



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC APRIL 2007

President's Prerogative

Joe Rees

It was Robert Frost who said that good fences make good neighbors. Well, in our neighborhood it takes more than good fences if we want to be good neighbors. This year we are making a commitment to be quiet neighbors (as well as being general, all around good guys); so, when we are on the 30th tow of the day, the little old lady who has had the tow plane and glider go over her house for the 23rd time, will not pick up her phone to call Reggie or think about starting a petition to limit our launches to sling shots (think big rubber band).

Neighbor relations is an effort we are making on two fronts. The first is a noise abatement plan developed by our Chief Tow Pilot Eric Litt. This plan, when properly executed, will ensure that our hypothetical little old lady will not hear the tow plane 23 times during the day but a fraction of that number as our tows will be somewhat geographically disbursed. Straight out, left or right depending on the glider, the crew and the situation at the time of launch. This is a work in progress so we will undoubtedly see some changes over the season. But, the important fact here is that we have a plan that it is endorsed by the airport management and will go a long way in demonstrating to the surrounding residents that we are committed to being good neighbors.

The second, significant commitment by the club is a new Hoffman four-blade propeller which may cost as much as \$7,000 given the relatively weak dollar but should be a very large statement to the local community of our desire to be quiet(er) neighbors. Elsewhere in Skyline's is a picture of our tow plane with the loaner

Significant Events:

Safety Seminar for "New" Members Saturday
April 7, 2007 10:00 AM Front Royal Airport

FBO Reggie Cassagnol and Skyline CFI-G) Jim Kellett will jointly present a one hour Safety Seminar on "Airplanes, Gliders, Ultralights – Operational Safety at Non-Towered Mixed Use Airports". Designed for both airplane and glider pilots, it provides the framework and useful training in how to conduct safe operations at an airport which serves aircraft of widely divergent performance characteristics.

This Seminar is an update of the one given in February, 2005. Skyline members who joined the Club since that date must attend (or view a video of the presentation); all Skyline members are, of course, welcome and encouraged to attend. All pilots who operate from KFRR are strongly encouraged to participate. The program satisfies the requirements of the FAA's "Wings" Program.

Jim Kellett, Director, Society of America, Region IV

prop and a short summary of the testing done in March written by Jim Kellett. There is a fair amount of research on our tow plane with the old engine and its rate of climb in various conditions done by Jim McCulley and Chris Groshel. Based on the early results, the testing that will be done over the next few weeks has promise to show that we can be substantially quieter without any loss of performance over the old engine and two blade propeller.

Equally important in this effort to be good neighbors is making sure that the folks of Front Royal and Warren County know that we are here, that we bring value to the community and that we do not cause problems. A big step in that direction was taken by Jim Kellett when he took county administrator Doug Stanley for a glider ride recently. My only caution to Jim was to please not make the administrator sick (he did not) and the flight was apparently a success. I believe that Mr. Stanley came away from the flight

with a new appreciation for his town (from the air) and a general impression that our presence at FRR is good for the county. Having laid the ground work, it is now up to the club to continue the good work by “adopting” libraries in the community and pressing to get youth soaring off the ground. The lesson here is that we must not only be good neighbors in thought, word and deed but that we must also be perceived in the community as good neighbors. It will take the efforts of all of us.

And finally, we are on track to negotiate a long term lease with the airport. Although currently in the preliminary stages, we will be on the Airport Layout Plan and are working with the Commission on either a land lease or (new) hangar lease depending on how the finances work. Ideally, I think we would want a land lease and build our own hangar but that will be determined by the numbers. The good news though, is that we are talking.



Photo: Dick Otis

Skyline's New—and Quieter—Look!!

Jim Kellett

Nearly two years of planning and research, and over \$20,000, have gone into Skyline's efforts to modernize our towplane while making it more compatible to the community in which we fly at Front Royal. This effort came to a head on March 26, when a new Hoffmann four-blade propeller (made in Germany) was installed on our PA-25 with its recently installed larger engine, and testing began. The initial tests are very encouraging – that is, performance appears to be identical or comparable to that of the 'old' system, and the noise level is very much reduced.

