Dreaded Logsheet Program”

Today's Topic:

Part II. OK, Now That It's Up and Running, What Do I Do?

The only way to really learn the program and stay proficient is to practice with it at home, especially before you show up for duty. For those with experience with the program, reading through the help screen is also a quick way of reminding yourself of many of the features. However even those with extensive experience are making some mistakes that cause significant problems with the data that results in a lot of confusion and additional work by those who use the data, particularly the Treasurer, Membership officer, and our Web Master.

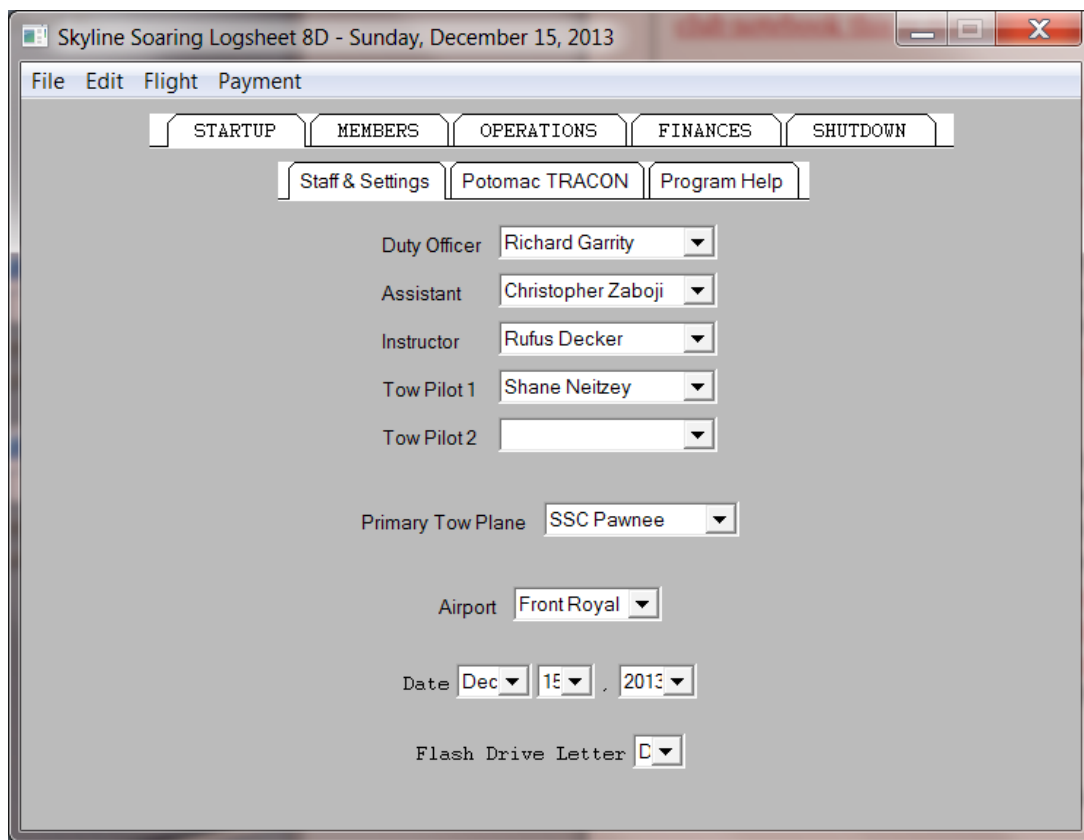
How can I learn how to use the program, you might ask?

Well it is easy to do by downloading the latest version to your home computer and playing with it. This is done by going to the Members-Only section of the Club website (use the button on the bottom of the blue field on the left side of the Club web page). Once inside the Members only area, click on LOGSHEETS (in blue area on left), click on the DOWNLOAD/ directory and then select the appropriate software version for your computer and click on it to download. Once the download completes extract the downloaded zip file to desired location. To start the logsheet program navigate to the ssclog directory and double-click the ssclog.exe file (note that on the club notebook this is done by clicking on the SSC icon on the taskbar).

