



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC JUNE 2007

Significant Event:

Moving away...

Piet Barber

It is with a heavy heart that I write this note to the membership. I have been offered, and accepted a position in my company which I can not possibly refuse. My company is relocating me and my family to Fribourg, Switzerland for two years. I will keep the glider at Front Royal, and I have no interest in selling my share in Juliet Sierra. I hear the soaring is great in Switzerland, and I am looking forward to the European lifestyle. There is a nice glider club about 20 minutes from where I will be living, a short train ride away. They have a wide variety of gliders I can fly, and I'm looking forward to the opportunity. I am sure this will be a good experience for the kids, and maybe even my wife too.

I plan on leaving for Switzerland sometime around August the first.

Since I will be working on computers, I will be hyper available



by email, and should still be able to help out with any issues with the mail server or the web server. I am still looking for a replacement Chief Flight Instructor to herd the cats while I'm gone.

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

High View Away Day

Verne Kline

A hearty THANK YOU to our host at High View, Craig Hageman. Craig is the owner of High View and just an all around great guy. He is truly the man that made the Away Day possible. Craig provided the field, and a couple of ATV's for pulling gliders and ferrying freight up and down the runway during our

stay. Thanks Craig, for having the SSC at your field.

Another big thanks is in order for our trusty tow pilot of the day Steve Wallace. As we got settled in at High View, I was really amazed at the number of people so eager to help out and perform ADO duties. Never, ever, ever, have I seen a tow pilot offer to drive the tow car at FRR—but at High View, we had to drag him kicking and screaming off the ATV and push him back into the Pawnee so he could Aero tow the gliders. Well, maybe he was not kicking and screaming, but I think I saw a hint of sadness in his face. I



must also add that his prowess on the ground vehicle was very impressive. Everyone getting a checkout flight in the club glider, and all the private ship owners that showed up, enjoyed Steve's towing service. He provided the aero tow for the ASK-21 to and from High View, and took only minor breaks during the day for bread, water, and ATV'ing.

For those who did not make it out to High View this time (if we are lucky, there will be a next time) it was a really great experience and if the opportunity comes up again, you really should try and make it. High View is a grass strip about 25 miles NE of Front Royal and sits in a very rural farming area with plenty of spots to land out. The runway has a bit of a north south orientation—runway 21 and runway 03. Trees line the N-NW side of the strip and there are trees at the threshold to runway 03. It really is a great place to prepare for a land out, or just spend the day flying.

Although I have flown gliders at other airfields, this was my first cross-country tow, and Jim Kellett was in the back seat keeping me safe to and from High View. It was fun and a bit of a challenge. On the tow to High View, Steve made sure we stayed clear of the DC forbidden zone and also kept us out of harms way of the



Landing over the High View treetops (top) Steve Wallace (above left). Jim Kellett and High View host Craig Hageman (above). First on the scene, Verne Kline and the ASK (left).



Winchester traffic. Our tow speed was about 80 knots and I quickly learned how much faster things happen on tow at that speed. Nothing unmanageable, but I had to pay close attention to the tow plane in front of me. No flying with your left hand while digging for gum in your right pocket, or contemplating the remarkable similarity between ant trails and all the cars and trucks running back and forth on the highways.

When we arrived over the airfield around 10am the winds were pretty much out of the north providing a light cross wind. Trees along the north side of the runway seemed to provide some relief on the ground, but everyone later in the day had to deal with a much stronger crosswind in the pattern. We released directly over the airfield, or what we were pretty sure was the airfield. None of us had flown into this field before, so this really was a first



and new territory for us all. Our trusty tow pilot made the first landing and confirmed this was our desired destination. After Steve landed, Jim and I flew around a little looking for landmarks and noting a gaggle of birds off the Northeast end of the field. A sign of good things to come.

