

SKY L I N E S

SKYLINE SOARING CLUB NEWSLETTER

December 2009

Prepare For Winter Soaring

For those of you new to the club you may not be familiar with our winter ad hoc flight operations which take place between the last day of scheduled flight operations for this year and the first day of scheduled operations next year, Dec. 20, 2009 to Feb. 20, 2010.

Winter is a great time to fly at Front Royal as conditions for mountain wave and ridge soaring are quite common. The whole process normally starts when one of the experienced club members notices that the weather forecast predicts a good day for flying and a flurry of e-mails goes out to the membership looking for a tow pilot, instructors and anyone interested in flying.

Those who want to participate must comply with SSC Operations Manual Section 4.2 "Staffing for Non-Scheduled Days." Some key points are: Operations on nonscheduled flying days must conform with all club rules and a duty officer must be chosen from those Skyline members present and qualified. This position will normally rotate between qualified individuals.

Members participating assume responsibility for club equipment and operations.

The operations logs for each day must be loaded to the club website and checks and receipts sent to the treasurer at the end of operations. The group organizing ad hoc opera-



Photo by Dick Otis

The Skyline Soaring Club's Grob-103 lands at Front Royal on a winter afternoon. Winter flying takes planning, training and a good pair of mittens.

tions shall notify one of the directors or a club officer of their intent and any particulars of the event.

Notify the club members by e-mailing members@skylinesoaring.org.

Additionally, there may be interest by members of our neighboring clubs. If they bring their own gliders and are an active SSA member they can become a "visiting pilot member" for \$10/day and be towed by our aircraft at normal prices. However, we do ask that they download and read our operations manual before they arrive so they understand our procedures and can help out. If they want to bring their own tow plane we ask that they contact the FBO as a courtesy, read our operations

manual and work closely with the SSC duty officer to facilitate smooth operations.

If you come out for winter flying make sure that you dress warmly but not too bulky so that you can move in the cockpit. If you plan on flying in mountain wave make sure you familiarize yourself with the proper procedures outlined in the Glider Pilot Handbook and are familiar with FAA and SSC (which are stricter) oxygen requirements. Remember that you need to plan on staying for the entire day and doing some work since there are no assigned duty crew. Everyone is expected to help.

—**Craig Bendorf, Skyline Soaring Club President**

Copy That **i** **Holiday Party Preparations**

The Skyline Soaring Club annual holiday party will be held at Valery and Shane

Neitzey's barn, Saturday Dec. 5., starting at 6 p.m. Family and friends are welcome. Please e-mail if you will attend and how many people you'll bring.

Bring a dish to share - a main dish, salads, fruits, desserts, finger foods and your preferred adult beverage. The club will provide soft drinks, paper plates, cups and utensils.

Volunteers are needed to help decorate the venue, arrange and prepare tables, and to clean up after party. Please share this with your significant other and let us know if you're willing to help put our event together. We also need someone to bring a large coffee maker to make hot water for tea. We have one for coffee. Let me know if you can bring one.

Two or three volunteers are needed to help around 2 p.m. with the final preparation and arranging of equipment to complete the transformation from workshop to dinner party / live music entertainment hall.

The address of the party venue is: 17015 Gaines Road, Broad Run, VA 20137. Call (703) 753-3806 if you get lost.

—**Miriam and Greg Ellis, Party Masters**

Skyline's New Face

I have created a Facebook page for the club, since that seems to be a fashionable thing to do.

<http://www.facebook.com/group.php?gid=180000864618&ref=share>

—**Piet Barber**

Badges for Training

Why does our club syllabus include the A/B/C/Bronze badges as training elements? For a clue read Gene Hammond's article on the 2009 Safety Program in November's Soaring. It's actually a reprint of a 1994 article he wrote for Soaring Safety, but it's just as relevant today. Gene, a retired airline pilot and accomplished glider pilot, knows what he's talking about. He's a former president of the SSA and a trustee of the Soaring Safety Foundation, as well as an occasional instructor at Soaring Safety Foundation Flight Instructor Re-

validation clinics.