The logsheet program update functionality that was recently installed on the club notebook is not part of the archive available on the club website. Unlike the club notebook when you start the logsheet program on your home computer you will not see update progress window before the logsheet program window opens up. The automatic update functionality will not be available on your home machine.

Once you run the software and it opens to the main page you will see that the logsheet window is organized into five folder tabs, each of which is subdivided with smaller tabs. The main tabs are: STARTUP, MEMBERS, OPERATIONS, FINANCES, SHUTDOWN.

The “Startup” page is where at the beginning of the flying day the crew data is entered:



The screenshot shows the 'Skyline Soaring Logsheet 8D - Sunday, December 15, 2013' window. The interface has a menu bar with 'File', 'Edit', 'Flight', and 'Payment'. Below the menu bar are five main tabs: 'STARTUP', 'MEMBERS', 'OPERATIONS', 'FINANCES', and 'SHUTDOWN'. The 'STARTUP' tab is selected, showing a sub-menu with 'Staff & Settings', 'Potomac TRACON', and 'Program Help'. The 'Staff & Settings' sub-tab is active, displaying a form for entering crew data. The form includes dropdown menus for 'Duty Officer' (Richard Garrity), 'Assistant' (Christopher Zaboji), 'Instructor' (Rufus Decker), 'Tow Pilot 1' (Shane Neitzey), 'Tow Pilot 2' (empty), 'Primary Tow Plane' (SSC Pawnee), 'Airport' (Front Royal), 'Date' (Dec 15, 2013), and 'Flash Drive Letter' (C:).

During a normal day, most of the time will be spent in the "Operations/Glider Flights" page, where flight information is entered:

Skyline Soaring Logsheet 8D - Sunday, December 15, 2013

File Edit Flight Payment

STARTUP MEMBERS OPERATIONS FINANCES SHUTDOWN

Glider Flights Airplane Flights Pilot Summary Instructor Summary Tow Queue

| Flt | Name | Glider | Tkoff | Land | Time | Alt | Rental | Tow | Total |
|-----|------------------|----------|-------|-------|------|-------|--------|--------|--------|
| 1 | Brandon Snow | ASK-21 | 10:02 | 10:10 | 0:08 | 2,000 | 5.20 | 27.00 | 32.20 |
| 2 | Brandon Snow | ASK-21 | 10:30 | 10:54 | 0:24 | 3,000 | 15.60 | 32.00 | 47.60 |
| 3 | Charles Stover | RW | 11:06 | 13:50 | 2:44 | 3,000 | 0.00 | 32.00 | 32.00 |
| 4 | Eric Tarring | ASK-21 | 11:24 | 11:44 | 0:20 | 3,000 | 13.00 | 32.00 | 45.00 |
| 5 | Keith Overstreet | GROB 103 | 12:01 | 12:20 | 0:19 | 3,000 | 11.40 | 32.00 | 43.40 |
| 6 | Eric Tarring | ASK-21 | 12:22 | 12:45 | 0:23 | 3,000 | 14.95 | 32.00 | 46.95 |
| 7 | Keith Overstreet | GROB 103 | 12:38 | 13:36 | 0:58 | 3,500 | 34.80 | 34.50 | 69.30 |
| 8 | David Tauber | ASK-21 | 13:09 | 13:27 | 0:18 | 3,000 | 11.70 | 32.00 | 43.70 |
| 9 | David Tauber | ASK-21 | 13:43 | 14:30 | 0:47 | 4,000 | 30.55 | 37.00 | 67.55 |
| 10 | Bruce Zivic | ASK-21 | 14:46 | 15:26 | 0:40 | 3,000 | 26.00 | 32.00 | 58.00 |
| | | | | | | | 198.80 | 418.50 | 617.30 |

Name Brandon Snow Instructor Rufus Decker Tow Pilot Shane Neitzey

Glider ASK-21 Class Inst Tow Plane SSC Pawnee Release 2 000

Takeoff 10 : 02 Landing 10 : 10 Exception

Passenger Alternative Payer Pays

The "Finances" page is where the flight charges are tabulated for each Pilot/Student, payments recorded and where miscellaneous purchases (e.g., introductory member fee, book sales) are charged:

