



Masthead photo by Dick Otis

New Region IV/II Director

Jim Kellett, past Regional Director, Region IV, SSA

The new Regional Director for the new IV/II Region will be Skyline (and Shenandoah Valley Soaring Club) member James Garrison. Please join me in congratulating Jim on adding this new page to his already extensive soaring resume (Club Director, member of two soaring clubs, contest pilot, soaring promoter extraordinaire, outstanding cross-country mentor, and all-round nice guy).

Jim's been working as an 'understudy' to the Region IV director for a couple of years now, and is already coming up to speed on current issues and preparing for his new role as RD for our new, larger SSA Region (combing former Regions IV with Region II). He'll accompany me to my last SSA Directors' meeting, on October 2, 2010 in Chicago, to meet the other Directors and get a running start on his position which starts in January, 2011.

Now that I'm about to be "out of a job", I've agreed to coordinate a new group, the Virginia Gliding Association, which is comprised of the SSA Chapters in Virginia and has the primary function of promoting the sport in this state, working closely with the Virginia Department of Aviation (VADOA) which has already proven to be a serious partner in promoting soaring as an aviation activity in the State and in working with various airport managers.

Finally, I encourage all of you to think about finding some volunteer role that YOU might play to "pay back" to this sport in some way for all the fun you've had and are having, and to help

keep it alive and growing for the next generation of pilots. I can speak from personal experience that volunteer service is a gift that will come back to you many times over in myriad and unexpected ways!



from Jim Garrison

Jim Garrison has been interested in aviation for most of his life and began soaring over 25 years ago following a ride in a Blanik L-13 over the Teton Range in Wyoming from the airport at Driggs, Idaho. The flight was so spectacular that he began lessons at the Sky Sailing commercial glider operation in Fremont, California run by the Willat family in 1983. He has accumulated over 1800 hours

in gliders, holds a commercial pilot certificate and is a member of two Region IV clubs, Shenandoah Valley Soaring in Waynesboro, Virginia (which he helped found) and Skyline Soaring in Front Royal, Virginia.

Jim lives in Charlottesville, Virginia and is a faculty member at the University of Virginia Medical School where he teaches medical students and performs biomedical research. Over the period 1987-2008, he led the school's Department of Pharmacology coordinating and encouraging the efforts of a large group of faculty members and associated research scientists. He has a wealth of administrative experience in complex organizations and has spent most of his career working with very large government bureaucracies such as the National Institutes of Health. These skills should be very helpful for representing the all of the important constituencies inside and outside the SSA.

Jim has been an active cross country pilot since 1987 and now flies his ASG-29 in competition. He has been teaching a popular ground cross-country course in Region IV for a number of years and both demonstrates and promotes cross country soaring for

interested pilots using a Duo Discus as the training platform.

As Regional Director, Jim plans to continue the momentum developed in recent years to promote soaring in the Mid Atlantic region. These activities include annual regional leadership conferences to encourage inter-club cooperation, promoting transponder use where appropriate in the busy airspace of Region IV and improving both formal and informal relationships with the area's ATC facilities. Jim plans to continue to develop the Region's ties to the SSF by encouraging a yearly FIRC for the Region's instructors and promoting awareness of other SSF programs. He also plans to encourage increased regional awareness of soaring with important outreach programs such as; M-ASA's initiative with Navy cadets, collaboration with the Virginia Department of Aviation through the activities of the newly established Virginia Gliding Association and Blue Ridge Soaring Society's work to provide soaring experiences for the staff of the Virginia Department of Aviation and wounded veterans. Jim looks forward to representing the new, combined Region II and IV pilots on these issues at both the local and national levels



Phil Jordan

Warren County Airshow

Steven Rockwood

SSC Air Show Coordinator

We have been asked again this year to support Reggie and the Virginia Air show by volunteering our help during the Front Royal – Warren County Air Show on Saturday, September 11, 2010. Many of you have supported this effort over the last couple of years but it is time to step up again. Typically that means helping direct aircraft traffic in the parking areas, displaying some of the clubs aircraft and be available to talk to people that are interested in knowing what we do as a club, fly our gliders so patrons can see what we do, and help Reggie with any task that may come up.

This is not a lot of work plus you get into the air show for free. Last year was great! There were lots of aircraft to look at, balloon launches, the Flying Circus conducted a lot a aerobatic demonstra-

tions, there were Strongman demonstrations, airplane rides, food, food, and more food, and tons of things for the kids to do.

