

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



SKYLINES

Photo by Dick Otis

SAFETY MEETING SATURDAY, FEBRUARY 19

Eric van Weezendonk

Giving you some quick heads-up about this year's meeting.

1. It will be longer than I would like. I want it to be about training, education, safety.
2. There will be a quiz. Please bring one blank piece of paper and a writing instrument.
3. The quiz will be 10 questions, mostly from the Ops Manual. Read it prior to the meeting.
4. We will talk about accidents, prevention, scenarios.
5. We will talk about what I've learned regarding Pete Maynard's accident from standpoint of NTSB and FAA. We will not try to recreate, solve, fix, identify. It's not the time, nor the place.
6. We will discuss landouts, trends, ATC (see above topic #1), PAVE (Google it, under aviation)

7. There will be a quiz for those in attendance. Those who cannot make it will take the same quiz, and have an essay as well prior to being signed off for 2020 season. This encourages folks to attend the Annual Safety Meeting.



HIGHLIGHTS FROM THE SSA CONVENTION

At least six Skyliners joined several hundred soaring pilots from all over the world in Little Rock, AR for the 2020 biennial Soaring Society of America Convention. There is always SO MUCH to do and see at an SSA convention, it's really hard to describe! There are presentations, awards, a huge exhibit hall, social events, and just general schmoozing with people you've just read about or heard about. Sometimes the most interesting parts of the convention occurs in the bar with friends you haven't seen in a couple of years!

For me, I think the most memorable event was having breakfast with the winner of the Standard Class Women's World Gliding Championship – Sarah Arnold – at the Women Sailplane Pilots Association breakfast. Here' the curmudgeon with Sarah (center) and her two teammates, Sylvia Grandstaff and Kathryn Fosha. Oh, and besides being the best female standard class pilot in the world, she has racked up 3,000 hours in the back seat of a 2-33 giving instruction! Now THAT takes stamina!



Jim Garrison really liked the competition pilots' breakfast where JP Stewart and Daniel Sahzin gave a great talk about their flying at the Junior Worlds championships at Szeged, Hungary in August, 2019. It was very gratifying to see the progress their skills have made over the past years by flying in International competitions. Daniel Sahzin also gave a very interesting talk on Thursday morning about decision making in soaring, based on his work on cognitive neuroscience. The work is evaluating how a pilot's attitude toward risk affects their decisions during flying, and Interestingly enough, suggests that people with risk adverse personalities may have trouble making good decisions when things start to go south. his may seem counter intuitive, but what may happen is that pilots will inadvertently do risky things to avoid doing something they consider risky. First time I had ever heard this concept explained in this way and provides a good reason to plan for all eventualities. Finally, the three women on the US Team who flew the in the Women's World championships this past January at Lake Keepit, Australia gave an inspiring presentation about how they approached the contest. They told a rapt banquet audience about their efforts to prepare for the contest and help Sarah Arnold become the first US pilot to win a

World Championship since Doug Jacobs win at Reiti, Italy in 1985.

Piet Barber, our very own Chief CFI and DPE, received not one, but TWO awards at the Membership Meeting on Saturday!



Here he is, receiving the award for the most active CFI in SSA Region II by SSA's Chairwoman, Ann Lafferty. Piet also received the SSA Certificate of Appreciation for his extensive efforts as both a glider instructor and a FAA Designated Pilot Examiner. "Piet is one of the unsung people in our sport who has a great love of soaring and selflessly works to provide instruction, guidance and support to pilots in multiple clubs on the East Coast."

Dan Ernst almost didn't go to the SSA Convention in Little Rock this year, but he was asked to reprise his presentation from the Reno convention on the history of the 1-26, "The Little Glider that could: 60 years of the 1-26."

This convention was packed with great presentations, vendor and manufacturer displays and more pretty white gliders than you could shake a stick at (I am a devotee of the 1-26, but that doesn't mean I can't window shop, does it?)

