



# SKY LINES

The Skyline Soaring Club Newsletter | May 2019

## ***President's Message***

*Dick Garrity*

Is this weather finally spring? One sure sign is the Club's and member's trailer movements. Have you noticed them? Our Grob trailered to Gehrlein and back and at long last is being refitted into its own custom trailer. Craftsmen at the Broad Run Glider Depot are to be thanked. Glider and trailer will soon be back at FRR sporting a fresh VA trailer inspection sticker. Other Club trailers needing inspection along with private trailers are also lining up at inspection stations near you. Everyone's preparing to hit the contest trail. In just the month of May there are several the contests some members are planning to fly. Have you signed up to crew and are going to the

Multi-Seat & Region 7 Contest in Albert Lea, Minnesota, or the Region 2 Contest in Mifflin, Pennsylvania, or the 1-26 Championship in Moriarty, New Mexico? The Club barely has enough GPS tracking sensors to follow all our members. If you haven't signed up as yet to crew don't wait any longer.

Moriarty is the farthest destination and to get a feel for Moriarty go to the March 2019 centerfold of Soaring magazine. In that same issue, read the article *Soaring is a Risky Business* on page 26. There is a follow up article titled *Model Gear Shifting, Soaring*, April 2019. Both articles should prep you for a great season and are written by the experts. I enjoyed both but struggled towards the end of the second article, especially after Simulations. A question I have is why did they chose that particular centerfold

photo for the author to demonstrate his flying prowess?

For ten years we've been hearing about the coming of ADS-B and now it's coming to SSC. As we equip and re-equip our aircraft with transponders, we will become ADS-B compliant. The first to receive a new transponder will be our Pawnee. Upgrades to other club equipment will occur following a tiered priority schedule. Furthermore, it is now club policy to turn on altitude reporting on glider transponders (which we already have) for all flights.

Are you hearing a lot about currency lately? It's a hot subject and should be reviewed by all. How do you determine yours? Some may have an app, but a

simpler and tried and true system just needs you to use Julian days. If you're not familiar with this procedure, let me know and I'll send you a cheat sheet left over from the steam gage era of flying.

Here's the summary: good flying weather is here; sign up to crew for your favorite task master; get your trailers VA inspected; read the Soaring articles mentioned; review ADS info on FAA web site; and learn how to determine if you're current. Final question, is this a course list for under or graduate studies?

Fly Smart, Fly Often, Fly Safe

Dick

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## Filing a Voluntary Safety Report using NASA's ASRS

*Peter Ross*

I recently submitted a voluntary Aviation Safety Reporting System (ASRS) report because of violating 14 CFR § 61.57. Hope this information is useful for those who wish to file their own reports. A report can be submitted by mail using the [National Aeronautics and Space Administration \(NASA\) ARC 277B](#) or via the NASA ASRS website (<https://asrs.arc.nasa.gov/>).

The U.S. Federal Aviation Administration (FAA) created the ASRS program to help identify discrepancies and deficiencies in all facets of aviation operations. The ASRS database is the largest source of voluntarily submitted aviation safety reports in the world. Globally, the program accepts comments from pilots, mechanics, dispatchers, ground personnel, flight attendants, and air traffic controllers. Comments received vary greatly, from airport lighting issues to engine problems.

Please be aware that the site clearly warns:

- Do not report aircraft accidents and criminal activities on this form.
- Accidents and criminal activities are not included in the ASRS program and should not be submitted to NASA.
- All identities contained in this report will be removed to assure complete reporter anonymity. FAA designed the program to safeguard the anonymity and confidentiality of the reporter. This explains NASA's involvement – the agency acts as a non-regulatory third party to receive and analyze the reports, and to ensure they are “de-identified” before being passed on.

The program also offers immunity from disciplinary action under certain circumstances. FAA is bound to uphold this non-punitive agreement by Title 14 Code of Federal Regulations section 91.25. The conditions required to have immunity from a penalty or certificate suspension include:

- An ASRS report submitted within 10 days of the event, or when the person became aware or should have been aware of the violation.
- A violation was inadvertent and not deliberate.
- A violation did not involve a criminal offense or accident.

