



Masthead photo: Dick Otis

From the President

John Noss

Well, it looks like we are closing out 2013 with a little over 1600 glider flights for the year (as of 29 Dec.). That's more than any other year except 2012, when we had exceptional Spring weather and near-perfect aircraft availability. If you count every flight by every pilot, instructor, and towpilot, that's well over 4200 times we put somebody in the air this year, quite an accomplishment.

The next big thing on the schedule is the annual membership meeting, scheduled for Saturday 11 January. I hope to see everybody that can possibly make it. This year we will hold it at the Manassas Regional Airport, in the Aurora Flight Sciences facility, courtesy of Martin Gomez. Per his earlier e-mail, please be there (9950 Wakeman Drive, Manassas, VA 20110) at 1045L to be escorted to the conference room for a prompt start by 1100L. We will look at a summary of 2013 operations, financial status, membership status, and reports from functional areas, discuss the way ahead in the coming year, and elect two new board members. If you are a full member and are interested in running for a board seat, let me know. It's good news is that we already have two volunteers, so we won't have to twist any arms, but the election process is always completely open.

The mandatory annual safety meeting is scheduled for Saturday 15 February, at the Samuels Library (330 E Criser Rd, Front Royal, VA 22630). The doors open at 1000L, meeting starts promptly at 1030L.

The 'winter break' is surprisingly full of activity. In addition to our two annual meetings, there is a Flight Instructor Refresher Clinic (FIRC) in Gainesville on 18-19 January, a summit meeting of the Virginia Soaring Association in Lynchburg on 25 January, a ridge soaring seminar in Mifflin on 1-2 February, and the SSA Convention in Reno 27 February through 1 March. Our 'meisters' will probably put out some calls for work parties to catch up on maintenance items over the next couple of months, please volunteer to help out if you can.

What do you want to accomplish in 2014? Glider pilots tend to be very goal-oriented, it's good to have a realistic and challenging goal in mind for the coming season. We're seeing a nice resurgence in badge flying, and have a lot of members that would be happy to share their recent experiences with you, and help you along the way. Also, think about what you would like to see your club take on in the coming year. Every organization evolves to fit the times, and the personalities and wishes of its members. I've seen quite a few changes in the past five years, and look forward to seeing where the road takes us, every club member has a part in defining that. Give it some thought.

Looking forward to 2014....



Photo: Martin Gomez

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

Jim Kellett

“The Dreaded Logsheet Program”

Part I. What Is It, And How To Get Started

The Club's Chief Duty Officer, Craig Bendorf, wrote an excellent article in the November, 2011 issue of SKYLINES, and much of it bears repeating. I'm going to split his original article into several issues over the next few months, add some new material (which will appear in italics) plus some, and bring it up to date.

One of the most important tools for managing all of the Club's operations, training, finance and membership is the SSC logsheet program which is loaded on the Club field computer. Many of you probably only think of it as the program that tracks your flights, records your flight time and tells you how much you owe. Yes, it does do that, but it also does much more. And while ALL Duty Officers are required to manage all aspects of this key program, it's also true that:

- (a) We've expected Duty Officers-in-training to absorb the skills by watching others, and it hasn't worked very well, and
- (b) We have a LOT of new members since 2011 who just don't know how important this is and how to do it.

WHY IS THIS SO IMPORTANT?

Once the logsheet is completed at the end of the day and uploaded to the Club web site a lot of things happen. All members' flight data and training data are automatically updated, the Instructors for the day are sent reminders to fill out the electronic training folders for each of their instruction flights, the treasurer gets a copy of the file for updating the club financial records, the membership officer is provided information on any new Club members, the aircraft Meisters (the members who volunteer to oversee maintenance of Club aircraft) are provided information on aircraft discrepancies, and the data are collected on aircraft hours, fuel used, number of tows and much more. For the above items to happen properly all the information needs to be recorded in the program and the logsheet uploaded to Club web site by the end of the day. For this to happen every time it requires you, the Club members (not only the DOs), to be fully familiar with the software and take the extra time to make sure all the information is loaded.