The answer to the question is summed up in a reminder that the FAA requirements for a pilot certificate are minimum requirements to document safe performance (that's good, for obvious reasons), but do little or nothing to ensure soaring competence. A policy of our club is to not teach to the minimums, and one way to do that is to have instructors who are accomplished soaring pilots as well as instructors, and SSA instructors with the authority and skill to teach all kinds of soaring flight and recognize a student's accomplishments with badges.

—**Jim Kellett, Skyline Soaring Club Resident Curmudgeon and Flight Instructor**

Skyline Soaring Foundation

As part of its mandate the auxiliary field committee is forming the Skyline Soaring Foundation. The plan is to incorporate the SSF in Virginia as a charitable organization meeting the requirements of Section 501(c)3 of the Internal Revenue Code. It is expected to incorporate in December or January. The SSF will be run by a five-person board of directors with the first board responsible for the start-up and initial operation of the organization.

To avoid potential conflicts of interest we are seeking people who are neither directors or officers (president, secretary, treasurer) of SSC. If you'd like to be on the board e-mail me at sannear@verizon.net or call (703) 751-9130 and we can talk about it. Thanks.

—**Spencer Annear**

Riding the Wire

John Noss, Craig Sutherland and Bruce Codwise traveled to Bermuda High Soaring in South Carolina in November to attend a winch launch clinic. To see John fly the wire go to: <http://vimeo.com/7522982>. Visit www.glider.org and click on Winch Week 2009 for more information.

—**Craig Sutherland**

Rollout Techniques

I noticed that the Grob-103 has "nice" dings on its leading edges near the wingtips. To my inexperienced eye it looks like the gelcoat has been knocked off down to the fiberglass, but with the fiberglass unaffected. Someone knowledgeable should take a look. These appear to be the result of strik-

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Skyline Soaring Club, Inc.

is a private, 501(c)7 non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to www.skylinesoaring.org or e-mail welcome@skylinesoaring.org.

President — Craig Bendorf

Secretary — Jim Kellett

Treasurer — Daniel Noonan

Membership — Steve Rockwood

Chief Tow Pilot — Curtis Wheeler

Chief Flight Instructor — Piet Barber

Safety Officer — John Noss

Skylines Editor — Dennis Johnson

Directors — Shane Neitzey, Spencer Annear, Paul Seketa, Jim Parrish, Vern Kline





Photo by John Noss

“Operation Raincheck” Open House at Potomac Consolidated TRACON

The Potomac Consolidated TRACON, in Vint Hill Va., offered area pilots a tour of the facility Nov. 14 with briefings on airspace issues and procedures, and a focus on safety. For this event SSC was asked to provide a glider for a static display. I brought my 1980 Ventus-A and with help from some club members got it assembled and disassembled in rather soggy conditions. M-ASA Safety Officer Rick Fuller also assisted the assembly and helped man the display to answer questions from the 100+ visiting pilots and TRACON staff.

Skyline members made a good showing — Frank Banas, Charles Norman, Jim Garrison, Marty Walker and Steve Lander. We may see some converts from the general aviation sector as there were many interested pilots. Predictably, there were questions about gliders and transponders; that was often the first thing visitors looked for in the cockpit. Fortunately this glider has both a transponder and PCAS.

I'd like to thank those who went out of their way to come early, stay late, and/or stand out in the cold drizzle to answer questions during the event.

—**John Noss, Skyline Soaring Club Safety Officer**

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ing landing lights at the end of landing rolls. My technique to avoid this is to steer the glider slightly to the right of the centerline and make the left wingtip drop at the end of your rollout, but while you still have some aileron and rudder authority. This procedure, which I use in both the Grob and ASK-21, prevents landing light encounters. Don't allow a random wing drop as your airspeed drops, half the time it will be the wing that overlaps the landing light line. If you're unlucky, as some folks apparently have been with the Grob, you will smack the leading edge into a landing light.

