



Skylines

Skyline Soaring Club, Inc. March 1992

Minutes of the Board of Directors' Meeting

Members present were: Spencer Annear, Shane Neitzey, Ralph Wentzel, Jim McCulley, Bela Gogos, Kit Carson.

The minutes of the previous meeting were read.

TREASURER'S REPORT-

There is almost \$6,500.00 in the club's account. However, we need to have greater activity, since the winter weather has shut us down many of these winter weekends. There are 35 members in the *Skyline Soaring Club*. Thirty are active and 5 are inactive at this time.

COMMITTEE REPORTS-

Operations- Kit Carson said he has reduced and copied the manual for the Pawnee and placed it under the seat in the aircraft. Kit has placed the Tow Pilot's Notes on computer disk so they can be updated more easily.



New letdown procedures are being developed as experience dictates. Jim McCulley and Jim Miles have spoken about experiments with different mixture settings.

These settings were applied and the effects on engine temperature were observed. So far, there seems to be little or no difference with the various settings for mixture. There will be more on this as experience is gained.

Jim McCulley says that the recommendation for now is to ease power back in small increments, hold airspeed down, and take extra time coming down. Don't get back on the ground so quickly! There was some more discussion on this subject at this point and Jim McCulley said that tow pilots should let him know of any squawks on the tow plane.

Facilities- Thank you to Bela Gogos for providing a large, plastic box, which seals against the elements! This container will be used to keep the papers dry in the Pawnee hangar. There was some discussion at this point about the hangar doors (need to be trenched after the wet weather). There are now some nice carved, gothic lettered wooden signs over the club hangar doors, which read "S CLUB." They look very much like our neighbor, Burt's, work! (Burt is the one with the Bonanza across from the ASK-21's hangar.)

Membership- Shane has another prospect. He will be following up on this. Kit will speak to C. R. Davis, another prospective member. This one could be a much needed additional tow pilot! The long awaited *Operations Manual* will finally be going to press soon! Thanks to our publisher, Phil Jordan and Spencer Annear, who has been acting as editor. As soon as copies are ready, every member will get one. (Postscript—every member should have received the *Operations Manual* several weeks ago. If you did not receive yours, contact Phil Jordan at 703 560-3567 or 528-6117.)

Competition- Nothing to report.

Social- Nothing to report.

Old Business- We had discussions about the box (which was donated by Kit) discussed at the previous meeting. The newest tow pilots will go to Jan Scott's, Lovettsville Air Park to get checked out for towing! We also talked about the possible problems/features of club affiliations. Such items as insurance, damage to club equipment, rules for use of the equipment and so forth. There was also some more discussion on the subject of the Concord trailer. It seems we win by default! Jim Kranda is supposedly arranging to haul it away.

New Business- A large amount of time was spent discussing participation (how to get more), planned activities (what kind to have), competitions (whether to have any at all), social events etc. Shane spoke about an idea he'd been toying with for a time. Namely, to have competition between student pilots involving the earliest to Solo and to reach Private certification. He envisions similar competition between Private pilots as well.

Shane and Ralph will work as committee on this and report back to the board next meeting.



Spencer mentioned the possibility of a consortium being formed among interested pilots, who would purchase a single engine airplane equipped for aero towing, which would be two-place and could be loaned to the club on occasion for tow pilot check outs, backup towplane, etc.

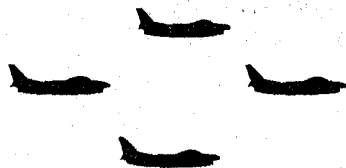
Next Meeting scheduled for- April 29, 1993 at Shane's place of business in Manassas, VA.

NEWS

Word has it that toward the end of this year's Wave Camp at Petersburg, WV as the Bay Soaring folks were shutting down the wave window for that particular day, an Air Traffic controller related a little story to them on the phone. He said that during the day a flight of Marine Grumman A-6 attack aircraft contacted the ARTCC at Leesburg. The controller advised the flight leader that he should be vigilant as the A-6's were traversing the area of the window. After a pause the flight leader came back on the comm. radio channel and confirmed the transmission.

