



SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JULY 2011

Masthead photo by Dick Otis

From the President

Curtis Wheeler

Well we are in the full swing of the soaring season now, with one away day completed at High View and another coming up shortly at Woodstock. Additionally, don't forget the Week of Training during the week of 18-22 July at FRR. I urge all members to take full advantage of these great additional training and soaring opportunities!

The extra efforts of volunteers is what makes our world go 'round here at SSC. Not only do these days away and training events require a lot of planning from volunteers, but the daily grind of maintaining the aircraft seems to require constant attention. We have a new opportunity for the position of Grob Meister. Sobek Dziadek is stepping down from this position after filling it faithfully for the last couple of years. It's an opportunity to excel, so I urge all members to consider what they can do to improve the state of the club. Please contact myself or any BoD member to find out what being a "Miester" entails.

And finally, I want to thank Sobek for his service to the club as Grob Meister.

See you at FRR, Curtis 

HAVE A SAFE, HAPPY 4TH, EVERYONE



Photo by Johnny Jordan

It is the love of country that has lighted and that keeps glowing the holy fire of patriotism. - J. Horace McFarland

Saturday, May 28, the Skyline Soaring Education Foundation (SSEF) sponsored a cookout at the Front Royal airport. The event was a hit and provided a great venue for SSEF to thank the many club members who have helped the foundation succeed. It also provided a great opportunity to introduce more people to our efforts, including power pilots at the field, and our key airport personnel, Reggie and Steve. The event was a successful fund raising effort to boot, providing much needed funding and moving us closer to our goal of awarding another scholarship in 2011.

About 30 people feasted on hot dogs, burgers, and the famous Bob Gould pulled pork. The weather threatened, but cooperated, and ended in a blue-sky afternoon and, as usual, the airport weather proved much better than anywhere else!

Once again, SSEF thanks SSC members and directors for your continued support. We couldn't do it without you. Look out for future events this summer and fall." —**Charles Norman**



Photo by George Hazelrigg

The famous Gould's BBQ warms up for the SSEF cookout at FRR



Photo by Phil Jordan

Summer program for concentrated instruction and general soaring

—As many SSC members already know, again this summer we're offering a full week of uninterrupted operations. The time frame is Monday, July 18th through Friday, the 22nd but the period is easily extendable to include the weekends on both ends. So, weather permitting, you can fly nine successive days.

The primary intention of this program is to provide 'learners' (aren't we all?) with the sort of training environment offered by commercial glider outfits – which is, more or less, total immersion. We've got the instructor and tow pilot logistics lined up, but for planning purposes, also need a head count of prospective student participants. It's a great time for final brush-up for check flights and school kids to really focus in a concentrated way.

Not to be overlooked are the 'old hands' – an equally compelling opportunity to simply take some vacation time and fly at whatever level that interests you without the 'weekend hassle'.

So, please think it over and let Jim Kellett, John Noss, or myself know if you think you might be participating and what your objectives would be. As of the end of June, we have already compiled a solid list of for-certain and prospective participants, however there is a glaring shortage of "minorities", as in teens and ladies!

—**Bob Sallada**

Editor's note: the above two articles were scheduled for the June issue of Skylines but your short-term-memory-challenged-editor filed them in the wrong folder. So here they are with a sincere apology to Bob Sallada, Charles Norman and the whole SSEF crew, as well as the Goulds. Regretfully there is no iBrain program in my Mac! —**Phil Jordan (I think)**.

2011 Operations Statistics

Craig Bendorf, Chief Duty Officer

As of the end of June 2011 the Club has flown 616 glider tows with associated glider flights. The tow planes flew a total of 141.9 hours while the gliders flew 313.6 hours. We are currently ahead in tows when compared to past years at the end of June. The following is a breakout of the glider operations:

The ASK 21 has flown 296 flights / 106.3 hours

The Grob 103 has flown 154 flights / 60.7 hours

The Sprite has flown 72 flights / 37.7 hours

The Cirrus has flown 16 flights / 12.5 hours

The 12 Private gliders have flown 78 flights / 96.4 hours

The June weather was good for training, but the soaring conditions continued to be poor for cross country flying which is why the Private glider and Cirrus flights / hours are lower than one might expect.

