



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC AUGUST 2010

Masthead photo by Dick Otis


Notes from the Club President

Craig Bendorf

August is now upon us with lots of promise, but July was a real good month for the club despite the record temperatures. We managed to finish off the month with over 690 tows for the year which puts us pretty close to last years count for the same period and shows that we are having strong participation. From 16-25 July we held our training week and ran flying operations for 9 straight days and logged 122 flights, with multiple solos, one new Private Pilot license, and a Bronze Badge. I want to thank all the instructors, tow pilots and individuals helping on the ground for making it such a successful event.

We also had individuals expanding their experience and have a great time doing it. Shane Neitzey towed his Capstan and Vern Kline towed the club Sprite with several other members to Elmira, NY for the Schweizer Homecoming. They had a great time flying at the oldest glider field in the country, meeting lots of people and visiting the National Soaring Museum. The soaring On Line Competition (OLC) has continued to gain interest in the club and we now have 9 pilots currently participating with 42 flights submitted so far this year with well over 3700 Km flown. Last year we were ranked 140 out of 150 participating clubs and this year we are currently ranked 80th with plenty of time to improve our ranking.

Additionally many members are getting involved in helping support the Skyline Soaring Education Foundation. Their web site

www.ssefva.org is up and growing and I was able to easily donate electronically through Pay Pal. If everything goes well they will hopefully be sponsoring their first scholarship this fall. 

This Was the Week that Was

Jim Kellett

Ten straight days of soaring - July 16 - 25, 2010. A week burned in memory, if for no other reason than it was HOT! This was Skyline's second year of mounting an entire week concentrating on instructing, an idea that originated with Bob Sallada - and it was as successful as the first one in 2009!

We made over one hundred flights of every kind - cross country training, cross country (with aero retrieve), two new soar-

Dick Otis



ing badges, one new FAA pilot certificate, lots of excitement and camaraderie, good after-flying dinners, experience at dodging thunderstorms, good snacks at the field (thanks, Elaine!), an aero-tow retrieve for a member's cross country landout (thanks, Craig!), and a chance to explore an exciting new training (and practicing) tool (Piet's simulator). Expertise was shared by a half-dozen highly qualified instructors; towing as done by almost as many highly qualified towpilots; operations were managed by a several OUTSTANDINGLY qualified members! Special thanks to John Noss who

spearheaded the organization of the week, to Piet Barber for sharing his new sim (and for flight instruction as well), and to Dick Otis and Bob Sallada for devoting the entire week to the effort. There were many others, too, who every day did some mix of towing/instructing/retrieving gliders/making repairs/running wings/flying-for-fun . . . including one day of "hare and hounds" cross country training, led by Jim Garrison in his ASG-29, a first for our club!

Good soaring and good training weather every day. Should'a been there!

Photos by Dick Otis

Friday, July 25, at the Mill
(left to right) Dick Otis,
Elaine Chou, Jake Barber,
Piet Barber, Oliver Ash,
Jay Ash (Oliver and Mike's
Dad), Mike Ash, John Noss.



Friday July 23—It was a hot, hazy and humid day, the last day of the 2010 annual “week of training”. Having nothing better to do (like work), a ragged group of dedicated glider pilots under the command of Club Cross Country Group Leader Jim Garrison, an infamous “Gang of Five” decided to do a group round robin. After a little wardroom pre-flight briefing in the Front Royal Airport FBO, the world renowned Pawnee Pilot (Dick Otis) flung this diverse crew into the air, one after the other in rapid succession. Hopefully no one noticed this ancient tow pilot doing Navy Carrier departure and arrivals, back taxis on the runway, and cross country on the “emergency” grass landing strip in an effort to launch everyone together as close as possible. While two tow planes



were on the ramp, the only other tow pilot on the tarmac (John) had abandoned his towing duties to go play with “the gang”.

I’ll leave the reporting on the actual group flights to someone else, but they all returned successfully (more or less together)—*Dick Otis*

Pre-flight briefing of the Cross-County Squad— from Left to Right: Mike Ash, Steve Rockwood, Jim Garrison, John Noss and Piet Barber.

