

President's Prerogative

George Hazelrigg

The 2004 flying season is officially under way. We have already had some pretty good days. There has been wave lurking about— Dave Weaver and I got to 12,300 msl a couple weeks ago—and on Sunday, February 22, the ridge was smoking. At the same time, your Board has been at work to make this a fun season.

First, I want to talk about the Sprite. If you are just returning from Mars and haven't heard, the Club is in the process of purchasing the Sprite from Piet Barber and Joe Rees through a very generous offer. Further, it has a shiny new radio and boom mike that resolve a big issue of concern to previous Sprite flyers. The Board wants to encourage its use. The hourly rate remains fixed at \$21. But, to prove that you can have fun in the Sprite, you may take it for up to 2 hours and 15 minutes while others are waiting, compared to one hour for our two-place ships. This will enable you to do your B, C and Bronze badges in the Sprite. When no one is waiting, you can keep it all day, and the maximum charge will be \$63, three hours flight time charge. Further, after you get your Bronze badge, you are encouraged to take the Sprite cross country. Remember the requirements for cross country: you must have your Bronze badge, you must have instructor sign-off if you are a student, and you must have a ground crew ready for a retrieve. If you want to use the Sprite for a badge flight, you are encouraged to announce your intent to the Club via e-mail at least 48 hours in advance. Then you may claim priority on Sprite use. And a note to DOs: the Sprite should be pulled out and put on the line with the K and the Grob. Don't leave it in the hangar. We want this to further encourage its use.

Next, we want to encourage use of our new (one season old) grill. Last year, Glen Marumoto proved that his skills range well beyond piloting as he led a number of culinary festivities challenged only by Steve Wallace's great asparagus barbeque. This year, we expect to expand our "Vulture Row" activities and encourage everyone to be a leader in this area. So we are hoping to hold several food-related events during the year.

Third, our cadre of CFI-Gs is expanding, and we will soon have at least one and often two CFI-Gs on the field every flying day. This should make this a great training year. So all you students get out and get your ratings. And you PPL-G pilots think about your CPL-G. The training could put the two-place ships in high demand. And that is another reason for transitioning quickly to the Sprite, and it is a reason why I think the Sprite will see greatly increased usage this year.

Finally, this could be a year of growth for the Club. My goal is to see us grow to about 80 members this year. And I have asked the Board to consider methods of capitalization for the Club. With growth and capitalization, we could create several new options, such as a second tow plane and another two-place glider.

I want to thank Dave Weaver for his outstanding safety meeting presentation on ground operations. Remember, if you weren't there, you have to watch the video. And thanks to Dick Otis for doing the video. Again, let's do our best to make our ground operations safe, efficient and considerate of others.

Rumor has it that Phil Jordan and John Lewis have a new baby: a recently refurbished 1-26. I understand it's a real head-turner. Congratulations on the new arrival!

And congratulations to Curtis Wheeler, experienced driver of heavy metal and the Pawnee, on his recent first glider solo flight. And kudos to Shane as the CFI-G of note for the occasion.

SSA Convention Report

Carlos Roberts

I attended the SSA convention again this year, where I learned a lot, and had a lot of fun. Here's some brief notes on what I saw and heard:

1. The new Diana 2 looks to be quite a sailplane. It has a new wing, which will give it an L/D of over 50. The wing is a spar-less mono-

coque structure, very interesting. Each wing weighs only 46 kg, and the glider has a min sink of only 80 fpm. But, it can hold up to 528 lbs of water ballast! Unfortunately, the cockpit still stays the same small cramped size.

2. Dr. Dan Johnson gave a good talk on medical aspects. He recommended that you do not turn your glider and tip your head at the same time, as it can lead to de-stabilization. Just avoid head movement during turns, OR, keep your head moving at all times. What you don't want to do is let your head stabilize and then move it in a turn. He recommends you turn oxygen on at only

6K ft, it helps both brain functions and vision. Also, in the way of general health tips, avoid trans fats. One teaspoon a day of these increases your risk of heart disease by 50%! (This means stay away from anything that has partially hydrogenated oils)

3. Klaus Ohlman's talks (both of them) were fascinating, as you would hope a talk would be from someone who just set new world records for long distance soaring. He had a great video he prepared, I hope it will be either for sale or otherwise available for distribution.