After Steve landed the tow plane, it was my turn to get the first landing of the day in a glider. The cross wind was

not that bad when I landed, but it would become very challenging later in the day for all the pilots that followed. I decided to fly a right hand pattern to landing on runway 03 because that gave me a better view of the field. There is a wooded area parallel the N-NW side of the runway similar to FRR—but a bit closer to the landing area. On the downwind leg it became very apparent the field was not as flat as anything I have landed on before. In fact, if anyone from Texas were there, I am sure they would say the strip ran up hills and down valleys. Did I mention the row of trees at the end of the runway? Yep, although the grass is cut fairly close to the trees, your final would have to be flown near vertical to hit the end of the runway 03. Turning on the base leg I picked a new aim point much farther from the end of the runway and had an uneventful landing. We cleared the trees with ample altitude, but Jim being the fine instructor he is, suggested a higher approach would have



been more appropriate. Me, being a bit of amateur tree hugger and able to identify a birch, poplar, and what I am sure was an elm on final approach, agreed.

We had 15 flights at High View that Saturday, and Piet Barber definitely earned flight of the day. He didn't just stay up for 3 hours and 45 minutes, oh no, he decided to take a field trip down towards Front Royal—tour the Massanutten ridge, visit Harrisonburg, and then return for the alternate airfield landing practice the day was supposed to be all about. A few others also decided to take advantage of the fine soaring conditions and stayed up for over an hour before coming down to test their skills against the cross wind and unfamiliar field. Mike Ash demonstrated how a 1-26 could land before the aim point that most other gliders were using that day. But it was the infamous Bob C. who took the theme of the day to heart. He rode his 1-26 into the sky, ther-



malled until he could thermal no more, and then called his ground crew from Front Royal. Seems Bob does not like to trailer his pride and joy any more then needed and wanted that alternate airfield landing experience. Although the alternate field was his home field, it still counts.

The final flight of the day went to Brittany, the granddaughter of our host. The joy of soaring was clear in her voice when she radioed down to her granddad to let him know she was having fun.



Jim Kellett launches Frank Banas (top left) while Pat Kellett prepares for her Evel Knievel routine. New prop caught in action. (top right) Launching grid. (above) Kellett prepares to fly Brittany. (left).



Skyline Soaring Memorial Day Picnic 2007

Lynne Garvey Wark and Miriam Ellis and the Star of their wonderfully choreographed picnic. All picnic photographs were provided by Tom Park and the pie photo by Greg Ellis.

Tom Park

The event began at around 2:00 PM under sunny skies with approximately 40 members and guests in attendance. Badminton, volleyball and other games were available to those who could accept the heat and humidity, although most sought shelter in the shade and drank plenty of water. Temperatures hovered around 90 degrees and thunderheads were forming

to the west. The rain held off through the picnic while attendees enjoyed the wonderful feast prepared by Miriam Ellis and Lynne Garvey Wark.

Every variety of burger known to man was available for grilling along with hot dogs. A multitude of salads, baked beans and chips were also available for those famished from a day of flying. Many



deserts were available including some very special pies baked by Lynne Wark. Besides being delicious, Lynne's pies featured "Skyline Soaring Club" and the club "cloud and glider" logo imprinted by hand on the top crust. No one wanted to cut into these artistic pies until they were photographically preserved by several members.

By around 4:00 PM the sky was darkening and radar showed

thunderstorms moving into the area. Gliders were put away and picnic cleanup began.


It was a great day for the event and allowed all in attendance to meet new members and catch up with others. Thanks again to Miriam and Lynne for their efforts in putting together another great Club event.



Regional Ramblings

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

What Next for Region IV??


 On page 12 of the May issue of Soaring is the call for nominations for those Regional Directors whose terms expire at the end of 2007, including ours – Region IV. It gives a deadline of June 30 for snail-mail or faxed nominations for Regional Director.

The last three years have been tumultuous ones for soaring and for SSA in particular. The next three years will continue to be challenging, although we really can now see light at the end of the tunnel. In the next three years I think it is likely that you will see a major restructuring of the Society, possibly (likely?) including the composition, size, and activities of its Board of Directors; I know these are topics being deliberated as I write by the Future Restructuring Task Force, whose report is due back to the full Board of Directors in September.

