



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

SKYLINE

Photo @gc232/Flickr

President's Message- The Start, The Board, and What's Ahead for You?

Dick Garrity

One month into our 2018 season has given us 8 days of ops and one Board meeting. This seems to be a reasonable start! Spring weather has yet to set in but after +25 Spring Checks, 2 flight reviews and 2 Discus checkouts, members are getting ready for an active year. Private gliders have flown +2 and +3-hour flights but none of these flights have exceeded the endurance of the Board meeting! There's been more flying with over 50 dual and solo students' flights.



Photo Dick Garrity

Many more Spring Checks will be flown but first I'll change my ways and call these currency checks as you'll find them described in the ops manual as FIELD CHECKS! (3.1.5) Then I'll suggest that you contact the Duty Instructor for the day you want to fly your FC and get on his dance card. Like our students who preschedule their dual flights, so should members schedule their FC's. The DI really needs to know the level of demand he's facing so he can call for reinforcements, a la, a Surge Instructor. If you just show up at the field, the lone instructor is

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put in a tough spot and drives the DO crazy. So, please let the DI know you're coming for best results.

At every Board meeting we review our training capacity and student progress. At the last meeting the Board OK'd the Membership Chairman to invite two from the waiting list to become Introductory Members. There are currently 3 IM's flying and within a month they'll be eligible to apply for Probationary Membership. Who are they? Have you met them? If you don't recognize someone please introduce yourself. The Introductory period lasts for 45 days starting with their first flight and during those 45 days we need to get to know each other. Their next step will be to decide if they want to continue with our club. IM is a stepping stone to Probationary Membership and about 90% apply.

Another issue the Board has been addressing are the priorities we have for student and members access to the two seat gliders, student scheduling and tow priority before the noon hour. There are several policies stated in our ops manual that on one hand are workable if these policies are followed. On the other hand, the need for flexibility to deal with every changing situation we experience on the flight line calls for some adjustments and accommodations. This is an issue that been visited many times in the past. Not a new subject with no end of suggested solutions! No specifics of any changes are available at this moment. Any changes will occur in reasonable steps to see what works and is beneficial. Right now, it seems that time of sign in and or last landing will have greater significance. Instructional flights and member flying will be blended throughout the day. The reference to noon will have flexibility. Please have an open mind as we tweak our policies.

The Discus has been flying with two members now signed off. There are currently two Discus instructors, Piet Barber and John Noss. Get acquainted by reading the Discus Manual on our web site and OPS Manual 3.2.4. Instructors will provide you with the knowledge test and there are other non-instructor members who can assist you with assembly, disassembly and trailer procedure. The requirements to fly the Discus are intended to encourage everyone to have and maintain their currency and proficiency to the highest level.

What are your plans or goals for this soaring this season? For proficiency, start by qualifying for a Bronze Badge and then a Silver. There are established mini cross-country flights to fly. Take the nano with you to record and see your flight. The spring Burner away day is scheduled for May 27th. In May there is the 1-26 Nationals in Ohio. With 4 1-26's in the Club who may be going? They may need your need ground support? Then the ultimate would be to buy a glider. There has been at least 4 in the Club available in recent months.

An non named mid-atlantic glider club is challenging themselves to increase their sorties by 10% this season to over 1600. Can we or will we top that?

Come on out and have a great spring flight.



Photo Kaye Ebel

Club Buds

Tim Moran

Some of you 'old timers' may remember how lost you felt being totally new to gliders and the sport of soaring when you were very much 'on your own' after joining this rather large Club.

Commensurate with the start of our new season, we have implemented a new voluntary program for all new members who need some sort of glider flight training. Six of our active instructors have volunteered to serve as "Club Buds" for this type of joining members. The program is described during the New Member Orientation Session (NMNOS) and the opportunity to have a "Bud" is offered. Both bonafide new student members at the last NMOS, Keith Hamburg and Chris Stronider, took us up on the offer and now have "Buds" in Shane Neitzey and Chris Zaboji respectively.

The obvious question is: 'What's a "Club Bud" expected to do??'

