

SKYCLONES



**The Monthly Newsletter of the Skyline Soaring Club, Inc.
&
Minutes of the Membership and Board of Directors Meetings
for**

Minutes of the Membership Meeting held on March 18, 1994

The meeting was called to order by Spencer Annear, President at about 7:30 P.M., March, 18, 1994. Present were: Spencer Annear, Jim McCulley, Shane Neitzey, Ralph Wentzel, Joe Parrish, Bill Westerman, Bob Neff, Janice Farr with guests Jim Kellett, Jim Kranda and Wes Lineberry. The meeting was convened at the Falls Church City Community Center in Falls Church, VA.

Bill Westerman led off the festivities by introducing the First Annual Skyline Soaring Club Safety and Season Kickoff Meeting.

Bill introduced the guest speaker he had invited to this meeting, Mr. Jim Kranda, who is the local FAA Designated Flight Examiner (glider). Jim was active with the now defunct Warrenton Soaring Center. He is a rated instructor and authority on aviation matters and soaring particularly. Jim gave a short, interesting talk from the perspective of our local FAA Flight Standards District Office (FSDO), which is located at Dulles International Airport.

- **We should get along with all power traffic.**
- **We must be conversant with the newly published Airspace changes. Air Traffic Control (ATC) is very sensitive to this subject.**

- **Soaring has just completed an accident-free year in 1993 in this area.**

- **On the subject of sailplane accidents, in spite of the excellent year last season there has been one fatal sailplane accident in 1994 already.**

We should remember that these are items near and dear to our friends at the Flight Standards District Office (FSDO)! We should also be conscious of the fact that the FAA, in general, does not truly understand powerless flight and its attendant different priorities and problems.

Jim then went on to speak about general safety factors in flying. The first was the fact of aging and how we should ad-

just to this fact of life. He spoke of changes in behavior versus adjustments in our judgment. Our desires were next discussed - assess whether we want to continue flying. We should ask ourselves, do I still have the interest and motivation to continually strive to improve myself or have I just become habituated to going out to the field and flying? Do I fly an aircraft that I'm not really prepared or fit to fly or, in other words, is this a too high performing ship for my skills, knowledge and abilities? What type of airport am I flying from, is it a high level of power traffic field or not?

The next part of Jim's talk brought up some very interesting new (at least to this reporter) ideas to ponder for the club. He suggested that the club consider conducting its own "mini-wings" program. For any of you out there who might not be familiar with the FAA Wings Program, it's a formal series of classroom type instructional sessions given by Certified Flight Instructor(s) and FAA Safety personnel for any interested pilots. After attendance at a requisite number of these sessions, the pilot then must complete a specified number of dual flight instruction "hours" (with a CFI-G of course) and upon satisfying these requirements the participant is presented with a pair of FAA "wings" to signify his or her having completed the course. This accomplishment

means much more than the earning of wings, however. It represents a way to stay current and to improve knowledge and skills. An undertaking which could not only make you a better pilot, but might even save your life! Jim says that the FAA is interested and willing to work with a club such as ours if we are interested. Is there an interest out there? Let me or any of your directors know if you are willing to participate. If there is enough interest, we can contact the FAA and get something started.

Jim also suggested that we might present our own weather refresher course for interested member pilots.

Next he discussed the facts of Visual Flight Rules (VFR) flight (which as we all know applies specifically to us as sailplane pilots). He mentioned low-altitude, high-speed, military flights in our area of operations. Some of our members have actually seen these military aircraft flying at low-altitude in the region of New Market. We should all be aware and cognizant of the requirement to "see and be seen," which is no mean feat when you're in a light colored, small, low wetted area, very low frontal profile aircraft moving at relatively low speeds and altitudes! These military pilots are usually in pairs with one low and the other high to act as a spotter. Even so, they may not see you! The answer

is to be extra vigilant. Don't be flying with your head (eyes) and brain in the cockpit! Look outside for other traffic!

Jim warns that the FAA is now fully staffed. This means for us that there may be **"airport surveillance checks."** Be aware and be prepared for this eventuality. Private owners have your documentation available per the FAR's and non-owner members have your logbook and license on your person when getting ready to fly or when flying. It might be wise to review the FAR's before your next trip out to the airport so you know what documentation is legally required for flight.