From the beginning of my term as Director I expressed the


intent to serve one term, work toward some specific goals, and then support a younger candidate for the position . . . we reiterated that in our March 6 “Ramblings” solicitation (q.v.) for nominations for candidate to replace me as Regional Director, along with my commitment to work closely with a new Director to quickly bring him/her up to speed. In the intervening two months, we’ve been – ahem – shall we say, underwhelmed by the response.

You wouldn’t be getting this newsletter if you weren’t passionate about our sport. I really believe that passion should, for some of the more experienced of us, extend beyond racing in contests, getting badges, doing flight instruction, towing, etc . . . and provide support and leadership for the national organization on which we all depend to provide the infrastructure that keeps us all in the air. We should not simply assume ‘some other guy takes care of it’ when it comes to our Society.

I really, really wish there was a spirited competition in our Region for the privilege (and, to be honest, great fun) of serving as Director. This service is too important a part of our sport to take for granted or, worse, not viewed as relevant. Therefore, I will consider continuing if I am nominated by the required number of members in Region IV by the deadline date. 

Not So Silent Wings

Phil Jordan

 Fifteen years ago, early in my tenure as a consulting Art Director for the USPS, I was inadvertently drawn into a mini-controversy over the WWII glider program. I was introduced to how very little even historians know about the WWII glider program.

One of my colleagues was designing a WWII commemorative series and one of ten subjects for that year was “Airborne Operations”. His artist had painted a great D-Day scene of paratroopers landing. When rough concepts were shown a USPS manager questioned the absence of gliders. A military consultant had told them that gliders were a “minor program of little significance”.

When asked my opinion I was able to provide more accurate information such as: four thousand troops and twenty percent of all material landed by glider on D-Day. Ten more resupply glider missions were flown on June 6 and 7th. 1,032 glider pilots flew missions on 6 June suffering 44 KIA, 122 WIA and 33 captured. (Market Garden and Varsity were even bigger.)

So the art was redone including gliders.

A while later I was wasting a lunch hour in a book store and picked up one of those giant table top books on the anniversary of The Battle of the Bulge. Since it was subtitled the complete history of the battle, I was astounded to find no reference what so ever of glider ops—the index did not even include the word “glider” even though 61 CG-4As flew into Bastogne delivering 69 tons of desperately needed fuel, ammo, medical supplies and several surgeons and medics while suffering numerous casualties and losing 15 gliders and 17 towplanes. No wonder they said the G in the wings stood for “Guts”!

When asked to surrender, General Anthony McAuliffe’s famous answer of “Nuts” was delivered to the Germans by a Gliderborne Infantryman, Col. Joseph Harper. Some “complete history” that overpriced door stop of a book was!

“Silent Wings”—the DVD has finally been distributed. I bought



my copy at Andrews Air Force base on May 18. It is a wonderful history of the program and a must have volume for all of us who share the “thermal gene”.

Silent Wings is available at the SSA store: http://store.ssa.org/cgi/display.cgi?item_num=706310

And what was I doing at Andrews? Funny you should ask. One of my assignments for the current rate change was the art

direction and design of new Priority and Express Mail stamps to replace the X-planes series I did last cycle.

I was asked to participate in the ceremony introducing the new stamps to the public during the Joint Service Open House.

USAF Major General Robert Smolen, USMC Brigadier General Andrew O'Donnell (HMX-1) and USAF Brigadier General Margaret Woodward (89th Airlift Wing) introduced the stamps.

Bill Phillips of Ashland, OR did the paintings which were enthusiastically received by the Air Force and Marines. My son Johnny joined me while visiting from Los Angeles.

We had a great preview of the air show. 



Dan Ernst has volunteered to be our Hangarmeister...Ryan Hatfield and Danny Noonan are teaming up to be our Towcar-meisters.—Please let them know of any issues you might see regarding our hangar space or tow vehicles and give them a hand when it look like they could use it.

We're on the verge of replacing our aging Chevy at the field. Steve Landers has offered to give the club his early 90's Ford Taurus to replace the Chevy and the Directors are in the process of determining whether it's fiscally wise to insure the car for off-airport use.

