



# SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC    MARCH 2011

Masthead photo by Dick Otis

## From the President

*Curtis Wheeler*

First, I want to thank all members who pitched in to clean up the hangar after the Annual Safety meeting on Saturday February 19th. We had a good turnout and we are off to a good start for the year.

On a financial note, I'd like to make a point about "invoicing" of club flights, i.e., where the club treasurer would provide each member an itemized statement of activity for your flights each month, which the member would then pay.

For a number of reasons, we are not able to provide this kind of invoicing for club flights.

As you recall, the club had long operated on a pay-as-you-go basis. Members carried zero balances and paid their costs at day's end by writing a check and giving it to the DO, who mailed these proceeds to the treasurer. As a courtesy to the members, we have since arranged to allow members to carry \*credit\* balances and then draw from them.

It is each member's responsibility to maintain awareness of what his credit balance is and should be, and to notify the treasurer in case a discrepancy is discovered. Each member must consult with the DO at the end of the day's flying to determine their flying costs for that day. They should then apply that cost against their credit balance, which they have been tracking, and

then determine their new credit balance, or mail in a check to the treasurer to maintain a zero or positive balance.

Also, you can get a summary of your flights and expenses from the "Your Flights" link on the [members.skylinesoaring.org](http://members.skylinesoaring.org) page.

Log onto the [members.skylinesoaring.org](http://members.skylinesoaring.org) page; click on the "Your Flights" link on the left hand side (listed under "Membership")

That brings up a page that lists the date, glider flown, name of whomever was with you, flight time, and cost. If you're really anal about detail, you can copy-and-space the entire thing to a spreadsheet, enabling you to sort by any variable in the list—in fact, I've taken to using this feature to actually write in my logbook a grand total of once a year! You can use such a spreadsheet to sum expenses over any spread of dates—but bear in mind the data is only as good as what was input by the DO. It won't provide details of split payment arrangements with other pilots, etc.

You'll find this year I will have a lot to say about member

responsibilities. One of my key goals for the year is to prevent overloading the "staff" (Meisters, Chiefs, etc) with workload items which should be borne by the members themselves. I think this issue serves as a prime example. Thanks for your cooperation on this and I'll see you at FRR.



*Martin Gomez*



## SSC 2011 Safety Meeting

John Noss, SSC Safety Officer

Thanks to all who were able to attend the Skyline Soaring Club annual safety meeting Saturday, 19 February. I transcribed the names from the attendance lists, appended below. If you attended and didn't get your name on the list (or if I missed it), please let me know. If you were not able to attend, here's how to review the material prior to your next flight:

1 - Download the slides from the briefing, and review them at your own pace. The slides are posted in the members-only section of the SSC website:

[https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2011\\_LoRes.pdf](https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2011_LoRes.pdf)

(5 MB, good enough to read on a computer), or

[https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2011.pdf](https://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2011.pdf)

(12 MB, higher resolution suitable for printing)

2 - Let me know that you have completed the review (john@noss.ws), and notify the duty officer on the day you intend to fly. If you did not attend the briefing, and have not downloaded and reviewed the briefing slides, you will be on the no-fly list. DO's, I will send you updated lists of attendees as I hear from folks, prior to your duty day.

If you have any questions about the information in the presentation, please feel free to contact the briefers to discuss further:

- John Noss, Skyline Soaring Safety Officer, john@noss.ws
- Jeff Mitchell, Single Pilot Resource Management brief, mitch3gp@comcast.net

We will be happy to discuss with you, don't be shy! We may have a video of the actual presentation available for download soon, thanks to Dick Otis, which will include some of the rich discussion not captured in the slides. In the meantime the video is available at FRR—Fly safe in 2011!



President Curtis Wheeler kicks off the meeting, while Safety Officer John Noss covers the agenda, Jeff Mitchell dispenses SRM wisdom and Past President Craig Bendorf refreshes ADO/DO duties.

