

# SKYLINES

The Skyline Soaring Club Newsletter | February 2019

## *President's Message*

*Dick Garrity*

READY? Are you ready for our seasons opening day on Sunday March 3rd? What have you done to get ready? Have your preparations included body and mind and your equipment?

Please, right now, check the Duty Roster for your assignment in March and April and who the Duty Instructors are for the day you're coming out for your season's opener. Do you need to schedule a 'field check'? Contact an instructor and plan for this realizing that you may want or need more than just one flight. How long has it really been since your last several flights or under the watchful eye of an in-

structor? Talk it over with him! Lots of questions, aren't there?

Mandatory Safety Meeting on March 2nd! Look back at the annual meeting slides at John Moss's presentation of 'the most frequently forgotten or violated rules' and review our Operations Manual. Will your 'field check' instructor ask you for your knowledge and understanding of these rules? Be prepared!

The present and the future of the Club is constantly being discussed by your Board of Directors. What do you want from your Club and what should the Club be providing? How do you plan to support these last two questions? A partial answer could start with reading Article I, a-g, Purpose and Operating Philoso-

phy of our By-Laws. This article rephrases Article Two, Purposes and Powers contained in our Articles of Incorporation. How far do you want the Club to go in providing for the support of soaring? Or how far is too far? Think about the future, having in mind that our Discus will be heading to the Mifflin Regional contest in late May.

Ah the Discus. This spring there will be a push to qualify instructors so they are able to qualify you to fly the Discus. Discus familiarization and assembly sessions are being planned for everyone similar to

those conducted several years ago for the Cirrus. At that time, 10-12 members checked out in the Cirrus and that number could easily double this season with our very nice flying Discus.

Hope to see all of you at the Safety Meeting. Seeing your names listed on the Duty Roster and the DO's Takeoff Priority List. Just one question; How many questions did I ask?

Fly Safe-Fly Often

Dick

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## Ground School Winter 2019

*Ava Dunphy*

The aroma of freshly brewed coffee hit me as I entered his front door, and the alluring vision of plates with scrumptious treats piled on top pulled me toward the table as a few people stood around talking in hushed whispers. I felt a little out of place because I'm 13 and everyone else is, well, older, but everyone soon made me feel welcome and completely at home. Especially Maruta, who pattered around the kitchen making everyone coffee while I munched on a banana nut muffin. There were all kinds of people in our class, from an ex-airforce pilot to high-school students, from East Europeans and Argentinians to people like me from Clarke County who hopes to visit those places in my glider one day! :-)

We had a few minutes before ground school began, so I just sat there waking up more and eating my muffin as thoughts and questions flew through my mind about what we were going to learn that day and for the whole class. I'm new to soaring and new to the club and haven't even been up in a glider yet, so to say it was all a big mystery is an understatement. George was the Emperor of the South Pole running a Neutrino telescope at one point in his ca-

reer, and I am still in the 8th grade. I have to admit, I was a little intimidated. But I was excited more than anything else.

The title page of a slideshow was projected onto the wall in George's living room and I thought to myself, well we must be going to learn something to do with that. That looks pretty easy. It's just ropes and hooks after all. Little did I know...

George called to us to sit and introduce ourselves so we went around in a circle giving our names and explaining ourselves and our goals for the course. Each person had their own personal goal, but we were all mainly there to prepare for the knowledge test. Mine was to learn more and become acquainted with the vocabulary and basic soaring concepts. George's Ground School far outshot my expectations and my goals.

After the last person had introduced themselves, Mr. Hazelrigg began his presentation and the room went silent, each person listening to every word, scribbling notes, trying to make sure to understand what George was talking about. He broke the course into different units, ropes and hooks was just the first one, and after each unit he gave us a mini quiz, which was both fun and terrifying at the same time. The pace was pretty quick, and we all had limited time so everyone had to pay attention.

By five o'clock every night everyone was tucked out from learning and laughing. As we got our logbooks signed and said our goodbyes, we all daydreamed about our beds, each of us excited about next weeks' lesson.