After yet another pause, the leader came back and asked the controller why they should care about some gliders! The controller smugly answered, "they're above you, sir!"

Ralph Wentzel, *Secretary*,
Skyline Soaring Club



If you fly a glider long enough, you're gonna scare yourself silly once or twice....

One of the best ways to do that is in wave. I'll never forget tooling along a little in excess of 80 kts. in a 1-23, back in 1975, coming down from over 22,000 feet in the Mt. Mitchell wave, when a tail gust exceeding 80 kts. turned my flying machine into a falling machine. It only lasted a few seconds, but the violence of a healthy rotor has to be experienced to be appreciated.

Glider pilots in general probably have as much or more experience with and appreciation of some of the more violent wind microsystems, since we tend to seek out conditions – like waves – that characteristically include phenomena like microbursts, shears, and rotors. After all, to most GA pilots, “mountain flying” is all caution, while glider guiders seek it out.

A lot of glider guiders – myself included – have sought out the wave at Colorado Springs. But let's review what happened at Colorado Springs on March 3, 1991...*to an airplane that weighs over 75,000 lbs.!*

UAL Flight 585, a Boeing 737, departed Denver at 9:23 AM. Weather reported at Colorado Springs (COS) was “clear, visibility 100 mi., temperature 49F, dew point 9F, winds 330 at 23 kts, gusting to 33 kts.” Cumulus over mountains northwest of COS. One witness reported several rotor clouds in the area 10-15 minutes before the crash.

Here's the final few minutes of UAL 585:

9:32:35..COS ATIS reports winds 320 at 13 kts, gusts to 23 kts.

9:34:06..Descends to 10,000 feet (about 4,000 AGL)

9:37:59..Cleared for visual to runway 35 COS

9:38:29..COS ATC provides PIREP “Boeing 737 reports 15 kt loss in airspeed at 500 ft., 15 kt plus at 400 ft., and 20 kt plus at 150 ft.”

9:39:56..Wheels Down

9:40:35..15 deg flaps

9:41:20..25 deg flaps

9:43:03..30 deg flaps

9:42:29..10 kt airspeed gain

9:43:00..Thrust reduced from 6,000 to 2,000 lbs/engine

9:43:01..Second 10 kt airspeed gain

9:43:21..Rate of heading change increased consistent with 20 degree bank angle and a turn for alignment with the runway

9:43:28..Thrust increased to about 6,000 lbs/engine; first officer calls out “1,000 feet”; aircraft banked right nearly in alignment with runway; began descent at 2200 fpm (greater than standard)

9:43:32..As wings roll level, turning rate increases to 5 deg/sec to the right; witnesses report nose rises, but aircraft continues descent unabated

9:43:33..“*Oh God*”; captain calls for 15 deg flaps. Altitude decreased rapidly, speed increased to over 200 kts, aircraft rolls inverted, and acceleration increased to over 4g; altitude ca. 900 ft agl.

9:43:41..Aircraft impacts 3.45 naut. miles south of runway 35.

The NTSB did its usual very thorough investigation...no evidence of anything mechanically wrong; no evidence of crew error.

But does the weather sound familiar? *You bet it does. And you don't have to go to Colorado to find similar situations....* Frankly, I always thought glider pilots, with their superior sensitivity to weather and training for such situations, could remain immune to catastrophic accidents...until a tail gust hit me nearly 20 years ago. And I realized that you cannot have too much preparation or too much vigilance to fly safely in conditions where rotors can slam 75,000 lb airplanes into the ground from a thousand feet in 9 seconds...

I think I'll practice pattern procedures in windy conditions a little more this year....