Club Family Day (away)

Bill Burner

How often do soaring pilots have a chance to include their family in a day of flying? To take them to an airport where they would feel comfortable and can have their own things to do? And how often do those who do not have their own glider have a chance to fly one for free? Well... all the above is coming up on the club's next away day, which is suitably being billed as:

Club Family Day (away)

It is time to start planning for the club's next away day, which will be Saturday, 9 July, at the Woodstock airport, a 3,100 foot grass strip. We will not have any of the tow plane performance problems of a few weeks ago as the runway is much longer, smooth, and with good approaches. The property is ideally suited for family outings and we are hoping that not only club members but their families as well will come. There are acres of grass, a forest with trails, and plenty of shelter from the sun. The hangar, which will be mostly empty, is 60 X 54 feet and the hangar door when open provides plenty of shade. There is also an air conditioned 24 X 12 foot office. And a well with a hand pump that produces 50 degree cool water. A Port-o-John is already in place. So far we know of 4 wives who will be coming so there will be plenty of company for the non-flyers.

Two somewhat unusual gliders, which are based at the field, will be available for those who would like getting some free time and maybe adding a vintage sailplane or two to their log. They are a Bergfalke II-55 (German trainer, L/D maybe 26/1, built in 1957) and a worn out 1-26A with a sport canopy (open canopy).

The property is two miles West of the Woodstock exit of Rte 81 (Exit # 283). For those traveling from northern Virginia via Rte 66: the Woodstock exit is 30 miles past the Linden exit of 66. For those driving from the Front Royal Airport the best routing would be the back roads to Rte 55 and then Rte 55 West to the Strasburg exchange of Rte 81. Proceed South on Rte 81, etc.

Turn off Rte 81 at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South (Senedo Road). Go 1 1/2 miles on Rte 42 to Coffmantown Road. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Turn Right onto Coffmantown Road, 0.3 miles to the airport gate on right (a gravel driveway that goes up a hill). The airport is not visible from Coffmantown Road.

By air the coordinates are: 38 - 52 - 55.379 North; 78 - 33 - 28.041 West. Best to check pictures of the place which we have posted at burnerphotos.shutterfly.com (scroll to bottom of page for 12 photos taken July '09, click to enlarge). Things to note: Aside from planes on the ground the hangar is the best landmark. It is red—when seen from the ground. But from the air what you will see is the silver roof—not much red is visible from the air. Runway is oriented North/South. Both ends of the runway slope down, especially the North end. Don't try to touch down in the first few hundred feet when landing to the South because you



will be diving into a hole, only to meet a rapidly rising runway. Instead plan to touch down somewhere close to the hangar. Runway is smooth, firm, and drains well after a rain.

For those who want to trailer a glider in the best assembly point will be about half way up the runway from the Coffmantown entrance. There is a large grassy area on the West side of the runway at that point. It is a few hundred yards South of the hangar, which is where we will base operations unless there is an unusual, strong wind from the North. There will be a couple of ATVs from the neighbors to drag the gliders around with. The runway is about 120 ft wide. We will plan to use the East side of the runway for take offs and landings, and the West side for taxiing. The hangar is on the West side.

The property is tailor made for picnics—bring your own food and blanket, etc. There are several eating establishments at the Woodstock exit just two miles away: Arbys, Subway, Burger King, etc. Plus a Cracker Barrel Restaurant, an Italian one, etc. There is also a large Walmart at that site.

All the photos are from burnerphotos.shutterfly.com. Check out that site for all 12. They were taken Summer '09. The corn will be almost as high by 9 July. (continued on next page)



All photo courtesy of Bill Burner



Bill Burner is our host for the club's second "Away Day" this year on Saturday July 9th. It promises to be a great day to enjoy flying out of his airport. Equally important its a chance to bring your family and friends along and enjoy a summer day in a pastoral setting. Burner Airport is located in Woodstock, just about 35 minutes driving time southwest of Front Royal.

Bill has been unbelievably generous in hosting this event. In addition to providing a great venue and facilities, he is putting forth two beautiful gliders for member use during the day. One is a Schweizer 1-26A with a sport canopy, i.e. no canopy overhead! The second is a beautiful Bergfalke II-55 circa 1957. The Bergfalke has an L/D of 26 and two seats. See the pictures of both these gliders to whet your appetites.

We'll have a great duty crew on staff—Bob Sallada will be duty instructor (with other instructors available if required). Vern Kline will be D.O. and Paul Sekata will be towing. We'll have the Grob and Sprite there too.

Please make plans to join us for this Away Day—Not only is it an opportunity to fly, its a chance to relax and spend time with members and family in a great setting.

