



SGS 1-26s in Hibernation

Greetings Fellow Skyliners

Pete Maynard

I'd like to introduce myself as your newly elected president for 2020. I am honored to have the opportunity to serve our club in this position for the next year. Although we are a relatively small organization with about 100 members, we almost exclusively interact with each other during operations days at FRR and the nature of that interaction often leaves little opportunity to truly get to know our fellow club members. To that end, I'll give you the "CliffsNotes" (younger members, feel free to Google it) version of my background.

I graduated high school in 1973 and decided I didn't want to go to college, I wanted to work. Well, after WORKING for a year (60 hours/week pumping gas), I decided I DID want to go to college. I got an AS, in Law Enforcement at a community college and a BA in Economics at a state college. I worked as uniformed Patrolman in NJ for a year and a half, then took a leave of absence in the fall of 1979 to join the Air Force Reserve (AFR) and attend officer and pilot training (T-37 & T-38). Came back to NJ, returned to the police department and began flying C-141s out of McGuire AFB, mainly to Europe and Canada/Greenland but some domestic, Central/South America and rarely the Pacific. I left the police department in 1983 and joined

the Drug Enforcement Administration (DEA) as a Special Agent and had assignments in Newark, NJ and Detroit, MI. With the transfer to Detroit, I changed AFR units and began flying C-130s. After two years as a street agent in Detroit, I transferred to the DEA's Air Wing, but it was short lived.

In March, 1985 I joined United Airlines. I have been based in Chicago, Cleveland, back to Chicago, Los Angeles, back to Chicago and for the last 20 years of my career was based out of Washington DC. While working for United, I completed my AFR career, flying the C-130 for 20 years at Selfridge ANGB, MI and General Mitchell ARS, Milwaukee, WI. After 24 years of flying I had a one year assignment as an AF liaison to the FAA and then five years on the Air Staff at the Pentagon retiring Dec. 31, 2009. During my 35 years with United, I was a Flight Engineer (B-727), Co-pilot (B-727 and DC-10) and Captain (B-727, B-737, B-757, B-767 and B-787) retiring Dec. 31, 2019.

I live in Berryville with my wife Anne. We have two grown daughters, Kim (33) and Casey (29), four Labrador Retrievers and will celebrate our 39th anniversary this year.

In this first introduction to you, let me share a few of my beliefs and observations.

First and Foremost: **SAFETY**. Here is my position on safety. **"Safety is Paramount in Everything we do. In a peacetime operation, there is NEVER a reason to compromise safety."** That was drilled into me for my 30 years in the military, and in my 35 years with United, I never found a peacetime operation that justified compromising safety. PLEASE, take safety seriously in everything we do. Let's all watch out for each other, encourage and compliment somebody when we notice something done right, and counsel each other if we observe something that has the potential of compromising safety.

Second: Communication. Without open, honest and continuous communication we can't act as a single cohesive body for a common goal. It is important for the Board and the Chiefs as well as the Meisters to clearly communicate with the

membership. We all have to be "in the know", and on the same page. The other side of that coin is that "management" cannot operate in a vacuum, and we are not mind readers. The collective knowledge of the membership is certainly greater than any one individual or small group. The Board needs your input. Good input. If you have a complaint, please bring it up, but also please bring a suggestion to help start the process of resolving it. If you have a concern, please bring it up. We can discuss it and work to address the concern. If you have a suggestion, we need to hear it.

Third: Teamwork. This is simple. We are a CLUB, not a commercial operation. As a club, we ALL pitch in for the common good. In a commercial operation, you pay for the services you receive. In a club, you pay with your time, effort and participation. Not to be Debbie Downer, but I have seen a handful of people doing way more than their share, and too many people content to be enjoying the fruits of those labors. When there is a need for somebody to transport a glider, disassembly, assembly, inspect the club trailers, fill the gator fuel cans, help the tow pilot refuel (the tow pilot should NEVER have to fuel by himself), push, pull or retrieve a glider..... lend a hand.