- Airmen qualified and competent to hold his/her certificate.
- The person who submitted the report had not been involved in an FAA enforcement action and found in violation of Federal Aviation Regulations within the previous five years.

When completing the report, you are asked to list information which you feel is relevant and anything else you think is important. There are two suggested areas of focus. The first is chain of events: how the problem arose, how it was discovered, contributing factors, and corrective actions. The second is human performance considerations: perceptions / judgments / decisions, factors affecting the quality of hu-

man performance, actions or inactions.

Once your report has been securely submitted to the NASA website and reviewed, no identifying information is kept in their system. Your Identification Strip (ID Strip) is printed, date stamped, and mailed back to you to confirm that the report was processed.

Stay current, fly safe!

**Additional Resources:**

[https://asrs.arc.nasa.gov/docs/ASRS\\_ProgramBriefing.pdf](https://asrs.arc.nasa.gov/docs/ASRS_ProgramBriefing.pdf)

<https://asrs.arc.nasa.gov/overview/immunity.html>

[https://www.faa.gov/news/safety\\_briefing/2010/media/SepOct2010.pdf](https://www.faa.gov/news/safety_briefing/2010/media/SepOct2010.pdf)

## Legality vs. Currency vs. Proficiency

*Erik Van Weezendonk*

Maybe I should title this article, “Should I fly, can I fly?” Why do I even have to bother as the Safety Officer. I’ve sent the emails and stern warnings and yet we, the members, are still violating rules. Now, here’s the good thing...when the violation’s been pointed out, we can use the NASA Safety Reports (officially called the Aviation Safety Reporting System-ASRS) and make it a learning experience. However, the idea is NOT that everybody uses this system for the same mistake, for repeat violations, etc. So, I’m going to make this simple (but not short).

### **Legality, as in the LAW**

Under Code of Federal Regulation Chapter 14 Part 61 (14 CFR Part 61), also called the Federal Aviation Regulations (FAR Part 61), covers currency. Two sections apply to us:

**61.56 Flight Review.** In a nutshell, with certain exceptions <para (d), (e), and (g) of this section>, “no person may act as Pilot in Command (PIC) of an aircraft unless, since the beginning of the 24th calendar

month before the month in which that pilot acts as pilot in command, that person has —

- (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and
- (2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

Translation - What we used to call a BFR (Biennial flight review) is still required. For flying a glider, it involves 1 hour of ground and 3 instructional (DUAL) flights with a CFI-G. This must have occurred within the past 24 months.

**61.57 Recent Flight Experience.** Pilot in Command. In a nutshell, with certain exceptions <para (e) of this section> “no person may act as Pilot in Command (PIC) of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crew-member unless that person has made at least three takeoffs and landings within the preceding 90 days, and—

- (i) The person acted as the sole manipulator of the flight controls; and
- (ii) The required takeoffs and landings were per-

formed in an aircraft of the same category, class, and type (if a type rating is required) and, if the aircraft to be flown is an airplane with a tailwheel, the takeoffs and landings must have been made to a full stop in an airplane with a tailwheel.

Translation- To carry a passenger, YOU MUST HAVE 3 GLIDER TAKEOFFS AND LANDINGS within the past 90 days. It's pretty simple on the surface...but dig a little deeper.

Is your friend, a non-rated ground fledgling, considered a passenger? You bet.

Is your friend, a rated pilot in power airplanes, considered a passenger? Yep!

Is your friend, a rated pilot in gliders, considered a passenger? Yep!

Is your friend, a current and qualified CFI in airplanes, considered a passenger? Yep!

Is your friend, a current and qualified CFI in GLIDERS, considered a passenger? That would depend.

If your friend, let's call him Piet Barber for argument sake, is acting as an instructor, then HE is the PIC, and therefore HE must have 3 takeoffs and landings within the past 90 days in a glider. This exception is what allows both the CFI and a rated pilot to log PIC at the same time. The corollary is that a STUDENT PILOT (aka is not a rated Private or Commercial Pilot) cannot log PIC (and therefore cannot carry passengers) unless they are solo.

