



GOODBYE TO WINTER!!

PRESIDENT'S CORNER

Stephanie Zilora

Ever since I was selected to be the SSC president, the one thing I have been dreading the most was having to write the President's Corner articles in SkyLines. I mean, I ran for the board on the express platform of bringing a newbie's perspective—what sage advice could I possibly pass along? So I put it off for a while as I pondered. Finally, I arrived at the blindingly obvious conclusion—write what I know. Specifically, how to speak up as a newbie.

Whether you're a new (student) pilot or new to the club, it can be intimidating to speak up around more experienced club members when something doesn't look quite right. But, as one of my favorite DOs always says, it's important that anyone and everyone point out anything that looks "dumb,

different, or dangerous." One way to do this, particularly if you're unsure if a situation actually is problematic, is to ask the question. Ask the Duty Officer (DO) or the Assistant Duty Officer (ADO) or another experienced club member why something is being done a particular way or why it's different from normal. Maybe you noticed that the spoilers weren't out on the Discus while slack was being taken up on the tow rope. This is different from what we do with the Ks! But if you ask the ADO, he or she could tell you that the Discus has separate wheel brakes, so the spoilers can be kept in and locked during preparation for launch.

Another approach is one that I used when I was a very new club member and was walking the wing of a glider during hookup—caveat your statement. Pete Maynard, who had been flying since before I was born, was doing the hook-up, and as I started to

walk back to the FBO, I noticed that the tow rope was behind one of the runway lights—not wrapped around it, but still in a position where it would rub against the light as the slack was taken up. I said to Pete, “you probably already noticed this, but the rope is wrapped along the runway light.” Pete graciously confirmed that he had seen the issue and then thanked me for bringing it up, which brings me to my last point. Once you graduate into the “more experienced club member” category, it’s important to stay humble and be open to feedback, no matter who it comes from. There’s always room for improvement, and there’s always the possibility that someone else thinks of something or notices a problem that we didn’t. Safety is always our paramount goal. So next time you’re at the field, be confident in speaking up if you see something “dumb, different, or dangerous,” no matter how (in-)experienced you are, and if someone brings up an issue to you, thank the person and seriously consider his or her point.



SKYLINE’S SKYDIVER GETS PUBLISHED!

Remember Bill Burner’s excellent presentation at the Safety Meeting about emergency parachutes? Well, *Soaring Magazine* thought it was excellent too! A slightly edited version will be published later in the year for everyone in the world to read! Well done, Bill!



SUMMARY OF BOARD ACTIVITY

Keith Hilton, Secretary

The Board met via Zoom video teleconference on 4 March and 15 April. Here are some of the highlights.

The Board recently approved guidance that if both the pilot and passenger have had BOTH COVID vaccinations (if two are required) over three weeks before the flight that KN95 masks were no longer

required in the cockpit if both pilot and passenger agreed. The Board explored future changes in COVID policy without taking specific action.

Resumption of FAST flights will begin 1 May 2021.

The Board approved a “landout and cross-country training day” proposed by Erik van Weezendonk scheduled for May 7 originating at KFRR and flying to Burner Field. (More details were sent to members in Erik’s April 17 email.)

There are currently 44 individuals on the wait list to join the Club as student pilots. (We continue to accept new members that are already rated pilots.) The Chief Instructor and membership officer will determine when additional students can be accepted into our training program. Piet Barber, as the manager of this summer’s Week-of-Training, will determine if there is room for wait-listed students to attend and, if so, they would still go back in line on the wait to join the Club after the Week of Training.

John Noss reported that there are 25 students on our membership list, of which 9 have flown this calendar year, 12 have flown in the last 180 days, and 18 have flown in the last 365 days.

John also noted that of the 16 active instructors, 12 have instructed this year so far, providing 86 instructional flights as of 5 April. Of the 9 students so far this year, three flew with three different instructors, three flew with two instructors, three flew with one instructor.

The Board approved Shane Neitzey’s request to validate the requirement in the Club Tow Pilot’s Handbook that Club tow pilots require a 3rd Class Medical vs Basic Med.

The Board approved testing the tensile strength of used tow ropes. The goal of the testing is to see if the 1,238 pound breaking strength rope is over the 1,150 pound breaking strength weak link. If you are interested in seeing the report, please contact Joel Hough.

