



SKY LINES

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC. SEPTEMBER 2012

Masthead photo by Dick Otis

Boomerang!



By Shane Neitzey

Retrieving this Boomerang trophy from North Carolina has been a goal of mine for several years. The relatively weak conditions of the North Carolina Piedmont and navigating around RDU Class C airspace made it challenging for me. I even tried it in Steve's LAK-12 and my 2-place Capstan. In the Capstan? What was I thinking? Fun all the same, especially to share with another pilot.

For my practice day landout retrieve crews a big thanks to; Frank Banas who picked Huge McElrath and I up from a cow pasture in Tom's Brook, VA; Martin Gomez and Tommy Childress retrieved me from Waynesboro, VA; Paul Pruitt and Dick Garrity plucked me from a tall grass field in Strasburg, VA. BTW, Bob Gould and I flew the Capstan to Lovettsville, VA where we landed, ate a bit, launched and made it back to FRR..

And for the sincere trophy flight attempt landout retrieve crews, a big thanks to; Steve Wegner who loaned me his LAK-12 and picked me up in Farmville, VA; Sobieslaw Dziadek retrieved Vern and I from a meadow in Amisville, VA; John Noss and Paul Pruitt picked me up in Rustburg, VA; John Noss retrieved me from Charlottesville, VA; Hughes Webb got me in Louisburg, NC; Chuck Stover brought me home from Roxboro, NC; Bill Vickland picked me up from Culpeper, VA. Mike Hatfield drove down I-81 till I decided I was not going fast enough to make it and headed back home. My wonderful wife Valerie was on standby for a several attempt days. Sure hope I did not forget anyone.

I do not want to forget about past and present retrieve crews. (wife) Valerie Neitzey, George Hazelrigg II, George Hazelrigg III, Geoff Hazelrigg, Fred Winter, Spencer Annear, Richard Freytag, Stan Pawlowski, David Weaver. Who did I forget?

Morning of August 16, 2012, Front Royal Airport (FRR), Skyline Soaring Club. My ASW27B "XZ" is ready at 1102 lbs max gross weight with water ballast. "Sniffer" Greg Ellis reported 4500' bases and 3-4kt climb rates, kind of low to cross Skyline Drive to the East. I did not wait for better conditions and needed to launch by noon or it could leave me short on daylight and lift. My plan was to fly FRR direct TTA direct HRJ(Harnett), a westerly course to avoid RDU airspace and urban sprawl. John Noss towed me to some low level wave at 4500', 2-3 knots to 6K over the town of Front Royal. I then flew over top of the Cu's to the East side of the Brown Town bowl (the East side of the Skyline Drive ridges). The cloud bases there were at about 4000', small, broken and about 200-300 FPM with an average climb of about 100 fpm. Still within glide angle to FRR but with a mountain in the way. Looking for fields and thinking of dumping my water ballast, I headed toward Old Rag Mountain. Kept making slow headway to Charlottesville (CHO). 4500 to 5000'. I communicated with the Tower for flight-following to look for inbound and outbound jet traffic. While keeping the possibility of landing CHO as an option, I headed South on course. Between CHO and Farmville (FVX), there was a large blue hole ahead. I loitered for a while till the hole filled in. 6000' to 7000' average with 4 to 6 kt average climb rates, good to make up for the rather slow going. 4 hours into it, I still had over 100 miles to go including circumnavigating around the West side of RDU Class C airspace. Not to mention townhouses, factories, warehouses, a state forest, huge lake, and yes; thinking of Steve, lots of wonderful looking golf course fairways.

