

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

SKYLINES

Photo Jim Perlmutter

President's Message Dick Garrity

A quick review of our Clubs mission can be found in the By-Laws, Article I-Purpose and Operating Philosophy, Para(b)... to provide pilot training for soaring. Strong emphasis will be placed on training beyond the private glider rating to encourage continues growth and a source of instructors and tow pilots. I underlined instructors as becoming an instructor is a very reachable goal. When you became a commercial rated you're ready for your instructor check ride with just a little more polishing and you have to change seats. I know of about six members that were prepping for their instructor rating and then their efforts stalled? Why? Well it seems at the time there wasn't another instructor readily available to help them thru that final polishing period. Are you still interested? The Club always needs instructors and the pay is great. John Noss when becoming aware of this lack of a polishing instructor agreed to take on that job. He is able and willing to spend that time with you to qualify for your instructor rating. So, put John to work and reach your goal.



Photo Dick Garrity

CONTENTS

President's Message | Safety Corner | Burner Family Day Gallery | Trip to Marfa, TX
Part 2: "Hearing it For Our Students...But" | "Circles"- David Brunner | SF9 FOR SALE |

Another ASK-21 is heading our way. Contracts have been signed and arrangements are being made for delivery to FRR. Its 1786 miles away in SW Texas. Timing!

The ASK member load pledge drive did close two days early as our goal was met and slightly over subscribed. I apologize to those who couldn't throw their money in the hat but there will be another drive coming along. A detailed discussion about member loans will occur at the Annual meeting in January. In the early years of the Club financing our equipment was accomplished quite differently. There are big dollar differences and how we acquire the funds is quite different. It's a subject that is worth time at the meeting. In the meantime, we're looking to be the benefactor of a sympathetic philanthropic organization.

Duty Crews are basically four members. Add a surge tow pilot and instructor and we have six or seven. Due we need to add one more to the Duty Crew? The 5th man! This is discussed more often and probably at every Board meeting. Ad hoc ops days are often are bones gatherings but not always. Weekend activity and man power needs are very hard to predict. When Dr. Cloud predicts thermals or ridge lift we see a flood of private gliders and members coming out to fly club equipment so lots of people on the ramp. But not always! How do we know when to have an extra Duty Crew person? How about a half day person? Who would get a flight in and stick around for duty and putaway.

I'm seeing a recent spike of incidents at the field. The Safety Officer is also getting the reports. What's going on? Well it seems like check list aren't getting used and there is a real lapse in attention to detail. Members participating in a recent ad hoc day saw this and called a stop to ops to talk things over. They regrouped and finished the day safely. But they started out having a bad day. Beware it could happen to you.

When you sign in at the DO table for tow sequence the sign in sheet asks if you are current? Are you? Take another look at the Clubs Special Currency requirements (3.1.5) and take a 'field check' ride with the Duty Instructor or any other instructor available. Yes, it has been recently violated!

SSEF has announced that they have awarded a flying scholarship. Who we'll meet soon. SSEF regrouped earlier this year and are hoping to get and stay very active. Please support them when called.

Fly Safe...Have Fun...Stay Alert

Dick



Safety Corner

Frederik van Weezendonk

Hey folks,

What's it going to take to get to a perfect day? First off, it'll take Mother Nature (aka weather). We could be the safest, the best, the awesomest pilots around and Skyline Soaring Club would be the BEST EVER, but without the help of good soaring skies, we're kind of stuck. So, whatever your belief system, whether prayer or a lucky rabbit's foot or animal sacrifice, please, can we get a good weekend? Enough with the rain, lets get into the Fall season and keep it good and safe.

Okay, that little plea has nothing to do with Safety, and that's my corner. So...here goes:

Ad-Hoc days and safety. What's the difference? Truthfully, there shouldn't be one, at all. I get it that the DO might trade duties with somebody else to get flight time. That's fine. Might have a tow pilot that takes a breather and hands the baton to somebody else (another club sanctioned tow pilot) so he can go flying. Cool. However, from a safety perspective, we cannot let our guard down, take short cuts, or think that since the group is smaller we can "get away with things."

