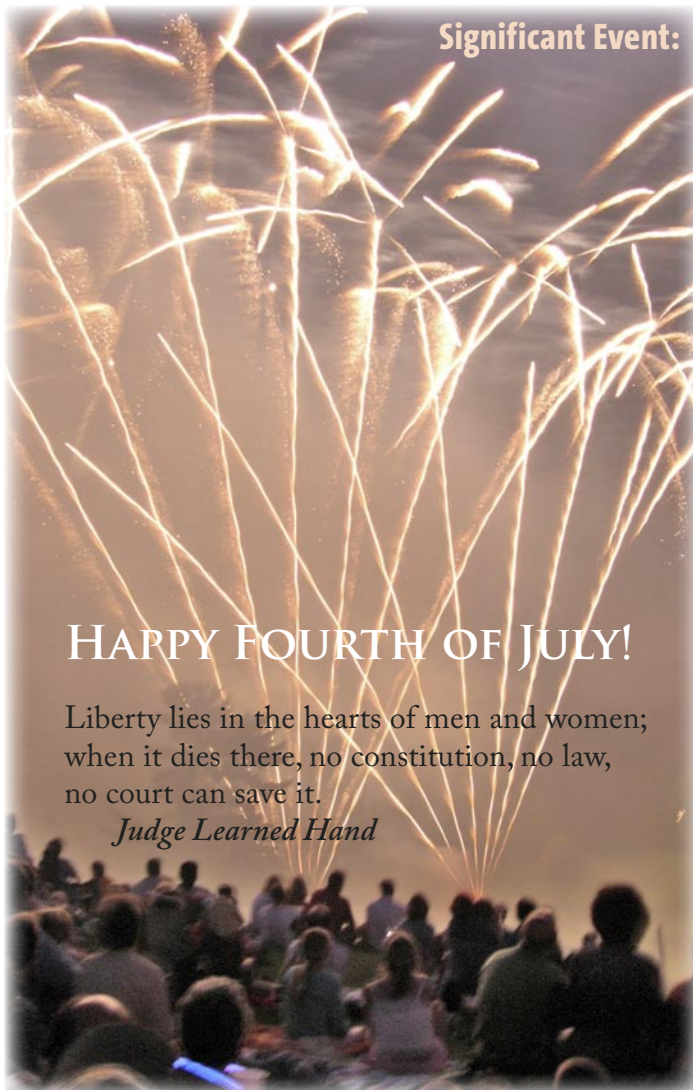




Masthead photo by Dick Otis



Significant Event:

HAPPY FOURTH OF JULY!

Liberty lies in the hearts of men and women;
when it dies there, no constitution, no law,
no court can save it.

Judge Learned Hand

A Visit to the Hay Field

Michael Ash

Wednesday, June 20th looked like typical weekday Skyline operations at Front Royal. When I showed up at 9:30 we had just enough people to operate, so we fetched the tow car, trailer, and the Grob from the hangar and set up shop. Our numbers were slightly swelled by the arrival of two eager new temporary members, Ron and Geoff Anthony. I had arranged with Bob Collier to fly his 1-26 while he was busy in Front royal, but he wasn't going to drop it off until noon, so I settled into the role of temporary Duty Officer for the morning.

Bob dropped off 289 on schedule and we quickly put it together. The Cus had really started to pop by this point and the wind was picking up out of the Northwest. The lift was tough to work, though. Steve Rockwood had taken off earlier in the Grob with strict instructions not to return for an hour, but sadly he was back on the ground much sooner.

With the skies full of promise, I took off around 1:00 after requesting a 3,000 foot tow. The thermals seemed good on tow and like a fool I punched off at 2,000 feet in lift. That thermal was good for a couple of turns and about 500 feet, then it quit. The search for other thermals got quite a few hits but nothing that lasted more than half a turn. The trend was down, and I was back on the ground at Front Royal not long afterwards.

Disappointed, I resolved to try again and I took to the skies around 2PM. This time I was determined to stay on for the full 3,000 feet to maximize my chances of hitting lift. 866 dropped me off over Front Royal and I almost immediately hit a nice 6 knot thermal which took me to 4,200 feet AGL. Winchester was reading winds from 300 at 14 knots, so I decided to head for the ridge.

Fireworks photo by Johnny Jordan



That first good thermal was also the last, and I lost significant altitude working my way around. I hit a lot of thermals but, like before, they all disappeared before much could be extracted from them. I finally made it to the ridge just above the crest. Scanning the fields, I settled on a good landing spot, since I was going to have to put down if the ridge didn't kick in imminently.

And kick in it did! The ridge line started to drop below me and I pointed 289's nose South and pushed it over farther and farther as I saw just how much lift was developing. I reached 95MPH with zero sink in places and averaged around 75MPH all the way down to the Massanutten resort at the South end of the range. 45 miles in about half an hour in a 1-26!

After a nice look at the valley beyond, including the barest glimpse of SHD through the haze where I first started flying power planes, it was time to head back. SHD's AWOS was not encouraging: 350 at 9 knots. I pointed 289's nose North toward home.