The Board selected Saturday May 29th for the Spring Family Day at Bill and Sharon Burner's air strip in Woodstock with a rain date of Sunday May 30th. More information is in Bill's email of April 24.

The Board discussed anniversary celebration for the Club's thirtieth anniversary in November 2021 similar to celebrations of our pentennial anniversaries. Brian Clark will be sending out a "Survey Monkey" survey to gauge the interest of the Club membership in holding the celebration.

The Board voted to award Bill Burner Emeritus member status for his many years of support to the Club. Congratulations Bill!

The Board determined to remove the assembly/disassembly sign off as a requirement to fly the Discus when it was stored assembled. However, a Club member that wishes to take the Discus or any Club glider cross country will require a sign off for assembly/disassembly of the Glider they are taking cross country.

The next Board meeting is scheduled for 27 May 2021 via Zoom video teleconference. If you are interested in attending the meeting, please notify Brian Clark and he will provide you with the link to the Zoom video teleconference.



CURMUDGEON'S CORNER

A Personal Editorial

The Club's done a fine job in the past year dealing with the COVID pandemic. Now that we have vaccines, the coming months offer both promise (for returning to 'normal' activities) and challenge (because a few people cannot or refuse to be vaccinated). Before the end of the summer, it is extremely likely that many/most businesses and organizations will require proof of vaccination for service (*some are doing that now!*)

Apparently vaccinated individuals can probably infect unvaccinated people, and may also be vulnerable to a future variant developed in an unvaccinated victim. Here's a pretty good summary of vaccine effectiveness from a study conducted in Israel and reported in the *New England Journal of Medicine*:

"In the follow-up period starting 7 days after the second dose, the vaccine effectiveness for documented infections, symptomatic illness, hospitalization, and severe disease was 92% . . . , 94% . . . , 87% . . . , and 92% . . . , respectively."

It also appears from other studies that the risk of infection by a vaccinated individual who is exposed only to other vaccinated individuals is very low.

To the best of my knowledge, at least two members have contracted COVID, and one of them – Joel Hough – is a "long-hauler", enduring profound complications for nearly a year (the good news is that his condition dramatically improved after vaccination, evidence that even those previously infected will benefit!)

So, please – PLEASE! – for your sake, your family's sake, your Club's sake, your country's sake, get one of the vaccines as soon as you can!!



BLAST FROM THE PAST

Jim Perlmutter

Jack Lambie was a famous aviator and author in the mid-twentieth century.



SKYLINE TOWING LEGEND FLIES WEST

James D. (Kit) Carson slipped the surly bonds of earth for the last time on April 26, in his sleep with his wife Marty at his side. He will be interred at a military cemetery in Sarasota on May 10 with an honor guard from McDill AFB.



Kit was a pilot's pilot. A career Air Force pilot, he flew multi engine ships all over the world, including ferrying high ranking diplomats all over Asia from his base in Bangkok during the Vietnam war. (Members can read his entire fascinating bio on the Club's website – look for Carson on the Inactive Member list.)

He got hooked on gliders at the Capitol Area Soaring School (the predecessor to the Warrenton Soaring Center), and soon became a very active tow-pilot. A founding member of Skyline, and the club's first Chief Tow-pilot, Kit and Marty were fixtures for years at Front

Royal, parking their huge RV on the field and towing all weekend.

He is missed by all who knew him.



SKYLINE'S NEWEST FLIGHT INSTRUCTOR

Congratulations to Allison Diaz who survived the inquisition of our Agent of the Dark Side (Piet Barber) to add a "G" to her CFI certificate, becoming our newest flight instructor!



Now we need a distaff tow-pilot, given that we now have a female CFI and Club President!



TRAVEL PLANNING?

Jim Garrison, SSA Regional Director

The biennial SSA conventions are wonderful experiences – meet and greet pilots from all over the world, and window-shop the latest machines and accessories!

The 2022 SSA Convention will be in Reno, NV - As usual, at the end of the third week of February, 2022. Probably need to be there some time on Thursday the 24th - over on Sunday 27th. There will also be a FIRC just before the convention.