We need as many volunteers as we can get. The gates open at 7:00 a.m. on September 11th, so you should plan on being there to 6:30 to avoid the crowds. The party normally wraps up about 5:00 p.m. If you can stay that long to help put the equipment away. Club members will park their cars in the hanger to get them out of the way. We will probably have the Pawnee, K and Spite on the ramp for glider operations. The Cirrus will be assembled for display but can be flown also if someone so chooses. We will probably pull the Husky out for display also.

If you would like to volunteer for this fun experience please let me know so I can get an accounting of our club support to Reggie.

Also, just because the air show is going on DOES NOT mean we will not have glider operations. We can conduct somewhat normal operations from 10:00 to 1:00. The Flying Circus performs from 1:00 to about 3:00. After the circus is complete we are back to normal operations. Reggie is very pleased to have gliders launching and soaring a much as possible during the entire day.





Presidents Report

Craig Bendorf

September has now arrived and soon the temperatures will be dropping to produce some great fall soaring weather. Activity has increased at the field and lots of Club members have been coming out and getting some flights. Overall things have been running smoothly, but there are a few things that I have seen I would like to comment on.

Crew Duty: This year has shown a marked increase in the amount of people who have not shown up to pull their crew duty. The only way we can survive as a Club is that everyone pulls their fair share and meets their Club obligations. When someone does not show up for their duty it puts a strain on the entire system and causes members who have been doing their fair to give up their soaring time. Emergencies happen, but not pulling duty because you have not read the schedule or planned ahead is not acceptable.

Helping at the field: Part of being a Club member is providing that little extra help when it is needed. If you are signed up for a flight and are waiting around for your turn in the cue please help the duty crew in launching aircraft or towing aircraft back up to the ramp. Not only is it the right thing to do, but it speeds up operations which means more flights for those wanting to fly. It amazes me when I see the small duty crew trying to keep operations of 5-6 aircraft moving and 6-7 people standing around talking. Please pitch in.

Too much time on the runway: This problem is directly related to the two issues above and is due to people not paying attention to the operations and planning ahead. Before the tow aircraft returns to the pattern the next aircraft should be prepared and moved to the holding position. The flight crew should have already adjusted the rudder pedals, seat and seat belts and be ready to push out. If there are enough people available to push the aircraft the crew should be strapped in and ready to go. You would be amazed on how many flights we could get off in the day if people just planned ahead.

Visitors and children on the runway: A major safety issue is having visitors and young children out on or near the runway during operations. Most of the time this happens with FAST flights or when people bring out friends to show them the Club and the whole gang want to get involved in helping or are trying to take pictures. However they do not fully understand the potential dangers and notice that there are other aircraft trying to land on the grass area or powered aircraft taxiing. Only qualified club members should be out on the runway. Try to get all the pictures taken

before they push out on the runway and if one or two individuals want to get a closer picture of a launch they need to be escorted by a qualified Club member who needs to make sure they stay at a safe distance and away from other traffic.

These items don't happen every day, but they have happened more often than they should. The Club goal is to make each day at the field as enjoyable as possible and to provide as much flying opportunities for everyone that we can. A little help and close attention by everyone will make things run smoother and safer.

Membership Report

Steve Rockwood, SSC Membership Officer

Our membership has remained stable during August. The club now has a total of 99 active members, including two new Probationary members and six Introductory Members in the month of August. Welcome the following members who have recently joined with Probationary status:

- **Douglas Hiranaka:** Douglas is a power rated pilot looking to obtain a glider rating to add to his accomplishments. I have heard that Douglas is rebuilding an Aviat Pitts airplane, so ask him how that is progressing. Douglas is a regular visitor at the airport and obviously anxious to learn to soar and obtain his glider rating. Welcome to the club Douglas.
 - **Trevor Roskind:** Trevor and his father, Chris, took their first glider flights with the club on FAST vouchers in July. They must have liked what they saw, because Trevor joined as a Student Member in August. During his 30-Day Introductory Membership Trevor made good use of the club equipment and instructors. I here he is progressing very rapidly, but you would expect that from a fourteen year old pilot with quick reflexes. Welcome to the club Trevor, the Skyline Soaring Club and the sport of soaring in general are very happy when younger pilots want to get involve with this exciting activity.
- We have six (6) new introductory members for August; Kenneth Ekman, Kiefer Mattox, Francis Meyer, James Myrick, Zolt Posgai, and Aaron Scheibe. Ken Ekman is a very accomplished glider pilot, is a part owner in a Grob 103 and owner of a vintage 1-26. In fact, Ken competes in the 1-26 Nationals and other 1-26 events. Ken is trying to decide if he wants to join SSC or M- ASA. I thing the choice is very easy, but when you see him at the airport put in a good word for our club. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future.

