



SKY LINES

Midland photo: Jimmy Cozy

President's Message October 20, 2019



Since the last newsletter we've enjoyed another fun day at Sharon and Bill's very inviting and smooth grass runway. Thank you, Sharon and Bill, for hosting the event. Do all club members realize that for the Burner Away Day we actually have two full Duty Crews assigned? Safety and having the right people at the right place require these crews be at FRR and Burners when we're ferrying our gliders and tow planes in both directions. A lot more volunteers participate to make the day happen than on a regular operations day. Also, the SSEF had their two best Grill Meisters on site who did a great job. Thank you to all for stepping up.

I've noticed that other volunteers have stepped up in our hangars. I've felt a real lift the last couple of times I've entered the hangars seeing a lot less clutter and the laundry being done and well organized. When guarding the left wing of the Sprite, I didn't stumble over all the stuff that accumulates in that infamous NW corner of the hangar. Thanks to you guys who seem to do your work on the QT? Do you really have and accept the nick name of Hangar Rats?

There are other groups of volunteers that do their thing at and away from the airport, often at a time well before we arrive to find the gliders already on the ramp. Looking further to these volunteer groups I find there are six (6) with titles. Question 1, can you name them and do you know what they do? I'll make it easy as they sound like the cast from West Side Story. There are the Chiefs, the Meisters, the Officers, the Service guys

and the Webmasters. There are about twenty of them and they all want you to be part of their group. So, pick a group you like. Volunteers get their first choice. Check page 3 for a job list and those who are in those positions which are not in proper order and you can do the match game. The point is there are lots of jobs to do and new volunteers are always needed to assure that our Club continues to be successful and is able to provide the services you want. Sounds like a reference to the Club's mandate. All of these positions are volunteer or the Board will appoint you. That's why you should find a spot you'll enjoy

There may be one position that little is known about and that is Service Member. This is a membership category that is described in the Ops Manual. A Service Member will have abilities and specialties that the Club is in need of but who isn't interested in joining our Club at least to fly gliders. The Service Member is a volunteer who would like to participate and contribute their expertise to the Club. The Club currently has two Service Members. Both are pilots but neither has taken up soaring. You'll see Jason Cober a lot, at least the back of his head, as his specialty is towing. He even flies to FRR to tow in his own tail wheel airplane. I guess that's how he warms up. Please be sure to meet Jason at briefing or when he takes a break and be sure to help him out with the refueling and pushing the tow plane back from the pump. Our second Service Member has a specialty in maintenance, mostly in the area of maintenance planning, supervision and inspection as opposed to turning wrenches. But he has picked up a wrench with capable hands. His vested interest in the Club is that he has a son who is a Student member and who has already soloed. I'm sure you'll enjoy meeting Peter Melanson. Thank you both for being a part of our Club.

A Special Supplement to this issue covers Board discussions and decisions. As the newsletter gets back to a regular publishing schedule the secretary and I will be sure the latest gets in the newsletter. Please remember that Board meetings are open to members to listen in and if you want to bring something up to the Board at a meeting

let the secretary know in advance so it will get on the agenda. Otherwise, emails to any or all Board members are welcome at any time.

Several of our members participated with Shane at the M-ASA, Fairfield, PA contest and I think new horizons may have been opened. There is a lot of flying out there once you can get out of the traffic pattern. We're in a fair-sized valley but it gets small once you've gone cross county. The Club has some very good equipment to learn to fly in along with top instructors. Our glider inventory can get you out of the valley but just so far. Then it's time to really think about your own sailplane. Most of our private glider owners moved up through the Club ships and I encourage you to talk with them about expanding your envelope by having your own glider. This is tied in with the Clubs mandate and the reality of what the Club can practically provide for all of our members.

Watch for a cold front coming through and let's have some ad hoc flying.

Fly Safe, Fly Often and have Fun...

>Dick Garrity



The Skyline Cycling Club



Here's the next member! Joe Parrish, now an inactive member, joined Skyline in 1993, and served as Board member, President, and CFI(G). Joe has always been a real, live rocket scientist; he worked on some of the Mars landers, and now lives in California. However, he now commutes to DC regularly) to

consult with his dark overlords in the five-sided building, so you might see him snooping around. Here he is shown celebrating the end of a ride at the monument at the end of the road in Key West, Florida!