A few miles back up the ridge I had to jump a gap from the lower, downwind Southern end to a much taller upwind part

which continues North. (For those following along at home, this gap is just South of the 3,384 foot MSL tower marked on the sectional east of Harrisonburg.) Some figure-8s gave me some more altitude and I pushed into the wind past the gap.

Things didn't work out too well from there. The headwind was tough and shortly after I found myself low on the upwind ridge and not going anywhere. The jump had cost too much altitude and I wasn't able to climb. With no time to waste, I realized I was going to have to land right away.


For my first off-airport landing I wanted perfection, but settled on a decent hay field. It was hilly and bordered by trees, but the orientation would let me land upslope and into the wind. I flew an abbreviated pattern, just clearing the trees and aiming for the middle of the first hill. I pulled up to flare just before I got there and touched down gently on a wonderfully smooth field. 289 rolled up the slope, crested the top, and nestled in a little hollow halfway down the field.

Safely on the ground, I called Bob to tell him where he could find his glider. The rest of the day involved an amazed roofing crew, a nonchalant farmer, a glorious nap under the wing, a heroic crew, and a tasty dinner. But that is a story for another day.



Regional Ramblings

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


 In June 16, three gliders and one motorglider were on prominent display at the annual “Family Day” at the Smithsonian’s Udvar-Hazy center at Dulles that attracted over 17,000 people. See <http://ssa.org/Myhome.asp?mbr=6789819598> for more information. Last year, Tidewater Soaring provided a display at another large fly-in in Virginia. These promotional activities are crucial to the long-term self interest of our sport; at the very minimum, it ‘inoculates’ the general public

about gliders. That general awareness is important when communities have to deal with airport issues, when accidents happen, or when grossly inaccurate news articles appear. Please think about seeking out such opportunities and asking your members to participate! (Note: another substantial appearance is planned for Oskosh this year – check it out if you’re going.)

As of last weekend when I checked with the staff at Hobbs, there had been no nominations for Regional Director for Region IV received at SSA (see “Ramblings” for May 7 for more details about the process and progress in our Region). Eight days remain to submit nominations (see page 12 of the May issue of Soaring for how to nominate) if there is to be an elected Director for this Region.

Family Day

Jim Kellett

 The Saturday before Father’s Day was chosen for the third annual ‘Family Day’ at the Udvar-Hazy center (the Smithsonian’s Air and Space Museum at Dulles). Skyliners Richard Freytag and Frank Banas generously provided their personal gliders, assisted by Chris Groshel and Jim and Pat Kellett. Richard had negotiated an outstanding location - on the grass, immediately in front on the ONLY door through which visitors could exit the building to ‘walk the ramp’ of military, civilian, antique and homebuilt aircraft! So thousands of visitors walked between an arch of glider wings to get onto the grounds themselves. . . couldn’t have been a better location. One of the early visitors was none other than Randall Burdette, chief of the Virginia Department of Aviation, who urged us to participate in a state sponsored fly-in later this year. And everyone spent about five or six hours talking with the visitors and handing out many promotional brochures which were generously provided by the SSA.

The Air and Space staff deserve a HUGE ‘attaboy’ for their arrangements! Scrumptious breakfast AND lunch for the volunteer exhibitors, power for a TV that showed soaring videos, and great security. Soaring made lots of friends that day!! We MUST do more things like this!

*Richard expounds on soaring to interested groundlings;
Frank charms the kids with a ‘just been soaring’ smile;
an overview of the gliders and the tent with supplies that supported the staff.*



Photos by Jim Kellett

One Day in June

Blanca Abramek (18), Warsaw, Poland

WOOOW! Can I go for one more ride? Please, please, please! “ kept repeating my excited brother, Alan, jumping restlessly from one place to another like the Tiger from Winnie the Pooh. We went soaring with George Hazelrigg last weekend. And it turned out to be an unforgettable experience. Inside the glider, with the vario on and feeling the gentle waves of the air I felt as if I was driven on the back of a singing, crystal dolphin. Honorable members of the jury, I felt mesmerized and paralyzed.. When we landed my feet were like made of wool and yet I wanted more. My brother was so impressed by his first ride that announced that he wants to become a pilot instead of a musician (which was his line for the past three years). He promised to look for a flying course after vacation, back in Poland. When it comes to me, I think I'm still waiting for the lift of courage to make my feet a little less woolie.

On the same day in June (26)—some photos of Jan Scott's Slingsby Capstan by George Hazelrigg. Shane reports he is considering buying this aircraft for giving rides. Besides, it's a hoot to fly and also comes with the worlds largest Cobra trailer.

Shane gave rides to 3 guests in the Slingsby Capstan as well as Mike Hatfield, Vern Kline and Sobek Dziadek.



A reminder . . .Members@skylinesoaring.org is a mailing list FOR CLUB-RELATED 'BUSINESS' that affects all members.