A question and answer period then followed. A few highlights are published here. On the question about what are the minimum proficiency standards, Jim replied that the FAR's are the minimum! In his opinion, flight once a month, at least, should be the objective of every pilot. More often may be called for and appropriate depending on your own skill level, number of hours, etc. Err on the side of more rather than less here! The club has already addressed this subject by establishing our minimums above the FAR's. However, this applies to club equipment. Private owners should be cognizant of their own personal requirements to maintain and improve skills. It is easy to get lazy and ignore this important part of flying!

Jim suggested that we as a club consider establishing a "Wings" program similar to the AOPA/FAA jointly sponsored series. The FAA would probably work with us to make it work! Members should be giving this some thought and contact your directors with your preferences and ideas. If you aren't familiar with this type of program, you should ask one of the instructors about it.

It was recommended that all pilots review the rules for:

TRAFFIC PATTERN -

- always keep a lookout
- pattern altitude is for patterns and not soaring
- be alert for other traffic in the pattern
- keep on the lookout for other power traffic especially
- rope breaks (know options prior to flight, rehearse in your head as a checklist)
- maintain sufficient altitude and speed on final
- pre-plan altitude for landing on or off field
- be especially aware of wind shear at takeoff and landing ends of field
- Duty Officers have the right and responsibility to stop all operations when in their judgment the conditions warrant it
- be prepared mentally for problems before they might occur
- know your options when landing on a crowded/busy field either on the grass or on the pavement

DUTY OFFICERS

- be sure that pilots do conduct preflight inspections before

taking off, especially for the first flight of a day

- be sure ALL members care for club equipment properly
- be aware of the rules for guest and trial memberships, since as D. O. you are responsible for this aspect of operations when on duty as well

ON TOW-

- keep the tow plane on the horizon
- if the tow plane is no longer in sight directly over the nose of the glider, **RELEASE**
- if anything seems not right on tow, **RELEASE**
- if uncomfortable with your location at release altitude, **STAY ON** until you are satisfied
- get to know your tow pilots, so they know who they are towing
- tow pilots should keep the gliders they tow within landable distance of the field

GUESTS-

- members should give them a safety briefing prior to arrival at the field
- warn them about crossing the active runway
- emphasize that they must be on the lookout for silent aircraft

Due to the lateness of the hour, there was no Board meeting and the meeting was adjourned.

MINUTES OF THE BOARD OF DIRECTORS' MEETING FOR MARCH 1994

The meeting was called to order at 7:00 P.M. by Spencer Annear at Shane's Signs in Manassas Park, Virginia.

Present were:

Shane Neitzey, Spencer Annear, Kit Carson, Jim McCulley, Bela Gogos, and Ralph Wentzel.

No minutes of the previous meeting were available to be read into the record.

TREASURER REPORT

The informal Treasurer's report was that we are looking OK! A handheld transceiver has been purchased for the use of the Duty Officers while on duty! A digital answering machine has been purchased as well for the use of all members. More on this later. The club still owes for the answering machine and some yearly dues and second half of initiation fees are due! If you haven't yet fulfilled your obligation, please do so as soon as you can. We are in need of funds to keep up with our expenses!

OPERATIONS

There was nothing to report.

MAINTENANCE

Nothing to report.

FACILITIES

Tracks for the Pawnee tow-plane will be installed in the hangar. This should ease the movement of the plane in and out of the hangar as well as it's placement there.

MEMBERSHIP

There was some discussion on how to approve permanent membership for members who may have completed their trial period.

It was mentioned that both Joe Smith and Joe Parrish are up for their approval for permanent membership.

For TRIAL MEMBERSHIP, it was decided that a cash (personal check) deposit will be required in the amount of our club insurance deductible fee, which would be held until the end of an agreed upon period during which the Trial Member would be allowed to solo in club ships. This deposit would be due the first day they are to solo prior to flying. DO's be aware of this requirement! This rule applies only to members of other soaring clubs.

COMPETITION

Nothing to report.

SOCIAL

Nothing to report.

