



SKYLINES

The monthly newsletter of the Skyline Soaring Club, Inc. and Minutes of the Membership Meeting For October 1993

Your editor/publisher has been remiss for the past several months due to business and family commitments. I apologize for the lapse in publication and promise to attempt to do better in the coming months.

**Ralph Wentzel, Secretary-
Editor/Publisher**

MINUTES OF THE MEMBERSHIP MEETING. Friday, October 01, 1993

The annual membership meeting for 1993 was held at the Falls Church, Virginia Community Center.

The members present were: Bela Gogos, Ralph Popp, Jim McCulley, Kit Carson, Janice Farr, Bill Westerman, Phil Jordan, Pierre Brenneman, Joe Parrish, Charlie Lee, Bob Leyendecker, Pierre Grellet Aumont, Tim Ettridge, Joe Smith, Spencer Annear, Joe Rees, Shane Neitzey and Ralph Wentzel.

The meeting was called to order at approximately 7:00 P.M. and the assembled group was

welcomed by our President, Spencer Annear.

The minutes of the previous annual meeting (January 22, 1992) were read by Ralph Wentzel, Secretary.

Next, Bela Gogos, Treasurer, read his annual report. This report, although prepared before year's end 1993, was done with the objective of being able to make comparisons with 1992. Bela can make copies of this report available upon request for those members unable to attend this meeting

Bela's report was very professionally done using overhead projections as well as hand-outs. Listed here are some highlights from the report: active membership has dropped slightly from 37 at the end of 1992 to 33, year to date 1993; number of tows 369 in 1992 to 457 in '93; member's equity \$12,054.00 in '92 to \$14,129.00 in '93; income was \$17,086.00 to \$17,076; expense \$14,692.00 to \$12,520.00; loss \$4,133.00 to \$2,190.00 this year

Next the meeting turned to

business. Events for club activities were discussed. Volunteers were called for to assist in the stripping and repainting of the wing struts on the *PAWNEE*. Ralph Wentzel and Joe Parrish volunteered for this duty. Jim McCulley, our Maintenance Director will head up this effort.

CFI-G's and Tow Pilots are sorely needed for the club! Requirements for Tow Pilot are: Commercial rating, and a minimum of 100 hours tail dragger time. Then the FAR has to be satisfied for someone to fly tows.

The problem of "no shows" among Duty Officer assignments was discussed. A suggestion was offered that club fines of \$50.00 for failure to report and \$25.00 for late (should report by no later than 10:00 AM) should be levied. No decision was taken at this time, however.

A "squawk" sheet to be placed on the bulletin board in the *PAWNEE* hangar was suggested.

The club still has the Concord

members. He discussed coaching versus criticism, the constant search for improvement and growth in skills and knowledge as pilots, admonished us all to **STOP, LOOK AND LISTEN** before crossing the runway at New Market, warned of pilots not adhering to the prescribed landing patterns and, especially, the practice by some of us of making low turns to final approach. Apparently, there is a stronger tendency to engage in this practice when making a right hand pattern to runway 06, he reminded us that checklists should always be completed prior to committing to flight or landing, that harnesses must be fastened during both of these phases of flight per the FAR (including briefing as well as asking the passenger to check theirs), and lastly to be aware of pilot's currency this per club rules as well as the FAR's (the 90 day rule).

Shane then conducted a short seminar on the proper ways to secure tie down ropes on our club equipment. Sometimes gliders are left with loosely tied ropes. This could result in damage to our aircraft!!

Our next membership meeting is now scheduled for January 14, 1994 at the Falls Church Community Center. Bill Westerman volunteered to work up a theme and program for our Spring Safety Meeting at the start of next year's soaring season.

BELA GOGOS UNDERGOES MAJOR SURGERY

Bela was operated on Saturday, October 23, 1993 at Fair-

fax Hospital for a major blockage in the arteries to his heart. The procedure was successful and the patient is apparently doing well as he recovers. I spoke with Bela on Monday, the 25th. He sounds to be in excellent spirits and told me he hopes to be coming home on Thursday! Our thoughts and prayers go out to Bela. We all hope for a swift and complete recovery for Bela. By the way, Bela told me that he hopes to back out at the field by year's end if all goes well.