If you've been noticing, there has been in the last decade a sharp increase in development around the airport, a situation not exactly unheard-of in other communities in the United States. So, taking a page out of the experiences of many other gliderports/airports both here and abroad, Skyline recognized that it was best for the Club to take matters into its own hands and prevent the inevitable complaints about noise by reducing it before the complaints started. In doing this, we had the experience of many other sites both nearby, e.g., the Flying Cow Farm in nearby Lovettsville, VA, and abroad – in all of Europe, where the population density is relatively much higher than here, there are sharp restrictions on

the noise level of all aircraft that have been in place for decades and towplanes have been dramatically modified to meet those restrictions. In any case, it's prudent for us to take the initiative in reducing noticeable or intrusive noise before it becomes an issue.

Testing will continue for several weeks to confirm the initial results, and it appears that we have been successful in avoiding a critical problem before it actually becomes a problem!



Photo: Jim Kellett



HAWAII: A Brief Glottal Stop

George Hazelrigg

A few months ago, I arranged to conduct two, back-to-back (Friday and Monday) proposal writing workshops, one in Honolulu and one in Hilo. With the weekend in between, I decided to check out Dillingham and their famous ridge soaring. A quick e-mail to one of the soaring operations at Dillingham (there are officially two operations there, and some additional soaring opportunities that are not as official) and I had a reservation.

While Hawaiian weather is always reasonably nice, March weather can be a bit fickle, with relatively gusty winds and scattered rain showers. Saturday, March 24, came up relatively sunny, with roughly 15-20 kt northeasterly winds. Not really against the ridge, but pretty much down the runway, which parallels the ridge. Actually, the winds vary from moment to moment, moving to south when the rain showers pass through, and with occasional higher gusts. Dillingham is about a 45 minute drive from Waikiki Beach. Take the H1 to the H2 and continue about 15 miles beyond the end of the H2. The airport is about 100 yards from the ocean, and the runway is 9,000 feet long (8-26).

The location is at the northwestern corner of Oahu in a relatively remote area with low population density. Immediately south of the runway is the ridge, a line of hills rising to about 1,000 feet. The ridge runs a distance of about five miles, and there aren't many places to go from there. Despite the rural nature of the area, there is absolutely no acceptable landing area other than the runway. To make matters a bit more interesting, the soaring area abuts a military target range, and you can expect to get shot at if you violate the airspace of the target range, which is just over the ridge line.

With a 9,000-foot runway, you're probably thinking that there is room to spare. But that isn't quite the case. The gliders were

using the west end of the runway (there is a displaced threshold of about 1,500 feet at the west end of the runway), with a staging area at about 1,500-2,000 feet from the west end of the runway. Power traffic tends to use the middle of the runway, with lots of tow planes and some turboprop traffic. And the skydivers use the west end of the runway. Talk about mixed use, gliders, power traffic and parachutes all falling out of the sky onto the runway. There is an alternate landing area for gliders, the grass to either side of the runway. But that is pocked with land mines, things like a berm and raised pavement for turnoffs. It's usable, but you should probably walk it carefully before its use becomes necessary.

Of course, with only 3,000 feet at FRR, we have not-infrequent discussions about PTTs. You would think that, with 9,000 feet of runway and a 20 kt headwind, it wouldn't be an issue. But it is. Starting the takeoff 2,000 feet from the west end of the runway, and with an L-19 towing a Grob, we were at less than 400 feet by the time the west end of the runway is coming up, and we need to turn to avoid the parachutes. The instructor commented that the skydivers had few qualms about diving through clouds, so don't be surprised to see parachutes popping out of the clouds at 2,000 feet. And a 180 back to the runway would put you in traffic with a 20 kt tailwind. So that isn't a pleasant option. This is one busy airfield, and it is entirely NORDO! I guess they figure they can sort it all out one way or another. Of course, the saving grace is that you can hang out on the ridge until you see a break in the traffic, and then make a dash for the runway.

