



*Newsletter of the Skyline Soaring Club for December, 2019*

**GROWING UP WITH GLIDERS**

What does it mean to “Grow Up with Gliders”? Let me tell you a little about what that means for me. My name is Ginny Pawlak, but most would know me as Ginny Fleet, daughter of Kevin Fleet.

I spent my childhood weekends at airports, unlike most kids who would rather be anywhere else, I opted to spend them with my dad flying gliders. From the original

location at New Market, Virginia airport to Front Royal, Virginia where we lived which made spending the weekends there so much more enjoyable to see it from the sky. From a young age, I had lots of surrogate dads and as usually the only female and kid I can guarantee I was exposed to more than these guys would rather admit. I think that toughened me up though, no one ever behaved differently around me and that taught me to be myself no matter what. It wasn't all “guy” stuff, I listened intently about cloud patterns, wind direction, barometer readings, learned



Ginny Fleet and Jim Kellett in the glider and Kevin Fleet (standing)

the difference between tow planes and different types of gliders, rope quality (very important), flying the pattern and so much more. I was bitten by the flying bug and no; I don't mean the stink bugs that plague the Shenandoah Valley.

Summer after summer, we'd wake up before dawn and we trekked to the airport, New Market was my favorite. The drive down 340 across Luray and down through "Bela's Gap". I'm not sure how many have had the privilege of flying "the gap" but Bela had his spot pegged and while he was happy to share the air if Bela was in the gap you stayed clear. It seemed that was that man's happy place, and no one dare interrupt that. Bela shared this infamous "gap" with my dad, Kevin. Dad would spend all day there if he could, catching thermal after thermal. I never got to fly the gap, but the drive through was enough for me. I would sit patiently and wait for dad to return, absorbing as much info as possible, reading books, running around, swimming at the owner's house with their kids, wandering aimlessly inside the airport reading the history and listening to air traffic control. My favorite times were when we had family weekends, we'd all bring potluck and drool over "Charlie's Chili" even if it was too spicy for me as a kid, I still ate it. These days, I got to meet the other guy's kids and their families and have other kids to play with. Most of them could've cared less about getting up in a glider for a ride, but not this girl. I bided my time until someone desperately wanted up but the only glider available was one of the 2 two-seaters and they didn't have a passenger. I'd hop in and strap tight and enjoy the ride. I usually sat quietly and let them do their thing and just enjoyed the ride.

To see the ground below from a glider is like no other experience. It is complete and utter freedom, bird like freedom. You can see every single field cutting pattern, swimming pools, tree lines, cows look like ants, cars look like cows, it's crazy the perception of things from up above. The thing about a glider that makes it so freeing, is that there isn't the hum of an engine. As

ide from the beeping barometer, it's totally quiet, even with the window open. That type of peace can't be found anywhere else, except for maybe from the winner's circle. We had some fun days and I hope I still own bragging rights. Someone decided to have a contest with water balloons and a tarp with a target painted on it. I rode backseat in the ASK-21 and landed a perfect bullseye. I kind of wish I had been on the ground to see my dad's face the moment it hit. However, the smile and high fives when we landed were enough.

Dad (Kevin) has been plagued by dementia, hang gliding accidents that caused severe head trauma and his facial bones replaced by metal plates with two significant TBI's caused early on-set dementia. While his mind is still fairly sharp, his mobility has declined significantly.

I am now married (15 years) and have three children, Scarlett (14), Aspyr (13) and Noah (8) We, as well as my mom (Denise), go and visit dad every Sunday afternoon. I've taken some hang gliding pictures, scored a couple of hang gliding magazines and now share the SSC Facebook page with dad when we visit. See, flying was his first love, so much so that he wanted me to experience it and love it just as much as he does. I do, he got me two glider lessons with Jim Kellett. Those two lessons learning to fly were incredible, but unfortunately as I became a teenager, I had sports, work, and other commitments that kept me from the airport on the weekends with my dad. I still dream of getting my pilots' license, I want my children to experience what I call glider peace, and with any luck, I'd like to get my dad up one more time while he's mentally well enough to enjoy it, because growing up around gliders is something so many don't get to experience and I was truly one of the lucky ones. Soar Hi.

