



# SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC    OCTOBER 2011

Masthead photo by Dick Otis

## Warren County Front Royal Air Show Report

Steven Rockwood, SSC Air Show Coordinator

The Flying Circus, hot air balloons, hang gliders, para-gliders, tiny helicopters, tail-draggers, planes with big radial engines, planes with no engines, small scale planes that looked and performed like their full-scale counterparts, antique cars, food, a wing walker and a parachutist; that and more was at the Warren County Air Show. The show was a great success and Skyline Soaring was a big part of that success. Nearly one-quarter of the SSC active membership supported the event, twenty-two members, and with a few exceptions all membership had on their official Skyline Soaring shirt. It was impressive to see everyone there supporting the show with our shirts identifying us as Skyline members. Only one disappointment, the Radio Controlled aircraft club had a scale model Husky Aviat and was going to tow a scale model 1-26 with a rope. At the appropriate time the glider would release and both would fly around and land. Due to the unfortunate crash of a scale model Corsair into the trees, the towing demonstration was cancelled. Something about some radio communication glitch that made the plane go down. Nice thing about radio controlled airplanes, if they crash only your pride and pocket book get hurt.

I wanted to recognize the members that gave up their Saturday to support the club, the airport, and mostly Reggie. Reggie per-



Photo by Jim Percival

sonally told me how impressed he was with our commitment to support the show with people and aircraft. If you want to improve soaring club / airport manager relations, this is the way to do it. We had a total of five club planes on display, including both the Pawnee and Husky tow planes, the ASK-21 and the Grob 103, and the Cirrus. George assembled 6E for display as part of the Skyline Soaring Education Foundation exhibit. The following should be congratulated for supporting the Air Show:

**The Flight Line Crew:** Martin Gomez (Tow Pilot and Husky driver), Bob Sallada (Duty Instructor), Frank Banas (Duty Officer), and Mike Christensen (Assistant Duty Officer).

**The Skyline Soaring Education Foundation Crew:** Spencer Annear and George Hazelrigg Jr. who awarded two FAST vouchers to youth with the best written responses to the questionnaire. They are Grace Alexander from Front Royal and a student at RMA and Jonathan Bullock, a high school student from Winchester.

SSEF will participate in the Leesburg Airport Expo on September 30 and will award one FAST package there. The Front Royal Air Show donated \$1,500 to SSEF for a scholarship.

**The Show Support Crew:** Bob Gould, Bill Woodard, Paul Pruitt, Terry Tripp, Craig Bendorf, Chris Zaboji, the Smith family, including Rick, Matthew and Patrick, Shane Neitzey, Greg Ellis, Carlos Troncoso, Tommy Childress, and Joe Lingeitch. These folks spent all day pushing powered and un-powered aircraft around, talking to spectators about soaring, lifting kids in and out of gliders, helping with crowd control, and doing whatever else we were asked to do by the Aeroboss (Reggie).

Photo by Jim Percival



Photos by Paul Pruitt







Photo by Mike Peterson

## SGS 1-26 Flight Review

Doug Hiranaka

Most aircraft reviews tend to concentrate on numbers and performance. This is a real life operations and handling qualities review. First I would like to thank Bill Burner for supplying the aircraft and airport for the flight test.

The 1-26 is Schweizer's low cost one design club/competition aircraft designed to fly in light lifting conditions. What many refer to as a "floater". The plane is very light and has fairly low aspect ratio for a sail plane. This means it doesn't like to fly too much below the minimum sink as the sink rate increases rapidly below that speed. The version I flew was a 1-26a with a round tail and "sport" canopy. This is familiar territory for a driver of a convertible or a motorcycle rider. For the standard glider pilot this provides a unique view out to the side and a loud tow. The seat back adjusts but to get the correct seat height stacks of cushions provide the required boost. The pedals have some adjustment built into the cables. There were the normal looking assortment of gauges but some were more effective than others, more about this later. There is no wheel brake but this machine was made to fly off of grass and the skid stops the machine soon after the nose is lowered to ride on the skid at the end of the roll out. The air brakes look small but no slipping was required for a normal landing.

I had a minimal cockpit checkout with most time spent on getting the seat adjustment correct. "The airplane pretty much flies like the 1-36 so don't sweat it." Pushing out the glider is light and easy so the hook up was pretty standard. Just remember that there are no brakes so slack take up uses the spoilers just as a signal to the tow plane and wing runner that the pilot is ready. The tow was off of a grass runway starting uphill for the first 100 yards. The tow plane was a 150 hp Cessna 150 so it was an experiment in lower hp operations out of this airport. Thumbs up and the wing runner picked up the wing. A waggle and the tow started.

