



PAY ATTENTION TO THE AWOS

Andrew Neilson

When it comes to General Aviation, it's common practice for power pilots to consult the AWOS when flying

AWOS = Automated Weather Observing System, 121.85 at KFRR

between airports. Altimeter settings, wind direction, and the like help with deciding which runway to use and to make sure that everyone is at (roughly) the same altitude. I don't know about anyone else, but I tend to pay less attention to the AWOS when I'm flying a glider. For a normal training flight, it's not really a factor. You're up anywhere from 15-30 minutes, maybe an hour, You're focusing on getting everything down so that you won't disappoint Piet when the day of reckoning arrives. AWOS? Who really cares?

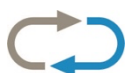
Well, about that. In August I had a nice, almost 3.5 hour flight in a glider. Didn't stray too far from the airport, just hopped from thermal to thermal trying to improve my technique. Finally, I had decided that it was time to come in and land. I had briefly checked the AWOS in the middle of the flight, but nothing much had changed. So, when I committed to land, the first thing that I did was to lower the landing gear and forgot about the AWOS. I was nowhere near the pattern, but a wise and experienced CFIG once told me that whenever he decides he's going to land, he puts down the gear. One less thing to worry about in the pattern.

The approach and landing were normal and uneventful, though I do need to work on my speed control; I tend to get fast on base. I had a nice smooth landing and rollout. Getting out of the glider I happened to glance at the altimeter. It read 800 feet.

Whoops.

That meant that I was a hundred feet lower than I thought that I was. It wasn't a problem and since I tend to stay high and tight in the pattern, I never noticed that I was low.

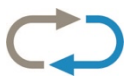
The takeaway for me is to Pay Attention To The AWOS! Especially if you've been up on a multi-hour flight. Conditions are constantly changing and you need to be aware of what's going on. When you commit to land, you should check the AWOS so that you can get the latest conditions which can help you from having to say "Whoops".



CONGRATS TO BENAHI LICHTI

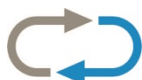
First Solo, September 24

Getting
'baptized' by his
mom, with CFI
Brian Clark



CAN'T KEEP THE BLUE SIDE UP!

Mia Anderson won the IAC National Aerobatic Championship in Glider Primary Division in Salina, Kansas in an MDM1 Fox!



CONGRATULATIONS!!

From the September 2024 issue of Soaring the following Skyline members have been noted.

A Badges

David Wacker
Larry Ayers

B Badges

David Wacker
Larry Ayers
Andy McGowan
Chris Baughman
Ryan Baughman

C Badges

David Wacker
Chris Baughman

Bronze Badge

David Wacker

From October 2024 issue of Soaring magazine the following Skyline members have been noted.

Silver Badge

Caleb Smith

Silver/Gold Duration

Caleb Smith

Silver Altitude

Matt Vosika
Caleb Smith

Silver Distance

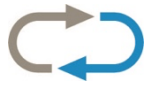
Ron Wagner

IN ADDITION

Congratulations also to Emma and Taylor Tetley! When they aren't flying gliders with Skyline or participating in dance contests (Taylor) or flying powered planes (Emma), they are participating with their local 4-H Shooting Team in the Virginia state championships. Here are their accolades:
Virginia 4-H State Shoot Awards
Sr Smallbore Rifle Silhouettes - 1st place team member Emma Tetley
Sr Trap - 2nd Place team member - Taylor Tetley
Sr Hunting Outdoor Skills - 2nd Place team members - Taylor Tetley, Emma Tetley
Sr Hunting Outdoors Skills - 3rd Place Individual - Taylor Tetley

Sr Hunter Safety/Wildlife Test - 2nd Place team member - Taylor Tetley
Sr Hunting Skills Overall - 2nd Place team members - Emma Tetley, Taylor Tetley

Congratulations Emma and Taylor!



NEW SAFETY OFFICER

Hello! I think most folks know me but let me introduce myself to those that don't and provide some additional information about myself. I'm Christopher Wuerker, typically go by Chris but in a club full of Chris, suggest you call me Wuerker (pronounced 'Worker'). Or you call me by my nick name from residency, Crash but more on that later.



I started flying when I was 13 when my mom suggested we start glider lessons at Pearblossom, California in the high desert outside of Los Angeles. I loved it but the two-hour drive made it difficult. So I switched to power lessons at the local airport, Torrance, to which I could ride my bike. I soloed when I was 17 and got my certificate at 19. I started flying gliders again during my medical residency flying out of Freemont, California and then Vacaville, California where I got my glider rating. I continued to fly power getting my tail wheel endorsement and learning aerobatics culminating in flying the club's Pitts S2-B (but only dual... that's plane is a monster!). I was all in at that point, having purchased a share in a derelict Cessna 310 which we rebuilt over two years and started sky diving

I hung up my flying when we moved from California to Virginia in 1995 but was able to stay involved with aviation by running the medevac program, MedSTAR, for MedStar Health. I loved it. When I took over the program, we had two BK-117 helicopters and were doing about 1,400 missions a year. At our peak, we were operating six EC-135

flying over 6,000 missions a year for MedStar, University of Maryland and Children's National Medical Center. Unfortunately, the other medical systems started their own program so we downsized to four helicopters. We were first program in the country to fly single pilot IFR, one of the first to implement night vision goggles and were part of the pilot program to implement ADS-B (initiated in the National Capital Region more for security than for air traffic control).

I've been involved in safety and quality assurance program my entire medical career.



A big Thank You should go out to new member Nick Meeder. A new set of folding chairs have replaced the old rickety set thanks to Nick's generosity. The new chairs are sturdy and comfortable. Thanks Nick!



Skyline Soaring Club, Inc.
is a private,
501(c7)
non-profit

organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to www.skylinesoaring.org

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