>Ginny Fleet Pawlak





## PRESIDENT'S MESSAGE



Thanksgiving holiday is a reminder that our soaring season is near its end. December 15<sup>th</sup> is our last day but don't stop looking for and thinking about an AD HOC day.

These days have been few this year which means we've missed out on a lot of soaring.

The Board of Directors has met for its last regular meeting on November 16<sup>th</sup>. The hangar door problems were reviewed with little we could do, but since then a rigging company has made a proposal to Warren County to fix our door and others(?) and establish an inspection and preventive maintenance program. The County needs to approve the expenditure. SSC has been greatly impacted by the door failure by being forced into abnormal operations of assembly and disassembly and storing the AS-K in its trailer. This activity is not especially difficult but we found that we didn't have many members current and proficient is leading a crew of 4-5 in the handling. There were just two and now four members that the AS-K Meisters and the Board approved to lead. We all have become spoiled by just having to open the doors and pull the gliders out, even finding them serviced and pre-flighted before we arrived at the airport. Being flexible and adapting to changes in our routine is important for everyone.

Do you really have in mind that your Club is managed by the Board of Directors? There are six plus the previous year president (Past President) as called for in our By-Laws. Changes are coming to the Board in January that you should already be aware of, and here's another reminder. Every year, you and all the members, will elect two Directors for a three-year term. At the January 2020 Annual Membership meeting there will be two new Directors elected as two Directors will have completed their two consecutive terms and are

therefore term limited. Keith Hilton and Dick Garrity are the two departing Directors.

Absent a formal nominating committee, it's usually Board members who recruit, encourage, and twist arms of prospective Directors. At the last Board meeting it was noted that there is not a long or short list of nominees for the forth coming elections. Have you thought about a higher level of club participation for yourself by offering to be nominated for a Directors seat? Please give this serious thought and let any Director know or raise your flag at the Annual Membership meeting. Director seats are always important, they manage the Club, but this coming year there is greater significance. Why?

The Board appoints the Corporate Officers: President, Secretary and Treasurer. The two new Directors elected during the Annual Membership meeting will meet with the whole Board for the Board of Directors Annual Meeting and its first order of business will be to appoint the Corporate Officers! A Corporate Officer does not need to be a Director; he/she can be any eligible member. Again, right now Directors are recruiting, encouraging and arm-twisting members for the Corporate Officer positions. Are you interested? Please wave your flag to any existing Director or a new Director if you think you know who he/she will be. All the above is per the Articles of Incorporation and the By-Laws. This is the manner in which it's been handled for more than twenty-five years of our Clubs existence. It may take more than one reading of the Articles of Incorporation and the By-Laws to understand the process and see how our founding members wanted the Club managed. What's missing is that there aren't any job descriptions for the Directors and Officers. Some titles are obvious but the one most often subject to question is that of President. The President will under certain circumstances be the Chairman of the Board but not always. So how the President functions is by directions of the Board of Directors or his/her own personality and bully pulpit demeanor.

The Board at every meeting reviews a Treasurers report which states our cash position and deviation from forecast and actual revenue activity and expenses. A through report is made to the membership at each Annual Membership meeting which is an important reason to attend this meeting. The latest report shows we're tracking well with this year's revenue but that large expenses have occurred recently that will continue into 2020 and possibly further. Some of these expenses have been planned for but may have gone over budget. The Clubs Fee and Dues Schedule was reviewed and the Board has voted to increase the Annual Club Dues by \$5/month to \$540. Other fees related to monthly dues will be adjusted as well as Airplane Rental and Aero Retrieve fees.

