

SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

NOVEMBER, 2004

President's Prerogative

George Hazelrigg

We've entered the home stretch on Flying Season '04. But there's a lot to be thinking about right now. First, we have our annual party, which this year will be graciously hosted by Bill and Lynne Wark, on the evening of December 11. All members and their significant others are invited. Driving instructions will be provided by Bill and Lynne. Plan to bring a favorite dish or bibe. Second, our flying season will end on December 19. And I am enthused to note that we should have two or three new rated glider pilots by then. Third, our annual meeting will be on January 15, at 10 AM, location to be announced. There will be several director slots open for those of you who have wanted to have a say in how the Club is run. Please think about your service to the Club, and let me know if you have a desire to be on the Board of Directors. Remember that the Board makes all the operating decisions for the Club. Your decision making is exercised by electing the Directors whom you want to see running the Club. I expect that the Grob will go in for extensive repair work at the close of this season, and I am not sure when we will have it back on the line. But the K-21 will be available, and I expect that ad hoc flying will begin sometime in January to mark the start of the '05 season.

For those of you who have been living on Mars, or at least east of Manassas, the ridge has been working, and a few of us have already gotten down to the ski area (and back). While ridge running is not permitted in the K or Grob without an instructor (we want these ships on the line for flight training-not parked in a field somewhere off the ridge), it is permitted in the Sprite. All you need is: (1) your Bronze Badge, (2) signoff by an instructor if you do not have your PPL-G, and (3) a retrieval crew at the ready. However, keep in mind that good ridge days can be challenging from the point of view of the surface wind at Front Royal. Be prepared and, if there is any doubt on your part as to your capabilities, get an instructional ride from an experienced ridge runner/instructor before you try it alone.

Our Club has undergone a bit of a transition this year. We have higher membership than ever, and more of it is students. We have four young people (high school age) who are working toward their ratings. Two of them have already soloed. Yes, we are beginning to look a bit younger. And we are doing quite a bit of training. There are two instructors on the field almost every flying day, and I can tell you that we generally stay busy. This is a good sign. It portends a healthy and vital club in the future. I'm enthused! And I think that our training will continue to flourish in '05.

Finally, I would like to remind you that an underlying premise of the Skyline Soaring Club is that we are a club that shares in the work of soaring-we all do service for the Club. In this way, we keep the cost of soaring down, and access to soaring up for all of us. This applies especially to Duty Officers, Assistant Duty Officers, Instructors and Tow Pilots. Our operations depend on people showing up on their duty days. We have recently experienced a spate of days when one or more of the assigned crew failed to show. This is highly disruptive, it is unfair to those who do show on their assigned days and who would really like to fly on non-assigned days, and it adversely impacts safety for all of us. It is your duty as a Club member to check the duty roster periodically, and to note your duty days. If you cannot meet your obligation for an assigned duty day, it is your responsibility to find someone to take your duty. This is important. We are a volunteer organization when it comes to duty days. But the Club will not work if certain people continue to miss their duty days. There are alternatives. If you cannot do duty as DO or ADO, consider serving the club in another way-take on a "meister" position, help someone with an arduous duty of another sort. And, if you really don't want to do any duty, perhaps you should consider moving to a commercial operation (where you will pay through the nose to have someone else do the work).

For the five years that I have been a member of Skyline Soaring Club, I have been impressed with how well the Club is managed and, overall, with the level of commitment that our members have to our operation. On the whole, it has been a pleasure to work with our members. They have done far more than I would have expected to keep our Club great. Let's work to keep it that way, and fly safely.

Hail to the Chief

George Hazelrigg

I am pleased to announce that Piet Barber is taking on the position of Chief Flight Instructor. The BIG program (don't ask me what BIG stands for), which provided the training for Piet and me to get our CFI-G ratings, was Piet's brainchild. And since the beginning

of his training, Piet has shown a flair for instruction and detail. His devotion to instruction is evident on the field, where we are seeing much more of him these days. Please join me in welcoming Piet to this prestigious and important position. Piet takes over for Jim Kellett, who devoted many years to instruction both within Skyline Soaring Club and at the CAP, and who has been much of the driving force behind the excellent training program we have in our club. As we welcome Piet to the position, let's also thank Jim for his years of service and devotion. Jim, of course, has moved on to bigger things still, and remains an active advocate of soaring and flight instruction, and will soon be assuming his position as the Region 4 director of the Soaring Society of America.