We just had an Ad-Hoc flying day, boy I know I wish I was there and so does Brian Clark and probably many others. Most already know (if they read their email) what happened with a long landing in the Sprite. It's been addressed, and more importantly, 'fessed up to. I applaud the owning up to one's mistakes. What I ask is that you re-read that email again. Maybe it should get archived into club documents. Here's the basic problem..... accidents and incidents and oopsies happen. ALL of the pilots you talk to...they thought "that won't happen to me". Here's the news....maybe. Maybe not.

We make little mistakes from time to time. Most are something we barely acknowledge, almost gloss over. Why? because we're not being honest with ourselves. We need to look in that mirror and say "Hey Dude (Dudette) should I be flying?" Sometimes it's NOT that day. Sometimes it's NOT that week. Unfortunately, sometimes it's NOT this year. Reason for some NOT to fly are work, family commitments, school commitments. These are time-based....

What about YOU? Your health and mental well-being? You know the IMSAFE checklist, right? I guess what I'm saying is that when you show up to SSC events, you're not strapping on a g-suit and thinking you'll get shot out of the sky, but darn it, you've got to be engaged! So, don't leave fuel caps off of towplanes, don't land with a tow rope attached, and don't fly tired, sick, unwell, or simply lackadaisical because "oh what the heck, we're just soaring today and how bad can it be?" That attitude, complacency, is never good. Again, mishap pilots don't "slip the surly bonds of earth" knowing or expecting things to go sideways.

So, as safety officer, here's what I'm saying: It's a team sport, and if you're not engaged, don't just stay on the bench, simply stay home...We'll welcome you back, with open arms, when you're committed to doing your part!

Be safe and have fun, see you all when life doesn't get in my way (buying a house, building a family, volunteering at school, work, work, work, somebody has to pay the bills, I guess!!)



Burner Family Day Gallery



Members engage in family fun
Photo Phil Jordan



Chris Zaboji & Bill Burner catch up on the field
Photo Phil Jordan



Evan Dosik making his first take off in the Burner 1-26
Photo Dan Ernst



Super Cub Chris Zaboji flew up to participate in Away Day
Photo Dan Ernst



The crew pushes the Discus onto the field

Photo Phil Jordan



The Husky among young soy beans Photo Dan Ernst



Evan on tow with Hugh in the Husky Photo Phil Jordan



ADO Pete Maynard hard at work Photo Phil Jordan



Guido and his son get ready to fly. Photo Phil Jordan

Trip to Marfa, TX

Keith Hilton

Photos courtesy of Keith Hilton

I was in New Mexico on business the week of 9 September, so it worked out great for me to take a look at Burt Compton's ASK-21 glider on Saturday, 15 September at the Marfa, TX airport. Marfa is about a 3-hour drive from El Paso, TX. Not only did I get to inspect the glider, Burt and I took it for a 45 minute flight. It was a challenging tow behind his Cessna 182, but a great ride. It took longer to get off the ground than at Front Royal because the Marfa airfield is at 4,800 feet MSL. Burt allowed me to fly



the ship for most of the flight.

Burt told me that he happen to be at the Alexander Schleicher factory in Germany in October 2010 where he saw this glider being manufactured. Since the French club that ordered the glider had not paid the required progress payment, they offered the glider to Burt. He took delivery of the glider in December 2010. The glider was assembled in December 2010 in Marfa, TX and had not been disassembled until this past week (10 - 14 September 2018) to prepare it for our purchase. The trailer was only used to transport the glider from the port in California to Marfa. Burt also installed new tires on the trailer last week in preparation for our purchase.

The glider, N321K, Serial Number: 21875, has around 1,000 total time on the airframe. It has always been stored in Burt's hangar at the airport in Marfa, TX.



The glider is in beautiful shape except for some scratches on the bottom of the right wing. Burt said a solo student landed the glider and the right wing came down in some gravel. We need to get this repaired after we take possession. Additionally, there is some very minor pitting on the nose from rocks from the runway. I believe a little wax will smooth them out. The rear canopy is also a little difficult to open and close, but it is airworthy and something we can remedy later.

The ship has a current Airworthiness Certificate and FAA registration. The airframe logbook was up to date and all Airworthiness Directives have been complied with. The majority of the ADs were completed in the factory.