ARE SOARING PILOTS SAFER THAN THE OTHER KINDS?

Of late there have been several reports of aviation mishaps where either knowledge of soaring on the part of the pilots involved would have or did lessen the severity of the results of said mishap.

Sometime in 1985, a Private Pilot and Instructor with more than 7,000 hours was flying in a pass north of Los Angeles in California when his *Piper Warrior* was suddenly affected by a powerful draught of sinking air! The accident report states that the pilot reacted by practicing the conventional technique of increasing power to maximum and establishing a climb at his best rate of climb airspeed (Vy). However and unfortunately, this didn't work due to the aircraft's having insufficient power to overcome the powerful sink. When the aircraft hit the ground at a high rate of descent the pilot was killed.

This is not an unusual occurrence. According to statistics, during a recent eight-year period, there were well over

350 such accidents. Fifty-nine were fatal. To quote from a recent article by the pilot, instructor and aviation writer, Barry Schiff, "too bad, some might say, that the airplane was unable to out climb the down draft. Those who know more about coping with down drafts, however, might say that it is too bad that the pilot had not had any glider training, because it might have provided him with the tools needed to save his life." Sink is, of course, to us a bad thing, but we are taught to increase airspeed when flying in sink. Remember best L/D airspeed? The more sink, the faster we want to go while flying through it. We are told that this reduces the glide angle and results in greater penetration.

As a result of the accident recounted above, a friend of the dead pilot and glider pilot recognized that the conventional training of power pilots causes them to react this way. This glider pilot did some basic research and concluded that, when in air that is not sinking at a great rate Vy is appropriate, but in powerful sink a power pilot would be better off to increase speed to maximum cruise. Stated another way, power planes ought to resist the urge to try to out climb the sink! He should lower the nose to help accelerate to maximum cruise. This is just what a knowledgeable soaring pilot would do instinctively!

Perhaps we shouldn't pat ourselves on the back, but rather we might try to persuade our power pilot brethren to try some sailplane training, to add a glider rating to their ticket to

become a little safer pilot overall.

As a final footnote to this article, the pilot/instructor who did the research, one Steven Philipson, has accepted the challenge to try and convince the NTSB and FAA that power pilots could benefit from some of the techniques and procedures used routinely by sailplane pilots. And, although he has begun to get a few positive responses from the NTSB, his efforts have generally fallen on deaf ears. Again to quote Barry Schiff, "...it appears that many of our aviation servants in Washington, D.C., do not understand much about sailplanes and the principles of soaring. They apparently are more interested in the principles of power."

Notice to All Members!

Any maintenance on club equipment must be cleared first through our Director of Maintenance, Jim McCulley!

FLUTTER, IAS AND TAS

Off and on there are protracted discussions in the SSA magazine *SOARING*, that dredge up arguments, questions and definitions what flutter is and how to avoid it. Mostly this the advice to closely monitor the True Airspeed (TAS) as you fly at higher altitudes. Some pundits say Indicated Airspeed (IAS) is what you should watch. So the discussion continues. As recently as the current issue of *SOARING*, there are further letters on the subject.

As we approach the arrival of our own Wave Window, if

ever the FAA can get off its bureaucratic duff and passes us the final approval, we owe it to ourselves to be thinking about this phenomenon called flutter. The conventional wisdom is, I think, that the higher you go the higher TAS goes while IAS remains the same. Or maybe to put it better, the two vary more and more as you fly higher. If this is so, then at speeds well below IAS redline when at altitude, the TAS may be exceeding the flutter speed by a large margin!

The point of all these ramblings is that we may, in the not too distant future, have members making high altitude forays in mountain wave. If this is so, then we all need to be as familiar as we can about these phenomena. To be otherwise might be fatal!