Runway Incursion Information and Evaluation Program

1. Preventing Runway Incursions is one of the FAA's top safety priorities. To help achieve this goal, the FAA has implemented several initiatives to reduce runway incursions through enhanced education and training of pilots and maintenance technicians, and by gathering and evaluating data on the causes of runway incursions and surface incidents.

2. Initial RIIEP. During March 2000, the FAA implemented the Runway Incursion Information and Evaluation Program (RIIEP) for a period of 1 year. Through this program the FAA sought information about runway incursions by interviewing pilots involved in such events. Under the original RIIEP, pilots involved in runway incursions who cooperated with FAA inspectors by providing information about the incident were generally not subjected to punitive legal enforcement action for an apparent violation involving the incursion. We expected the pilot to share valuable safety information that would help us identify the cause of the runway incursion in which the pilot was involved. We wanted this information to determine root causes of runway incursions and to develop effective corrective actions to help reduce or eliminate this problem.

3. Renewed RIIEP. Because the original RIIEP produced new information about some causes of runway incursions, the FAA has renewed the program for a period of 24 months effective August 19, 2004 through July 20, 2005. The program has been modified to include:

A more extensive interview questionnaire to provide detailed

information that could help us determine the root causes of runway incursions more directly.

An improved method for processing information collected under the RIIEP.

Collection of Surface Incident information.

Modified Enforcement Actions by FAA. To encourage participation in the renewed RIIEP and to assure pilots and/or maintenance technicians that the FAA will not normally take punitive legal enforcement action that typically would be taken for an alleged violation resulting from a runway incursion or surface incident, the FAA will normally process all reported runway incursions and surface incidents using counseling or administrative action (see attached RIIEP Federal Register Notice for a complete overview of FAA enforcement policy for the RIIEP).

http://www.faa.gov/notice/2004-Oct/12_RIIEP_Fed_Reg_Notice.pdf

1. Runway Incursion is defined as "any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land." Runway incursions are identified and tracked at towered airports (those airports with an operating FAA or contract tower).

2. Surface incidents, for the purpose of the RIIEP, are defined as only those incidents where an aircraft operated by a pilot or maintenance technician taxiing enters a runway safety area without a clearance but another aircraft was not present.

THE CONVENTION

Ontario, California is the site for the 2005 Annual Convention. Dates for the SSA Annual Convention are February 9 through February 12, 2005. The Ontario Convention and Visitors Bureau is a great site for information on all the places to visit while in Ontario. The Ontario Convention Center is a state-of-the-art facility located two blocks from the Ontario International Airport surrounded by the San Gabriel Mountains. With a 70,000 square foot exhibit hall, a 20,000 square foot ballroom and over 24,000 square feet of additional meeting rooms, the Convention Center is located between Los Angeles and Palm Springs. Members can pre-register at: <http://www.ssa.org/online/home.htm>



Slipping Surly Bonds Starts At An Early Age

Daniel Noonan

Dan Noonan, who joined SSC this past May with his father and began his soaring instruction with us, was chosen as a first prize winner in this year's Soaring Society of America CADET Scholarship. The CADET Scholarship is a grassroots effort to get young people acquainted with soaring. It is named after the first "utility" training glider in production, built for "air-minded youth" of the

1930s. Promotion of the contest is a cooperation between the SSA and local soaring Clubs and Schools. The sponsors of this program, from throughout the USA soaring community, hope the contest will introduce the sport and spark many beginnings towards a lifetime of soaring enjoyment. For some award winners, it will be an ideal ground-floor to an aviation career. This program is designed to attract the young public to glider ports and to encourage them to try flying through soaring. First awarded in 1994, applicants submit their CV and an original essay on some aspect of soaring flight.

Along with his CV, Dan submitted the following as his essay:

Soaring

*The waxed wings stretch out
Their smooth surfaces reflect the sky and clouds
A pearly white color is made
The glider is ready to fly; are you?
The canopy sparks a fire in my emotions
"I want to go soaring."*

At my school, many of our studies have focused on the War on Terror, and our troops in Iraq. The news stories were all similar and I would wonder why we kept going over the same subject. Memorial Day came and went; my father told me what it meant and joked that it wasn't just the start of summer, as he has done every year.

When I took my first soaring flight, I experienced a sense of freedom that I had not felt before. When I finished my third lesson, I began to realize that this freedom was not "free".

There were preflight checks, pre-takeoff checks and pre-landing checks to ensure that we were safe to fly. I am so light that ballast needs to be placed in the plane and I must make sure the right amount of ballast is placed in the glider and taken out for the next person. I have my manuals and books to study so I know how and why the glider flies and the rules every pilot must follow to be safe.

