



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC JANUARY, 2006

President's Prerogative

George Hazelrigg

Well, even your President gets too busy to write much at times. And so this will be short. Our annual meeting will be on January 21 at Shane's office in Manassas. Shane will provide directions. Please mark your calendar and do your best to attend. The success of our Club depends on your participation. We will be electing two new Board members, and we need candidates. So if you want to help the Club, please step forward. I have been President for four years, and it is my fervent hope to turn the job over to someone else this year. We have been through a lot of turmoil over the past few years, but we have come through it quite well, and we are in good shape for the forthcoming year. So, if indeed I can turn over the Club to a new President, it will be under good circumstances. We have a lot of great talent in the Club, and we can move on to great things. It only takes work. What I can say is that I have gotten a great deal out of the Club, and the work I have done to help the Club is small in comparison. You too can be a part of this. It only takes a little effort.

Let me just wish you all a great New Year and great soaring in 2006. — George 

First Flight

Soaring Safety Foundation Trustees

Carlson, Compton, Hammond, Smith & Wander

We sure hope you're with us, come 2007! Because we've lost too many of you in accidents already this year and too many of you in 2004, 2003, 2002, 2001..... The Soaring Safety Foundation announces the 2006 Accident Reduction Program (ARPO6). It will consist of:

- o a special new ARPO6 article every month, beginning in January, in SOARING magazine
- o reprinting of that in SSAs e-newsletter

- o insertion of it on the SSF web page
- o insertion of it on the SSA web page
- two new First Flight Safety posters which will be distributed by SSF at no cost to every SSA Chapter and club and FBO for which we have addresses

asking everyone to make their first flight of 2006 with a CFI-G asking every FBO, Chapter and club to require the users of their equipment/site to make their first flight of 2006 with a CFI-G

Will you commit yourself to this? As of the time of this writing, the SSA Chairman of the Board, Dean Carswell has. The five SSA Trustees: Gene Hammond, Burt Compton, Bob Wander, Chairman Rich Carlson and Bernald Smith have. SSA Directors Cindy Brickner, Chip Garner, Rick Sheppe, Jim Skydell, Karol Hines, Stephen Northcraft, Doug Easton, Diane Black-Nixon, Jim Short, Jim Kellett, Frank Reid, Al Tyler, Charlie Minner, Tim Welles and David Newell have embraced the program. SSA ExecDir Dennis Wright has, and says he will get all of his staff who are pilots to do so, too. Tom Knauff has. Dick Johnson has. Insurance guru Pat Costello has. Marfa Soaring, Caracole Soaring and Bermuda High will.

It means each CFI-G that accepts this plan will need to make First Flight with another CFI-G.

We think your club/Chapter/FBO will implement this in the way they know best. We think you and the CFI-G you fly with will work to make it as productive a learning experience as you can. That means asking for an evaluation of your flight in a manner prescribed by you and the CFI-G in concert. You may decide you want emphasis on all aspects of safety that should apply to every flight, from the preflight considerations, to getting the ship to the runway, to the takeoff, to not only the end of the landing roll, but putting the ship away.

Hopefully, it will mean emphasis on judgment, stall recognition, and pattern and approach flying. It means so many more things than what we take space here to delineate.

Will any of this make a difference and how will we know? We would like folks all year to think about every flight without allowing complacency to overcome them. E.g., do you review before every takeoff what you will do if there's a rope break at 50, at 200 at 500, even though you've inspected the line to assure that its safe to use? Do you review before every landing what you will do to assure safely

reaching your landing spot, in case there's a wind shear, or unexpected traffic? Do you conduct a lookout as if your life depended upon it? Because it does! We think we'll know at the end of the year when we count up the accidents and compare them with previous years.

What about MGs and towplanes? All of the above applies, as it pertains to such operation.

Will you commit to First Flight?

The Soaring Safety Foundation is proposing a major series of accident prevention programs in 2006. The recently announced "First Flight" program encourages every pilot to make their first flight on 2006 with an instructor. You can read more about this program the December issue of *Soaring*, on the SSF web site, or in the Oct. 18, 2005 issue of *SSA e-NEWS*. SSAI's were also sent an email encouraging them to participate as well.

In addition to "First Flight" the SSF is pleased to announce that it will begin publishing first person accident prevention stories. The SSF "Accidents that almost happened" series will allow pilots to share their personal experience type stories with the rest of the soaring community. This program will allow pilots to learn from the experiences of others. The primary distribution mechanism will be the SSF web site, while some articles will also be published in *Soaring* magazine.

