

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JANUARY 2010

Masthead photo by Dick Otis

Return of the Prodigal...

Exactly two years ago I wrote the following message:

And so it comes down to this—the Editor gets the last word and these will be those.

I thank each and every one who has contributed to Skylines in my long tenure. I hesitate to single out any specific person for fear of overlooking someone to whom I owe special thanks. I will have the opportunity to thank most everyone in person at some future time and certainly intend to do so.

I am grateful to all the Board Members and Officers who have supported me and allowed me to have this special responsibility for so very long. My name on that little plaque is satisfaction enough for me.

So thank you all, Phil Jordan



photo by Fred Mueller

Hello Again

I thank the Board for making this opportunity available to me once more and for Jim Kellett and Craig Bendorf for dragging me back kicking and screaming. I want to thank Dennis Johnson for the great job he performed over the last two years. While I enjoyed the sabbatical, I badly missed the camaraderie.


Now it's time for me to ask for your continued cooperation in keeping the newsletter an important component in Skyline Soaring's communication program.

Each of you has a unique background of aviation expertise that can, if you choose to share it, have great value to the entire membership. I invite you all to share with the membership your thoughts on all the issues we face in practicing our brand of aviation and managing the facilities and structures involved in that practice. Milestones in your personal and professional life are always of interest to our members as well.

While the newsletter lacks the spontaneity of email it has a much longer shelf life and can, and does, reach an audience beyond just our membership. There is the capability to create more in depth discussion with more photos, illustrations and diagrams.

So in the coming year I ask each and everyone of you to share from your personal reservoir of flying knowledge that which can help your fellow club members have a better, safer, more thorough understanding of the sport we all so passionately love.

So let's have "all the news that's fit to digitize".

In the last few years circumstances beyond my control severely limited my participation in club activities. Many new members (and some old ones) don't know me so I offer the accompanying photo. See you around the field soon. 

Christmas Party



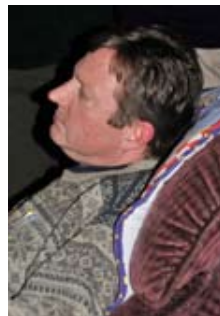
A large thanks to Shane and Valerie Neitzey and Greg and Miriam Ellis for organizing a dynamite Christmas party for us all. A big

thanks too for all who helped in putting on this marvelous show. Fine food, decibel defying music and good cheer for all.



photos by Phil Jordan







Why Fly The 1-26?

Bill Vickland

During the 49 years that I have been flying the 1-26, I have been repeatedly asked, “Why do you fly a glider in which you can’t see your landing spot over the nose of the ship”, or “Why don’t you move up to glass”. My response is, “because I am having fun.” As often as not, these questions came from pilots whose love of soaring lasted only a few years, who never ventured beyond the glide slope to the gliderport, and who viewed cross-country soaring with trepidation.

So what is the attraction to 1-26 pilots. The easy answer is that it is clearly the fun factor. But why is it that a bunch of guys continue to hang on to their 1-26 when they can “move up” to a higher performance glider and go farther and faster than they can in a 1-26. This question continues to mystify most modern day glider pilots who soloed in a Grob 103 or ASK-21 and who never had the opportunity to experience a different kind of cross-country soaring that can only be achieved with a 1-26.

What is not obvious is that 1-26 flying is almost a different sport than flying higher performance gliders. I sometimes compare it to racing Formula V Volkswagen powered race cars as contrasted to racing production Jaguars and Porsches. I have been associated with a little of both, and I can testify that the fun factor is no less in one than the other. But the truth is that you can do a different kind of cross-country flying in a 1-26 than you can in a higher performance glider. Key factors that allow this are the safety and durability of the glider, its low landing speed and

its ability to land in short and narrow landing space. These factors permit the 1-26 cross-country pilot to perform off field landings in extremely small spaces, literally, not much greater than 50 feet by 200 feet, when really needed. As a result, a 1-26 X/C pilot knows he may land out, but views that part of the flight as part of the fun.

Many of my flights are open ended with a destination in mind, but the flight is no less rewarding if I land out short of my goal. Many of my land out experiences, more than 250, are the most memorable experiences of my flying career. It is that freedom from fear of landing out in a 1-26 that changes the entire perspective of the pilot and creates a different sport mid-way between that of hang gliders and high performance sailplanes.

