

Newsletter of Newsletter of the Skyline Soaring Club for August, 2020

SKYLINES

MEET OUR NEW AIRPORT MANAGER!



With the retirement of Reggie Cassagnol, the management of KFRR has been taken over by Rock Skowbo, one of the long-term tenants at the airport and a true “aviation polymath”.

Yours truly had the good fortune to meet Rock in 2017 when he generously helped Mike Ash and I replace a gas strut in our ASW-20C. He designed and built an imaginative Rube Goldberg device which worked perfectly, leading Mike and I to dub him “KFRR’s Own Angus MacGyver” – you can read an account of that in the April, 2017 issue of [SKYLINES](#).

Rock was born in Denver Colorado, grew up in California and Oregon, and currently lives in Frederick County VA. He has three kids; the youngest is 21 and a student at Virginia Tech. He also has three grand kids aged 2,2,1.

He graduated High School in 1983 in Santa Barbara California with a class standing of 8 out of 450. While in High School he was a Civil Air Patrol Cadet earning the rank of Cadet Captain. He also took flying lessons at the Santa Barbara airport, getting his Private Pilot License in February 1983.

He also worked at the Santa Barbara airport in an occupational program learning the basic skills of many jobs at an airport.

He Joined the US Air Force in December of 1983, trained in electronics, and volunteered to join a Combat Control team. Before completion of training, he received an appointment to the Air Force Academy Prep. School and then the Air Force Academy to become an Officer. In 1987 Air Force needs were changing so he elected to get out of the Air Force early, join the reserves, and complete his flight training in the civilian world.

By July 1987 he was a flight instructor (CFI) teaching people to fly (as he still does) with an eye on becoming an Airline Pilot. In December of 1988 he was hired by Westair Airlines as a Brasilia First Officer based at LAX. In 1989 he became a Captain on the Brasilia, based in Washington DC with the newly formed airline Atlantic Coast Airlines (ACA). His seniority allowed him to fly 4 different airliners at ACA where he started a family while living in Berryville Virginia.

In 1999 he moved to United Airlines and flew all the planes that United Airlines currently has in their fleet - Boeings 727, 737, 757, 767, 777, 787 and The Airbus 320. He's currently Captain on the Boeing 767. In Spring of 2000 he bought land in Frederick County Virginia where he has a small farm with black walnut timber and honey bees .

In 2005 he got active in the local aviation community flying taildragger planes and Instructing the local pilots. He also purchased and started restoring WW2 Boeing Stearman Biplane.

Since 2007 he got a hangar at Front Royal Airport and started teaching and flying with hundreds of local pilots in dozens of different types of airplanes.

In 2010 he became engaged to Jane Wicker (the wing walker) with whom we built an airshow business together flying at many airshows up and down the east coast. Their Super Stearman called

"Aurora" was based here at Front Royal Airport in hangar B-15. Jane Wicker and Charlie Schwenker were tragically killed in the crash of Aurora at the Dayton International Airshow in 2013.

Since 2013 he has been flying, sometimes 7 days a week, here in the local area teaching and doing aerobatics. He and Reggie Cassagnol were great friends, and he's helped him with many tasks here at the Front Royal Airport. He and Reggie flew his Cessna 310 to Haiti after the earthquake in 2009.

In his own words, "My goal for the Warren County Front Royal Airport is to make this a fun destination for local pilots and the local community. I would like to have a community outreach to encourage youth to learn to fly. I would like to have links to the local tourist attractions to bring people in for day or weekend trips. I have many ideas and am always open for other Ideas. Having a staffed and active airport will attract local business to use this airport rather than Winchester or Manassas. My flight school is already active and students are in the pipeline for training. Today an online



scheduling app should be active to manage all the resources of the airport and flight school. "

>Jim Kellett



SAFETY, WHAT IS IT?

Anyone who rides in a car long enough will see an accident. Anyone who flies long enough will see something they really don't want to see. I've lost

friends to both forms of conveyance. We ponder safety, we hold safety meetings and we discuss accident statistics. Safety is a key concern during Flight Instructor Refresher Courses, and as instructors, we teach safety. But, it seems the thing we fail to do is to have a clear understanding of what safety is.

