



SKYLINES

The monthly newsletter of the Skyline Soaring Club, Inc.
and
Minutes of the Board of Directors' Meeting for May 1993

Beginning with this month's edition of SKYLINES, there has been a change in publishers. Phil Jordan, due to pressing business demands, has decided to relinquish his responsibilities as our publisher. Your reporter and now Editor cum Publisher hopes that you will give him the benefit of your patience, constructive criticism and help as he goes forward and, hopefully, becomes better at this job.

I want to personally and on behalf of the membership thank Phil for his work to date and wish him the best in all his endeavors. He is still active in our club and is still performing great service for the membership.

Ralph Wentzel, Secretary

Board Meeting- Our President, Spencer Annear, called the meeting to order at approximately 7:30 PM. The first order of business was the Committee Reports.

Members present were: Spencer Annear, Ralph Wentzel, Jim McCulley, Kit

Carson, and Shane Neitzey.

Operations- Kit Carson made the report for this committee. We now have an additional tow pilot, Jim McCulley! Congratulations and thanks to Jim. Paul Dawson has also been checked out for towing now and only needs to meet the insurance requirements before he too can begin towing for us. Thanks Paul! There was some discussion at this point as to the requirements for towing gliders. Some felt these are FAR requirements and some that the insurance company wants them to be satisfied. No particular agreement was reached other than that our tow pilots should meet the requirements. Both the new tow pilots have been checked out by Jan Scott at Lovettsville, VA and will need to verify that they have been checked out in at least one glider flight per the stipulations in the FAR's.

All pilots are reminded to closely follow the club policy concerning landings on displaced thresholds. When we are operating on the grass and landing on runway 24, the threshold is displaced to just beyond the ditch

(marked by an orange safety cone alongside the paved runway). Pilots must not touch down prior to crossing the swale or ditch! This is club policy and it is for our own safety as well as that of the equipment.

Our tow pilots have noted that on some flights the glider is being slipped on climb out for unknown reasons. Pilots and instructors are asked to refrain from this practice as it adds to the load on the towplane and lowers climb performance. When taking off on 6, especially, the practice can be dangerous as there aren't many landing options until the turn has been accomplished and glider and tug are over open fields and at greater altitude. This can happen faster without drag producing sideslips. Pilots should strive to maintain position at all times until sufficient altitude and/or position are achieved to begin maneuvering.

Maintenance- Jim McCulley reports that the mixture control on the Pawnee is now repaired. It now operates as designed. The throttle has also been tightened per

specifications. The tow release has been adjusted, as well, to hold its upright position, since up until now it flopped over.

There was considerable discussion at this point as to possible "problems" with the tow release on the Pawnee. It seems that some operations feel that an asymmetric tension in flight on the Schweizer release would result in a failure to release due to jamming of the device. Jim made some unscientific test to try and verify if there is a danger, but these were inconclusive. After quite a bit of discussion there was a consensus that pilots should be aware of the possible danger and make an effort to not overstress the release and to maintain normal position during tows. This means not getting into a very high and off to one side position from the towplane. If this happens, pilots should be warned that the release mechanism could jam and the towplane would have to release. Glider pilots may want to discuss this with their tow pilot prior to launch so agreements can be reached on signals, strategies and so on in the event of release failure.

Tow pilots and Duty Officers are reminded to clean the belly of the towplane at day's end prior to leaving the airport. Most of the oil leaks are believed to have been fixed now and we want to keep the aircraft clean so we can detect any more leaks.

We discussed having Shane make up signs to serve as

checklists for duty Tow Pilots and Officers. It was decided that these lists would be published in this newsletter for use by members when they are on duty. These lists are included as attachments at the back of this publication. Please remember to take them along and use them when you are on duty.

Facilities- Charlie Lee and others have been at work to improve the situation for the ASK-21's hangar. Cement blocks have been placed in the front where the ground was soft when wet and the ramp for rolling the aircraft on to its dolly has been modified. Thanks are due to several members including Charlie Lee for these and other efforts. Thanks guys!!

Membership- Flight instructors should be advised that Skyline Soaring may be experiencing an influx of new members soon. We have a currently running "special" on new memberships. For new members signing up during the months of June and July only there is a reduction in the initiation fee of \$50.00 to \$450.00 from the normal \$500.00. As a matter of fact, Joe Smith started as a new member on June 6! Joe is a power pilot who hasn't flown in a while, but wants to transition to gliders.