4. Juan Mandelbaum's new movie/video "A Fine Week of Soaring" is a truly excellent account of the Mifflin Regional Contest that four of our members took part in. Here 's a short description: "An exciting insider's view of the Mifflin, Pennsylvania regional contest from the back seat of a Duo Discus high performance glider, with 15-time US national champion Karl Striedieck at the controls. Flying at high speed at treetop level over the Appalachian ridges or climbing under majestic snow showers, we get a sense of how a champion plies his craft. The supporting cast includes competition director Charlie Spratt, two-time world champion George Moffat, still a formidable competitor at 75, and the contest pilots and organizers." For more info, and to order, check out this site:

<http://www.geovisiononline.com/fineweek>

5. There was an excellent tour of the Lockheed facility where the F/A-22 and C-130 are assembled. This was a real eye opener for me, as I'd never been near an aircraft assembly line before. It's amazing how much manual labor is still employed.

6. Steve Wallace gave yet another encore of his engrossing report on the Shuttle Columbia accident. Since I hadn't managed to attend any of his previous presentations, I was happy to be able to make this one. Steve did a great job, and received numerous questions and compliments.

7. There were, of course, a large number of sailplanes on the convention floor, just waiting to be sat in. I was captivated by the video of the Italian Silent glider, with the two AMT-450 jet engines. I was hoping this would see the light of day as a production model, but unfortunately there are current no plans to do so. One thing that was very obvious was the way that the exchange rate is affecting European glider prices: needless to say, it's not good.

8. There were a large number of other exhibits, as well as many talks that I couldn't get to. If you haven't been to one of these conventions, I heartily recommend it. Next year's SSA Convention will be in Ontario, California, so start planning now!

Convention Photos

The SSA web site is currently under (re) construction and no photographs were posted as of this writing. These photos and text were taken from the 1-26 Association page. The winner of the 2003 H. Marshall Claybourn trophy this year is first time winner Joann Shaw, who on August 27 flew 301.96 miles to a landing near Elkhart, Kansas. Chase crew was 11-time Claybourn winner and husband Charles. What a team! Congratulations Jo!!!



There were no captions on the 1-26 web page but this appears to be the 1-26 Association's dynamic young President presenting the award to Joann Shaw.

Photo by Larry Pardue



Photos by Tim Cocker

PW6 (left) Phoenix and DuoDiscus...if you have to ask "How much?"...you can't afford them



Dear SSA Faithful:

Dennis Wright

We have made our way back from the Convention last week and all of us on the staff have been busy trying to catch up and recover our sense of the proper time and space. Many of us have to set aside our "day jobs" as we ramp up to the convention, and as a result we are all of us more than just one week behind. Be patient with us.

My own observations of the convention, my first SSA event:

1. Our personal target for the number of attendees was not attained, I think in large part because of the weather. We had a lot (numbers to follow later) of pre-registrants that never made it to registration to pick up their packages. Just north of Atlanta, I understand was a real mess in terms of snow and ice. I do know that ATL airport

contributed to a couple of days of significant system-wide Air Traffic Control delays.

2. We tried a new layout of the exhibit hall. I liked it (but then I was the champion of the new layout), and as I walked around the folks that talked to me were 6 to 1 in favor of the revised layout. We left Atlanta with 1/3rd of the Ontario Exhibit Hall already booked, several exhibitors are teaming up to have booths in proximity in order to develop some synergies, and we have several exhibitors that have inquired about exhibiting in the "SSA Center." On the other hand, I have been privy to some post convention communications from folks who have decided to mount a lobbying campaign to have the booths moved back against the outside walls of the convention hall. Stay tuned.

3. The staff realizes that there are a lot of things we would do differently in future. To that end, we spent the morning on Wednesday critiquing the event and writing notes for our use in planning

next year's event.

Our shipment from Atlanta has not yet arrived back in Hobbs, but when it does we will dive into the data and provide a financial re-cap of the event.

The internal Web Site Committee met this week and began work on the clean sheet of paper re-do of the web site. It was a spirited discussion, and it is clear that the staff has as many con-

cerns with the web site as our members. I'll report more on this as we go along. The Board created a Web Site Task Force in Atlanta, and we will now share the results of our first internal committee with them, soon.

