

# SKYLINES



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC MARCH, 2006

## New Control Inputs

The new soaring season is off to an excellent start. Joe Rees has aged enough to forget what being President was like and re-upped. He's replacing some big shoes, literally and figuratively, and we're sure every Member will welcome Joe back in the President's role and wish George "Green Air" with out having to put up with the air-bafs on the old Commission..

George Hazelrigg has done an outstanding job in our most challenging position and done so with commanding objective skill during a really chaotic period. From his last Skylines message: "We provided moral and other support for Reggie, as he was similarly attacked by the new commissioners. Now the storm has passed. There is a new commission. The BAF is gone, and our paid fees have been refunded. Skyline Soaring Club is a respected member of the Front Royal Airport community, and we are participating in the airport planning and management process."

**Well done, Mr. President!**

And welcome our newly assembled Board of Directors—

Joe Rees, Director and President (through 2007)

Shane Neitzey, Director (through 2006)

Richard Harris, Director (through 2006)

Chris Groshel, Director (through 2007)

Frederick Winter, Director  
(Joe Rees will assume Fred's term through 2007)

Robert Link, Director (through 2008)

Robert Creedon, Director (through 2008)

### Officers elected by the Board:

Dan Noonan, Treasurer

Craig Sutherland, Secretary

Joe Lingeitch, Membership Officer



Joe Rees



Shane Neitzey



Richard Harris



Chris Groshel



Fred Winter



Robert Link



Robert Creedon



Dan Noonan



Craig Sutherland



Joe Lingeitch

## Significant Event

Skyline Soaring's own Craig Rodarmel has been appointed to the Warren County Airport Commission. Craig brings many skills to the position that will contribute significantly to the management of the Airport. Craig received his Bachelor of Science and Masters degrees in civil engineering from Purdue University, and he also holds a Bachelor of Science in land surveying from Purdue. Craig is employed at Integrity Applications Incorporated in Chantilly, working with remotely sensed data, managing government contracts and performing systems engineering trade studies. These are clearly skills that will benefit us all. One more example of the depth of skills we possess in our Club. Congratulations to Craig



## Glider Pilot Ground School

*Richard Freytag*

If you are working on a rating you can complete the written at the Glider Pilot Ground School on March 11th in Dulles, Virginia. This one-day course guarantees you will pass your written exam with 2500+ attendees taking and all but three passing their written. Read: <https://www.freytag.us/twiki/bin/view/Freytag/GliderPilotGroundSchoolNorthernVirginia> for details.

Why is your safety secretary promoting this "cheat"? Answer: too many pilots get hung up on the written exam. While studying for their written, flying skills and practical knowledge rusts away. Sometimes students never take the test and give up flying. The GPSG approach is pass the written NOW and keep learning what you need to know for the rest of your flying career; after all you are "always" a student. Less time relearning skills means your instructors save time not having to retrain you. We're all busy, getting your rating "right" doesn't have to be hard.



## New Tow Pilot and then Some

Please welcome Skyline Soaring Club's newest tow pilot, LTCOL Paul Seketa USAF (Retired). Paul is an experienced glider pilot, CFI-G, and previous Pawnee tow pilot. His check out in "sporty" conditions was flawless.—Richard the CTP.

## SSA Region 4 Director's Report

*Jim Kellett*

The Clubs and Chapters Committee, which has been working for several years toward a collection of "Best Practices", hosted four outstanding sessions at the convention in Arlington. One of them, an entire afternoon devoted to "Success Stories" from Clubs which had demonstrated competence in club management, included our own Tidewater Soaring Society (TSS). The presentation was made by their President, Gary Van Tassel, and was very well received by the audience. (Gary described TSS's unique dual corporate structure, including a 501(c)(3) and a 501(c)(7) corporation, which yields the benefits of both types AND provides for one of the area's most productive youth scholarship programs.

Other speakers at this session included Richard Holtzwarth from Caesar Creek (another double corporation structure, but very different from TSS), Dale Taylor from a small club - Utah Soaring - who had a video clip of one of their members - the local TV weatherman - giving a life weather report from the cockpit of his ASW-27 while being filmed by the station's helicopter, Bob Lacovara from the Philadelphia Glider Council, and Marvin Willis from the Texas Soaring Association.