Phil Jordan



### SSC Annual Safety Meeting Attendees

- |                    |                       |                 |
|--------------------|-----------------------|-----------------|
| Mike Ash           | Dan Ernst             | Joe Parrish     |
| Spencer Annear     | Tom Flynn             | Mike Peterson   |
| Frank Banas        | Jim Garrison (makeup) | Joe Rees        |
| Piet Barber        | Scott Graham          | Steve Rockwood  |
| Craig Bendorf      | Martin Gomez          | Craig Rodarmel  |
| Ernie Benner       | Bob Gould             | Bob Sallada     |
| Bill Burner        | Mike Hatfield         | Paul Seketa     |
| Rich Carlson (SSF) | George Hazelrigg, Jr  | Bruce Spinney   |
| Tommy Childress    | Doug Hiranaka         | Ertan Tete      |
| Mike Christensen   | Rob Hohmann           | Terrence Tripp  |
| Bob Collier        | Phil Jordan           | Carlos Troncoso |
| Dave Collier       | Bob Jullien           | Bill Vickland   |
| Seth Conner        | Jonathan Kans         | Steve Wallace   |
| Rob Creedon        | Jim Kellett           | Steve Wegner    |
| Rufus Decker       | Vern Kline            | John Westenhoff |
| Ken Ekman          | Joe Lingeitch         | Curtis Wheeler  |
| Greg Ellis         | Jeff Mitchell         | Carl Widmayer   |
|                    | Shane Neitzey         | Bill Woodard    |
|                    | John Noss             | Chris Zaboji    |
|                    | Dick Otis             |                 |

## Membership Report

Steve Rockwood, SSC Membership Officer

**M**embership has dwindled slightly over the winter months but is beginning to pick up as we open operations for the 2011 soaring season. The club now has a total of 80 active members, including three new Probationary and one new Student Members in the last couple of months. Welcome the following members who have recently joined with Probationary Membership status:


- **Scott Graham:** Scott is an exceptionally gifted pilot and very experienced in powered and non-powered flight. He holds a Commercial Instrument SEL and a Commercial Instrument Rotocraft / Helicopter. Scott has a CFI-glider rating so you may see him in the rear seat shortly on a training flight. Scott is also a tow pilot and already begun towing for the club. His previous soaring club memberships include the Las Vegas Valley Soaring Assoc.. (LVVSA) in Jean Nevada and Caprock Soaring Club (CSC) in Littlefield Texas. Scott now lives in Berryville, Virginia and is a member of the USAF staff.
- **Tommy Childress:** One item on Tommy and Lisa's bucket list was to ride in a glider. Last fall they purchased FAST vouchers

and took their first flights. Lisa enjoyed it, but Tommy was hooked! Tommy and Lisa live in Virginia Beach but Tommy travels to Front Royal most weekends to oversee housing construction.

- **Rufus Decker:** Rufus is also a very experienced pilot in powered and non-powered aircraft. He holds a Commercial Glider rating and is an ATP in both single and multi-engine aircraft with land and sea endorsements. I understand Rufus's next challenge is to obtain his CFI-Glider rating. Great! We can always use more instructors. Rufus is an accountant and lives in the Arlington area.

Welcome the following member who has recently joined with Student Membership status:

- **Seth Conner:** Seth is the first recipient of the Skyline Soaring Education Foundation scholarship. He is a Front Royal area resident and goes to Randolph Macon Academy where he is receiving power training. Seth is 16 years old and just soloed in the Academy's Cessna. After high school Seth wants to go United States Air Force.

**Jeff Mitchell** successfully completed his one year of probation and was unanimously approved by the Board of Directors for Full Standard Membership. Jeff is tow pilot and supported the recent Safety Meeting with a presentation on Single Pilot Resource Management. Welcome to the ranks of the voting members. 

## SSEF's First Flight Scholarship

Spencer Annear

**O**n February 19, 2011, Skyline Soaring Education Foundation awarded its first flight scholarship to Seth Conner who is a student at Randolph-Macon Academy in Front Royal. Seth began his sailplane flight lessons the following day. The award includes a one year membership in the SSA, a six month membership in SSC, a log book, the Glider flying Handbook and 30 glider flights with instruction leading to solo. The award was given at Skyline Soaring Club's annual safety meeting.

SSEF thanks the many individuals who donated in 2010 to make this happen. Special thanks go to our corporate donors, especially to ITT, which made a large donation that enabled the award to happen at this time.

Our web-master, Dick Otis, has incorporated Pay-Pal into SSEF's web site, [www.ssefva.org](http://www.ssefva.org), to make donations easy.

Young people like Seth and his peers are the future of our sport. What better contribution can we make than to introduce others to the spirit and rewards we all enjoy? So if you think this program has merit please make a donation so we can continue to introduce new advocates to the future of soaring and SSC with these awards.