If your friend, Piet Barber, is along for the ride, then you're taking him up as a passenger....and you'd better be qualified to act as the PIC!!

So...all of this is what makes you LEGAL to fly in the eyes of the FAA.

## **Club Rules**

Brings up the next point: Legal vs. smart. One can legally fly over the open ocean (but not within 500 feet of a vessel or people) at 10 feet above the water. It's

completely legal. It's not smart. So, Skyline Soaring Club has imposed additional rules to keep us a bit safer. These rules specifically apply to flying a CLUB AIRCRAFT and maintaining currency in accordance with (IAW) SSC Ops Manual: VERBATIM

## **Chapter 3, Flying Operations:**

### 3.1.5 Special Currency Requirements

Members may not fly a club glider unless they have performed at least three takeoffs and landings in a glider within the past 90 days, and have flown from the field of operations within the past two years. If a pilot does not meet this special currency requirement, the member must fly with a club-approved instructor in a glider and be signed off as having accomplished a "field check" and that will satisfy the club special currency requirement for another 90 days. Normal FAR 61.57 currency requirements for carrying passengers still apply.

So, here's a legal, but not smart, situation:

Joe M. Pilot owns his own glider. Hasn't flown in 23 months. He can roll up to KFRR or to W99 or to Burner Field, and legally ask for a tow up. Completely legal, but probably not smart. A refresher flight with a CFI-G would be a great idea.

So he gets the refresher flight from a CFI-G, who says "man, you are truly a gift to aviation and are good to go!". Can Joe M. Pilot go flying, now? Sure, he could have gone flying without the dual flight (again, legal, not smart). Can Joe M. Pilot carry a passenger?

Please, say NO! Joe M. Pilot hasn't flown in 23 months. He must have two more takeoffs and landings before he has the 90 day currency. Then he can carry a passenger in his glider. Also, he's only got a few weeks before his Flight Review might need to be accomplished.

Okay, I've gone on long enough. I am the Safety Officer and I'd rather write about other stuff. Have I driven home the point that the Pilot in Command, aka



YOU, are responsible for following the rules? OUR rules (SSC Operations Manual) and the Government Rules (FAR) that pertain to flying are for all of us. If you don't know them, do a little research, and if you're not sure, then make sure you ask the right folks the right questions. We don't keep your log-

books and memorize your flight history. It's on you. I don't want to be punitive...but let's please get this stuff right.

It's a team sport, but we each have a responsibility to uphold our end of the bargain. Fly Safely, fly smartly, fly legally!!!

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## Fly-In/Family Day at Burner Field

### *Bill Burner*

The Woodstock Fly-in/Family Day will be 26 May, the Sunday of the Memorial Day weekend. Rain date will be Monday, the 27th. What follows is information for those who have not been before.

Woodstock is about 81 miles from the Rte 66/Beltway interchange, all highway miles. The first glider will probably land around 9:00 AM. Generally the safety briefing will be around 10-10:30, by which time we should have five or six gliders and two tow planes on the field. We will fly until around 5:00 PM. Generally, we have around 100 - 120 takeoffs and landings during the day, counting the tow planes.

There is one bathroom on the field and a hangar to provide shade and shelter. But count on it being a day outside, in the sun, in the country. The emphasis is on families. Make this an opportunity to share your sport with your family. And your family with the rest of us!

For those of you who have not been before the field is not quite two miles from the Woodstock exit of Rte 81 - plenty of fast food places and facilities there. Most people bring their own food, picnic style. It turns out there is usually extra food. Sharon and I will supply drinks and chips. The SSEF typically provides hamburgers and hot dogs, along with a donation jar as a way to raise funds for their worthy cause.

We have two vintage gliders, a two seat Bergfalke

(rag and tube German trainer - the European equivalent of a 2-33) and a 1-26, which can be flown open or closed canopy. Both will be available rent free, as usual. The field is grass - nice soft grass, which makes almost any landing feel good. A corn crop will have just been planted - so it will not be a factor that would narrow the runway. We typically use runway 03 for landing and 21 for takeoff. This can create traffic conflicts, so keep your heads up. Gliders fly a left hand pattern and power right hand, the reverse of what we do at FRR.

