



President's Prerogative

George Hazelrigg


It seems that the list of things that your Board of Directors has to deal with just keeps growing. Some of the things are rather trivial, some entertaining, and others just plain difficult and persistent. Sometimes we can get rid of matters with a simple decision, but others just keep coming back. This month, the one that just keeps coming back is the matter of the roster. The issue has been exacerbated recently by crews or members of crews failing to show. First, let me say that the safety of our operation depends rather substantially on the presence of a skilled and well trained ground crew, our Duty Officer and Assistant Duty Officer. The Chief Duty Officer is Fred Winter. Fred is updating our training program for DOs and ADOs, and he will be appointing some new DOs soon.

On the other hand, our Rostermeister is Kolie Lombard. Kolie has the ominous job of scheduling DOs and ADOs, as well as tow pilots and instructors. Here it gets just a bit sticky. As you know, the Skyline Soaring Club is a volunteer organization where everyone does some duty. This is one big thing that keeps our costs down. And, with respect to the roster, Kolie does his best to accommodate everyone's wishes. But it takes cooperation from all of you as well to make the roster work. First, it's real important for you to give Kolie your blackout dates. If you don't tell him when not to schedule you, how's he to know? You can also tell Kolie the dates you would prefer to serve. He'll try to accommodate this as well. One thing that makes Kolie's life difficult is the "soft constraint," "Well I don't want to be DO on the 10th, but that would be better for me than the 17th." Please do your best to give Kolie black and white information.

Kolie makes up the roster about once a month, trying to stay about two to three months ahead of the calendar. More than this poses problems for those of us who don't actually know where we will be in, say, five months. The roster is published on our web site and a reminder e-mail is sent out about two weeks in advance. It is your responsibility to check the web site and find out when you are scheduled. Once you have been scheduled, it becomes your responsibility either to show at the field or get a replacement. It is not possible for Kolie to handle all these scheduling crises, which seem to pop up at the rate of one a week. So when your name appears on the roster, the ball is in your court. Here is a good place to add

that the weather at Front Royal is often quite different from DC. It can be raining French Poodles in DC and sunny in Front Royal. So, if you are on the roster for the duty, it is your duty to go out and check it out. Cancellation of operations should be done only from Front Royal, given weather conditions there (with limited exceptions, of course).

To further assure that the crew shows, it is our policy that the four members of the assigned crew for any particular weekend or other official flying day should, during the week prior to their assigned work day, contact each other to be sure that everyone knows they are on and that everyone plans to be at the field. Usually, this contact is initiated by the DO. But if you are assigned the duty and haven't heard from the DO by, say, Wednesday, it would be wise for you to initiate the contacts. One final word. As summer approaches, we will be doing a lot of training. Training is best done early in the day. I like to start flying well before 10 AM. Not only does this benefit our students, but it frees up the latter part of the day, when our members prefer to fly their private ships. So, if you are assigned the duty, please plan to be at the field by about 8:30 so that we can be assured of commencing operations before 10 AM and even earlier on nice days.

One final note for this month. The very important position of Treasurer moves this week from Bob Collier to Dan Noonan. Bob has served as Treasurer for nearly five years. He has done a tremendous service to the club, assuring that all records are well kept and all bills paid on time. We should all thank Bob for his service. We should also welcome Dan to the job. There isn't a person in the Cub better suited to this job than Dan. Dan has already made substantial contributions to the Club, and I am sure his service as Treasurer will be exemplary. Welcome, Dan. And this means that you DOs should now mail the checks to Dan at Skyline Soaring Club, 660 Gillums Ridge Road, Charlottesville, VA 22903. Everyone in our Club works together to make it function as well as it does. Only this way do we have the opportunity to enjoy our sport. So, in the end, it's a big thanks to you all. 