HOW DO I GET STARTED?

First, find the Club computer. It's in a dark blue zipper bag with "AOPA" embroidered on the outside. In the same bag are several power adapters as well as some envelopes for mailing in the proceeds at the end of the day.

Remove the laptop from the case and select the proper power adapter to plug it into a power source. In almost all instances, that will be the adapter for 120V outlets, plugged into the receptacle on the outside wall of the Terminal Building where you set up shop. If, for some reason, you have to run the operations away from the Terminal Building, there are adapters to permit plugging it in to the tow car or to a portable battery pack—see pictures below:

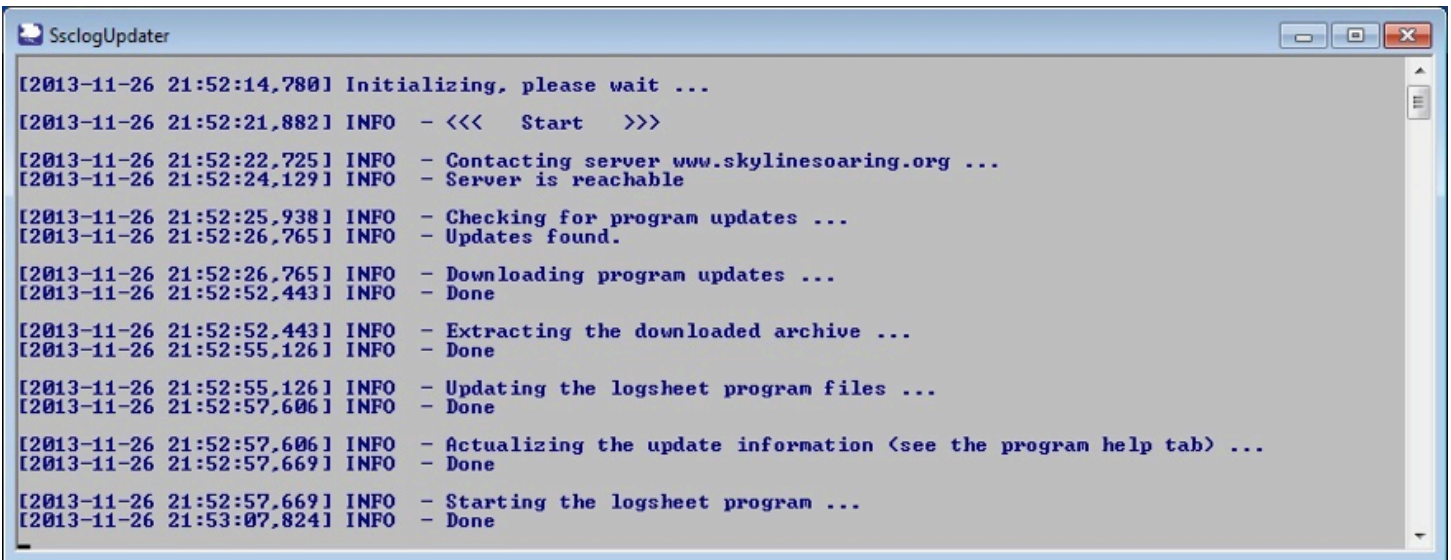


Photos: Jim Kellett

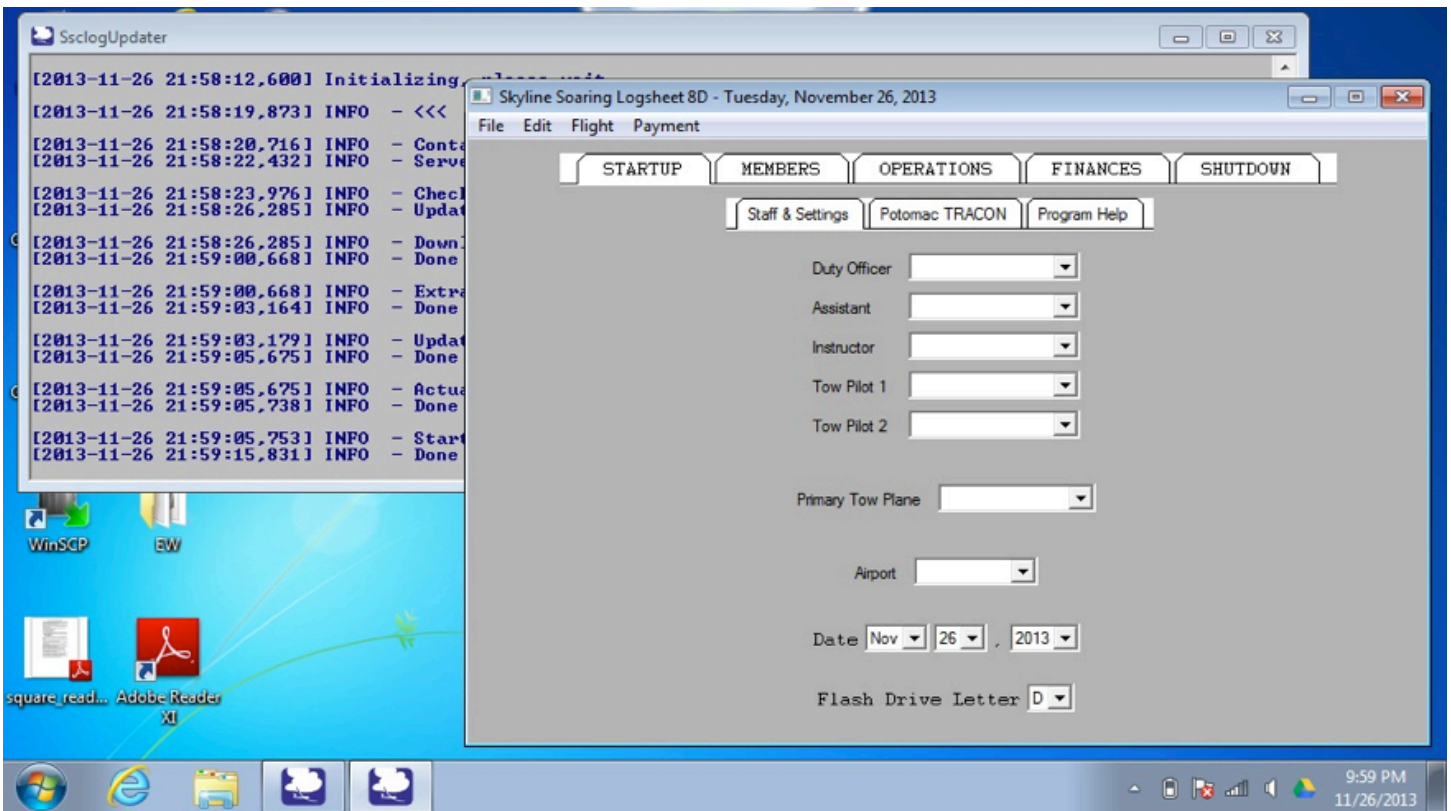
Note: The computer has an internal battery power supply that will operate it for some time if the need arises. However, it should be plugged into another power supply as soon as practical.

Now that we have power (yes, turn the computer on!), open the program by clicking the Skyline logo icon on the taskbar located at the bottom of the screen. IT'S IMPORTANT TO DO THIS WHILE WITHIN RANGE OF A WI-FI CONNECTION! This triggers a relatively new feature that some of the more experienced members may not be aware of—the program will automatically connect to the internet and download an up-

to-date database file that should reflect accurate lists of members. The screen will initially display THIS while it's downloading the new files:



As soon as the download is complete, the 'home screen' of the program opens, and the command screen behind it will automatically close. You're ready to start!!

