

SKYLINE S

Monthly Newsletter of Skyline Soaring Club, Inc. January 2018



Photo Vern Kline

President's Message

Dan Ernst



Photo: Tom Motinger

Skyliners,

The calendar has turned to 2018 and we are working hard to gear up for another season of soaring. Our annual Membership Meeting is on Saturday the 13th of January and the annual Safety meeting is on the 24th of February.

I had occasion to pick up the November issue of Soaring Magazine recently and was struck by the number of connections to Skyline there were. In addition to our youth members that were featured on the front cover and inside

the magazine, we had five first solos (the direct result of the very successful Week of Training at Petersburg) and one new rating in the milestones section. And Keith Hilton's BW was front and center in the center fold. These are very positive signs for Skyline and soaring in general. We have one of the most thriving clubs in the country. And 20 new pilots are lined up to join us.

That doesn't just happen on its own. There are many people that contribute in ways both great and small to this club. We all owe a debt of gratitude to those who pour their heart, soul, and copious amounts of their free time into the club. I can't name names because the list is almost everybody in the club. But some do more than others and you know who you are and we all know who you are and we thank you for what you do.

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We have purchased a new Pawnee and it is undergoing some maintenance to bring it up to our standards, but will be at its new home soon. The selection committee headed by Shane did a fabulous job and Dick Garrity spent significant time on the road around the two holiday's inspecting potential candidates. And Chris Goshel provided valuable professional opinions. This was not a simple or easy task and hours of forensic research was required to sniff out the damaged and ill maintained tow planes out there. Believe me, there were some dogs. But because of their hard work we have a solid Pawnee for our new tow plane. Thank you gentlemen!

Congratulations to Dick Otis who is going to receive the FAA Wright Brothers Master Pilot Award at the Membership Meeting. If you don't know already, the award recognizes those pilots that have flown for 50 years accident-free.

Ertan Tete has completed six years as a member of the board of directors. That's a lot of time at board meetings, voting by email and doing research. More than those things, it means taking on the responsibility of making decisions of behalf of the membership and hopefully making the right call. Thank you, Ertan for your many years of service to the club and its members.

Lastly, I want to thank Vern Kline for being our newsletter editor. I enjoyed his use of photography and layout. We have been blessed with editors that have made the Skylines a great newsletter. The newsletter is not only a communication tool, but also a running history of the club and is very important in that regard. Maryam Ali will be taking the reins of the newsletter with the February edition. I am sure Vern and past editor Phil Jordan will give you some tips to get started. An to all of you that contribute photos and stories to the newsletter, keep it comin'! Your inputs make our newsletter great.

I am excited to start flying again and hope you are, too. There is a lot of winter yet to come and I hope that you will spend some of your indoor time reviewing procedures and doing some arm chair flying so that you will be sharp and ready after the layoff. Don't assume you will just pick it up again in the Spring. You will get rusty and you will need to invest some time to be safe and efficient from the get go. No grace period here. Be ready! Let's keep safety in the very forefront of our thinking and actions this year.

Fly as much as you can, have fun, and safety first!

Cheers,
DAN



2018 Membership Meeting

Dick Garrity (New SSC President)

-New SSC Board members are Bill Burner and Ken Ring.

-Corporate and club officers for 2018 were elected by the Board:

Dick Garrity - President
Keith Hilton - Secretary
Steve Rockwood - Treasurer

- Safety Officer...Eric van Weezendonk has planning for the annual Safety Meeting in motion and scheduled to occur on February 24th at a TBA site in FRR area.

Season Opener...after the Safety Meeting

-Member alert...the Scheduling Chairman is preparing the Duty Roster and request to members for availability and/or unavailability will be in your email boxes soon.

-Early Warning...the Hangar Meister will be at the Safety Meeting and at the field for the season opened when the hangar doors open. After all gliders are out of the hangar and before they go back in there will be the annual mandatory full sweep of our hangars.

-New Members...Invitations 5 interested persons on the waiting list for membership are being offered as approved by the Board. Chip Ambrose, a returning Inactive member, has filled one of these openings.

-Recently seen in a Sport Aerobatics magazine was that Elise Wheelock... an inactive Student member, has been participating at aerobatic contests in the Primary Class.



That Sinking Feeling... (and more!)

Bob Sallada

Let's look at a scenario that is pretty common around Front Royal:

You're properly tooling around looking for thermals in the Sprite at 53 mph (46 kts) at its published best L/D of 31:1 (if you believe that!)

By applying some fundamental arithmetic, you can figure that airspeed will carry you 4680 feet in one nautical mile. You can also figure that, with an L/D of 31:1, in still air you will lose a height of 151 feet while traveling 4680 feet. That seems ok and reasonable.

Now let's start making the air a little frisky like we would experience on what we'd consider a high-potential thermalling day.

Let's start with the very modest case of 'happening' into a sinking airmass of 100 fpm (i.e.; one knot):

Still-air glider sink rate: 151 feet per minute
Airmass sink rate: 100 feet per minute
Total sink rate: 251 feet per minute

Doesn't seem like a big deal, does it? But let's see what that airmass sink rate of 100 fpm is costing you.

In one minute, you will fly 4680 feet forward, and lose 251 feet in this airmass subsiding at 100 feet per minute. Your glide ratio made good over the ground is the forward distance divided by height lost (4680/251) or 18.6. That's a pretty significant 'hit' – a 38% loss of performance.

And it gets dramatically worse. Airmass sink rates of 300 fpm and 500 fpm, certainly not unusual, would produce glide ratios over the ground of 10.4 and 7.2 respectively; performance losses of 66 and 77%!

