



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JULY 2010

Masthead photo by Dick Otis

Update: Skyline Soaring Educational Foundation

*Dick Otis, CAPT USN (Ret)
Chairman, SSEF Fund raising Committee*

Donations are coming in but we need more to help fund a scholarship we hope to award at the Front Royal Airshow in September. Please help us meet that goal.

*Details of Skyline Soaring Educational Foundation of Virginia (SSEF), including scholarship application criteria, Details of Skyline Soaring Educational Foundation of Virginia (SSEF), including scholarship application criteria, is now on the SSEF new website, www.ssefva.org
—Spencer Annear*

Getting youth into flying is always a challenge. Virtually every kid will go for a glider ride if offered, but only a select few have the fortitude to tackle the challenge of book work and are willing to make the time commitment required to become a glider pilot. Additionally, kids (teenagers, young adults, in fact students in general) are usually not financially positioned to tackle the cost of getting a glider pilot license.

In order to tackle this challenge, Skyline Soaring Educational Foundation of Virginia (SSEF) was established in February 2010. The brain child and passion of our own Skyline Soaring Club founding father, Spencer Annear, created with the assistance George Hazelrigg, Martin Gomez, Bob Gould, Charles Norman and myself, SSEF was recently

received approval to be incorporated in the State of Virginia. The foundation is a not-for-profit, charitable organization under IRS 501(c)3 organization which makes all donations to the foundation tax deductible.

Skyline Soaring Educational Foundation's will promote aviation education among the public, in particular young adults, by providing opportunities to participation in the sport of soaring. This mission will be carried out mainly by three means.

First, youth flight scholarships will be awarded. These scholarships are intended to give selected youth the knowledge and experience necessary to prepare them to solo a glider. Scholarship awardees will be chosen by the Skyline Soaring Education Foundation Scholarship Committee from college or high school students who meet SSEF criteria.

Second, orientation flights will be awarded to give a single flight experience to people who have shown an interest in soaring flight but who are not qualified for flight scholarships. These flights are intended to give the experience of soaring flight to a broad spectrum of people with emphasis on those with special needs.

Third, Skyline Soaring Education Foundation will set up presentations with various school and civic organizations to educate them on the sport of soaring.

This year (2010) SSEF intends to award one or more flight scholarship designed to provide either an orientation flight, or full funding for thirty flights towards a glider rate. Funds for this effort are being solicited in the form of tax



Photos by Martin Gomez

exempt donations from the general public. As members the close knit Soaring community, the SSEF Directors are asking Skyline Soaring Club members to consider including SSEF in your 2010 charitable donations plans. It would be a wonderful statement of support if each SSC member would make a small donation (e.g. 100% participation). Even small amounts of \$25, \$50, \$100 or \$200 will go a long way towards awarding our

first scholarship this year. Of course, larger contributions would also be appreciated.

Contributions should be mailed to:
SSEF Donations, 2022 North Kensington St., Arlington, Virginia 22205.

Acknowledgment for your donation will be provided by return mail. ✈️

Week of Training Reminder

Jim Kellett

Some time ago, we announced the Club's plans for another "Week of Training" for those who would enjoy some relatively intense work toward their soaring goals - certificates, badges, etc. This year, we will also have the prototype simulator built by Chief CFI Piet Barber available! Ground instruction is also available from several instructors. . .

This is the time to get cracking on your soaring goals.

This year's week will start with a "normal" weekend, July 17/18, when Shane Neitzey (Saturday) and George Hazelrigg (Sunday) will be instructing.

It will continue ALL WEEK, with instructors Bob Sallada, Piet Barber, John Noss, and Jim Kellett available to instruct each day. (It's possible Paul Seketa and/or Dick Otis may also be available for some instructing). We also have several people who've indicated they can come to help out, so we should have a full crew all day every day for nine full days!

It will finish up with another "normal" weekend, July 24/25, when Curtis Wheeler (Saturday) and Dick Otis (Sunday) will be instructing.

Now, to facilitate planning, we really need to know who plans to take advantage of this opportunity. As of now, we have a grand total of three (including one planned PPL(G) checkride) who have



made their intentions for instruction known. (Plus several who plan to fly their own ships.) Even though we have two trainers and several instructors available, it would be a shame if either a huge crowd, or no one, showed up on any given day!

PLEASE let us know if you plan to fly that week. If you have a preferred instructor, tell them so (and copy to me so I can keep track of planned equipment use). If you want flight instruction, simulator instruction, or ground instruction, please tell us. First come, first served!