Significant Event

Bob Collier turns over the job of Treasurer to Dan Noonan. All future mailings to the treasurer should be to Dan at: Skyline Soaring Club 660 Gillums Ridge Road Charlottesville, VA 22903

Treasurer Passes the Shaft...er...Staff

Dan Noonan

The suggestion was made that I take the opportunity to introduce myself as the club's new treasurer in this issue of Skylines. I'm Dan Noonan and joined SSC last year. While I hold a Commercial Glider and Private SEL license, it's been a long time since I've piloted anything but a ship. I retired from the Merchant Marine in 1998, after 27 years of going to sea, the last 20 of those years as a ship's Master on various types of vessels; oil tankers, container ships, and bulk carriers. I started flying in 1973, worked through my glider rating and then added the power ticket afterwards.

It would be of great help to hear from everyone, especially in

the first months, who have been involved with our club's operations regarding your suggestions, observations, and critiques that would improve the way the treasurer's work will help our club. Feel free to contact me at the appropriate club emails as you have with



Bob Collier or at dan@arclt.com. You can reach me at (434) 979-5036 which is my business number; please leave a message if I don't pick up. My mailing address is: 660 Gillums Ridge Road Charlottesville, VA 22903 Finally, I have not had a chance to meet many of our members, so I have asked Phil to include my picture. Don't hesitate to walk up and say hi!

Soaring Seminar

Dave Weaver

On Friday afternoon, March 26, I engaged in auto combat with the I-495 / I-270 traffic in order to attend a Soaring Seminar sponsored by Tom Knauff and held at the Penn State University Conference Center Hotel. The seminar occupied the full day on Saturday and the \$60 tuition included lunch and dinner. This was a very good deal considering the quality of the food and the caliber of the speakers.

The first speaker was Frank Pascale, who spoke on batteries and chargers. From the subject matter, you would not have expected this to be a particularly exciting brief but Frank managed to make it very interesting. Frank challenges some of the conventional wisdom concerning the care and feeding of the sealed lead/acid batteries (Gel Cell) that most of us use in our gliders. First, he has empirical evidence that indicates this type of battery will last a long time if given the proper care. He personally owns a couple of Gel Cells that are twelve years old and still going strong. He also disputes some manufacturer's suggestion that these batteries be placed on "float charge" when not in use. Frank contends that this is hard on the battery and that the best procedure is fully charge them after a flight and then let them rest until the next flight. Since the batteries have such a low discharge rate without a load on them, they will be ready to go for the next flight.

The next speaker was two-time World Champion, George Mofat. George has been a hero of mine ever since I first started flying gliders. He won his first World Championship, in Marfa, Texas, while I was in my senior year of High School. George has always been a very cerebral pilot and for the seminar, he lectured on decision making in contests and cross-country soaring. He emphasized the importance of not letting your brain loaf. If you are not making a decision about every two minutes, then you are loafing.

George has new book coming out very soon that will be the sequel to his original guide to contest flying, "Wining On The Wind".

After an excellent buffet lunch, Mike Hutnick presented a talk on a composite sailplane repair. This turned out to be much more interesting than I had anticipated. The talk was actually about attending the German glider repair school. This is a course that lasts about a week and is always held during the winter season when the flying is at a minimum. The purpose of the school is to certify people to repair gliders in the clubs in Europe. It's a very comprehensive program and includes written and practical tests

for certification. The course is conducted entirely in German and is a bargain at about \$400. The tuition includes a room but you need to bring your own sheets, towels, soap and food.

John Godfrey presented a lecture on ELTs and other survival equipment. He liked to refer to the ELT as a SLIDE, Spousal Life Insurance Distribution Expediter. In addition to being a pretty good idea, ELTs have become required equipment for some contests (e.g., Mifflin and New Castle) this year and will probably be required at all of the National contests next year. John described some of the currently available devices as well as those that should become available in the near future. In addition to the ELT, everyone should be flying with some sort of survival kit. The detailed contents of the kit are largely an individual decision but most of the folks in the know carry a first aid kit, a multi-tool, signaling device and water. There are many other items that can make a short stay in the wilderness more bearable. Considering the terrain that we fly over, ELTs and survival kits should be at the top of your list of additional equipment.

