

Newsletter of the Skyline Soaring Club for August, 2023



MORE CONGRATULATIONS!

To Uwe Jettmar who received his SSA Bronze Badge from SSA Instructor Chris Norris on July 9! Well Done!



COFFEE WITH A NEW PILOT – CHRIS JONES

Edited by Marcelo Morichi

1. When did you take your practical test?
A: July 4, 2023
2. How long did it last?
A: About three hours? I didn't really check!

3. Who was the tormentor (Designated Pilot Examiner)?

A: The one and only Piet Barber.

4. What were the flight conditions that day?

A: Moderate thermals with increasing cloud cover as the day went on. Mild winds straight down the runway. Ceiling was right around 4200 MSL.

5. How many flights did you complete? What do you remember most vividly about that flight?

A: I did two flights. The most memorable moment was when a Piper Cub tried to enter the runway while I was landing on 10 after a rope break. It was also awesome to thermal with Piet. For a good 30 minutes I just forgot about the check

ride and geeked out with him about how to work lift – it was great!

6. How did you prepare for the oral portion of the practical test? What was difficult about that part of the test and what advice would you give other students preparing for it?

A: Preparation: Lots of review with my instructor (Allison Diaz), the Bob Wander book, and a general review of the test standards.

Advice: Know the Skew-T. It is your friend.

7. Who was (or will be) your first passenger after you became a pilot?

A: My wife (if we can get someone to babysit while we're in the air).

8. What is your most memorable flight since you become a pilot?

A: A two-hour+ flight in the PW-5. So. Many. Thermals.

9. What are your goals as a glider pilot for the next two years?

A: For the next four weeks, my goals are spin training with Ron, take some friends up for rides, and get another long flight in the PW-5 if I can. After that my family and I move to Uganda, so my goal will be to get a good Condor setup so that I can keep my skills fresh.

10. If you met with Chris when he started his flight lessons, what advice would you give him?

A: Make the time and keep plugging away – it is worth it.

11. What are the two things that Skyline Soaring Club does well in developing new pilots? What is the one thing that could be improved?

A: Positive 1: The club has an amazing community that makes new pilots feel welcome and supported. In particular, the instructors are generous with their time and committed to seeing their students succeed. Special props to Allison for getting me back up to speed each

time life derailed my training, and for explaining Skew-Ts to me seven times!

Positive 2: The club strikes a good balance between training new pilots and supporting experienced ones. Because of this, I chatted with experienced pilots every time I came out, and they exposed me to things like cross country, competition, wave flights, and spin training. Those discussions made more advanced flying seem attainable and served as a motivator to keep training.

Area for Improvement: The main one would be efficiency of flight operations – it can be dismaying to have to wait for a couple of hours in between flights and it slows down training. Perhaps designate some high-intensity training days where we focus on knocking out as many training flights as possible for a pre-set number of students (think a mini Week of Training)? That being said, I think the biggest impediment at KFRR is the need to walk planes back from midfield (versus launching from where you land), so that will always prevent us from reaching WOT-style efficiency.

Here is a picture of me after the checkride:



A CURMUDGEON'S EDITORIAL

Jim Kellett

Our membership officer suggests that the turnover rate of members of our club is about 15% a year. If that's the case, then many (most?) of our 103

current active members have been around fewer than five years or so.

Which suggests many of us may well be a bit rusty or even unaware of some rarely used but extremely important guidelines – in this case, what to do in a real emergency (**or** even any **incident** involving the press!) If a news crew shows up because a glider landed off-airport nearby, who talks to them - anyone? A designated member? How do you describe the incident? (You'd be amazed at how ignorant newsfolk are about aviation!)

We're proud of our culture of safety, and it's served us well by reducing risk. But let's face it, soaring is not without hazard and bad things can happen. So we all need to be aware of what to do and how to do it, and promptly, when the need arises.

The Club follows a carefully researched and written Emergency Response plan – did you know that? Do you know where it is? Have you ever read it? You can find a copy online at <https://www.skylinesoaring.org/docs/SSC/Emergency%20Response%20Plan.pdf>. There's also a written copy somewhere on our trailer - - could any of us find it when we needed it RIGHT NOW?

Let's all be prepared.





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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