The Board is charged with managing our Club and to make reasonable increases in fees and dues without membership approval. The Annual Club Dues increase of \$5/month was deemed reasonable and helps staying ahead of making larger increase in future years. How can large expenses be funded either emergency or capital expenses? Last year the Board approved very large avionics upgrade to all of our aircraft. The goal is that all of our aircraft will be ADS-B Out compliant without unreasonable delay. The funding for this upgrade will come from an existing avionics fund and current revenue. However, during the past year the Board approved assessing members when funds were needed. This approval was narrow in focus and was not implemented but the approval vote still exists. The approval to making assessments did not pass unanimously and the two dissenting votes were from the two Directors who are leaving the Board. The two dissenting Directors felt that assessments were not authorized by the Articles of Incorporation or the By-Laws and that assessments should be approved by all members before an assessment could be levied. Our By-Laws also provide a mechanism should the membership disagree with the Board or want to make changes to our By-Laws.

**Annual Membership Meeting January 25, 2020 and the Safety Meeting February 29, 2020. At the Fire Hall.**

One of our Officers likes to remind me, 'There you go again delving into... matters' and these newsletter comments I've written seem to get too serious. So, I'm going out to the field and go flying. See you there... As always get your emails and phone calls coming.

Happy Thanksgiving, Dick Garrity



**SKYLINE CYCLING CLUB**



Here's this month's featured member of the SCC, our very own SSA Regional Director, Jim Garrison!

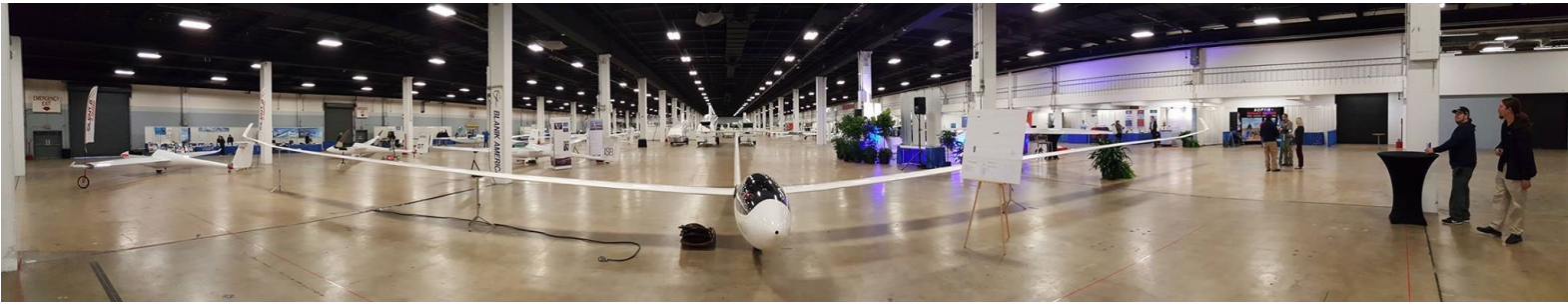
Here's Jim, grinding away on the bike leg of a triathlon relay race held in Luray, VA.



**SSA CONVENTION  
February 20-22  
Little Rock, AK**

As Shane would say, "be there, or be square". The congregation of soaring pilots occurs only every two years, and is a "must-see".

These conventions used to be held annually, and the Curmudgeon has been fortunate to have attended dozens of them, starting with one held here in DC back in the nineties. There is a lot going on, and the main attraction for many is a huge exhibit hall where you can ogle millions of dollars' worth of shiny new toys.



There are several breakfasts and luncheons where various birds of a feather congregate – you’ll find the Curmudgeon at several, including the Oldtimers’ Lunch. *Don’t miss one of our own – Dan Ernst – making a presentation: “The Little Glider that Could: 60 Years of the 1-26”!* One of the neat things about the convention that’s NOT in the program is that you can run into soaring luminaries from all over the world in the halls and bars. Not only are they famous people in our band of brothers, but they’re gregarious as well!

This February, you’ll find several Skyline members there (maybe we can get a table together at the awards banquet).

Check out the program and even register online at <https://ssaconvention.org/>

Here’s some scenes from the 2016 convention which was held in Greenville, SC.



The silver 1-26! (And the Curmudgeon’s son)



In 2016, Shane brought his soaring simulator, the Illudium Q36, to the exhibit hall floor!



