



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC DECEMBER 2010

Masthead photo by Dick Otis

From the President

Craig Bendorf

December has arrived and we are now in our last two weekends of the scheduled soaring season. It has been a good year for the Club so far and we have already exceeded last year's glider tow count of 1274 tows and with two weekends to go we could exceed last year's total by a substantial amount. The last day of scheduled operations for will be 12 December, but remember we never fully shut down and we will have Ad Hoc operations whenever the weather is good and enough people agree to show up to fly and help run operations.

As we do every year at this time, the Board of Directors has reviewed the Club's finances to determine if the Club dues and tow rates pay for our operations, provide enough funds to support Club growth and cover any emergencies or major repairs that could come along. The Clubs dues are meant to cover fixed expenses such as Insurance, hanger rental, taxes and normal administrative cost that if we didn't fly we would have to still pay. The tow rates are to cover all fuel, operations and maintenance cost for the tow planes, gliders, tow car, etc. and provide some funds for future growth and potential emergencies.

After a careful look at the cost growths over the last couple of years for both our operational and fixed costs, the Board has determined that the 2011 dues will be increased by \$3 per month for a total increase of \$36 for the year to cover our fixed costs. The Board also determined that the tow rates do not need to be increased and will stay the same in 2011. The Board is always

reluctant to increase any fees, but to ensure the Club stays financially sound at is necessary to make this modest increase.

Two members of the Board will be finishing their term in January and we are looking for volunteers/nominees for the election that will occur at the Annual Membership Meeting on 22 January at Front Royal Library. If anyone is interested please contact me or any member of the Board.

As you all should know, the annual Holiday party will be on 11 December and will be hosted by Shane & Valerie Neitzey, 17015 Gaines Rd, Broad Run, VA 20137. It is a pot luck event and is always a great time. However to make this event a success, we need a volunteer to help organize the event and organize volunteers to help set up, decorate, pick up supplies, and clean up afterword. If you can help in any way please contact me or any Board member.

Winter Ad Hoc Operations

For those of you who may be new to the Club you may not be familiar with our Winter Ad Hoc flight operations that occur between the last day of scheduled flight operations for the year and the first day of scheduled flight operations for next year (13 Dec. 2010- 19 Feb. 2010). Winter can be a great time to fly at Front Royal due to mountain wave and ridge soaring that 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 emails goes out to the membership looking for a tow pilot, instructors and anyone interested in flying. Those that want to participate in Winter Ad Hoc flying must

comply with section 4.2 "Staffing for Non-Scheduled Days" of the SSC Operations Manual. Some of the 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).
- Those members participating assume responsibility for Club equipment and operations.
- The operations logs for each day must be loaded to the Club web site and checks and receipts sent to the Club Treasurer at the end of the operation.
- The group organizing such operations shall notify one of the Directors or a Club Officer of their intent and any particulars of the event.
- Notify the Club membership of the event using the Club membership email address (members@skylinesoaring.org) so that any interested/qualified members can participate.

Additionally there may be interest shown 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 tow aircraft at normal prices. However, we do ask that they download and read our Operations Manual before they arrive so that they understand our procedures and can help out. If they want to bring their own tow plane we asked that they contact the FBO as a courtesy, read our Operations Manual and work closely with the acting SSC Duty Officer to facilitate smooth integration of 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 Club (which are stricter) oxygen requirements. However please remember that you need to plan on staying for the whole day and doing some work since there are no assigned duty crew and everyone is expected to help.



The Skyline Soaring Club Annual Holiday Party

Craig Bendorf, SSC President

When: 11 December 2010 starting at 6 PM

Where: hosted by Shane & Valerie Neitzey, 17015 Gaines Rd , Broad Run, VA 20137 571-259-0042

This is a Pot Luck event and everyone should bring a dish to share (it can be a main course, appetizer, salad, or desert). You can also bring your own alcoholic beverage if you would like (BYOB). The Club will provide water, soft drinks, ice, cups, plates, napkins, and utensils.

This is our major social event for the year and always a lot of fun and a great chance to meet the new members and to see old friends. Please come out and join us for a great time.

Note: We are looking for volunteers to help with organizing, decorating and cleanup for the party. If you can help out please let me know.



Wave Day, September 4, 2010

Piet Barber

Even as the sun rose that morning, it looked like an excellent soaring day. I was dressed for summer operations. I was wearing my VFF shoes (clearly designed for summer), shorts, and a tee-shirt. Several people quipped that there might be wave lift, due to the westerly winds. There was likely also ridge lift. On a lark, I packed the “new” oxygen system in the glider, and hooked up the cannula. I bought this oxygen system shortly before I found that I was being relocated to Switzerland for two years. It was a shame to buy this brand new toy, and never be able to use it for over three years!

I hooked up the oxygen system to the Mountain High regulator, and hooked up the cannula to my face. Psst! Yep! It smelled like oxygen that has been in a bottle for over a year. After some tow-rope-break-induced delays, I launched later than I had originally anticipated, donning my summer-clothes and cannula.