It looks like Keith Hilton has either been fingered or signed up for the most difficult DO duty of the year - coordinating the myriad of details that make this complicated event happen. It looks like he still needs a second instructor. The second instructor is necessary at least to help with ferrying the Ks 15 air miles from FRR to Woodstock, and back. We also need four pilots, who could be brand new students, to sign up to fly the Ks to and from Woodstock. For those of you who have never done a cross country tow, or even just transported yourself as a pilot from one geographic point to another, this is an ideal opportunity to do so. You would be with an instructor. We also need experienced pilots to ferry the Discus and the Sprite each way. We also need some folks at FRR, bright and early, to help with launching the fleet. We need people to commit now so that we can plan on how to get everything over to Woodstock and back. Coordinate with Keith. I bet he will be getting nervous if he does not start finding some volunteers soon.



Graphic: Bill Burner

**Driving directions to Burner Field (see graphic):** Rte 66 West until it turns into Rte 81. Rte 81 South 17 miles to the Woodstock Exit, # 283. Turn Right onto Rte 42 South. One and a half miles to Coffmantown Road, (Rte 680) which is a small, easy to miss road that goes off to the Right. It is at the bottom of a hill, immediately after crossing Narrow Passage Creek. Caution: the turn is sharp and at the bottom of a hill. It is only about 50 feet past the creek and comes up quickly. Turn Right onto Coffmantown Road. Go 0.3 miles to the gliderport entrance on the right, just past some stables which are on the right. Take the gravel driveway up the hill. The gliderport is not visible from Coffmantown Road. Park on North side of hangar. See aerial view, immediately below.

If anybody gets lost you can contact me at 703-906-6455.



## Mt Mitchell Wave Camp

February 26 - March 7, 2019

Tim Moran

*Asphalt shingles suspended in the air...* Most of

them eventually landed in the FRR parking lot in front of the FBO. That was the sight I saw at Front Royal Airport the day before I left for the Mt Mitchell Wave Camp. The wind was gusting to almost 50 kts. When I returned the next day to the airport to start the long drive to North Carolina, I discovered there was a complete power outage, which meant that the hangar doors could not be opened. After waiting 5 hours in Front Royal, power was finally restored, allowing for a late departure to North Carolina. Luckily, the rest of the trip went much better than the start.

### Carolina Wave Project

The Carolina Wave Project (<http://www.wavecamp.chilhowee.com/>) is organized by Sarah Kelly Arnold and her husband Jason Arnold, together with John Good. Sarah operates her own commercial gliderport, Chilhowee, in Benton, Tennessee, and has been organizing the Mt Mitchell wave camp for a number of years. The wave camp uses Shiflet Field Airport in Marion, NC, as the launch point. There are normally no glider ops at Shiflet Field, so all the equipment must be brought from other locations. Sarah and Jason ferried their Pawnee for towing, and



John Good trailered his Duo Discus from Pennsylvania.

Although Mt Mitchell is not as imposing as the White Mountains in New Hampshire, it is the highest peak on the East Coast (6,684 ft), and the highest point east of New Mexico.

## Wave Flights

February 27

On the second day of the event, we had our first wave. The forecast had not predicted any wave, and there were also no visible indications from the ground. Late in the day and not wanting to completely miss a day of flying, one of the pilots from Tidewater, Ed, decided to take a flight anyway. Quite to everyone's surprise, Ed found decent wave east of Mt. Mitchell, and a number of pilots followed after his launch.

Sarah towed me directly into the primary, and it was not hard to find the sweet spot of lift. What an amazing experience for me! I was able to ascend to almost 14,000 ft. The lift continued for quite some time, but the gap between the clouds started to converge, so I eventually had to divert to another area and plan my descent.

