



Skylines

The ROSTER!

Yes, the dreaded ROSTER MONSTER has changed. Based on input to Fred's questionnaire and other information that's reached me, this issue includes a REVISED three month roster, for April-May-June. This roster should be much more compliant with the reality of members' schedules, but please note that there were some unavoidable conflicts among some of the members' selections of dates which I tried to resolve.

WITH THIS NEWSLETTER IS A ROSTER FOR APRIL-MAY-JUNE.

Replace last month's roster with this one! It is on the last page so you can readily remove and post it.

Please remember the basic ground rules:

Staff for any particular day are responsible for any changes necessitated for personal reasons. In other words, if a members experiences a conflicting obligation of any kind, he/she is responsible for recruiting his/her replacement.

Each DUTY OFFICER is responsible for CALLING each of the staff rostered for his/her day shortly before the day or operation to remind them of the duty. Accordingly, if any person negotiates a CHANGE in the schedule, he/she MUST notify the Duty Officer for that day so that he/she knows who will be staff.

One other wrinkle: I'm going to be out of the area March 22-May 4, and Piet Barber will be covering for me as Club Secretary. So for this time period alone, please call Piet if you have a major problem with the master roster. Piet will also be doing the April and May Newsletters, so if you have material to submit, please send them to Piet.

NEW CLUB TREASURER

At the March 6, 1996 meeting of the Club's new Board of Directors, Shane Neitzey's resignation as Treasurer was reluctantly accepted by the Board. However, the Board is delighted to announce its election of a new treasurer, Stacey Barber! Stacey is Piet Barber's wife (and Jake Barber's mother), and a family member of Skyline Soaring (as is Jake, but he's too young to elect to office now). Congratulations, Stacey!

In Memoriam.....

We are saddened to report that Helmut Muller passed away September 20, 1994, at his family home in Johannesburg, South Africa. Many of the old "Warrenton Soaring Center" crowd remember Helmut as a most enthusiastic soaring pilot, and an accomplished photographer and photojournalist. It is particularly distressing to learn that Helmut took his own life, apparently after a period of intense mental illness. We learned of Helmut's death from his mother, Else Muller, who apparently was unaware until recently of Helmut's many friends in the United States. Condolences may be sent to Ms. Else Muller, 516 Dukes Court, Killearney Street, 2193 Killarney, Johannesburg 2000 SOUTH AFRICA (postage from the US is \$.60).

MEET THE MEMBER



...*Bill Vickland*

Clayton W. Vickland, alias "Bill", AKA "Vic," is a charter member of the Skyline Soaring Club, having fled the country immediately after having joined. Bill flies a Schweizer 1-26 which he build from a kit in 1966. He has acquired his Diamond Goal and Diamond Distance badges in flights in and around the Shenandoah Valley, and lacks only his Diamond Altitude badge to become one of only 29 pilots in the U.S. who have earned all three in a 1-26.

Bill's Diamond Distance badge is one of only two earned on the east coast. Bill regularly competes in the 1-26 National Championships, that is, when he is not working in some crazy place overseas.

Bill is an Aeronautical Engineer. For two years he was a test engineer working on the Convair F-102-106 series, and for six years was Project Manager of a unique hybrid (solid fuel/liquid oxidizer) rocket engine research and development program at United Technologies Center in Sunnyvale California. He worked for the District of Columbia for 15 years where he managed a successful quality assurance program for the welfare department. He spent nine years with Peace Corps as a staff member, working in Guyana, Barbados, Fiji, Tonga, Samoa, Solomon Islands and Russia. After retiring in 1993, he continued working overseas with Fred Cuny, a glider pilot from Dallas, as a consultant for Fred's company Intertect. Intertect projects included medical and food relief for Russia after the coup in January 1992, construction of a water supply system and expansion of the natural gas system for Sarajevo, school reconstruction in Albania, and a feasibility study for the delivery of fuel to Macedonia through Albania. The water system was the only water available to the city during the heavy siege of 1995. He is still a part-time consultant for Intertect although, his good friend, Fred Cuny, founder and President of Intertect, was executed by the Chechen rebels in April 1995. Bill's article on Fred can be seen in the December 1995 issue of Soaring Magazine.