Our illustrious DPE (Piet Barber) and SSA Director (Jim Garrison)

Note: there are pictures from the 2018 convention in the March, 2019 and the February, 2016 issues of SKYLINES that you can download from the club website!



## WHAT WE LOOK LIKE TO LEAF-PEEPERS

Last month we saw what we look like to airplane drivers in our area, and this month we see what we look like from the Shenandoah Valley scenic overlook on Skyline Drive, three miles away. You can clearly see the Pawnee and one of our K-21s if you look carefully!

>George Hazelrigg



gliders that the batteries are in, and also the same battery charger CONNECTION, it is physically possible to connect the new K2 batteries to the wrong (old) chargers and vis-a-versa, the old batteries to the new K2 chargers.

Either scenario is BAD and must be avoided. Please look at and remember the pictures below. the K2 battery chargers are clearly labeled for use with the K2 batteries and the K2 batteries are labeled "K2 charger only".

These K2 chargers are on the front right side of the battery charging table.

Please use extreme caution and ONLY

connect the K2 batteries to their dedicated corresponding K2 chargers.

If you are not 100% positive, just don't connect the batteries to the chargers and let someone know or ask to be shown the correct way.

>Pete Maynard



## BATTERY STUFF

*This was sent to members by email, but the Editor thinks redundancy in messaging like this is important.*

As part of the new avionics upgrade installed in N321K, new K2, lithium Ion batteries were purchased and are intended for use in that ship. Due to using the same box as the other





## ARE YOU EXPERIENCED?



Pardon me stealing a quote from Jimi Hendrix, but that's a great question to have after getting a wonderful opportunity. I was one of the lucky ones from SSC that got to fly in a bona fide Soaring Competition in November. It was hosted by Mid-Atlantic Soaring Association (heretofore know as MASA) at their privately owned, publicly used Fairfield Airpark/Airport. A bit of asphalt and plenty of grass...a really neat facility

Before I talk about our contest day (day two of the actual contest) I'd be remiss if I didn't mention the days leading up to the Region 4 North competition. I drove up in the morning, which for me (living in Leesburg PA) is a bit over an hour to Fairfield PA, just near Gettysburg PA. I checked in with the folks in the front office, said, "Hey, I'm flying with Shane tomorrow, but will help anyway you need me today." I think the attitude helped, and selfishly, it was going to be another chance to sponge up information at the same time. So, I was assigned the task of moving early returns (aka competitors that needed a re-light) off the launching area in case the initial launch was still occurring. Not too

complicated, and on this particular day, not even needed. But first....

So, the contest day started with a Safety brief, a review of rules, then the weather forecast, and finally the task. All must be in attendance, and much like a morning brief at Skyline on any given flying day, it was structured but also allowed for question and answer. As this day was the first flying day, the previous days' winner didn't get to share his/her technique for having one on the previous day. Starting with day Two, most folks want to learn and see what they could have done better in order to improve their standing on the podium. The task assigned can be either an Assigned Task (AT) or Modified Assigned Task (MAT) and I don't think this article will be short enough if I try to discern between the two...

The grid gets built-you've seen the photos in the SSA magazine often enough-it's pretty cool. Based on class, and then some randomness, folks get their spot and line up in the grass, nose facing the asphalt. When it's time to start getting ready, everybody pushes on to the runway, and then we compress the grid with last ship pushed to the threshold, then everybody else pushing back as well. Eventually, it's really compressed. Then the tow planes come out (three of them for this contest) and the dedicated launch crews are hooking and launching, as fast and safely as they can. There's no thumbs up, no rudder waggle, nothing. They walk up to the pilot show him the ring, he nods, and then hooks up. The wing is immediately raised after that, the slack is taken up....go....

Everybody goes flying.....I'll skip that part for now. Once the fleet has launched, everybody is waiting for the start gate to open (a time was previously announced, but it can be modified). Eventually, they're off! Now we hang around at the airport, and the real learning can occur. I pestered the launch crew, the contest director (CD), the scorer, the sniffer pilot (he launched an hour before the gate opened, just to make sure there was some lift out there...they don't want everybody landing out!). Once I felt saturated, I went inside to the Retrieve Desk.