We're also testing the use of a Honda trike ATV to pull gliders around the field. Please use this equipment with caution and maintain a slow pace at all times. There is no need to get any higher than 2nd gear. Tow in first or it'll be trashed out shortly.

Reggie is OK with us running the ATV on the grass along side on the taxiway to get downfield from the ramp—**Chris Groshel, Director**

Please note my new address—**JRCollier289@Comcast.net**
The Visual Link one will drop dead on June 1st—**Bob Collier.**

Also note the new email address for Verne Kline:
klinevr@gmail.com

Announcing the graduation of Bryan Richard Otis, Class of 2007, on May 5th, 2007. BS Mechanical Engineering from Old Dominion University. Bryan has a Civil Service offer to work at NAS Patuxent River, MD—**Dick & Trish Otis**

The link below leads to the Notice of Proposed Rulemaking (NPRM) proposing to extend parachute repacking present 120-day interval to 180 days. I recall discussing this with Jim Wine and thought he favored going to one year. I think there have been several requests for exemptions or changes to the rule on this subject. Jim will know more about this and I have copied him on this message. Comments are invited—that's what an NPRM is for. —**Steve Wallace**

<http://dms.dot.gov/search/document.cfm?documentid=470180&docketid=21829>

Aviation Expert, Author Robert N. Buck Passes Away—Aviation weather and safety consultant/author and retired TWA captain Robert N. Buck, 93, recently passed away in Berlin, Vt. He started flying at age 15 and set a New York to Los Angeles speed record before reaching his 16th birthday. By his 20th birthday, he broke an altitude record for light airplanes and became the first person to take aerial photographs of ancient ruins of the Yucatán. Buck had flown the Atlantic more than 2,000 times during his airline career with TWA. He was also a consultant to four FAA Administrators and airlines on many aspects of aviation safety, and was

the author of "The Art of Flying", "Flying Know-How" and "Weather Flying." Buck continued to fly a Schleicher ASW-20 sailplane well into his 80s. Pilots revere his books because they are easy to read and engaging, even though they cover complex subjects. In "Weather Flying," Buck succinctly starts, "Weather bothers our flying in a few basic ways. It prevents us from seeing; it bounces us around to the extent that it may be difficult to keep the airplane under control and in one piece; and ice, wind, or large temperature variations may reduce the airplane's performance to a serious degree. That's what weather does...we fight weather in order to see, to keep our aircraft under control, and to get the best and safest performance from an aircraft. The question is, 'How?'" —www.avweb.com/eletter/archives/avflash/872

AEA, FAA Say GPS Units OK For IFR—Recent reports raising concerns about the FAA's approval -- or lack of approval -- of many GPS units for instrument flight have raised questions that still are being sorted out. The Aircraft Electronics Association says the confusion, arising from recently issued FAA Advisory Circular 90-100A, stems from the FAA's deletion of a paragraph in an update of the Aeronautical Information Manual (AIM). The AEA said in a statement on Wednesday that FAA officials had told them "this oversight should be corrected in the next 10 days." Alison Duquette, a spokeswoman for the FAA, told AVweb on Wednesday, "The FAA is working with the manufacturing community and AOPA to resolve the issues. The bottom line is that the previous allowances still apply, so the operators can still fly using whatever GPS system they have." According to the AEA, the basic criteria for VFR and IFR use of GPS as a supplemental means of navigation as described in the AIM is unchanged. "The Association is disappointed with the Agency's communications on this issue," the AEA said, but added that it was pleased with the FAA's response to help to clarify the situation, and commended AOPA's Randy Kenegy for bringing the issue to light. — <http://www.avweb.com/eletter/archives/avflash/877-full.html#195316>

AOPA Petition against user fees (thanks to Dick Otis):

https://www.aopa.org/faafundingdebate/petition_form.cfm

"At my age getting a second doctor's opinion is kind of like switching slot machines." —**Jimmy Carter**



SKYLINES

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