However, for Dan the highlight of the convention was the final banquet and the presentation made by the three members of the US Women's Soaring Team that recently returned from Lake Keepit, Australia. Sarah Arnold walked away with the top hardware and pretty much blitzed the competition on her way to becoming world champion. She, and her two teammates Kathy Fosha, and Sylvia Grandstaff put together a presentation that was part personal history, part travelogue and part report on the contest and their flights. Each of these women is accomplished in areas other than

sailplane racing. Arnold owns Chilhowee Glider Port and is a DPE, CFI-G and IA. Fosha is an engineer with Northrop-Grumman working on the Global Hawk program and Grandstaff is an Army helicopter pilot with 700 combat hours in Afghanistan flying the CH-47 Chinook and she is a graduate of the US Navy Test Pilot School.

Their preparation was packed with pictures, videos, and information slides. It was informative, humorous at times, and the listener got a pretty fair idea of just how much hard work goes into fundraising and getting ready for a contest on the other side of the globe. The presentation was filled with gratitude and love for their supporters and the love was returned by those in the room who valued their hard work and superior flying ability. They made us all proud to say Sarah Arnold – World Champion!



DUFUS REPORT: Loose Ballast Weight on Tow
Anonymous (van Weezendonk comments are in italics)

The pilot had landed his fiberglass sailplane on a very rough day. The proprietor of the operation asked him to take up a demo passenger in a 2-33. The ship was on the line and presumably had been readied to fly, having been flown that morning.

The passenger became airsick soon after takeoff, and the pilot landed, disposed of the sack

(*YECHHH*), hosed out the interior of the ship (*more YECCHHH*) and returned it to the line.

Another demo passenger wanted to go fly (*brave soul!*) and the pilot agreed to take her. Having just finished the previous flight, he did not run an inspection. On tow, after the first left turn, which had been made quickly to get out of a downdraft area near the ridge, the stick jammed to one side after a motion to counter a gust. The glider pilot released from tow and holding the ship in the turn, necessitated by the side-tilted stick, asked the passenger to get her foot, camera, handbag, or whatever it was out of the way so he could move the stick. She reported that a large red thing with a bolt sticking out of it was against the stick, and sensibly removed it. The was the ballast weight, normally secured in its holder with the bolt and safety pin, but that should not have been in place with the passenger aboard.

Had someone put the weight into the ship when the pilot was not there, simply so it wouldn't get lost? Or was it supposedly secure but not properly?

HERE COMES THE KICKER....

This pilot reports that he is now convinced that it is the responsibility of the pilot about to fly to inspect the ship, regardless of who seems otherwise responsible for it.

AKA....IF YOU'RE FLYING, AND YOU ARE THE PIC, THEN ACT LIKE A PILOT IN COMMAND!



WSPA 43rd Women's Soaring Seminar

NEW ENGLAND SOARING ASSOCIATION
SPRINGFIELD, VT

August 24-28, 2020
Hosted by NESAs
Springfield, Vermont

WSPA seminars offer soaring for all experience levels

Information and registration at www.womensoaring.org

Skyline members spend Super Bowl Sunday doing something important!



Like assembling XZ. Thanks to this team including (at the tail) Erik van Weezendonk, Pete Melanson, Keith Hilton, Allison Diaz and Keith Hilton; at the cockpit, Shane Neitzey; not shown, Jim Perlmutter and Clark Lunsford



HIGH TRAFFIC INTERSTATES IN THE SKY

Erik van Weezendonk

A great article by Mike Taylor in SOARING! To summarize, this airline pilot, Mike Taylor, wrote an awesome article about how gliders share the airspace with plenty of others. More importantly, sometimes it's very busy airspace. Though he flies near Minneapolis (a major hub for Delta-formerly Northwest) in his glider, he also flies there for his airline job. So he did the work and starting teaching some of his fellow club members about Instrument Flight Rules (IFR) traffic that shares that airspace. Why do WE at SSC care? Because we have the same exact situation by being only 36NM from Washington Dulles (IAD). I'd attach the pics, but will save that for the Safety Meeting. In the meantime, three related thoughts:

A. There is an NTSB report from a number of years ago where a solitary glider collided with an IFR business jet that was flying into Reno. Reno isn't even that busy, all things considered. However, the glider pilot had chosen to NOT turn on his transponder in order to save battery life. He was chastised in the NTSB Final Report.