I immediately connected with some intensely strong thermals. In only a few minutes, I was up to 500 feet below cloud base at around 7 or 8000 feet. I started nosing around for what had to be wave. I hung around on the upwind side of the clouds, and aggressively worked any gusts. In this situation, my standard procedure of waiting for the vario to drop off before starting to turn takes too long—the lift is too spotty and broken and disjointed right under a rotor cloud to use regular thermalling techniques. So I just treat it like “really aggressive thermalling”, and turn at the first indication of a gust of lift.

It didn't take long, and I connected with the wave, just over the eastern ridge of the Massanutten, east of Fort Valley. In short order, I climbed above cloud base at a steady 2 knots, still not expecting this to be a great wave day. (At least it's nice to get above the clouds!) The duty officer called Potomac Tracon, who had cleared the airspace of all jet liners, and said we were OK to climb to 18,000 feet without worrying about conflicts with the jet liners. By this time, I was climbing through 10,000 feet, and almost at the top of the clouds.

I continued to head south toward Luray, where Jim Kellett joined me in the wave (but not for long). As far as I could tell, we were the only two people within radio contact to get into the wave on that day. The key to working this day's wave was patience. Since I didn't have anywhere to go, I had all day. Eventually, I climbed above 14,000 feet—higher than I had ever climbed before. The oxygen system was working perfectly, filling my nostrils with oxygen-bottle scented air. The Mountain High regulator has a pressure sensor, which determines how much “puff” of oxygen to deliver to the cannula. The quantity of puff is based on your

altitude. On the ground, it is not much more than a “token puff”, as I continued to climb, the puffs became more substantial.

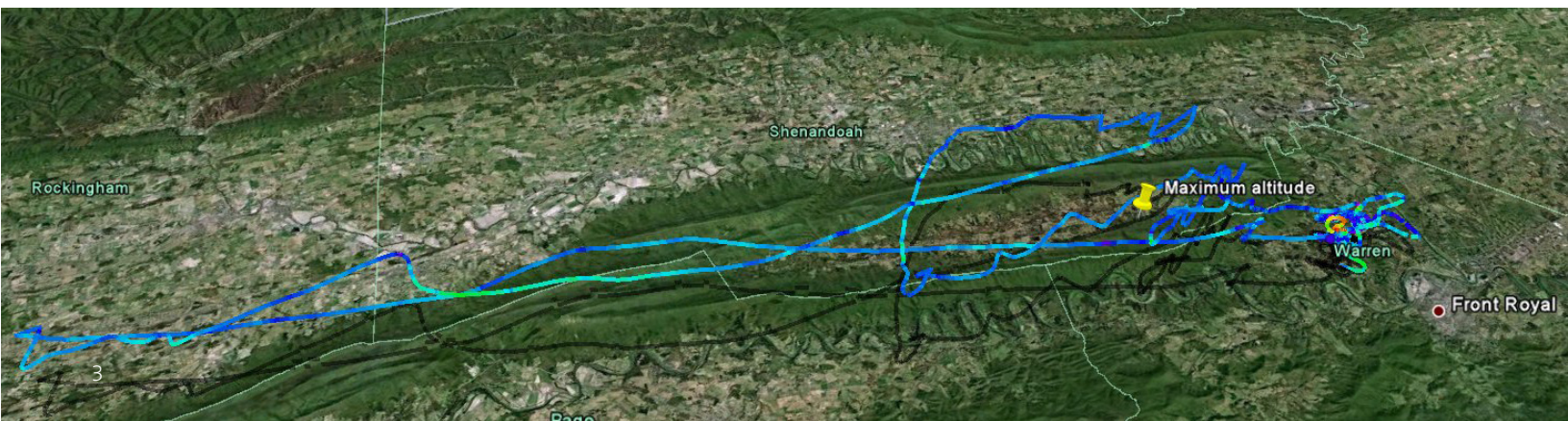
Several times, I had decided that “this has to be the top of the lift” and almost gave up. It was not terribly cold at 14,000 feet, and since I was above the clouds, the sunshine was keeping me quite warm. I headed a bit more upwind, to the southern corner of Fort Valley. There, I connected with a solid 4 knot lift that took me all the way to 17,600 feet. I had decided beforehand to cut-out at 17,500 feet of altitude—just to have some margin of safety so I wouldn't break into Class A airspace inadvertently. I made a quick recording of this part of the flight with my Blackberry camera-phone, and headed south toward Harrisonburg. The flight computer showed the outside air temperature at 20 F.

The flight toward Harrisonburg was slightly upwind, and I wasn't overly concerned about finding lift along the way. By the time I got to just north of Harrisonburg, I was just over 10,000 feet, approximately as high as the clouds. Time was growing short -- a schedule of returning in time to disassemble and get to the Flight Instructors' caucus was drawing near. I headed directly back to Front Royal, aided by a tail-wind, with a ground-speed averaging 110 knots, even though I only had 80 knots indicated. My return flight to Front Royal cost me only about 1000 feet. Apparently, on the return trip, I must have been riding the wave, or at least minimizing the time-in-sink along the way.