Photos by Dick Otis



Rockwood and the Cirrus landing back at FRR safe and sound

I had the privilege of flying with one of the most renowned cross country pilots around on the last day of the Week of Training, July 23rd. Jim Garrison agreed to help me leave the nest, as it were, and begin to spread my wings to cross country soaring. The plan was simple, Jim would fly his ASW-29 and I would fly the Cirrus. I would play follow the leader and Jim would guide me safely away from the confines of the Front Royal Valley. All the while Jim would tell me how far from the airport we were, what the wind direction and speed was, what clouds looked good, help me think about what altitude would be needed to glide back to FRR, etc.

An opportunity like this could not be passed up by other club members so John Noss, Mike Ash, and Piet Barber assembled their private gliders to join the group. We lined all five gliders up tail-to-nose on the launch ramp so Dick Otis could launch us in quick order to the meeting point over the fish ponds. John was up first in NG, then Jim in AE, Mike in H3, me in the Cirrus, and finally Piet in JS. We all switched to 123.5 on the radio so we could communicate unencumbered and not interfere with airport communications. The plan on paper was to make cross country trips to Winchester

and back to Front Royal, then out west of the Massanutten Ridge and back and finally to the Linden VOR before landing, hopefully where we took off. Of course this plan was all based on the available lift that we could locate once we got into the air. Things look good to the North, but the lift we had anticipated did not materialize. We were able to fly out near the Linden VOR, and then out to the intersection of I-66 and I-81, and down the eastern side of the ridge for about 7 miles. Great fun having five gliders all circling in the same thermal

trying to get to cloud base. During the transition from one cloud to the next we would fly three or four gliders abreast to search out a thermal. Whoever located one would call the other over. At the pre-flight briefing Jim told me he would stay with me the entire time during the flight to coach me along. This was a new experience for me considering my dad taught me how to snow ski by taking me to the top of the mountain and then proclaiming, OK, I’ll see you at the bottom and off he went leaving me to get down the best I could. Jim would linger at cloud base under a big thermal and announce Keep climbing, I’ll wait for you to catch up. He never left me to flounder on my own which allowed me to concentrate on soaring instead worrying about getting back to the airport.

This was a great experience that I will remember for a long time. I learned a lot and gained the confidence to push my boundaries a little farther the next time I fly. Thanks Jim for taking the time to bring out your glider and share your experience with me and the rest of the guys. I look forward to the next time we can fly together and plan to take you up on your offer to come to Waynesboro to fly the Duo Discus for additional cross country training.

—*Steve Rockwood*

Land In at Sky Bryce

Mike Ash

The Bryce Resort is nestled in the foothills of the Alleghenies, about thirty miles west of Front Royal. Each July 4th weekend they hold their annual BryceFest to celebrate.


The resort has an airport attached, labeled as “Sky Bryce” on your sectional chart. It’s small, with a 2240x50ft runway surrounded by challenging terrain. As part of the festivities, the resort hosts a fly-in at the airport. For this year’s BryceFest, I decided to show them something new by flying in with H3.

Everything worked out great for it. The weather was suitable for the short cross-country trip. Jim Kellett (who may be the best partner ever) agreed not only to give up his claim on our plane, but also to come get me afterwards.

The flight itself was straightforward. It was a blue day without a lot of lift, but there was enough. My second thermal of the flight over the Woodstock tower got me over 6,000ft and within gliding range of Sky Bryce with plenty of margin for error.

I’d discussed my plans with the airport manager beforehand and they were expecting me. I called in on 122.8 when five miles out and let them know I was on the way. I decided to hang around for a bit and work the local thermals. Every so often they checked in on me to see where I was and always ensured that incoming traffic was aware that I was in the area.

When the time came to land, the pattern was clear and the guys on the ground stood ready to help me out once I was down. The terrain made the approach interesting. A small glider-style pattern took me right over a ridgeline that’s about 600ft above the airport itself, so ground clearance was not all that large. By coming in very high and using full flaps and spoilers, I was able to keep a comfortable distance from all the hills in the area. Aside from that, it was a normal landing.

Once on the ground, I got a good share of curious onlookers and a friendly reception from all involved. The airport manager seemed extremely pleased to have something unusual show up to his fly-in, and encouraged me to come back again next year. Other gliders would no doubt be welcome if anyone else is interested in giving it a go next time around. 

from Mike Ash



Onlookers observe as H3 is disassembled to be trailered out of Sky Bryce

The winner of the OLC challenge is Gyoergy Gulyas.

His winning flight was made on July 11th, when he flew FRR-Frank-OKV-FRR for a total of 234.85km. Congratulations Gyoergy! Please send me the address where you would like me to send your DVD.