...From Hobbs, where we are shivering from the cold and the natives keep saying "We never get weather like this!....."

(Forwarded by Diane Nixon-Black, RD of Region II.)

Minutes of Board Meetings and Membership meetings will appear in *Skylines* in abbreviated form. Because of limited space they have been edited at the discretion of the Editor. Should a Member wish to read the Minutes in their entirety, they will appear unedited in the Members Only section of our website.

Skyline Soaring Club 2004 Annual Meeting

January 24, 2004

Treasurer's report.

Bob Collier provided an overview of the Club's finances.

Membership report.

Membership secretary John Lewis gave the membership report. The Club had approximately 68 members at the end of 2003, which was an increase of 11 members over 2002, and a reversal of a 2-year decline in membership. Furthermore, the new members included towpilots and instructors.

Joe Lingeitch will replace John Lewis as Membership Secretary and will be assisted by Steve Wallace.

Chief Tow Pilot Report.

Chief Tow Pilot Richard Otis gave a report on behalf of the tow pilots. There are currently 12 Club-approved tow pilots in the Club, up from 7 in 2003, with 3 other tow pilots working on obtaining for approval.

While generally very pleased with the condition of the Pawnee following the major repairs in 2003, the tow pilots as a group would like to further enhance safety and provided the Board of Directors with a prioritized list of tow plane modifications to accomplish this goal. A major concern was to minimize the probability of a midair collision by enhancing the visibility of the tow plane to other pilots. Several options were discussed with the membership. The issue was subsequently discussed at a Board Meeting immediately after the Annual Meeting (see minutes of the Board meeting).

Chief Flight Instructor's Report.

CFI Jim Kellett provided this report. The number of instructional flights in 2003 was greater than in 2002. In addition, the instructional load was distributed over more instructors. Students performed well in the PPG and commercial check rides in large part due to the excellent practical test preparation provided by Dave Weaver.

The number of advanced badges was down in 2003 compared to 2002, but there was an increase in the number of SSA "A" badges awarded. The instructors recommended that Club members interested in cross-country soaring take advantage of training opportunities provided by the Club and other parties (e.g. off-field selection and approach training by Jan Scott).

Other training activities in 2003 included the initiation of aerobic training by Dave Weaver and the provision of instruction to a National Geographic Society editor.

Kellett described the use of the Training Syllabus Checklists used by the flight instructors and students, as well as the Instruction Reports circulated privately among the instructors, to record students' progress during training. Kellett also noted that in order to increase efficiency in 2004, the Instructors will institute a more formal process for the scheduling of instruction.

Hangar Report.

President Hazelrigg reported on the status of the new hangar that is currently under construction. He noted that the Board is deliberating on whether the Club should rent additional space in this hangar, and if so, how many hangar slots will be required.

Rick Harris accepted the appointment of "hangarmeister" in 2003 and will coordinate all aspects of hangar management, including oversight of the waiting list for trailer spaces. All Club members wishing to have trailer space in the hangars should inform Rick Harris.

Civil Air Patrol (CAP).

Club member and CAP leader Steve Lander described the Virginia CAP glider activities.

President's Remarks

Club President George Hazelrigg reviewed the Club's activities in 2003, including such highlights as the arrival of the new ASK-21, the consummation of an affiliation agreement with the Shenandoah Valley Soaring (SVS) Society, the spin training weekend, and the addition of many new members including instructors and tow pilots. He also thanked the many club members who had donated their time, labor, and money to support the club's activities.

He also noted that in some respects, 2003 had been a difficult year with bad weather during the first half of the year in which it rained on 19 out of 23 weekends, an early drop in membership, the need to practically rebuild the Pawnee, and the landing incident involving the SVS Pawnee. Despite these setbacks, the club ended 2003 in good financial shape with increased membership. A major goal that was established for 2004 was to continue the growth of the club, perhaps to 85 members.

Fred Mueller has accepted the post of Chief Duty Officer. However, the position of Safety Officer is now vacant. Potential volunteers were asked to contact George Hazelrigg. A volunteer is also needed to fill the currently vacant post of Battery Manager.

