



NEWSLETTER OF THE BLUE RIDGE SOARING SOCIETY

John T. Molumphy,III, Editor

April 2009

THERE OR SQUARE

April 4 **Instructor's Meeting – White House 9:00 A.M.**
April 11 **AIAA guest group 10:00 A.M.**
April 18 **Liberty University guest group 10:00 A.M.**

TOW PILOT SCHEDULE

April 4	Molumphy	April 18	Molumphy
April 5	Semones	April 19	Kochersberger
April 11	Molumphy	April 25	Naber
April 12	Semones	April 26	OPEN

Tow pilots: Enclosed is a draft schedule for tow pilots – please review and sign on for as many as you wish. Please contact me directly with selected dates, and I will confirm your selections.
Thanks! **John Molumphy**

TURNPOINTS

- **Congratulations to Dave Carper for his sign-off as a tow pilot.**

NOTAMS

- **The official start of the season occurred at 9:00 A.M. on March 21st at the New Castle Grill. Breakfast was served for a gathering of intrepid tow pilots. With characteristic BRSS prioritization, we ate first. After, we initiated scheduling of tow pilots, while talking about operational/safety matters. Currency, go-no go decisions and the authority of the tow pilot, care with the rope end while landing, ROA ATC, traffic separation and the critical nature of the tow log.**
- **The annual mandatory Safety Briefing was held on March 26th. Training Officer Kevin Kochersberger arranged another outstanding program, reviewing all the aspects of our flight operations. Gary Naber recorded the session on video tape and copies are available in the White House.**

- The annual instructors' meeting was held April 6, 2009 at the White House, with a strong turnout. Various training matters were discussed. Two matters of importance to the club are:
 1. Peter Pfortner offered, on flyable days, to do informal cross-country training. Meeting at 9:30 at the White House, he will get the weather information and go through the decision and planning process. What an opportunity to get real-time instruction – take advantage!
 2. The check-out and operating guidelines for our LS-6, X3 (formerly, X8) are attached for your review. Jim Wittenberg has kindly volunteered as plane captain for X3.

WHAT'S THE POINT?

**4, 6 or 8 eyes are better than 2.
What's the point?**

One major consideration for us all, during all phases of flight, is collision avoidance, and the obligation is joint and several. At launch, there are usually three people involved. The tow pilot, out front, has a moment of relative inactivity, while hook-up is completed, to scan the IP and the down wind and to listen for radio calls. The glider pilot, busy getting settled initially, will have a moment while the slack comes out of the towrope, to do the same: look and listen. In the meantime, the wing runner stops all the action, does a final look before giving the high-ball sign. For the duration of the tow, the tow pilot tends toward busy-ness, monitoring the engine instruments while searching for the best lift across a ground track, so the release happens at the right place and altitude. More importantly, much of the view ahead and below is blocked by the long nose and low wing of the tow plane. (For the Cub, it's the side and above that is out of sight.) During this phase, the glider pilot generally has a lighter work load and a better vantage point for traffic spotting: if it even appears there is an emerging traffic conflict, a simple radio call is always welcome.

During the flight, the key is scan, scan, scan and scan. Keeping the obvious in mind, that a collision takes two aircraft, all pilots headed back to the field need to have "traffic spotting" as the first, middle and last items on the pre-landing check list. Hyper vigilance and eyes outside the cockpit are the very watchwords, from downwind to roll out.

All eyes at the airport need to stay sharp, so we all enjoy Happy Landings!