Skyline Soaring Logsheet 8D - Sunday, December 15, 2013

File Edit Flight Payment

STARTUP MEMBERS OPERATIONS FINANCES SHUTDOWN

Payments Fees Charges Adjustments Expenses

| Name | Amount | Check | Cash | Account | Voucher | Total |
|------------------|--------|--------|------|---------|---------|--------|
| Mathew Linger | 42.40 | | | 42.40 | | 42.40 |
| Timothy Moran | 89.20 | 89.20 | | | | 89.20 |
| Keith Overstreet | 112.70 | | | 112.70 | | 112.70 |
| Brandon Snow | 79.80 | 79.80 | | | | 79.80 |
| Charles Stover | 32.00 | | | 32.00 | | 32.00 |
| Eric Tarring | 91.95 | 91.95 | | | | 91.95 |
| David Tauber | 111.25 | 111.25 | | | | 111.25 |
| Bruce Zivic | 58.00 | | | 58.00 | | 58.00 |
| | | 372.20 | 0.00 | 245.10 | 0.00 | 617.30 |

Name Mathew Linger Amount Due 42.40

Check \$ Cash \$ Account \$ 42 40

☐ \$139 FAST Voucher Payment

Comment

The "Members" page allows new members to be added to the popup lists used in the Operations and Finances sections:

Skyline Soaring Logsheet 8D - Wednesday, January 15, 2014

File Edit Flight Payment

STARTUP MEMBERS OPERATIONS FINANCES SHUTDOWN

Current Intro Special Full Guest Payer Staff

| Name | Expires |
|------|---------|
|------|---------|

At the end of the flying day the towplane data (DOs, ask the towpilot(s) for the tach and fuel numbers) is entered on the "Shutdown" page:

Skyline Soaring Logsheet 8D - Sunday, December 15, 2013

File Edit Flight Payment

STARTUP MEMBERS OPERATIONS FINANCES SHUTDOWN

Tow Plane Data Contact Info Awards Comment No Operations

Tow Plane 1 Start Tach End Tach Tach Time Gas Added

| | | | | |
|------------|---------|---------|------|------|
| SSC Pawnee | 7610.72 | 7613.21 | 2.49 | 44.4 |
|------------|---------|---------|------|------|

Comment

Tow Plane 2 Start Tach End Tach Tach Time Gas Added

| | | | | |
|-----------|--------|--------|------|---|
| SSC Husky | 2226.1 | 2227.1 | 1.00 | 0 |
|-----------|--------|--------|------|---|

Comment

GOMEZ/NEITZEY

In case new members were added on the "Members" page their contact information should be entered on the "Shutdown" page:

Skyline Soaring Logsheet 8D - Sunday, December 15, 2013

File Edit Flight Payment

STARTUP MEMBERS OPERATIONS FINANCES SHUTDOWN

Tow Plane Data Contact Info Awards Comment No Operations

Name

Name Type

Address

City State Zip Code

Country E-Mail

Phones Home Work Cell

Ratings Occupation

SSA Number Expiration Date

Comment

On the "Startup" Page there is a sub-tab labeled "Help" that contains more detailed instructions for using the program.

The following are a few pointers that can significantly help everyone.

