

SKYLINES


Photo: Phil Jordan

The Monthly Newsletter of Skyline Soaring Club, Inc. February 2018

President's Message

Dick Garrity

Hello Skyliners,

Our season has started. On Saturday, after the  Safety Meeting, we had a practice run of ops (to stay out of the rain). Sunday popped the cork and we were flying.

Now, the rush for currency begins as the great spring weather arrives before we're ready. Getting ready includes understanding the club's special currency requirements, which is an overlay of the FARs. See the OPS manual. The Field Check (FC) aka 'spring check' isn't a gimmie! Be prepared by reviewing before you get to the field; signals, checklists, and your physical and mental wellbeing.

At the Safety Meeting, members benefited greatly from the home grown, grass roots touch from a professional really getting you involved, which you really need to be when you're at the field. One emphasis at the meeting was that we're all Safety Officers! Look around, understand what you're seeing and speak out to one and all if what you're seeing doesn't look right! Thank you to Safety Chairman Eric van Weezendonk.



Photo: Dick Garrity

One of my themes involved VOLUNTEERS. The noun, verb, or adjective. This is what and who we are! We know human nature has us standing back and in the worst case just letting someone else do it! It may work for a while but not in the long run. This stance also goes against the need for safety. Most named positions at the Club are filled by recruiting. As your individual participation, enthusiasm, experience and capabilities become known, you should expect a knock at your door to help out.

Your input to the Board is welcome and important. Please keep in mind that the Board is charged with managing the Club! Immediate issues and suggested changes are often handled by email involving the Board members and affected Titled position members. Even with speedy emails lots of time still slips by. The Board meets face to face every six weeks. There is a backlog of changes to the OPS Manual which are soon to be published. When published, some may be surprising and until communications catch up please talk with a Board member when you see one at the

field. I'm planning to, after each Board meeting, make an immediate report to members of changes made and possibly ones contemplated. So, do not allow a backlog again.

OK, this is getting to sound like all business. It is, and we have a lot going on, but let's get to some of the fun things. The Treasurer just handed me a ten-page document labeled IRS 990. It's our tax return for 2017. The instructions for completing this form is 98 pages. Then there were the mid-winter trips to Dallas, Denver, Scottsbluff, NE, Garden City, KS, and Erie, PA totalling 9,000 air miles and 3,300 ground miles. The round trip to Erie is a thousand miles and you get to do it twice transporting the K for maintenance. The next trip up for bid is bringing the Pawnee 260HP from Nebraska hopefully soon. The shop thought they could maybe pipe some heat into the fuselage if we thought we needed it. Any volunteers??

Let's get to the airport, get current, stay informed, buy a glider and fly smart, often, and safely.



Examining Alabama

Piet Barber

I came across a conversation in the SSA mailing lists. A club in Southern Alabama had a backlog of dozens of students who could not get practical tests, mostly because there were no examiners who wanted to travel to that location. The club is sandwiched between Pensacola, Florida and Mobile Alabama. The closest glider examiners live in Orlando, Memphis, South Carolina. I got into an email thread with one of the instructors with that club and gave many examples of my journey to become a DPE (Designated Pilot Examiner). Somehow, and I'm not sure what kind of moment of weakness overcame me, I volunteered to go down to their airport to give some practical tests to help with the backlog. That offer was made back in November.

By January, the instructor trying to become an examiner took me up on the offer, asking me if I could give as many as six practical tests by the end of January. I booked travel to Mobile, AL for the last weekend in January, using my United Airlines miles. I booked a refundable fare.

We promptly scheduled for the last weekend in January. In order to act as a pilot examiner anywhere outside of the Northern Virginia area, I have to submit some extra forms to my FSDO (Flight Standards District Office). The request must include the candidates taking the practical test, the location, the aircraft to be used, and a reason why they need to call on examiner outside of their jurisdiction. Any practical tests administered without this permission can be voided, any temporary ratings can be canceled, and my designation can be revoked! So I'd better get the paperwork right!