If you prefer to mail a donation please send it to our Treasurer:

Thomas Park  
2519 James Maury Drive  
Herndon, VA 20171



Top: Curtis Wheeler, Spencer Annear and Seth Connor learn it's not easy being media stars.

Phil Jordan



George Hazelrigg

## Weekday Flying


Jim Kellett

**W**e're trying to make it a bit easier for members who like to fly on weekdays by adding information to the Roster. If you look there NOW on the website, you'll see there are already ten weekdays identified for March and April!! Now you can plan ahead a bit better.

### Here's a couple of tips to make that work:

1. Remember that weekday operations are not fully staffed! That means people who want to fly have to be there early enough to get things set up and/or stay late enough to get things put away; that people there to fly have to keep the operational data on the computer, upload the logsheet, and collect the money; and that people there to fly have to retrieve gliders, launch gliders, run wings, etc. We MUST keep the operation safe!

2. Some of the towpilots have to drive several hours to get there and get home. In addition, they're devoting a FULL day out of their lives to make this work. (Remember: If the towpilot ain't happy, ain't nobody happy!) So oftentimes, they really prefer to have at least, say, a half-dozen tows to do so they can at least get in the air! So, if you want to fly on a given weekday, please send an e-mail to the list saying so! If there's only one or two tows likely, there's a chance the towpilot may, on the day before, opt out (and that's fair!). Of course, there are exceptions - practical exams would be a good example - or last minute emergencies that change YOUR plans or unexpected weather that exceeds your threshold for safe flight. But please support your towpilot by indicating your wish for one or more tows ahead of time.

It's also possible that ad hoc days in addition to what's on the roster can and will be arranged. Those days, more often than not selected because of the prospect of particularly good soaring, will be organized on short notice as we've done in the past. 



Dick Otis

## It's never too late!

Couldn't resist passing on this edited note from one of the Shenandoah Valley members who had their planes at the W99 Wave Camp February 26, 27, in spite of the ominous weather forecast!

*On Feb. 27, 2011, at 8:31 PM, Graham Pitsenberger wrote: Great weekend at [Petersburg] Wave Camp... good food, camaraderie, 68 degree temperatures and wave flights to 18,500'! All of our members, including two students, made it to over 9K, and one SVS flight stayed in the wave for almost three hours at altitudes up to 11.8K... We have the 2-33, the 1-26, and the ASK-21 there for members to enjoy... —Jim Kellett*

Scheduled Operations: Tow service has been confirmed at W99 between Friday, February 25th, and Sunday, March 6th, 2011. Ad-hoc unscheduled operations according to interest.

## Last Chance

Michael Christensen

Shane asked me to check on some W99 details for you all. Here is what I got when I contacted Larry Stahl at Grant County Airport:

### Fees:

- Wave camp registration fee: \$25
- Tie down: \$10 / week
- Hangar: \$10/day (Note: limited availability)
- Oxygen refill service: \$25 average bottle fill (Note: unassisted refills are not permitted)
- Camping fee (including use of pavilion and shower facilities): \$10/day per person

### Aero tow rates:

- 1000 ft AGL \$25
- 1001 to 2000 \$35
- 2001 to 3000 \$45
- 3001 to 4000 \$55
- 4001 to 5000 \$65
- 5001 to 6000 \$75
- 6001 to 7000 \$85

**Snow berms?** Answer = NONE

Availability of hangar for Friday and Saturday nights? - Answer = We are #1 on the waiting list

**Camping?** - Answer = Available \$10.00 per night, includes shower and head facilities; Cold in February

### Lodging:

- Fort Hill Motel
  - o Phone: 304-257-4717
  - o Location: 1/2 mile west of Petersburg, WV on Rt. 55/28
- Hermitage Inn and Restaurant
  - o Phone: 304-257-1711
  - o Location: 203 Virginia Ave, Petersburg, WV 26847 

## FIRC for Region II and IV Glider and Power Instructors and Other Interested Pilots ...

Jim Garrison

If you missed the FIRC's held at the SSA convention or by the Philadelphia Glider Council, there is still an opportunity to attend one close to home.

Tidewater Soaring Society is pleased to announce that they will hold a Flight Instructor Revalidation Clinic (FIRC) this coming March. The Clinic will be conducted by Rich Carlson and another instructor from the Soaring Safety Foundation. While focused on soaring, the Clinic is FAA approved for revalidating both Power and Glider Flight Instructors.