March 4

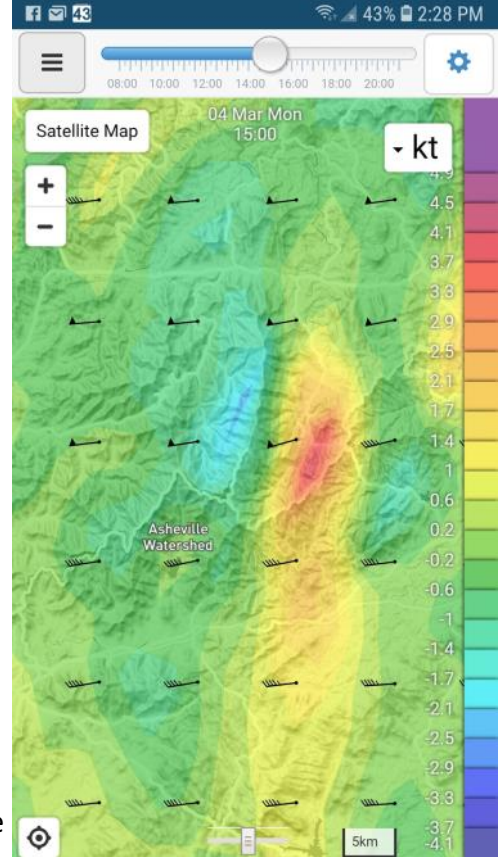
On my birthday, March 4, I was rewarded with a second wave flight. Now that I was more familiar with



the area, I decided to get off tow in the secondary of the wave, and transition to the primary. This is something I had never done before, transitioning upwind from one wave band to the next. I had heard from the pilot who launched ahead of me to expect a loss of about 3000 ft during the transition. Once I had topped out in the secondary, I pitched the nose down and pushed to the west. After losing almost 3000 ft, I felt the smooth air again, and climbed in the laminar flow. After climbing to about 12,500 ft and enjoying my birthday flight above the clouds, I had to start my return to the Shiflet before sunset neared. This was my last day at the wave camp, which would go on for another 3 days.

March 5

As luck would have it, the best wave of the 10 day camp was the day after I left. On March 5, many of the pilots made it above 18,000 ft into the Mt Mitchell wave window, and one pilot ascended to 26,000 ft. Boy, do I wish I could have stayed one additional day!



Vertical velocity over Mt Mitchell

## Lessons Learned

Skysight.io

The wave forecasting on [Skysight.io](https://www.skysight.io) is very useful and "often" accurate.

But, some of the best wave



found on wave flying, and includes a long chapter just about O2 usage and experiments conducted by Clément and his associates.

### *Don't Miss Out*

The next time, I will plan so that I can stay for the entire event. The very best wave days are bound to be on the days when you are not there!

days were not well predicted by Skysight. Also, some of the days where the wave forecast on Skysight looked very promising, ended up not materializing.

### *Wave Camp Prep*

Aside from everything I learned at wave camp, I also learned a great deal making preparations in the weeks before wave camp. I highly recommend this book:

*Dancing with the Wind* by Jean-Marie Clément. It is the most thorough discussion I have



Photos: Tim Moran





# Jim McCulley Flies West

*Jim Kellett*

Members who flew at the Warrenton Soaring Center and/or were with Skyline from the beginning will remember towpilot extraordinaire, Jim McCulley. As many of you know, he passed away earlier this week (Late April). The details of his memorial, with full military honors, for those who might like to honor his memory, are in the graphic below.

“Jim once told me about an F-86 flight in Korea when the engine flamed out and he glided safely back to base. He also flew as a backup pilot in an autonomously controlled F-86. He took control at the last moment of a failed landing attempt. Ground crew thinking they witnessed a crash saw Jim flying the 86 out of a cloud of dust. He was the best of the best, a dear friend and always seeking to improve.” *Shane Neitzey*

“Somewhere, I have a time lapse set of pictures of McCully doing a low pass at Warrenton in the Pawnee - right past the office at about window level.... we used to have more fun.....” *Jim Garrison*



Photo: Jim Kellett / Graphic: Phil Jordan

## Celebrating the Life of Jim McCulley

### Visitation

Sunday, May 19th  
4:00 to 6:00 pm  
Moser Funeral Home  
233 Broadview Ave.  
Warrenton, VA 20186