Dr. Mark Maughmer (Mr. Winglets), from Penn State University, gave an excellent lecture on some basic aerodynamic topics. He conducted a thorough comparison of flow around flight vehicles and compared Reynolds numbers on everything from the Boeing 747 (106) to the butterfly (103). However, the most memorable piece of information, provided by Dr. Maughmer was that the Reynolds number for sperm is 1. Late in the afternoon, Diane Black, conducted an SSA Regional town meeting. This was an excellent opportunity to bring the SSA membership up to speed on many of the issues that are affecting the Society today. Financial management and expanding the membership were definitely the hot topics.

The lecture portion of the seminar was capped off by 17 time National Soaring Champion, Karl Striediek. Karl concentrated on speed to fly issues that are near and dear to the hearts of all glider pilots flying cross-country. Two of the most significant revelations that Karl discussed were the several reasons to fly below the McCready number and the one to fly faster than McCready. Karl also indicated that he does not relentlessly chase the speed-to-fly indicator. He evaluates the soaring day and pretty much flies a constant airspeed. He may increase that speed in extreme sink but for the most part he uses a constant inter thermal speed.

Karl also had a See You presentation of a ridge flight that he made back in November of last year. He took Pepe Sere for a ride in the Duo Discus on a better than average ridge day. They launched out of Karl's Eagle Field with an auto/pulley tow right into the ridge lift. They declared Tazewell as a goal and were soon well on

their way. Karl has flown this route many times and is always looking for a new challenge. Thus, they made the decision not to make any turns. This decision made crossing some the gaps a bit sporty but they managed to average about 100 mph for the entire trip.

After the final lecture, we were treated to an excellent buffet dinner followed by an entertaining talk by Michael Bird. Those of you who regularly attend the SSA Convention or subscribe to Sailplane & Gliding may know Mike by his pseudonym, "Platypus". In addition to his entertaining remarks Mike also had some sage advice with respect to pilot proficiency. He likened the advancement of flying skills to learning to play the cello. He once asked his cello instructor if he practiced many hours per day, would he become

proficient? The answer was only if he was practicing correctly. The same is true in flying. You may have many hours in your logbook but if you are making the same mistakes over and over again, you will never improve.

Tom Knauff closed the seminar by saying that they will probably have another one next year based on inputs from the 80 attendees. I highly recommend going to one of these events if you have the time. The tuition was a true bargain. If you decide to stay overnight, the Pennstater Conference Center Hotel is an excellent facility, complete with restaurant and bar. After the seminar a few of us had the opportunity to chat with some of the true legends of the sport in the Conference Center "Legends" bar.

Off Field Landing Experience

Richard Freytag

The owner of High View (on sectional ~10 nm North of KFRR), has offered his site to the club for an off-field training day. I have been in and out twice in the Sprite and Vickland towing with the Pawnee. The field is about 2500' long with 800' extra to the North for a rope break. Landings are N->S and departures are S->N due to slight slope. Surface is 2" of grass cut wider than the K's wingspan. The owner, SSC member, Craig Hageman flies out of there regularly with his Waco biplane so its definitely flyable and safe.

This site gives good opportunity to train in off-field landings because:

1. its much harder to spot from the air than KFRR (easy for instructors but your student will get a good instructional experience picking out High View after first launch),
2. the threshold has buildings to either side set back >300' but its also a good experience,
3. surface hasn't been rolled in a while so the vibration will give your students a good appreciation of what to expect when they encounter their first hayfield.
4. many SSC students have never flown off grass, now is a good chance,
5. there are gentle undulations to the surface giving another realistic experience with landing on an unprepared surface.



The max limit is 6 students and we'll be doing it sometime in mid-late May after the first cutting. We will also need 1 towpilot and 1 instructor. We'll probably schedule for Saturday May 21 with rain date the next Saturday May 28th.