Bill plans to "get active" in soaring again this year, with his first goal set to obtain his Diamond Altitude badge. Before the 1996 Championships at Ionia, Michigan, he hopes to capture the Region 4 straight line distance record in a 1-26 with a flight from the Montebello VOR near Waynesboro Virginia to the MASA gliderport at Fairfield Pennsylvania.

As a post retirement vocation, Bill recently obtained his A&P license. He has rebuilt several 1-26s and 2-33s and with his partner, John Ayers, is currently rebuilding a Citabria 7KCAB.

MEET THE MEMBER



...*Jim McCulley*

Childhood A picture taken at age 5 of Jim pointing up to an airplane overhead documented his first interest in aviation. He started building model airplanes about age 10 (and still does) and flew in model contests until leaving home for college. He says his first airplane ride at age 12 in a Piper Cub is his best remembered thrill of childhood!

Education Jim acquired a BS in Mechanical Engineering from Texas A&M (he claims he enjoys Aggie jokes as much as non-Aggies do!) and a Masters in Mechanical Engineering from the University of Michigan while majoring in propulsion systems, including aircraft, missiles and space vehicles.

Career Jim was offered a Regular Commission in the U.S. Air Force and became a jet fighter pilot with subsequent assignments in various fighter operations, including a tour of 100 combat missions in Korea flying the F-86 against MIG-15s. Subsequent assignments included a rare experience flying unmanned aircraft by remote control to provide support for testing of missiles and for atomic bomb tests. Training of others and design of control systems for these tests was a major part of the responsibility. Many years of involvement in this activity provided an opportunity to accumulate pilot time in a variety of single and multi-engined aircraft and acquire type certification in multi-engine birds such as the CD-3, B-17, B-26, D-18, etc. Little known fact is how many aircraft were converted to unmanned capability ranging from the F-104 to the Boeing 707. A high point of this experience was a Presidential Citation received for the successful first-time accomplishment of a simultaneous multiple unmanned aircraft test during the early days of above ground atomic testing in Nevada. The purpose of the test was to destroy three jet fighters flying at three different altitudes directly over ground zero when the atomic bomb was detonated, and through extensive onboard instrumentation assess the fail-

ure modes of the aircraft. In preparation for this Jim had the unique experience of flying in one of those test aircraft (at a slightly higher altitude) over another ground zero A-bomb detonation to calibrate the instrumentation prior to the unmanned test. He learned first hand how inaccurate the bomb yield predictions were in those days! Talk about an aching back - or how it feels to be drop kicked by a giant!

In addition to his piloting experience totaling over 6,000 hours, many years were also devoted to managing both aircraft and electronic maintenance organizations. Throughout it all, he has also flown numerous light aircraft in several Aero Clubs as well as owned several aircraft including some Experimental Category Homebuilts.

The Engineering education was heavily used in assignments with NASA during the Gemini and Apollo programs and with system test responsibilities during research and development work on the Air Force's space program and several missile programs. After retirement from the Air Force, engineering work was pursued as a consultant in the energy field and the electric utility industry.

Jim says the absolute best career is his current one - complete retirement! Only one fault has been found with the retirement lifestyle. It doesn't provide enough time to do everything desired... Besides soaring, building and flying radio controlled model aircraft, restoring another full scale power aircraft for personal use, and helping others build and test fly their aircraft, there just isn't time to do any one thing enough. He did, however, recently get his fill of flying an open cockpit aircraft cross country. What a blast - slipstream blast, that is! After over 30 hours flying time to and from Oshkosh for the annual international EAA (Experimental Aircraft Association) fly-in and then to Lakeland, Florida to deliver this EAA Lindbergh Award winner to the Sun and Fun EAA museum, he has finally gotten his fill of open cockpit cross country flying! He's glad the days of open cockpit gliding are also history.