The general answer is 'quickly get to know the new member well enough such that there won't be qualms about their going to you for advice and answers to any aspect of Club activities', and well enough to sense how well your "Bud" is holding motivation and enthusiasm. This can be handled in a variety of ways and it's left to the partners to determine which sort of arrangement works best for them. Whatever it is, it should start not later than when the student begins flight instruction. Tasks envisioned include monitoring progress and encouraging a path that fulfills student objectives – and just being a personal 'cheerleader'. To every extent possible, fly together during the early stage of training. Guide throughout the process – from simulator considerations, getting the student pilot certificate, closely monitoring SPR progress and pace of flying, and preparing for the Knowledge and Practical Tests.

We believe that this program will strongly facilitate both the Club's mission and individual students' attainment of however far they want to delve into the world's purest form of flying.



ADS-B Out Conversion

Hugh McElrath, N126BF

I recently got an ADS-B upgrade on my motor glider at Shenandoah Avionics (SHD - Shenandoah Regional Airport near Harrisonburg - Weyer's Cave). Todd Ott there was helpful and kept the cost down. He also put my aircraft in the hangar during the big wind-storm, for which I was grateful - even if the hangar fee was a bit pricey (\$50/night for 5 nights).

I am based at College Park, inside the Flight Restricted Zone around the Capitol: pilot background check and fingerprints, mode C transponder and discrete squawk code, radio contact, and a special flight plan for each trip in or out - have been required for operations in or out of CGS ever since 9/11. On 1 January 2020, Automatic Dependent Surveillance Broadcast (ADS-B) - OUT will be required wherever mode C was previously required. I believe avionics shops will get really busy as the deadline approaches, so I elected to take a minimalist approach - but well in advance. I went with Garmin's GDL-82, which goes in between an existing antenna and mode C transponder (mine is Garmin also) and adds the WAAS-enabled GPS information to the squawk. \$2400 installed.

There is a new GPS antenna on top of the aircraft, BUT it does not provide a WAAS/GPS output to support ADS-B IN. I will probably end up getting a separate GPS receiver (Stratus or similar) and iPad on a kneeboard for the added ADS-B capabilities including weather (my GPSMap-396 works just fine for point-to-point navigation, thank you). A friend who works at Mitre supporting FAA/NextGen warns that with such an arrangement, ADS-B ground will not have the handshake between my ADS-B-OUT and -IN sides, so it will not provide tailored traffic around me specifically - I will just get the tailored feeds from other fully-integrated aircraft in my vicinity. Given the busy traffic in this area, this may not be a problem; maybe if I go on a flying trip to out west...



Curmudgeon's Corner

One Pilot's Experiences at the SSA Convention

Jim Kellett

Every one of the several hundred attendees at the 2018 Soaring Society of America will come home with memories not unlike the old joke of blind men describing an elephant - one held his tail, the other his trunk, another a foot, etc. - and confidently described very different animals.

So it will be, I believe, with the Skyliners (Mike Hess, Mike Peterson, Dan Ernst, John Noss, Bill Vickland, Piet Barber, and myself) who went to Reno in March. These biennial meetings are something like a pilgrimage that every soaring pilot should experience at least once. Here's the Curmudgeon's \$0.02 worth on Reno.

First, the presentations offer information from the world's experts on many aspects of our sport - aerodynamics, new products, meteorology, training, cross-country, instrumentation - and much more. Having attended dozens of these conventions and heard several of these before, I tended to focus on the 'odd-ball' talks you won't find anywhere else, like the two fascinating ones about WWII gliders (and the awards banquet speaker spoke on the same topic!).

Second, I tend to spend about half the time drooling over the several million dollars' worth of new toys on the HUGE exhibit hall floor. (How about a 1-26 with twin retractable jet engines for self-launch??)

Third, there are 'meal events' for special interests - I attended breakfast with towpilots/instructors, and a luncheon for vintage gliders (and pilots!). One highlight for me was the Women's Soaring Pilots Association breakfast - I'd signed up sort of tongue in cheek for this, but discovered about a third of the other participants were men! (Yes, men can join as associates.) And I met some truly exceptional women pilots. Another highlight was the OSTIV dinner which included a terrific presentation by Jim and Jackie Payne on flying the Perlan glider to a new world altitude record.