As the title indicates, the purpose of this program is to publish first person accounts of flight experiences that teach a lesson. Pilots are encouraged to write up their experience and submit them to the SSF for review. The ground rules are:

1. All articles must be first person accounts of a soaring

flight experience.

2. All articles must be signed and the pilots name will appear in print with the article.
3. All articles must conclude a lessons learned paragraph.
4. No death, serious injury, or substantial damage may occur.
5. No FAR's may be broken.
6. A standard disclaimer will accompany every article.

To participate in this program, simply write up your experience and send it to the SSF webmaster <webmaster@soaringsafety.org>. Articles will be reviewed to ensure that they compile with the stated ground rules. Once that is done an editorial process will occur to ensure that the article is ready for publication. The purpose is to make it clear to the reader what happened and what lessons the pilot learned from this experience. The article will then be placed on the SSF web site for distribution.

The SSA e-NEWS letter will be used to announce when new articles are published. Articles will be considered on a case-by-case basis for submission to the SSA editor for publication in *Soaring* magazine.

So sharpen your pencils, put on your thinking caps, and send us your articles. You too can help your fellow soaring pilot avoid the painful lesson you forced yourself to learn.

The SSF Board of Trustees recognizes that this series emulates the AOPA "Never Again" and Private Pilot "I Learned About Flying from That" series. We hope that our "Accidents that Almost Happened" series can provide the same benefit to the Soaring community.—www.ssa.org

Support Needed for Volunteer SSA Display

at 2006 EAA Airventure in Oshkosh

In an incredible display of volunteerism to support soaring and the SSA, Region 12's Ian Cant and Region 7's Anne Mongiovi have formulated an impressive plan to organize, supervise, and obtain funding for an SSA soaring display at 2006 EAA Airventure, the largest airshow in the U.S. Instead of having an indoor booth as in the past, they proposed to the Board that SSA display a glider outside, and that the approximately \$6,000 required to do so be raised via contributions from SSA members of all types.

Anne and Ian have already contacted over 100 SSA Chapters and 29 business members to assess their willingness to make tax deductible contributions and support their effort, with a very encouraging response. The Excom recently voted unanimously to

support their effort with \$2,000. In order to secure a good location and move forward with this event, Ian and Anne must raise an additional \$4,000 by January 23, 2006.

Donations of any amount are greatly appreciated, and will be kept segregated from all other SSA funds. Please make checks payable to "SSA – Oshkosh Display" and mail to Anne Mongiovi, 625 Woodland Court, Troy, Illinois 62294-2238.

Ian and Anne are also managing all the logistics and volunteer scheduling for this event. If you would like to help, please contact Anne at gfranklin@charter.net or 618 6677 7188.

IMPORTANT NOTE If Anne and Ian's goal of \$4,000 in funding is not reached prior to January 23, the SSA soaring display at 2006 Airventure will not take place, and all contributions will be returned. If the effort must be abandoned for 2006, SSA has encouraged Ian and Anne to begin planning for a 2007 SSA display at Oshkosh.—www.ssa.org

Winter at FRR photo by Dick Otis



Tucson Soaring Club

Vern Kline



The Sunday before Thanksgiving we were visiting family in Arizona and took the opportunity to go for a few glider rides with the club. They have turned an abandoned WWII Airfield west of Marana, AZ, into an excellent Gliderport. The only motor traffic the day I was there was the tow plane and I think the sound of a tow plane sitting in front of you prior to launch is pretty nice.

We met some really great folks at the TSC, and I am amazed at how small the soaring community seems to be. Kate Porter is the current president of the TSC and I think some of our club members may remember her. We did not talk much about why she has chosen Arizona for her current soaring activities but, I imagine the 75 degree days in November may have something to do with it.

(Another familiar face is Mark Ballinger lately of SSC.)



My son and daughter got the first guest flights of the day in one the club's Grob103s. Don Malin was our pilot for the day, and he was really great. Due to CG considerations, my son got to ride in the seat normally reserved for instructors. He was all smiles from takeoff to landing. Mild thermals were starting to form when my daughter went up and she had about a 30-minute flight. By the time it came to my turn, the thermals were getting a little stronger. Don and I got pushed up a couple thousand extra feet after release for an excellent chance to survey the surrounding desert and mountains. It was really a great time and something we are really thankful to the TSC for. 





But wait—there's more Tucson Soaring Club

Mark Ballinger

Hello to everyone at Skyline Soaring from the Tucson Soaring Club. Patty and I are both working for Raytheon now, and we have settled into a nice home and are making new friends. I'm now the Chief Pilot for the Raytheon, Advance Programs, Unmanned Aircraft Directorate. We are doing some very interesting things.