Match The MVPs To Their Titles

Dick Garrity

See if you can match up the various members who are responsible for the many important 'jobs' the Club needs!

Job
K-21 Meister
Director
Discus Meister
Chief Duty Officer
Chief CFI
Roster Meister
Grob Meister
Hangar Meister
Membership Officer
Safety Officer
Towplane Meister
Tow Rope Meister
Sprite Meister
Service Member(s)
Field Computer Meister
Chief Towpilot

Member

Mike Ash
Piet Barber
Bill Burner
Brian Clark
Jason Cober
Evan Dosik
Dave Collier
Dick Garrity
Keith Hilton
Joel Hough
Jim Kellett
Guido Kramp
Pete Maynard
Peter Melanson
Tim Moran
Andrew Neilson
Shane Neitzey
John Noss
Reynolds Renshaw
Ken Ring
Steve Rockwood
Peter Ross
Ertan Tete

I was born in England and lived near Gravesend on the Thames River (where Pocahontas is buried). At the age of 12 my parents moved to South Africa so I grew up there. At the age of 17 I went to sea as a trainee marine engineer in the merchant navy. I surfed and did a little hang gliding for fun whilst going to college in Durban, South Africa.



I emigrated to Canada in 1977 when I was 23 due to my dislike of Apartheid and no prospects of it ending. I worked as Chief Engineer for the Canadian Coast Guard and United States Gypsum for 7 years, but the winters in Canada finally prompted me to move South to Norfolk, Virginia in 1984.

A job in the shipping industry which promised only 50% travel turned out to be a 90% travel job, prompting me to change careers. In 1985 I went to work as production manager at a Solar manufacturer in Virginia Beach. Within a year they closed the doors when tax laws changed, prompting me to rescue the company. From 1986 to 2014 I was the CEO of Solar Services Inc., a solar manufacturing, distribution and installation company in Virginia Beach.

Along the way, we had 2 wonderful daughters and I got bit by the flying bug, earning multiple licenses(my wife says I collect licenses) on fixed wing aircraft and helicopters.

In 2014 my wife retired from a career as a math teacher and I chose to sell the business to the employees and semi retire (I still consult and do sales) so we could travel and spend more time together.

We recently moved to Winchester to be closer to family. I had signed up to join SSC last year, so the timing of our move was fortuitous. Tim Moran called about joining only one month after our



Charlie Gibbs' home airport in Canada often has gliders operating north of the field, which led to the following exchange: **Cessna C-FABC:** Pitt Tower, C-FABC ready for takeoff 26L, northbound departure. I guess I'll have to fly west for a while for the gliders?

Tower: Negative, I can clear you direct north; the gliders are down for refueling. **Unknown voice:** What do they do, put more air in them?

Meet the Member
Richard Good

move. Now I am working on adding a glider rating to my license and getting checked out as a tow pilot.

Meet the Member Molly Grear

Molly is trained as an ocean engineer, but



recently moved to DC to apply her analytical skills to ocean science and technology policy at the National Science

Foundation. Before that, she worked for a Department of Energy national lab in Seattle studying how to make renewable energy from the ocean. She enjoys spending her time mountain biking, knitting, and learning new things like flying.



CBD Oil and You

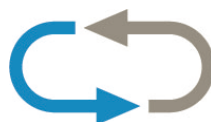
You have probably seen or heard ads on TV or radio for Cannabidiol or CBD Oil. They claim it relieves pain, reduces anxiety and depression, alleviates cancer related symptoms, reduces acne, provides neuroprotective properties, could benefit heart health, has antipsychotic effects, aids in substance abuse treatment, helps to quit smoking, reduces effects of Alzheimer's disease, provides anti-tumor effects, prevents diabetes, and helps reduce the chances of cross-controlled stalls and PIOs on landing 😊.

CBD Oil is advertised as a beneficial harmless dietary supplement or topical substance. My attempts to find **CLEAR** FAA guidance on the use of CBD Oil by private pilots has been less than fruitful. The best I could find was this article by Michael A. Berry, the Federal Aviation Administration's Federal Air Surgeon in the Office of Aerospace Medicine in headquarters, Washington, DC., originally published in the FAA Safety Briefing magazine. It is best to just avoid

CBD oil until additional information is available and "official" guidance is provided by the FAA.