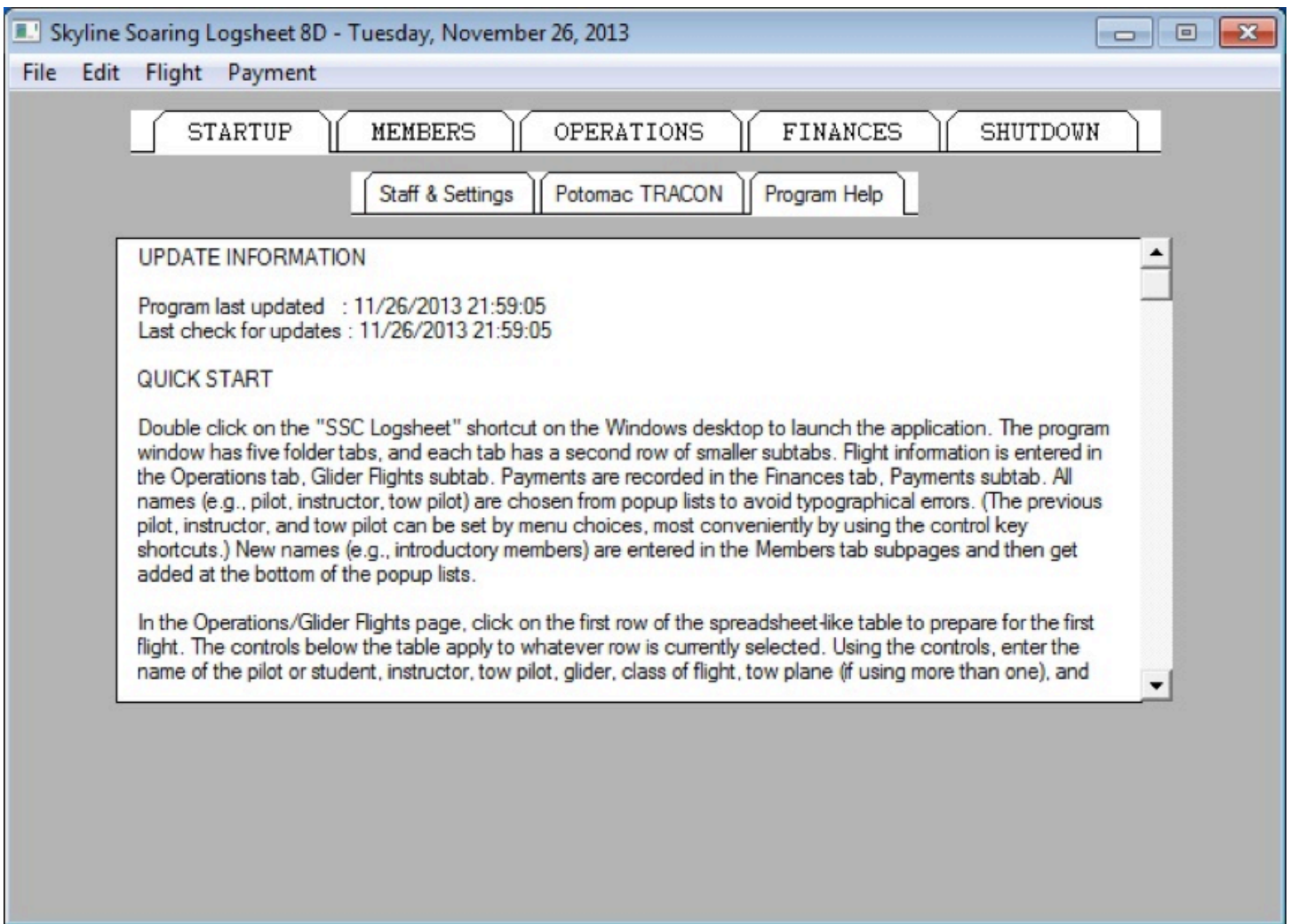


DO Dick Garrity in full command of the logsheet program.