Now Tuck (W78) was in gliding distance, then Person (TDF) been there, done that. Looking weak on lift, I dumped 1/2 my water (egg timer good). Then Williams (IGX) made, where I got down to 2600 MSL and dumped the rest of my water (once again, egg timer good). Slowly climbed back up to 6K just South of Williams to have Raleigh Executive Jetport (TTA) barely made. I angled East to try a large Cu near Jordan Lake, back up to 6K when the computer indicated I had Harnett made by 50' (McCready 1.5 and set for a 1500'AGL arrival goal altitude for safety margin). Still over 30 miles to HRJ. Left that Cu to cross a blue abyss for a long 30+ minute cruise, very smooth final glide to HRJ. The glide computer indicated the 50' margin most of the way. I reset the computer goal altitude to 1100 AGL and flew closer/slower to the best L/D speed, which (glide computer wise) indicated a greater altitude margin for final glide. With some lift near Harnett, I actually arrived with 1800' to spare when a strange thing happened. Very strong emotions started welling up, I was grinning with tears. It was tough for a few seconds but I forced myself back to flying and prepared to land.

I arrived 15 minutes before the FBO closed and nabbed the Boomerang. North Carolina Soaring Association member Chris Raba was there to greet me. He assisted in moving the glider and kept me company till Paul "The Man" Pruitt arrived. I claim 259 SM including going around RDU Class C airspace. 5.75 hours, and a slow 45 mph average speed. And with over 740 miles on my truck, Paul and I arrived FRR at 1:45am. Home by 2:45. Paul probably made it home by 3:15. What a trooper.

Endless thanks for all who have contributed to this most rewarding endeavor.

Online Contest GPS track;
<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsld=2699044>

DG 303 Pirep

One of my hobbies is evaluating/improving/enjoying the handling qualities of vehicles that I ride, drive and fly. My bicycle, motorcycles, cars and now aircraft reflect this interest. A great handling vehicle is a joy to operate and ten to be less fatiguing during a long sortie.

The club ASK21 trainer is an impressive flying trainer and seems ideal until a pilot flies something closer to ideal. How can you improve on perfection? The "K" is large and heavy compared to a single place 15meter class racing glider.



Strapping on a glider

You don't sit in "glass slippers" you wear them. In a trainer your feet stick out in front of you in a hole. I can see my toes and my legs rest on a whole body seat. The pedals are adjustable and can go 2 more holes closer to me than I use, I am short at 5'-6". The pedals adjust out far enough for my 6'+ partner so despite feeling like the glider was made for me it feels that way for a variety of builds. The low part of the seat is your backside so despite the comfort in sitting long flight bladder relief is a minor issue. All of the partners in the ship fly with the same parachute but I do use firm foamed rubber cushions to get my ideal sitting position. Similar to the other club ships putting on the glider is more difficult than getting in and out of a trainer so pre-loading of the pilot is preferred. There is a lap belt and shoulder harnesses but no anti-submarine strap. The seat shape precludes the pilot slipping out forward. The canopy cannot be reached with the pilot seated and belted in so currently the ground crew closes the canopy though a well placed lanyard may change this. The canopy is clear all the way to your feet and the view is amazing.

Assembling the ship is straight forward and with 2 people goes quickly. The controls automatically hook up so once the flying surfaces are on they are ready to go. Single person assembly takes some careful adjustment to get the wing pins in but about the same as the other glass gliders on the field.

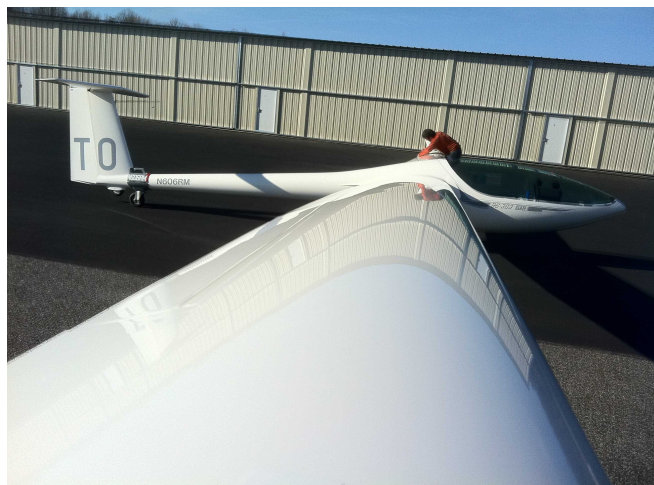
The tow hook is half way between the landing gear and the nose so slow speed control is a breeze. The winglets improve the L/D as well as the aileron effectiveness. The initial takeoff roll is easier than anything because the ailerons work right away. With the trim set 1" from full forward for my weight the glider flies when it The elevator on the stick uses a parallelogram linkage removing any