One way to think about safety is to define what it is not: a lack of safety results in accidents. Another way to define safety is in terms of accident statistics. But statistics derive from data, and all data come from the past. Safety isn't about the past. We know what happened in the past and we're not going to change it. Our concern is about the future. Safety is a concept closely related to uncertainty, and the mathematic of uncertainty is probability theory. I like to think of probability theory as a framework for thinking logically about the future. Statistics, on the other hand, is a framework for thinking logically about the past. Statistics seeks answers to the question, what conclusions are logically consistent with data? Putting it in these terms, we might agree that we would be "safe" if we could be sure of not having an accident with probability 1. But what is a probability?

Here's where it pays to be mathematically precise. A probability is simply a belief. A probability is not a physical property of something, and there is no way to objectively measure a probability. More confusing yet, you and I will certainly hold different beliefs—we will assess safety differently. And, despite that we cannot measure probability, probabilities exist only on events that are physically observable, such as heads or tails on the flip of a coin. Thus, strange as it may seem, safety is a concept that lives only in our minds. We are safe if we believe we are safe. But does this mean we will remain free of an accident because we think we are safe? Clearly not.

Another peculiar aspect of probability relates to our intuitive interpretation of probabilities. We think in terms of frequencies. I flip a coin a thousand times and it lands heads 500 times and tails 500 times, therefore the probability of heads vs. tails is 0.5

(50:50 odds). But frequencies are not probabilities. Frequencies are the ratios of two numbers, and the numbers come from the past—they are data, not beliefs. There is an interesting mathematical theorem that formalizes the transformation of frequencies into probabilities. It's called the law of large numbers, and it states that, as the number of trials tends toward infinity, the frequency tends to the sample mean (or average) with probability 1. This basically says we can interpret frequencies as probabilities, but only under some rather restrictive and untestable assumptions. Nonetheless, this interpretation is deeply ingrained in our minds, and it's what leads us into discussions of statistics when it comes to safety. One of the assumptions made to interpret a frequency as a probability is that successive trials are independent, namely the outcome of the next flip does not depend on the outcome of the last flip. Yet, in aviation safety, it is precisely this assumption that we are trying to overturn. We don't want the next accident to be the result of the same conditions that led to the last one.

To be sure, our next flight has never happened before. Statistics be damned, we need to think about the future. Think about our beliefs as though they are probabilities. Ask ourselves questions like: What is the probability that I have assembled this glider correctly? Would you be willing to bet your bank account that you have? You're betting your life on it if you decide to fly. What is the probability that I can handle this crosswind? What is the probability that I can cope with today's weather? What is the probability that I can land successfully? We need to stop looking at the past to assess our safety. It's the future that's the problem.

>George Hazelrigg



CURMUDGEON'S CORNER (AKA Musings from the President)

We've been fairly successful in conducting ad-hoc volunteer ops in the past two months, first with solo pilots only and more recently resuming instruction with various precautions to limit the risk of COVID-19 infections. For example, instruction in our two-seaters requires both pilots to wear N95/KN95 masks, and all other members to wear masks, maintain separation, frequently wash hands or sanitize, and wipe down cockpits between crew changes. I hope everybody understands that these very basic precautions are the absolute *minimum* standards we can accept in order to conduct operations in the current environment and are not likely to be relaxed in the near term future. Something that may not be so obvious is that we depend on you to exercise the same level of precautions and sound judgment in your daily lives, even when you are not at the airport. Putting on a mask just for your trip to the airfield is not sufficient to protect every other club member that you will be interacting with, sometimes in close quarters. If you choose to socialize (other than with your household family members) without a mask and social distancing, then you're putting all the other flying club members at risk when you come out to fly. So please, let's take this very seriously and not be the weak link in our efforts to fly safely.



WANT TO BE A VOLUNTEER GROUNDSKEEPER?

Rock Skowbo mentioned to me that the zero turn mower by the terminal building has the keys in it if we want to mow the grass landing area. If we have members who are willing to do this, it would really help the club (weed seeds in the face when landing sucks!). Just be sure you know how the mower works first!

>Matt Vosica



FINALLY LICENSED TO FLY WITH THE ENGINE OFF!

As a power pilot transitioning to gliders, there is so much to learn which power pilots have no idea about.



*Richard Good, New CPL(G), Socially Distanced from
DPE Piet Barber
Photo by Jim Perlmutter*

Clouds are something to fly under if scud running, or if flying along VFR under cumulus, you deal with the turbulence as an irritation and can't wait to climb up through the clouds to the smooth air on top. Turbulence is a nuisance to be reported to Flight Service. As my plane was not equipped with deicing equipment, weather briefings were used to decide whether to file VFR, IFR, or just not go, and drive instead.