Full disclose: As tempting as it is to take personal credit for the above mathematical genius, I confess that it all came to be simply by following the process laid out in Bob Wander's 'Safer Soaring ... Made Easy'. Bob considers this the best of the 'Made Easy' books he's authored. You really ought to read, or review, it – it's really a 'soup to nuts' resource and done in his great writing style.

As some of you know, I enjoy reading and have accumulated a rather extensive gliding/soaring library. In fact if I knew 25% of the material in that library, I'd be a very knowledgeable dude! I particularly enjoy, as you note, Bob Wander's books and periodically slip into a mild state of depression with the thought that he's shifted his efforts from sky sailing to water sailing.

In his latest (and likely last) book, 'Everybody's First Gliding Book', Bob identifies four levels of flight training competence, beginning with Level One 'unconscious incompetent' ("pretty awful; so ignorant of the task demands that he is unaware of how awful his performance is"), and ending with Level Four 'unconscious competent' ("so easily competent that he no longer thinks much about the demands of the task – he just performs it. The skill is so thoroughly acquired that it looks effortless, and in fact it

does not require great effort for this guy to perform anymore"). This is not to imply that level Four is the 'be-all and end-all'; we all know that learning never ends.

As an instructor who generally focuses on what might be termed primary & basic training, it's fun to watch a student transition through these four levels. Every new student without prior flying experience very much feels Level One the first time aero tow is tried. That's an absolute 'given'. I can personally differentiate how many seconds a new student can 'hold on', but the universal feeling is awful; 'how will I ever learn how to routinely do this?' – maybe like the first attempts at riding a bicycle when you were a kid? I think most students I endorse as being ready for their Practical Test are in the latter part of Level Three or just starting to be a 'Level Four guy'.

One of the main signs that tells me a student is approaching Level Four is constant awareness of the 'atmospherics' around him. Even while focusing, say, on practicing the PTS tasks, he is always conscious of both horizontal and vertical winds and what to do with each, a very important element of the more general 'situational awareness' term. The Level Two or Three student may recognize that he's drifted downwind, but amazingly infrequently do I see him penetrate the headwind at the right speed to return to the pattern vicinity most efficiently. It's similar with sink, a Level Two or Three will recognize sink, but very seldom sufficiently react to it. And ... while I'm at it ... I'll add a plug for the SSC Cockpit card sets. Not enough students are amply familiar with all the neat information they provide – including the speed to fly in sink! Try this sort of 'sink-rate assessment' with your own glider sometime.

This is all the kind of stuff that makes instructing both fun and gratifying!



FAA Safety Team **"Meet the Examiners"**

Several local FAA DPEs will discuss a variety of topics regarding Pilot Practical Tests on Wednesday, February 7, 2018 at 19:00 Eastern Standard Time

Location:
Leesburg Executive Airport
1001 Sycolin Rd SE
Main Terminal
Leesburg, VA 20175

Description:
One major challenge in every pilot's training, regardless of certificate level, is the FAA Practical Test. It may be due to

being nervous a test taker, having someone other than their CFI evaluate their performance, or having doubts about their preparation for the test. Whatever the reason, proper preparation by the CFI and the applicant is the key to checkride success. This is a combined Pilot Update and CFI Open Forum. Attend this briefing presented by local FAA Designated Pilot Examiners on a variety of important topics, including CFI preparation of applicants for the checkride, common reasons for checkride failures, and understanding of the new Airman Certification Standards.

To view further details and registration information for this seminar, click here:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=80677

“Aviation Weather Services – Change #1”

An update to Aviation Weather Services AC 00-45H has recently been published (1-8-2018), change #1. Below is a list of the principal changes along with a link to the Advisory Circular.

This change adds guidance and information on Graphical Forecast for Aviation (GFA), Localized Aviation Model Output Statistics (MOS) Program (LAMP), Terminal Convective Forecast (TCF), Polar Orbiting Environment Satellites (POES), Low-Level Wind Shear Alerting System (LLWAS), and Flight Path Tool graphics.

It also updates guidance and information on Direct User Access Terminal Service (DUATS II), Telephone Information Briefing Service (TIBS), and Terminal Doppler Weather Radar (TDWR). This change removes information regarding Area Forecasts (FA) for the Continental United States (CONUS).

http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_00-45H_Chg_1.pdf

"Things That Make You Go HMMM - Charts and Airspace"

Do you think you know charts or even more so the why behind the various items on charts - find out. A look at the odd, different and complex items that you may see in your flying.

Updated for the new Aeronautical Chart User's Guide and developing Airspace Incursion avoidance.

To view further details and registration information for this webinar, click here:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=79703

"Weather Risk Assessment"

Gain Confidence in Weather Using Great Weather Detection Tools. In this 90 minute webinar (plus Q&A) Delia will demonstrate her method to clarify and add certainty to often conflicting weather information.

- The top resource for assessing potential turbulence or mountain wave.
- The most unreliable site that most pilots depend on (and what to use instead)
- How to determine if icing is a factor
- Recognizing LLWS even when it's not forecast.

On Friday, January 26, 2018 at 08:30 Pacific Standard Time (09:30 MST, 10:30 CST, 11:30 EST, 06:30 HST, 07:30 AKST, 09:30 Arizona, 16:30 GMT).

Also On Wednesday, February 7, 2018 at 15:30 Pacific Standard Time.

To view further details and registration information for this webinar, click here:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=80421



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—Erik Van Weezendonk

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

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