



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC AUGUST 2011

Masthead photo by Dick Otis

## From the President

*Curtis Wheeler*

**W**e have recently completed three major events for the summer: Highview, Burner Woodstock and the Week of Training. Here's a well done to all who contributed to these trouble-free and productive events. We have already started to assess the lessons learned and begun to think about how we can apply them next year to make these kinds of events even more useful.

A couple of thoughts, one obvious and the other maybe not so: while most of the time we are flying for fun, we need to keep in mind that aviation is serious business. And we do pretty well here at Skyline with that; the other point I'd like to make in light of the mishap at St Mary's, is that the first few hours in a new airplane of any type should be treated as high risk. That means taking special precautions and undertaking actions to control the environment you are operating in until you are quite comfortable with the new airplane. I'll leave it to you to think how to apply this but the important thing is that we fly a bit differently for the first say 10 hours in a new plane until it is routine.

## Warren County Day

*Bob Gould*

**S**aturday, July 23 was Warren County Day in which the county celebrated its 175th anniversary. Unfortunately, to those who attended, it felt like 175 degrees outside. The cooler morning hours did, however, bring out several hundred residents. Among the many aviation-related displays on hand was our own George Hazelrigg, generously displaying his glider, 6E. Assisting George were Skyliners, Bob Gould, new SSC member Maria "Lolli" Luengo, and George's companion, Maruta.

The glider display proved (again) to be a very popular display with many adults bringing their children to visit. All the kids had great excitement on their faces – especially the lucky ones who



Photo by George Hazelrigg

got to sit in 6E and “fly” the aircraft from the soccer field. Thanks to tow pilot of the day, Dave Dawood, for navigating the day’s tows directly overhead of us. It was perfect timing in several instances in which someone would ask, “...so how do you get one of these in the air without an engine?” The perfectly timed response was, “That’s easy... just look straight up!” ...and there was the Pawnee towing directly overhead. We also had a few visits from soaring

gliders overhead as well—most notably one where the pilot radioed down to us, “Look up!” That pilot was 14-year old Chris Zaboji on his first solo flight, no less!

By 1330 hours, the heat was too much, and we began to pack-up as did most others exhibiting. In any case, it was fun to spread the joys of soaring and do some good PR work for the club, the airport, soaring, and aviation in general. ✈️



Photo by Martin Gomez

## July 9, 2011—A day that will live in Accolades!

The Club owes a huge thanks to Bill Burner for our away-day. It was an incredible experience. A beautiful facility, some 50 people and a dozen or so gliders, two tow planes (three at one point), and well over 20 flights. The weather turned out perfect--thermals to over 5,000 MSL. Near zero winds with takeoffs from runway 210 and landings on runway 03 kept our newly designated air traffic controller Vern Kline busy. We were landing on 03 while staging on 210 and you cannot see one end of the runway from the other because of a hill in the middle. This not to mention sequencing landing gliders with takeoffs in the opposite direction, all while managing the clearing of landed gliders. The traffic was superbly managed with no incidents whatever. A wonderful training day on a strange field, landing on an inclined surface with



Photo by Paul Pruitt

grass. Great for off-field training. Excellent food provided by many volunteers and, as always, a great group of people. If you didn’t show up today, you need to get someone much bigger than you to give you a good kick in the butt. It was, in the words of the more experienced club members, the best soaring party day ever. A big thanks to Bill and Sharon.—*George Hazelrigg*

**I would also like to also thank Bill** for a great Club family day. I didn’t get to soar since I was one of your busy tow pilots, but it was a great experience flying out of Bill’s field. The unofficial count for Saturday was 37 tows by your SSC tow pilots and at least one tow by the visiting Cessna. We had 9 tows out of Front Royal and 28+ tows out of Woodstock. That is a very impressive day for any location and especially for the complex operations at Woodstock. I

Photo by Dan Ernst



Photos above and below by Paul Pruitt

would like to thank everyone who helped run the ground operations at both locations which led to a very successful and safe day.  
—Craig Bendorf

**Congratulations Bill and Sharon !!** A new airport with glider operations showed up on my latest Washington Sectional.... “Burner”. I hope you will invite us all out to your airport again sometime soon, it was definitely the greatest SSC Awayday in my memory.  
Thanks—Vern Kline

**Deep appreciation and thank to Bill Burner** for sharing his beautiful facility and gliders with the club.

The experience of being and flying at Bill’s place, having so many ships there, and having it as a family day with so many of us and our families was quite extraordinary.