My first flights in a glider were in a 2-33 towed behind a 150 – so I was not worried that we would get airborne. The briefing was if the tow plane is not off by the assembly area 2/3 of the way down the runway cut loose and land straight ahead. OK, so rolling uphill I called "land straight ahead". Holding the stick neutral avoided a PIO and by the crest of the hill 1/3 down the runway I was air born. The 1-26 is a kite (floater). I held the stick forward to let the 150 accelerate...way down the runway the 150

broke ground and I repeated: "land straight ahead". We started to climb and were at 50 ft by the assembly area. By the end of the runway we had 100 ft indicated. "Mush straight ahead". We turned west and kept climbing slowly. "200 turn back". Less climb than the Pawnee with the Grob but more than the 150 with a 2-33, about 300-400 fpm. I held the stick forward to stay behind the tow plane. This is standard Schweizer towing and my least favorite because it takes more effort than just setting the trim and following. The 1-26 doesn't put much tension on the tow rope so trying to anticipate following the tow plane by pulling the stick when I saw the tow plane rise resulted in a slight slack rope so I let the glider lag behind the tow plane as it rode through lift and sink. The rest of the tow was similar to the 1-36. The controls in this 1-26 are tighter than the club 1-36 so there was much less moving the stick around to stay centered. The handling is pure Schweizer – light stick forces and a touch fuzzy in roll and sensitive in pitch. The first of the interesting instruments was observed: useless yaw string. It hung sideways. Ok, 3,800 ft. Check left, check right, 4,000 ft (3000 ft agl). Release, confirm, turn right. Slow down roll level find the tow plane, note to self 1-26 at 3:00 high to the south. No other traffic so keep slowing down. 50, 45, 40 controls getting mushy, 39, 38 buffet and mushing stall, a little drop to the right, recover relax stick and buffet stops 45mph and I decided to explore deep stalls a little more so I decelerated to 38 again and stayed in the buffet steering with the rudders. No unusual fall offs. I recovered and slowly accelerated to estimate the sink rate. "Hmmm, there seems to be severe lag in the vario like gauges. 45 seems like a good speed for best sink. I test the air brakes and slip and both work fine for speed control.

I turned toward the airport to see if I can find some lift. I feel a bump over a parking lot and count to 5 then start a turn. There is a yaw ball but it is also stuck sideways, the vario shows down but the altimeter is going clockwise so I keep turning and try to guess at the center of the lift. This only worked for about 4 turns then I kept flying in and out of the thermal with the same sink outside as there is lift inside the thermal. I can feel the bump as I go through the center but can't tell when I am just in "up" so I kept flying through the center and sink so I turned toward the airport.

I wasn't paying attention to speed to fly so I stayed in the sink for a fairly long time and ended up doing an abbreviated pattern with a 360 entry to base. 700 feet on base was about right so I used just spoilers for glide control. I aimed at the assembly area and flew at about 55 slowing to 50 over the actual fence. At 5 feet I closed the air brakes and surfed until I could roll to the hanger then opened the air brakes to pin the glider then closed them as soon as the lift was gone (standard 2-33 procedure at a commercial operation with the tow hookup in the middle of the runway). I rolled to the hanger and dropped the nose onto the skid and stopped right at the original parking spot (also learned in a 2-33).

Moving the yaw string to the top of the canopy, and adding a more sensitive total energy vario would make the ship really enjoyable. Given a couple of flights I am certain that centering thermals by the seat of my pants could be learned. Each kind of glider has an area that works best for its design and this is a fun machine for just staying up and flying around. Cross country is possible especially in light winds but just flying around is where it shines.

## Membership Report

Steve Rockwood, SSC Membership Officer

**O**ur membership has grown slightly over the last month. The club now has a total of 99 active members, including two new Probationary Members, two Family Members and seven Introductory Members in the month of September. Welcome the following members who have recently joined with Probationary status:

- **Stephen Burgard and daughters Alexandra and Quinn:** The Burgard family lives in Alexandria, VA. Stephen is a Program Manager and a commercial rotor instructor with about 20 hours of glider time. His daughters, Alexandra and Quinn, are both under the age of 14 and very excited about glider flying. This will be a great activity for the family. Please welcome them when you see them.
- **Bruce Zivic:** Bruce is a go getter. After his initial FAST flight, Bruce took numerous additional training flights during his Introductory Membership period. He also took the wing-runners course and is certified as an Assistant Duty Officer. Bruce joined the club as a Probationary member and immediately wanted to be placed on the action ADO roster. He will serve his first duty on October 1st. Bruce lives in Fairfax, VA. I expect you will see a lot of Bruce at the airport, welcome to the club.

We have seven (7) new Introductory Members for September; Craig Belon, Thomas Bishop, Neal Drobenare, Ed Finn, Jim Percival and Ben Smith. Grace Alexander was one of the winners of a FAST voucher provided by the Skyline Soaring Education Foundation at the Air Show. She came to fly with us on September 24th, but left without getting into the air due to poor conditions. I am sure she will be back, however. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future.