At a luncheon presentation Biggo Berger from the Hahnweide Club in Germany described HIS Club's origins and management. . . I found it fascinating that in Europe the challenges are very different - things we take for granted are quite difficult for them, and vice versa. It was an illuminating discussion!

The US Team was selling T-shirts to raise money for the team. Of course, the Junior team was involved, and their booth included some tank-tops and Tees with the logo "GLIDER groupie" in various

texts and formats. Of course, Michael Westbrook, the World Class National Champion (and a 20 year old CFGI and poster pilot for the Texas Soaring Association's Youth Program) bought one for a friend, and if this isn't a recruitment poster for youth in soaring, I don't know what is:

The Awards Banquet speaker was none other than Bill Anders of Apollo 8 fame, who gave an excellent presentation. He also earned a glider rating (somewhere out west) recently, and had some pictures of that experience! We should also take some pride in noting that Bill Anders got his FIRST glider flight in Region IV!! Yep, in December, 1969, no less, at the Capital Area Soaring School (which later became the Warrenton Soaring Center) in Warrenton, VA. It was written up in the Fauquier Democrat on December 11, 1969. Here's a picture of Bill, in the center, with his Instructor, the late Allen Dresner (left), and then-co-owner of CASS, Ernie Klimonda (right):

For the first time in five years, there was no award at the SSA Convention for "Most Productive SSA Instructor" in Region IV! That's amazing . . . does no one in Region IV consider the ABC/ Bronze Badge an important part of their training program? I find that really hard to believe . . . however, FORMER Region IV instructor, Fred LaSor, not only earned the award for his "new" Region (he moved away in the spring of 2005) but he ALSO came in second runner-up nationally, having awarded fifty-one SSA badges! Seriously, folks, I think this is an embarrassment for a Region that I KNOW has several excellent training programs in its Chapters and Clubs.

Finally, a reminder (nothing to do with the convention!) that the second Region IV Flight Instructor's Revalidation Clinic will be held in Blacksburg, VA on March 25-6, thanks to the Blue Ridge Soaring Society and Jay Pokorski. For more information, contact Jay at [jpokorsk@exchange.vt.edu](mailto:jpokorsk@exchange.vt.edu).

## SSC Annual Safety Meeting

SSC Safety Secretary Richard Freytag delivered his Safety Report and Region 4 SSA Director Jim Kellett presented the Skyline Soaring Club Emergency Response Plan on February 18 at the terminal building at Front Royal Airport. All members are reminded that our annual Safety Meeting attendance is required. Please note:

1. You may not fly unless your dues are paid for 2006. If you have not already paid your dues, please send a check. Dues money is very important to the Club. It covers our fixed expenses, including hangar rentals and insurance, and we cannot pay these bills if you do not pay your dues.

2. In accordance with Club regulations (which are more strict than the FARs), you may not fly Club equipment or take a tow behind our Pawnee unless you have flown in the past 90 days. If you have not flown in the past 90 days, please plan to get a Spring field check with an instructor. Please do not violate this rule. Recency is important.

3. If you plan to fly your own ship, be sure to do a very careful preflight inspection. Furry critters like the comfort of a fiberglass enclosure in winter months, and you never know what you might find in your sailplane.



*Richard Freytag, left, and Jim Kellett delivered a dynamic and essential message at the Safety Meeting...*





*...and the Crowd ...went wild!*



***Please note: attendance at the Safety Meeting is mandatory. If you did not attend you must view the video at the field before you fly.***

**Copy**  **That!** *Selected flotsam and jetsam from the editor's daily Tsunami of email*

**I will be transitioning out of the Club Secretary** role in order to allow more time to perform his duties as SSA Regional Director and fulfill additional responsibilities. Craig Sutherland has agreed to serve as Secretary for the next year and The Board of Directors have approved the appointment.

Thank you all for your support and cooperation during my tenure as The Loyal Scribe.—**Jim Kellett, Secretary Emeritus**

**We were privileged** to use the brand spanking new club laptop, complete with upgraded software. It is really a pleasure to use this system. Thank you Fred Winter and Jonathan Kans!  
—**Kolie Lombard**

**Last Spring**, we took the Pawnee and “K” out to Craig Hageman’s field at “High View”, and did a day of training.

Before I ask Mr. Hageman if we could use his field again for this purpose, would there be enough interest in the membership to do this? It is an excellent opportunity to get some training for landing at a different field, with the added challenge of landing on rolling crests and troughs. I will count all flights at this field toward your Bronze badge, so this would be most beneficial to post-solo students, somebody trying to get their Bronze badge work out of the way.