Service Award

George Hazelrigg presented the Skyline Soaring Club Service Award to Shane Neitzey, a founding member of the Club, in recognition of his long service as an instructor and tow pilot, and his contributions to safety and aircraft maintenance. This year the

Board also elected to honor Fred Winter for his many contributions to the Club, including the provision of the ASK-21 and his enthusiastic service as ADO extraordinaire during his many weekends at the field.

Motions on club re-organization proposed by Richard Otis.

On January 2, 2004, Richard Otis circulated a list of motions to the membership via email ... in which he proposed several changes in club organization. The motions were discussed by the members. There was widespread confusion as to the proper parliamentary procedures regarding the definition of a quorum in the Club's by-laws. It was agreed to proceed with a "sense of the membership" vote on the motions, to be followed by discussions among the Board members, who would report back to the membership.

By a show of hands it was determined that 25 of 48 full members were present .

The results of the votes were as follows (see Appendix A, in the full report for the text of the motions):

- 1) A motion to eliminate term limits for Board members:
a.For: 19 b. Against: 5
- 2) A motion to shorten the term of office of a member of the Board of Directors to two years. a.For:13 b.Against: 12
- 3) A motion that the number of directors be set at six, plus the club President, who will only vote to break a tie.

- a. For: 15 b. Against: 7 c. Abstain 1
- 4) A motion that the President be given Executive Decision authority. a. For: 6 b. Against: 17
- 5) A motion that the membership-at-large elect the club president. a. This motion was not seconded. No vote was taken.
- 6) A motion that directors be a member of the club for at least 2 years to be eligible for nomination / election.
a. For: 2 b. Against: 20
- 7) A motion that the president be a member of the club for at least 4 years to be eligible for nomination / election.

(Note: this motion was amended and the results are not in the minutes provided to Skylines. Should Members wish clarification, contact the Secretary.

After the voting on these motions, there was further discussion regarding the possibility of posting minutes of the Board meetings on the club web site and in the newsletter, and on liability insurance for club officers and board members. George Hazelrigg said that these matters would be taken up by the Board at a subsequent meeting.

11. Election of new directors.

The terms of Board members Fred Mueller and Chris Williams expired at the end of 2003. ... Chris Williams and Frank Banas were elected to 3 year terms that expire at the end of 2006.

Show 'n Tell

Karl Clauser Ventus BT 5F

On July 11, 2003 I took my Ventus BT to the National Reconnaissance Office campus in Chantilly, VA where I work. NRO holds an annual All-American Day festival which has a judged fancy/classic car and motorcycle contest. This year I asked if I could bring in my glider and they said yes!

I trailered it in and put it together on the grass in the morning and after the big picnic lunch I had several hundred people come by to look at it. I had contacted SSA and obtained some handouts, and also had a few Skyline handouts for the folks who seemed most interested.

I don't know if any new members will ever come of it, but it was a fun day showing off our sport to others. Imagine the surprise of those airline pilots on final to Dulles seeing a glider down below in the grass—that is if any of them looked outside the cockpit !

Several weeks later, I took the Ventus to a Boy Scout Troop

meeting in Burke and displayed it for the boys. They were preparing for an aviation jamboree and displaying my ship was the kick-off event for the Troop. Hopefully, a few will get bitten by the bug and show up at FRR someday.

I encourage other private ship owners to look for events where they could take their ships for displays. It's a lot of fun and good free advertising for the club!



Accident Report

Carlos Roberts

The purpose of this selected review is to help us all learn from the mistakes of others, and to increase the awareness of the importance of safety in our sport. Because of the delays in reports being published with the NTSB, the accidents being reported below occurred approximately six months ago.

In one way, September 2003 was an average month for gliding safety, as there were two accidents. But this one was fatal, which is not an average situation.

Here's the NTSB summary, without any added commentary. (If anyone has any comments or observations on any of these, particularly what we can do to avoid a particular type of accident in our own club, I think it would be very helpful to discuss it in an open email to the members.)

NTSB Identification: LAX03LA291

14 CFR Part 91: General Aviation

Accident occurred Friday, September 19, 2003 in Lone Pine, CA

Aircraft: Schempp-Hirth Standard Cirrus, registration: N71DA

Injuries: 1 Fatal.