But, fourth and finally, my absolute favorite activity is getting to schmooze with fellow glider-guiders from all over - from Alaska, California, Texas, Minnesota, Nevada. And making new friends - like the airline pilot living in Reno who flies with former Skyliner Curtis Wheeler!

As Shane is wont to say, "Be there or be square"!



Photo Jim Kellett



The Safety Corner

Eric van Weezendonk

My first month as Safety Officer is underway, mostly without a hitch. Thus far, my only challenge has been technology...but with a little help and coaching, I've now figured out how to update your SPR (this goes for both Student Pilots as well as Rated...aka Private or Commercial..Glider Pilots). Please know, I AM NOT A Certificated Flight Instructor-Glider, but I do have the access so that I can document YOUR attendance at mandatory events. So, for the 67 active pilots on our roster that attended (and thank you to the two that are inactive members but showed up as well) I have a special reward for you. It's called the lottery.

Every month, I will pick at-random one attendee from this year's Annual Safety Meeting to get a free tow to 3,000 feet in a glider. It's that simple....almost. There will be a few conditions, however. First, they have to spot their name that will be randomly inserted into my Safety Corner. Second, they've got seven (7) days to email me (ERIKVW@VERIZON.NET or call me C:703-786-0552) to let me know they've got the Willy Wonka Golden Ticket. Third, and finally, I'd like them to use this Golden Ticket within thirty (30) days. Seems pretty simple, right? For the math majors and statistic folks, I'll let you know that my random generator for picking each month's winner involves my two boys (MATT) and Alex. Then there was a coin toss, plus two rolls of a die. After that Vosika, we chose a person to get a tow in accordance with the aforementioned conditions.

Last, and finally. WE ALL MAKE MISTAKES. It's part of being human, we've got to accept that we're not perfect, but WE DO NEED TO GET BETTER. Next month I'll share a personal story of my own.

However, for now I leave you with 2 mandatory items:

1. Tell me of the little mistakes and "oof-dahs" that are happening while soaring. Your phone that rang while on tow. The water bottle you dropped and is stuck behind your back while soaring. They seem like little things...but if I know about them, in the aggregate, I can collect these little things and spot a trend before something more happens.

2. Check YOUR SPR, today. Not tomorrow. Not "when I get to it". Make sure it properly reflects

what you think should be happening. Collect the little icons like they're a badge. They matter!

Til next month, fly safely and remember this is a team sport from start to finish!!!



First Steps Towards Cross Country

John Noss

One of the critiques we often hear from glider pilots who recently complete a checkride and get their glider certificate is that they don't know where to start learning about cross country soaring. I find that a bit mystifying, because the information is all fairly easy to find, and there are lots of experienced glider pilots in the club who are more than happy to help.

For starters, learn about how the SSA and FAI badge system works. If you haven't finished a C Badge, do that. If you haven't started on a Bronze badge, do that. If you got your A/B/C badges and all you knew is that an instructor handed you a card and a pin to make it happen, some reading would be appropriate. Start with the SSA website, look under 'Soaring Achievement' > 'Info & Resources' > 'Badges and Records of the SSA'. That will explain how the badge system works. Under the Bronze Badge section, there is a link to the Soaring Safety Foundation and their Bronze Badge study guide, that will help you get ready for the written test. All of our instructors are able to administer that test. Still on the SSA site, navigate to 'Info & Resources' > 'Badge & Record Forms'. Download the 'Badge and Records Guide', a 'Badge and Record Worksheet', a 'Badge and Record Application', and the 'Silver Badge Made Easy' documents. Read and study.