The Retrieve crew is a full-time position, coordinating any land-outs that occur. Pretty sophisticated. There's a retrieve worksheet with lots of blanks (medical and/or safety notes, addresses, nearest intersection, phone number, LAT-LONG coordinates, etc.). The key part is that every ship that has launched has a dedicated trailer, already hooked up to a vehicle. Some folks have their partner who is ready to drive that vehicle, but if not, the Retrieve Desk will assign a crew (2-3 folks) that can drive out and get a glider disassembled, put in a trailer, and brought back to the airfield. I ended up going to do a retrieve and from when we left to when we got back was about 2.5 hours. Overall, not too bad at all. On day One, there were three land-outs, I think. I know one was at an airport (Gettysburg) and the other two were in a field. Nobody was hurt and nobody had an angry farmer or anything like that.

Okay, day Two of the contest. Shane and I were midway back in the grid, and I was going flying. A few lessons I learned from the flight...

- Dynamic. We were assigned a task originally with three mandatory waypoints, and then were allowed to add after that. Well, once the grid was launched, the CD and scorer realized it wasn't going to be a great day, so they changed the task. This means they had to adjust the start time, allow all competitors time to re-program their boxes, and have everybody acknowledge the changes. Time, time, time....all this while we're flying in a start cylinder that isn't too big....just think of multiple gaggles of thermalling gliders, scraping for lift. Which leads to...
- Crowded. I think the most in our thermal at the start cylinder was eight gliders. Shane was looking out, looking in, looking out, looking in-trying to get as much altitude as we could. I was eyeballs out the whole time. I never was alarmed in the start cylinder, but like riding a motorcycle, you definitely want

head on a swivel, because something could come at you at any time.

- Safety. Yeah, maybe I could mention it first.... but that gets old. I never felt unsafe in my days at the contest, and surely not during the start, nor on the course. Rules are that everybody turns same direction in the start cylinder, and the good thing is that it's pretty big (5 mile radius, if I remember correctly) and close to the airport. So, there are multiple gaggles, as I mentioned previously and very few folks seemed to move from one to the next once established. On a day like ours, it seemed you had more to lose than to gain by trying a different gaggle.
- Tactics. Two parts here. First, with the change in task, we didn't all have to head to the same point, so Shane elected to go to a near point and start our task (forget the name of that point) as opposed to stretching the distance on first leg. Unfortunately, we ended up coming back to the start cylinder and restarting our time to try for a better first leg. It just wasn't a great day for an ASK-21. Second, even though it's tempting, it's considered poor form to simply follow somebody else and try to capitalize on every mistake they make. Kind of the reason the Tour de France uses the peloton and team racing.... while soaring (in THIS contest) was not a team racing event.
- FUN, learning experiential, exciting and INSPIRING. Yep, we didn't win. Yep, I learned a bunch (see last paragraph) and wow...eyes opened. Met some great folks (and a few duds.... I really enjoy SSC people now!) and I want to see this again. Maybe racing is in the future?

Last paragraph. I'm okay at soaring...not great. I look forward to getting better, to improve. I'd like to suggest that we at SSC start figuring out the way to safely conduct a cross-country weekend, using the team concept. Having cross-country experience with an instructor in the back (whether in ASK-21, a



two seat DUO-I (just volunteered Pete B) and maybe some private ships.... we launch, circle, and then fly to XYZ. Hopefully we make it there, and if not, we've got some land-outs along the way. That's okay, because we have a Retrieve Desk, manned by the DO, and some crews standing by to drive vehicles with trailers. We can plan it for a weekend, and then we hope the weather is good on those days. Who's up for it?

Last plug, when given the opportunity to fly somewhere other than KFRR, jump on the chance! Fairfield, Burner Field, or Grant County.... go do it!!!