Participation is very limited and this may a one-time event. To participate in this special training day you must pre-qualify by first contacting me at freytag@freytag.org or 703 535 5729. Only members with prior approval will be welcomed onto or to land at Craig's field.

Hurricane Hunter Aircraft To Visit Richmond

The National Weather Service and VDEM are hosting NOAA's P-3 Orion "Hurricane Hunter" reconnaissance aircraft at the Richmond International Airport on May 4. The visit is part of NOAA's Hurricane Awareness Tour and will be the first time this aircraft has visited the Richmond area. Admission to the tour is free.

The aircraft will be located behind the Ivor Massey Building, 5707 Huntsman Road (next to the Virginia Aviation Museum) at the Richmond International Airport. Public tours will be available Wednesday, May 4, 2:30-5:30 p.m.

More information: "Miss Piggy" to Teach Virginians about Hurricanes (I swear I'm not making this up-Ed.)

Lockheed WP-3D Orion Aircraft: NOAA Aircraft Operations Center (http://www.aoc.noaa.gov/aircraft_lockheed.htm)

Sponsoring partners: Dominion, one of the nation's largest producers of energy, is a chief sponsor for the Richmond Hurricane Awareness Tour visit.

Additional assistance is being provided by the Virginia Aviation Museum, Richmond International Airport, American Red Cross and Virginia Citizen Corps

<<http://www.vaemergency.com/newsroom/05hurrhunter>.





Wave Pilot's Dream—Lenticular Cloud Over Mauna Kea by Peter Michaud © Peter Michaud Gemini Observatory

Eastern Sailplane Regatta *Vintage Sailplane Association*

May 28-30, 2005 (Memorial Day Weekend) Manning, SC



The Vintage Sailplane Association will also be holding a rally at Manning, South Carolina, hosted by Jim Stoia of Precision Air. The event will take place at Santee-Cooper, Clarendon County Airport. For more information, please contact Jim Stoia at (808) 478-4764,

or visit the VSA website. — National Soaring Museum

The International Vintage Sailplane Meet 2005 will be taking place August 20-27th, 2005 on Harris Hill in Elmira, NY. This will be the third time vintage and classic sailplanes will meet at this historic soaring site. Previous IVSM meets were held in 1995 and 2000 with more than 50 sailplanes and many more pilots attending from the US, Canada and Europe. These events drew thousands of spectators who came to see beautiful 30 to 50 year old gliders fly or take an up-close look as they were displayed on the airfield.

A vintage sailplane is one that was designed before 1958. A classic sailplane must have been built at least 30 years ago.

The 2005 event will again be a combination of a rally and show. Tasks will consist of duration events and short cross-country flights over safe terrain. Awards will be presented for:

- Best Restoration • Best Looking Glider
- Longest Flight (duration or distance)
- Cross Country Champion • Best Schweizer

In addition, there will be a reunion of 'Old Timers', a lecture program with US and foreign guest speakers and lots of after flying parties for participants!

<http://www.soaringmuseum.org/ivsm2005/index.html>

Honey, I Shrunk the Minimoa!

Rick Briggs 1:3 scale Minimoa

<http://www.soaringissa.org/classified/ad%20photos/minidan.jpg>



Freedom, in all its forms, has a price. For soaring pilots that price is self discipline and diligence. Our continuing efforts at creating a culture of safety will result in fewer accidents and lost lives. This will have a direct and positive effect on us all. The bonus will be a safe and viable soaring environment for tomorrow's pilots.—**Phil Stade**, *Free Flight*, Soaring Association of Canada <http://www.sac.ca/> (Free Flight is a remarkably well designed and edited soaring magazine. If you haven't already, take a look at this really well conceived online magazine—Ed)

...**Quite a remarkable number of youngsters** have been raised on airfields. They are the daughters and sons of active or former glider pilots or any other pilots. Other young people have the idea to make a professional career out of flying and now look for an entry in aviation. Another group may find interest in flying initiated by Microsoft's flight simulator programs to name just a few resources. But summarized it is still a relatively small group that approaches a club or a flying school in order to learn to fly. It is up to our clubs or schools to be attractive for newcomers. It must be in their own interest to be open-minded and to be willing to accept new members. It is also important to integrate new members quickly and so to bind them to the club, to the school and thus to the sport.