The glider comes with a tail dolly, wing wheel, tow bar, spare main wheel “skirt,” spare nose wheel, spare tail wheel, spare wing tip wheels, and a new canopy cover that hasn’t even been out of the original packaging. The glider also includes a Spin Kit. The kit consists of a series of weights that are installed on a rod through the vertical stabilizer. Burt has never used the Spin Kit, but all the parts of the kit are there.

As I stated above, the trailer was only used to transport the glider from the port in California. It is also in like-new condition. It has one small dent on the right side about the size of a quarter. The trailer has a standard flat-four electrical harness connector. The hitch requires a 2” ball. The hitch height to keep the trailer level is between 16” and 18” (slightly below my knee). Burt installed new tires on the trailer last week. He also verified that all lights were in working order. The spare tire looked new.

Dick Garrity asked that I check the feel of the spoilers on Burt’s ASK-21 as compared to ours. In my opinion they felt roughly the same. We would have to compare them with a pull gauge to really tell the difference. Burt also has a beautiful Cessna 150 with a 180 hp motor, tow hook, and special prop for towing. It is for sale, but he said he had to think about the price. Additionally, Burt’s Sprite is for sale for \$10,000.



He said it includes two extra nose skids.

All in all it was a great trip. I'm glad I had the opportunity to take a look at the ship. Even with the few flaws, it is a beautiful ship! I think it is a great deal and a wonderful replacement for the Grob. We were fortunate that Evan spotted it on Burt's Facebook page and the Board took rapid action to secure the glider. Burt said he has had many other enquires about it since we put down the deposit.

Please let me know if you have any questions about the ship.



Part 2: "Hearing it for our students" ... But!!

Bob Sallada

I'll let you do your own summary of "Part 1" of my diatribe which appeared in the last newsletter. I'd personally call it complimentary of our 'learners' and appreciative of the efforts to 'do it right'.

As Jim Kellett eloquently describes in the "Big Blue Schoolhouse in the Sky" section of our public web site "not everyone can become a pilot". And – there's 'nuttin' bad about that. I suggest you read it yourself to follow his rationale. I readily admit, unfortunately, that I personally could never become a pianist, despite my enjoyment of their art.

In my last episode, I mentioned that our student 'types' range from short-tall, young-old, big-small, etc. But, they also possess an even more interesting and equally wide range of traits –the attitudes and motivations spectrum. Again, quite diverse – highly motivated or even occasionally 'driven' – to, on the other end of the spectrum, what might be called *lasses-faire*. I also mentioned that glider-flying or, better yet, 'soaring' is a sport. A prospective hobby, but actually more than that. Like most sports, to do it well and safely, it must be practiced, and maintaining proficiency is a very big deal. Once you're into it, every flight is usually different – and sometimes exciting – but usually not under what we call 'training conditions' in which teaching fundamentals with light winds and minimal turbulence is desirable. You'll know what I mean when you see your first slug of good 'rotor' on your way up to wave conditions.

I also mentioned the need for a "big time commitment". I'll stick with that belief, but I'll add that it doesn't necessarily come with the territory. For lack of anything better to do (a state I find myself increasingly in these days!), I just conducted a little survey of our student progress report list as it stands at this writing. Eliminating the folks awaiting FAST flights and those too new to count, we have 20 non-glider-rated students. By the subjective count of a very active instructor (that would be me), four of them are highly motivated and six of them are bouncing against the *lasses-faire* end of the continuum. That leaves ten in the middle. The big question is 'so what? Everyone pays their dues and helps the Club's Capital Account'.

I think there are viable points to be made on both sides of the answer to that question. One of them from an instructor's perspective might be 'I take my recurring 'turn in the barrel' as the Roster stipulates and, as long as I have a busy day flying with students, I'm ok. Another possibility from a student perspective might be 'who cares? - as long as I conform with the two-week Roster window and show up sometime in the morning of the day I signed up for.' In the latter case, that student may be showing up so infrequently that there's little interest in how much instruction actually happens (such as, it's only when dad has ADO duty).