What a day! Unfortunately, we (the owners of Juliet Sierra) are having a little problem with our Volkslogger. It records—sometimes. Other times it gets tired and doesn't want to look up to the sky to see the satellites to get its position. It is a good thing that I already have my FAI Gold Badge, and that I wasn't setting out for a badge flight of any sort. As for evidence of my flight? Since the Volkslogger wasn't working, there was no suitable proof of my flight, other than my word for it. (I did get my GPS watch to record most of the flight, though). You can go to my Facebook page to see the short video I made at the top of my climb. I wasn't able to upload the flight to the OLC, due to the fact that I didn't logging the flight with my GPS watch until I was airborne and on tow.

Here's a picture of the flight in Google Earth, as viewed from an oblique angle, looking down from 33 miles of altitude. The black shadow is the ground track along the flight. The colored ribbon is for my position, Yellow, orange and red are for various rates of descending flight, blue is steady or climbing flight 0-2 knots. Light-green indicates slightly descending at around 0-3 knots. I put a thumb-tack to indicate where I achieved the maximum altitude over the ground.

Note: please see Piet's website: <http://pietbarber.blogspot.com/2010/11/high-altitude-glider-flight.html> for a hi res track image, neat in-flight videos and photos.



November 12—What a Rare Day!

Steve Rockwood, DO, SSC Membership Officer

Congratulations to Ertan Tete for successfully completing his checkride on November 12 with Marvin Holland. Three hours of grueling interviews, three flights with a simulated rope break on flight number two, but it was no problem for Ertan. Job well done!! We are all proud of your accomplishment and welcome you to the cadre of licensed glider pilots.



Photos by Phil Jordan



But Wait...There's More...

Ertan wasn't the only newly coined pilot on November 12th. *Congratulations to Craig Rodarmel* on earning his PP-SEL on November 12th—well done on a beautiful Fall day.



The end of a very rewarding day. As ops wear down, Ertan prepares for his first flight as a PP-G.



Dates to Remember—

1. Annual Holiday Party—6 PM, December 11—Shane's shop near Haymarket, BYOB and some food to share.
2. Annual Membership Meeting and Election of Directors - 10:30 AM, Saturday, January 22, 2011, in Conference Room A of the Samuels Library at 330 Criser Road, Front Royal, VA. THIS IS THE MEMBERSHIP'S ONLY MEETING EACH YEAR! Come "get the scoop" on how we're doing as a club, see who's getting awards, and elect two new Directors.
3. **MANDATORY** Annual Safety Meeting - 10:30 AM, Saturday, February 19, 2011, in Conference Room A of the Samuels Library at 330 Criser Road, Front Royal, VA. You **MUST** attend this meeting to continue flying with the Club after that date!! (There may—or may not—be a video made for your viewing if there's a GOOD reason for not attending!) This is one of the several ways the Club implements its "culture of safety" to keep us all fully involved in fun, safe flying!—*Jim Kellett*



You can help a young person learn how to soar next year with your year-end tax deductible gift to Skyline Soaring Foundation. Use either PayPal on the SSEF web site at: ssefva.org. Or mail your check to:

SSEF Donations
2022 North Kensington
Arlington, Virginia 22205

Here's a website full of everything a pilot could thirst for:

<http://www.airspacemag.com/?ref=home#>

and don't miss this video:

<http://www.airspacemag.com/multimedia/videos/Jetting-Through-the-Grand-Canyon.html#oid=EyOWV50liCJuSABTzv2muQpJiMpiDzlp>



Congratulations to 14-year-old Trevor Roskind, perfect first solo flight on November 14th. He was soloed by John Noss who appears with Trevor in the top photo. Of course his parents were obviously proud of Trevor's accomplishment.

This item guaranteed to creep out the soaring community:

<http://www.washingtonpost.com/wp-dyn/content/video/2010/11/22/VI2010112206454.html>

Congratulations to Curtis Wheeler—The "OO" (Official Observer) is pleased to report that FAI Silver Badge #6791 has just been approved for Curtis Wheeler, whose final leg—the distance leg—was completed on September 5, 2010. CONGRATULATIONS!

If you'd like to take a look at Curtis' flight trace, see <http://tinyurl.com/2u582s3>; although Curtis took off from, and landed at, Front Royal, the flight included a remote start at KOKV (Winchester) and a remote finish at 8W2 (New Market, VA) so the entire flight was roughly THREE TIMES longer than the required 50 Km. for Silver distance!—*Jim Kellett, Resident Curmudgeon*

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.



President—Craig Bendorf
Secretary—Jim Kellett
Treasurer—Thomas Park
Membership—Steve Rockwood
Chief Tow Pilot—Curtis Wheeler
Chief Flight Instructor—Piet Barber
Safety Officer—John Noss
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