

# MGSA FLYER

*The Newsletter of the Mid Georgia Soaring Association*



**Elated outgoing President Hartley Falbaum and his lovely wife Pat, passing the ruling torch and Christmas party invoice to the introspective new President Dennis Linnekin. President Linnekin was later overheard saying “Mitch ... Mitch, I just thought you wanted me to be the Master of Ceremonies tonight!”**

**Issue 1  
February 2009**

## **Officers & Directors**

**President  
Dennis Linnekin**

**Vice President  
Hartley Falbaum**

**Director At Large  
Wayne Hoover**

**Treasurer  
Mitch Deutsch**

**Secretary/Discovery Rides  
Marty Pautz**

**Operations  
Bill Brashear**

**Maintenance  
Larry Goddard**

**Chief Towpilot  
Michael Wegner**

**Chief Instructor  
Scott Anderson**

**Safety Officer  
Terry Buker**

**Membership/City Liaison  
Dan Nugent**

**OD Scheduling  
Bill Brashear**

**Webmaster  
Wayne Hoover**

**Newsletter  
Gary Carter**

## ***PRESIDENT'S MESSAGE***

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All the club ships have fresh annuals and are ready for the season. As I write this, our annual Safety Day is four days away. The days are getting longer and cumulous and wave have been sighted over Atlanta. Mentioning this will, of course, bring the "Snow Storm of the Century" down upon us...but, I just can't help it.

We begin our 2009 soaring season at MGSA on February 28. Are you looking forward to the new season? The club has a lot on it's plate this year. It's our 50th Anniversary. We host the National 15 Meter Soaring Championships. But, when I ask "Are you looking forward to the new season?"...I'm really asking how you feel about *soaring*...how you're feeling about it *personally*. Does the thought of flying a club ship over Monroe still excite you? Do you still feel the challenge of flying an engineless craft? My thought is that some of us don't feel the thrill and challenge as much as we once did. That's a shame and I think there's a solution. Indulge me for a moment while I tell you what happened to me:

I got into soaring in 1973 as a tow pilot at Skysailing Gliderport in the San Francisco area. I soloed in the 2-33's and the 1-26's. I flew the ridge or stayed very close to the gliderport. Then I graduated from college and didn't fly a glider until 1989. A 15 year gap. Got my Commercial Glider at Chilhowee, began towing for Jim

Karlevick at Etowah Bend and joined the Atlanta Soaring Club. This ended in 1991 and I didn't touch a glider until 2003. Twelve year gap. In 2003, I took an SSA Cross Country Class at Airsailing Gliderport in Nevada just north of Reno. This experience changed everything for me! The ground instruction and mentoring from the experienced cross-country pilots was outstanding. Even so, the first time I turned and put myself on course to fly a sailplane away from the home gliderport, my heart was pounding in my chest. I was surprised at the feeling. At the time, I had over 20,000 hours of cross-country experience.

What is the result of my attendance in that cross-country program? The bottom line is that I've "re-entered" soaring. Each of us was attracted and challenged by this sport when we were new in it. I allowed myself to drift away from soaring over two very long periods in my life. But, I found renewed energy and new challenge in that cross-country class! That energy brought me to become a member of MGSA. It re-acquainted me with good friends from the Atlanta Soaring Club and gave me forty or fifty new friends in MGSA! It's given me soaring in a way I didn't know existed.

Are you looking forward to the new season? Are you still challenged and excited in the sport? I'm suggesting that the so-

lution is right here within MGSA! Sign up for our SSA Cross Country School. Work on your next SSA Badge. Take a flight with an instructor or one of our experienced guys and get few advanced tips on thermaling.

Re-energize!

*Dennis Linnekin*

## ***DATES TO REMEMBER***

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- February 21: Annual Safety Meeting: Saturday February 21. At the Delta Air Lines Training Auditorium **Arrive early and sign up for your desired 2009 OD/AOD duty!**
- February 28: First Day of the MGSA Flying Season
- **March 2: Board of Director's/ Officer's Meetings (members welcome)**
- March 16-23: Seminole Gliderport Weekend
- **March 28-29: GTA Sailplane Race: March 28-29— Cookout in the hanger after Saturday's race**
- April 11: Club meeting in Metro Atlanta (TBA)
- **May 4: Board of Director's/ Officer's Meetings (members welcome)**
- May 12—21: 15 M Nationals— Cordele, GA
- June 13: Club Meeting at Monroe`
- **July 6: Board of Director's/ Officer's Meetings (members welcome)**
- August 1: Club Lake Party & Meeting at Silva's on Lake Oconee
- **October 5: Board of Director's/ Officer's Meetings (members welcome)**
- November 7: Club meeting in Metro Atlanta (TBA)
- **December 7: Board of Director's/ Officer's Meetings (members welcome)**
- December (TBD): MGSA Christmas party

## ***OD SIGN UP***

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The procedure for the selection/ assignment of the OD slots for 2009 will be similar to last year. The following is a heads up for the procedure. This has always been a difficult task, filling of the OD assignments, but the following is a fair system to all.

I will post the required slots on the web site as soon as the calendar is completed. There will be three periods and each member will be required to fill one (1)OD slot in each period for a total of three (3) assignments. Assignments will be on a first come first served basis.

The first opportunity to select assignment dates will be at the Safety Meeting in February. If, for some reason you cannot attend that meeting have someone who is attending select dates for you. Re-

member your first choice may not be available so have a second or third choice for each period.

I will post slots not selected as soon as possible after the Safety Meeting. The open slots/dates can be picked up by e-mailing me your preference and the time on your email will determine who gets the slot. This process will remain in place until midnight of the 28<sup>th</sup> of February. I will reply to your mail indicating if the slot/s were assigned to you.