—**Greg Ellis**

Aviation Weather Services Information

It always amazes me how much good information is available online. While preparing for a discussion on preflight planning, and following a link from our own Skyline syllabus, I found a March 2009 FAA Advisory Circular on Aviation Weather Services. It's got plenty of good information, although it's a hefty 10.7 MB download. To download go to:

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/a2a0cf844400ccf08625758c005e5d62/\\$FILE/AC-0045F_full%20docu-](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/a2a0cf844400ccf08625758c005e5d62/$FILE/AC-0045F_full%20docu-)

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—**John Noss, Skyline Soaring Safety Officer**

The Last Living Glider Pilot in Vegas

The Las Vegas Review-Journal newspaper ran a story Nov. 9 about the last World War II glider pilot living in the city as part of its Veterans Day honors. Read the story at: <http://www.lvrj.com/news/glider-pilots-lifetime-of-adventure-began-in-world-war-ii-69547717.html>

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

2009-2010 Club Calendar

Dec. 5 - Christmas party

Dec. 20 - Last day of scheduled operations

Jan. 9-10 - Flight instructor refresher course

Jan. 23 - Annual SSC membership meeting

Jan. 28-30 - SSA convention, Little Rock, Ark.

Feb. 13 - SSA Region IV leadership meeting

Feb. 20 - Annual safety meeting (mandatory)

Feb. 20 - Start of 2010 scheduled operations

Two Pilots Killed in Tow Plane / Glider Mid-Air Collision

The FAA and NTSB are investigating the mid-air collision of a Piper PA-25 Pawnee tow plane and a Schleicher ASW-27 sailplane at Crazy Creek Air Adventures in Middletown, Calif. The pilots of both aircraft were killed in the accident which occurred at 11 a.m. Nov. 28. It appears that the two aircraft were on approach to the same runway, from opposing directions, when they collided.

To read the latest news about this accident go to:

AvWeb - http://www.avweb.com/avwebflash/news/piper_glider_midair_collision_crazy_creek_201607-1.html

ABC News TV San Francisco Nov. 28 - http://abclocal.go.com/kgof/story?section=news/local/north_bay&id=7143277

Santa Rosa Press Democrat Nov. 28, 29 - <http://www.pressdemocrat.com/article/20091128/ARTICLES/911289924/1350?Title=Two-killed-in-glider-tow-plane-collision-over-Middletown>

Lake County News Nov. 30 - <http://lakeconews.com/content/view/11528/919/>



A Piper PA-25 Pawnee, the type involved in the collision, towing a glider.

A Letter from the SSC President

December has arrived and we're in the last three weeks of the scheduled soaring season. Even with the many days of marginal weather over the last month we managed to launch over 125 flights in November which raised our number of flights for the year above last year's total of 1209 flights. With three weeks to go we should exceed last year's total by a substantial amount. The last day of scheduled operations for 2009 will be Dec. 20, but remember we never fully shut down and hold ad hoc operations whenever the weather is good and enough people agree to show up to fly and run operations.

There is good news from the board of directors; they reviewed the club's finances and decided that club dues for 2010 will remain the same as last year. The board also approved Steve Rockwood as the new Cirrus Meister and lowered the requirements for initial checkout in

the Cirrus to 50 pilot-in-command/solo flights.

Vern Kline will assume the duties of the treasurer starting in January. However, if someone with more experience is interested in the position, Vern would be happy to discuss it. Two members of the board will be finishing their terms in January and we're seeking volunteers and nominees for the election to be held at the annual membership meeting on Jan. 23 at Shane's barn. If anyone is interested, contact me or any member of the board.

Dennis Johnson has asked to step down as Skylines editor due to increasing demands of his photography business in New York. Phil Jordan has volunteered to return as the Skylines editor starting with the January issue. I would like to personally thank Dennis for his great job in producing such a high quality publication and Phil for stepping up to help out the club.

—Craig Bendorf, Skyline Soaring Club President



Photos clockwise from upper left

- Jonathan Kans preflights the Grob.
- Bill Burner dismounts after a long day of towing.
- The Pawnee lands on an autumn afternoon.
- Dick Otis uses a little Photoshop magic to create "Moonrise over Husky."
- A bend in the Shenandoah River as seen from the Husky.

Photos by Dick Otis