>Erik von Weezendonk

## INSTRUCTORS' CORNER

*Ron Wagner, USAF pilot in Presidential Wing at Andrews, airline pilot, aero engineer, CFI(G)*

I fly sailplanes because it's a heart-mind experience. It's about learning and it's about connecting to nature. Combining those two is a wonderful thing.

### *FIRST, THE LEARNING ASPECT*

Soaring in high-tech sailplanes is the first type of flying I've done that a pilot can never totally master. Soaring is mind-boggling complex, which keeps it interesting because no one ever knows it all—even the best and most experienced sailplane pilots are always learning.

There is only so much one can learn about flying jets. Somewhere around the 3,000-hour point or so, jet pilots don't get much better with time. I just cracked the 10,000-hour mark, with 9,300 of that in jets. I have a soaring friend who just cracked the 30,000-hour mark, retiring as a 787 captain. He agrees that he's no better at flying jets now than when he had 10,000 or 5,000 hours.

Landing a jet at Dulles is pretty much the same as landing at LAX or Kennedy, or Berlin,

or Beijing. In the end, it's just an instrument approach that leads to a long strip of concrete.

But soaring is different every day. And it's different in every part of the vast country that is the USA, and it is different on other continents, and it is different in various areas of those continents, and it is different in each season, and it is different from day to day.

Further, it is different when the lift is from thermals, or ridge, or wave, or convergence. With jets, no matter what continent you're on, you simply shove the levers forward to go faster and higher, and pull them back to go lower and slower.

I have stacks of books that cover the complexities of each of the four types of lift that sailplanes use and I know that I will never master all of them.

So, there is a lot to learn and I love learning—most humans do. I spent years as a software trainer and I used to write these two quotations on the board at the front of the room before anyone arrived:

*Learning is the best cure for sadness.*

Said by Merlin to King Arthur in Camelot.

*I love learning, but I hate being taught.*

Said by Sir Winston Churchill

Learning is energizing and interesting and I have a lot of it ahead of me.

### AND THEN THERE IS THE NATURE

Soaring is totally integrated with nature, which is mind-boggling cool. The T-38s I flew in USAF pilot training are basically all about blasting through nature, getting things done despite nature—overcoming nature—powering through nature. Massive amounts of fossil fuel is burned up and turned into heat, noise, and carbon-based pollution.

Flying jet transports is more of the same. The idea is to get there despite nature and weather. We have instruments to land in any fog, we can handle most winds, radar to get around the nasty stuff, and we have anti-icing on the wings and engines.

The truth is that when an airline pilot cannot fly due to weather, that weather is going to be the lead story in the news that day.

When I first started learning about soaring I figured I knew a lot about weather. In fact, I have written two weather books, so I considered myself a weather expert. But what I knew was the “big picture” stuff. I could see how to blast through just about anything to punch a jet through it on a coast-to-coast flight—and then land pretty much no matter what was there.

Weather was a problem and I knew how to solve it.

But I didn't know how to work with it. I didn't appreciate it as a friendly force. And I quickly discovered that there are deep subtleties to the weather if I hung around and explored it.

I now see thermals as incredibly complex things, almost like living things—but for my first 46 years of flying, they were just something to punch through to get to smooth air. Now I hang out with them and get to know them. And, like people, each one is different.

I regarded mountain wave and mountain rotors as events to simply avoid. I knew they comprised complex systems, but in a jet, who cares? At 400+ knots, we simply went over or around them. But now I see mountains waves as treasures to be mined for lift. Soaring pilots can ride wave for hours and fly hundreds of miles, and climb to altitudes of 40,000+, with no engine.

The first time I flew that high was in an after-burning, supersonic jet that could do little more than get up there for a quick peek at the curvature of the Earth, then throttle back and land soon.

But soaring pilots can hang out that high for hours. Not me, though. No, sir. I do not know enough to ride a sailplane to 40,000 feet. I'd like to, and I do see myself getting to a “wave camp” out west and soaring to at least 30,000 feet. But I know I have a huge education ahead of me before doing that—compared to back in the Air Force when the only skill needed was throttling up and then riding in air-conditioned comfort with a pair of after-burning engines and lots of fuel doing the work.