The winning flight can be seen here: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1005660420>


All of the club’s flights for the current OLC season can be seen here: <http://www.onlinecontest.org/olc-2.0/gliding/flightsOfClub.html?cc=985&st=olc&rt=olc&c=CO&sc=&sp=2010>

I’d like to give honorable mentions to Steve Wegner and Craig Bendorf, who both posted flights of nearly 200km during the challenge period. And also to Dave Collier, whose longest OLC flight

was only 120km, but who did it in a 1-26 on a straight-out flight that covered four states.

A total of 41 flights were posted in nine different aircraft types. Total claimed distance was around 4500km. Not a bad showing at all!

This has been such a success that I would like to continue with a new challenge for the second half of the year. I have not completely worked out the details yet, if anyone has suggestions as to the form the contest should take, or would like to donate prizes then please do let me know.

Nice flying to everyone who participated, and congratulations once again to Gyoergy for his winning flight —Mike Ash 

Membership Report

Steve Rockwood, SSC Membership Officer

Our membership has continued to grow during the spring and early summer months. The club now has a total of 100 active members, including three new Probationary members in the last three months and nine Introductory members in the month of July. Welcome the following members who have recently joined with Probationary status:

- **Carlos Troncoso:** Carlos and his father Gonzalo each took a ride on a FAST voucher in April; Carlos caught the soaring bug, and joined the club in May. Carlos is a frequent visitor at FRR. Since joining, he has amassed about 20 training flights including 6 in one day. The kid is tireless; helping to move planes, retrieve gliders, flying multiple times each day. He tires me out just watching him. Carlos and Martin Gomez both hail from Argentina so they have a lot in common and things to talk about in the native language, especially World Cup soccer news. Welcome to the club Carlos.

- **Hugh Bugs Forsythe:** He joined the club in early May and yes, he goes by Bugs. Bugs is a very accomplished pilot as noted by his careers in commercial and military aviation; including Air Force pilot of F-105, F-4, F-16, T-38, and C-123 aircraft, commercial airline pilot flying Boeing B-727, B737, and B-777 plus an Airbus A-320. Bugs has been a test pilot for Gates-Learjet and served in SEA and Iragi Freedom. At last count I think Bugs has only taken a hand full of instructional glider flight but is nearly ready to solo, if he has not already done so. Welcome to the club Bugs and be nice to the numerous Navy pilots we have in the club.

- **Thomas Gainer:** Thomas just recently joined the club in early July. Thomas is new to the sport of soaring and anxious to learn. He made his first flight with instructor Bruce Codwise on the Independence Day weekend. Welcome Thomas.

We have nine (9) new introductory members for July; Oliver Ash (brother of Mike), Jennifer Brady, David Henshaw, Chris Hutchins, Trevor and Christopher Roskind, Wyatt Schultz, Robin Simmons, and Valeriy Vislobokov. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future.

In Praise of Spin Training

Mike Ash

There I was....

It was a hot July day, with middling thermals. There were occasional strong ones up to 5,000ft or more, but few and far between, and poorly marked. There were lots of bumps, weak thermals, stuff that looked strong but petered out, etc. I'd spent a few blissful moments up high, but most of the flight around 3,000ft. As a consequence, I was getting uncomfortably hot in the glider. I was highly motivated to find another strong thermal just to cool off, let alone the flying benefits of altitude.

Martin Gomez by Martin Gomez



The trees were starting to get a bit close and I was starting to have thoughts of returning closer to the airport. Suddenly, a sharp bump pegged the vario up. I pulled up into it, banked hard left, lowered the flaps to the thermal setting, and turned into it.

The stick was in my lap, my speed was coming off, when suddenly I got hit by a gust. The glider started to bank more to the left. I used right stick to correct for it, but that just made it start falling over to the left even harder. A moment later, I was banked at a crazy angle, and my nose was swinging toward the ground. Spin entry!

My training took over. Get rid of the back stick, unload the wing, neutral aileron, rudder opposite the spin direction. Rotation stopped before it really got started, and I pulled out without too much of an altitude loss, and just a rapidly beating heart.

I doubt that I could have reacted so quickly had I not taken spin training previously. Everything was completely automatic, my higher-level brain functions didn't even kick in until it was done. I doubt that would have been possible without prior exposure to the event, especially after baking for an hour or so under the hot July sun.

Skyline's training fleet is superb, but we do lack a spinnable two-seater suitable for spin training. If you've done your training at Skyline, I believe it's well worth your time to go a little bit further and seek out a facility that can offer spin training.