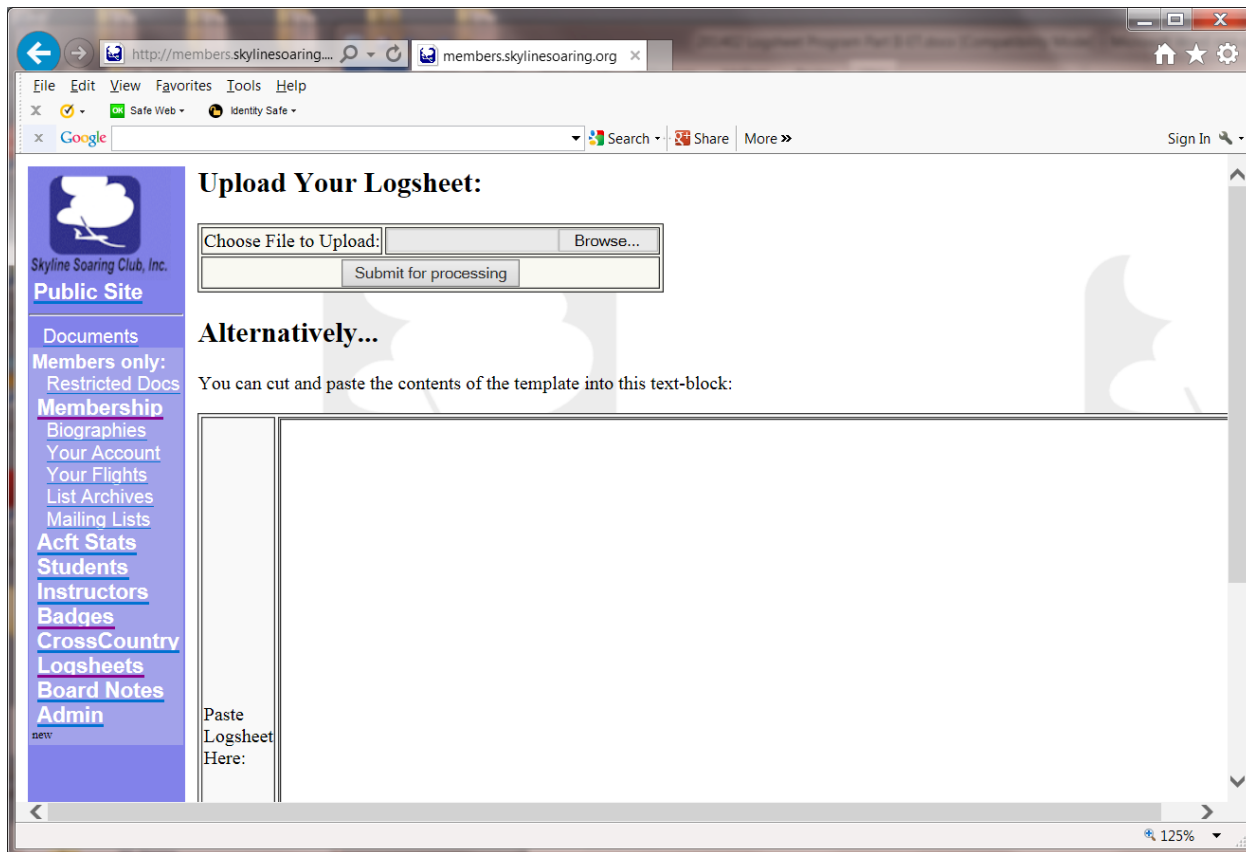
1. When using the program always use the pull down menus by clicking on the down arrows on the right side of many of the data entry boxes (i.e., name, items etc.)
2. If a name is not in a pull down menu you need to add it in the "Members" tab under the appropriate category. Please note that FAST and temporary members names are in alphabetical order at the bottom of the list, after all the regular member names, so look there first before adding a new name.
3. If you add a name make sure it is spelled correctly. Misspelled names cause a lot of problems and additional work for the Club officers.
4. On the "Operations/Glider Flights" page fill in all the data possible (yes it really is used).
5. If the glider is a Club member's aircraft please check the list for its contest number or all or part of the registration number (almost all the member's aircraft are listed). The entry "Private" should only be used for new aircraft or visiting aircraft from other Clubs.
6. If someone, other than the pilot/student, pays for the flight use the "Alternate Payer" box at the bottom of the "Glider Flights" page. This is very common when the husband or father of the student is paying for all the flights for the day.
7. On the "Finance" pages use the comment box to help make things clear for the Treasurer. If there is anything unusual like a different payee, additional items bought, someone buying a FAST package as a gift for someone else just put in a comment.
8. The current program does not recognize paying with a credit card, so if this happens you need to be marked as cash transaction with a note in the comment box that it was a credit card transaction and the name on the card.
9. When person joins the Club as a member and fills out an application form, all their information needs to be added to the "Shutdown/Contact Info" page by the end of the day.