B. Which leads me to say that last year, after a club member had a scary incident with IFR traffic into Dulles, the BoD decided it was time to outfit all of our aircraft with ADS-B Out. This is the latest technology out there and is NOT mandatory for glider aircraft, but SSC is going to go ABOVE and BEYOND by equipping our aircraft. This DOES NOT mean that we can rely solely on technology to avoid scares....See and AVOID is still our primary means of traffic separation. However, we are leaning forward and it's great to see that SSC is adopting the latest and greatest technology to be a safer operation.

C. At the meeting I'll provide a few quick slides that show the arrivals into IAD, but didn't want to make the Newsletter too unwieldy.



HERE'S A GREAT GIFT FOR YOUR KIDS OR GRANDKIDS!

SKYLINE CYCLING CLUB

This month's member is towpilot/CFI Steve Wallace, shown here quaffing a touring cyclist's favorite beverage after riding 100+ miles in the 2019 Seagull Century Ride.



THE FUTURE OF SOARING?



Store your electric self-launcher in a trailer that recharges the plane's battery by solar power! Did you know that 80% of the sailplanes coming off the production lines in Europe today are motorgliders??

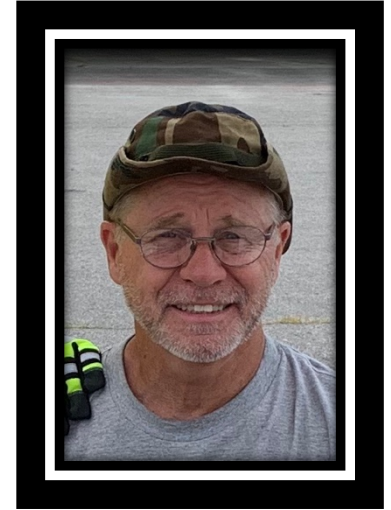
RIP, Pete Maynard

In the early afternoon of Sunday, February 9, club President Pete Maynard was tragically taken from us in a crash near the airport in his Russia AC-4. He is survived by Anne, his wife of 39 years, and two grown daughters.



Pete's career in law enforcement began as a police officer in New Jersey and later, as an agent of the Drug Enforcement Agency.

Aviation worked its way into his life at the same time as a member of the Air Force Reserve, flying large cargo planes such as the C-130 and C-141 all over the world. In the AFR, he was also a graduate of the Air Command & Staff College and the Air War College, and was the recipient of the Legion of Merit. He also served as an Air Force liaison to the FAA, and then on the Air Staff in the Pentagon. He also retired from the



AFR as a Colonel after 30 years of service. Aviation as a career really took over when he joined United Airlines, from which he retired in December, 2019 as Captain.

Soaring was not his only passionate avocation – he was also a motorcycle enthusiast who enjoyed many trips with fellow bikers. He joined Skyline in 2015, and shortly thereafter became the owner of two Russia sailplanes – one a 'project' and the other, a kit-built AC-4, S/N 002. As a club member, Pete was known not only for his extraordinary flying experience and talent, but as a highly safety-oriented pilot with valuable leadership skills, integrity, and the ability and willingness to fix and repair things. These talents made him invaluable, for example, in making the Club's traditional Week of Training (WoT) in Petersburg, WV a success.

The world is a lesser place without him.



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

Directors

Pete Maynard - *President*

Bill Burner

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Jim Kellett

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Dick Garrity - *Ex officio*

Keith Hilton - *Secretary*

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Shane Neitzey - *Chief Tow Pilot*

Erik van Weezendonk - *Safety Officer*

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Ertan Tete - *Field Computer Meister*

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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*

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