



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC      SEPTEMBER 2007

*Masthead photo by Dick Otis*

## Road Rapping

*Jim Kellett*

This interesting note about trailer towing appeared on the ASW-20 Yahoo Group mailing list, as part of a much longer thread about whether or not a new ASW-20 owner could pull a Komet behind a Honda (yeah, it got a little off-topic). There's been a lot of speculation and misinformation about "what you can tow with and how", and this guy's comments offer what I think is an interesting and useful set of observations. These observations confirm my personal experience in towing a variety of gliders (open 1-26 and 1-23, ASK-21, Grob, Open Cirrus, Blanik, and ASW-20) behind VW campers, Chrysler minivans, and both light and heavy sedans (e.g. Peugeot diesels, Chrysler wagon, Merkur Scorpio, Toyota Camry).

While many of you have experience driving and towing vehicles of many sizes let me put your mind at rest when I compare the towing of such light craft to Tractor Trailer Combination Trailers (TTCT). These TTCT are the extended versions most of us see on the interstates across the country. Here in the US Northeast we have the New York State Thruway or I-90 which allows triple trailers of 28 foot plus the two dollies's which connect the three trailers. Or they allow two 48 foot or 53 foot trailers with a dolly in between these for an extended version of the allowable length for towing. Each of these situations of trailer extensions is limited by speed limits not to exceed 55 mph. Most Trucking companies only permit their drivers to drive at, or near, 50 mph at all times in the right lane. I-90 travels through Massachusetts, New York, Pennsylvania,

Ohio, and Indiana. These are the only states where I know of in the Northeast that this is allowed. Michigan has a unique arrangement and so do the western states of which I am unfamiliar with at this time.

When pulling Trailers of extended length and light loads it is common for sway to occur in all vehicles no matter how heavy your original weight is listed at. As a former truck driver for close to 8 years and having been able to accomplish 850,000 miles accident free (which included driving Fed-Ex Ground Doubles across the country through the Rockies including winter conditions and high mountain pass wind speeds exceeding 70 mph)—let me confirm that no trailer combination is more unstable than multiple trailers. But add in inexperience, a narrower, and even lighter load than an empty 48 foot Trailer. Empty gross weight of a 48 ft trailer exceeds 15,000 lbs and you're calling for disaster. An ASW-20 Komet Trailer of empty gross at just over 500 lbs, has got to be the most unstable arrangement I have ever seen or even had to pull with a car (TTCT is not suggested for such precious cargo).

When experiencing sway of any amount you will slow down at all times. Sway is caused by an interruption in the current airflow that is caused by passing vehicles or even by close proximity to landmarks, bridges, rock faces, guardrails, etc. Sway from a passing TTCT is severe in that the huge amount of inefficient air flow around the non fluid aerodynamics of the TTCT are most of the cause. The Rear Tandem axles are causing a hurricane of instability in the air, a large amount of drag coefficient is to blame as the air coming from the Tractor then slides behind and under the trailer before the rear tandems are blasted with this air. The motion of the air is to pull the air into and under the belly of the trailer, so when you are getting passed by these huge traveling boxes be

wary of the forces exerted on your trailer which are coming from the underbelly and the rear of the trailer. The rear of the trailer is also a tremendous block of low pressure which will draw in your light weight trailer. This could be the perfect aerodynamic vehicle notice the removal of the underbelly gap: [http://www.hybrid-carnews.org/images/c1\\_69.jpg](http://www.hybrid-carnews.org/images/c1_69.jpg)

More pictures of these futuristic looking Trucks can be found here: <http://www.hybridcarnews.org/entry/colani-trucks-trucks-youll-fall-in-love-with>

Interstate travel is limited to the slowest speed in Pennsylva-

nia of just 40 mph; going slower is safer, when being passed by a large truck pull to the white line and get a far distance between you and the passing vehicle. The precious cargo you are carrying may someday be owned by some one like myself dreaming of experiencing the same thrills you crave day after day.

Lets be careful out there! Over all I have not had an accident in over 30 years. Knock wood three times for good luck...

—Clint LeRoy, Lead Consultant, Marg Energy inc.  
[www.margenergy.com](http://www.margenergy.com)

## Brand New Glider Pilot

Paul Seketa

Seventeen year old Matt Brewer completed his Private Pilot Glider checkride successfully on August 6, 2007 and has joined the ranks of Glider Pilots.

Matt started with the Las Vegas Valley Soaring Association (LVVSA) when he was 13 years old, soloed with LVVSA, then moved to Virginia and finished his training with SSC. His father was re-assigned to the Las Vegas area this year, so Matt went back to LVVSA a month or so ago to prep for his checkride. He performed well in some windy conditions during the practical.

