

IF YOU READ THIS, SEND AN EMAIL TO JIM@KELLETT.COM!

Why? For starters, we need to know just how many of the nearly two hundred recipients of this newsletter actually read it!



October, 2019

SKYLINES

Midwest photo: Jimmy Cozy

He's back! The Curmudeon has returned to being the Editor of our newsletter, following in the capable footsteps of Phil Jordan, Vern Kline, Maryam Ali, and Chris Carswell. We're still learning how to use the software our predecessors have been using, so please bear with us as we learn!

We're going to try very hard to get a newsletter out each month, even if it's a short one. Which means we welcome any and all contributions from ALL members about any soaring or club-related subject they think is interesting. Send suggestions to Jim@Kellett.com.

President's Prerogative

Did you note that the Duty Crew exercised its prerogative to adjust Saturdays starting time? Saturday the 28th operations should have seen more smiles and wide-awake members owing to the seasonal change back to a 9AM check in. The Duty Instructor and Duty Officer recognized a spike in call ins requesting flights and acted accordingly. It's important, especially for students, to call the DI as soon as possible to get on their schedule. The same could apply to everyone planning to come out to fly as a little advance notice could trigger the calls for a 'surge' instructor and tow pilot. This latter practice has been done informally for years and works well.

Up coming on October 6th is the Family Away Day at Burner Field. SSEF's fund raising grilling with celebrity cooks circling over the coals will be there accepting you orders and flying dollars.

Ops Manual Revision 9.5 is now current. One change I'd like to emphasize deals with any and all operations and Duty Officers. There must always be a Club member qualified as a DO present, either previously assigned or at the moment accepting the responsibility, during all operations. All members should understand the Duty Officers responsibilities by reading 2.2 in the Ops Manual.

How about the Club's Mandate? The Club's mandate actually was established twenty-eight years ago when our Articles of Incorporation were filed here in the State of Virginia.

“The purpose for which the Corporation is formed is exclusively for pleasure, recreation, and instruction with particular emphasis on soaring,” “More specifically, the purpose of the Club is to further the sport of soaring through providing facilities and equipment used in soaring and to provide training for private glider pilot ratings and beyond”

The Articles then go on to address Powers (Club), Membership and the Board of Directors. The By-Laws in Article I become more specific in areas of the mandate. The By-Laws are posted on the Clubs website. How do you feel about our current operations relative to our mandate?

The Elections are coming in January during our Annual Meeting at the Fire Hall on January 25th. Two new Directors will be elected at this meeting. Who will raise their flag expressing interest in being a Director? Notifying the Board in advance or from the floor at the Annual Meeting will get you on the ballot. There will probably (?) be a very very informal ad hoc nominating committee formed by the BoD who will contact members and do some arm twisting. You can have an effect in seeing that the Board is adhering to the mandate by being on the Board with your very own seat. Please get involved this is your Club!

Our Grob 103 is being advertised for sale and is listed on the Wings & Wheels website. In the past couple of months several other Grobs have come on the market. By carefully comparing, I think we have the best one offered. It has the best overall background. By not being commercially operated and always being operated by caring clubs. The log books reflect this with the documentation of professional and attentive maintenance over the years.

Our Club depends on volunteer help, always and continually, to complete our mission. Our Club's Work Commitment (Ops Man 1.5.2) policy is very flexible and there are areas for all members to participate. You can even multi-task and do more than just push. Thank you for volunteering when called or just step up.

Fly Often, Fly Smart, Fly Safe, Give your passengers a good ride...

>Dick Garrity

The SCC of the SSC

(The Skyline Cycling Club, a Subsidiary of the Skyline Soaring Club)

There must be something in the DNA of many SSC members that tends toward elegance in avocations - - a "green gene", perhaps? Seems that many lovers of motorless flight also enjoy motorless land transportation, aka bicycles.

Here's the first introduction: Hugh McElrath, an SSC towpilot, getting a water refill in the rain before setting off on a tour of southern Italy! (Hugh also travels by sea but, of course, in a sailboat!!)



Waved Off? What To Do

We all know what to do when the tow plane starts urgently rocking his wings - get off! And we all know what to do next - as an automatic part of releasing: Break right! Breaking right is the best way to assure separation from the tow plane because the tow plane is going to be breaking left. It always works that way. But during a wave off things could be different - way different. Breaking right (or left) may be exactly the wrong thing to do.

A tow pilot will not wave you off unless he really has a problem. Something serious is amiss. It could be anything: a controllability problem, fire, loss of radio comm and power, etc. As a glider pilot, at that instant, you do not know what it is. You only know that something is wrong. If the tow pilot has lost power; he may now be flying the glider with the poorest L/D. Your priority is not to turn away. You must keep the tow plane in sight and determine what is going on. Especially if you are low you need to figure out who is going to be diving for the runway first.