Competition- there is nothing to report here this month. The special sub-committee is still working on the project.

Social- also nothing to report

here!

Old Business- Mention was again made that we have two new tow pilots now! This will be a relief to our hard working tug pilots, who have been doing overtime (at the expense of glider flying) tow for us. A special thank you goes out to Spencer, and Shane for the extra effort during the shortage of tow pilots. When Jack Soule is again able to fly on the schedule we should have a full compliment of tow drivers.

The Concord trailer was again on the agenda...we thought we had heard the last of that, but alas this apparently is not to be.

The request to the FAA for our own Wave Window is proceeding apace. More on that later.

The month of July is rapidly approaching and on the 24th the Front Royal Airshow! The club is cordially invited to take part and to visit the show. The FBO wants us to fly and static display our gliders during the show. We will be warmly welcomed there. Members should plan to attend and/or help out at the show if your schedules permit. It promises to be fun.

We all need to be mindful of the need to recruit new members for the club. Ideas for recruitment are solicited from ALL members young and old. Talk to friends, neighbors, schoolmates, coworkers and so on. If any of those you know are interested in flying,

persuade them to come out to New Market and fly! They may just like it and join us.

New Business- This a quick listing of the current membership categories:

1- Regular Members

- a- Charter
- b- Regular
- c- Conditional

All of the above types pay full initiation fees (non-refundable) and pay regular dues.

2- Temporary Members

- a- Short-term
- b- Long-term

These are memberships (at the board's discretion) for transients like military stationed in the area and so on. They pay full initiation fees, which are partially refundable, and regular dues.

3- Special Members

- a- Student
- b- Family
- c- Tow pilots (at the board's discretion)
- d- Honorary

These are non dues-paying memberships at the board's discretion.

Jim McCulley next wanted to discuss the tow fees presently being charged.

Since Bela Gogos was not able to attend this meeting, discussion was abandoned until he could be present and participate. The thrust of Jim's argument was that we

might be a disincentive for folks from taking higher tows due to the steep gradient in the fee schedule between 3,000 feet and 4,000. This discussion will continue at future date.

Club News- Congratulations are in order for our newest Private Pilot-Glider, Piet Barber. Piet, for those of you who may not yet know him, was a student at Warrenton and worked as a line boy there. He has been flying at New Market for a while now and is an enthusiastic member and supporter of our club. Congratulations, Piet!!!

Jim McCulley has passed a major milestone in his glider flying career. On Sunday, June 6, Jim surpassed 5 hours on one flight in his own Schreder sail plane. Jim has lavished attention on his relatively recently acquired aircraft and congratulations are due him on this accomplishment!

Thanks to Fred Winter, owner of the ASK-21, that ship has now passed its Annual inspection. Fred was able to get a brief respite from his busy schedule and come out to fly recently. He noticed that the "K" needed its annual and took it in hand to get this done to the club's benefit. He is currently an inactive member due to the demands of his job and this detail would possibly have gone undetected had he not come out, noticed it, and done something about it.

Thanks Fred, we hope to see

you often when you can get out to New Market!

Jim Kellett, who is currently an inactive member of Skyline Soaring, submitted this article for our newsletter. What follows is Jim's unabridged offering.

CONTRAILS...

By Jim Kellett

I am not... definitely not... ready to accept that not only is the President of the United States younger than me, but he's younger than my son-in-law. I really have trouble dealing with the physician the age of my daughter counseling me on my sex life. These are not proper conditions...we get, I think, in our thirties or so a set of standards or values that more or less stay fixed for the rest of our lives. Those values or standards give us a meter stick against which we measure progress or decline in society, quality of goods and services, and even what things are supposed to cost. It includes the fact that your boss is older than you, and your employees younger...

On the other hand, living long enough gives a perspective that enriches. By having something to compare "today" to, we can enjoy the shifting pattern of things and even gain insights from them. Now let's not get maudlin here...there's still a smart aleck little boy locked inside this creaky body, but as time goes by the smart aleck little boy gets smarter and smarter. (Boy, if I just had the smart aleck little

specifications. The tow release has been adjusted, as well, to hold its upright position, since up until now it flopped over.