tendency for a PIO. That huge canopy means no neck stretching to see the tow rope. Off tow the planes controls are perfectly harmonized with the pitch roll and yaw all matched in effort and effectiveness. After release the pilot needs one more lever to actuate. Raising the gear makes the ship lurch forward slightly and the wind noise goes down.

good. Pushing over for speed and the polar doesn't reduce L/D quickly so for a non-flapped ship cross country flying is potentially fast.



Few instruments make for a good view



I have performed chandels, wing overs, 45-45 competition style point rolls (roll to 45 stop, roll to level stop, roll to 45 stop) and a competition turn (roll to 90 deg pull to 270 deg roll out level) and the ship would be a great competition aerobatic ship if there wasn't a AD prohibiting full on acro. During the chandels the ship lost only 500 feet after 5 chandels, it just doesn't loose energy. The stalls are a little more abrupt than some other glider but not by much. I have done deep stalls and there is a little oscillation but no tendency to snap in either direction. Recovery is standard and quick. I have not spun the ship.

Turning is with just pressure on the aileron rudder then enough elevator to steepen the turn as required. The trim is a little off using a spring on the elevator linkage like the Sprite with the same almost right but not quite. Setting. The trim isn't on the tail so the elevator doesn't fly to the right position. With the seat attaching the pilot to the airframe sensing thermals is more a sense of feeling the ship rise before the vario starts to indicate. There are two varios but one is in metric and the other is knots so they don't point at the same numbers at the same time. The radio is loud and clear. But when the battery is low the transmit only allows 2 words at a time. There is a cradle for a iPaq but it is not very bright. We are trying a Dell Streak 5 with XCSoar. For an open source program it is very capable. The Volks logger is large on top of the dash and we are investigating a Nano.

The spoilers are very effective so precision landings are easy. I have used the spoilers in a deep spiral to loose altitude quickly. Adding one procedure to the landing checklist is putting the gear down and locking it. There is an annunciator if the gear is not down or locked when the spoilers are deployed but the checklist is the best way to insure the gear is in the landing position. The elevators are very sensitive so the preferred technique is to get down to 2 feet in the proper attitude and stop moving the stick. The plane flies its self onto the ground in 3 point (2 point) attitude and brakes are on the spoiler handle like the trainers though full braking is never used as this is a tail dragger and putting the ship on the nose is a possibility. By the time you step up to a glass ship you can land with the wings up so wearing the tip skids is not a problem.

The L/D is circa 44:1 and it flies very flat. Using the book numbers that is 8.8sm per 1,000 ft That means that you can't see your next



way point 17.6 mi from where you are now at 3,000ft agl. The sink rate is just under 100ft/min so any lift at all means staying up. The DG will thermal with the 1-36 Sprite so its light lift flying is pretty

Dis-assembly is a 20-30 minute task.

How does this compare to the other 15 meter racing gliders on the field? I have not flown any of those types but the descriptions are very similar to mine so you make a choice and fly what you have and just enjoy the ride!



Recycled Information

Worth Repeating



SAY AGAIN

Ratings, Badges, Milestones



Bruce Zivic soloed recently. Congratulations! That guy in the backseat keeps popping up everywhere!

Bruce:

“Small news item to club but big deal to me....I soloed. Did it within log book!! Thanks to Bob for most instruction, I leave him with frayed nerves. And to John for most of the towing...sorry John but probably more tail jerking in the future, I leave him with cramped legs.”



Former Skyliner Curtis Wheeler taxiing by as John uses more manual means to power his glider



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.skyinesoaring.org

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