If your planning to attend, please drop me an email so we can plan accordingly.

See you in Woodstock and fly safe!

Charles Norman

Day Away Coordinator

(917) 567-0486 ruddervatoraviation@gmail.com



All photo courtesy of Bill Burner



High View Wrap-up

Martin Gomez

I'm sure I speak for all the participants when I offer a heartfelt thanks to Jim Kellett and John Noss for their efforts in making High View Away Day such a rewarding experience. Jim organized the event very well, over a period of several weeks. John not only acted as DO for the rest of us, he also trucked a great deal of much-appreciated gear to the field, including a tent, cold water, and a table and chairs.

While everyone pitched in, in typical Skyline fashion, Jim and John really stand out as the enablers of this very productive day. They also both get credit for raising their hands with a safety call when it became clear that the Husky was overwhelmed by the tall grass, uphill takeoff roll, short strip, and high density altitude. The Grob with two aboard was a bit much by early afternoon, whereas lightweight Schweizers could still be safely towed.



Above: Rob Creedon brings the Grob back to High View under the tutelage of the Curmudgeon

Left: The Husky was struggling to drag heavier gliders off of this 2600' strip on this hot day, but the 1-26 was an easier burden

Below: Joe Lingeitch safely delivers the Sprite to High View

Photos by Martin Gomez



Left: Operations tent, Sprite and SSC pilots.

Photo by Paul Pruitt





Call for New Grobmeister

After several years of yeoman service as our Grobmeister, Sobek Dziadek is ready to pass the baton to a new member. Sobek has seen 94E through its 3,000-hour inspection, numerous repairs to wings, fuselage, and canopies, and is leaving the ship in fine condition for the next Grobmeister. If you are willing and able to take responsibility for coordinating the maintenance, repair, and general upkeep of the Grob, please notify the directors at directors@skylinesoaring.org. Sobek remains available to make a smooth and coordinated handoff to the new-meister.

Please note that the term “coordinating” does not mean that you have to perform all of these actions yourself! The-meister position does not require any special skills, knowledge, or ratings. You simply have to be responsible and aware of the condition of the ship and ensure that it remains in airworthy condition.

—Joe Parrish



Making of a New Soaring Pilot—

You can't start too young. Carlos Ferreira demonstrates to his daughter Zoe that attention to fundamentals and following directions are important qualities of a budding sailplane pilot—as is self confidence—which Zoe has in spades.

Photos by Phil Jordan



Recycled
Information
Worth
Repeating

SAY AGAIN



Kit and Marty Carson dropped by recently in their RV, en route to a family meeting in Pennsylvania. They spent the night in the RV parked in front of the house after a long evening eating, drinking, gossiping about old friends from the WSC days, and “war stories” about flying C-47s, etc. Brought back lots of great memories from the “good old days” (if they really were that good!)

Kit (now 79) has a defibrillator embedded now (not flying any more), but Marty’s been completely free of her cancer for, like, 15 years now! —**Jim Kellett, Resident Curmudgeon**



Recently I picked the first dog tick of the season off the calf of my left leg. And I didn’t even walk out in the grass landing area, but I was wearing shorts! (Tall grass is a great place to pick up ticks.) So, if you’re been out to KFRR (or in the woods) the last few days, good time to do a little—ahem—body search.

For the rest of the summer, it’s a good idea to spray a bit of OFF on your shoes, socks, and lower legs/trousers. — **Jim Kellett**

Paul Pruitt sent this photo of **Hugh McElrath’s return to flying** on June 17th. *Hugh comments:* I am progressing well. I can actually walk, but I’m not supposed to—non-weight bearing right leg for another month after a second surgery to get external hardware off and install internal. Swimming. Driving. So that means I should be able to fly, right? See you at the airfield soon. —**Hugh**

Two relics from Warrenton Soaring Center than no one misses: the trees above your final and the “Necessary” that wasn’t.



On Saturday, June 24, birthday boy, Steve Zaboji, celebrated his big seven-oh. The party was hosted by his wife, Susan. We all enjoyed the great food and camaraderie, many thanks to Susan. Now, the big question is, Steve, when are you going to start trying to catch up to Christopher? —**George Hazelrigg**





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

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 Skylines Editor—Phil Jordan flyingfish2@cox.net Directors—Craig Bendorf (Emeritus), Mike Christensen, Jim Kellett, John Noss, Joe Parrish, Steve Rockwood, Curtis Wheeler
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