Next, it would be smart to start thinking and flying with a mindset that is oriented towards covering ground, rather than just flying circles over the fish ponds. Establish an account with the OnLine Contest (OLC) website, the link for that is on our club website main page. Make it a practice to record all of your glider flights using a logger of some kind, and upload them to OLC so you can review them. More importantly, you can look at flights by anybody on OLC and learn how they fly. For recording, the club Nano is easy to use and certified for all badge and record flights. Even easier to start with, just put a logger

application of some kind on your cell phone and practice using it. For example, 'Recorder' for Android is provided free by the company that makes the high-end SeeYou products for flight analysis and planning. There are other choices. Learn how OLC 'scores' flights based on glider handicap, best six-leg distance, and triangle area.

You can log a flight with the recorder sitting out of sight, but it's also time to start figuring out tools to help you navigate and estimate glide performance. Start with a paper map and range rings around Front Royal, and learn those skills first. GPS with a moving map on your cell phone is great, but not guaranteed to always be working. Beyond basic range-and-bearing tools and a moving map, the next step up is a glide computer designed for the job. Again, there are lots of options. For an Android platform, XCSOAR and Top Hat are free and very capable tools. Along the way, you will need to figure out how to install and keep current airspace files, maps, glider performance data, and turnpoint files. That will be necessary with any glide computer you ever use, it's part of the sport. There are plenty of folks in the club who are happy to help you set up and configure. Do not try to fly using a glide computer for the first time solo. Staring at a screen instead of looking outside is a recipe for disaster. Figure it out before you fly, practice on the ground, then jump in a two-seater with an instructor or safety pilot in the back. Whatever tools you use, they need to be set up so you only need to glance at them occasionally, and can focus on flying the glider and looking for other traffic.

On your way to a first cross country badge flight, you will need practice at declaring a task, and understanding rules for starts, turnpoints, and finishes. A good way to get comfortable with that is to fly a 'short course' in the local area where you can practice those skills and stay within conservative gliding distance of KFRR. I've got a short course defined that can be flown in a club ship in under an hour, never gets more than 5 miles from home, and is only 21 miles around the circuit, so can be done with an instructor in a 2-seater. It's a great way to practice navigating, using available tools, evaluating whether you made your turnpoints, and estimating glide distance. I'm happy to share my short course data with anybody interested, but you can and should practice doing your own from scratch eventually. You'll find out in a non-intimidating environment what it's like to point at something other than the closest convenient cloud, in an effort to actually cover some distance. Develop skills that things and what they mean to final glide calculations.

Once you are comfortable with flying and navigating and judging gliding distance, and are ready to do it solo, I highly recommend you ask an experienced glider pilot (not necessarily an instructor) to fly along with you (not necessarily in the same glider). You can still do good challenging OLC flights and navigation tasks within gliding distance of KFRR. Any day I'm not the duty towpilot or duty instructor, I'm happy to chase and chat (on a separate frequency), I'm certain there are others who would also. Before you venture outside gliding distance, make sure you know the club rules about going cross country, and have that Bronze Badge out of the way.