All in all, it is a challenging area to fly. There was certainly enough lift to stay up the better part of the day. But to do so, you would have to dodge the occasional rainstorm, with very low ceilings and visibility, and with strong sink. And, as I note, you either get back to the field or buy a new glider. The approach is interesting, especially to a landlubber. Approaches are flown at 65 kts. Cross the runway at the end of the displaced threshold headed north (out to sea) at 800 feet. Turn downwind about 500 feet off



shore, and keep the final short. There can be a surprising amount of turbulence near the ground, but well within our capability.

I did four flights in a Grob, mainly getting a feel for the operation – two were pattern tows, but I decided not to solo as conditions were not ideal, I didn't want to try coping with the showers, and I did not have renter's insurance (the operation there does not carry hull insurance). My longest flight was 40 minutes, and I got up to about 3,500 feet, limited by clouds and visibility, and people waiting for me on the ground. The ridge was working adequately, but not booming, and there was some significant sink. Mostly, it was possible to get only up to about 2,000 feet using ridge lift, and my higher altitude was obtained by thermalling. With a more northerly wind, the ridge would have been much stronger, but then the wind is directly across the runway.

The equipment is well used, with several thousand hours on the Grob. The instruments are very basic – airspeed, altimeter, compass and mechanical vario. No radios. The Grob I flew had very loose spoilers, which chattered very substantially when extended. They demanded that the spoiler handle be held very tightly to dampen the chatter, and only at nearly closed or nearly fully extended was the tendency to chatter easily controlled. This caused me a bit of trouble as I automatically tried to go to half spoiler in the flare to prevent the brake from locking the tire. Well the brake isn't as good as ours either, so you can keep nearly full spoiler in through the landing. But habits aren't easy to break.

Overall, I would say it was a good, albeit expensive (about



\$300) adventure. And new soaring locations always provide lessons we can take home with us. Top that with the natural beauty of Hawaii. So I'll recommend it if you are ever in the area. Be prepared to learn some new procedures and, if you want to solo, bring renter's insurance. As for me, I appreciate the Massanutten ridge even more.

Taking care of equipment:

Chris Groshel

Over the years I've noticed that even though some members have the will, they lack the tools to accomplish some of the simplest housekeeping jobs that aviation requires.

The two things that stand out, and that I've attempted to fix, are keeping the aircraft clean and assuring the tires are properly inflated.

First, in the area near the ASK-21

I've placed a gray trash bin full of clean rags with a half dozen spray bottles filled with water (see photo). These are to be used at the end of the day to clean off the bugs and grim. These rags are good enough to use on the wings and fuselage of both the gliders and Pawnee but DO NOT use them on the canopies or windshields. One small speck of sand stuck on one of these rag wiped across a canopy can do a lot of damage.

Dirty rags that can be washed again should be put in the green nylon bag tied to the gray bin and the spray bottles should be refilled when empty. To many times I find the bottles empty and dirty rags left laying in various places around the hangar. If the rags are oil soaked or too dirty to be washed, just toss them in the trash.

I plan to get several cans of Permatex plastic cleaner and pieces of soft flannel that we can use to clean the canopies. Do not use paper towels. They leave fine scratches. Expect to find the cleaner and flannel in the cabinets up near the Sprite probably by the time you read this.

Second, tire pressures.

How many times have you looked at the tires, thought that they looked low and then just pushed the glider out to the line? Well let's stop that bad habit! Correct it before the gliders or Pawnee leaves the hangar.

Low pressures on the mains cause a longer than necessary ground roll during take-off and shortens the tires life.

Also, several times the ASK tailwheels have been found severely bent but still inflated. There are opinions on what piloting / handling techniques cause this to happen but I'm sure it's aggravated by operating the tire under inflated. (see photo).

Steve Lander has placed a nice compressor down near the Pawnee and there are a couple of other portables floating around.

In the cabinet near the Sprite you will find a tire gauge and valve stem extensions. On the cabinet door is a sheet with all the tire pressures for each ship.

These valve stem extensions need to be fitted first to the stem so that the compressor or tank air chuck will transfer air (see photo). These extensions are needed because most of the valve stems do not extend out far enough from the wheel because of the design of the wheel and the clearance available. It is very important to remove these extensions after you're done inflating the tire to avoid damage and put everything back where you found it.