Almost 700 1-26 gliders were produced, and as a result, a one-design class of sailplanes is a natural consequence. The 1-26 Association currently includes almost 500 members. We conduct an annual national 1-26 Championship contest, usually consisting of eight days of highly competitive, but amiable competition. Our hosts invariably like us because the pilots and crews of the 1-26 Association are an easy going, fun-loving, yet competitive group. The 1-26 Association also conducts its own regional three-day weekend contests as well as the Sweepstakes Program which records significant flights each month and awards annual regional trophies to high scoring pilots of the east, central and western regions of the USA.

We believe that the personality of the 1-26 Association is the product of our humility machine, the 1-26. Clearly, the moderately low performance of the glider is not attractive to persons with an ego and it therefore serves as a filter to produce an organization of competitive, fun-loving, easy-going men and women.

We are amused, rather than chagrined, by the comments

Photo by Dick Otis



of other pilots, to the effect that the 1-26 is not a cross-country machine. Contest flights routinely produce average speeds of 45 to 50 miles per hour, and up to 60 miles per hour. The recent Championships at Moriarty produced flights of more than 200 miles with average speeds of 48 mph. Forty 1-26 pilots have achieved Diamond Distance flights, 86 have achieved Gold Distance, and 39 have achieved all three diamonds in the 1-26. Harry Baldwin holds the longest straight-line flight record at 433 miles. Jim Hard was awarded the SSA's World Distance Award (WDA) as the first 1-26 pilot to have flown 40,000 kilometers. His flights were made only since the inception of the WDA program in 1992. Jim estimates his life-time cross-country mileage to be at least 100,000 kilometers. But of course, Jim did this with his "higher performance" 1-26. He flew his Gold Distance flight in a Schweizer 1-19, with an L/D of about 19:1. Mark Keene won SSA's Lewin B. Barringer Award for the longest soaring flight in 1992 with a flight of 333 miles. Ron Schwartz in the east and Doug Levy in the west have both made multiple Diamond Distance flights in the same year, repeating these feats over several years. Charles and Jo Shaw routinely make flights of 350 to 400 miles. The accomplishments of others are too numerous to mention. The 1-26 Association ranks 15th in the Online contest, and has ranked as high as 3rd position in the past.

The message is clear. The 1-26 is a cross-country machine in spite of its moderate performance because it offers greater opportunity and safety for off-field landings. Therefore, the question as to the cross-country capability of the 1-26 is really a matter of attitude of the pilot. The bird will take you where you want to go if you shake off the fear of landing out and just go for it. For the new soaring pilot, the 1-26 provides an outstanding vehicle to begin a soaring career. By flying the 1-26 for two years, a new pilot can learn how to fly cross-country safely before moving into higher performance sailplane without the disastrous results of common off-field landing mistakes. He may even decide that flying the 1-26 is so much fun that he stays with it longer, or forever.

For the new pilot, the accomplishment of badge and record flights in a 1-26 is doubly rewarding to the 1-26 pilot. In the July 23 documentary about the moon landing, Neil Armstrong was asked if the moon landing was his most significant achievement, and he responded that the moon landing was the culmination of thousands of people who sent him and his crew to the moon. On the other hand, earning his Silver Badge in a Schweizer 1-26 required him to do it all himself.

Aside from the fun factor, one of the greatest benefits of flying a 1-26 is membership in the 1-26 Association, available for only \$15 per year. The Association produces an outstanding Newsletter that documents the outstanding flights of its members, as well as interesting articles about the repair and restoration of the fleet of 1-26s. The 1-26 also maintains an outstanding web site, www.126Association.org, where information can be obtained about our membership, our events, our records, and all about the 1-26. It is a place where you can obtain any information you need to consider owning or flying a 1-26. Join the fun, fly the 1-26 and by all means, join the 1-26 Association.

The author: Clayton (Bill) Vickland began flying the 1-26 in 1960. He built his 1-26 (238) from a kit. He has flown in 36 annual national 1-26 Championships and has achieved all three Diamonds in his 1-26. — Article reprinted from the November 2009 issue of Soaring Magazine Copyright © 2009 The Soaring Society of America. Used with permission.

President's Report

Craig Bendorf

Well it looks like Mother Nature put a damper on our last week-end of scheduled operations, but remember we still have Ad Hoc operations that will show up in email traffic when the conditions look good.