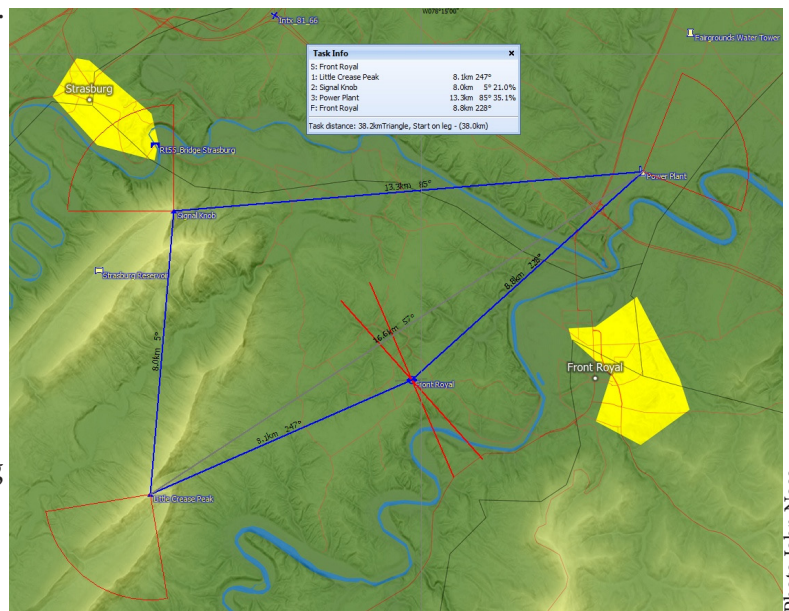


Photo John Noss

There's a pattern to all this -- figure out what you need to learn, set intermediate goals, and just get on with it. Learn from others. Discuss and read. There are some great books on the subject, OLC files are a great resource, and the club website has all the slides from Jim Garrison's excellent cross country ground school a few years back. There's just no substitute for flying with somebody who has been down this road before. I vividly remember the first time I ventured all the way down the Massanutten ridge following Shane, and suddenly it seemed less mysterious and more approachable. You need only decide to do it, and you can ask for assistance. But it will not happen by accident, and nobody is going to spoon-feed it to you, and nobody can learn it for you.



Burner Family Day

The next Away Day at Burner Field is scheduled for May 27, which is the Sunday of Memorial Day weekend. The land on either side of the runway will be filled with a freshly planted soybean crop so there will not be walls of vegetation on either side.



Looking North, as if on a tight base leg for Runway 03

Photo Bill Burner



Landing on Runway 03



The open cockpit Schweizer 1-26A that is available to fly rent free!

“New launch method to be used at Sky-line Soaring. Tow planes are a thing of the past!”- Dick Edge



I took the pictures at Torrey Pines Gliderport a few miles north of San Diego. There were paragliders, hang gliders and RC models all flying at once in the same airspace!

SAFETY ALERT

As the weather gets better we expect to see more visitors or members bringing guests to the airport to watch our glider operations. All members should be alert for unknowing people on the ramp and around the gliders who are possibly unaware of the dangers of a taxiing tow plane. Please review our OPS Manual 2.10 Visitor Control. Safety awareness is everyone's responsibility. Be safe and have fun at the field.



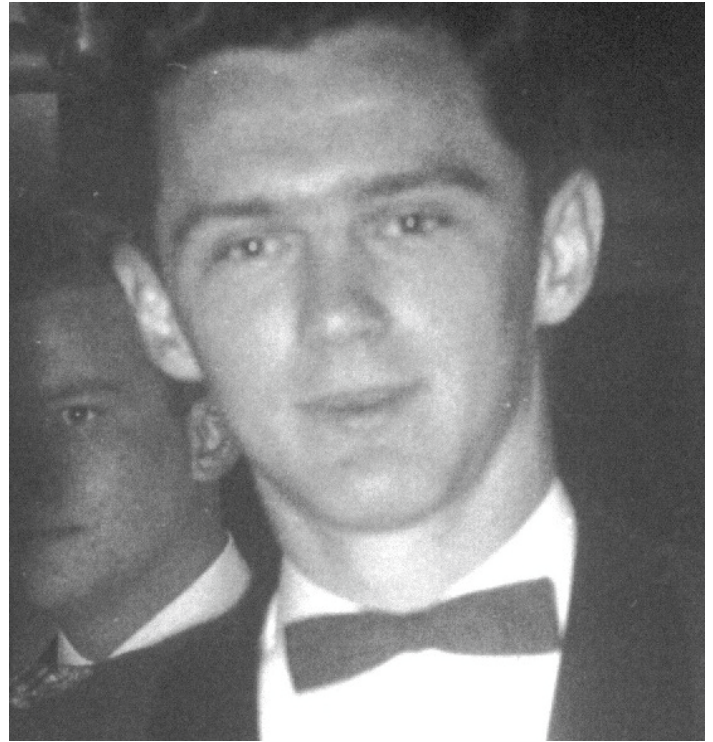
Skyline Soaring Club, Inc. is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to www.skylinesoaring.org or e-mail welcome@skylinesoaring.org.

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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!



Flew his first flight in 1941

Recipient of the FAA Wright Brothers Master Pilot award in 2016

Performed research on cardiotoxic aglycones in 1962

Who is this Skyliner?

Skyline Soaring Education Foundation

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