On September 19, 2003, at 1503 Pacific daylight time, a Schempp-Hirth Standard Cirrus glider, N71DA, collided with an electric transmission guy wire about 1.6 miles east of the Lone Pine Airport, Lone Pine, California. The glider was owned by the pilot and operating under the provisions of 14 CFR Part 91. The private pilot received fatal injuries, and the glider was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The local area personal flight originated about 1440 from Lone Pine Airport via a tow plane.

The tow plane pilot reported that he observed a spoiler or spoilers during the initial tow. The tow pilot alerted the pilot by radio by stating "spoilers" glider on tow, with no response. The tow pilot gave the glider pilot a rudder wag as an additional signal that the spoilers were deployed rather than being stowed. Subsequently, the glider pilot stated on radio that he had a spoiler problem.

The glider pilot released from the tow about 3,400 feet above ground level, and 3.5 miles east of the airport. The tow pilot stated on the radio that he would take the dirt runway, allowing the glider to land on the paved surface.

Post accident examination of the glider revealed that the spoilers had not been connected prior to flight.

Skyline Soaring Club Minutes

Board of Directors Meeting

January 24, 2004

Directors in attendance: Hazelrigg, Williams, Freytag, Neitzey, and newly-elected Board member Frank Banas who was welcomed to the Board.

Pawnee improvements.

Chief towpilot Richard Otis canvassed the tow pilots and generated a prioritized list of potential modifications to the tow plane that would enhance safety (see spreadsheet TowPilot_v12.xls for the entire list).

The Board noted that the Pawnee radio should be fixed as a maintenance item, and authorized the Maintenance Officer to get it fixed, up to but not including replacement of the entire radio. If we need to replace the radio, the Board asks the Maintenance Officer to come back to the Board with proposed alternatives. The Board also prioritized Pawnee improvements as follows: (1) installation of a pulsing landing light, (2) addition of strobe lights, and (3) an enhanced paint scheme.

The Board also asked Otis to investigate the costs and feasibility of each of the other high priority modifications and report back to the Board with recommendations for implementation.

Treasurer's report

Treasurer Robert Collier provided the Board with the Profit and Loss, and Balance Sheet, statements for 2003. These statements were accepted by the Board.

Hanger Manager report.

After some discussion of current uncertainties regarding the setting of hanger fees, space allocation, and hanger rules, a motion

was made to request that Hanger Manager Rick Harris form a committee to draft formal language regarding hanger policies. The motion was seconded and approved unanimously.

Harris also discussed some of his ideas to improve the management of the hanger space and to more effectively communicate information and issues regarding the hangers to the membership, including such things as posting the hanger policies and waiting lists in the hangers. He was encouraged to further develop these ideas and present them to the Board at a subsequent meeting.

Long-range plans.

Kolie Lombard, Jim Kellett, and Richard Freytag are working on an update to the Strategic Plan that was prepared in 2000.

A questionnaire soliciting input on the future of the Club will be distributed to the membership. The responses will be used to revise the 2000 Strategic Plan. Important issues to address include hangars, airports, aircraft acquisition, club growth, and capitalization.

A motion was made to request that Richard Freytag coordinate the revision of the Strategic Plan and to deliver the revised plan to the Board by the end of June 2004. The motion was seconded and approved unanimously.

Potential purchase of the Sprite.

The owners of the Schweitzer 1-36 Sprite (Joe Rees and Piet Barber) have offered to sell the Sprite to the Club for \$12,000, with a 3-year payment period at no interest to the Club. The Board discussed the offer and the need for a single seat club glider that would be suitable for cross-country flights and training. There was thought to be little downside risk to the purchase given the potential demand for a single seat glider, for two reasons. One, the Club has experienced an increase in the number of pilots in the Club who do not own their own ships but are interested in cross country flying. Two, the recent increase in the availability of flight instructors may place more demands on the 2 place ships. If demand for the Sprite turns out to be weak, it would be possible

to sell it with little financial risk to the Club.

A motion was made to empower George Hazelrigg to contact the owners and negotiate the purchase of the aircraft for \$12,000 with a 3-year payment period. The motion was seconded and approved unanimously.

The Board also discussed potential changes to the Operating Rules, such as an increase in the flight time limit, which would encourage increased use of the Sprite by Club members.

Frequency of Board Meetings.