Studying for my check ride I realized how much more is involved in weather to which power pilots are oblivious. From cloud streets, to wave and rotor turbulence to skew T charts. Learning about planning cross country soaring is so intimately tied into knowing what the conditions are forecast to be, what the winds will be, how terrain impacts lift, how fronts impact lift and soaring conditions.

Like all my previous check rides, the more I learned, the more nervous I got realizing how little I actually knew.

Learning the flying portion has been fun, aided by the instructors who imparted their knowledge.

Special thanks to Chris for my final prep, Ron, Bob, Joe, Joel, Piet, Chris and George.

Fortunately, doing the check ride as an add on, I was saved a substantial amount of time on the oral portion. Piet is very good at using scenarios to elicit the correct answer. There were of course lots of questions as to what to do in emergencies, what the consequences of certain actions would be, both on tow, in the glider, emergencies related to fire, weather, dealing with ATC. He got me with the minimum equipment list. No, the compass is not on the list, but the harness is. Whoops. At least I knew where to find it.

We spent a lot of time on weather as it relates to gliding, types of lift, what creates good gliding weather conditions, speeds to fly but for all my studying about Skew T's and the MacCready theory, I do not recollect any questions on either topic. Though I looked at all the calculations regarding speed to fly, I must admit, my eyes glazed over when I saw the differential equations. No, there were no questions on MacCready theory. Though I studied second year calculus in college, I don't think I have used it for 40 years.

The oral being over it was off to do some flying. Piet had me treat him as a passenger. I performed a full walk around and check of the glider per the check list ensured he was properly strapped in, went through the checklist and off we went.

We boxed the wake going up. Piet had me redo one corner he was not happy with. As I was doing a commercial add on, I performed 720 degree turns to a heading, slips, stalls, both straight ahead and turning, slow flight and a precision landing. All the stuff you practice over and over.

Our second flight was a simulated rope break and return back to runway 10. As usual, we ran all the way back up to the 28 end of the runway to save some walking time.

On flight 3 he had Steve tow us over to the power plant. No, it was not on. I was sucking eggs big time

finding lift. Piet had said he wanted a covered panel return and landing in the grass with a no spoiler slip on final. No lift over the Target parking lot, none over the gravel pit, damn! Whilst still a ways from the airport he asked me if we would make it back. Yes, I replied, but we may not have enough altitude to perform a regular pattern. We entered the pattern on right base and landed in the grass, covered panel, slip and all. Piet seemed happy how I dealt with the flight except for my inability to find lift.

One more flight after this to finish out the maneuvers as I had done such a terrible job finding lift. About halfway through the flight he said the rest of the flight was mine and all I had to do was a satisfactory landing. Whew! I was able to find some really weak lift which was enough to extend my flight time all of a couple of minutes, then one more landing and that was it. Really not bad at all. Piet's love of gliding comes through as a teacher and an examiner.

To make up for my terrible day finding lift on my check ride, yesterday I went up and grudgingly came down when I could see them packing up. I could have stayed up another couple of hours the lift was everywhere! I tried to use the impromptu lesson Piet gave on thermalling over a beer at the brewery in Front Royal. Yes, I tend to turn left too Piet, and I think the lesson helped. I wonder if left or right turning has anything to do with whether you are left or right handed?

>Richard Good



SKYLINE MEMBER MAKES THE NEWS!

Being a member of this club has a fringe benefit in having in your band of brothers more than a few people with outstanding, unusual, and/or interesting careers. For example, Joe Parrish (currently inactive) was a two-term Director of Skyline Soaring Club and its President during one of

the crucial periods in the history of the club around the turn of the century.



At one time, Joe was in the running to be an astronaut, then was a Program Executive in NASA's Office of Space Science working on the Mars Exploration program, and now is the Program Manager in the Defense Advanced Research Projects Agency (DARPA) for the Robotic Servicing of Geosynchronous Satellites program. You can read about him and this program in the August issue of the Smithsonian's "Air & Space" magazine in the article "Satellite Rescue" that describes the development of some pretty amazing satellite repair robots!



CONDOR CROSS-COUNTRY TRAINING GUIDE

Do not let a virus stop you from learning how to soar cross country and fly soaring contests! You can learn and practice with Condor2, an Android tablet, and the free Top Hat Soaring glide computer. The home page on the Top Hat Web site says:

Top Hat is a project to create a glide computer with a clear user interface. To misquote Einstein, "Everything should be made as simple as possible, but no simpler."