Jim Kellett

CIRCLE DIAMETER AND TIME TO FLY TABLES

Bank Angle in Degrees

Speed (kts)	10 deg bank	20 deg bank	30 deg bank	40 deg bank	45 deg bank	50 deg bank	60 deg bank	70 deg bank	75 deg bank
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Circle Diameter in Feet (approximate)

40	1610	780	490	340	280	240	160	100	80
45	2030	990	620	430	360	300	210	130	100
50	2510	1220	770	530	440	370	260	160	120
55	3040	1470	930	640	540	450	310	200	140
60	3620	1750	1100	760	640	540	370	230	170
65	4250	2060	1300	890	750	630	430	270	200
70	4920	2390	1500	1030	870	730	500	320	230
75	5650	2740	1730	1190	1000	840	580	360	270

Time to complete a circle in seconds (approximate)

40	75	36	23	16	13	11	7	5	4
45	84	41	26	18	15	12	9	5	4
50	93	45	29	20	16	14	10	6	4
55	103	50	31	22	18	15	10	7	5
60	112	54	34	24	20	17	11	7	5
65	122	59	37	25	21	18	12	8	6
70	131	64	40	27	23	19	13	9	6
75	140	68	43	30	25	21	14	9	7

Load Factor in G

LF	1.02	1.06	1.15	1.31	1.41	1.56	2.00	2.92	3.86
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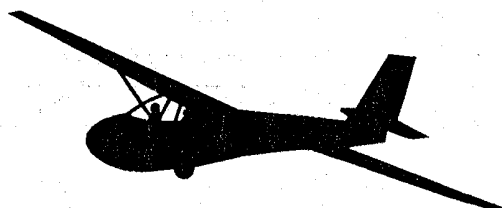
These tables were published in the *Convactor*, the newsletter of the Mid-Atlantic Soaring Association. The former president, Charlie Thurber, created it as an aid for soaring pilots. I felt that we could use such an aid and offer it here for your use. R.W.

CLUB STAFFING SCHEDULE

(amended as of April 30, 1993)

MAY		DUTY OFFICER	TOW PILOT
Saturday	01	Larry Yarger	Kit Carson
Sunday	02	Charles Ray	Shane Neitzey
Saturday	08	Ralph Popp	Spencer Annear
Sunday	09	Joe Rees	Shane Neitzey
Saturday	15	Charlie Lee	Kit Carson
Sunday	16	Phil Jordan	Shane Neitzey
Saturday	22	Jim McCulley	Spencer Annear
Sunday	23	Bob Neff	Shane Neitzey
Saturday	29	Curtis Phillips	Spencer Annear
Sunday	30	Bill Westerman	Kit Carson
Monday	31*	Ralph Wentzel	Kit Carson
JUNE		DUTY OFFICER	TOW PILOT
Saturday	5	Bob Neff	Spencer Annear
Sunday	6	Thomas Phillips	Shane Neitzey
Saturday	12	Richard Matsko	Spencer Annear
Sunday	13	Bela Gogos	Shane Neitzey
Saturday	19	Bill Westerman	Spencer Annear
Sunday	20	Matt Wolvington	Shane Neitzey
Saturday	26	Larry Yarger	Kit Carson
Sunday	27	Charles Ray	Spencer Annear

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JULY		DUTY OFFICER	TOW PILOT
Saturday	3	Ralph Popp	Shane Neitzey
Sunday	4	Joe Rees	Spencer Annear
Monday **	5	Charlie Lee	Shane Neitzey
Saturday	10	Phil Jordan	Spencer Annear
Sunday	11	Jim McCulley	Kit Carson
Saturday	17	Ralph Wentzel	Spencer Annear
Sunday	18	Curtis Phillips	Shane Neitzey
Saturday	24	Bill Westerman	Spencer Annear
Sunday	25	Bob Neff	Kit Carson
Saturday	31	Thomas Phillips	Shane Neitzey
AUGUST		DUTY OFFICER	TOW PILOT
Sunday	1	Richard Matsko	Spencer Annear

*Memorial Day Holiday **Fourth of July Holiday

For those members scheduled as Duty Officer or Tow Pilot, please call your opposite number prior to the date when you are scheduled and make arrangements to meet at the field and set times, etc. If, for some reason, you are not able to report as scheduled, please remember to make alternative arrangements for coverage on your duty date and let your opposite number know of the change. In the event of inclement weather, the two of you should discuss it and agree on cancellation of the flying day, if advisable. Please check the conditions at New Market before you make that decision, since there can be a great variance in the weather from where you are to the field!



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