10. Any general comments on anything that happened during the day that could be of interest to the Board or any of the Club Officers should be recorded on the "Shutdown/Comments" page.

11. The completed logsheet needs to be uploaded to the Club web site by the end of the day. This can be done from the field computer if connected by Wi-Fi to the network, The Airport computer or by putting the file on a flash drive and loading it up once you get home. Before uploading the logsheet validate the data (from the File menu select "Validate Logsheet"), save the logsheet (from the File menu select "Save to Hard Disk") and quit the logsheet program. Upon exit the logsheet program performs additional set of validations that are not part of the "Validate Logsheet" functionality available in the File menu.

Note that logsheets created while practicing at home should not be uploaded to the club website. Only logsheets containing real club operations data should be uploaded.

To upload the logsheet go to the Members-Only section of the Club website, click on LOGSHEETS, and then click on the UPLOAD/ directory. The upload webpage will open up:



Click on the "Browse" button located at the top of the page. A file selection dialog window will open up. In this window navigate to the logsheet files directory. The names of the logsheet files created by the program follow the naming convention MMDDYYYY.txt (e.g. 01152014.txt). Select the logsheet for the current day and click the open button. This will close the dialog window and take you back to the upload page. Notice that the "Choose File to Upload" field shows the name of the logsheet file you just selected. Click on the "Submit for processing" button – the logsheet file will be uploaded and upload status information displayed on the page.

The SSC Logsheet program has proven to be an outstanding tool to help the Club manage all aspects of its operations of over 90 members, four gliders, two tow planes, and over 1300 flights per year. However if everyone took the extra effort to make sure they know how to use it and ensure that all the data is recorded, you will make the workload for your volunteer Club officers a lot easier and help them make better decisions for the members.



Photo: Martin Gomez

Ground School

Kaye Ebelt

Beginning January 5, a hearty band of would-be sailplane drivers, all of whom really prefer the warmth of a working furnace to the frigid January air, have spent their Sundays at George's house getting aeronautical knowledge crammed down their throats. By popular demand, this is the second year that George has deigned to torture students by strapping them into a crowded space and talking FARs, airspace, cross-country planning and the like.

The ground school entails 32 hours of intensive instruction in nearly all topics needed to prep for both the FAA knowledge test and the practical test. The course will terminate with instructor sign-offs for the knowledge test for those who wish it. Too late now to sign up, but with enough pressure, it might happen again next year. George notes, "Sorry, I don't do this when the temperature is high enough to spend the day outside. If you missed this year's class, you'll just have to wait until next year."

*Back row: Michael Yecies, Tim Moran, Reynolds Renshaw, Rob Mayer
Middle row: Kaye Ebelt, Kevin Barrett, Gary Mason, Ted Stewart,
Brandon Snow Front row: Eric Tarring, Evan Dosik, Paul Nassetta.
Not Pictured: Rob Creedon, Chris Zaboji*

Photo: from Kaye Ebelt



The 2014 Virginia Soaring Association's Soaring Summit on Safety

Charles Norman

VaSA held its second annual day-long "Soaring Summit" meeting on January 25, 2014 in Lynchburg, Virginia. At this year's summit, Skyline was represented by President John Noss and Safety Officer Charles Norman. Jim Kellett also attended in his role as Coordinator of VaSA.

This year's theme was Safety. Throughout the day the participants discussed issues, ways to improve safety, and shared experiences. In the morning the six clubs each briefed participants on their safety procedures and how they manage safety issues. During lunch, Jim Garrison provided a briefing on ADS-B and Powerflarm technology that has the potential to supplement "see and avoid" as a means of preventing mid-air collisions. In the afternoon the group conducted safety management exercises based on scenarios of real incidents and accidents, and held panel discussions on how to promote a club culture of safety, how to deal with 'rogue' pilots, and how to work with aging pilots.