Editor's note: where is Miss Daisey now that we need her—men are so fickle!



The Vintage Sailplane Association (VSA) will host a vintage sailplane meet at Massey Aerodrome in Maryland the weekend of 15 October. Information is available on both the VSA website and Massey Air Museum's site. Massey features a 3000 foot grass runway and numerous airfields nearby to accommodate wayward gliders. — **Rusty Lowry, 301-475-0308.**

Anyone coming to the Reno Air Races (Sept. 15—19) should plan to arrive early or stay late and soar at SoaringNV in Minden. It's only 45 minutes south of the Reno Airport (about as far south as Reno Stead is north). We would love to see you here. Do let us know you're coming, though: we book up early during race week. — Fred LaSor, SoaringNV, Minden, NV (775) 782-9595 flasor@frognet.net

Congratulations to Fred Winter for persevering through difficult recovery from his crippling accident to fly again in record time.

Well, it's hardly "new", but it's new to me . . . a good friend recently gave me a gift subscription to "Gliding International", published by John Roake (the man who gave us the video "Soaring: Your Sport for the New Millennium") in New Zealand.

I was amazed at the quality of the journal! It really is international in scope, so there's lots of interesting stuff for ANY glider pilot - and the article content is, to be brutally honest, much more interesting than much of what appears in "our" own SSA journal, SOARING Magazine.

I'm going to leave a copy in the "computer box" at the field for members to browse. I suspect more than a few Skyline members may well want their own subscriptions. I know I'll be renewing mine! — **Jim Kellett, Resident Curmudgeon**

EAA's "Salute to Veterans" B-17 Tour is coming to a town near you! This one-of-a-kind tour brings the beautifully restored B-17 Flying Fortress Aluminum Overcast to local airports across the nation for flight experiences and walk-through tours. Out of more than 12,000 that were built, this aircraft is one of a handful of airworthy B-17s still flying.

EAA invites you to reserve a seat for a flight aboard this rare WWII bomber and experience "the ride of a lifetime." September 10 - 12, Leesburg, VA Leesburg Executive Airport <http://www.b17.org/>

The Restorers is an exciting new PBS series about warbird and vintage aircraft restorers and the planes they resurrect from the graves of history. Based and inspired by the Emmy winning original 2004 film, the series will shoot throughout the world, giving you more than a glimpse into the life of airplane restoration... http://www.thorestorers.com/The_Restorers/Home.html

The March 1973 issue of *The Vintage Airplane*—very interesting! http://www.eaa.org/vintageaircraft/articles/va_mar1973.pdf

NASA has given gamers a taste of lunar adventure with release of Moonbase Alpha, an exciting new, free online video game. — The game has single and multiplayer options that allow participants to step into the role of an exploration team member in a futuristic 3-D lunar settlement. Players must work to restore critical systems and oxygen flow after a meteor strike cripples a solar array and life support equipment. Available resources include an interactive command center, lunar rover, mobile robotic repair units and a fully-stocked equipment shed.

The game is a proof of concept to show how NASA content can be combined with a cutting-edge game engine to inspire, engage and educate students about agency technologies, job opportunities and the future of space exploration. Moonbase Alpha is rated "E" for everyone.

It is the first game in NASA's Learning Technologies project. The project supports the delivery of NASA content through interactive technologies such as virtual worlds, games and software applications to enhance science, technology, engineering and mathematics, or STEM, education.

Moonbase Alpha is a precursor to a planned NASA-based massively, multiplayer online game project. The project is being designed to have content and missions that require players to gain and demonstrate STEM knowledge to succeed.

NASA released the game on Valve's Steam network. The agency will use the Steamworks suite of services for server browsing, leaderboards, statistics and more. Steam has more than 25 million accounts and has released more than 1,100 games. It was built on Epic Games' Unreal Engine 3. The Army Game Studio developed the game with support from Virtual Heroes, a division of Applied Research Associates in Research Triangle Park, N.C. This collaboration between NASA and the Army's Aviation Missile Research Development and Engineering Center is an example of government agencies working together to improve education in the STEM fields.

For more information visit: <http://www.nasa.gov/moonbasealpha>

Bad decisions make good stories and confession is good for the soul. Come clean in Skylines—everyone can benefit from your experiences.

Skyline Soaring Club, Inc.

is a private, 501(c7) 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.



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