More information later



MEET YOUR FELLOW CLUB MEMBER; UWE JETTMAR

Marcelo Morichi

**When did you join SSC?
How did you learn about the club?**

I joined in March 2017 and learned about the club from Rufus Decker



How long have you been a glider pilot? Where did you learn to fly gliders?

I Started in Klagenfurt, Austria as a sixteen-year-old.

Which glider type did you fly?

SG-38, Grunau Baby II

How long did you train there?

About 2 years,

Where else did you fly at that time?

I flew on and off during my studies in Germany at the Holzminden Flying Club

What was it like to fly gliders in Germany?, in Austria?

Being a member of a flying club, to participate in flight operation, we had to spend two evenings a week to service/fix the equipment, gliders – which were all wood, winch and rope, towing vehicle, which was an old WW-II Jeep-type.

Any differences in the gliding experience you had in Austria and Germany compared to that the United States? how were gliders launched?

My flying was all on winch tow, no winch tow in the USA. I did get aerotow checked-out but did not do any additional tows.

When did you start flying gliders again in the United States?

I picked it up in Warner Springs, California in 2014 at the Sky Sailing Glider School.

What ratings do you have?

Glider – Private, Airplane – ATP, CFI-Ins, MEI-Inst.

Do you fly any other planes currently?

I fly a C-172, based at Hyde Field

How long and what is your commute like to the airport (routes you take, time you leave home, any favorite places to stop along the way?)

The commute is about one hour and twenty minutes, I-495, I-66. Generally do not stop along the way

Who were/are your mentors are SSC?

Rufus Decker, Piet Barber, Shane Neitzey

What do you like the most about flying in the Front Royal area?

Front Royal area offers variety of soaring possibilities, thermal, ridge, wave

What is your more memorable glider flight? When did it happen? Why do you remember it?

Flight on 11-April-21, my longest soaring flight so far, 3Hrs 36Mins

Which glider did you fly?

Discus

How high did you get?

7900 MSL

What are your impressions about that flight?

Lots of thermaling, but not at places I did expect.

At what point during the flight you realize it would be a long flight?

On my way back to the airport after about an hour caught lift and a long, slow climb to 7500 MSL.

Any close calls?

Fortunately, no close call in my soaring adventure.

What do you do for a living?

Civilian in the US Navy.

Where did you grow up?

Austria.

What brought you to the United States?

To try something different, curiosity.

What do you like the most about SSC?

Great bunch of knowledge and helpful members on all levels.

What's on your gliding bucket list?

CFI-G add-on, Badge flying.

Which one is the first badge you plan to pursue?

Silver

What do other members might not know about you?

Growing up in Austria I am still fluent in German (even though Germans might not think so)

What would you tell a student pilot who struggles to see the light at the end of the tunnel?

Do a lot of hangar-flying, hitch a ride with some experienced glider pilots to be able to observe without pressure and get the visual picture.



THANKS, SKYLINE!

Kip Ongstad

Just wanted to say a quick thank you for allowing me to be a member of this amazing soaring club. Thank you to the instructors that were good enough to dedicate their time and effort into my training and all the other members that make

everything run so well. It has been a great way to spend a week day. Not just the fourteen and a half minutes I spend flying, but the other eight hours just hanging out with you guys. Thanks to the many members that have mentored me before and after certification. Thanks to all those that were second and third eyes on my flights and making sure there were no safety issues. Thanks to those offering advice or suggestions on technique or soaring strategies. Thanks to all those that faithfully watched all of my flying videos...(Ok, forget about that one). Like I've said before, there is a big difference between the pilot I thought I was when first joining the club and the cross country pilot I can realistically see myself becoming after working with so many of you.

I'll be moving to Phoenix, AZ in middle of May and plan to join the ASA (Arizona Soaring Assoc.) in Phoenix. They have no club gliders or tow planes but are an association of soaring enthusiasts. They fly mainly out of Estrella Airport. If you every have the urge to fly high desert Estrella is home of AZ soaring and is pretty well known for high desert soaring. The new house in Phoenix has a built in mother in law suite, or casita since it is in the south west, so you'll have a place to stay. Possible stop offs on the way in or out at Moriarty NM or Nephi UT to visit Bruno.

Once again, thanks for everything



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

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