### Memorial Service

Monday, May 20th  
10:00 to 11:00 am  
The Chapel at  
Moser Funeral Home  
233 Broadview Ave.  
Warrenton, VA 20186

### Lunch Reception

Monday, May 20th  
11:30 am to 1:00 pm  
Suffield Meadows Clubhouse  
6709 Suffield Lane  
Warrenton, VA 20187

### Burial Ceremony

With Military Honors and Flyover  
Monday, May 20th  
2:00 to 3:00 pm  
Culpeper National Cemetery  
305 U.S. Avenue  
Culpeper, VA 22701



Please RSVP for any event to [BethOman4@gmail.com](mailto:BethOman4@gmail.com)  
Thanks for helping us plan for a correct headcount!

In lieu of flowers, tribute donations may be made to the American Heart Association or the Veterans Airlift Command. Any flowers received will be donated to the Villa Assisted Living facility in Suffield Meadows after the service.

## SEE AND AVOID: The Curmudgeon's Perspective

*Jim Kellett*

If you fly gliders long enough, you're likely to have experienced more than a few "off-norm" events that shape and refine your understanding of this wonderful sport. Here's a couple of MY experiences that certainly guided my current opinions about "see and avoid" . . .

Back in 1967, I was enjoying my first flights in my 'new' 1-26 flying out of JYO (where the Capitol Area Soaring School was located). If you're not familiar with that airport (then called Godfrey Field, and now called Leesburg Executive), it's about 13 miles northwest of IAD. Of course, my new glider had no electrical system at all. While thermalling just east of JYO at about 4000', it suddenly got really dark in the cockpit!! When I looked up, I was looking at the oil streaks on the underside of the wings and fuselage of a Northwest Airlines 707, flaps and gear down, which had overtaken me from behind, and apparently on its way to land on runway 19 at Dulles! Scared the living shit out of me. . .

Now, it's worth noting that back then, Dulles was operating at a tiny fraction of it's capacity! In the seventies, I flew single engine airplanes (in a club) based there, and you could taxi around the airport sight-seeing w/o disturbing anyone! That's far from the case now!! So, let's just say times change . . .

Fast forward to the nineties, when I was a then a Civil Air Patrol glider pilot and check pilot examiner for the Virginia Wing, then flying a Blank L-13 out of OKV (Winchester, VA). By then, we had radios in the glider, but that was the only electrical device. And, here we go again. While still on tow, near release altitude almost over the airport (and near the Trixie intersection), I and my student were startled by a UAL com-

muter turboprop about 500' off our left wingtip, again having overtaken us from behind! I can't believe he saw us, and for sure we certainly didn't!

Sometime in this time period, Steve Northcraft, then the SSA's Government Relations officer and a Boeing engineer, recommended that gliders operating in a 'high traffic area' would be well advised to install transponders.

At that time, I owned a Cirrus, and decided enough was enough and installed a Terra Mode A transponder. I knew ATC wasn't interested in me, but it would still light up a TCAS. And when I bought H3 in 2003, I installed a Mode C transponder and a few years later installed a FLARM Power Brick. In recent years, I've observed airliners and military aircraft deviating around me, and on one occasion even confirmed with Dulles Approach that the deviation had been the result of a TCAS alert. Several times when it's been a good day and I'm thermalling at 8000' feet or so over I-81, I've watched a train of airliners headed NW up the valley toward Trixie, and several thousand feet below me! I have no idea how many - if any - times I might have triggered someone else's deviation without my even knowing about it!! For sure times have changed in so many, many ways (not to mention that the avionics in H3 cost more than the total price of the two first gliders I owned!)

Anyhow, bottom line - this is one pilot's experience over several decades of changing technology, changing policies, changing equipment capabilities, and for sure changing air traffic density. For me, this process illustrates the adage "outstanding pilots use their outstanding judgement to avoid having to demonstrate their outstanding flying skills." Maybe it'll help others club members who own or plan to own their own gliders.