MARIJUANA AND DERIVATIVES: WHAT ARE THE AEROMEDICAL IMPLICATIONS?

by Michael A. Berry, MD



The Federal Air Surgeon's office has received a number of inquiries about marijuana due to the recent increase in the number of states around the country that have approved its use for medical and recreational purposes. Specifically, airmen are concerned about the safety of cannabidiol (CBD) oil use and how such use impacts an airman's medical certificate. Be aware that federal law — not state law — governs FAA medical and pilot certification.

First, we should note that commonly used terms within the context of marijuana can be confusing. The marijuana or cannabis plant contains more than 400 different chemicals and 60 cannabinoid compounds, all of which are absorbed when the whole leaf is smoked or ingested. The compound responsible for the euphoric, mind-altering effect is tetrahydrocannabinol (THC). Although the use of cannabis is legal for medical and/or recreational use in many states, the United States Drug Enforcement Agency (DEA) continues to classify the whole cannabis plant as a Schedule I controlled substance, which is defined as "drugs with no currently accepted medical use and a high potential for abuse." The U.S. Department of Transportation (DOT) drug test includes THC, and its presence at defined levels constitutes a positive drug test.

More recently, interest has grown in other compounds derived from the cannabis plant that may have positive health benefits, but without the mind-altering features of THC. One such compound being widely marketed is CBD oil. In 2018, the FDA announced the approval of Epidiolex (cannabidiol), purified pharmaceutical grade CBD extract from the cannabis plant, for the treatment of seizures associated with two rare and severe forms of epilepsy. As an FDA approved medication, it is subject to strict quality control. In other words, you know what you are getting.

Commercially available CBD, by contrast, is not regulated and may be contaminated with a variety of substances, most significantly, THC. Product labels are often inaccurate. Although most CBD products claim to have under 0.3 percent THC, they could contain high enough levels of THC to make a drug test positive. Use of CBD oil is not accepted as an affirmative defense against a positive drug test.

Furthermore, despite legalization in some states, it remains uncertain whether marijuana has therapeutic benefits that outweigh its health risks. There is evidence that marijuana adversely affects brain function both acutely and chronically, especially in younger individuals. It is generally agreed that currently available marijuana products are more potent than those used in older research, which casts doubt on the reliability of that research. We need to understand much more before considering the use of marijuana and its derivatives for airman certificate holders. Please also be aware that no special issuances have been granted for conditions treated with medical marijuana.

>Keith Hilton



A Dufus Report



I'm hoping that other folks will send me an email, something I can share with the club (respecting your anonymity) so that can all learn from the experience of others. Sometimes it's lack of knowledge or experience, sometimes it's the "I'll be okay" and a willful choice to do something, that only in retrospect do you realize what went wrong, and why. We're going to call these the "Dufus" reports. The times we got away with something, so we lived to tell the tale. Other folks have done the exact same thing, with tragic results.

My personal story happened in an airplane, but could easily happen in a glider as well. I was flying into San Angelo, TX to visit my brother. I basically ignored the cloud clearance requirements, getting

myself Instrument Meteorological Conditions (IMC) while not filed to fly IFR. Excuses . . . well, it was night time and I didn't see the clouds, so there's that. More importantly, I chose to stay at high altitude in the Cessna to improve my fuel burn and the true airspeed.

So, there I am, flying in clouds, realizing I need to get lower, and out of the clouds. Not a huge deal, I was still FLYING THE AIRPLANE and in control. A steady 500 fpm rate of descent, and 30 seconds later I was out of the clouds and on my way. However, I then noticed that I could barely see out the windshield. Crap...I had ice on the plane!

It all ended well, as two minutes later while continuing the descent, the ice started to melt off the windshield. So, then I could look at the wings....and there was ice on those, too! It was like a horror movie where the bad guy just wouldn't die. Thankfully, I still had 30 minutes to go, and at the lower altitude (think I got down to 4,500 feet) I was burning extra gas, but remained out of clouds, maintained ground contact, and could see San Angelo up ahead.