Top Hat is based on the XC Soar software, but with an interface that is much better suited for flying. XC Soar is better in some ways, but I will come back to that later.

Top Hat can be connected through the Windows PC on which you run Condor2 to send all flight data to

Top Hat so that it appears to be in the Condor2 cockpit with you. You will turn off the GPS in your tablet and Condor2 will feed all the location, altitude, speed and vario information to Top Hat.

The Problems

There are several problems with getting started at cross country soaring using Top Hat in Condor2. The primary issue is that until this summer there has been no comprehensive user manual for Top Hat. This old technical book author—with lots of free time—solved that by writing one, giving you a step-by-step guide to setting up Top Hat and learning how to use it. It cut into my nap time, but you're welcome!

Another major issue has been getting Top Hat to connect with Condor2 through Windows. The connection process that is shown on the Condor Soaring Web site is tricky and not stable. I solved that, too. You're welcome again!

A more minor issue is getting a matching task into both Condor2 and Top Hat. There are several ways to solve that and my Top Hat manual presents those.

Next up, an overview of each of these problems so you can decide if you want to download my Top Hat Training Guide and learn from it.

The User Interface

First you need to know that Top Hat and XC Soar are nothing more than two different user interfaces (UI) for the same computing engine. That means that any work you do in Top Hat will show up in XC Soar and vice versa.

Neither UI is the least bit intuitive. While the Top Hat UI is in most ways easier than the XC Soar UI, it is not easy. Getting back to that Einstein quotation from their Web site, in my opinion they in no way made it "as simple as possible." But don't worry because my Top Hat Training Guide explains the Top Hat UI by breaking it into logical segments and then walking you through each one.

In some areas, the XC Soar UI is better—therefore, my manual points out the tasks that I think are better done in XC Soar. You can freely work in XC Soar when it is better, then close it, open Top Hat and your work will be there, too.

The Complexity

Top Hat is one of those “good news, bad news” deals. The good news is that it is highly customizable so you can make it work the way you want. The bad news is that the bewildering array of options makes it challenging to get started. I have handled that “good news, bad news” by giving you an excellent starting point for your Top Hat setup. We all think differently and fly differently, which means you will not likely use my starting setup for long. But by putting on some blinders to the massive customization options, my setup will let you quickly and easily get soaring cross country in Condor2 with Top Hat. Use it “as is” for a while and then as you learn the basics, you will no doubt begin to tweak the training setup in the user guide.

Connecting Top Hat to Condor2

I found a connection method for Condor2 and Top Hat that is simpler and more reliable than the method on the Condor Soaring Web site. This is not a “good news, bad news” situation—it’s just good news. Forget the nightmares you might have heard or read about this topic because my manual will have Condor2 connected to Top Hat on your tablet very quickly.

What About the Tablet?

I am a long-time Apple guy. I have the whole spectrum from MacBook Pro, to iPad, iPad mini, iPhone, and Apple Watch. Top Hat runs only on Android and so, at first, I just lamented the “fact” that I could not run it. But then I learned the pricing—cheap—for Android tablets and I learned that they work pretty much like an iPad. The manual includes a discussion of buying a tablet as well as external vario and GPS devices for Top Hat.

All About Tasks

After you get your Top Hat all set up and get it connected to your Condor, the manual next simplifies the task of creating soaring tasks. It will show you a couple of methods to create the same matching task in both Condor2 and Top Hat. But it will also show you a quick work-around so that you don’t need a matching task in Condor2—and that method will let you focus your attention where it matters, which is flying with Top Hat rather than becoming an expert at Condor2.

Is It Worth Your Time?