And, finally, please plan to spend the day when you participate. There will be lots to do in setting up, taking down, moving stuff, etc ✈️

Badge Flight Documentation

Phil Umphres, SSA Chairman & Region 10 Director

As we enter the heart of the 2010 soaring season, many of your club members will be completing flights that will qualify them for SSA or FAI badges or even perhaps national or international records. In the recent past we have had some excellent flights fail to qualify for badges and records because of technical defects in the way the flights were declared or recorded on a flight recorder.

The SSA Executive Committee -- and I -- have placed reducing the amount of frustration from failed badge and record flights high on our list of priorities. We will be working hard on this issue in the next few weeks and will keep you advised if there are any changes in our policies or procedures that you should report to your members.

However, as something you can do right now, please contact all of the clubs in your region and ask your clubs to remind their pilots that they need to read and carefully follow the rules about recording their flights. The most common -- and frustrating -- problem arises when a pilot fails to properly enter his flight declaration in his electronic flight recorder either by failing to change any information at all about the pilot or glider from the last flight (a common problem with clubs, where many pilots share the same recorder) or by identifying the glider by putting down the tail or contest number of the glider instead of the full N number or the abbreviated registration number if the recorder does not have

Flight line at Harris Hill 2009 by Shane Nietzey.



enough spaces to record the full N-number.

PLEASE, PLEASE PLEASE!! Remind all your pilots to properly update their electronic declarations before they try to fly a badge or record flight. And strongly remind them that -- as a general rule -- they should NOT use the contest or tail number in the declaration.

Further information can be found on the SSA website under the home page menu button "SOARING ACHIEVEMENT > INFO AND RESOURCES" and then clicking on "Frequently Asked Questions" link on the right side of the page.

Regional Ramblings

Jim Kellett, Regional Director for Region IV, SSA

A couple of items in the most recent SSA e-News I think might be of particular interest to our Region:

1. For those who've brought to my attention the problems they're experiencing with processing badge and record claims: "The SSA is looking for a new "Badge Lady" or even a new "Badge Dude," to take over processing badge and record claims. This is a part-time, paid position, but you do not have to live in Hobbs. If you are interested in the position, please contact Denise Layton in the Hobbs office, 575-392-1177 or ordlayton@ssa.org."

Now - is there anyone in our Region interested in actually DOING this job?? If so, now's the time to speak up! PLEASE SURVEY YOUR CLUBS TO FIND OUT IF THERE IS A QUALIFIED VOLUNTEER FOR THIS IMPORTANT POSITION!!

2. With the support of a Region II Club (Philadelphia Glider Council) and a Region IV Club (Blue Ridge Soaring Society), SSA will host a "Gathering of the Clan" in Philadelphia next January 27-29, 2011. The conference will be held at the Sheraton Society Hill Hotel, 1 Dock Street, Philadelphia, PA. For reservations, call 800 325-2525 or 215 238-6638 and ask for the SSA rate. (Note: this won't be a "full-blown" convention with an exhibit hall, but an opportunity to gather with soaring colleagues from all over and participate in various meetings/seminars.)

3. At the January, 2011 conference, there has already been scheduled an SSF FIRC. That poses an interesting question for us in the overall "Mid-Atlantic" regions, specifically, DO WE WANT TO SEE IF THERE'S ENOUGH INTEREST TO JUSTIFY A SECOND FIRC, IN THE "SOUTHERN" PART OF THE REGION, OR WILL THE PHILADELPHIA FIRC MEET OUR NEEDS? Please think about this and, if there IS a good reason to organize a second FIRC, we need to request a spot on the schedule with SSF pretty soon.

Additional SSA News

Phil Jordan

Most everyone knows that SSA members (aren't we all?) will soon receive a ballot to elect a new Region 4 Director to replace our own Curmudgeon Jim Kellett who has served Region 4 and the SSA with great dedication and skill.

Skyline Soaring's Jim Garrison is a candidate that, those who know him will attest, can bring multiple skills to the Region 4 Director's job. Your Editor has known Jim since our flying days together at Warrenton Soaring Center in the really old days (when we both had hair). I know he will utilize his multi-talented skills as a pilot and educator to represent our region and the SSA very well.



Photos by Jim Kellett

Fred shows off the "Veggie-VW" to Jim Garrison

Green Flying and Driving

Jim Garrison

Jim and Pat Kellett and I drove to Lewistown, PA on the Friday of Memorial Day weekend to visit with Fred Winter. For Skyliners who do not know Fred, he owns 341KS, the ASK-21 that does the lion's share of our training and demonstration flights. Fred also owns and flies 1FW, a LS-4, which he flies for fun out of Mifflin County airport. He was injured in a hard landing with the LS-4 at Karl Striedick's field in April, hence the visit to see how he was doing. We are happy to report that Fred is doing quite well and will soon be fully recovered. He is now driving, walking without aids, can get out shopping and is in good spirits. We expect to see him around Front Royal and other glider operations soon. He helped out at the Mifflin Region 2 contest (in his wheelchair at the time!) in May and expects to be at New Castle in September.