Dates— Saturday March 19 and Sunday March 20, 2011.

Times— Approximately 8 AM to 5 PM both Saturday and Sunday (the FAA requires a FIRC to be 16 hours)

Location— Tidewater Soaring's Club House in Windsor, Virginia  
Fee— \$150.00 for the clinic payable to the Soaring Safety Foundation.

Lodging— There are a number of motels in the Suffolk / Smith field area about 20 minutes from the Tidewater Club house.

More lodging information will follow in a separate notice after you register.

To Register— Please Contact Joe May of TSS as soon as possible. Space in the club house will limit the total number of participants to 20-25 individuals.... As of March 1, there are about 8 places left.

Joe May's Contact Information is: 757-788-8441 (o)  
757-788-8443 (f) 757-342-8729 (c) email: JMay@blueforcellc.com

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**FAA Overturns Airport Glider Ban**— In a precedent-setting decision, the operator of a Southern California airport has been ordered by the FAA to allow resumption of glider operations or risk losing its federal grants. As we reported in 2009, Riverside County evicted more than 40 gliders and closed the grass strip they used, citing safety concerns. The agency ruled last week the county's reasoning was "flawed" and, after studying the issue, determined the airport layout will accommodate the "safe simultaneous operations of glider and powered aircraft." The crux of the matter was whether safety was used as a cover for discrimination against the gliders and the FAA suggested the eviction was an "unreasonable denial" of use at the airport. "The (county) is obligated by its grant assurances ... to operate the airport -- not just specific pieces of infrastructure on it -- on reasonable terms and without unjust discrimination," the FAA said in its decision.

The FAA study and subsequent decision resulted from a complaint filed by the Orange County Soaring Association (OSCA) and backed by AOPA, the Soaring Society of America and CalPilots. OSCA President Larry Tuohino said the successful outcome of their appeal sends a message to federally funded airports all over the U.S. "This case has been closely followed nationally as a 'test case' for asserting the rights of glider pilots at other public-funded airports," said Larry Tuohino. To avoid jeopardizing the federal grants, the county has to lift the glider ban and enter "good faith" negotiations with any commercial glider operation that might want to rent space.  
<http://www.avweb.com/eletter/archives/avflash/1840-full>

The Tidewater Soaring Society will be making arrangements for Lunches to be delivered to the Clubhouse on both Saturday and Sunday. Attendees will be responsible for paying for their lodging and all meals.

The major goals of the Soaring Safety Foundation include:

- \* Reducing the accident rate in soaring
- \* Increasing pilot awareness of soaring safety issues
- \* Disseminating training information and material

For More information, please see -- See the Soaring Safety foundation's web site about the content of these clinics ---

<http://www.soaringsafety.org/presentation/firc.html> - or - <http://www.soaringsafety.org/events/firc.html>

For Certified Flight Instructors - Here is a great opportunity to renew your CFI or Power Instructor Certificate - The SSF provides U.S. glider flight instructors the ability to renew their FAA flight instructor certificate in a class tailored to the need of glider pilots and students.

For Other Pilots -- SSF FIRC's are open to any and all glider pilots who are interested in learning more about the art of Soaring.

You do not need to be a flight instructor to attend an SSF FIRC.

The information presented will be useful to all glider pilots who wish to take advantage of this educational opportunity.

PS: Skyline partially reimburses Club CFIs for participating in SSF FIRC's, simply because it's the best way to renew a glider CFI.

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**Pipistrel Launches Electric Motorglider**— Pipistrel said this week its electric-powered, two-seat self-launching glider, the Taurus Electro G2, is now available for sale. The company, based in Slovenia, is also offering a solar trailer for the airplane, which can charge it up in about five hours. The 40-kilowatt motor is powered by lithium-technology batteries that are monitored by Pipistrel's own battery-management system, which features data-logging and battery health forecasting. The electric motor can be retrofitted into existing gas-powered Taurus gliders, the company said, and it will be offered for integration into third-party platforms as well. The system provides power for up to 17 minutes. Once the airplane is gliding, the propeller retracts into the fuselage with the push of a button.