Thank you Bill and everyone who made wonderful experience possible.—Greg Ellis

**Agreed! It was a fun time and good experience.**

I decided to take H3 and fly in from Front Royal. I took off around 1100 and towed out towards Woodstock. Some lift was developing by then, but I was a little paranoid about being able to use it, and so released well within gliding range of the destination. In this case, that ended up being around 4,000ft MSL over



Photo by Mike Peterson



Photo by Martin Gomez

Fort Valley, about 9 miles out. The lift was a bit hard to work, but I messed around a little bit in it, got the lay of the land, and touched down at Woodstock after 30 minutes in the air.

The setup on the ground was pretty neat. Burner’s airport is really nice and has great scenery. The company was wonderful, and we had good food too. The only bad news was the extremely long tow queue, but the rest made up for it. As George says, traffic was managed extremely well and everything ran smoothly. I offer my kicking services to anyone who didn’t come and decides to take his



Photo by Mike Peterson



Photo by Martin Gomez

advice on getting kicked in the butt.

Took off again at about 1520, released 2,000ft into the tow into lift over Woodstock, and was on my way. The day had gotten considerably better by this point, and I decided to head off a bit before going home. North looked good, so I pointed off towards Winchester. After a couple of slow initial climbs, things got really great. I was routinely able to climb up to 6,000ft MSL in 4+kt lift. Dolphin flying in the weaker thermals in cruise let me lose altitude slowly, and once I got down to about 5,000, I'd just find another decent thermal and tank up again. I actually topped out at 6,800ft at one point when shooting out in front of a slightly higher cloud I climbed under.

I hit Winchester, everything was still going great, so I kept on going with Martinsburg and then Harper's Ferry as my target. (I've flown over Harper's Ferry just once before, but it is so far my absolute favorite place to fly over in the Valley. Perhaps related to the 12-16kt thermal I caught when I was there before.)

Reached Martinsburg without incident, but the lift was starting to get a little weak and patchy. Arrived well above the class D,

which wasn't active anyway as the tower was closed. I monitored the CTAF, and some poor guy kept trying to reach the tower with no answer. There were seven C-5s parked on the Air National Guard side of the ramp, the one guy calling for the tower while taxiing for takeoff, one C-130 passing through, and otherwise no activity... until, BAM, I'm circling in a thermal and suddenly there's another glider, something shiny, fiberglass, 15m (I think), wingletted, circling with me about 300ft lower.

I switched over to 123.3 and gave him a call. He was DW, I think it was, (Former SSC member Dave Weaver-Ed) flying out of Fairfield on some sort of task to the south. We chatted briefly about our respective flights before I got tired of the lousy lift and headed out. Really cool to meet up with somebody in the air like this.

It seemed like the day was dying so Harper's Ferry got canceled, and it was time to head home instead. I was a little doubtful of making it for a while, thinking of landing in Winchester, but there were still strong thermals around, they were just getting less common, and eventually I had 1000ft on top of glide slope and ended up zooming in the last half-dozen miles at about 100kts.


It was great to have some variation to our ops, partake of the great hospitality at Burner Gliderport, and to get in some real XC flying after having such dire flying weather this year. (I didn't manage to download the flight off my logger, so no OLC post, but it looks like about 140km.) Thanks to Bill for hosting and to everyone else who helped and participated. I hope we can do this again soon.—Mike Ash 

Photo by Mike Peterson



## Skyline Soaring Education Foundation Activities

Spencer Annear

**S**SEF grilled hamburgers and hotdogs for the Burner Gliderport Away Day July 9th. It was a fun flying day for everyone with a lot of food consumed. This event produced over \$200 in donations, with no active solicitation.

We plan another fund raiser BBQ at Front Royal Airport on Saturday, August 27.

On Monday July 18 SSEF hosted an Randolph Macon Academy student field trip to tour SSC's facilities and operations. The trip began with a tour of the hangars in the early morning and then enjoyed the air conditioned comfort of the terminal building while Spencer gave a talk on flying in general and soaring in particular.

The talk was followed by a short quiz to determine who would win the FAST package SSEF gave. The lucky winner was John Christoph. The group then went to the flight line for a close look at the gliders and to observe flight operations. The five young men who started with the hangar tour were joined by two young ladies on the flight line. The young ladies had just returned from a flight in the RMA C-172.

In July SSEF received a \$1,500 corporate donation from ITT and is scheduled for inclusion in the Shenandoah Area Combined Federal Campaigns (CFC) Fall campaign.