During the pandemic I have flown nearly 6,000 cross-country soaring miles on Condor2. I got started after a discussion with Scott Manley, the glider CFG who has a monthly column in the Soaring magazine that is dedicated to Condor2. He knows a pilot who was new to soaring and who wanted to fly in contests. But it seemed like it would take him years to learn how and he did not want to take years. So, he got Condor2 and Top Hat and flew a lot of virtual tasks and contests. He finished third in his class in his first contest and won his class in several contests during his first season. So, yes, you can learn a lot about cross country soaring and soaring in contests by flying in Condor2 with Top Hat. And trust that there is much to learn. You’d better get started:

<http://www.skylinesoaring.org/docs/Manuals/TopHatTrainingGuide.pdf>

>Ron Wagner



The Story Behind the Presentation at the 2019 SSA Convention

For many years, 1-26 Association president Wick Wilkinson had tried to get a slot to make a presentation on the 1-26 to the SSA Convention. He was frustrated that the powers that be were more interested in more esoteric aspects of soaring than the story of what was once the backbone of soaring in the United States of which hundreds are still flying. When I took over the president's job, he passed that task to me. As soon as the call went out for presentations for the 2017 convention, I got on the email and requested a slot. As luck would have it, the man in charge of the presentations was Jay McDaniel, a 1-26 enthusiast who is the Association's Sweeps Stakes chairman (watch the presentation to find out what the Sweepstakes are!) Of course, he agreed right away. We had the first confirmed slot to present at the 2017 Convention. Beginner's Luck! So now what?

Wick and I put our heads together and tried to outline a presentation that blended the rich history of the type with a celebration of its capabilities (not as modest as one might think) and some of the not-so-well known facts and stories of the 1-26. We lobbed titles back and forth until finally settling on "The Little Glider That Could: Six decades of the 1-26." Then I got to work. John Noss agreed to teach me enough Power Point to get me started, Bill Vickland opened up his 40-plus years archive of 1-26 photos and lent me every book written by the Schweizers, and the 1-26 community at large showered me with info and pictures. For example, a very busy Jim Payne of Perlan fame took time from setting world altitude records to send me a nice write up with pictures.

The presentation evolved and expanded as I dug deeper into the history of the 1-26. Connections to the 1-26, often surprising and fun, run all through the history of soaring in the United States. Then it became an issue to trim it all down to 45 minutes for the convention. After I presented in 2017, I put the slides on the 1-26 Association web site. Many of the comments I got were, "That's nice, but I'd like to hear the narrative." I wasn't sure how to do that other than having it recorded while I gave it,

something the SSA discontinued with the Reno convention. Fast forward a couple of years and I got the call to reprise the presentation at the 2019 convention in Little Rock. Again, no recording, but I resolved to get the voice track on it this time. Fortunately, I was able to find out how and it was pretty easy. (The Power Point part that is. Talking to a computer screen instead of an audience was hard for me.) Then I was able to save it in movie format and post it to You Tube. Here is the link: <https://www.youtube.com/watch?v=Dra46jXBrY>

The video lasts just shy of 50 minutes and has had some 360 views so far. It is packed with some wonderful eye candy (1-26s are anything but pure white plastic!) and interesting facts and stories. It was interesting and fun to put together. I hope that you enjoy it.

>Dan Ernst



BOARD HIGHLIGHTS **Keith Hilton, Secretary**

The Board of Directors met on July 16th via online ZOOM video teleconference. Various Club members also attended the teleconference. As I've said before, the Board values the opinions of Club members and includes these opinions in their deliberations and decisions. If you would like to attend any of the online ZOOM meetings, Brian Clark always sends out a notice and will provide the link to the meeting if requested.

The main topics of the July 16th meeting were: a treasurer's update provided by Steve Rockwood, an update of the Club's COVID-19 guidelines, an update on the Friends of Front Royal Airport by Matt Vosika, and a Week of Training proposal from Piet Barber.

Steve Rockwood presented a very thorough treasurer's report. The report was very close to the

predictions that Steve presented previously when he analyzed the results of the COVID-19 shutdown. The Club is still in a financially stable condition with over \$63,000 in the bank.

I asked the Board to consider eliminating the rule: “No guest, including family members, on the field” and to allow guest flights. The Board voted unanimously to eliminate the rule and allow guest flights as long as the guest wears the proper PPE and adheres to the Club’s other COVID-19 protective measures.

Matt Vosika, the Club’s representative to the “Friends of Front Royal Airport” support group gave the Board an update on the group’s latest meeting. He noted that the new airport manager, Rock Skowbo is the spokesperson for the airport and Friends of Front Royal Airport group to the Warren County Airport Advisory Board. Matt also provided an overview of some of the areas that the support group would like to see addressed such as required pavement repairs and also hangar availability and fees. He also noted that the “Friends” are very supportive of our Club and are happy to have us at KFRR. Matt said that Rock is actively trying to make KFRR a destination airport and will be sponsoring such things as fly-ins. Thus, we should look forward to much more activity than we are used to at the airport. Let’s make sure we play well with all the other kids!