## Safety Corner...Preparing your mind and body to fly.

*Erik Van Weezendonk*

I'm sitting here in Memphis, on reserve for my airline job. Basically, I'm like a convict under house arrest. If/when the company calls, I have to answer it and get assigned a trip. Destination unknown (until assigned) and departure possibly within two hours. I could go international, I could stay domestic. Maybe San Diego (yeah...pack shorts and a polo) or quite possibly Casper, Wyoming (crap...where is my jacket?). Question, you ask....why do we care?

We (SSC) care because my initial preparation is very much what I hope every individual is doing to be ready and prepared for a day of flying-start with

**IMSAFE:**

### *Illness*

As glider pilots, we don't need a medical certificate. However, this means YOUR judgment as to whether you're healthy enough to fly is the deciding factor. Blister on your hands from yesterday's work? You can probably fly (assuming it won't distract you or impair you). Head cold? Better not, especially if you took medicine for it. If you use an AME (aviation medical doctor) and have a medical certificate, you can ask for advice. You can also check with SSA. When in doubt, check it out.

### *Medication*

I'll make this simple. With the exception of Jim Garrison (pharmacologist) and Bill Burner (MD) I venture to say we're not experts on which medicines are/are not something you can fly with. I'd also say that the mighty internet isn't always the best source. The "thing" you're treating might not be the issue...the side and after-effects of medicine/treatment can be insidious. I do know this...if it says "Do Not Operate

Heavy equipment" then your glider, regardless of weight, shouldn't even be considered for at least a few days.

### *Stress*

Well, we're not in a third world country, so I'm assuming most of Maslow's Hierarchy of needs has been met (food, water, shelter, clothing). However, in our current society, especially the Wash DC/Northern Virginia area, there is plenty of stress. There's traffic, there's your job, there's my discombobulated essay on safety, there's kids, wife, husband, family, parents, and so on. We have stress in our lives. I get that. I come to soaring and SSC to get away from the stress. I like to focus on the flying and the camaraderie. Sometimes there is too much going on....I can go to Front Royal and stand duty or simply not fly...to me that's relaxing. I ask that, like in all of these sections, you use your judgment. When life is getting in the way and you can't enjoy soaring, then you're putting yourself, the club, the glider, the tow-plane, and people who want you to be "in the moment" at risk. Be fair to yourself, and to us.

### *Alcohol*

Like most things in aviation, there is legality, and there is smartness/judgment. For a review, you cannot have ingested alcohol within 8 (that's EIGHT) hours of flying, as a pilot. Additionally, you may or may not know, your BAC, if tested, cannot be .04% or higher. There are no waivers, no SSC additional rules, etc. That being said...if you're suffering a hang-over from last night's celebration, and even though you might be legal, you're an idiot if you think flying a glider is a good idea. Chalk that up to judgement (poor) and I would even say it falls under illness (under the weather).

### *Fatigue*

This is more than just sleep and rest. Fatigue is cumulative. After five days of work, I'll bet DAVE COLLIER



is tired. Then he wakes up early so he can fly on Saturday. That's potentially a fatigue situation coming up. Let's not forget, some of us (I'm not so lucky, yet) might be up there for 4-5 hours. Yes, it's exhilarating, and maybe there are miles to be logged and altitudes and ridge or wave or thermals, etc. All are really cool. However, you're also pretty much static, cooped up in your glider, with not a lot of stretching of your legs, etc. You might have some water and some crackers, but relative humidity up there is lower, so you're getting dehydrated, and it's cold. All of these environmental factors will take a toll on your body. You can be in great shape, run every day, etc but the simple fact is that the sedentary/lack of motion can be lulling. Hopefully you're fully engaged, fully rested, but not too comfortable. The glider is supposed to be enjoyable, but don't make it into a Lazy-Boy recliner in your den with you rolling off, snoozing.

### **Emotion**

Simply stated, how you feeling today? Can you ignore the frustration of a late start because the tow pilot showed late? Are you okay with the fact that somebody at work got fired this week? Was it you? Did you fire somebody? Part of this section falls under "stress" but let's remember that we're all human. Aviation started with a rooster, a sheep, and a duck in a hot air balloon and we progressed in the 1950-60's when we sent monkeys and dogs into space, but they haven't let them fly gliders. We get emotional and we can let that get in the way of good judgment. If you don't think so, you haven't seen road rage.

