



# SKYLINES

## BOOK REVIEW

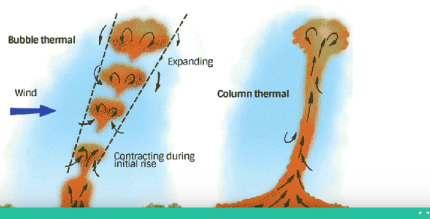
Joel Hough



Understanding the Sky by Dennis Pagen was updated with color drawings in 2022. The book gives an old school approach with many multi-color pictures of different flavors of lift thermal, ridge, lift and convergence. For ridge lift, graphs and drawings show the strength of lift as a factor of windspeed, steepness of ridge, concaveness of ridge, convexness of ridge, and angle of wind to the ridge.

<https://understandingthesky.com/thermal-rising/> is an example of the kind of images in the book.

### Thermal Rising



The book pictorially covers superposition where

multiple factors (ridge, thermal, wave, convergence, and terrain shape) strengthen or dampen lift. For example, wave that occurs over multiple rows of mountain ranges can be in sync with the waves with stronger lift or out of sync with weaker lift.

For thermals, the basic theory of lapse rate, cloud shapes, air flow, are shown in pictures, The global winds, fronts, summer winds, winter winds, wind gradients, jet streams, foehn winds, North American local winds, European local winds, light winds, strong winds, morning winds, evening winds, valley winds, mountain winds, winds in bowls, winds in bulges, flow in the gaps, thermal wave, wind over land, wind over water, convergence on complex terrain near the sea, thermal streets, ground terrain are shown with simple diagrams.

As a visual person, I love the book, and plan to bring it to the annual meeting.



## BOARD MEETING SUMMARY

16 February 2023

As of February 16, nineteen (19) members have not submitted their dues yet. The Board set March 1 as the latest date for dues to be paid after which non responding members will be terminated as resigned.

Financially we are on strong ground. As of 2/8/2023 we had \$111,429.41 in the bank. Of that we still owe the county \$2000 for fuel that was credited to the fob, but confusion rained over the check. Also, there is a large payment to Gehrlein for repair on the Discus pending.

Ralph needs a real accountant who knows Quickbooks as an assistant. Brian could do a survey for looking for volunteers and/or we could mention it at the annual meeting

Chris Norris reviewed the latest hangar lease that was received from Warren County and had a few issues with the lease; one was the amount of fuel in gas cans is allowed in the hangar and the second issue was some legal mumbo-jumbo about "subordination" and "non-disturbance."

We still have not found a replacement for Jim Kellett, who served as our dedicated FAST instructor. If no instructor takes on this role, then Tim will return to requesting the duty instructor to make any FAST flights for a given day. Our unwritten policy has been that we will schedule a maximum of two FAST flights on a single day,

Flights show a good start to 2023. Eight students have already flown in 2023. Tim is working on a big slug of students to start with the new season. January is the best January on record. Tim still working on getting people signed up in time for annual meeting.

In a discussion on the cancellation of Clubs operations due to weather, vVarious options

were offered by Board members. Carswell took the ACTION to draft a policy for review by the Board and eventual inclusion in a Club Operations Manual update.

The Husky has cracked cylinder, has about 1300 hrs on it. Hoping to get Husky back on Saturday. Pawnee should be relatively simple for annual. Pawnee has new registration sticker.

We have received the FAA registration (expires 31 March 2027) for N341KS from Fred Winter.

Discus should be ready for pickup from Gehrlein around the first of March.

We'll be losing Mike's hangar soon, and Sprite will have to be back outside. The option for selling the Sprite is still on the table.

Brian Clark gave 5-minute walk-through on election process.

Zilora signed and returned LoA for our dedicated aerobatic box to Ron Wagner. Erik and Ron met with Airport Commission (Grant Bishop and Paul K.) to talk to them about pattern change and changes to sectional chart. Changes go into effect on April 20, including new pattern, box, and parachute icon.

Safety Meeting will count for 2 WINGS credits

We may get a repeater weatherscreen that's in the office by the DO table, so it can be seen from there, and adding a mic jack by the DO table, so DO could act as unicom.

Since the January Board meeting seven new introductory memberships have been approved.

The Board approved Tom Ward's request to accept a CAP student for Student membership .