And a note regarding tires...In the cabinet with the gauge and extension you'll also find spare built up wheel assemblies. Two spare tail wheels for the Grob and K. A spare nose wheel for the

Grob and a spare main wheel for the K.

Just like some people feel their cars runs much better after a wash or an oil change I think you'll find that same psychology applies here.



Photos: Chris Groshel



Meet the Member

Tom Park


I started learning to fly powered airplanes in Greenville, Pennsylvania in 1966. I soon decided I wanted to work in the aviation industry and sent resumes to all of the general aviation aircraft manufacturers. I soon received a call from Piper Aircraft in Lock Haven, PA and went for an interview to be an aircraft designer. Having been accepted for the position, I moved to Lock Haven and continued my flight training. At the time, Piper had one of the best employee benefits going for people who want to fly. They rented airplanes to employees for the price of gas and oil! In addition, the airplanes on the flight line were all well equipped and when they reached 200 hours, they were sold and we went to Vero Beach to fly back a batch of new airplanes for employee use. I quickly completed the training for a private license and went on to obtain an instrument rating and commercial certificate. While at Piper, I began to work part time for a company named Globe Aero which delivered new aircraft to buyers around the world. My job was to pick up Mooneys in Kerrville, TX and Cherokees in Vero Beach, FL and fly them to Lock Haven where they were tanked and readied for ocean crossings.

I left Piper to return to college at Penn State and continued to fly for Globe Aero to help work my way through college. While working for Globe Aero, I made an ocean crossing in a Navaho with the boss. He had hoped that this experience would convince me to work for him full time and join his ocean crossing team of pilots. We experienced severe icing in the north Atlantic and I thought we were going to die out there, so needless to say, this experience had the exact opposite effect. I had no interest in crossing oceans in small planes after this experience!

After moving to Maryland in 1971 to attend graduate school at the University of Maryland, I continued flying but found that the airplanes for rent were extremely expensive and were junk compared to what I had been used to so I slowly dropped out of the world of aviation. I also never returned to work in the aviation industry and have made a career in various positions with companies doing Information Technology work under contract to Federal



agencies. Shortly after moving to Maryland, I picked up sailing as another expensive and time consuming hobby and have been sailing for the last 30+ years. My last boat was a Tayana 37 which my family and I lived onboard and explored the entire East coast and Bahamas for a year and in 1990-1991. In the last 3 years I found I was losing interest in sailing and sold my boat in November of last year.

One of my co-workers at Piper ended up going to work for Schweizer in Elmira, NY and I did get a glider ride once in the early 1970's when I was visiting him in Elmira. In December last year, my friend who works at Schweizer (now a subsidiary of Sikorsky) showed up in Virginia for a visit. With that reminder of our flying days and gliders, I began searching for local places that I could learn to fly gliders and found Skyline Soaring's web site. I was able to begin training on the first day of official operations and immediately signed up. I was very impressed by the Skyline Soaring web site, have taken two flights with George Hazelrigg and have met some of the club's members, all of whom have been welcoming and extremely helpful. I am very pleased to have found Skyline Soaring and am looking forward to continuing my training and participating in the activities of the club. 

A Weighty Matter

It was recently commented to me by an astute observer that maybe more than just a handful of members in our club may be restricted from flying either the club's Grob (while going dual) or Sprite due to useful loads of these aircraft.

In order for the Board to assess the impact these limitations might have and to help with the planning of future glider purchases I'd like the membership to respond to this survey.

Please respond to this email address and let me know if your max gross weight (clothes and shoes and such, because we don't fly naked do we now?) exceeds 200 lbs. (90 kilos) or 220 lbs. (100 kilos).

All info will be kept confidential.

Thanks for your time—Chris Groshel, SSC Director
clgroshel@verizon.net.