Fourth: We are a club and a social family drawn together by a common avocation. Some are novices, some are experts. Some are intense and passionate while others are more relaxed. Some are eager to learn and push themselves to higher levels yet others are completely satisfied with the level of their participation and accomplishment. There is no right or wrong. There should be only one criterion for success and that is safely enjoying the sport, at the level of your choosing. I would like to see increased opportunities to us to grow closer as a club, as individuals sharing a common yet exclusive bond. See you at Burner day and hopefully many more times!!!!

>Thanks, Pete



THE REST OF THE STORY!

(For those of you who remember Paul Harvey's radio show, here's "The Rest of the Story" of Brian Clark's "A ROAD TRIP TO SEMINOLE", the first page of which was in the January issue)

I cannot say enough about the joy it was flying with Jan Driesson. Jan is 83 years young, a former (very former) Dutch air force pilot who has racked up close to 30 thousand glider flights. One thing that might help sum up Jan's personally is his declaration that, as soon as he gets a new issue of soaring magazine, he always pages to the "Final Glide" section to make sure he's not in it! Suffice it to say, Jan's teaching style worked very well for me and by the end of the first day, we had racked up 10 flights and my comfort level had increased immensely despite the knowledge that I'd be doing back to back checkrides in a new glider at a new venue. We proceeded to do ten more flights on Wednesday, interspersed with 10+ hours of ground school where Jan grilled me on knowledge items sure to come in the next two days.

My examiner for both days was Kyle Pack, who handled things with the utmost seriousness and professionalism. I could write a whole separate article about the check ride experience, but I will just say that the high level of preparedness which Joe Lingeitch assisted me with really proved to make the difference.

It should be noted that my Dad, Tom Clark, proceeded parallel to my experience to earn his Private Pilot Glider rating (an add on to his powered rating) on Saturday, shepherded by another of Seminoles instructors, Steve Gibb.

The Seminole lake operation is not the most organized of places at times. The trainers they have, the Blanik I mentioned and two Grob-103s are not in the greatest of shape. Their tow planes, all Pawnee 235s, are kept hangered at all times and thus much more resemble the shine we expect on SSC equipment. All of this said, the high quality of

instruction and the seasoned flying of Seminoles tow pilots more than made up for some of the minor shortcomings. Also, there really is no substitute for being able to get in 10+ flights a day. My Dad ended up with a total of 42 flights, equaling roughly what it took from me to get my rating. The difference is, it took me 10 months to achieve this, wherein it took him four and a half days!

Cost wise, I paid roughly \$2500 for flights and instruction and his bill ended up being around \$4000. I estimate this to be about 50 percent of the cost of same training/flights at SSC.

If you've got the time and resources, this is certainly the way to go to achieve either an initial rating or to finish up a Commercial and/or CFI.



DOOFUS REPORT NUMBER TWO

Erik van Weezendonk

Actually, two instances with a common theme ...assembly checks, plus Preflight Control Checks (Preflights) and enhancing that...making it a Control Integrity Check. Again, simple cut-n-paste from the submitter

1. Flying out of the Warrenton Soaring Center, in a SGS 1-23H. Background: for those not familiar with this plane, the aileron hookups are made by placing the slotted ends of the pushrods over a T-shaped horn that rises vertically from the torque tube. There are holes in the horizontal ends of the horn and in the slotted ends of the pushrods into which small (ca. 2 cm.) pins are secured and safetied. If one uses a separate safety for each side, they are very tiny, hard to get at, and easily dropped into the bottom of the fuselage, so most pilots use a single large safety and thread it through both of the pins.

At an altitude of ca. 100' on tow, I heard a very loud PING behind me. There was no change in controllability, but I realized that SOMETHING was not as it should be. A few seconds later I observed that the right aileron was simply trailing in the airstream. Since I still had

controllability, I continued the tow to altitude and released so I could experiment with whatever issues that might entail. I discovered that I could turn, but uncertain if I might lose the left aileron, all my maneuvers were very gentle. I descended into a large pattern with very shallow turns and landed uneventfully.

I then discovered that the safety, which WAS closed, had passed through only the left connection, but was UNDER the pin on the right side - - although by visual inspection it APPEARED to secure both pins. (The PING had been the pin flying out of the horn with sufficient force to make a loud noise.) A proper control integrity preflight would have detected this. Since the plane was tied down assembled, I have no idea how long I might have been flying in this configuration. And it may be worth noting that a simple preflight control check would NOT have detected it, but a proper Control Integrity Check (CIC) would have.