The lessons learned, that apply to gliders. Cloud Clearances, and why.

1. Icing requires visible moisture and freezing temperatures. If you climb it will get colder, eventually colder than 32 F/0 C. If you stay out of clouds you'll avoid icing up your glider. We fly these high performance ships based on clean wings. Don't be a test pilot!
2. You can avoid a mid-air collision with an aircraft that is on an instrument flight plan and authorized to fly into clouds. If you're too close, the see and avoid rule is hard to honor.
3. Most of our gliders don't have TCAS, FLARM, ADS-B In/Out and other electronic equipment that helps prevent mid-air collisions. We're relying on eyeballs to see and avoid, and if you're in the clouds you can neither see other aircraft, nor be seen by other aircraft.
4. If you're the one that ignores cloud clearance requirements, then somebody else might be too. You both think it's your sky, and you're both wrong! Recipe for disaster.

5. Sometimes that cumulus cloud is the signpost you need and you're happy to be climbing, climbing, climbing. You look up and see how dark it has gotten, and you might not be able to avoid getting sucked into that once awesome cloud and next thing you know, you're experiencing the ride of a lifetime, getting tossed into a developing thunderstorm cell. You can go from glider pilot to parachutist pretty quickly when the wings get pulled off. By the way, my guess is that bailing out of a broken glider into or under a developing thunderstorm is not great, either. Back to that horror movie scenario!

Respect the rules and play by the rules. It's a team sport!!!

>Erik von Weezendonk



Approach Speed ... Recalculated

I keep about four years' worth of SSA Soaring Magazine filed. When a new one arrives, I throw out the oldest one, but not before checking it for articles I want to keep for reference. What is below is some excerpts from a short article with the above title, in the June 2015 issue of Soaring which was contributed by the SSF. So that's the place to go if you want the entire spiel.

"There are only a very few accidents caused by over-flying the entire length of the runway; the vast majority are caused by crashing short of the runway." "The SSF recommended approach speed formula is $1.5V_{so} + 1/2$ steady state wind speed + ALL of the gust factor." What's V_{so} ? – stall speed or minimum controllable steady flight speed in the landing configuration. And what's the landing configuration in the "K"? – it's about half spoiler deployed at something less than max gross weight. I think 55kts is a representative figure, but figure it out for yourself. If you agree, the approach speed for a dual "K" with 10kts of steady wind and gusts of 10kts would be at least 70kts – right?

"Don't be confused by the difference between approach speed and touchdown speed. The approach speed should be greater than the touchdown speed. Touchdown speed is a speed the pilot slows to 'over the fence' once the field is made so that the landing roll is minimized."

"Generally, I teach that a glider pilot should plan to touchdown in the middle of the first 1/3 of the runway, not 200 feet from the end which leave little room for an undershoot error." [Obviously this is dependent on the length of the runway. I personally think that a low energy touchdown on RW28 abeam the tree/fence line after a nice stable hold-off 'looks about right'. Precision or accuracy landings are somewhat of a 'different animal' and we've got a great practice area, with our grass 'non-runway', to hone the skills required for an unexpected off-airport landing.]

"The message is simple. FLY THE PROPER APPROACH SPEED – a speed that takes into account the sailplane stall speed and the atmospheric anomalies that may be encountered. It just may save your life." [Feeling like the 'bottom is dropping out' on short final is not a good feeling. In case of doubt about gusts or shear, keep it on the fast side. The excess airspeed can easily be bled off by a well-executed round-out and hold-off.]

>Bob Sallada



Congratulations to Carlos Troncoso!

The FAI (Federation Aeronautique Internationale) has approved Carlos' August 11 flight for the altitude leg (1000 meters altitude gain over low point) for the Silver Badge! Carlos made this achievement flying the Club's K-21, N341KS. Well done!!



WHAT WE LOOK LIKE TO AIRPLANE PILOTS!