Matt is seen on the left in the picture below with Designated Pilot Examiner Tracy Carlson on the right. Matt's first passenger was his mom (above right); I hear she loved the flight.

Congratulations go to Matt. He will leave soon to go back to Virginia to finish his Senior year in High School. We may see him again at SSC.



**“C’est magnifique!”....**

*Bob Gould*

**T**his was the expression of one of our guests today. Visiting from Paris, France was Annick Veiga. Annick is the brother of Joel Veiga who, with his wife, Jessie, came to visit us from their New York City home for a weekend of true excitement.

Yes, New York, has Broadway shows, delicious bagels, and just about anything else you can think of, but one thing you can't do in New York city is fly in sailplane. Joel, Jessie, and Annick were all treated to guest flights, and all proclaimed they had a wonderful and memorable experience. Said Annick, “Ce fut une fantastique premi re exp rience, mais j’ tais contente d’avoir retrouve la terre ferme.” Roughly translated, “It was a fantastic first experience, but I was glad to have my feet back on the ground.”

Photo by Dick Otis



*Jessica Miranda-Veiga (left) is Bob Gould's wife's niece. Jessica's husband is Joel Veiga (not pictured). Annick Veiga (right) is Joel's sister.*

## **Are There Any Educators/Soaring Pilots In The DC Metro Area??**

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

**T**he Soaring Society of America is a member of the National Coalition for Aviation Education (NCAE see <http://www.aviationeducation.org/>). The NCAE meets quarterly somewhere in the DC area (e.g., the FAA building downtown, the Air and Space Museum, the Air Force Association building in Rosslyn, etc.).

For the last three years, I've been the SSA representative to these meetings, serving generally to keep the coalition apprised

of SSA's interests and activities and to route useful information to others in the SSA family (most often John Campbell) who are very active in youth and education.

There is a very high probability that in November of this year I'll move even further away from Washington – to Harrisonburg, VA – making it extremely difficult to participate in the meetings.

The ideal representative would be someone active in or knowledgeable about education, and willing to devote a few hours a quarter to attending the meetings and keeping others informed. While I'm not a tax expert, your expenses in support of SSA should be tax-deductible, if that's of any interest to you.

Can you suggest someone who could volunteer for this important activity? Thanks!

**Several Skyliners are active Civil Air Patrol glider pilots.** . . . Piet Barber (who has taught Cadets at two CAP National Glider Academies), Dave Dawood and Steve Lander (who regularly do Cadet Orientation Rides), Richard Freytag, Eric Litt (who is the Virginia Wing Commander), and Jim Kellett. (Bob Sallada's in the process of moving his membership to the Virginia Wing.) Did I forget anyone?

Anyhow, it's a great way to spread the word about soaring to a pre-selected group of young aviation enthusiasts – the 12 to 18

year old Civil Air Patrol Cadets. And get essentially free glider flying! Here's a shot of a recent group from the National Capitol Wing of the CAP after a full day's flying at the Culpeper Airport (CJR).

And, ever notice the red, white, and blue 1-26 tied down at FRR? Yep, that's a CAP glider . . . available at a VERY nominal cost to ANY qualified CAP member! Think about it. —**Jim Kellett**





## Anchors Away...

Dick Otis

**F**ront Royal VA Sunday August 29, 2007—Meet drop in guest pilot Mr. Bob Jones (and his lovely wife Mary) of Front Royal, Va. Bob stopped by the airport to sightsee, but our intrepid soaring pilots soon determined the Bob was another Navy Aviator Extraordinaire. Bob is a WWII seaplane pilot, and was in the first Navy Squadron to receive the new PBY Antisubmarine Warfare Patrol aircraft in Key West, Florida. He is a contemporary of, and possibly squadron mate of CDR Gordon Otis, dad of our very own CAPT Dick Otis.

Well we could not miss such a golden opportunity, so it wasn't but a few minutes before Dick and Duty Officer Raul had conspired to fund Bob a "glider proficiency check". With Raul Duty Officer-ing, Dick towing, and Dave Dawood as CFI, Bob took honors as the first flight of the day. Within the space of one tow, Bob went from a wandering first student performance level, to demonstrating fairly proficient performance prior to the 3K release, followed by admirable flight performance and landing.

The smile on Bob's face was contagious, and the entire Skyline Soaring cast on-hand enjoyed his re-introduction to glider at the young age of 84. Bob had a pretty good time too. ✈️



*Navy Aviator Bob Jones on short final with CFI-G Dave Dawood (above) and preparing for the big adventure.*

*Bob surrounded by Dave Dawood and Dick Otis (left) and No Naval Aviator is going home without a Navy Ball Cap.*



*Photos provided by Dick Otis*

Please welcome recently joined probationary and temporary members to the Skyline Soaring Club.