TWO SKYLINER ADVENTURES

...By Ralph Popp



With work and school, 1995 did not leave much time for me to fly with you. I did have two experiences I would like to share with you. In October, Robin and I spent a long weekend in Phoenix and I took an aerobatic lesson at Estrella in a Grob 103. Since it was 11:00 AM and 85 degrees, there was no thermal activity and the tow to 5,000 ft. was as smooth as glass. We started with a series of spins. The instructor demonstrated and then I tried my hand. The pitch angle and the rate of spin was much greater than I had experienced in the 2-33. Not all attempts ended in a spin and I had to be careful of spiral dives. The first spin entry demonstrated by the instructor caught me by surprise. Instead of a shallow pitch up and putting in rudders as the stall developed, the instructor held rudder as he held a 60 degree pitch up. The break was amazing. We went from a canopy full of blue sky to one filled with desert in less than a second. It was like a wingover but happened in a much shorter time. The sensation was that we had gone over the top.

We next did loops which turned out to be easy. I was pleased to fly two on my own and was not overly bothered by the 4.2 Gs. But this time my mind was filled up with all I had learned and my stomach was starting to give me messages. The instructor demonstrated a 180 degree aileron roll, flew upside down, and then another 180 degree roll. We finished up with a high speed pass and a wingover into the pattern which seemed tame after what we had done. This flight was the highlight of the trip.

On the flight home Sunday we were 100 miles from Dulles and I was half asleep listening to the channel that has flight communication. I just about jumped out of my seat when I heard the word sailplane. It was Shane closing the wave window!!

Over the winter holidays Robin and I traveled to Australia to visit Christal and Tony in Melbourne. (Christal is Robin's sister.) Christal and Tony have flown at Front Royal when the Warrenton operation moved there and Christal has the distinction of flying with Jay in a snow storm. Tony drove us to Benalla about 200 Km north east of Melbourne, the site of the Soaring Club of Victoria. This club has 500 members, a building with a snack bar, kitchen for use of members, bunk house, and office space. Although it was a weekday there was a contest scheduled. My third check flight in a Lark (Ozies call them IS 28s) was just a 1,500 pattern tow but the day was building and I was at 3,000 in a short time. On my return there was a line of 20 gliders and 3 Pawnees lined up to

for the contest. My instructor said I should solo, but I decided with a new plane, new airport and 20 other gliders in the sky it would be best to call it a day.

Let me tell you something about their operations. I was pleased to see they used feet and knots so I did not need to deal with kilometers. They use low tow exclusively. The reason is that they feel a tow pilot has more options to recover for a glider too low than one getting too high. This said they have never lost a tow plane or pilot. When I asked about rope breaks on low tow they seemed unconcerned about problems with the tow rope hitting the glider. Their ground operation was very efficient. They tow the gliders backwards with a rigid tow bar about 5 feet long. Gliders have a horizontal hole in the tail and a metal rod is carried in the plane and on the tow car/tractor. The bar is put through the hole and used as a handle to lift the tail which is fitted with a female tow connector. The plane is positioned and lowered onto the tow bar. A wheel is clamped to one wing tip and the glider is towed with no one holding the glider. Very efficient with minimal effort. All gliding centers have a Common Traffic Advisory

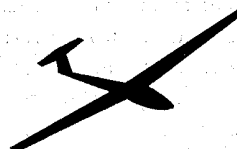
Frequency (CTAF) zone of 5 to 15 Km around the airport. All gliders must identify their intentions on the CTAF on entering and on take-offs/landings in this zone

Now something about flying. The Lark I flew severely dropped one wing or the other each time I stalled it and entered an incipient spin. It took liberal rudder to stop the rotation. I could see why the instructor checked out my spin recovery skills. Next he performed two very interesting demonstrations. First he did a zero G maneuver and at the top asked me to count the seconds till 40 k. It took six seconds. With this in mind we did a stall (again one wing dropped and he corrected with rudder) but pulled the nose up to an attitude that might hold 40 k when we were still well below 30 k. We were suddenly in an incipient spin. A good demo on why to keep the nose down until airspeed build up. They also treated spoilers differently. I pulled spoilers on base just before turning to final. That was a no-no. No turns with spoilers on. Spoilers are used on final only. If you need to use them on base you close them before the turn to final then reopen. Why? Stall speed increases in a turn and also with spoilers open. This cuts the pattern airspeed to stall speed margin to less than 1.5. Flying the Lark gave me an appreciation for why it is important to keep up air speed in the pattern.

Another great time.

2nd Annual Petersburg Wave Camp – It's a Tradition Now!