Every Sunday for five weeks, from 9 am - 5 pm we poured over everything from Tost and Schweitzer hooks, airport layout and lift and drag principles, to FAR regulations (those were the WORST!, but he made them fun with his stories), weather and SKEW-T charts (I actually understand them, but I'm not sure how). His anecdotes and stories from his past really helped me understand the principles he was explaining, especially when it came to airplane controls and what to do, and NOT do, when you're flying. His one sentence, "as my student, there's not much you can do over 2,500 feet that I can't undo, so don't worry ..." was reassuring to say the least. Especially when talking about things like stalls, spins, and flying upside down.

My favorite part of the course was learning about looking for lift. It's so cool how the earth works and how we use it, as soaring pilots, to have fun, be safe and enjoy this wonderful hobby. Just as fun was that as the mornings flew by every Sunday, we all looked forward to lunch! The first Sunday was Dominos Pizza, followed by treats that students brought from their

own countries, like lasagna, baklava, empanadas, and Maruta's yummy chili. Everyone would groan as George always timed our unit quizzes while scrumptious smells wafted in from Maruta's kitchen!

We sat around the kitchen eating as George told old funny glider stories. I don't think anyone will forget the advice about landing out in farmers' fields, because while one might share a meal with you, another might greet you with his shotgun! Yikes!

As we continued with our days, more and more information was thrown at us, but George helped connect the dots and cross the Ts, making sure that we understood everything in time for the big day, our knowledge test. It wasn't as scary as we all imagined; not much more than a conglomeration of the mini-unit quizzes we had been taking many times a day each week. We were used to it and ready for it by the time it came.

I know when we signed up for ground school my expectations were for it to be scary, difficult and maybe a little boring, but George Hazelrigg's Ground School was the exact opposite. He made learning all about the glider, weather, and even the rules and regulations fun and interesting. And we made a bunch of new friends and ate well to boot. Thank you, George and Maruta!

*Photo: George Hazelrigg*





Photo: George Hazelrigg

## SSC Annual Business Meeting

*Dan Ernst*

The club held its annual meeting of the members on January 26th, 2019, at the North Warren Fire Station Celebration Hall. The format of the meeting has remained fairly static, but has evolved over the years. The aim is to report to the members on the health of the club and give them insight into critical areas of the operation. I think all will agree that there are volumes of useful and interesting information in the charts. They represent many hours of hard work. Our thanks to the authors!

Dick Garrity opened the meeting with a welcome and thank you to Bill Vickland for returning from the west coast via Marfa, Texas, and hauling our sweet new ASK-21 back to KFRR.

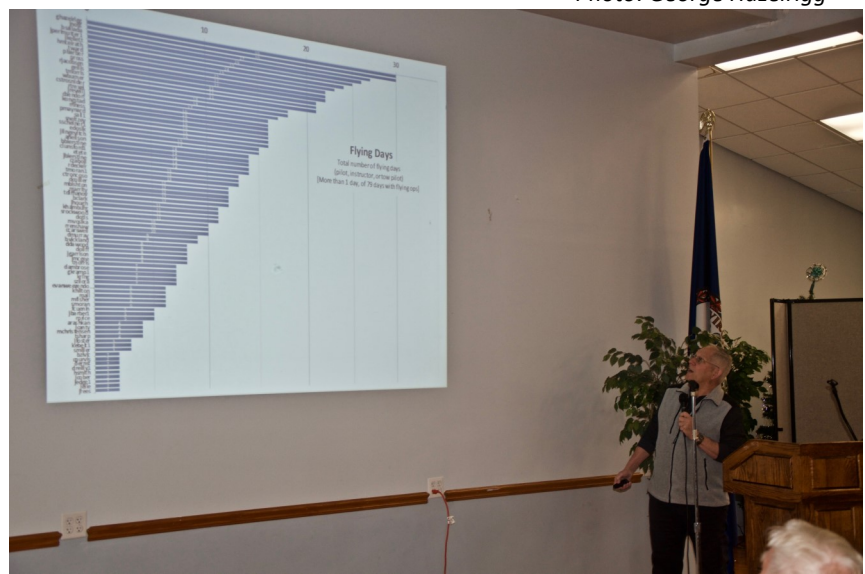
Next up, John Noss presented his usual operations research on all manner of things that go on in the club. He moved quickly through the data laden charts hitting the highlights and inviting members to dive deeper into the statistics on their own. As I have said in the past, you can't manage what you can't measure. These stats are a great tool to see how we are doing. A link to the complete chart package for the whole meeting in PDF format is provided at the end of

this article.