From: <http://skylinesoaring.org/EVENTS/>

May 19, 2007 "Away Day" flying at High View, a grass strip owned by Craig Hageman, in Clarke County near Summit Point, WV. The club will take our towplane, our K-21, and up to four privately owned gliders for a day of flying at a 'new' place, a very useful experience for members whose glider flying has been limited to KFRR. (It is also excellent preparation for eventual cross-country

flying.) Note: Arrangements are being sought to provide some operations using a non-Club towplane at KFRR on this date; watch this space and the Roster for developments. For more information, **contact Jim Kellett at (Jim@Kellett.com)**

(June 16-17, 2007 A team of volunteers will be asked to transport and display a club two-seater at Udvar-Hazy for the weekend. For more information, **contact Chris Groshel (groshel@erols.com)**.

Regional Ramblings

Jim Kellett, Director, Soaring Society of America, Region IV

1. Looking Ahead

In May, 2007, the special 75th Anniversary issue of SOARING magazine will come out . . . and in that issue, will be the call for nominations for Regional Directors of the Soaring Society of America.

This has special meaning for us here in Region IV. As you may recall, I made it clear in 2004 that it was my intention to serve for one three-year term, during which I hoped to accomplish several specific tasks, and then help elect a new, hopefully a little younger, Director. That term ends with the 2007 calendar year. I've accomplished about 2/3 of what I set out to do – the only big items left undone are a funding device to defray the expenses of the RD, a big boost in SSA membership in the Region, and a re-energized network of SSA State Governors and Record keepers – and I'm more than willing to leave those to my successor.

Please talk this over in your own clubs, and get in touch with me

if you have questions and/or would like to throw your hat in the ring. I will be honored to help bring a new Director up to speed.

2. Are you subscribed to SSA's E-News?

Check out the current issue (it's weekly) because it has several timely announcements in it. It's the best way to stay on top of what's going on nationally in our sport, and you can subscribe easily from the SSA's website.

<http://www.ssa.org/members/newsletter/newsletter.asp>

http://www.ssa.org/download/ssa_eneews_03_13_2007.pdf

Editors note: the photo below is included in the issue of ssa e-news referenced above. Stunning photos like the one below by Dale Masters is another good reason to subscribe.

After reading last month's item on Dale Masters' book "Soaring Beyond the Basics" I bought a copy. Just as Fred LaSor said "...it is filled with good tips that will improve your flying as you become comfortable piloting a glider." Solid, helpful information.

High and Dry, photo by Dale Masters used with permission <http://www.greatwesternsoaring.com/id371.htm>





In spite of the occupant, Skylines' entire Photography Department felt that this photo, also from ssa e-news, is an outstanding example of the beauty of our sport, vehicles and environment. Thanks to Pat Kellett for providing it.

The Vintage Sailplane Association "Nationals"...

will be held in Manning, SC over the Memorial Day Weekend. May 26-28th Saturday, Sunday and Monday. Manning airport is just south of the tiny town of Jordan, SC which is south of Manning on I-95—SE of Sumter, SC. There is availability at the "Villas at Wyboo" (803) 478-5752. They are on a golf course and close to the airport. The price is reasonable. Since it is a holiday weekend, they will fill up soon. They may already be full on Friday.

All older sailplanes are more than welcome. Early, early glass is okay too. There is no charge to participate—maybe buy a couple of T shirts or Polo shirts—join VSA too, would be nice.

If anyone is planning on coming we would like to know so that we can plan the catering etc.

Contact: **Dennis Barton**, VSA Southern VP for information (770) 531-7406 denbar@bellsouth.net.—**Thanks, Bob Gaines**

<http://www.vintagesailplane.org/events.shtml>



Virginia Carolinas Sport Soaring Tour

Mark Hawkins

The Tidewater Soaring Society has volunteered to host a Virginia Carolina weekend. I am formally inviting all to come visit TSS in southeaster Virginia. This is a first for us and while our soaring conditions aren't quite the same as New Castle, the May timeframe should still offer decent flatland flying. There is a growing cadre of pilots at TSS who are becoming increasingly interested in cross-country and competition soaring. In addition, the club, in general, is looking very forward to hosting this event. Here are some details for the weekend:

-Friday Tows—In addition to the normal Saturday and Sunday flying, we will be offering tows on Friday as well for those that wish to come a little early. If this is something you wish to prevail yourself of, please let us know.