New Battery Power Pack

John Noss, SSC Safety Officer

Today I put the new battery power pack and 12v laptop charger in place in the hangar, attached is a card with some photos and explanations. Basically, there are 4 new pieces that should make life easier when we need to use the laptop out of the tow car or when set up on runway 10....

1 - 12v battery 'jump start' unit, capable of powering the laptop for a day (if it is already charged), or jumping a dead battery in the car, or pumping up a flat tire. There is an on/off power switch on the battery pack, this only applies to the jumper cables, so you can hook them up before turning the power source on. There is also a charging meter, this only reads when the green button is pushed, if it hangs up you can tap the meter and it should zero out.

2 - Duracell float charger, on the battery table, with a male cigarette lighter plug, for charging the battery pack whenever it is not in use. By using the float charger, we can leave it charging unattended, without damaging the battery. The float charger should be unplugged when it is not charging the battery pack, because the leads on the male plug could potentially be shorted out.

3 - Targus 12vdc universal laptop charger, in the laptop case, for powering the laptop from a cigarette-lighter-style plug. This includes either the new battery pack, or the tow car. The 12vdc

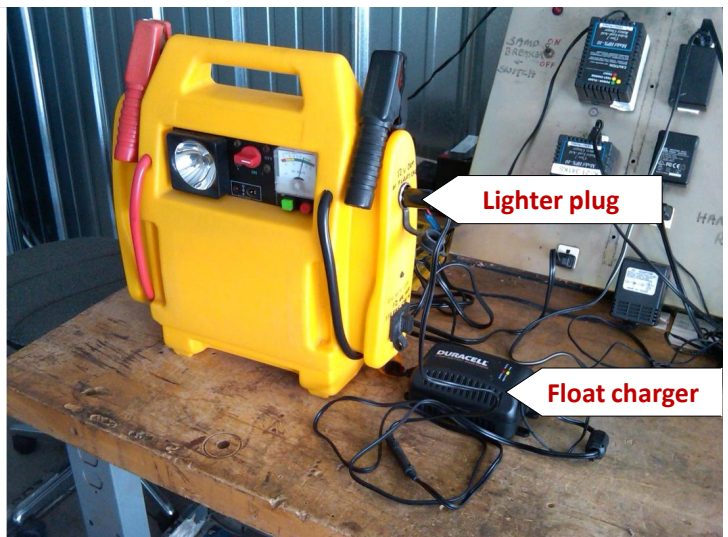
charger for the laptop is enough to keep a partially charged laptop going, but it is not enough to start the laptop if the battery is completely dead. For this reason, it's smart to keep the laptop on the charger when not in use. Also, when shutting down the laptop, do a complete shutdown, do not use modes like hibernate, sleep, or standby -- these will eventually discharge the battery. There is a selection of tips for the laptop side of the charger, one of these should fit just about any laptop, the correct tip for the HP currently use is already in place.

4 - A power adaptor/splitter for the tow car, so that there are now two cigarette-lighter-style plugs, one supplying power to the radio, and one capable of supplying power to the laptop. Remember that the power plugs in the car are wired to be hot all the time, so never leave the radio on or the laptop plugged in at the end of the day. The splitter has a red LED, this will be on all the time (unless the car battery is dead).

I would also ask that we make a better effort to keep the battery charging table reasonably clean, and do not use it as a dumping ground. I spent an hour untangling cords and throwing away garbage, and there is still much work that needs to be done. If anybody with a good history of club ops has the time, we really need to go in and see how much of the stuff in the drawers is still usable or needed. There are lots of pieces that I don't recognize as being part of anything we currently use, to include quite a few 3.5 inch disks, but I didn't want to throw away something important. The laptop case also seems to be filling up with non-laptop-related junk, we need to be careful there also. Fly safe...