On October 19, Skyline member and experienced photographer Mike Atherton took fellow member Tim Moran in a low-performance motorglider



(Mike's Piper Warrior 😊) on a joyride that included flying over KFRR during

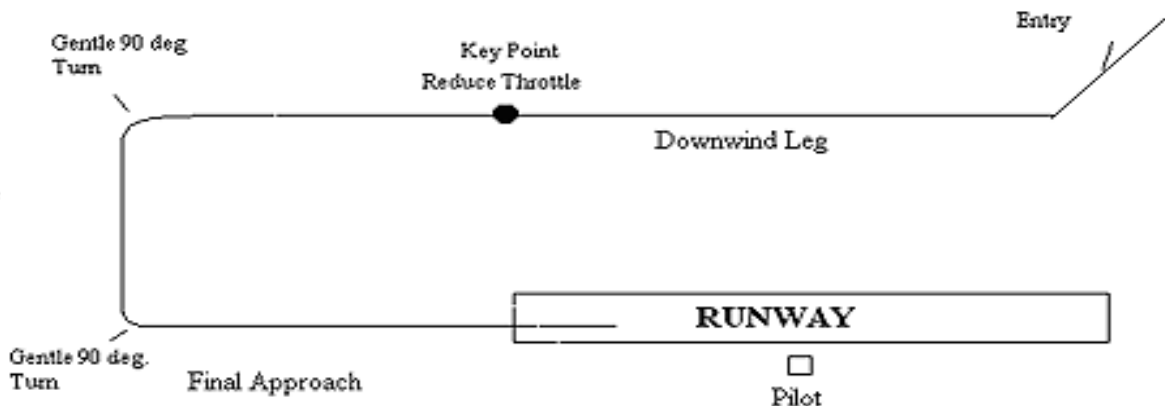
flight operations. So . . . WHO ARE THESE PILOTS??



SAFETY CORNER



This month the Safety Corner is going to be about the landing pattern, something I had addressed a few weeks ago after an incident that happened at Front Royal during an Ad-hoc day. In a nutshell, the decision to land in the grass was made because there was a glider and towplane already in position on the runway. So.... let's talk about the landing pattern and your options, and maybe



some Aeronautical Decision Making (ADM) that we learn about as we're doing ground school getting ready for our Private or Commercial oral exam.

Please ignore three of the points in the image that appears at the bottom of this page – I grabbed this image from Google-it was from a Radio Control page. The geometry is essentially correct]

- Key Point/Reduce Throttle...obviously does not apply (except for the tow pilot)
- Pilot standing next to the runway.
- We fly right hand traffic at Front Royal.

The first part that we all agree, and is covered in the Airmen's Information Manual (AIM) is that the standard landing pattern has a 45 Degree entry, a downwind, a base, and a final leg. Now, here comes the first debatable point...When should somebody announce "Front Royal Traffic glider ABC on the 45 for runway 28, Front Royal"? Should it be two seconds before they turn downwind? Should it be 5 miles away, but knowing you're coming back into the pattern and figure, "well heck, I'm on the 45 and will be on the downwind shortly"?

Maybe here's a way of thinking about it. Plenty of us thermal close to the airport, not wanting to land out. We, on the ground are wondering when/if you're coming back. Your call on the 45 is a trigger for the folks on the ground and for others thinking about returning to Front Royal. My personal opinion is that once you've made the call on the 45, you're committed to entering the

landing pattern and have served notice to those

on the ground that you'll be there shortly. FWIW, I think the average time from that call to crossing the threshold is 2:30-3:00 minutes.

So, does that 2:45 give enough time to launch a glider? I think that depends. I do know that we want to be expeditious as the launch crew, but we also know that rushing is typically not a good thing. If I'm the ADO, I have to make that decision-whether or not we're going to push out-based on circumstances, really the experience level of all involved. Typically, I think if you're short of the runway, then just stay there. The harder part is that if you've already pushed out, do you hang out, do you rush to get them launched, or do you pull them back on to the "safe side" of the hold short (aka, back on to the taxiway)?

That's well and good for the tow pilot, the launch crew, and the glider crew, what about the pilot who just called inbound on the 45? This is where ADM and COMMUNICATION come into play. If you're a student pilot, you might be concentrating on holding airspeed and hitting the gates, flying the pattern. If you're William Bank, savvy and cool, you're probably aware that the previous glider just cleared the runway halfway down the runway and the launch crew has already pushed Glider XYZ into position. Decision time:

The pilot can communicate "Glider XYZ and launch crew, hold your position and I'll land long on the runway" and then better darn well here an acknowledgement. If acknowledged "glider XYZ and tow plane will remain on runway, we will wait for you to land" then the plan has been COMMUNICATED and can be executed. Awesome.