Photo: Martin Gomez

To see program update summary you can go to the 'Program Help' screen and check the 'Update Information' section:



Next month, Part II - "Entering Operational Data"

DO Joe Lingeitch cooking the logsheet program al fresco.

Photo: Martin Gomez





SSC Holiday Party, "The party's over..."

Bruce Zivic

If the level of merriment and good cheer were the indicators then it was clear that this year's SSC holiday celebration was a truly festive event. The old barn at Aspen Winery with its warm and inviting atmosphere of old Piedmont timber construction, wood burning stone fire place and numerous intimate seating arrangements set the perfect back ground for a great time. The atmosphere put everyone in a great holiday party spirit...the wine may have also contributed. Attendance reached to almost seventy revelers with many dressed in fine holiday fashion, all lead by our very own Jim Kellett and his elfish chapeau and a season's wish of questionable taste illustrated on his neck wear. We can all rejoice no mistletoe was found by Jim. It's always interesting to see folks outside the context of FRR, who knew that Eric Litt would clean up that well?

Lots of talking and laughter fueled by noshing and beverages was the order of the evening. Our hosts Kelly and Larry, who by the way, live under the left pattern approach to runway 28 at FRR, made planning this event a breeze and hoped we enjoyed their hospitality. This spring the soaring team of N8RX will assemble our DG 300



in a paddock of the Aspen Dale Winery for a little show and tell as a bartering method of helping to hold holiday party costs down.

Police involvement was at a minimum, the only incident being reported was Steve "NASCAR" Zaboji being a little too anxious to get home that night (my bladder is getting smaller too Steve). His blood alcohol content, a jaw dropping (0.0000). He is now the Virginia State Police's poster boy for "Driving condition to be in after a party."

In my opinion, the bar was set a bit higher this past year for the club's social events given the two absolutely glorious events at Burner field topped off with a jolly ol' holiday party. Not only did I enjoy myself I was also tickled that everyone including their significant others seemed to have enjoyed it as well. Next year, if it pleases the board, I would be willing to organize another holiday event. There would be a few things I would tweak and I'm also open to other suggestions. It's hard for me to imagine the event to have been merrier and for that we have only ourselves to thank since in the end it was all who attended that made this holiday celebration a hoot!

Best to all in the coming New Year! 

Editor's note: thanks to our photographers Kaye Ebelt, Mat Linger, George Hazelrigg and Shane Neitzey.





A Visit to River Bend Cornport

Shane Neitzey

The winds at ridge top indicated 330 degrees at 16 kts, and Winchester was reporting 330 at 10 gust 18. So it should have been good, and it was for most of my 28 minute flight. I suspect the dreaded wave suppression machine was in operation here. The ridge lift became very soft and at couple of hundred feet below ridge top, I decided not to continue and landed at the River Bend Airport located just North of Woodstock, VA.

The landing was smooth with solid ground and I was able to stop at the cross road. The corn stubble was 3 feet tall in places but light and no damaging effects.

The owner's wife was very nice but said her husband was concerned about rutting up the ground with my truck. The entrance is



off a state road and has a rather stout cable and lock. I was lucky the farmer who rents the property was nearby with a key. If I did not have 4 wheel drive, I would probably still be there, it was dicey. As minor as they were, I checked all of my divots. By the way, the corn was harvested just 10 days earlier.

So, it is obvious River Bend is not being maintained as a working airport at this time. If you ever need to land there, please consider the risks to yourself (limited access and potentially tall crops) and risk to the property (rutting and crop damage).

If it is too wet, one may need to hand carry the glider up to the state road; too wet will mean that you are stuck in the mud and special equipment will be needed to get your vehicle out—and then repair the ground.

A big thank you to my retrieval crew; Rufus Decker, Chris Zaboji and Chris Snow.