There should be no room for a closed shop mentality. Clubs should also create a family friendly environment. It is very important that our husbands, wives, fiancées and kids feel at home at our airfields. Take the principle of MacDonaldis Hamburgers. "Look for and take good care of the kids, they are your future customers." Wherever possible have kiddies playgrounds at a safe part of your airfield, make your air fields visitor friendly. Give explanations whenever wanted. Offer guest rides. Wherever possible have an annual open house day showing your activities to the public and your field's neighbourhood. But do not greet your visitors with big road signs like: FORBIDDEN, NO TRESPASSING, KEEP OUT or DANGEROUS!...

Try to create youth groups in your clubs. Be sure to have also some nice young girls in this group. All this may sound very trivial to you, but I think that all these single items may contribute to a clubs success.

During the flying season go to a different airfield with your student pilots for a summer training camp and there you may start an initial simple type of competition flying. Of course all this is primarily and clearly relevant for those countries, where our sport is mainly conducted in clubs.

The best program I have ever heard of, to attract young boys and girls to our sport, is the children's flying program in Lithuania. Unfortunately, because of regulatory restrictions, this is limited to Lithuania at the moment as far as I know. In this programme children, from 10 to 16 years of age, fly very solid, easy to handle simple gliders, comparable to early SG38s. They can go up only a few meters above ground. The activity is very safe. As I know there has never been a serious accident...—from the IGC Keynote Speech, Lausanne, 4-3-2005 by **Wolfgang Weinreich**,

who has been president of the FAI, of Europe Air Sports, and the German Aero Club. In this address to the IGC and "the gliding family" worldwide, he offers a perspective on important challenges facing us in the years to come.—www.glidingmagazine.com

Memo for Region IV Newsletter Editors: This taken from a lengthy note from Diane Black-Nixon, SSA Director for Region II, after a recent visit to Hobbs

"Suggestions were made to find an editor to handle the first go round on submitted articles. There seems to be quite a difference in the quality of submissions to SOARING magazine, and some articles take a large amount of rewrite work while others seem to be in pretty good shape from day one. Its not evident that there is anyone out there who is interested in taking on the responsibility. If Dennis Wright had his way, the editor would live in Hobbs; however to find an editor, with some knowledge of the sport of soaring, located in Hobbs is practically non-existent. That said, if anyone surfaces with an interest in editing for the magazine—more as a first look editor than one of the contributing editors, please get in touch with me."

This isn't a casual task that one does "when one gets around to it", but I am thoroughly familiar with some of the outstanding editorial expertise in Region IV, and if anyone) know how to find a candidate around here, it'd be you guys!—**Jim Kellett**, Director Soaring Society of America Region IV

Anybody need a log book? Of course you do now that soaring season is getting underway a log book is something all pilots need. Well for the month of May we are putting our hard cover log books on sale for 20% off the retail price. That's a savings of \$3.00 a book making the new price \$11.95 each. Hurry and place your order now because the sale ends on May 31st. Click on link to see merchandise:

<http://www.ssa.clientreadyweb.com/index.asp?cat=96070>

Another special offer from our merchandise department for the entire month of May is koozies for \$1.95 each, an incredible savings of 34%. This is the best time of the year to stock up on the supplies you will need for an active season. Don't forget sale begins on the first day of May and ends on the 31st of May

My neighbor was bitten by a stray rabid dog. I went to see how he was and found him writing frantically on a piece of paper. I told him rabies could be cured and he didn't have to worry about a Will. He said, "Will? What Will? I'm making a list of the people I want to bite!"



May, 2005

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