As the new year rolls in I would like to ask each of you to think about what you can do to help make the Club and our activities better in 2010. One thing we can definitely use more of is volunteers to help keep the Club running and the equipment in good shape. The more people helping, the easier it is to spread out the workload and not burden a few individuals with the lions share of the work. So please make a New Years resolution to pitch in a little time and help make 2010 our best year ever.

We have an immediate need for two replacements for the Board of Directors. Two Board members 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 23 January at Shane's Barn. If anyone is interested please contact me or any other Board member.



Upcoming Events

- 21 Dec 09-19 Feb 10—Ad Hoc flight operations-watch your email
- Jan 9-10 Jan 10—Flight Instructor Refresher Course
- 23 Jan 10— Annual Membership Meeting- Shane's Barn
- 28-30 Jan 10—SSA Convention - Little Rock, AK
- 13 Feb 10—Region IV Leadership Meeting
- 20 Feb 10—Annual Safety Meeting (mandatory)-Front Royal Airport
- 20 Feb 10—Start of 2010 Scheduled Operations

Wave Camp Update

Craig Sutherland

The club's Replogle barograph has been calibrated as of 11-Dec-2009 and is certified for documenting climbs through 11-Dec-2010. Contact me if you need the original calibration log.

Also, the club O2 canister has been refilled. Both are in the hangar in the usual location.

Finally, I've confirmed that the OpenAir format (.txt) SUA files for New Market and Petersburg load correctly in SeeYou. Please let me know if anyone has issues with the TNP (.sua) format. See:

<http://skylinesoaring.org/docs/SUA/>

P.S.. FYI... Shane's challenge from 2006 (see below) apparently did not include a termination clause...

The latest waiver is valid through April 17, 2010.

<http://www.skylinesoaring.org/docs/SSC%20Wave%20Window%202009.pdf>

Subject: Skyline Wave Window 2006 with rewards

...I will award \$100 for SSC tows to the first club member who can legally document beating my altitude within the Skyline Soaring Area. 20,300 feet MSL @29.92". —Shane

NASA Flight Tests a Unique Jumbo Jet

photo and article from NASA News

Edwards, Calif.—A NASA jumbo jet that will help scientists unlock the origins of the universe with infrared observations reached a milestone when doors covering the plane's telescope were fully opened in flight.

The Stratospheric Observatory for Infrared Astronomy, a modified 747 jet known as SOFIA, flew for one hour and 19 minutes, which included two minutes with the telescope's doors fully opened. The goal was to allow engineers to understand how air flows in and around the telescope. It was the first time outside air has interacted with the part of the plane that carries the 98-inch infrared telescope.

"Today we opened the telescope cavity door, the first time we have fully exposed the telescope and the largest cavity ever flown while in flight," said Bob Meyer, SOFIA program manager at NASA's Dryden Flight Research Center in Edwards, Calif. "This is a significant step toward certifying NASA's next great observatory for future study of the universe."

Besides these test flights of the airplane, two flights to operate and verify the scientific capabilities of the telescope assembly are planned for spring 2010. Telescope systems such as the vibration isolation system, the inertial stabilization system and the pointing



photo by Jim Kellett

What a Real Gliderport Should Look Like

Jim Kellett

A few years back, I had the privilege of spending a couple of weeks as a guest flight instructor in Alaska, courtesy of the Civil Air Patrol and a couple of soaring spark plugs (Jeff Banks and Pete Brown) who fly out of several sites there. Here's a picture of one of them, showing Pete's 1-23 and Jeff's Russia AC-5M (and Pete's towplane) on what passes for an airport in Alaska. Looks a little different, doesn't it?



control system will be tested during daytime flights.

These flights will prepare the telescope assembly for the first flight with the telescope operating. That first flight will be the initial opportunity scientists have to use the telescope and begin the process of quantifying its performance to prepare for SOFIA's planned 20-year science program.

SOFIA is a joint venture of NASA and the German Aerospace Center. NASA supplied the aircraft; Germany the telescope.

It is with great sadness and a heavy heart that I inform you of the passing of Rick Regan's lovely wife, Janie.

She succumbed to her illness December 26 and passed away peacefully at their home as was her wishes.

Please keep Rick and his family in your thoughts and prayers.