The Electro G2 is the first version of the company's electric glider ready for production, but the "G2" or "second generation" appellation reflects substantial changes made from the original prototype to this production-ready design, the company said. After extensive testing of the prototype, the company decided to "rethink, redesign and implement completely new solutions" to create the G2, resulting in "much better reliability, handling and performance." Both the airplane and its solar trailer will debut in April at Aero 2011 in Friedrichshafen, Germany. The aircraft will compete for the 100,000-Euro Berblinger Prize, which will reward an aircraft that incorporates innovative ideas with regard to environmental sustainability, economy, safety and/or construction.  
<http://www.avweb.com/eletter/archives/avflash/1837-full.html#204127>


*I'm on a Kiwi mailing list*, so I get occasional notes from the folks down under. Ian Dunkley recently posted a note about the recovery under way from the earthquake that hit Christchurch, and as an aside included this pre-quake snapshot by Terry Delore of a “typical” South Island soaring flight . . . and touching a nerve in anyone who's come to love this sport! For those who've not yet had the pleasure of soaring in the land of the long white cloud\*, you really have to put this on your bucket list! —*Jim Kellett* 

Photo by Terry Delore



Recycled  
Information  
Worth  
Repeating

# SAY AGAIN



**Two Men, One Sailplane, 744 Miles**—Two Men One Sailplane 744 Miles Two men, aged 42 and 78, have reportedly broken a national two-place record by covering 744 miles at altitudes up to 27,000 feet on a 9-hour, 19-minute flight out and back to Minden, Nev., in 100-mph winds, without an engine. Gordon Boettger and the elder Hugh Bennett made the soaring flight on Feb. 15, high above the Sierra Mountain range. Their aircraft was a Discus glider with tandem seating. It was modified by removal of the engine and the addition of oxygen bottles and batteries. The two coordinated with controllers at Oakland, Seattle and Salt Lake City for the flight made possible by the vast mountain wave set up by high winds. Ground speeds ranged from over 100 mph to single digits. Boettger says he has bigger dreams that involve overnights in the air.

Boettger told a local newspaper, The Record Courier, that his goal is to fly up and down the Sierra wave and then across Nevada. The trip would involve “parking” in a mountain wave overnight and then climbing back to altitude for a second day of flying. Boettger says he’d like to test his parking concept to see how plausible the idea may be. “The ultimate goal would be a super long downwind flight,” he said. Today’s modern sailplane records are often set in mountain wave conditions, most often in the South American Andes. However, North American glider pilots benefit from a vast amount of safe landing area downwind from the mountain range. <http://www.avweb.com/eletter/archives/avflash/1845-full.html#204174>

**2011 WSPA Seminar Cancellation**—The Women Soaring Pilots Association regretfully must cancel the 2011 Women’s Soaring Seminar because the hosting club has withdrawn its support. This will be the first time since 1979 that the seminar will not take place. Thirty-four have been held at locations all across the U.S. and in Europe. The WSPA is planning another activity for 2011 and will announce it on the WSPA Forum at The Women Soaring Pilots



**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

Skylines Editor—Phil Jordan  
flyingfish2@cox.net

Directors—Craig Bendorf (Emeritus),  
Mike Christensen, Jim Kellett,  
John Noss, Joe Parrish,  
Steve Rockwood, Curtis Wheeler

Association regretfully must cancel the 2011 Women’s Soaring Seminar because the hosting club has withdrawn its support. This will be the first time since 1979 that the seminar will not take place. Thirty-four have been held at locations all across the U.S. and in Europe. The WSPA is planning another activity for 2011 and will announce it on the WSPA Forum at WSPA when details are final.

**Sailplane for sale in the Central Virginia area**—Libelle H301, N615X, serial# 40, high performance sailplane, custom aluminum trailer, TT+/-650 hrs., always hangared, full instrumentation, Becker radio & mic, tail parachute, retractable flaps, optional emergency parachute. Needs annual inspection. \$10,500. Call 434-821-3614 and leave message. Photos are available upon request.—[chipdennis@nelsoncable.com](mailto:chipdennis@nelsoncable.com)

At Arlington Motorcar Service we have a FAST ad on the wall of the waiting room.—*Bill Woodard.*



**Thanks to David Collier our new four-wheeler-meister.** This intrepid individual will be responsible for maintaining the airworthiness, uh, road worthiness, uh, taxiway worthiness of the vehicle. The current status is that it’s in generally good condition, but needs new tires. There are occasional starting issues that may be indicative of a problem, but it might also be pilot error and/or bad gas; to be determined.

We are grateful to David for stepping up to the plate for the Club and taking on this challenging position. We all benefit when all share the work.

On behalf of the board—*Joe Parrish*

*Phil Jordan*