It was a valuable day for all the participants and clubs. Participants learned from each other's successes and mishaps and they will now be able to bring that experience and knowledge back to their clubs where

the lessons learned can be put into practice.

VaSA is a 'meta-organization' comprised of the six SSA chapters in Virginia - Springwood Soaring Association, Merlin Soaring Association, Tidewater Soaring Society, Shenandoah Valley Soaring, Blue Ridge Soaring Society and Skyline Soaring Club. The group exists to promote the sport of soaring in Virginia (in collaboration with the Virginia Department of Aviation) and to share experience, information, and occasionally assets for the mutual benefit of the Virginia soaring community. Representatives of the six Clubs, named by the respective Club presidents, all hold positions of leadership in their organizations, and meet several times a year.

Skyline was represented at this year's Summit by President John Noss and Safety Officer Charles Norman. Jim Kellett also attended in his role as Coordinator of VaSA.



Photo: from Jim Kellett

“Those Strange Looking Trailers”

Jim Kellett

Those of us who fly sailplanes are always pleased to see a fellow traveller with his funny looking trailer when we're out on the highway-gives us a brief hint of kinship with a total stranger.

But what about the poor, aviation-innocent groundlings? Wonder what THEY think is in that thing? Well, some of us have been guilty of sometimes taking-ahem-liberties with the truth when asked!

Brian Evans (who used to run a sailplane repair shop) tells a story of when he and Peter King bought a totaled Ka8 to bring home for restoration about 25 years ago. The trailer had been pretty beaten up in the wreck, so they straightened it up as best we could, but it still looked pretty battered. During a stop in a filling station, when a bystander asked what was in the beat up trailer, he was told that it was used for transporting breeding alligators and that's what they did to the trailer when they smelled the females.

Another good story from Brian (he had to haul a lot of broken birds into his shop!) occurred when he had a couple of guys bring a twin Grob to the shop. With a rubber head and shoulders of Ronald Reagan and Richard Nixon in the front and back seats respectively. They had a great time doing that and told me that they had cars matching speeds and taking photos for miles.

One story attributed to George Moffat's crew relates to a competition at Chester SC some years ago. They pulled into a gasoline station on a retrieve, and got the usual question from a small boy about 8 or 9 years old. So Moffat's crew says, "Its the Biggest Boa constrictor in the world. You want to see him?" Well the kid was not to sure about that, but he followed the guys to the front of the trailer, where they opened the hatch. The kid looks in and says "Ain't nothing in there mister." Moffat's 'crew says, "Heck it was here a moment ago ." and they hurriedly closed the hatch and drive out of the station, leaving this kid looking over his shoulder.

Jim Anderson sometimes would sometimes tell people he 'works for the government' and that there was a cruise missile in there he was transporting.

But after all the jokes, it's a fair question from a non-aviator. And the trailers really do have an intriguing shape, often with a 'dog house' on the top to house the vertical fin. So when someone comes up behind the trailer on the left below **(A)** on the highway it really doesn't give a clue as to what's inside. (Well, unless you're a glider pilot, and can tell from the license plate what kind of glider is in there!)

So Shane Neitzey took a high-definition digital photograph of the OPEN trailer, and using his magical sign shop machinery converted the view of the rear of the trailer to the right image **(B)**.

(A)



(B)

Photos: Jim Kellett



Editor's Image Bank

The man, the myth, the legend...
FAA Examiner Marvin Holland
by Dick Otis

*Remember this image of Shane
by Steve Wegner in July when
your soles are melting.*

*And note: Skylines lacks any up
to date definitive information
on this year's Wave Camp. Please
follow Shane's e-mail trail and
jump in if you're interested in
spectacular views and freezing
your tail off.*



Recycled
Information
Worth
Repeating

SAY AGAIN



SSA released the 2013 Contest Safety Report today. It's a good read even if you're not planning to participate in contests. (See link below)—Charles Bennett Norman

http://www.ssa.org/files/member/2013_Competition_Safety_Report.pdf (Note: electronic voodoo at work—paste in your browser if the link fails)