Jim Kellett did presentations to the Harrisonburg Rotary on July 12 and to the Winchester Rotary on July 13. and SSEF director George Hazelrigg, Jr. put his sailplane on display at the Front Royal city event July 23.

Skyline Soaring Education Foundation plans to participate in the Front Royal Airshow on September 10 and in the Leesburg Airport youth Expo on September 30.

We hope all members who haven't yet done so will consider contributing to the future of our sport and encourage others to also contribute and a big thanks to all who have!



Photos courtesy of Ryan Koch



## Become a Pilot Day NASM

Doug Hiranaka

**A**while back I agreed to help assemble a couple of club members gliders, guard them and talk about flying in exchange for free coffee, a lunch and a really nice sunburn. Talking about airplanes and flying at a National Air and Space Museum

event was the payoff for waking up at dawn and learning how to assemble a LS4 and a ASW20C. Most of the assembly consisted of holding up the heavy end of the wing while the guy on the fuselage end said: "forward, more forward, more forward no, no, back... up, up, there!" and the wing slid in that last inch. "oh, ya!"

"You do this every other week?" "Sometimes twice!"

Jim Kellett and Frank Banas coordinated with the NASM to get volunteers (Bob Gould, Terry Trip, Doug Hiranaka) to display their

Photos courtesy of Jim Kellett



gliders and talk to the visiting public about flying aircraft powered only by upward moving air.

About half the people that talked to us understood what a glider is. There were a few that asked very enlightened questions (why are the wings long?). They tended to be about 13-14 though I did have a very nice conversation with a 7 year old that really got that you don't need an engine to fly. Most pilots looked but didn't stop by. We all wandered off to look at the aircraft flown in and talk to owners about their planes. Saw a plane with a 7 blade prop (fan?). Made a really strange sound as it taxied in.

We had a very nice lunch (pulled pork) sharing a table with the co-owner of a cabin Waco (biplane), a couple of museum volunteers (children's area) and a ROTC volunteer.

About 2pm we disassembled the gliders and put them back in the trailers:

"Pull, pull, ok, turn the wing, hold on while I line up the hole in the spar with the pin on the dolly. Ok, push until the wing stops. That's it!"

Repeat, then retract the gear, close the canopy and the fuse-



lage slides right in. Almost like the owners have done this before, once or twice. Would I want to do this in a farmers field? Doesn't seem too bad.

Why volunteer for this kind of event? Talking about flying is almost as much fun as doing it. To get new pilots started they need to see gliders and talk to people that fly them and learn what kind of people are in clubs.

## Membership Report

Steve Rockwood, SSC Membership Officer

July has been another banner month for new club membership. Seems like a lot of people need to have some fun at a reasonable cost and a glider ride for the price of a FAST voucher fits the bill. The club now has a total of 95 active members, including three new Probationary and eleven new Introductory Members. Please welcome the following members who have recently joined with Probationary Membership status:

- **Maria Luengo:** You may remember Maria from a recent article in the club newsletter. She was just driving around one day and happened on to the Front Royal Airport and our club. It looked interesting so she bought a FAST voucher and took her first glider flight. She was hooked and has now joined the club as a Probationary member. Maria lives in Arlington and makes the trip to the airport every week to continue her training that I hear is coming along great. Maria is an active volunteer and recently helped George Hazelrigg show his glider and support SSEF at a local soccer tournament sponsored by Front Royal.
- **Steven Zaboji:** Steven's son Christopher is already a Student member of the club. Steven has decided to join the club and experience everything the club has to offer with his son. Steven is a licensed power aircraft pilot, but we won't hold that against him.

- **Michael Bishton:** Michael lives in Bethesda, MD and previously joined as an Introductory Member on a FAST voucher. He made good use of the 30-day membership take the opportunity to fly on numerous occasions. As soon as his 30-day period was up he made it official and joined to club for good; welcome all.