Next we moved on to perhaps the most critical of the reports which was the financial state of the club by treasurer Steve Rockwood. Due to circumstances and decisions by the board of directors, the club spent a significant amount of money on discretionary glider and required tow plane acquisitions. Those expenditures drained our capital investment fund and an absolutely dismal flying season due to terrible weekend weather put the club significantly behind on revenues. Steve laid out a conservative approach to next year and urged everyone to take care of the equipment!

Since members are where a significant portion of our income is derived, it was appropriate for membership officer Tim Moran to next show the status of

Photo: George Hazelrigg



membership. Tim's charts contain a wealth of data, but the bottom line is that the membership is stable



Photo: George Hazelrigg

and we remain popular with some 20 people on the waitlist. While the roster of chiefs and Meisters remained relatively unchanged, Reynolds Renshaw stepped up to be the new Chief Duty Officer replacing Bruce Zivic who moved to Maine to get out of the job (just kidding Reynolds!) and although we did not know it at the time, Chris Carswell is now our new newsletter editor, replacing Maryam "The Natural" Ali. Thank you, Chris!

Before the very important break, four club members were nominated to fill two open slots on the board of directors. They were Brian Clark, Evan Dosik, Pete Maynard, and Andrew Neilson. While the members dumped the results of their coffee consumption and loaded up on the doughnuts provided by Keith Hilton, the votes were tallied and Evan (second three year term) and Pete were elected. Thank you gentlemen for your service.

After everyone was seated again, Piet Barber recognized our current instructor cadre and gave a summary of another successful week of training at Petersburg, WV. Then he described his new Mach 1.0 glider flight simulator incorporating Oculus Rift goggles and scenery around KFRR provided by Tim Moran. With the Oculus Rift, the pilot sees a more realistic representation because there

isn't the clunky fixed screen. It looks really cool. Contact Piet to fly it, especially if you have been having trouble getting out to the field and making progress toward solo.

The dual-hatted Shane Neitzey provided reports as Chief Tow Pilot and Chief of Tow Plane Maintenance. Shane also tallied his cadre and pointed out that a few of the tow pilots are pulling the majority of the duty. He also reminded everyone to help the tow pilots out during refueling with food, water and bringing the TCP fuel additive out to the fuel pumps. Shane then described the condition of each tow plane and catalogued the work done to both tow planes in the off season. Each looks ready to go for the upcoming season. He packed a lot of good info into his charts, you should go look or relook at them.

Also presenting a fulsome account of the status of the engineless fleet was Keith Hilton. Keith wrapped up his presentation with a series of pet peeves like just don't clean the bugs off of the leading edges, look at the bottom of the glider and clean it, too! Once again you should look or re-look at his charts and not only see all that he and the Meisters did to maintain the fleet, but take his warnings to heart.

And while we were on the subject of warnings, John



Photo: George Hazelrigg

Noss took the stage again to emphasize some common sense rules that are often forgotten or worse,

ignored during operations. It is sometimes said that Skyline has too many rules. But those rules aren't frivolous and have evolved over time, often in response to real life incidents. Some may seem inconsequential, but if you think about them, they all contribute to a safer operation.

Next up we heard from the Skyline Soaring Educational Fund. In addition to last year's awardees who are still flying with the club, the SSEF has awarded another scholarship for this year. Two others are on hold for funding so you can help out by contributing at <http://ssefva.org/>. Go to their website. It is worth the trip just to see the picture by Dick Otis of Steve Rockwood in the Cirrus. It is even better than the one on the SSA calendar from last year!!

The last of the presentations was by Dick Garrity with the president's traditional state of the club. Dick opined as how the club is in good shape financially, even if we are not flush at the moment, the membership is stable, we are holding our own on instructors and tow pilots, but sure could use a couple more of each, and boy wasn't the weather crappy last year?! Dick also spent some time making sure that those who volunteer their time and effort to the club are appreciated and exhorted those that don't have a job to consider volunteering in the future. People volunteering and pitching in make this club go. It isn't just the directors, chiefs, Meisters and volunteers, it is everybody all the time. Come early, stay late and pitch in. And please, take care of the (all of ours) equipment!