As the weekend approached, the recommending instructor and I watched the weather closely. The weather was not looking good. Low clouds, and a slow moving warm front blowing through that threatened the entire weekend. By Thursday, I had to cancel. "Better luck next time". The flight instructor, Emmett Moran, agreed that this was the right choice. That warm front stretched all the way from the Gulf of Mexico all the way up to Pennsylvania, causing us to have awful weather that weekend, too.



Piet with Cody, new private pilot glider

We rescheduled for two weeks later. I submitted another request to the FSDO. In the meantime, my 90 day pilot in command currency ran out, and I needed to get three takeoffs and landings at Petersburg, WV off of Brian Collins' winch. The weather worked out for my currency flights in early February, but did not work out for the rescheduled weekend of practical tests. Another bit of weather blocked out the whole weekend in Mobile. I canceled the second flight on that Thursday.

Emmett and I scheduled one final time. "Emmett, if this weekend doesn't work out, we might not ever be able to do this!" I requested that the FSDO grant me the permission to do the practical tests, scheduled another flight to Mobile, and hoped for the best. The weather forecast looked iffy. Low clouds blowing in from the gulf, spotty rain, bad visibility --



Photo Piet Barber

Piet with Scott, new private pilot glider

were of disbelief and incredulity. “What are you doing here?”

Dick is a snow-bird who hangs out in his nice house on Mobile Bay during the winter. His wife is now retired, and they expect to move to Alabama full-time. My incredulous disbelief quickly turned to a selfish cheeky suggestion, “Hey you wouldn’t happen to have a couch I could crash on at your house, do you?” Dick agreed, cleared it with his wife, and I was welcome to stay for the rest of the weekend.

doesn’t look good! The Air Sports Net forecast said that there was going to be clear skies during the day on Saturday and Sunday. Friday afternoon, I told Emmett that I was going anyway.

I arrived late in Mobile, got a rental car, and searched for the cheapest hotel in town. I found a super-cheap. I spent the night in a shady motel in downtown Mobile. The people in the hotel room next to me loudly rehearsed for their next “responding to a domestic disturbance” appearance on COPS. The earplugs muffled the noise, and I woke up in time the next morning. I meet the candidate, a commercial pilot and airplane instructor who was attempting to add his glider rating. The ground portion went smoothly enough. As we were preflighting the Grob 103, a familiar figure approached me.

The familiar figure approached, also with the look of “Hey I think I know that guy.” As the man approached, I realized that he looked familiar because he’s a member of Skyline Soaring Club! Dick Edge recognized me, too. “I thought to myself, ‘that guy looks like Piet Barber, but it doesn’t make any sense that he’d be here.’” The first few moments

The practical tests went smoothly on Saturday. The weather worked out. The weather on Sunday looked less promising. Dave and Scott both passed their practical tests for commercial and private pilot glider on Saturday.

Dick invited me to his house, and it was absolutely fantastic. Overlooking Mobile Bay, there are some steps down to the beach. Many of the piers were wiped out by the last big hurricane, but it was still a beach. I reported my fortune of finding a high-class free bed and breakfast on the beach in Mobile. As she shivered in freezing temperatures in VA, she grumbled something that sounded like jealousy. Dick and his wife Jane took me to dinner at the yacht club, where I had BBQ Shrimp and Grits for dinner. Fantastic!



Photo Piet Barber

Sunday morning started with thick fog. I told the recommending instructor that we should start at 11:00 on Sunday. That should give enough time for the weather to clear out. Air Sports Net forecast suggested that at around 13:00 localtime there ought to be clear-enough weather.



Piet with Dave, new commercial pilot

We started our practical test's ground portion. This candidate, Cody, is a Marine from New Hampshire stationed in Pensacola or southern Alabama. He had just finished a section on weather at flight school, which

made that part of the ground portion go really smoothly! By lunchtime, we emerged from the clubhouse to see perfect soaring weather. Flight service insisted that IFR weather was a sure-thing until after 15:00 localtime.