Soaring made me understand, for the first time, that there are connections to freedom. My unalienable right as an American to liberty places responsibility on me. Just as my pursuit of happiness when I soar comes with responsibility, so must my liberty. I may be too young to fight for my freedom, but thousands of Americans are doing it for me. Many do not return, as my dad tells me every year, and I am beginning to understand.

We drive two hours to the airport when I am able to fly. It is the longest two hours getting there, and the shortest two hours coming home. And at the airfield I help, fly, and learn, and I am learning more than soaring.

***In thanking the SSA, through the SSA Youth Committee,
Dan wrote:***

October 18, 2004

John H. Campbell
SSA Youth Chairman
C/o SSA P.O. Box 2100
Hobbs, NM 88241

Dear Mr. Campbell,

It was with great excitement that I opened the letter from the SSA Youth Committee and discovered I was chosen as one of the first prize winners in the 2004 CADET Scholarship contest.

I want to thank the SSA Youth Committee, the scholarship's sponsors, and everyone who has contributed to making this award

available for the past decade to so many young hopeful soaring pilots. Also, please let me thank the members of Skyline Soaring Club for all of their work and support. The club emphasizes safety and student instruction with all of the joys that soaring offers.

Personally, this scholarship will not only help me realize my need to soar and become a soaring pilot, but fuels my long desire to attend the US Air Force Academy after completing high school.

Please call on me if there is anything I can do to give back some of the gifts that being part of the soaring community has given me.

Sincerely,

Daniel M. Noonan

Dan, who turned 14 this past July, hopes to solo before the end of the soaring year.



Dan with George Hazelrigg (left) and Fred Lasor—photos by Daniel Noonan



Skyline Holiday Party!

Who: Skyline Soaring Club members and guest
When: Saturday, December 11, 2004–7:00pm-??
Where: The Canary Cottage, home of
Bill Wark & Lynne Garvey Wark
7153 Main St.,
Clifton Virginia 20124

Come join us for this festive get-together & opportunity to visit with other Skyline Soaring Club members & their families!

SSA Calendars

Jim Kellett

One of the benefits of being a member of an SSA Chapter (as our Club is) is getting the SSA calendar with spectacular images of sailplanes on it. They make excellent stocking-stuffers, as well as being nice office and home calendars. You can see the cover on page 12 of the October issues of *SOARING*.

We can beat the price of buying directly from *SOARING*—buy

The Battle is On!!

Jim Kellett

Yes, the perennial argument about the so-called “best glider” is about to be resolved, once and for all!! Is it equipment, or skill? Is it nature, or nurture? Is it the pilot, or is it the machine? Is it glass, or is it aluminum/fabric? **WATCH THIS SPACE!**

1-26 Association President and Skyline Soaring Club member Bill Vickland has accepted the challenge of Fred Mueller, a mem-



First Impressions

Jim Kellett

No, I'm not the Region IV Director until January 1, 2005, but thanks to the invitations from SSA Chairman Dean Carswell, Executive Director Dennis Wright, and outgoing Regional Director Bob Ball, I attended the

Heavy hors d'oeuvres & soft beverages will be provided. Feel free to bring a favorite dish & BYOB, if you'd like.

Directions: I-66 to the Fairfax County Parkway (Rt. 7100—head to Springfield, NOT to Reston...) to 1st exit, Rt. 29, Lee Highway. Right on Lee Highway South to Left onto Clifton Rd. for 5 miles into the heart of the historic town of Clifton, Virginia. Please park on the street or at the Post Office parking lot (on Chapel Rd.—1 block away). For additional information, feel free to visit our Bed & Breakfast web site www.canarycottage.com.

Please RSVP by December 5, 2004 via e-mail or at (703) 322-1811. 'Looking forward to seeing everyone! Lynne & Bill

them through the Club for a flat \$7.50—in any quantity. Not only do you get them cheaper, but the Club makes a few pennies on them (assuming we get more than about 20 orders—we have to pay shipping!).

We must order no later than November 15 to have them by Christmas. Send your check, made out to the Skyline Soaring Club, for the number you want x \$7.50 to Jim Kellett, 103 Settlers Circle, Winchester, VA 22602. Reservations are by check receipt (not by telling me you want one!) timed to get here no later than November 15! If we're lucky, they'll be here in time to pass out at the Christmas party—otherwise, they'll be stored in the hangar at FRR for pickup.

ber of two area soaring clubs (M-ASA and Skyline) and an active contest pilot who flies an LS-8/18 They will duke it out using OLC rules in the 2005 soaring season! Neither side could find better champions for “The Cause”!