Saving the best for last, the Bela Gogos Award was presented to Keith Hilton for his many contributions to the club over a long period of time. Keith was certainly an emotional favorite to be recognized with the Gogos award. Club members see him at the field all the time keeping things in top shape. Moreover, he is in his sixth year on the board of directors, and five of the six he has done an outstanding job as secretary. He is a deserving recipient of the award named in Bela's honor. (Read about Bela and his many achievements and contributions to the club at <http://skylinesoaring.org/HISTORY/history-4.shtml> and here to read his personal history: <http://members.skylinesoaring.org/MEMBERS/?member=bgogos>)

After the meeting, John Noss drew a big crowd of people as he demonstrated how to make and care for the tow ropes.

The firehouse proved once again to be an extremely comfortable venue for the meeting without the time pressure of getting out before the next group as was always the case with the library. Speaking of which, see you on Saturday, March 2, at the firehouse again for the safety meeting. The GPS address is North Warren Celebration Hall, 266 Rockland Ct, Front Royal, VA 22630.

And once again, you should go read, or re-read, the charts from the meeting which you can find here:

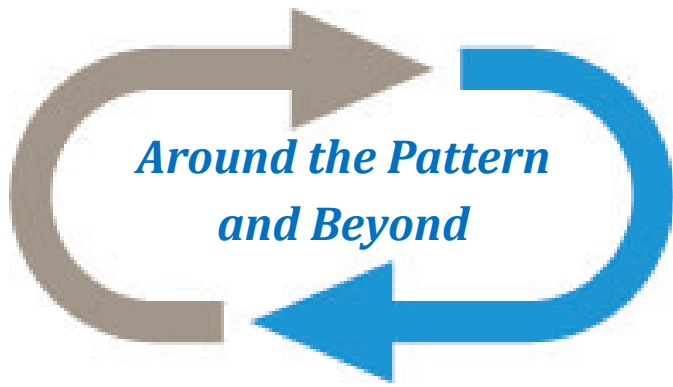
[http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_2019\\_AnnualMembershipMeeting.pdf](http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_2019_AnnualMembershipMeeting.pdf)



# More Annual Business Meeting Photos

Photos: George Hazelrigg





## *Around the Pattern and Beyond*

### Soaring the Sky Podcast

*Dan Ernst*

Some of you may have noticed a short article in the SSA e-news announcing a new soaring-oriented podcast (<https://soaringthesky.com/>). I found it easily by searching for “soaring the sky” on my iPhone and added it to my list of subscribed podcasts. I listened to the first cast titled “Soaring the Sky” and found it

mildly interesting. I started the second, “Crop Dusters, Tail Draggers and Gliders,” but my dog and I returned home so I haven’t had a chance to hear much. There is a third cast titled “I Found a Thermal.” Listening to these podcasts you can almost envision two guys

sitting the basement chatting extemporaneously about soaring with no script, but that is part of the charm of the whole thing.

Here is a link to the home page of the podcast: <https://gliderboy.podbean.com/>. It appears to be hosted on a DIY podcasting website.

The author is only identified as Chuck and we don’t see where he is from or what club he fly’s with. However, he is pictured here flying a 1-26 so he must be an OK fella!

Obviously, only three episodes into it, Chuck is still learning and who knows, it might just takeoff. I recommend that you check it out if you are into pod-

casts while walking the dog or driving or hitting the treadmill. You might find it informative and fun.

### Soaring Webinars

*Bob Sallada*

Although I'm not affiliated with their production by any means, when the SSA Webinar's first showed up a tad less than a year ago I made a pitch for their value - obviously some of them may be of more interest than others. Just for the hell of it, I recently viewed the index of the whole shebang of them to-date. I think it's worth a gander and a viewing of those that immediately strike a note of interest. Spoiler alert - there's a good amount of 'rambling' in some of them, in addition to the really good stuff.

They're accessible via the 'Member Resources' section of the SSA web site and the SSA makes it known when another one is on the way.

<https://www.ssa.org/Webinars>

### Youth Flight Training Scholarships

*Dick Otis*

A generous donor has made it possible for the Soaring Society of America to offer up to eight (8) \$2,000 Flight Training Scholarships. These are open to SSA members 13-24 years old that are pre- or post-solo



Photo: Soaring the Sky Podcast



for authorized expenses for training toward their private glider rating. You need only submit one application to apply to all scholarships.