Regards, Bruce Codwise

A funeral service was held on Wednesday December 30th at

the First Baptist Church in Front Royal, Virginia, conducted by The Rev. Richard Faris and The Rev. Isaac Howard. Interment followed in the Charles E. Walters Cemetery in Fort Valley, Virginia.

Memorial contributions may be made to Susan G. Komen for the Cure, 5005 LBJ Fwy, Ste. 250, Dallas, TX 75244.

Jane's obituary:

<http://www.legacy.com/obituaries/nvdaily/obituary.aspx?n=jane-ware-regan&pid=137887241>

Message of Hope

Most members know of Fred Mueller's unfortunate accident. I had been out of touch with him for a while and emailed Fred to see if he had recovered and if he might want to contribute to Skylines. I received the following reply and knew Fred's recovery would be of interest to all. Here is his reply.

Phil, good to hear from you, really good.

I have had a rough time and not close to fully recovered. The nature of the injury is that I will almost certainly never be fully recovered, but all that being said, I've gotten quite far already. No longer use the wheelchair or crutches. Just using a cane and

hoping that somewhere in the next 3,6 or 9 months I will be able to get rid of that. I am guardedly optimistic that I will be able to return to work. It could have been a lot worse, and I don't mean dead. I've met quite a few people these past 7 1/2 months with spinal cord injuries that would give just about anything to achieve the level of recovery I've already gotten, so I'm very mindful of that.

I'll take a look through my picture files. And I'll think about writing the story.

I hope all is well with you, Fred

For those who don't know, it's Fred's beautiful sailplane that graces Skyline's masthead in Dick Otis' fine photo.

Fred's email address is: soarfm@gmail.com

Skyline Soaring Education Foundation

As you may be aware, SSC is in the process of setting up a 501(c)3 corporation to promote aviation education and particularly soaring education. The name of the corporation is planned to be "Skyline Soaring Education Foundation". We hope SSEF incorporation will be complete by the SSC annual meeting.

The 501(c)3 Committee is currently looking for a volunteer to

serve as Treasurer of SSEF. We hope to use a not-for-profit computer program for the financial matters. For the first few years the job should not take a lot of time as we do not anticipate a large volume of donations. E-mail me (sannear@verizon.net) or give me a call at 703-751-9130 if you think you are interested in helping get this project off the ground.

Spencer Annear, Chairman, 501(c)3 Committee

The Way We Were—COLD

Our recent mini-blizzard rekindled memories for me of the two years I spent in Big Delta, Alaska many years ago. I suspect it had that effect on many members who grew up in, or served in, very cold climates. It occurred to me that sharing those memories during this winter might make interesting stories for Skylines.

Several years ago George Hazelrigg wrote a wonderful article on his Antarctic experiences. I hope others in the Club will follow suit and send us some of their cold weather remembrances—particularly if they relate to flying in cold weather.

I'll start off with this. I spent the winters of '54-'55 and '55-'56 at what is now Ft. Greely. My outfit, the Army Arctic Indoctrination School was a detached unit of the Infantry School. We were equipped with an L-20, L-19 and H-13 helicopter. My job had nothing to do with flying or aircraft although I did get ferried on training missions to Umiat, Kotzebue and Point Barrow by the USAF and around the Big Delta area occasionally.

During that period one of my best friends was a fixed wing aviation mechanic from Cassopolis, MI., Jim Simpson. One of our two pilots was also named Simpson. SOP was the pilot always flew with someone in winter, never solo on cross country.

One winter Captain Simpson and Jim were flying out to make a drop to troops in the field; temperature was 20—30 below. Something went wrong and the L-19 threw a rod. They were in the middle of nowhere. Captain Simpson calmly said "You want to jump Jim?" And Jim said "You want to try and stop me?"

Long story short the cooler head prevailed and Captain Simp-



son dead stuck onto a lake and went around in long ellipse until it stopped. A big helicopter came from Eielson AFB and lifted the Bird Dog out in pieces.

I'm sure many of you have memories of cold weather flying as well as photographs you'd like to share with us. Please let me have them in time for the February issue—say January 25th.



Above: 21 inches of snow on a Subaru Forester. *photo: Phil Jordan.*

Left: excited SSC member contemplating what he'll write regarding his cold weather flying experiences. *photo: Dick Otis*

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—Phil Jordan

Directors—Shane Neitzey, Spencer Annear,

Paul Seketa, Joe Parrish, Vern Kline