Photo: provided by Tom Foote

What a tremendous thrill to open the Dec. issue of Soaring magazine and see my beloved Open Cirrus in the centre fold. I owned and flew it for 26 years, put in excess of 2000 hrs on it, did my diamond badge world # 4768 here in Nova Scotia, at Tom Knauff's and at Sugarbush VT. Due to illness and the collapse of our one and only soaring club east of Quebec, I sold it to (SSC's) Dan Noonan in Oct 05. It appears that your club is now the owner of this marvellous machine. I sure would like to hear from someone who would take the time to bring me up to date on its doings. It sure was a sad day on 15 Oct 05 when Dan Noonan hitched the trailer to his car 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.skylinesoaring.org

President—John Noss
Secretary—Jim Kellett
Treasurer—Thomas Park
Assistant Treasurer—Dan Ernst
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Martin Gomez
Chief Flight Instructor—Piet Barber
Safety Officer—Charles Norman
Skylines Editor—Phil Jordan
flyingfish2@cox.net

Directors—John Noss, Jim Kellett,
Richard Garrity, Keith Hilton,
Ertan Tete, Martin Gomez

headed for Virginia.—regards, Tom Foote

Looks like a pretty nice LS-4 for sale—It is a long way away though N46LK, #4411, 1984, TT 1552. NDH, standard A/W cert, current annual, complete logs. Competition ready with 302 + hi-brite Oudie, Dittel radio, transponder, O2. Gelcoat excellent, cockpit redone. Cobra aluminum trailer in excellent condition. Located SoCal. The LS4 is a great glider, and this glider is a beautiful LS4.

—Jim Garrison

Detailed photos, info, and FAQs at:

<http://www.flickr.com/photos/114972784@No5/sets/72157640073177156/>

\$39,500 mark_andrew_schmidt at yahoo dot com

Just lazing around watching old movies yesterday I was delighted to discover the original Thomas Crown Affair was playing on TCM. Steve McQueen has always been my ideal and the soaring sequence is what got me into soaring in the early 1970's. It may have pushed a lot of other old guys into the sport also. What a great movie! Anyway, I noted the "N" number on the glider and looked it up on the FRR website. I was amazed to learn the Schweizer SGS 1-23H-15 (N9860E) is still flying and has a valid certificate. It's air worthiness certificate was issued September 7, 1965 as serial number 69. The co-owners are Bill Wilson and Roger Cummings who live in Greensboro, North Carolina. I wonder if these gentleman knows what kind of history they owns. I'll bet they do!!

—Steve Rockwood

Bruce Compton of the Soaring Safety Foundation has asked clubs to disseminate the message below on "Your First Flight of the Year". As a member of Skyline Soaring you're familiar with our focus on proficiency and the Spring Field Check. It's not too early to start thinking about how you'll re-establish your proficiency in 2014!

Your First Flight of the New Year

The Soaring Safety Foundation (SSF), the training and safety arm of the Soaring Society of America, encourages all US glider pilots of all experience levels to make their "first flight" of the year with an instructor. This does not necessarily mean you must fly on January 1, just schedule something more extensive than a one-flight "field check" with a CFIG at your local soaring operation when the weather allows.

Review more than just how to get around the pattern and please note that it is not always the student pilots who are having accidents. Not by a long-shot. Reports show quite a few "experienced" pilots and even CFIG's are making serious mistakes that result in accidents. Indeed two FAA Designated Pilot Examiners perished in recent years (but not while giving a checkride.)

So make it a priority to schedule ground and flight sessions to review items such as your assembly and pre-takeoff checklists, glider-towplane procedures, causes and options regarding Premature Termination of Tow (PT3), all signals, slack towrope recoveries, goal-oriented landing patterns, preventing takeoff roll and landing roll-out loss of control accidents, stall recognition and spin characteristics of the gliders you may fly in the coming year. Yep, it may take more than one flight!

Maintain the balance of fun and safety.

Stay proficient (much more than "current".)

Consider flying with an instructor on your "first flight" of the new year, or anytime your skills may require a second opinion.