Piet Barber addressed the Board on the possibility of conducting a Week of Training this summer. He received 24 responses in 24 hours on his survey of members interested in a Week of Training for 2020. Piet asked Chris Norris to contact Larry Stahl (Petersburg Airport) about conducting the week of training at Petersburg. Chris noted that Larry would very much like us to come to Petersburg again this year. He did note that the large hangar that we used to store our gliders and tow planes is full of junk right now. However, Larry said that later in the summer the junk might be removed by the proposed date of 10 August.

Piet told that Board that 14 respondents were in favor of Petersburg, 7 were in favor of Front Royal. 17 respondents preferred the week of 17 August. 10 - 14 August appeared to be the best bet to hold the Week of Training. Survey respondents were interested in pre-solo prep, check-ride prep, and cross country flying. Some wanted to fly the Discus and Sprite. 11 members wanted to fly their own gliders.

Piet has been losing sleep over the concerns with the unknowns of the COVID-19 virus. He noted that the participants would be required to observe strong protection measures and that there would be less socializing.

The Board voted in favor of Piet’s request to hold a Week of Training at either Petersburg or Front Royal.

The Board continues to discuss return to “Normal” operations. At the July Board meeting, Brian Clark took the action to survey the Club members to determine if there was a sufficient number of members that would volunteer for the development of a “formal” duty roster instead of ad hoc operations. I’m sure you saw, and I hope you replied, to Brian’s survey.

Brian presented the results of the survey sent to members. Thirty-six members volunteered to fill duty crew positions. Bill Burner stressed that the Duty Crews would still only be made up of volunteers. The discussion veered into the proposal that instructors could also be qualified and fill the position of Duty Officer. John Noss noted that an instructor could not effectively be a DO and the Duty Instructor. Following John’s comments, the Board consensus was that it wasn’t prudent for an instructor to also fill the Duty Officer position. The motion to have Mike Ash publish a “Formal” Duty Roster with the list of member volunteers did not pass; the majority of the Board favored maintaining status quo of ad hoc operations staffed by volunteers.

There was a Board meeting on July 30, past the deadline to be reported in this issue; the next Board meeting is tentatively scheduled for 13 August 2020 via ZOOM.



Have you provided your current Emergency Contact Info?

Have you added a Bio to your membership profile?

Emergency Contact Info

Skyline wants to make sure that we have up-to-date emergency contact information for all club members. If anyone has a medical situation while at the airport, it would be imperative to be able to contact a family member or friend. Please take a moment and go to our website to check your own record. If this field is blank or out of date, you can send me the new info, and I will update your record.

You can check your record by going to this link: <http://members.skylinesoaring.org/MEMBERSHIP/> And then click on the magnifying glass to the far right of your name. Look for the field titled "Emergency Contact Information".

Biography

Did you know that you can add a Bio to your online profile? It's a great way to share your background, and a perfect way to let other club members get to know you better. If you don't already have a Bio in your profile, please take a few minutes and add one! You can even add pictures or a link to a web page. Many Skyliners already have Bios online, which you can read on the membership page: <http://members.skylinesoaring.org/MEMBERSHIP/> To create your own Bio, simply go to the above link, click on the magnifying glass to the far right of your name, and at the top left of your profile page, there is a link to either create or edit your Bio.

If you have any trouble making this work, just let me know and I would be happy to help.

>Tim Moran



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

Jim Kellett - *President*

Directors

- Brian Clark
- Bill Burner
- Evan Dosik
- Jim Perlmutter
- Ken Ring
- Dick Garrity - *Ex officio*

Keith Hilton - *Secretary*
Steve Rockwood - *Treasurer*

John Noss - *Chief CFI*
Shane Neitzey - *Chief Tow Pilot*
Chris Carswell - *Chief Duty Officer*

Erik van Weezendonk - *Safety Officer*

Tim Moran - *Membership Officer*

Ken Ring - *Hangar Meister*
Ertan Tete - *Field Computer Meister*

Mike Ash - *Duty Roster Chief*
Piet Barber - *Webmaster*
Brian Clark - *Assistant Webmaster*
Jim Kellett - *Newsletter Editor*

David Collier - *Tow Vehicle Meister*
Andrew Neilson - *Tow Plane Chief of Maintenance*
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*
Matt Vosika - *Organizations Liaison Officer*