Congratulations to Dan Ernst for successfully demonstrating the Marvin Holland that he knows how to safely fly a glider. Dan is now the proud owner of the private pilot license for the glider. Well done Dan!!

**Editor's note:** Dan is the proud owner of 26JL, the 1-26 formally know as "the play-toy" of John Lewis and Phil Jordan.

Green air Dan. I hope you enjoy this Bill Vickland re-creation as much as John and I did.—*Phil*

Photo courtesy of Steve Szaboji



Matthew, Rick, Timmy and Patrick—you'll get 'em next time Patrick!

**New Club members introduced by Steve Szaboji**—We all made it up except for Patrick (but Patrick was an old-timer having flown previously with George-ed.) so I told him he can go first next week. Everyone had a great time and we look forward to going again. I had a put away flight (it started raining during my flight) so we all hung out and put the gliders back in the hanger and wiped them all down. George is great guy and he really seems to enjoy working with the kids and the kids really enjoyed him. I flew with Bob Sallada who also was very nice. Thanks for introducing us to the club.—*Rick Smith*

## 2011 Operations Statistics

Craig Bendorf, Chief Duty Officer

**A**s of the end of September 2011 the Club has flown 1161 glider tows with associated glider flights. The tow planes flew a total of 268 hours while the gliders flew 676.1 hours. We are currently well ahead in tows when compared to past years at the end of September. The following is a breakout of the glider operations:

The ASK 21 has flown 528 flights / 193.7 hours

The Grob 103 has flown 300 flights / 127.5 hours

The Sprite has flown 137 flights / 77.7 hours

The Cirrus has flown 36 flights / 46.3 hours

The 15 Private gliders have flown 158 flights / 230.9 hours

There were a few good soaring days in September but overall the conditions were pretty smooth—very good for training.

Photo by Fred Mueller





Recycled  
Information  
Worth  
Repeating

# SAY AGAIN



*Just by happenstance*, I just glanced through the “Final Glide” section of the Sept. issue of Soaring and did a double-take when I saw George’s name—with that name, not much doubt, but I did confirm it via Google. He died in May.

A number of our ‘mature’ members will remember George from the Club’s Warrenton days, way before my time. He and I went through flight training together, periodically ran into one another while I was in the Navy, and, coincidentally, when post-Navy, I was Program Manager with Lockheed/Boeing/GD for the Navy version of the F-22 (which obviously didn’t materialize), he was my ‘overseer’ in NavAirSysCom.

I remember George even way back in flight training as being superb in every regard—a tremendous blend of smarts, skill, and unpretentiousness—most of all, a true gentleman.

I thought he had retired in the NoVa area (not so—he was in CA) and quite recently was thinking about getting in touch to persuade him to get active again in the Club.

I didn’t do enough research to know what George died of, but what a shame! He was a wonderful guy! I’m sure all of you who knew him in the context of SSC would agree.—**Bob Sallada**

**Editor’s note:** George was indeed known to some of us old timers and he was one of my CFIs 30+ years ago. You can see George in the role of the Air Boss in the movie “The Final Countdown”. He was not playing a role, he actually was the carrier’s Air Boss.

*Did you know* you don’t necessarily have to be a hotshot world-class pilot flying a platinum plated IFR glider to set records??

Take a quick peek at the current distance and altitude records, by class, for Virginia:

<http://www.ssa.org/members/badgesandrecords/usrecords.asp>

Note the many, many gaps which can be filled even with Cub

gliders!! (Yes, you can fly the Sprite or the Cirrus in Sports Class, and the Cirrus in Open Class, or even our Grob or K-21 in Multiplace!)

More on how to do this on the SSA website.—**Jim Kellett**




Photo courtesy of NASA

**Joseph Parrish**, the deputy chief technologist, will serve as acting NASA chief technologist. Parrish joined the Office of the Chief Technologist (OCT) in January from the Jet Propulsion Laboratory (JPL) in Pasadena, Calif., where he was responsible for technology assessment and mission architecture planning for future robotic missions to Mars.

Before joining JPL, Parrish was the president of Payload Systems Inc. and the vice president for research and development at Aurora Flight Sciences Corp., two small businesses in Cambridge, Mass. Besides his corporate responsibilities at those companies, Parrish served in project management and principal investigator roles for many technology development projects for NASA and other customers.—**NASA News, September 6, 2011**

*Finally*—most of you probably know this—we have been adopted by an (the) airport cat. It seems to want to hide in the hanger. I suspect that it cannot get out if left inside when all the doors are closed. So after all checks are done and you are ready to close the doors—put out the cat. It probably would not survive a week without food or water.—**Jim Garrison**

*More than once that cat* has survived a week in the hangar. Likes to find places to relieve itself; like using the old tire on the wing of the K as a toilet seat. The foam underneath soaks it all up.—**Shane Nietzey**



**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)

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