One of the great perks of this job is receiving so many marvelous images like these two beauties. Above: NYC from the left seat of a 737 at 36,000 feet. Photo by former Skyliner American Airline Captain Fred Mueller. Below: Sunrise in Bruxelles by SSC former President Joe Rees.



Recycled
Information
Worth
Repeating

SAY AGAIN



The WSPA 2014 raffle to benefit the scholarship funds will be the wire sculpture by George Popa "Spirit of Flight". Raffle tickets are \$5.00 each and they will go on sale on January 1, 2014.

To buy tickets contact
Frauke Elber
213 Anne Burras Lane
Newport News, VA 23606
Fandw_elber@cox.net

The seminar MSA "Ridge Soaring the Appalachians" Seminar is on again this February. Shane, Frank Banas and I attended this event last February. There is a lot of good information to be had and you will be spending time with some very talented soaring pilots.

It's a great cure for the winter doldrums. Space is limited so hurry.—*Chuck Stover*

The Mifflin Soaring Association (MSA) will hold our third annual "Ridge Soaring the Appalachians" Seminar this February. Speakers and topics are still being finalized, but the seminar will be similar to previous years with some adjustments based on attendee feedback.

Date: 1-2 February 2014
Location: MSA Clubhouse, Mifflin County Airport, Reedsville PA
Cost: \$95 (includes lunch Sat and breakfast Sun)

Other notes:— Due to space constraints and the interactive nature of the seminar, there is a limit of 25 attendees.— Registrations are ordered by postmark date.— The seminar will not be available via the internet.— Yes, we know the "Super Bowl" is Feb. 2. The seminar ends noon-ish on Sunday, so if you live within a 3-4 hour radius of KRVL you can still make it home in plenty of time for the game (or the commercials).



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,
Steve Rockwood, Mike Christensen,
Ertan Tete, Martin Gomez

The registration form is available by contacting Janine at: julietniner@gmail.com. We're looking forward to hosting another fun and informative weekend!

2013 Ridge Soaring the Appalachians Seminar:

- John Seymour: "Preparing Your Glider for Ridge Flying"
- Richard Kellerman: "Ridge Weather"
- John Good: "Outlandings During Ridge Flights"
- Roy McMaster: "Ridge Transitions" (using SeeYou)
- John Godfrey: "Midairs, Transponders & FLARM"
- Ron Schwartz & Bobby Templin: "Blue Mountainmania (ridge flights from Blairstown NJ)"
- Karl Striedieck: Eagle Field Winch Operations
- Panel Q&A



Photo: Keith Hilton

Mathew assisted me in changing the ASK-21 main tire and rear tire Dec.21. The rear wheel was significantly damaged (see attached photo). I'm not pointing the finger, just wanted to remind everyone to let me know if you notice something on the ASK-21 that requires attention so I can get it repaired and can insure we have replacement parts on hand. We all know that our gliders get a lot of use for training and can be subjected to some not so pretty landings (I know, I've done some). So if you have a hard landing, please inspect the ship to ensure there isn't any damage. If you note damage during pre/post-flight inspections please let me know.

After we reinstalled the main gear "skirt" I installed a new screw where we were missing one. You may have noticed that we have been missing one screw for as long as I can remember.

I also removed the forward cockpit adjustable seat back. It has a crack in it that I'm going to attempt to repair. If there is some ad hoc flying before I get a chance to get the seat back reinstalled, please remember that I have the seat back. I will send out another e-mail when I get it reinstalled.

I also sent the original back seat altimeter out for repair. I'll reinstall it as soon as I get it back. The temporary altimeter appears to be working fine.—*Keith Hilton*

The damage noted in Keith's photo is most likely the result of a PIO on landing. Any time that you PIO on landing, it is important that you inspect the tail wheel. Most of the time you'll find the rim looking like this. When you see this, it needs to be replaced.

—*George Hazelrigg*