There was considerable discussion at this point as to possible "problems" with the tow release on the Pawnee. It seems that some operations feel that an asymmetric tension in flight on the Schweizer release would result in a failure to release due to jamming of the device. Jim made some unscientific test to try and verify if there is a danger, but these were inconclusive. After quite a bit of discussion there was a consensus that pilots should be aware of the possible danger and make an effort to not overstress the release and to maintain normal position during tows. This means not getting into a very high and off to one side position from the towplane. If this happens, pilots should be warned that the release mechanism could jam and the towplane would have to release. Glider pilots may want to discuss this with their tow pilot prior to launch so agreements can be reached on signals, strategies and so on in the event of release failure.

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boy's body NOW, I'd know
WHAT TO DO WITH IT!!)

Reminiscing can be fun. I
read an ad in the Washington
Post in 1966 about Gordon
Bogora's "Capitol Area

Soaring School" operated at
what was then Godfrey Field
(now Leesburg Muni) in
Leesburg. That was in April.
By the end of the summer I
had my private license and
my first glider, a I-26
(N8630R). Pierre Mion, the
artist now living in Lovetts-
ville and who recently won a
major prize for his design of
a duck postage stamp, got his
license that same summer.
Al Dresner was one of our
instructors. Bob Collier flew
with us too...as did Ernie
Klimonda.

Come with me back to those
wondrous days of yesteryear

...twenty-seven years ago....

- SOARING Magazine
had a circulation of 5,797
... last month it was
15,325
- Membership is SSA
was \$10 ... now it's \$45
- You could get \$10 for
having a cover photo ...
now it's \$50

- One of the hottest new
ships going was the
Polish FOKA 4, and you
could have one for \$5750,
brand new ... Now you
can get Polish gliders
again, like the Krosno
KR-03A or the SZD-55
... for \$\$\$\$\$\$

- The Libelle, the first
production glass glider,
was in the news ...

- Chuck Lindsay pre-
sented a paper at the
1965 World Gliding

Championship on
"Satellite Wave
Observations as an Aid to
Wave Soaring"... and
published a paper
"Obtaining and Using
Weather Maps" in the
February, 1993 SOAR-
ING (Boy, is THAT a
role model I want to fol-
low!)

- Schweizer Aircraft
Company produced a re-
cord number of sail
planes in 1965 - over
100!

- And get this ... I-26s in
the US flew 5,091 miles
(average 212 miles per
flight) to lead the US fleet
in cross country miles
flown in 1965!

- Jim Hard, later to be
my second partner in a
glider, got his diamond
altitude in a 1-23 and
ranked seventh in the US
for total distance flown
(in a Cherokee II)

- And Bill Vickland
bought 1-26 N2710Z in
San Jose, CA ...

- And Sam Wright* pub-
lished "Listen to the
Wind" ...

Against the blue
a sail plane turned laz-
ily

on a delicate wing tip
and a white gull
rode the same
by its side

...
the thin nylon rope
went taut
and before the
towplane left the
ground we were
airborne
in a wide arc we
followed tethered
by a slender line

...

most people spend
their liver trying to
change their attitude
what if you like the one
you have?

...

what does it mean to be
free
listen to the wind

...

pull up and it quiets

...

sunlight reflects from
the great mirror of San
Francisco Bay
fog spills over the hills
to the west
the wind
sings

the right attitude.

OK, I think I got the only
real benefit of being older
than the President ... the
right attitude ...

*Reproduced here without
permission from the May,
1966 issue of SOARING

DUTY SCHEDULE

JULY	DUTY OFFICER	TOW PILOT
SATURDAY 03	Ralph Popp	Shane Neitzey
SUNDAY 04	Janice Farr	Jim McCulley
MONDAY 05 **	Charlie Lee	Spencer Annear
SATURDAY 10	Phil Jordan	Shane Neitzey
SUNDAY 11	Larry Yarger	Kit Carson
SATURDAY 17	Ralph Wentzel	Jim McCulley
SUNDAY 18	Curtis Phillips	Spencer Annear
SATURDAY 24	Bill Westerman	Shane Neitzey
SUNDAY 25	Bob Neff	Kit Carson
SATURDAY 31	Thomas Philips	Spencer Annear
** July Fourth Holiday		
AUGUST	DUTY OFFICER	TOW PILOT
SUNDAY 01	Ralph Wentzel	Shane Neitzey
SATURDAY 07	Piet Barber	Jim McCulley
SUNDAY 08	Matt Wolvington	Spencer Annear
SATURDAY 14	F. Yarger	Kit Carson
SUNDAY 15	Bob Leyendecker	Jim McCulley
SATURDAY 21	Charles Ray	Spencer Annear
SUNDAY 22	Joe Rees	Shane Neitzey
SATURDAY 28	Wirt Walker	Jim McCulley
SUNDAY 29	Bill Wark	Spencer Annear