Cody and I finished our flights in thermals, bopping between clouds. He landed, and I performed the final paperwork to give him his new glider rating. Three practical tests, three new glider pilots!

I spent the rest of Sunday afternoon hanging out, talking with the friendliest glider pilots I've ever met, and had a really nice relaxing time. I'd like to thank the friends of the Coastal Soaring Association for inviting me, and I'd like to especially thank Dick Edge for letting me stay at his beautiful house. This may be one of the perks of being a pilot examiner that I wasn't expecting. The opportunity to travel around the east coast and see other operations up close is a really good learning experience for me, too.



Panorama of the view behind Dick's house

2017-11-25 04:40:14 PM
KFRR



Comfort for the ground-bound

Phil Jordan

The webcam can be a comfort for those of us who need a flying fix but simply can't get to FRR for whatever condition grounded us. I find it fun to check in on ops throughout the season, living vicariously through my friends' enjoyment. During the winter I've made a habit of checking in on the sunset....WOW are there some spectacular beauties. Here are a few I've collected recently. (Phil's pictures are spread throughout the newsletter)

Curmudgeon's Corner

Jim Kellett

Most instructors have their 'pet' topics, and one of mine is the right-of-way provisions in the FARs, Section 91.113.

Ask almost any group of pilots "who has the right of way" in the air, and many or most will say "gliders have the right of way over airplanes". That's true . . . in one (and only one!) very specific situation, when an airplane and a glider are on converging courses, other than head on. That's the ONLY situation in which a glider has the right of way.

(Note: in the FARs, when the FAA says "aircraft" it means ALL aircraft - balloons, gliders, airplanes, airships, helicopters. Gliders are a category of aircraft, and the word "glider" appears exactly ONCE in this reg, FAR 91.113(d) (2). I think that trips many people up when reading this regulation.)

But, you say, how about when landing? Nope. When approaching the airport to land, the lower aircraft has the right-of-way. Ah, but what about the airplane on a three-mile final, dragging it in at, say, 400' AGL, and YOU are in a glider at 800' AGL on downwind? Yep, technically the regulation gives the right of way to the airplane! BUT the regulation also says the lower aircraft shall not take advantage of this rule to cut in front of another which is on final. (That's also when we might use the 'safety area' to land in when necessary.)

There are also some other interesting sections of this regulation (e.g., towplanes, aircraft in distress, etc.) - take a few minutes to review it!



Congrats to Fernando Cuenin on earning his private pilot license!

The day's report from Bermuda High Soaring includes the following:

"The sky finally cleared on this warm President's Day holiday for Fernando Cuenin to complete his Private Glider check ride. Congratulations Fernando on all your effort, concentration and dedication to complete your goal of becoming a private pilot. As a teenager in Argentina, Fernando was introduced to the popular sport through his father and his best friend's father. He attended many national contests in Argentina to support his team. He and his friend helped with glider assembly, cleaning and retrieving gliders from fields if needed. He had so much fun that the thrill of the sport stayed with him throughout his life. After college, a career in international economics and raising children, he has finally found that time in life where he is able to return to the love of Soaring. Fernando learned from the knowledgeable and dedicated instructors at Skyline Soaring Club in Front Royal, VA. It was our pleasure to fly with him here at Bermuda High and help him meet his goal of Private Pilot Glider. Thanks to CFIG Michael Simmons, CFIG / Towpilot Mike Horner and DPE Frank Reid for all your help this week. Many happy returns of the day, Fernando, it has been a pleasure."



Photo: Fernando Cuenin



Andrew Neilson

Click the link below to watch a timelapse of our members assembling the K last weekend!