At Tucson Soaring Club we have enough tow pilots that I only tow 1/2 day a month. I saw in *Skylines* that the club is looking at the 260 hp upgrade to the Pawnee. That is what we tow with here. You guys will love that.

This fall I have not done much soaring as I was working on my Airplane CFI. Now that I have that, I'm going to add my Glider CFI starting after Christmas.

Here are some pictures of me giving a ride to my son's fiancé Sara. My son Alex took the pictures.





EDITORIAL

Change

Phil Jordan

I've been experimenting with a new Masthead photograph for a while. For some reason I thought it would be cool to feature a new photograph for the New Year. I've had some really good photos to play with. The top one is new member Zach Bendorf in the K provided by his Father Craig Bendorf. Nice picture...good aerial feeling. Dick Otis provided many really neat shots, as always, like the one below. Still I felt none matched the great feeling of being on the Massanutten like the one we've been featuring since last April. This one just feels right—it ain't broke!

In my frustration I remembered a true story from my short lived advertising days many years ago.

Seems there was a boat party on Long Island Sound hosted by a big spending toothpaste manufacturer and among the guests was the Account Rep from his advertising agency. Sometime during the trip the client reflected on his long history with the ad agency. He said "George, we've been with your agency now for 25 years and during that whole time we've been running the same damn ad. I've been meaning to ask you—just what do you actually do?" His ad man responded "my job is to keep you from changing that ad!"

The lesson for me is that if it ain't broke, don't fix it. I apologize to all the Membership for the lateness of Skylines this issue. The holidays have been a challenging time in my house and business...lots of loose ends. We'll get back on schedule next issue. 



Here is a brief on the first addition to the Craig & Kristy Sutherland family:



Caroline Alexandra Sutherland

- > December 22, 2005
- > 6:52 p.m.
- > 7 lb 7 oz, 19 in.

We have two new members in the club,
Craig Bendorf and his son Zachary.

Please give them a Skyline Welcome. — **Joe Lingeitch**

Membership Officer

(Make that a personal welcome. The Skyline Welcome is a bill from the Treasurer!)

New Episodes of High Definition Video Explode Onto Your Television with **Wings to Adventure!**

Wings to Adventure is the ground-breaking series featuring aviation as YOU know it! Sunday at 2:30pm Eastern, on the Outdoor Channel. Each week, host Tom Gresham profiles classic and new planes and visits great fly-in destinations. Buckle up! <<http://www.avweb.com/sponsors/outdoor/avflash>><http://www.avweb.com/sponsors/outdoor/avflash>. — **AVflash 11.50b** <http://www.wingstoAdventure.com/>

Rocket Retrospective -- An Ercoupe Led The Way

Our story in Monday's edition of AVweb about the planned flight of XCOR's rocket-powered Long-EZ reminded one of our readers of an obscure historical event -- the first American manned

flight of an aircraft propelled by rocket thrust alone -- which was flown in California on Aug. 23, 1941, in a humble Ercoupe. The propeller of the Ercoupe was removed and 12 rockets installed. The Ercoupe was pulled by a truck to a speed of about 25 mph. Capt. Homer Boushey released the tether, fired the rockets, and climbed to about 10 or 20 feet, then landed straight ahead on the runway. An Ercoupe was also used prior to that in a successful test of rocket-assisted takeoff, with three rockets strapped beneath each wing. The airplane took off in only 300 feet and 7.5 seconds instead of its usual 581 feet and 13.1 seconds. — **AVflash 11.47b** (Wouldn't this be great with a 1-26? Smoke the pants off all you plasticplane-o-philes!)

SSA Convention Early Bird Registration Discount extended to January 9th

<http://www.ssa.clientreadyweb.com/index.asp?cat=98303>

DON'T FORGET SKYLINE SOARING'S ANNUAL MEETING JANUARY 21 AT SHANE'S.

Check out the "Gliding Grand Prix" coming up in January in New Zealand! It looks to me like someone's taking a giant leap and doing what many of us have been talking (just talking!) about for years -- bringing corporate sponsorship and high technology into soaring racing to make it a spectator sport!

See <http://www.gp06.com/programme.htm> for more information. — **Jim Kellett**, Director, Soaring Society of America, Region IV



I've always wanted to be somebody, but I see now I should have been more specific. — **Lily Tomlin**



SKYLINES

January 2006

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