SEPTEMBER	DUTY OFFICER	TOW PILOT
SATURDAY 04	Janice Farr	Jim McCulley
SUNDAY 05	Charlie Lee	Shane Neitzey
SATURDAY 11	Larry Yarger	Jim McCulley
SUNDAY 12	Curtis Phillips	Shane Neitzey
SATURDAY 18	Bill Westerman	Kit Carson
SUNDAY 19	Bob Neff	Jim McCulley
SATURDAY 25	Piet Barber	Shane Neitzey
SUNDAY 26	Thomas Phillips	Jim McCulley
OCTOBER	DUTY OFFICER	TOW PILOT
SATURDAY 02	Charles Ray	Shane Neitzey
SUNDAY 03	Joe Rees	Jim McCulley
SATURDAY 09	Ralph Popp	Spencer Annear
SUNDAY 10	Charlie Lee	Shane Neitzey
SATURDAY 16	Phil Jordan	Kit Carson
SUNDAY 17	Matt Wolvington	Jim McCulley
SATURDAY 23	Larry Yarger	Spencer Annear
SUNDAY 24	Wirt Walker	Shane Neitzey
SATURDAY 30	Janice Farr	Kit Carson
SUNDAY 31	Bob Neff	Spencer Annear

Please note that the schedule has been amended for JULY and AUGUST. Check to be sure when you are scheduled and make a note of it. If there are reasons you can't make a particular day, call another member and see if you can trade off for their day. If that can't be done, call the scheduler, Ralph Wentzel at (703)-777-7500 and leave a message. Please understand that this may ONLY be done at least one month in advance!! If you call and leave a message, leave your name and a number where you can be reached both daytime and evenings. Others depend on you to be on time on the appointed day, so please call your tow pilot or duty officer if you can't make it and let them know who the substitute will be. You are responsible for your schedule!

For the greater part, folks have been fulfilling their obligations, so THANKS from the scheduler and your fellow members.

DUTY OFFICER END-OF-DAY CHECKLIST

- 0 **TOW ROPES AND ADAPTER STOWED**
- 0 **FLIGHT LOG COMPLETED AND NOTEBOOK RETURNED TO ITS CONTAINER**
- 0 **ALL CHAIRS AND SUNSHELTER RETURNED AND STOWED**
- 0 **FINAL CHECK OF RUNWAY AREA FOR ANY LOOSE ITEMS**
- 0 **ALL AIRCRAFT CHECKED FOR THE FOLLOWING:**

CONTROL LOCKS SECURED

TIE DOWNS SECURED AND CHECKED

PITOT COVERS, CANOPIES, AND BALLAST SECURE AND CHECKED

COCKPITS SECURED, SWITCHES OFF, AND CONTROLS SET (ASK-21 SPOILERS OPEN)

CANOPY COVERS INSTALLED AND SECURED

AREA CLEAR OF LOOSE ITEMS...LOOSE CUSHIONS, ETC.

TOW PILOT POST FLIGHT CHECKLIST

- 0 REFUEL AIRCRAFT AND MAKE TACHOMETER ENTRY**
- 0 CHECK BOTH MAGNETOS AT IDLE BEFORE FINAL SHUTDOWN OF THE DAY**
- 0 CHOCK MAIN GEAR**
- 0 ENTER READINGS AND ANY OIL ADDED**
- 0 FINAL COCKPIT CHECK:**
 - MAGS AND MASTER TO OFF**
 - THROTTLE AND MIXTURE TO OFF**
 - FLAPS IN DOWN POSITION**
 - COCKPIT EXTERNAL AIR VENT CLOSED**
 - WINDOWS CLOSED**
- 0 WIPE OUR INSIDE LOWER ENGINE COWLING, LOWER FIREWALL, AND UNDERBELLY BACK TO AND INCLUDING MAIN GEAR STRUTS**
- 0 INSTALL ALL (5) FOAM PLUGS IN COWL OPENINGS**
- 0 SET PROPELLER AT 20-30 DEGREES OFF VERTICAL**
- 0 SECURE HANGAR DOORS WITH WALL HOOKS AND GROUND PINS. CHECK THAT DOOR INTERLOCK BRACKETS ARE ENGAGED**