2. Flying out of the Flying Car Farm in Lovettsville, VA in a Cirrus which was stored, assembled in a hangar. However, after returning from a rally and assembling the glider, I decided the conditions were not suitable for a flight, so returned the glider to the hangar.

The next flyable weekend, I pulled the assembled glider out of the hangar, thinking "don't need a control check since it's already assembled". On takeoff behind a Scheibe SF-27 motor glider I observed an unusually long ground roll, even for this relatively underpowered towplane (which we'd been using for some time). At about 100', and over the threshold of the runway, I observed the left spoiler fully deployed. Our rate of climb and airspeed precluded the towplane attempting a turn, and I was unsure if, in free flight, I could even make a right turn! If we kept climbing at ca. 50 fpm, we'd be in West Virginia before I could safely release. There was one possible handout field to my right, so I elected to release and attempt a right turn, hoping to either (a) make a complete turn to the takeoff runway or (b) put it into the handout field. I was successful in partially making (a) work, landing

diagonally across the fortunately quite wide threshold of the runway.

Never skip a control check! It may be worth noting that both these instances occurred before it became *de rigueur* in the soaring community to perform both CIC upon assembly, and control function in the preflight.

Okay, I'm going to summarize all of that: Plan for the routine and make sure you don't confuse being routine with allowing yourself to get complacent. If everybody does their part, we're "ops normal" and things flow nicely, like a good dance or an orchestra. However, we've got to know our "what if" and follow on actions, at all times. Finally, I'd like to heartily thank the submitters of these Doofus Reports for sharing with us, so that hopefully we read them and DO NOT REPEAT THEM!!! That's called learning!



WHO'S ON THE DUTY TEAM 'VARSITY'?

Bob Sallada

It may sound strange but when I first see Mike Ash's new segment of our Duty Roster, I check who I'm teamed with each time I'm on the schedule. I may think 'wonderful, I'm with a 'varsity' DO, Tow Pilot, and ADO. Can't wait!' or I may think something else related to how much I've seen of the folks involved, or past experiences that make me wonder about their qualifications and 'team capacities'. As one who has enough time on his hands to have been around Club operations a lot over a number of years – has previous experience with some rather 'dynamic' types of aviating – and has some credentials in the area of aviation training; my tucker-bag contains many 'sea stories'. Here's what I think. Strictly one man's opinion.

To do it right, you **gotta** be current in whatever it is you're doing (particularly when safety is involved). You can have 50 years of experience, say, flying gliders and still be pretty far out of the loop in terms of how the Club operates in conjunction with our FBO. You may

have been standing the DO duty for decades but now only do it about once a year and haven't flown a glider for about the same amount of time.

On the other hand, you can be a relative 'newbie', but a hard-charger who takes the initiative and pitches in very quickly to be both comfy and confident even on that first assignment as ADO. My 'varsity' includes both 'old salts' and relatively new folks. While your 'varsity' and my varsity may not be identical, if you're someone who has been routinely engaged, I'll bet there's not much difference between them.

A large amount of times, you can 'wing it'. No one will dare foul the runway or land-out on *my* watch, and there certainly won't be a need to know where the fire extinguishers are or how to use them.

We currently have a luxury of having a large number of members designated as qualified to stand duty in all four duty team positions. I've frankly never understood what it is that signifies someone as 'qualified' to be a knowledgeable and truly capable duty stander. Is it solely the fact that the member has done it before? And, Is our process for training brand new folks solid?

In a 'voluntary' outfit such as ours, having lots of candidates can be sorta neat – it means that you'll be assigned that less frequently. The other side of that coin is the safety aspects of this glider-flying hobby of ours. Personally, I would never feel comfy instructing at the rate of being one of seventeen instructors would permit – I gotta instruct at least every two or three weeks.

Maybe a worthwhile winter project would be to square away every aspect of our Club training programs and start the new season running.



SKYLINE CYCLING CLUB

This month it's your Editor, the Curmudgeon himself! An avid touring cyclist when younger, he's done a coast-to-coast, Maine to Florida, the Mississippi River, and others.