The Board approved changes in the Operations Manual with regard to cancelling operations due to weather:

1. Duty Crew members are expected to be at the field at the assigned Duty Roster time/date, unless there are reasonable safety concerns to get to the airfield such as severe weather conditions, impassable roads due to snow or icing, or named storms.
2. Duty Officers should not cancel operations until they arrive at the airfield and have assessed the weather situation for that day on-site. Communication with the duty crew on possible cancellation and with the general membership on plans to fly in the prior two days before cancelling is highly recommended. If severe weather conditions as mentioned above are forecasted for the duty day, the DO must send an email to the club mailing list no later than 6AM on the assigned duty day announcing the cancellation.
3. Duty Crew members and other club members are encouraged to take advantage of opportunities for ground school and to participate in cleaning and maintenance tasks such as hangar cleanup, refrigerator cleaning, and polishing gliders.
4. If the current weather does not permit safe operation and is not expected to clear in a reasonable time (2-3 hours), the Duty Officer may cancel flying for the day. After securing all Club equipment, the duty crew may leave the airfield. Any subsequent initiation of operations will require the appointment of a new qualified duty crew from among members present.

We have four candidates for the two empty positions on the Board: Dick Otis, Ken Ring, Jim Perlmutter, and Carlos Tronocso

We have haven't signed a hangar lease yet. Friends of KFRR want us to join them. The Board agreed.

We're out of logbooks Peter takes the action item to inventory things and reach out to vendors to order logbooks, as needed.



### **YOU HAD TO BE THERE!**

#### The 2023 Soaring Society of America Convention



A wonderful three days of drooling over some amazing new toys, learning some fantastic things about soaring (and aviation in general), but my personal favorite activity is catching up with and schmoozing with glider pilots from all over the world. Not to mention all those folks we read about but haven't actually met, just to name a few: Bob Wander, Burt Compton, Ken Sorenson, Pat Costello, Rich Carlson.

There were at least three Skyliners there: me, Richard Good (who was a volunteer), and Piet Barber).

There were two presentations that were my favorites: One was by the project manager for designing and building a helicopter that flew on Mars (and also built micro aircraft, like a radio controlled ornithopter that weighed less than a gram!) The second one was a talk about the Nixus, a two place 93' wingspan glider with a 67:1 glide ratio and – most remarkably – SIX flap panels on EACH wing, each independently



computer controlled that automatically optimizes the wing shape based on AOA and wing loading! (The Curmudgeon's extrapolation is that when AI and ML get a crack at this, the pilot (optional) will sit in the glider, punch a button with the task, and the second button to fly it.)




Of course a main attraction is the exhibition hall with hundreds of very expensive toys!



Can't wait until the next convention in 2025



 <p><b>Skyline Soaring Club, Inc.</b> 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 <a href="http://www.skylinesoaring.org">www.skylinesoaring.org</a></p>	<p>Stephanie Zilora - <i>President</i></p> <p><b>Directors</b> Robert Jacobsen Jim Kellett Jim Perlmutter Peter Ross Erik van Weezendonk Stephanie Zilora</p>	<p>Ron Wagner - <i>Safety Officer</i> Tim Moran - <i>Membership Officer</i></p>	<p><i>N341KS Meister</i> Evan Dosik - <i>ASK-21 (N321K) &amp; Grob Meister</i> Guido Kramp / Rob Jacobson - <i>Discus Meister</i> Richard Good - <i>Sprite Meister</i> Matt Vosika - <i>Organizations Liaison Officer</i></p>
	<p>Keith Hilton - <i>Secretary</i> Ralph Vawter - <i>Treasurer</i> John Noss - <i>Chief CFI</i> Shane Neitzey - <i>Chief Tow Pilot</i> Chris Carswell - <i>Chief Duty Officer</i></p>	<p>Ken Ring - <i>Hangar Meister</i> Ertan Tete - <i>Field Computer Meister</i> Mike Ash - <i>Duty Roster Chief</i> Piet Barber - <i>Webmaster</i> Brian Clark - <i>Assistant Webmaster</i> Jim Kellett - <i>Newsletter Editor</i> David Collier - <i>Tow Vehicle Meister</i> Andrew Neilson - <i>Tow Plane Chief of Maintenance</i> Peter Melenson - <i>Club A&amp;P</i> Keith Hilton - <i>ASK-21 (N321K) &amp;</i></p>	