## LARKS AND EAGLES

There's a line in the famous poem *High Flight* that talks about being up there “where never lark nor even eagle flew.” Indeed, that is pretty cool stuff.

But in soaring, I have flown WITH the eagles. I had heard before I began soaring that eagles sometimes come over to check out soaring pilots, but to have it finally happen is a joy that exceeds the joy of flying supersonic.

I do not think it will ever get tiresome to be riding a thermal and have an eagle swoop in with me, take a few turns as my wingman, and then soar away.



## SAFETY CORNER



Last month I discussed different Safety Systems/theories; Breaking the chain/Chain Link theory, Swiss Cheese Model, and Threat and Error Management (TEM). This month I'm sorta continuing on that thread. Let's talk about Expectation Bias and complacency, and how we can be lulled into a euphoric feeling of “what a perfect day of flying” that quickly dissolves into a mishap of some sort.

Okay, we're pilots of different abilities and experience levels (these are sometimes related, but don't have to be!) We generally know our job, our task, what is expected of us.

For the student pilots, this means you might not know exactly how to make the glider do what you want, but at least you've studied (this is me plugging for the CFI-G's in the club). If you know you'll be practicing stalls and slips, then read up! For the rated pilots, maybe you'll hang on the ridge, or hope to get some wave action. Maybe you're just going to do a short cross-country. Those are your normal things, but have you reviewed the currency requirements? Do you truly know what you're going to do if the rope breaks? Do you know the plane-to-plane signals? When you know YOUR job, then you also can ascertain where you fit in to the TEAM SPORT of soaring.

This leads into the talk of expectation bias. Quick driving analogy...you're waiting to join traffic at a T-intersection (heading north on the stem, you must stop and choose left or right). Sitting at the stop sign, you've got your right turn signal (aka blinker) on and are waiting....waiting....waiting. The folks behind you expect you to turn right, when able. Here comes Lee Olyniec driving towards the intersection (along the top of the T) and his turn signal is on, so he's turning right. So, you proceed to enter the intersection and then WHAM...an accident. He's mad, you're mad, and the accusations start flying. Why would you turn right in front of a car that is approaching?

We see how this could happen. It could happen to anyone of us on the way to Front Royal. You expected Lee to turn, because he had his blinker on. Reasonable, no doubt. However, if he changed his mind, realized this

asn't the right turn he needed, can he legally proceed with going straight? Sure....and then accidents happen.

Expectation bias can be very insidious. We've done A, B, C, so many times that we expect D, E, F, to follow. The danger is that folks leave the blinker on, but don't follow through with what we consider standard operating procedure. Complacency is one side effect. What we want at Front Royal is a routine. We have our Ops Manual and we have our normal sequence of Ops. We show up, we unload the hangar, the tow pilot takes the aircraft for a test flight and weather sniff, we set up at the FBO, we preflight and PCC the gliders. Morning Safety and Ops Briefing, then time to fly. What do we do if Reggie says we're out of gas and the tow plane is going to have to fill from cans or fly to Winchester?

What our day was going to be like, what we expected to happen, is now anything but routine. Luckily, we saw this coming the week prior. The DO and tow pilots adjusted our normal ops. However, this adjustment led to some challenges, a break from the routine. Anytime, and I mean ANYTIME, there is a break from "the routine" we need to make sure we slow down, take our time, and expect that there will be consequences.

In coming months, I plan to share some "DOOFUS Reports" submitted by members who've volunteered to share some of their self-identified poor decision making. Stay tuned!

>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](http://www.skylinesoaring.org)

*Directors*

Dick Garrity - *President*  
 Bill Burner  
 Evan Dosik  
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 Jim Kellett - *Newsletter Editor*

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 Peter Melenson - *Club A&P*  
 Keith Hilton - *ASK-21 (N321K & N341KS) Meister*  
 Evan Dosik - *ASK-21 (N321K) & Grob Meister*  
 Guido Kramp / Rob Jacobson - *Discus Meister*  
 Peter Ross - *Sprite Meister*