We took Fred to lunch and during the meal we learned that everyone working in the restaurant knew Fred very well. It turns out that their familiarity was not because Lewistown has only one restaurant; rather it was due to a fact, previously unappreciated by us, about Fred. Fred is not only a green pilot (flying sailplanes rather than power planes), but also owns a green car, a VW Jetta. The car is not really green, rather it is actually silver/grey. The green part is that it runs on vegetable oil begged, borrowed and scavenged from the local restaurants. The mechanics of it all are quite interesting as noted in the accompanying pictures.

The VW was modified by a company in Pittsburg to run on both regular diesel fuel and vegetable oil. It has two fuel tanks, a small tank for the diesel fuel and a large tank for the vegetable oil. A major re-engineering of the fuel system is required because vegetable oil will not burn in the engine until the engine and vegetable oil fuel are warmed to function properly. Thus, one needs to start the car with regular diesel and run it enough to warm some heat exchangers which then warm the vegetable oil, before the car automatically switches fuel sources from diesel to veggie oil. (See the picture of the aluminum plates in the engine).

The process for getting the vegetable fuel is also interesting. Because giving their used cooking oil to Fred saves the restaurants some money, he has arranged for them to collect the oil in 5 gallon cans. Fred collects the oil, strains it, then runs it through two se-

quential filter systems; the final filter is only 1 micron, a size that insures the vegetable oil actually has fewer particles than regular fuel. The "veggie" is stored in a fuel tank complete with a pump, fuel hose and nozzle in his garage (See picture of the tank).

Fred says that the car performs equally well with either fuel and that he can make Front Royal and back on one tank of veggie. Regardless, the car does have a somewhat limited range, because the real diesel tank is fairly small and properly filtered "veggie" is not readily available. Fred has even become accustomed to attempted humor about his car smelling like french fries.



The engine compartment (see anything familiar?)

Whose gas tank is labelled "WASTE"??



Fred's "filling station" for free fuel

Fred Winter files a flight plan





Yes, it can happen to you

Two cautionary tales worth repeating

John Noss, SSC Safety Officer

On Memorial Day, as some of you brave souls know, we had a decent showing at KFRR, but not much flying. Shane assembled the orange overcast and took up a guest, and I struggled to get NG assembled for some inflight photos courtesy of Dick Otis and Martin Gomez in the Husky, and George Hazelrigg assembled 6E. It was nasty, hot, sticky weather unless you were in the shade. I pounded two bottles of cold water and two Gatorades, and cooled down in the air-conditioned building before flying, but it was still not fun. When I landed, I heard about George Hazelrigg's brush with Heat Exhaustion. Here's his story, in his words:

"I assembled and towed up to the ramp. Felt hot and queasy so went into the terminal building to relax and cool off. I didn't feel up to flying right at the moment and decided to wait a few minutes before launching. Came out about 10 minutes later to see a thunderstorm approaching and decided that I needed to get 6E back to the hangar before the storm hit (which it didn't). Overheated on the walk back to the hangar and felt weak but tried to get 6E on the dolly for disassembly. Suddenly (in about 5 seconds) I went from a feeling of weak and tired to retching. Unable to stand up straight, but not dizzy. I managed to walk from the south side of the hangar to the north side to sit in the shade (I did not lose my ability to think clearly). Shane stuck a bottle of ice water in each hand to hold and cool my hands, he poured half a bottle of ice water on my head and put a wet towel around my neck. I drank half a bottle of ice water. In about 30 seconds, I popped out of it as quickly as I went into it and felt fine the rest of the day. I had been drinking water, but clearly not enough, and I probably lost electrolytes. Coming out of my stupor was as sudden as going into it. One second I was hunched over ready to barf, and the next second I sat up feeling fine. It was like flipping a switch."

—George Hazelrigg

So, I knew that heat stress was real and it could happen to George, but figured I knew how to take care of myself. I was wrong. This

Memorial Day photos of George Hazelrigg (top left) and John Noss by Dick Otis

morning, I decided that since it was only 80 degrees outside, I would attempt to run my big DR 17-hp brush cutter in the woods around my house, something I have to do regularly to keep the underbrush in control. So I had a light breakfast, lots of fruit and fluids, and suited up in boots and coveralls and gloves and helmet, ready for duty amongst the poison ivy. The operation went pretty normally for about 30 minutes, it's a lot of work and I was sweating a lot, but I always do. Then, without warning, things started to happen that I didn't understand, and that's the really scary part. I went from just being tired and sweaty to a state of mental confusion. I knew something wasn't quite right, but was frustrated that I couldn't think it through. I was dizzy, my vision was blurry, I thought there were people around when there weren't, I couldn't determine where I was going, and couldn't come up with a plan for what to do about it. For me, that's actually very similar to my symptoms of hypoxia (brain shutting down). I finally managed to shut down the equipment and get myself back into the house, and grab a cold bottle of water. Slowly my senses came back. I now know that although I was soaked in sweaty clothes, I had stopped sweating. Heat Stroke — serious stuff! I was probably very close to passing out, possibly worse, with nobody around to help. I should know better.

