

# Shenandoah Valley Soaring

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Eagle's Nest, Waynesboro, VA

March 2001

## Annual Meeting March 24

The annual meeting of the Shenandoah Valley Soaring club will be held at 6 p.m. Saturday, March 24, at Eagle's Nest Airport. A major purpose of the meeting will be the election of officers and directors for the coming year.

The following members ~~have been nominated~~ for club offices:

President – Hal Loken  
Vice President – Larry Burruss  
Secretary – Gordon Aylor  
Treasurer – Bud Branch

Besides the officer-nominees, other members nominated for the board of directors are:

Jim Garrison  
Bob Lock  
Bruce Burkholder  
Mike Moses  
Avery Groves

The board of directors will include the four officers plus the five ~~members-at-large~~. Bev Orndorff has accepted the nomination to continue as the club reporter/newsletter editor.

## The Year in Review

The past year has been an eventful one for SVS, with many accomplishments carried out under the leadership of outgoing president Bud Klaser. The Lark is finally paid for. We brought the outstanding bill for the Pawnee down to \$8,400. We completed and implemented an operations ~~manual~~. We bought a shed to hold our support equipment.

We gained two valuable pilot-members – Eva Tashjian-Brown, who received much of her training at Eagle's Nest and obtained her private pilot-glider license at Bermuda High Soaring in September, and Mike Moses, all-around handyman for the club who passed his private check ride at Eagle's Nest in November. Also, Hal Loken became recertified as a glider instructor in November.

We also have a core of faithful students that includes Bud Branch, who soloed January 13; his son Randy, who soloed last April 15; Avery Groves of Afton and Gordon Case of Palmyra. Bud and Randy are scheduled to take their check rides in late April.

Klaser notes that, "During the next several years, our club will face some new challenges. While the quality of maintenance has improved, the cost of going to Classic Aviation is a financial burden. We can expect some additional costs to recover both the 2-33 and the Pawnee. Since we lost 81H, the club may want to acquire some kind of replacement. [Editor's note: Gusty winds caused extensive damage to our beloved 1-26 on January 27, while it was tied down at Shenandoah Valley Airport awaiting its annual inspection]

"Although it will be difficult to find solutions to these issues." Klaser continues. "I am pleased with the proposed slate of officers and their ability to guide our club during the coming year."

## Getting/Keeping Current

If you haven't been flying much, or at all, during the winter months, remember the currency requirements as you enter the spring flying season and prepare to fulfill those requests to take family members or friends up for a glider ride. FAR 61.57 states that you cannot be pilot in command of an aircraft carrying passengers unless you made at least three takeoffs and landings within the previous 90 days.

The regulation says you must be the sole manipulator of the controls during those flights. If you are not current, can you fly with another private pilot as you make your recurrency flights (and thus possibly share the expense of the flights)? A check with the Richmond FSDO indicates that you **can, provided that the other pilot is current.**

The term "pilot in command" has a two-fold sense, explained a FSDO official. In one sense, the pilot in command has overall responsibility for a flight in the same way that the captain of a ship is responsible for all aspects of a voyage.

In that sense, the pilot who is current would have overall responsibility of the flights in which you are becoming current. For logging your currency flights, you should be the sole manipulator of the controls.

If you have not flown at all for three or more months, you should make at least one flight with a club instructor. That's recommended in Item A-2, Sect. 2 of our Standard Operating Procedures.