Maybe the launch crew didn't hear Glider ABC call on the 45. Hopefully as the pilot, you're looking at the runway and you see them pushing out. You're thinking that they'll be out of the way and you'll be able to land on the runway. So far so good. On downwind, however, you make your next radio call and you notice that they're still hooking up, running around, and not much progress is being made. Time to start weighing options...

On base leg, which is pretty short, you should know what you're going to do. If you cannot land on the runway for some reason, then your base leg radio call will be modified (let everybody know you're landing in the grass) and it will be geometrically shorter. It's not a crime, but it's also not ideal to have to land in the grass.

Another option, the least ideal, in my opinion, is to land on the parallel taxiway. One, it's not a runway. Two, it's narrower than the paved runway. Three, folks might be towing gliders, moving gators, etc. in the opposite directions. Your head-on view of a glider can make them pretty hard to spot. They may simply not see you coming in for landing if they're towing a glider back with the gator, plus it's hard to maneuver out of your way.

Remember folks, my few takeaways as I conclude this discussion.

1. We have standard procedures so that the dance goes well. If everybody does their part, it's like a well-oiled machine.
2. We have to be flexible enough to make a change to the standard procedure.
3. We must COMMUNICATE if we're going to go from plan A to plan B. If this is done well, we're right back at step 1...and we can all do our own part, and trust each other to do their part as well.

Remember, flying is a team sport!!!

>Erik van Weezendonk



Name that Skyliner!



- This Skyliner has approximately 480 parachute jumps.
- This Skyliner started flying at 16 years old (and it cost a whopping \$14/hr. for instructor and plane).
- This Skyliner built “UFOs” (small clear hot air balloons) that made the evening news. (I want to hear more about this- ed.)
- This Skyliner saw some real UFO’s with his father in South Dakota. (OK, I REALLY want to hear more about that! –ed.)

MEA CULPA

My apologies for the garbled text, misspellings, and grammar errors in the October issue! We’ve moved to a much simpler (but less elegant) software suite that maybe the Curmudgeon can master, in the hope that from now on the newsletter will be more readable!

>Editor



Who is this Skyliner?

If you know, respond to Reynolds Renshaw!



THANKS AGAIN, BILL BURNER!



>Photo by Jim Perlmutter

Thanks again are due Bill and Sharon Burner, our hosts at their lovely grass strip near Woodstock, Virginia for the Club’s “Away Day” on October 13. Families, gliders, kids dogs, food - - it just doesn’t get any better than this!

“The Women Who Flew for Hitler” by British award winning biographer and commentator Clare Mulley.



The women are Hanna Reitsch, who is fairly well known by military history buffs, and the lesser known aeronautical engineer, Melitta von Stauffenberg.

The diminutive five foot Reitsch became a champion glider pilot, broke world height and distance records and competed internationally in Europe, South American and the United States before the war. She also became a test pilot for German fighters, bombers, flew the first helicopter, jets, a rocket, and yes, gliders. She was instrumental in planning the 1940 German glider invasion in Belgium and flew the largest glider in history, the Messerschmitt 321 Gigant, with a 180 ft wingspan, 92 ft long, 33 ft high, weighting in at 48,500 lbs., that required booster rockets and three tow planes to launch.

Like Reitsch, von Stauffenberg also test piloted just about every aircraft type in the German inventory. Both detested each other and yet had contradictory and parallel lives and were extraordinary and courageous pilots in a pioneering male dominated world.

Worth a read. It’s in hardback and audio. I listened to it on “Overdrive” from the library driving out and back to KFRR.

>Jim Perlmutter

OH, JUST TO BE EIGHTY AGAIN!

In October MANY Skyliners joined George Hazelrigg and his family and other friends to celebrate his becoming eligible for membership in the United Flying Octogenarians (yes, that's a real organization)!!

Shane and Valerie Neitzey graciously hosted the event, complete with music by Geoff and George Hazelrigg.