If you don’t know what I’m talking about, read the article from the June 2005 issue of Skylines on our website.

—**Piet Barber, Chief Flight Instructor**

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**I’m missing the blue thumb-sized MP3 player/recorder that was hanging on the stall door the men’s room after the talk. If anyone finds it please let me know. It has the entire talk recorded and I wanted to post it to the members-only club site.**

—**Richard Freytag**

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**Please use the following email addresses** if you need to contact me by email. In order of preference:

dan@arclt.com  
treasurer@skylinesoaring.org  
dnoonan@skylinesoaring.org

**Please do not use:**

dan@arc-light.com —this is not a working email for my address

Keelstrake@hotmail.com>Keelstrake@hotmail.com — this is a standby Hotmail account that I use in a pinch when traveling

—**Dan Noonan, SSC Treasurer**

**There’s apparently a movement afoot** that’ll help new contest pilots, or pilots who’d like to get a little taste of competitive flying, or pilots who’d just like to do something different - - it’s XC camps, using the On Line Contest (OLC) to compare flights.

This spring, the Blue Ridge Soaring Society is tentatively planning to host one April 29-30 (Contact Jay Pokorski at jpokorsk@exchange.vt.edu for more information), and Piedmont Soaring, in Farmington, NC is planning to host one on May

20-21, 2006 (Contact Mike Sartor (msartor@triad.rr.com) for more information.) Both these gatherings look like great fun for a low-key introduction into contest flying and/or just a great way to have fun with your soaring peers!

These events complement the Mid-Atlantic Soaring Association’s revamped plans for the Region IV North contest, which has been moved from the spring to the fall in 2006 (October 8-14), replacing M-ASA’s traditional Oktoberfest, and will have many features aimed at making the event fun for everyone (not just the contest pilots). See the February Convector (you can find it at M-ASA’s website, <http://www.m-asa.org/>) page 7 for details and contacts.

—**Jim Kellett, Director, Region IV, SSA**

**Don't forget to visit** the "Documents" section of the Skyline website where Piet has posted manuals for the Sprite, ASK and Grob as well as the Silver Badge Application Form.

**Internet Basics For Pilots**— While much of the U.S. has enjoyed a fairly balmy winter so far, for many pilots, the prime flying season is still ahead. Now is a good time to fight the winter rustiness and brush up with some training. Flight simulators are one way to stay in practice, but the Internet also can provide a wealth of opportunities to keep fresh and keep learning new things. If it’s been a while since you cracked open the Aeronautical Information Manual, you can find the latest changes and updates online, or review your air traffic and emergency procedures. The complete FARs also are online, a great source for resolving hangar-talk disputes about arcane trivia. And most pilots can benefit from a review of proper radio technology, found in the online Pilot-Controller Glossary. From “abeam” to “wilco,” the glossary ensures that communicators on both ends of the radio are talking about the same thing.—**avweb.com/avflash/584**

**Dear Fellow Members of SSC**—Thank you all very much for all the well wishes for my recent Birthday. Even though I did not go to the airport or Club Meetings I always was with you in my soul. I had my best years during the time I was a member of your Club. Many times in my dreams I am flying H3 with you high above the Massanutten Mountains. I just summarized my 63 years of flying and it looks like this: Total time: 3333 hours out of which my sailplane time is 2079 hours. I still miss the friendly comaderie of our Club and naturally soaring high above the Mountains. I promise you will see us in 2006 at the airport. As far as my health condition is concerned I learned to live with my congestive hear failure and still doing every day 4 mi. on the tread mill. I, Susan, too think fondly of all of you and the pleasant times we have had together. You are all in my heart and will always think of you as dear friends. Trying to keep Bela in line and hug him every night warmly. Heartfelt greetings to all of you and hoping to see you this summer. **Warmest regards to all of you, Bela.**

**New Cutting Edge Rx**—D A M N I T O L— Take 2 and the rest of the world can go to hell for up to 8 full hours.



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Skyline Soaring Club, LLC

March 2006

<http://www.skylinesoaring.org>

Phil Jordan, Editor

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