The Board members discussed ways to improve the efficiency of the Board. It was decided to attempt to have monthly board meetings, limited to 2 hours, on the 3rd Monday of each month. This practice would simplify also scheduling of Board meetings. The first meeting under this schedule will take place on Feb 16th at George Hazelrigg's home from 7:30 to 9:30 PM.

Changes to By-Laws.

The Board discussed motions proposed by Richard Otis at the 2004 Annual Meeting to change some of the Club's By-Laws pertaining to the Board of Directors (see minutes of the Annual Meeting). The Board had agreed to discuss these motions in light of the "sense of the membership" voting by the members present at the Annual meeting.

The first Otis motion was to eliminate term limits for Board members (Article V, Section 1). This was approved by the mem-

bership 19 to 5. A motion was made remove the last sentence of this section pertaining to term limits. The motion was seconded and passed 4 to 0.

The second Otis motion was to reduce the terms of Board members from 3 years to 2 years. This was passed by the membership 13 to 12. A motion was made not to enact this change because it was not overwhelmingly supported by the membership. The motion was seconded and passed 4 to 0.

The remaining Otis motions were either not supported by a majority of Club members or the responses to some of the motions were contradictory to responses to other motions. The Board decided not to act on these items at the present time. George Hazelrigg will communicate the Board's decisions on these motions to Richard Otis for further discussion and possible action.

Posting of the Board meeting minutes to the membership.

In order to improve communication between the club membership and the Board, the Secretary was instructed to provide the minutes of the Board meetings to the webmaster and the newsletter editor for distribution to the Club members, after they have been approved by the Board.

The Board will notify the Secretary of any confidential or sensitive items that must not be included in the published minutes. Text pertaining to these items will be removed by the Secretary prior to their release for distribution.

SSA Transponder Petition

Dennis Wright

The SSA petition asks that SSA members be allowed to operate transponder-equipped gliders with the transponders turned off, when the glider is being operated more than 40 nautical miles from the primary airport in Class B airspace and more than 20 nautical miles from the primary airport in Class C airspace. Currently, Federal Aviation Regulation 91.215[c] requires that all aircraft equipped with a transponder and operating in controlled airspace have the transponder on.

SSA encourages all members affected by this regulation to submit comments to the docket. Comments must identify the petition docket number involved and be received on or before 3/1/04.

You may submit comments, identified by DOT DMS Docket

Number FAA-2003-16475, by any of the following methods:

- Web Site: DMS DOT Follow the instructions for submitting comments on the DOT electronic docket site.
- Fax: 1-202-493-2251.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm, Monday through Friday, except Federal holidays.
- Federal eRulemaking Portal: Go to Regulations Follow the online instructions for submitting comments.

For access to the docket to read background documents or comments received, go to DMS DOT at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 am and 5 pm Monday through Friday, except Federal holidays. © SSA

Sprite Notes

Piet Barber

We have this super nice boom mike and new TSO'd radio installed, so I just had to test it out. I managed to fly the Sprite on a fourteen minute adventure of hearing the radio announcements of planes all around the flying area through the classy speaker behind the pilot's head. I programmed the radio to broadcast on 123.00 and with the

standby frequency of 123.3; There is a "priority" toggle on the top of the radio. **DO NOT toggle the priority switch unless you are having an emergency!** Toggling the "priority" switch seems to put the radio into the 121.5 frequency. You can change back to the regular frequency by hitting the toggle between "active" and "standby"

The boom mike wraps around from your left side and stays firmly in front of your face; It's really classy. The new radio system on the Sprite is quite different than the radio we had before, so please try out all the switches and buttons before you wheel the Sprite out to the runway for takeoff.

What happens when the Editor can't find pertinent items to fill the space.



The purpose of soaring?

Phil Stade

I recently attended an evening of classical music where the pianist spent a few minutes musing over the “purpose” of classical music. Soaring certainly holds as many mysteries for the average pilot as classical music held for the audience listening to our guest violinist and pianist. The pianist spoke of the rush of our daily lives; the “noise” of activity that distracts us from really being alive. A classical musician’s energy, focus and reward is all wrapped up in the music. Audiences have little to distract them; costumes and sets are unneeded and unwanted because the purpose of the music is listening. The notes of the previous bar of music are as irrelevant as the notes of the next. The focus is now—being alive in the moment! This struck me as parallel to the

soaring pilot’s experience. Each of us may have our own description of the purpose of soaring flight but its simple, pure form and the focus required lead me to believe that the purpose of soaring is to cause me to live in the moment: to be flying in a way that draws me out of the distractions of daily life and into the marvel of flight.