Courtesy of Andrew Neilson

https://youtu.be/m6-_UWqWK_0



Andrew Neilson



Andrew Neilson

A Reminder

Dick Garrity

All members should check their profiles for accuracy and completeness of qualifications as shown by the correct icons being displayed. It is important that all of your earned icons are displayed. The importance of this is so DO's know your qualification to fly or he will need to look at your log book. If changes need to be done please email the Board in triplicate.



“Lessons from the Crash: There is no Hope in Aviation Safety”

An article by Steven Zaboji

At the Safety meeting this past weekend, Chris Zaboji briefly spoke about an article his father Steve wrote on the factor of hope in aviation accidents. To emphasize maintaining safe and smart behavior as we start to fly this season, click the link below and go read the article.

<https://www.aopa.org/news-and-media/all-news/2008/february/pilot/lessons-from-the-crash>

Pictures from our Annual Safety Meeting last weekend



Safety Officer Eric van Weezendonk gives a talk on safety at the field



The view from the back



Chris Zaboji gives a short presentation



The full turnout

Editor's Note

Maryam Ali

Fellow Skyliners,

My name is Maryam Ali and I am a fifteen-year-old member of Skyline Soaring Club. This club introduced me to soaring and a new community of pilots who inspire me to fly and pursue my dreams. As your new editor, I am elated to be given the opportunity to tell our stories each month, just as Phil and then Vern did so beautifully. I look forward to working with all of you and as always, I welcome your feedback. Feel free to send me your questions and suggestions at xiaomaryam@gmail.com. After all, this newsletter is for you!



The Virginia Aviation Business Association is now accepting applications for a \$2000 scholarship for students pursuing an aviation related career. For details, please visit the website below.

<https://www.thevaba.org/scholarship>



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 or e-mail welcome@skylinesoaring.org.

President—Dick Garrity
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership—Tim Moran
Chief Duty Officer—Bruce Zivic
Chief Tow Pilot—Shane Neitzey
Chief Flight Instructor—Piet Barber
Safety Officer—Eric van Weezendonk

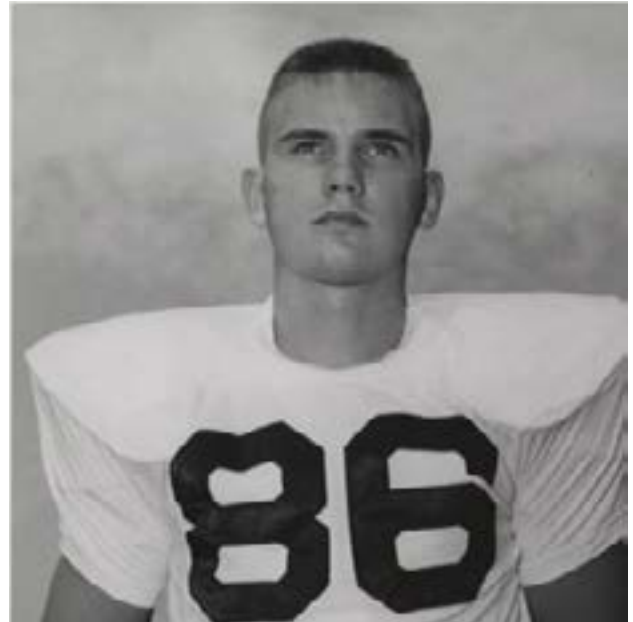
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Name that Skyliner!

(Credits to Reynolds Renshaw for the creative idea)

Members, let's have some fun. Every month, I'll post an old picture of someone and some pieces from their bio (with their permission of course) for the rest of you to try and guess who it is. First person to get it right picks the next candidate!



He has flown over 100 different aircraft.

He has soloed over 100 pilots.

He was in the last cut for the Apollo Astronaut Program.

He played football in the Big Ten Conference.

Who is this Skyliner?

Skyline Soaring Educational Foundation

Remember them? Please continue to fund our youth scholarships and give the gift of soaring. Visit ssevfa.org