Skyline Soaring Battery / Laptop Setup

- **Battery Pack 'Jump Start Unit' provides 12v DC power , can be used to power the laptop, jump start the car, also has air pump, light, charge meter.**
- **To charge the battery pack, use the new Duracell float charger with cigarette lighter male plug, insert into side of battery pack. Unplug charger when not in use to avoid shorting the contacts.**
- **To power the laptop, use the new Targus laptop charger, plug into 12v battery pack via cigarette lighter plug, or...**
- **Use the new cigarette lighter female plug in the tow car, which is a splitter that shares the connection for the radio . This is always hot, so do not leave the laptop plugged in (or the radio on).**





New tow pilot Jeffrey Mitchell at the controls of the Skyline Soaring Club workhorse towplane, Pawnee 866. Above photo by Dick Otis

Be Careful—they're up there with us!

<http://www.avweb.com/eletter/archives/avflash/1714-full.html#203197>

Helicopter Drone Busts Washington Airspace

The Navy says it's working on a software glitch that resulted in a helicopter drone flying autonomously toward Washington, D.C., last week. The Northrop Grumman MQ-8B Fire Scout UAV is no toy helicopter. It grosses out at 3,150 pounds and is nearly 24 feet from nose-mounted multi-sensing eye to tail rotor. On Aug. 2, while undergoing testing at NAS Patuxent River, the remote control pilot lost the data link with the UAV. "When they lose contact with the Fire Scout, there's a program that's supposed to have it immediately return to the airfield to land safely," Cmdr Danny Hernandez told The New York Times. "That did not happen as planned." This time, the automation failed and the UAV headed for Washington.

The helicopter went about 23 miles north/northwest at 2,000 feet in the general direction of Washington on its own and got inside the outer ring of the Flight Restricted Zone. There were no reported conflicts with other aircraft and no deviations required. The operator switched ground control stations and was able to command the wandering drone to land at Webster Field, which is part of the Pax River complex. Although the Navy says it's fixed the glitch, the drones will be grounded until early September while the investigation wraps up.





Robert Lee Michael—Robert L. Michael, 61, of Overland Park, KS, passed away Tuesday, June 29, 2010, in rural Wabaunsee County. Immediate burial took place, with a graveside service, on July 1, 2010, at Wabaunsee Township Cemetery, Wabaunsee, KS. Stewart Funeral Home, of Wamego, KS was in charge of the services. — *Kansas City Star*, July 2, 2010.

This is really awful news. For anybody who flew with Bob, you'd never forget him. He was an amazing pilot and instructor. Anybody who was associated with the club in the 2000-2002 time-frame would be well familiar with "Rope Break Bob." From what I could tell from the FAA database, it looks like Bob was still keeping his instructor rating renewed, and was still a valid instructor up until January 2011. — **Piet Barber**

Condolences can be sent to Bob's widow Ruth (Kerri) Michael tikkunwkm@gmail.com

Ruth Michael has donated Bob's barograph to the Club.

Jim Garrison passed on the link to AOPA's moving tribute to Chris O'Callagan, who was killed in a glider-glider MAC August 4 during a contest.

http://www.aopa.org/aircraft/articles/2010/100805chris_ocalaghan.htm

Congratulations to Marta and Sobek Dziadek on the birth of their son and potential new SSC member, Anatol.



Congratulations to Carlos Troncoso and instructor Bob Sallada on the occasion of Carlos' first solo!

If we were an Argentine club, this event would be celebrated by an asado, paid for by Carlos! In Argentine clubs, pilots fund an asado for one of two reasons: to celebrate an accomplishment, or to atone for a cagada...a foul-up. — **Martin Gomez**



Bob and Carlos by Martin Gomez

SSA Conference in Philadelphia

Planning for the SSA Conference is taking shape and many speakers are being scheduled (if you would like to speak, please contact Bob Lacovara, blacovara@aol.com). Several groups are hosting meal functions, and we're also planning our annual awards banquet. The Sheraton Hotel has advised members have already started making reservations (call 215-238-6638 - ask for the SSA group rate).

Once again, the Soaring Safety Foundation will be hosting a FIRC on Tuesday and Wednesday before the conference begins, as well as a Safety Seminar on Wednesday evening.

SSA Sailplane Directory

We are pleased to announce that we are currently working on a new and improved online Sailplane Directory. Please stay tuned for further updates as the project progresses. — **SSA e-News**

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