Information and applications for this and other awards are available at <https://www.ssa.org/Youth>. Completed applications must be emailed to [scholarships@ssa.org](mailto:scholarships@ssa.org) or postmarked to the address below no later than March 31, 2019:

Scholarships  
c/o Soaring Society of America  
PO Box 2100  
Hobbs, NM 88241-2100



## Soaring Pilots Memorial

Jim Perlmutter reports that while returning from his check ride at Bermuda High in South Carolina, he saw this soaring mural honoring local WWII vets while driving down Main Street in Sanford, NC.

**Silent Wings**

*The "G" stood for Glider but most would tell you that it really stood for "Guts." Glider pilots in World War II were some of the most courageous airmen to ever serve due to the less than fierce "flying coffins" they had to navigate through enemy territory, often while under heavy fire. The town of Sanford produced three such brave men, Lee Roy Perry, Frank Blalock and Bucky Williams.*

Photo: Jim Perlmutter

Photo: Jim Perlmutter



## Soaring Flags

Proud to be a glider-guider at Skyline? Jim Kellett found a custom gliding banner available through Amazon (actual vendor is Avery) for a rather reasonable price, though he notes that delivery can be SLOW!



Photo: Jim Kellett

## Soaring Clothing

At the annual meeting, several people asked about where some members got clothing items with the Skyline Club logo on them.

Jim Kellett shared that they're available from Land's End (<https://www.landsend.com/>), and the logo can be sewn on just about any item they sell. (In the past, club members have put them on caps, sweat-shirts, many different styles of jackets.) Check the pdf link for basic guidelines, including recommendations on colors that are compatible with the logo, and the ID code for the logo which has already been uploaded to Land's End.



## Youth Club Fund Raising

### Shane Neitzey

Skyline Soaring Education Foundation is currently funded for our 2018 scholarship awardees—Julie Mcgee and Ava Dunphy— but lacking funds for two more youths who have applied and been approved for 2019. I request you donate as much as you can so these two may begin training.

SSEF is a 100% tax deductible 501(c)3

Please bring money to the safety meeting or mail to:

Skyline Soaring Education Foundation  
c/o Bryant Smith  
11762 Gascony Place  
Woodbridge, VA 22192



**Skyline Soaring Club, Inc.** is a private, 501(c)7 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.

**President**—Richard Garrity  
**Secretary**—Keith Hilton  
**Treasurer**—Steve Rockwood  
**Membership**—Tim Moran  
**Chief Duty Officer**—Reynolds Renshaw  
**Chief Tow Pilot**—Shane Neitzey  
**Chief Flight Instructor**—Piet Barber  
**Safety Officer**—Erik Vanweezendonk  
**Newsletter Editor**—Chris Carswell  
**Directors**—Bill Burner, Evan Dosik, Richard Garrity, Keith Hilton, Pete Maynard, Ken Ring

For information about the club go to [www.skylinesoaring.org](http://www.skylinesoaring.org)

## Some Guidelines, cautions and caveats for ordering Skyline Soaring Land's End items.

We recommend that the items selected should be the following colors:

Navy Blue, Black, Dark Green or White in order to get the best display of the logo and lettering.

Since the logo is composed of Blue, Orange and Yellow its visibility will be severely compromised by selecting clothing colors that resemble the logo's colors. (See examples below.) Some other colors can also prove less than desirable. PJ ordered a number of items for gifts and to test some popular colors. The type simply disappeared on a khaki colored polo shirt.

Land's End suggest that we limit our selections to the catalogs you each have rather than catalogs you receive in the mail. Members can select any item color in the catalog BUT neither SSC or PJ will be responsible for the results. If you just got to have a color other than those recommended, email PJ and a new set of color specs will be requested for those items. PJ has alternate specs for Khaki and similar colors. Experience shows that Land's End (as well as PJ) can become confused by too many different sets of color specs.

**So it is imperative that we KEEP IT SIMPLE!**

Costs are as follows:

In quantities of 6 or more of the same item the logo embroidery charge is **\$ 5.50 per item.**

In quantities less than 6, the logo embroidery charge is **\$ 11.00 per item.** So it's more economical to order in quantity. Shipping is additional.

At the time of this writing details of group ordering and of payment procedure, haven't been worked out completely. Details will be published by email and in Skylines.



Land's End ID # 0152832N



These range of colors don't offer enough contrast with the colors of the SSC logo and should be avoided.



This logo is also available to SSC members.  
Land's End ID # 0151500C  
Phil Jordan And Associates