...Joe Parrish



The Skyline Soaring Club kicked off the new soaring season with the 1996 Petersburg Wave Camp. This year we conducted the camp jointly with the Mid-Atlantic Soaring Association—sharing tows, ground crew assistance, and camaraderie. Although we did not achieve any altitude badge flights, several club members were able to experience wave conditions for the first time, and a few others had exciting flights in the legendary Petersburg wave and rotor. More on that later...

The camp lasted from Saturday, February 17 through Sunday, February 25. We intended to ferry the club Pawnee, ASK-21 and 1-36 over on Friday morning, but several inches of fresh snow blocked the path out of the DC metro area. So, Saturday was spent ferrying people and equipment between New Market and Petersburg, while beautiful lennies beckoned. Darn the luck! Sunday was a reasonably nice day, with thermals mixing with mild rotor and wave. Joe Rees, Rob Shallenberger, and several MASA pilots completed their field checks and got a taste of the wave. Kevin Fleet made it to 14,000 MSL in the Sprite, but went no higher due to lack of oxygen and barograph.

And then the curtain fell. Warm, stable air brought low ceilings, poor visibility, and light winds for Monday through Friday. Almost all of the pilots retreated for home, except for Shane Neitzey, who stayed behind to carry the flag and to study for his Designated Examiner written exam. A few field checks and pattern flights were flown in benign conditions on Friday.

A cold front passed late on Friday night, and a number of Skyline and MASA pilots returned in anticipation of big wave on Saturday. But it was not to be. Winds gusting up to 37 knots kept the sane pilots on the ground. Only Fred Daams, MASA pilot Ebbe Hessel, and of course Shane as tow pilot were willing to brave the rotor. None contacted the wave, and all returned shaken and stirred.

The last day of the camp, Sunday, turned out to be a very interesting day. The winds diminished somewhat from Saturday's gale, and there was great optimism for wave. I launched at approximately 9:15 AM in the ASK-21, and experienced moderate rotor before releasing in wave at approximately 3,000 AGL. A MASA G-103 followed soon thereafter, and then Fred Daams launched in his

Pegasus "5F". Fred's explorations yielded some six-knot lift on the south side of the gap formed by the Potomac River west of the field, and I flew over from 7,000 MSL to join in the fun. We ascended at a rather leisurely pace to around 15,000 MSL, but were not able to climb any higher than that. The lift was fairly steady and stable up to that altitude, permitting some exploration and sightseeing. I'm always amazed at the tremendous contrast between the turbulence of the rotor and the silky smoothness of the wave. Once trimmed to match airspeed with the opposing wind, you can easily fly hands-off and make minor heading changes with just the rudder pedals. Try that on tow!

Meanwhile, things were intensifying at the lower altitudes. Jim Garrison made three flights in Fred's two-place Lark "FD". Bela Gogos launched in his ASW-20 "H3" and was soon at 15,000 MSL. I monitored the radio and heard Bill Vickland in his Scout towing Bob Collier in his 1-26. My desire to return to the ground diminished significantly when I heard Bill say "Gosh, I almost went inverted on that one." Bob remarked, "Yeah, I was thinking of just continuing the roll." A word of appreciation for our tow pilots, Shane and Spencer Annear, is in order. We glider pilots usually only go through the rotor twice during a flight, and we have specific goals against which to balance the risks. The tow pilots suffered the rotor over and over again throughout the day, with no Diamond for motivation. A fearless bunch, perhaps in need of some counseling...

After several hours of sightseeing over Seneca Rocks and the surrounding area, an overcast began to move in, my water was nearing depletion, and my relief bag was full. All good reasons to head for home. I descended from 15,000 MSL to 8,000 MSL in smooth air, and then transitioned into the rotor, which was significantly stronger than I had experienced during my tow that morning. The turbulence continued through the pattern, finally diminishing at around 200 AGL. It was 2:30 PM, good for more than five hours aloft. Jim and Bela landed soon afterwards. I believe that the lift probably continued until sunset, making a nine hour flight possible. Most pilots go to Petersburg for altitude gains, but the wave also offers some great opportunities for duration and distance flights. Please consider this for next year. As of Saturday, March 2, the ASK-21 and the Pawnee have been ferried back to New Market, with the 1-36 still awaiting its tow over from Petersburg.