Ann Welch wrote in *The Story of Gliding* that “soaring provides an intellectual challenge which is greater than in almost any other sport. It is probably the single-minded effort which this involves that makes the glider pilot prefer to fly alone... he feels part of his aircraft. There are good two-seaters, of course, but they are complementary, or useful, or fun, but not the same as one’s own wings.” May your flights of 2004 bring you a greater appreciation of the privilege we have to enjoy flying in this way and the opportunity to introduce someone else to the sport of soaring.

Safe flying. *from Free Flight, The Journal of the Soaring Association of Canada, Feb/Mar, 2004*

Copy That! *Selected flotsam and jetsam from the editor's daily Tsunami of email*

In the continuing effort to make access to quality training materials, the Club has add three new titles to the members-only bookshop!! And all are at a substantial—like 20%—discount from retail, another benefit from your membership in a SSA Chapter Club!

Practical Wave Flying, by Mark Palmer—Retail \$16.95, for members only, \$13.50

“Breaking the Apron Strings” (Soaring Cross Country), by Phil Petmecky—Retail \$12.95, for members only, \$10.50.

Cross Country Manual for Glider Pilots, by Dean Carswell, Retail \$16.95—for members only, \$13.50.

There’s a little overlap between some of the books, so I’d advise perusing them first.

You’ll find these books—and the dozen or so other titles—on the bookshelves behind the Pawnee in the towplane hangar. (Or at least the new titles will be there by Saturday!) There’ll be also a price list there for ALL of the various books and other stuff the Club makes available at **special prices for members only!**

Enjoy!! *Jim Kellett, Resident Curmudgeon*

Don’t forget that if you missed the Safety Meeting you must review the Safety Tape before you fly at FRR.

New email address for David Dawood: dmdawood@aol.com.

Soaring Safety Summit April 3, 2004—preregistration required
Jamestown, NC, Guilford Technical Community College
www.ncdot.org/transit/aviation

For more information, view the 2004 NC Soaring Safety Summit Flyer on this site.

We have added a bunch of new members, so this may be news to them, as well as a reminder to ongoing members now that the season has started.

We have arranged with Dr. Jack Glendening to have produced a daily forecast of soaring conditions at FRR. This type of forecast is called a BLIPSPOT, since it is only for a particular spot, our home field. Dr. Jack also has available his wider area predictions, called BLIPMAPS, which depict expected soaring conditions graphically. Both of these are available to our members at no charge.

For the daily BLIPSPOT forecast for FRR, go to:

http://www.drjack.info/BLIPSPOT/FCST/frontroyal_va.txt

And to see the wider area map-type forecasts, go to:

<http://www.drjack.info/BLIPMAP/NE/viewer.html>

For the BLIPMAP link, scroll down and hit “Insert Map” for the type of map you’d like to see. (you need to have Java, which I assume by now everyone has)

Both of these products take a little getting used to in order to understand and benefit from them, but I think you’ll find the explanations and instructions at each site helpful to get you started.

Finally, let me emphasize that these are not intended to replace the excellent forecasts that Kolie does for the club. Kolie’s forecasts have at least the following advantages: he produces them with a longer lead time (Dr. Jack’s BLIPSPOT is only available the night before the forecast day), Kolie will forecast ridge and wave (which Dr. Jack does not), and they use a different methodology. The advantage of the latter is that since weather forecasting is still a pretty crude science, it’s good to have multiple independent forecasts.

One advantage of Dr. Jack’s system is that the forecasts are usually available every day of the week. So if Kolie is away on a trip or otherwise tied up, or if you want to go soaring on a Tuesday, you will usually have Dr. Jack’s predictions to work with. I say ‘usually’, because occasionally the raw data that model needs to run is not available, and then there is no forecast, of course.

So, use and benefit from these products, and have a great soaring season this year! *Carlos Roberts*

Weather forecasts are horoscopes with numbers.



SKYLINES

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