Yes, it can happen to you.

So, my advice is to go to this site

<http://www.healthy.net/scr/article.aspx?id=1291>

and read the symptoms and treatment for Heat Exhaustion and Heat Stroke. Convince yourself that it can happen to you, because it can. Don't count on having time to recognize the symptoms in yourself. Watch for symptoms in the people around you, and be prepared to take charge if you see somebody needs help. Don't over-exert yourself in hot humid weather if you can avoid it, and NEVER do it alone!

Fly safe, be safe....



Copy  **That!** *Selected flotsam and jetsam from the editor's daily Tsunami of email*

If you haven't already seen it, the British Gliding Association (BGA) posted a link to a good primer on GPS navigation, including some safety considerations about over-reliance...

http://www.airspacesafety.com/GPS_Guide/content/

—John Noss

Thomas Park—I am the new club treasurer. Please send all treasurer related items to me at this email address. tomrpark@gmail.com

DOs, please send the operations related items (checks, receipts, etc.) to me at 2519 James Maury Drive, Herndon, VA 20171

You'll find the two fridges replenished with beverages, including a large supply of water.

We've added a few bottles of Gatorade (See the Safety Officer's reports of the challenges of hydration and electrolytes in hot weather!) but the Gatorade is \$0.75 - so please honor the honor system and put the correct amount in the can.

REMINDER:

"Adult Beverages" - \$1.00

Water, Soda - \$0.50

Gatorade - \$0.75

Col. Ken Eckman, USAF Wing Commander and 1-26 driver is moving to Vienna in a few weeks and intends to join Skyline Soaring Club. I hope to come out the day he makes his first visit to Skyline. He was the 3rd place winner at the 1-26 Championships at Bermuda High in what was very weak soaring conditions. Please welcome him and show him around if he shows without me.

And incidentally, for those of you who know Key Dismukes, Key was the first place winner of the 1-26 Championships having won each of the three flying days we had, out of eight.

—Bill Vickland

<http://icub.aero/?p=368>

These crazy kids have docked an iPad into the instrument panel of their LSA Cub. This may not be your cup of tea (especially that funny-looking thing that spins around on the nose of the airplane -- what the heck is that??), but the associated web page has a

very nice listing of aviation-related iPhone and iPad apps. iPhone/iPad apps have been developed for instrumentation simulators, flight planning, and reference documents.

I can personally attest to ForeFlight-- it's expensive, but excellent. I think it has better weather info than the usual weather apps (Weather Channel, Weatherbug, Intellicast), so I use it daily.
—Joe Parrish

Jet-Powered Glider Completes Test Flights—Back in 2008, the folks at Desert Aerospace, in Albuquerque, built the Super Salto aerobatic jet-powered sailplane that flies in airshows around the world, and this week they said they have finished flight-testing a two-seat version for the sport flying market. The BonusJet sailplane, which has a 56-foot wingspan, can self-launch and then retract the small jet engine into the fuselage for high-performance cross-country soaring. The jet can also be extended and restarted in flight with the flick of a switch. The aircraft is a modified version of the Bonus glider, manufactured in the Czech Republic. The TJ-100 jet engine is built by PBS, another Czech company. The jet engine makes sense for a glider because it is "small, lightweight and simple," said test pilot Bob Carlton. The BonusJet will be on display next month at EAA AirVenture in Oshkosh.

Carlton said the jet is glass-smooth when running, eliminating the component and airframe damage caused by engine vibration. He added that Desert Aerospace also plans to develop an "extreme light jet (XLJ)" kit airplane for the home-built market. Meanwhile, another conversion project using the same jet engine has been put on hold. Sonex Aircraft President John Monnett said last week that during high-speed taxi tests, his TJ-100-powered SubSonex encountered issues with controllability. The design will now undergo a thorough review. "I am committed to seeing the SubSonex through, and am confident that we can be successful; however, it must take a back seat to other company priorities for now," Monnett said.

<http://www.avweb.com/eletter/archives/avflash/1647-full.html#202683>



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

Skylines Editor—Phil Jordan

Directors—Craig Bendorf, Jim Kellett, John Noss, Joe Parrish, Paul Seketa, Curtis Wheeler