Unfortunately, I cannot report a perfect safety record. One pilot seriously damaged his DG-300 after a gear extension problem on downwind escalated into a high-speed ground loop into the airport fence. Another pilot suffered some distress after landing that is still being diagnosed, but might have been caused or exacerbated by the very stressful conditions of rotor and wave flying.

I'm looking forward to next year's camp. As more and more Skyline pilots experience the wonders of wave flying, I think the camp will continue to grow. Those Diamonds are still out there, waiting to be harvested. Start making plans now to get yours.

Report from Huntsville....

...Jim Kellett

Fred Winter, Fred and Shirley Daams, my wife Pat, and I just got back from the 24th annual Soaring Society of America convention. This marks the tenth SSA convention that I've personally attended.... and I simply CANNOT recommend the experience too enthusiastically to any club member. The 1997 meeting - commemorating twenty five years of annual conventions - will be in Dallas, TX, so mark your calendars now....

What a WONDERFUL week!! Just being in the same room with several hundred folk, ranging in age from 14 to over 80, male and female, domestic and foreign, all bound together by knowing what to do when the wind quits, is genuinely exhilarating! Breakfast with Rudy Opitz (father of the flying wing), chatting with national and international contest pilots; designers and manufacturers of ships; sitting in a collection of incredible new machines; swapping instructional notes with the best and brightest from three continents; and on and on and on.

The keynote speaker at the banquet was a Mike Bird, publisher, and columnist for the UK equivalent of "Soaring". An absolute riot. He'd spent almost a year wandering around the world on a soaring safari...Spain, Germany, Switzerland, France, Australia, and, of course, the US. His column, under the nom de plume "Platypus", is typical British humor...Mike says Americans only write about safety, and seem to have forgotten that we do this for fun!

He commented at length on his experiences at customs at the various countries he visited. In Australia, when asked on the form if "he had a criminal record", he replied that "no, sorry...didn't real-



ize you still had to have one to get in". At US customs, they seriously asked UK citizens if they "were entering to overthrow the US government by force"; given our history, he considered this a trick question...and cited the experience of a colleague who wrote in the blank "purpose for entering the US" that "the sole purpose was the overthrow of the US government". No problem.

At the Rocket and Space center we had an evening reception and dinner. More real stuff than the Smithsonian! You can fly a shuttle landing simulator (I crashed about a half-mile short of the runway!) And the people!! Huntsville is not exactly traditional Alabama....like the nice young (fortysomething) attractive distaff engineer who worked as a volunteer at the SSA registration desk...but who also was an electrical engineer who trained astronauts and helped design the Hubble mirror (before she got laid off!), and who flies her own ASW-15 (and Club Blanik L-33)!

On the display floor were the Stemme S-10, ASW-27, LS-6, Duo-Discus, Blank L-23, single place Lark, PW-5, AC-4 (a Russian contender, Experimental category), Dan Mockler's incredible racing 1-26, Jan Scott's Minimoa, and the SZD-59. Plus every major vendor in the US, should you want to play with state of the art instrumentation or talk to the designers/builders of the Genesys or Windex or....

Our CFI clinic featured teachers Gene Hammond (SSA President), Bob Wander, Frank Reid, Ron Ridenour, Terry Singleton, and Derek Piggott. Believe me, we learned a LOT.... including some information about a couple of things I was doing wrong (you have to guess - I ain't going to volunteer it!?!). Well, OK, I'll admit one.... a student pilot has to pass a written pre-solo exam for EVERY different glider he/she solos in! I haven't been doing this.

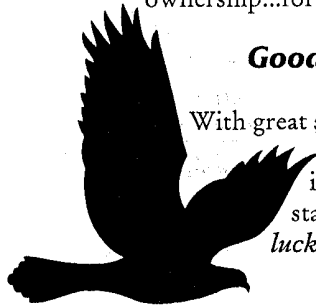
A major highlight for me personally were the several sessions on club life and the role of youth. I was delighted to actually witness the signing of the Civil Air Patrol/SSA memorandum of understanding! And got the name and address of the nearest squadron (Front Royal) of the CAP. And there was one panel of pilots that included two flight instructors, a competitor at the internationals in Poland, and two winners of Kolstad college scholarships...whose age range was from 17 to 26!! Who says we can't involve young people in this sport!? Those kids were absolutely fantastic, but they don't have anything on our own young people - like Curtis Phillips, for example - except there are more of them...