SPECIAL SUPPLEMENT

Board Decisions/Discussions, Six Month Summary

The Board of Directors meet approximately every six weeks. The Board usually meets at the KFRR FBO. Any Club member is welcome to attend the meetings but should let the Secretary know if you would like to bring up something for the Board's consideration so it can be added to the agenda. The next Board meeting is scheduled for 1300 on 9 November at the KFRR FBO.

If you are interested in becoming a Board member, two seats will be up for a vote at the annual meeting in January.

Below is a synopsis of the important decisions and discussions we have had over the last six months to bring you up to date on issues the Board is working on. We plan to distribute through SKYLINES summaries of future Board meetings as they happen.

Recent Votes:

- Eliminated the one-hour minimum charge for Aero Retrieve and to just charge the actual hourly rate for the actual flight time (\$90 per hour for the Husky and \$120 per hour for the Pawnee).
- Require that all instructors either have had spin training in an ASK-21 or receive spin training from an SSC instructor in our ASK-21 prior to providing members spin training.
- Advertise the Grob and trailer for sale for \$43,900. Currently listed on Wings and Wheels.
- Authorize Shane Neitzey and Andrew Neilson to order the ADS-B out equipment and new radio for the Pawnee. We have asked that they schedule the Pawnee in to On-Wing in Winchester on a non-interference basis with Club operations.
- Reimburse Club members for club business expenses as follows:
 - Mileage for POV will be reimbursed at a rate of \$0.21 per mile.
 - Fuel for a POV will be reimbursed in full upon submission of receipts.

- Reasonable lodging costs will be fully reimbursed upon submission of receipts.
- Reasonable meal expenses will be fully reimbursed upon submission of receipts.
- Miscellaneous expenses (tolls, parking, airline tickets, local transportation, etc.,) will be fully reimbursed upon submission of receipts.

- To equip all club gliders and tow planes with ADS-B out transponders.

- Charge inactive members the difference between what they previously paid in initiation fees and the current initiation fee if they wish to return as a Full member. If it couldn't be determined what the individual previously paid, returning members would pay the difference between the current initiation fee and \$500.

Recent Discussion and other Actions:

- The Board continues to discuss how to manage the student load and student waiting list. We primarily use anecdotal data from Club instructors, and we monitor the number of days and flights each student has flown. We also take into account students that have earned their ratings. We have considered computer glider scheduling programs but determined that it wouldn't work for our club. The Board recently authorized our Membership Officer, Tim Moran, to offer membership to five individuals from the wait list.
- Discussed the spin training program and syllabus developed by John Noss. John will perform a weight and balance measurement on N321K and add the spin training requirements to the training syllabus and SPR. A new paragraph concerning spin training has been added to the Club Operations manual.
- Discussed the new "Advanced Flying Guide" being developed by Ron Wagner. The new training program will consist of unusual attitude

recovery, precision flying skills, and aerobatic training. Look for more information on this soon.

- Asked Shane to come up with “tail-flashes” to more easily distinguish the two ASK-21s from one another.

- Have been discussing the implementation of a “Square” point of service credit card payment system instead of requiring payment via check.

- We have discussed the use of the Husky for SEL pilots to obtain their tail wheel endorsements so that qualified private SEL pilots can become Club tow pilots. The Board has asked our Chief Tow Pilot (Shane Neitzey) to develop guidelines for the Board’s consideration.

- The Board has discussed putting together an “Emergency Tool Kit” to have readily available at the airfield in the event of a mishap. This is something that Burt Compton recommended during his visit. If someone would like to assist in this effort, it would be greatly appreciated by the Club and the Board.

- The Board discussed member’s physical fitness to perform duties (i.e. ADO). If members are unable to perform assigned duties it is their responsibility to notify Reynolds Renshaw. If it is a permanent condition, the member should find other ways to contribute to the successful operation of the Club.

- The Board has discussed DO and ADO qualifications and how to train members to become DOs and ADOs. Reynolds Renshaw built on what Bruce Zivic established to develop a plan.

- We have discussed replacing the Schweizer tow release hooks on both tow planes with Tost hooks. It is a great idea, but the Club doesn’t currently have the funds to complete the conversion. The equipment alone is around \$3,000. Installation costs would be substantial.

>Keith Hilton, Secretary