### **What's Next...**

Okay, I'm wrapping this up. Next newsletter, the Safety Corner is going to talk about the progression of Safety in the aviation world. I'll cover "breaking the chain of events", the Swiss Cheese theory of ac-

cident prevention, CRM and ORM, TEM, and possibly SMS. In the meantime, I need you all to know the difference between LEGALITY with regards to FAR's (technically Chapter 14 of the Code of Federal Regulations) and SSC Rules, specific to two things:

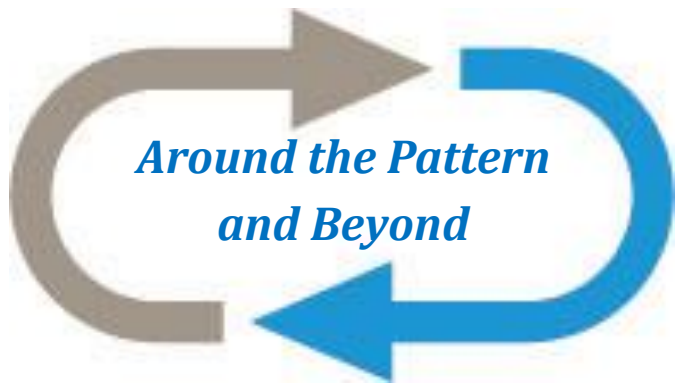
- 1) Currency to fly. Currency to carry a passenger.
- 2) Oxygen requirements.

Go do your homework....there's more to follow.



### ***Pas de Deux*** by W.G. Hill

Behind the hangar door you wait  
wings out stretched  
tips pointed upward in supplication  
spring approaches, time to soar  
where are you pilot, the sky awaits  
earthbound still until we are one  
airborne, we are free and unfettered  
ballerina and danseur  
we pirouette into a graceful adagio  
Mother Nature delights in our presence  
the dance quickens, allegro, allegro  
in cobalt skies under sunburst clouds  
we return to earth  
a singular creature of the sky  
sated, quenched, slaked yet yearning for  
more  
earth bound once again  
content in the knowledge that we have left  
in our wake, not a roar, but a whisper.



## *Around the Pattern and Beyond*

### Club Refreshments at Ops Station

Mike Christensen ([ChristensenMW@verizon.net](mailto:ChristensenMW@verizon.net)), our Refreshments Meister, is asking members to send him a wish list of desired beverages and to make a commitment to consume them! Also, to make your contributions go farther, he asks that you use bills rather than coins, since the club pays a 12.5% commission on coin counting which could be going to the club instead. THANKS!

### Celebrate Chris Zaboji's Graduation

On behalf of Chris's mom Susan and the Zaboji family, Dan Ernst has extended an invitation to all members to celebrate Chris's graduation from Virginia Tech!

The date is Saturday, May 18, from 7pm on. The address is 11117 Glade Drive, Reston, VA. Please RSVP by Sunday, May 12 if you are going to attend.

### 1985 DG-300 N8RX (SF9) for Sale

Beautiful, extraordinarily well maintained, A&P owned; \$39,000 Located at KFRR N.B., DG300 is renowned as agile, safe, great climber. One of few single place gliders big/tall pilots fit comfortably. SF9 has: All Automatic hook-ups; Power FLARM; ClearNav II GPS (controls in joy stick); Two Variometers: ClearNav, Tasman; Trig TT21 Transponder; Becker VHF; Tip wheel Winglets; Dual Batteries; Mountain High O2; New Belts. Fresh transponder cert and annual at sale. Cobra trailer: Imron paint + new tires. Full suite of

one man rigging, and GHE. (703) 989-4299, [ChristensenMW@verizon.net](mailto:ChristensenMW@verizon.net). NOTES: This is a known SSC plane. Bruce moved to Maine. Mike bought a tow plane. Erik has two gliders.



**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.

**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 Van Weezendonk  
**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)