OLD BUSINESS

The Concord trailer at Warren-ton.... maybe this time! We can but hope. looks like the Salvation Army is interested in it. A good and worthy charitable organization to get it... perhaps.

Attached are instructions for the use of the club's new digital answering machine. Please read, save, and understand them so you can use the service to find out what's going on at the field before you make the drive down there. Duty Officers must understand what their responsibilities consist of prior to assuming the duty on their scheduled day! This is an experiment to see if we can make participation easier for those members who haven't been out much, so we all have to do our parts to try and make this work. Please read and save the instructions. Carry them with you when you're scheduled for Duty Officer.

Now that we finally have an aviation transceiver for use at the field, please get a briefing from someone who knows the drill prior to assuming your duty as Duty Officer for the day. Jim McCulley has worked up these methods for us, so use them! Basically, we are monitoring the UNICOM frequency (122.8 MHz) and transmitting only when a perceived "dangerous situation arises." These are also methods for use of the battery packs and earphones to extend battery life. There is also the responsibility for charging of battery packs and a specified time period for their use. Please understand these before you have the duty.

NEW BUSINESS

A suggestion was made that a student/instructor's meeting be convened to discuss problems, methods, policies, etc. More to come on this from later meetings.

A discussion was held on the subject of Cross Country Training. No decisions were reached.

We discussed a "Summer Event" for the club, but nothing was decided as of now. If any of you out there have suggestions or preferences, please feel free to communicate them to your directors for discussion and planning. We envision something like a field day with precision landing competitions, flour bombing competitions, a barbecue and picnic and open house for all members and their families and friends. What would you like to do and see done on this special day this late Spring or Summer?

We discussed the club "Wings Program" possibilities without reaching any conclusions as of now.

There was discussion of the presence of low-level military "kerosene burner" flights in our operating area. This member observed a Marine A-6 Intruder at what appeared to be tree-top level beneath him through the route 211 gap. Others have also been aware of the presence of military aircraft during Skyline operations. Bill Wark has been asked to make contact and try to seek a communications channel with these military units to better be

aware of their intentions and to make them aware of our presence in the same airspace.

The meeting was then adjourned.

CLUB NEWS!!!!!!!

Visitors from Other Area Clubs at New Market!!!!

We have had several visitors from the Mid-Atlantic Soaring Association (M-ASA) at New Market. They flew club ships (ASK-21) as well as their own privately owned sailplanes. An LS-6 and an ASW-20 flew with us. During one of the visitors' check flights with an instructor, they found wave and went to 10,000 feet in the ASK-21! One of the visitors, Chuck Forrester with his LS-6 achieved an altitude of 14,750 feet! That same day another M-ASA member, Jonathan Gere, took his ASW-20 out over the Massanutten ridge and worked the lift there all afternoon at 5 to 6,000 feet.

Recent Events at New Market Mark the Beginning of a New Soaring Season

More recently Curtis Phillips, one of our advanced students, reached 7,400 feet over the ridge! This was done in the 2-33 training glider! Your reporter that same day reached 7,200 feet in the ASK-21 over the ridge during a one hour flight as well. Joe Parrish did the same!

However, the crowning achievement for that day was Shane Neitzey's flight to 14,000 feet in wave during a four and one half hour flight. This was done in Shane's recently acquired LAK-12 sailplane. Shane recounted that at one point he penetrated upwind (to the west) at the top of the wave and went at least five miles for the loss of only 300 feet or so! Looks as though we have some unique conditions at our field of operations on occasion.

New Feature for Club Members' Use to Get Field Status Reports and to Reserve Club Ships!

The much heralded *SKY-LINE* is now ready for general use! We have purchased a digital answering machine for the use of the membership. Joe Parrish has kindly donated the use of his telephone and home for the placement of our electronic answering device. Please **READ** and **SAVE** the attached instructions for its use. It is hoped that the provision of a means for members to know what is happening with weather at New Market, club equipment status, availability of instructors, and the ability to reserve the aircraft of their choice will increase participation.

NEXT MEETING

The next board meeting is scheduled for Thursday, April 28, 1994 at Shane's Signs in Manassas, Virginia