Keeping the tow plane in sight is particularly important if he has lost power. That can be a dramatic event, for the glider as well as the tow pilot. I have seen it happen once, from the vantage point of the rear end of the rope. It looks like the tow plane stops - in mid air! That is followed immediately by the tow plane disappearing under your nose, because because not only does he slow down rapidly.he starts losing altitude as well He starts losing altitude as well. Meanwhile, with your superior L/D while you merrily coast along, pretty much still at altitude, with your superior L/D, pretty much still at altitude. So do whatever you must do in order to keep the tow plane in sight until you see what he has decided to do. He is now flying the emergency plane, and he has his hands full.

>Bill Burner

Memo To All Other Aircraft: DON'T HIT ME!

The Club now has its first ADS-B OUT equipped aircraft! Peter Melanson and I assisted On Wing in Winchester in the completion of the ADS-B equipment installation and checkout for N321K which is now fully equipped and certified with ADS-B OUT.

We had the Trig 21 transponder from the Grob upgraded to a TT-22 (ADS-B compliant) transponder. We added a Trig TN 72 GPS source, antenna, and new electrical harness to complete the equipment requirements. Additionally, we purchased new K2 batteries and chargers for N321K. This upgrade and installation cost the Club approximately \$2,500.00, but is money well spent for the safety features it will provide to Club members flying the ship.

As the club finances allow, we will continue the ADS-B OUT upgrade to the remainder of the Club fleet. The Pawnee and N341KS will be the next in line.

>Keith Hilton

The Instructor's Corner

I'm honored to be on board as the new chief flight instructor. I realize Piet has left some big shoes to be filled, but he has become a victim of his own success as a flight examiner and that seems to be eating up all his time, so he asked the board to find a backfill, and that's me. Jim Kellett, as the new newsletter editor, asked if we (instructors) could routinely provide a short input to each newsletter, so we will try to keep that up, and here is the first installment.

As some of you may have noticed if you were at the airfield Saturday, and wondered why most of our instructors were in the same gaggle on the ground, that was what we call an 'instructor caucus' -- a periodic gathering to compare notes and discuss topics of importance to instruction at Skyline. One of the topics we discussed was how to help everybody understand the distinction between 'procedure' and 'technique', in hopes of mitigating some of the inevitable confusion and frustration all students encounter as they bounce around between different instructors. It should come as no surprise that all instructors have different backgrounds, learned from their own set of instructors and mentors, and flew in different places in different gliders in different ways, and that is reflected in their own personal style of instruction. We will never be clones, so don't expect that. If we offer advice on how to take off, or fly tow position, or perform stalls, or fly a pattern, or control a touchdown, and that advice differs from something you heard before, please don't panic or get frustrated. Please DO talk about it with your instructor, and try to separate procedure from technique. The procedures should be fairly simple and well-documented in source materials like the glider operating manual (POH), the Skyline ops manual, the Glider Flying Handbook, and FAR's, and they should be consistent. The techniques may include how to establish visual references, the order in which to structure your thinking, how to hold the stick, when to change the focus on tasks, and an endless number of other ways to approach the same procedural task.

For example, the ASK operating manual says a takeoff should be started with neutral trim, and the glider should be ready to fly at around 40 knots. That's it. That's procedure. told to approach it slightly differently by another instructor, and that is working for you, it is not necessary to re-learn a new approach. The best time to talk about those differences is in the prebrief and debrief -- during critical phases of flight like a takeoff there will not be time for discussion. If the technique you have been using has not worked well for you, try another instructor's technique, it might just click things into place. Don't let different techniques be a source of frustration, they are a part flying, and there is some value in diversity of technique.

My technique, which is no doubt different from what works best for other instructors, is to focus on holding wings level and tracking the centerline until controls are responsive, then add a small amount of back pressure on the stick, and as soon as I can detect any upward movement of nose, hold that pitch attitude (which puts the tail boom about level with the runway, though you cannot see it), and the glider will fly when it is ready, then hold the glider at shoulder level over the centerline until the towplane is airborne. That is the technique that works for me, and usually what I suggest to a new student. But if you have been told to approach it slightly differently by another instructor, and that is working for you, it is not necessary to re-learn a new approach. The best time to talk about those differences is in the prebrief and debrief -- during critical phases of flight like a takeoff there will not be time for discussion. If the technique you have been using has not worked well for you, try another instructor's technique, it might just click things into place. Don't let different techniques be a source of frustration, they are a part flying, and there is some value in diversity of technique.

One last personal note – if you ever come across an instruction issue that you cannot resolve through discussion with an instructor, or if you just think there is something I ought to know, please feel free to talk to me about it. In person is best, email is ok. If you want me to keep your name out of any future discussions, just ask, you have my word that our exchange will remain private.

Soar!

.>John Noss