-Guest Membership—We offer a 14 day guest membership for \$5 dollars. -Wide 2800 ft Grass Strip -New Club House (gotta

show it off) -Reasonable Tow Fees—\$17.50 to 2500, \$19.50 to 3000 -Beautiful Southern Virginia Scenery with a plethora of landout options.

-Cookout Dinner Saturday night—Camping available at the field—RV's welcome of course but we don't have any electrical hookups. We will be putting together a list of possible hotels and other accommodations in the local area. I'll send that out shortly. -Lot's of possible activities in case of rain.

If you could forward this to your club members or other interested parties, I would greatly appreciate it. This is still two months away but if you are interested, I would appreciate a reply just to begin judging possible attendance.

We look forward to seeing you in May.

—Mark Hawkins markhawke7@cox.net

<http://www.ncsoaring.org/HTML/SportTour.html>

Thanks to Dan Noonan for forwarding this story—Editor



I've got a custom made glider main wheel dolly, heavy gauge steel with 2" wide rollers, convenient and easy to use flip-ramp. I used to use it at New Market for storing an assembled Open Cirrus in the hangar. Sturdier/better than most/all commercially available (compare at \$300+), \$100 plus shipping (unless someone's going/coming our way – Winchester or Front Royal).

The ramp width isn't quite wide enough for a K-21. It's ca. 16 x 22 inches square, and the channel is 4.5 inches wide (maximum width of a tire that'll fit . . .). It's HEAVY . . .

—Jim Kellett, Resident Curmudgeon



We're moving our email over to Verizon and sadly saying goodbye to the erols address.

My new email address is clgroshel@verizon.net.

—Chris Groshel

Thanks to Richard Otis (who taped the meeting), and Craig Sutherland (who has ripped and uploaded the online version), you have two ways to access this years required safety video. There is a videotape at the field next to the other safety videos and the monitor in the hangar.

Also, Craig reports that "the final cut (143MB, 56 minutes) of the video+presentation has been uploaded to the club's new server. This URL may change if the server can't take the load, but the club's new server is hosted at the same location which I have been using to host videos for several years without any problems."

<http://skylinesoaring.org/EVENTS/>

—Richard Freytag, SSC Safety Secretary

Thanks to Pawnee Maintenance Officer and towpilot Bill Vickland, and to Test Pilot and Flight Data Recorder Bob Collier, and Director and K-21 meister Chris Groshel, we got the K-21 annualled and installed a new, much MUCH quieter propeller on the towplane.

Desideratum: The "test pilot crew" (two glider pilots and a towpilot) brought a grand total of ca. over 100 years of soaring flight experience to the test flying activities today! So don't even

THINK about arguing with the **Soaring Solons of Skyline!**

The correct e-mail address for logsheets is: logsheets@skylinesoaring.org—Jonathan Kans

The U.S. Air Force has chosen Columbus, Ohio, as the location of its Air Force Heritage Week celebration marking the 60th anniversary of the Air Force. The event will be held in conjunction with the Gathering of Mustangs and Legends Sept. 27-30.—**AVwebFlash: Volume 13, Number 9a**

New York Backs Off Pilot Age Limit—New York legislators have removed a bill that would have barred anyone younger than 17 from flying any type of aircraft in the state. FAA regs allow teens as young as 14 to fly balloons and gliders solo and also allow 16-year-olds to solo powered planes, but the now-defunct proposal would have set the limit in New York at 17 regardless of aircraft type. AOPA credits angry New York pilots, who contacted their state assembly members, for getting the bill quashed. "Vocal New York pilots were the key to preventing this requirement," said AOPA Vice President of Regional Affairs Greg Pecoraro. "Legislators specifically told me that they were pulling the bill because they had heard from pilots who opposed it." AOPA is still battling the New York law that requires background checks on student pilots. It has launched a lawsuit challenging the constitutionality of the law and is also lobbying state politicians.

—AVwebFlash Volume 13, Number 13a



Neat EAA desktop calendar/screensaver/wallpaper is available from: http://www.eaa.org/desktop_wallpaper.html

Photo courtesy of EAA - <http://www.eaa.org>

"When one tugs at a single thing in nature, he finds it attached to the rest of the world."—John Muir



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