Obviously, I can only speak from my own singular viewpoint. I unabashedly confess to being a man of at least one 'proclivity' and high expectations (maybe 'high hopes' is a better term among volunteers). The proclivity I'll admit to is toward very motivated and highly contributing people; I've been a bit spoiled in life. That sure doesn't mean that I'm not cordial and helpful to others; I just can't help myself in gravitating toward those

whose efforts I admire and respect.

In the context of instructing, my 'wish-list':

If you're really going to 'do the deed' all the way, come to your sessions prepared (I feel awkward sometimes feeling that I spent more time preparing than my student did!!):

- 1) Read and think about your SPR's both after your past session and before your next one.
- 2) Do your homework in those rare cases in which it's assigned.
- 3) Think about your strengths and weaknesses and what you want to work on in advance.
Extra credit for letting the DI know the thoughts in advance.
- 4) Visualize the session beforehand – picture yourself in the landing pattern walking around the coffee table.
- 5) Read stuff on your own, including Soaring magazine and our newsletter.
- 6) Once at the airport, don't succumb to the random conversations about how the dog is doing or grass is growing by members who have been doing gliders for multiple decades. Once you're getting ready to 'mount up', focus on the hard work of learning and listening and nothing else.

And, on the day of the session show up on time, fully rested and meeting the IMSAFE personal checklist requirements ... and pitch in zestfully with the grunt work.

Epilogue: This Club generally prides itself on being pretty doggone sound and, from my limited experience with other clubs and commercial outfits, I agree. Yet, I think we have plenty of room for improvement in the area of training. Maybe hearing some expectations from current students and very newly rated pilots would bolster efforts toward SSC becoming a better place to learn glider flying.



Circles

David Brunner, ca. 2001

Submitted by Jim Kellett

Silently circling in the sky, free from this earth
Alone, in a world of our own choosing.
Watching, the sky, both my guide and path.
Today's cares, momentarily left on ground far below,
Earth's awesome beauty takes their place, for now

In slow motion far distant horizons slip by,
Mountains, fields, trees are but textures from high.
God's tapestry, for us, his children of the sky,
Tomorrow's fears placed aside, they do not show,
Through sunlit waves of air, this life does ebb and
flow.

What thoughts within do we take with us there?
Living, loving, dying – so high we cannot share.
Destiny provides no map, for we are not to know.
Of yesterday's dreams forgotten, lost without a care,
Striving higher, yet higher, as the Eagle do we go.

Worlds spin below, mere words cannot describe,
Freedom, that the air provides to this, our mortal
soul,
Such fragile forms as ours, should be in sunlight
shrouded.
Past, present, future – rolled into an almighty plan,
To soar above our mortal lives, we do so, for we can.

Too soon, the rushing ground comes back to greet
us,
Embracing us, as once more to dust we return,
With longing, we look upwards to the beckoning
skies,
In an instant we yearn to return there once again,
Turning circles in God's playground, there to re-
main.

SF9 FOR SALE

FOR SALE: SF9 (N8RX) a member owned, TLC cared for DG300 Glider, with ClearNav Computer-GPS, FLARM, Transponder, VHF, Parachute, Rigging Equipment and Trailer included. N.B. 1) Sellers want the ship to remain in SSC; 2) Erik has 2 gliders, Mike bought a power plane, and Bruce is moving. 3) \$61.5k invested

Interested in SF9? We will save you a lot of hunting and travel expense! Contact Zivic, van Weezendonk, or Christensen.”

SAFETY ALERT

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.

Questions or suggestions? Have a story you’d like to see published? Email me at xiaomaryam@gmail.com

-Maryam Ali, *Skylines* Editor



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 more information go to www.skylinesoaring.org or email welcome@skyline-soaring.org.

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

Newsletter Editor- Maryam Ali

Directors- Bill Burner, Ken Ring, Evan Dosik, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst

Name that Skyliner

Credits to Reynold 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 for the rest of you to try and guess who it is. First person to get it right picks the next candidate!

July’s feature was Bill Burner. I’m rerunning August’s feature since no one guessed correctly! Hint: he was at the Burner Away Day.



Dropped out of East Carolina.

Was an agressor trooper during Operation Moosehorn.

Received NASA’s Group Achievement Award. Learned to fly gliders at Warrenton Soaring Center circa 1979.

Who is this Skyliner?

Skyline Soaring Education Foundation

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