Welcome the following members who have recently joined with Introductory Membership status:

- Americo Camacho
- Christopher Carswell
- Sandor Karolyi
- Pete McShea
- Huck Meyer
- Jeff Meyer
- Mary Roulston
- Julius Stefancik
- Hughes Webb
- Todd Whitmarsh
- Bruce Zivic

Congratulations to Paul Pruitt and Carlos Troncoso for passing their check rides with Marvin Holland and successfully obtaining their private pilots licenses for gliders on July 20th. Christopher Zaboji also reached a significant milestone by performing his first solo glider flight on July 23rd. (continued on the following page)



Above: DFE Marvin Holland observes Carlos Troncoso on his PPL(G) flight. (Photo by Paul Pruitt)



Left: Newly minted PPL(G)s Carlos Troncoso and Paul Pruitt flank SSC Chief Flight Instructor Piet Barber. (Photo by Jim Kellett)

Below: brand new solo pilot 14 year old Chris Zaboji, center, with Ulrike Wuestner (guest pilot from Germany) left and Maria "Loly" Luengo (SSC member from Spain) on the right. (Photo by Dick Otis)

Check out Chris' solo video at:  
[http://www.youtube.com/watch?v=jtS\\_Zy7Cidg&feature=youtu\\_gdata\\_player](http://www.youtube.com/watch?v=jtS_Zy7Cidg&feature=youtu_gdata_player)

And while we are on the subject of soaring achievements, congratulations to Vern Kline on his Silver Altitude and Silver Distance certification.



Recycled  
Information  
Worth  
Repeating

# SAY AGAIN



John Noss and his sister Pam. John gave Pam her first glider flight the day before her birthday.

**Construction has been completed** on the brand new 9-unit hangar added on the east end of our hangar building. By the time you read this, all the available spaces may already be sold-out. Check with the FBO (Reggie) on availability if you know of anyone interested in a hangar.—**Bob Gould, WC Airport Commission member**

**The Future of Soaring?**— When variometers for gliders became available, people complained because it was a ‘crutch’ for incompetent pilots. We got over it.

When audio variometers became available, people complained because the added information would be a distraction affecting safety. We got over it.

When TE compensation became available, people complained that it was a ‘crutch’ for incompetent pilots. We got over it.



**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](http://www.skylinesoaring.org)

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

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Mike Christensen, Jim Kellett,  
John Noss, Joe Parrish,  
Steve Rockwood, Curtis Wheeler

When GPS became available, people complained that it was (a) another distraction, making soaring unsafe, and (b) was a ‘crutch’ for pilots who were unskilled in pilotage. We got over it.

When inexpensive transponders became available, people complained that it was (a) unnecessary for soaring performance and (b) was a ‘crutch’ for pilots incapable of ‘see-and-avoid’. We got over it.

Well, now it seems that the end is near, and within most of our lifetimes! Now pilots don’t need to know how to take off, land, thermal, use oxygen, find and stay in ridge lift or wave lift, watch out for traffic, land, or navigate!! Just write a check. A big check.

—**Jim Kellett, Resident Curmudgeon**

See <http://www.newscientist.com/article/mg21028185.700-autopiloted-glider>

**The 32nd World Gliding Championship** (July 28-August 19, 2012, Uvalde, Texas) website is now live. The Web address is

<http://www.wgc2012uvalde.com/>

The site was released April 20 after a detailed review of prior WGC websites. The features and functions present in the design reflect the most successful WGC websites of the last several years. Owners looking to exchange or lease their gliders can list their equipment in the Rental/Hire section of the site.

**SSC now has a Line Maintenance Tool Kit.**— The Tool Kit is in the ballast box in the SSC trailer. Currently the kit has a “Stanley” metric and imperial socket set, with metric and imperial allen wrenches, Torks”, and Phillips tips. Thanks, John Noss for the new “two bottle” black bag for the tool kit! I added a couple of metric end wrenches, a #2 Phillips and a Schrader valve extension for filling tires with air.

Please use this tool kit for line maintenance only. Please care for it and ensure that after each use the Stanley tools are returned to their case and placed, in good order, back in their appropriate nooks. The end wrenches and screw driver go loose in the bag.

Please return the kit to the ballast box at the end of the maintenance task.

We have some additional needs for FIRST QUALITY ONLY contributions to the Tool Kit:

- Knife (tow rope maintenance)
- Plastic fids (tow rope splicing)
- Straight slot screwdrivers (assorted including stubby)
- Phillips screwdrivers #1,#2 & #3 (including stubby)
- Metric (opened and boxed) wrench set.
- Imperial (opened and boxed) wrench set
- Vice grips
- Channel lock pliers
- Dikes
- More Schrader valve extensions
- Rolls of white seam tape

Finally, it seems that the accessory DC powered tire compressor walked off from the her SSC trailer. “If you see her please take her home to her trailer.”

Fly safe, have fun, stay cool and hydrated this Summer, and always.—**Mike Christensen**