For interesting stuff that is not strictly CLUB-RELATED, use misc@skylinesoaring.org (To get this mail, you need to ask a webweenie to subscribe you). If you use this list, bring your thick skin. There are no content rules. (This way, members with busy mailboxes can limit their mail from club members to things that apply directly to them as members of the Club . . .)

Oh, yeah – you can also address members 'types', e.g.,

Instructors@skylinesoaring.org

Towpilots@skylinesoaring.org

Directors@skylinesoaring.org

dutyofficers@skylinesoaring.org

students@skylinesoaring.org

weekday@skylinesoaring.org

Depending on what the subject is . . . —Jim Kellett, Resident Curmudgeon

While the web-weenies can add you to the misc list, we prefer you do it yourself

If you want to subscribe to the misc list, it's entirely self-service -- Go to

<http://skylinesoaring.org/mailman/listinfo/misc>

Or send a request to subscribe by sending an email to:

misc-subscribe@skylinesoaring.org.

This also applies for the weekday list -- which is voluntary subscription --

<http://skylinesoaring.org/mailman/listinfo/weekdays>

weekdays-subscribe@skylinesoaring.org

All of the other lists are automatically-maintained by who is in the club's membership database. So for instance, if you are a tow-pilot, you get put on to the tow pilots mailing list automatically.

If you don't like the content on the misc mailing list, don't complain to us. Do us a favor and unsubscribe from it. Recently, the misc list hasn't been as racy as in previous years, maybe the crowd on the misc list is growing less funny with old age.

—Piet Barber

<http://www.pietbarber.com/>

We have received notice from the U.S. Postal Service and they are imposing stricter guidelines for bulk mail processing. It is important when you renew your membership to include your zip code plus four digits. The Post Office has informed us they will no longer deliver mail that does not have the extra four digits included in the address. We already have plus four zip code digits for most of the membership, but please be sure to confirm this whenever you renew your SSA membership.—ssa_news_06_19_2007

NAS Oceana Air Show this year will be held on September 7—9. There will be a number of top-rated civilian performers this year, among them Manfred Radius, the award-winning sailplane aerobatic champion.

<http://www.oceanaairshow.com/index.php>



This pie photo from June Skylines was taken by Steve Connally, a guest that Greg Ellis took for his first glider ride. Not only do we get to give credit to Steve, we get another picture of Lynne's great pie concept..

The Perlan glider Steve Fossett and Einar Enevoldson used to set a record last year will be on display at EAA AirVenture. The glider reached 50,699 feet riding mountain waves over Argentina. —AVwebFlash 13.25a

Some tips on buying used gliders—Anyone should be cautious buying a used aircraft. Liens, AD's, damage history, NDH "no damage history". I like NDH, that means there may have been damage but no paperwork to prove it. Many people feel they are competent enough to decide what is safe to alter or repair on an aircraft without the proper maintenance procedures. Who are they? What did they do? Answer; Try to find out. Maintenance/alteration issues can be a problem with any used aircraft. However, the older the craft, the more likely something has been changed and is no longer standard. Do a title search, have a licensed mechanic check the craft and log-books, do a new weight and balance, assemble/disassemble and test fly it. The glider should behave normally through all airspeeds up to and including redline. Is it over gross? Aft CG beyond limits? Some pilots add lead to the tail to increase performance. Do you have to hold full left aileron to maintain wings level at redline?

There are many well maintained ships for sale, and a few not so well. Do your homework. Be an educated consumer. Schweizer gliders are world renowned for their rugged safety history. 2-33's and 1-26's are at the top of that list. Very few gliders can be landed as accurately and stop in so short a distance as these.

I end in saying, "I am willing to fly the oldest Schweizer aircraft if I have confidence in its maintenance history." As a CFI, I strongly recommend a 1-26 as a first glider. It is absolutely the best cross county trainer available. And a hell of a lot of fun too. P.S. 50/1 drivers have there own challenges. —Shane Neitzey, Skylines, June, 2001

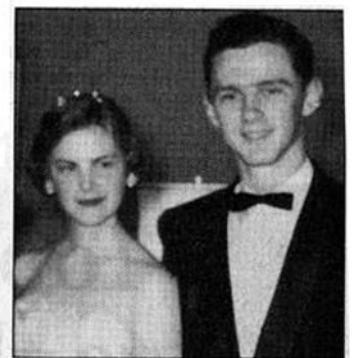
Kelletts 50 years

Dr. and Mrs. James C. Kellett of Winchester have been married for 50 years.

The Kelletts were married on June 22, 1957, by the Rev. Robert Fulton at the Second Presbyterian Church of Charleston, S.C.

Mrs. Kellett is the former Patricia Edna Dowling of Orlando, Fla.

The couple has a daughter, Pamela Crunkleton of Roanoke; twin sons, Jeffrey Kellett of Lincoln, N.C., and Clifford Kellett of Ridley Park, Pa.; and eight grand-



Mr. and Mrs. James Kellett

children.

The couple celebrated by traveling to New Zealand in February.



SKYLINES

July 2007

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