Slots that are unfilled after the 28<sup>th</sup> of February will be assigned to those who haven't made a selection. Once slots are filled it becomes the responsibility of that person to make arrangements to fill the slot should they not be able to do so.

There are provisions that allow the Treasure to access members for not meeting their obligation for OD assignments.

Should there be members that have not filled their obligation of three slots because of lack of slots then they will be on a reserve list should slots become available for any reason.

THANKS IN ADVANCE FOR YOUR CO-OPERATION,

*Bill Brashear*

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## *TRAINING FOR THAT SPECIAL MOMENT ....*

**Training for that moment when every second counts**

**By Val Paget**

When an emergency occurs in flight, three skills are in great demand: situational awareness, creative problem solving, and energy management. One doesn't have to be flying a large aircraft with 155 people over a crowded urban environment to recognize the value of developing these skill sets.

Piloting an Airbus 320, US Airways Capt. Chesley B. "Sully" Sullenberger made a successful emergency landing on the Hudson River after the loss of engine power essentially turned the airliner into a giant glider. This was not his first glider landing. Along with thousands of hours as pilot in command and a career as a safety expert, the captain holds a glider rating.

A spokesman for US Airways said that it is difficult for ditching to be replicated in a flight simulator. According to media reports, a US Airways pilot who has flown the A320, said that the chances of ditching are rare and that pilots don't routinely practice the maneuver beyond ground school.

Glider pilots develop a unique situational awareness. Glider instructors drill their students about landing decisions: At 2,000 feet agl, out of glide range, pick a spot. At 1,500 feet agl, commit to that spot. Glider pilots train to think

outside the box. If a river is the best solution, they can immediately commit to landing there before too much altitude is lost.



Caught by deteriorating weather over unlandable terrain, this pilot chose a lake as the safest landing option. Glider pilots in Sweden, where lakes and bogs are more common than farm fields, refined water landing techniques and shared them with the world. While rare, most glider pilots are confident in their abilities to water land with minimal risk or damage.

U.S. Air Force Capt. Danny Sorenson, who instructs in F-16s, is a glider pilot. He stated, "As a result of my glider training, I'm always thinking, 'Where can I land this thing?'" He also noted that during his F-16 training, simulated flame-outs were never a problem for him, "It's instinctive," he said. "I'd just fly my pattern and glide in."

Instincts like this save precious seconds. When Sullenberger took the controls, the aircraft was a glider, at 3,200 feet over New York City.

Mark Montague, a captain currently flying 767-757s for United Airlines and a certificated flight instructor-glider (CFIG), observed, "Glider flying promotes the sort of informed self-reliance that is essential in successfully handling any emergency. Having taken off, a glider pilot is of course obligated to land—aren't we all?—but can't count on having the option of diverting to an alternate or of delaying the landing. It doesn't matter how turbulent it is on final, or how vicious the crosswinds might be; the landing must be accomplished. Gliding is full of opportunities such as this to test oneself, to unblinkingly measure one's ability against one's self-confidence."

In a glider, every landing is a dead stick approach. Energy management is everything. Pilots carry energy in the form of speed and altitude. There's only a finite amount of energy to use before the plane will land. The goal is to keep enough speed in the turns, pull spoilers to dissipate the energy, use ground effect, and touch down exactly as planned. More wind than expected? Cut the approach short. More altitude than needed? Slip it in. Stall-spins are more likely if a pilot panics. Learning to deal with energy issues gives the pilot the confidence to face emergencies with equanimity. With practice, effective energy management becomes instinctive and gives pilots a real edge in emergencies.

## ***TRAINING FOR THAT SPECIAL MOMENT ....***



*For more information about soaring and soaring operations in your area, [see The Soaring Society of America's Web site.](#)*

*Courtesy of ACPA Online e-Pilot—January 22, 2009*

Mountain flying can be the ultimate test of stick and rudder skills, especially when getting home is in doubt.

“Glider training provides real insight as to exactly how and why an aircraft flies. As compared to most other heavier-than-air aircraft, a sailplane is large for its speed. The dimensions of the glider are not negligible when compared to the radius of a curved flight path. This means that in maneuvering flight, the various parts of the airframe are moving with markedly different speeds and directions,” Montague stated. “Because of this, a glider exaggerates all the subtle nuances of aircraft handling: adverse aileron yaw, the tendency to overbank in turns, the penalty for poor coordination of the controls, and so on.

“A good grounding in these details is worth its weight in gold when a pilot is suddenly faced with the need to operate at the very edge of the envelope or to do anything that falls outside of the canned profiles practiced in the simulator.”



# **e-NEWS**

[Www.ssa.org](http://www.ssa.org)

SSA eNews keeps members informed of the day-to-day workings of the Hobbs staff, Board of Directors, and Executive Committee.

As with all SSA membership information, we will not sell, rent, or give your name or address to anyone, and the subscription process and database management is via a secure process. Once you have subscribed, each weekly email announcement of SSA eNews we send will have links to update your email address or un-

# 2008 CHRISTMAS PARTY PARTING SHOTS



New Prez, reminding Terry Buker that the Christmas Party is tonight not next week and "Oh by the way you won the Ed Barnes Award."



The Floral Award for beating out Hartley in the best looking competition AND for her generous support of MGSA. We also can't thank Pat Falbaum enough for loaning Hartley to us too!



Dan Nugent offer's this special award if Hartley will just be president one more year! A deserved special award for service to MGSA "way beyond" the call of duty.



Wayne, you da man! Receiving the Tom Hughlings' Award for a job well done. Mitch asks Wayne to pay for his own inscription.



Who says political influence doesn't pay off? The new Prez Dennis gets the Jim Neffinger Award for the longest substantiated flight. Oh, and he did have a nice flight to beat out the less influential.