**Brian Pugh**—Reston, VA, converted his temporary membership to a probationary membership.

Experiencing SSC for the first time are temporary members:

**David McInnus** and **Monica Barbo-McInnus** as well as **Stephen Elmore**, **Andre Gerner**, **Luis Lema**, **Chris Martzloff** and **Bart Gray**

Please introduce yourself to these new members and welcome them to the Skyline Soaring family.

—**Steve Rockwood**, SSC Membership Officer

If this won't scare hell out of you...

[http://www.youtube.com/watch?v=v\\_JAg1ZedGo](http://www.youtube.com/watch?v=v_JAg1ZedGo)

...and now the whole story

<http://www.youtube.com/watch?v=wTemKnL8X30&mode=related&search=>

**Our best wishes to Susan Gogos who is nearing the end of her cancer therapy**—Another chapter of my “journey” through the “cancer hell” came to a conclusion when I completed my fifth treatment under the big “monster” of “Cyber Knife.”

These treatments were not too unpleasant or painful; I was watching the huge machine making its “trips” over me while lying on a hard bed listening to some of my favorite discs. Now at least we don't have to take the trips into Washington for a while. But, still grateful for this treatment facility being so close...

Now we began the day to day activities to minimize the discomfort. My doctor told me that I will be “cursing him” when the unpleasant dry mouth and sore throat period will take place about two weeks after the last radiation treatment.

On August 25th I still have to see my surgeon to check my incision which is a beautiful “decoration” on my face and neck for life.

Two months after the last radiation treatment I will have an MRI (Magnetic Resonant Imaging) and in six months a PET scan (Positron Emission Tomography) and hopefully this will be the end this unpleasant period of our life.

For my early Birthday celebration I was treated like a queen with friends and family from near and far in (our daughter) Lilly's home.

Now I am surrounded by loving care by Bela and Lilly who go out of their ways to make my life easy!

All my love to everybody for caring and aiding me during this trying period. —**Susan Gogos**

**Eaa's B-17 "Aluminium Overcast"** will be at Warrenton-Fauquier on September 4-5. <http://www.b17.org/tour>

Just too neat for description:

<http://www.cessnaskycatcher.com/?cr=graphic&kw=Flash>

**Bats Hold Keys To Future UAVs**—The Air Force is putting \$6 million into a Brown University project that's trying to apply

the amazing flight capabilities of bats to agile stealthy unmanned aircraft. The team of researchers speculates that bats are wired for flight with an array of sensors on their highly flexible wings that allows them to perform maneuvers that would send a bird or an airplane tumbling from the sky.

The Air Force is hoping it might be able to replicate bat flight to some degree with electronic sensors and computers and achieve some of the nocturnal mammal's aerial prowess. “The Air Force envisions a future in which they have lots of autonomous air vehicles that can take on different kinds of missions and that don't have pilots,” Sharon Swartz, an evolutionary biologist at Brown who is helping run the project, told the Boston Globe. The Air Force will have to come up with a lot more than electronic wizardry to capture some of the magic of bat flight, however. Bats have very light, very flexible wings that, in the blink of an eye, can change from a smooth, low-drag, high-lift configuration to a contorted shape that allows a 180-degree turn in the space of half a wing span. Not only that, pregnant female bats carrying half their body weight in babies can keep flying the same way, which is getting the Air Force thinking about payloads. “We know a lot about the aerodynamics of large things moving very fast,” Swartz said. “There is almost nothing known yet about the basic physics of bat flight.” — **AVwebFlash 13.28a**

**For Sale: LS3-a**

1980, s/n 3451, N61K, 2488 hrs. Aug '07 annual. Winter ASI and altimeters, Bohli compass and vario, Cambridge 302 with iPaq running GNII. Instruments all metric except for extra altimeter in feet. Becker AR 3201, boom mike, PTT. Extra battery. Relief system. Light crazing showing on top of wings, but surfaces are still smooth. Parachute 5 years old. Well-functioning trailer with new trailer grade wheels.

Located at the Mid-Atlantic Soaring Association, Fairfield, PA.

**\$29,000.00**

—**Kolie Lombard** 703-309-2258 kolie@usa.net



**Paul MacCready**, aviation pioneer par excellence, and the inventor of the “MacCready Speed Ring”, passed away on August 28. See [http://en.wikipedia.org/wiki/Paul\\_MacCready](http://en.wikipedia.org/wiki/Paul_MacCready)

Paul was a frequent speaker at SSA conventions, and like hundreds of other soaring pilots, had the great pleasure of talking with him about soaring on several occasions. —**Jim Kellett**

**We could learn a lot from crayons...** Some are sharp, some are pretty and some are dull. Some have weird names, and all are different colors, but they all have to live in the same box.



**SKYLINES**

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Phil Jordan, Editor

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