Here he is celebrating his October birthday with one of his sons by riding in the Seagull Century in Salisbury, MD on his recumbent cycle.



BOARD MEETING HIGHLIGHTS

Keith Hilton, Secretary

The Skyline Soaring Club Board of Directors met for a Board meeting after the Skyline Soaring Annual Membership Meeting on 25 January 2020. Pete Maynard, Bill Burner, Evan Dosik, Dick Garrity, Ken Ring and the two newly elected Board members Jim Kellett and James Perlmutter attended. Joel Hough attended as a guest.

Pete Maynard was elected Club President, Keith Hilton was re-elected Club Secretary, and Steve Rockwood was re-elected as Club Treasurer. According the Skyline Soaring Club by-laws, as the previous President, Dick Garrity will continue on for the next year as a voting Board member. Keith Hilton, as Club Secretary, will support the Board as a non-voting attendee with the responsibility of recording Board meeting minutes.

As usual, the Board discussed management of accepting new student members (individuals requiring glider flight instruction) from the wait list. The Board voted to delegate management of the student load to John Noss (or the current Chief Flight Instructor) and Tim Moran (or the current Membership Officer).

It was noted that FAST flights are beneficial both financially and for positive public image/relations. To minimize impact on Club operations SSC generally limits FAST flights to two per weekend. It was noted that there are many weekends with only one, or no FAST flights. The Board will investigate options for increasing FAST flights without adversely impacting normal Club operations.

The Board had an extensive discussion on using the Husky for initial tail-wheel training and qualification of new tow pilots. The Husky is a valuable Club resource and the Board feels it should not be used for training other than as currently provided for in the Club Operations Manual and the Club Tow Pilot Manual.

The Board discussed the status of selling the Grob. Dick again noted that there has been very little interest from the soaring community in purchasing out Grob. The Grob is currently advertised (Wings & Wheels) for \$43,900. The Board agreed to offer the Grob to a Skyline Soaring Club member at 10% off the current advertised price (\$43,900) which makes the ship available to a SSC member for \$39,510.

Even though Steve Rockwood presented an annual cost/income analysis for each glider, the Board asked Steve to analyze the cost per flying hour for each glider. This would help the Board determine if there is a need to increase the rental rate for each glider.

The Board discussed the possibility of acquiring an additional hangar if one became available. That would allow us to move the Husky to this new hangar and use the Husky slot for the assembled Discus. We may have to remove an additional wall panel, but the Discus should fit. That would also open up an additional slot to sublet for a private trailer and glider. Although this would offset the cost of the additional hangar the Club relies on annual dues to cover Club fixed costs (hangars, insurance, etc.) and an additional hangar would drive an increase in Club dues by around \$50 to \$60 per year per member. The Board members were unsure if the benefit would be worth it to the Club.

The Board locked in 24 May for the Spring Family Day at Bill and Sharon's field in Woodstock. The backup day would be 25 May. That is the Memorial Day weekend.

It was noted that Ertan Tate is rebuilding the old larger Club DO laptop. It should be ready for beginning of Club operations in March.

The Board again discussed an Advanced Flying training program. Since the two new Board members did not have the opportunity to review the proposal, the Board tabled the discussion until the next Board meeting.

The next Board meeting is scheduled for immediately after the Club Safety meeting on 29 February at the Front Royal fire house.



HIGHLIGHTS FROM THE 2020 ANNUAL MEETING

Photos by Even Dosik



Socializing With Doughnuts!



Trophies For Exceptional Achievements!



Shane With Longest Distance Flight Trophy!



Skyline Soaring Club, Inc.

is a private, 501(c)7 non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America.

For information about the club go to

www.skylinesoaring.org

Directors

Pete Maynard - *President*

Bill Burner

Evan Dosik

Jim Kellett

Jim Perlmutter

Ken Ring

Dick Garrity - *Ex officio*

Keith Hilton - *Secretary*

Steve Rockwood - *Treasurer*

John Noss - *Chief CFI*

Shane Neitzey - *Chief Tow Pilot*

Erik van Weezendonk - *Safety Officer*

Tim Moran - *Membership Officer*

Reynolds Renshaw - *Chief Duty 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*