I'll be back on this topic more and more and more. But a few really seminal points were made by ALL the successful clubs (successful in terms of increasing and retaining members): First, it's the SOCIAL aspects of club life that have to be developed and EMPHASIZED right from the get-go; second, PRICING IS IRRELEVANT, in general (unless you are competing with another club for members); third, EVERY club member has to be an ACTIVE recruiter (I have a booklet published by the SSA that helps all members get started in this), and (finally) there has to be FOLLOWUP to EVERY contact.... And there are dozens more really neat ideas that the two Freds and I will be pushing in the next few weeks.

A Fantastic Opportunity

Fred Daams bought a Cambridge L-Nav computer and vario system at the SSA convention. He plans to install it in his Lark, and - here's the REALLY good news - is looking for partners (up to four or five) for this fine ship. With a little luck, the group would be able to afford to install the rest of Cambridge's fine line, the GPS-20 nav system and flight recorder, and start doing serious dual cross country work. This is a great way for Skyliners to get into serious cross country soaring without the expense of sole ownership...for details, call Fred at (540) 886-6690.

Goodbye, Charlie...



With great sadness, we report the inactive status of Charlie Lee. He's sold the "Shark", his 1-35, to a M-ASA member (so at least it's still in the area). We're all going to miss him, although we understand he'll be around to help out for the near term future.... *Good luck in Hawaii, Charlie....*



Skyline Soaring Club Duty Roster

<i>Date</i>	<i>Duty Officer</i>	<i>Towpilot</i>	<i>Instructor</i>	<i>Line Crew</i>
<i>April</i>				
6 Saturday	Matt Little	Bill Vickland	Shane Neitzey	Charles Ray
7 Sunday	Rick Pickett	Kit Carson		Ralph Vawter
13 Saturday	Steve Szibler	John Ayers	Spencer Annear	Matt Shallenberger
14 Sunday	Fred Winter	Bill Vickland	Joe Parrish	Wirt Walker
20 Saturday	Bill Wark	John Ayers		Piet Barber
21 Sunday	Bob Neff	Kit Carson		Rick Pickett
27 Saturday	Bill Westerman	Rob Shallenberger		Fred Daams
28 Sunday	Curtis Phillips	Jim McCulley	Joe Parrish	Ralph Popp
<i>May</i>				
4 Saturday	Fred Daams	Kit Carson		Piet Barber
5 Sunday	Fred Winter	Bill Vickland		Ralph Vawter
11 Saturday	Greg Coffman	Paul Dawson	Shane Neitzey	Charles Lee
12 Sunday	Ralph Popp	Rob Shallenberger	Joe Parrish	Matt Little
18 Saturday	Steve Szibler	Paul Dawson	Spencer Annear	Rick Pickett
19 Sunday	Charles Ray	John Ayers		Bob Neff
25 Saturday	Bill Westerman	Jim McCulley		Curtis Phillips
26 Sunday	Joe Rees	Shane Neitzey	Joe Parrish	Ralph Popp
<i>June</i>				
1 Saturday	Matt Shallenberger	Kit Carson	Jim Kellett	Ralph Vawter
2 Sunday	Fred Winter	Rob Shallenberger		Charles Ray
8 Saturday	Greg Coffman	Paul Dawson	Spencer Annear	Joe Rees
9 Sunday	Piet Barber	Jim McCulley		Matt Shallenberger
15 Saturday	Steve Szibler	Paul Dawson	Joe Parrish	Fred Daams
16 Sunday	Ralph Vawter	Becky Gifford	Shane Neitzey	Piet Barber
22 Saturday	Fred Daams	Kit Carson		Greg Coffman
23 Sunday	Rick Pickett	Becky Gifford	Joe Parrish	Steve Szibler
29 Saturday	Greg Coffman	Rob Shallenberger		Ralph Vawter
30 Sunday	Ralph Popp	Jim McCulley	Shane Neitzey	Kevin Fleet