The pilot with the most OLC points at the end of the 2005 season will be declared the winner. If Bill Vickland wins, Fred will donate \$250 to the 1-26 Association in Bill's name, and if Fred Mueller wins, Bill will donate \$250 in Fred's name to the National Soaring Museum.



October 16 Directors' meeting in Denver as a guest/observer.

Before I go further, I need to thank the nearly two hundred SSA Members in Region IV who encouraged and supported me with their votes to become a Director. I feel a keen sense of obligation from that support, and will do my best to live up to your expectations.

I have to admit that my first Directors' meeting was an humbling one. Your current Directors are impressive men and women, and I felt a little bit like a sparrow in a tree full of eagles.... but they're professional and friendly eagles, and I came away from my

first meeting convinced that the SSA's leadership is fully committed and active in moving our sport forward.

I'd like to visit every Club in Region IV as soon as possible. I've already met with the Boards of M-ASA and Skyline Soaring, and with several of the leaders of BRSS both at one of

their Safety Seminars and during the Region IV South contest. I have a meeting tentatively scheduled for November 9 at Merlin Aerodrome in Amelia, the same day I hope to make a brief presentation on Soaring to the Virginia Department of Aviation in Richmond. I look forward to forging better links to every Club in Region IV.

First Region IV SSF Flight Instructors' Revalidation Clinic

Bob Wander will be the lead instructor in a two-day Soaring Safety Foundation FIRC on Saturday-Sunday, January 29-30, 2005. This marks the first time that this world-reknowned soaring instructor will teach an FAA-approved FIRC in Region IV!

The class will be held in the Executive Conference room of the MCI Corporation's Hangar B at Dulles International Airport, and will run from 0800 until 1730 each day.

To reserve one of the slots at this FIRC, mail a check for the \$125 tuition, made out to the Soaring Safety Foundation, to Jim Kellett, 103 Settlers Circle, Winchester, VA 22602.

Non-CFIs may attend and are most welcome, on a space-available basis (Many pilots find the content of the SSF FIRCs extremely valuable in making them better and safer pilots). First come, first served to secure a space for this event, based on the dates the checks are received.

Details regarding logistics, directions, lodging, etc., will be provided well in advance of the class. Mark your calendars NOW! For more information as it becomes available, contact Jim Kellett at Jim@Kellett.com.

Copy  That! Selected flotsam and jetsam from the editor's daily Tsunami of e-mail

Please welcome to the club our most recent new members:

Joe Clark and Michael Brewer and his son Matthew
—**Joe Lingeitch Membership Officer**

Note my new e-mail address: kfleet@estarnet.com.—**Kevin Fleet**



—Democrat staff photos Faquier Democrat newspaper

Thursday, December 11, 1968 Apollo 8 Astronaut Bill Anders, center, tells his sailplane pilot Allan Dresner and co-owner Ernie Klimonda of the Capital Area Soaring School how it felt up there during Anders' first ride in a motorless plane.

A Little Bit of History—The fellow on the left is the late Allan R. Dresner, a long time fixture at Warrenton Airpark, Woodbine, and M-ASA, and on the right is Ernest Klimonda, once a part owner of the Capitol Area Soaring School/Warrenton Soaring Center (and DPE and towpilot and CFIG).—**Jim Kellett**

Gillian Bryce-Smith has retired as Editor of *Gliding and Motor-gliding International*. The Soaring Society of America will be taking over the online magazine effective this issue.



My friend and fellow USPS Art Director Howard Paine has designed a really beautiful set of stamps that will interest all pilots and weather-geeks. *The Cloudscapes* stamp sheet includes 15 stamps based on photographs of nine cloud formations. They are arranged on the stamp pane according to altitude. Information about each cloud is on the back of the pane behind the stamp. A booklet of twenty 23-cent Cloudscape stamped postal-cards, which feature the 15 stamp designs also can be used as flash cards. You can get them at your local post office. Included is one awesome Lennie, cloud streets and CUs to make every glider pilot's nerves twitch.—**Phil**

The Editor offers the following without comment—Eighty-five percent of all pilots are either (a) first born, or (b) only children, or (c) were born more than five years after their next oldest sibling.—**Jim Kellett**

Every person wants to do their duty to vote for the best possible man....however that man is too shrewd to run for political office.



SKYLINES
November, 2004
Phil Jordan, Editor
pjordan@skylinesoaring.org

Skyline Soaring Club, Inc.
<http://www.skylinesoaring.org>