



SKYLINE S

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC July 2012

Masthead photo by Dick Otis

President's Message

John Noss



Photo by Dick Otis

Well it was nice to relax after a hard week of flying, and I congratulate everybody who participated in our Week of Training effort on a job well and safely done. Special thanks to Bob Sallada and Jim Kellett for figuring out how to manage it, and then actually managing it -- the detailed scheduling helped. In the five days (25

to 29 June) we logged 132 sorties for 16 students and 9 rated pilots, with 7 instructors and 5 tow pilots and 2 volunteer duty officers. That's a lot of flying, especially considering short days curtailed by winds the first three days, and punishing hot weather the last two days (110 degrees in the shade on Friday according to Reggie's weather station). It took a lot of hustle to make all that happen efficiently and safely, so thanks to all that pitched in, especially to those non-flying duty officers (Paul Pruitt and Dan Ernst).

It was unfortunate that we lost flying days this last Saturday and Sunday due to the power outage at the airfield, but as I write this the power just came back on there. Some of our members are still without power, it's a sobering reminder of what powerful weather systems can do to us mere mortals.

I would like to remind everybody that we need to work with the duty officers to make sure that all the accounting and recording gets done correctly. There are a lot of moving pieces and a lot of information that needs to be logged, nobody can get it right every time. In addition to checking with the duty officer before you leave at the end of the day to pay your bill, take a look at the flights logged on your behalf and make sure the information is correct -- the right aircraft, instructor, towpilot, times, and release altitude. Once the information is uploaded, it's a pain to go back in and correct it later. We are really fortunate to have so much of this information available and driving the web-based tools (thanks Piet Barber!), and to have the ops log program as an interface (thanks Paul Pruitt!), but every pilot that flies should take an active role to help us get it right the first time.

Since this is also now the end of a calendar quarter, it's time to announce that the first winner of the club cross-country circuit competition is Vern Kline with the fastest time in a club ship (one of two laps on the same day!), so he wins a free 3000' tow. I would love to see more people give this a shot, it's very possible to do on a strong day, you are never outside safe gliding distance (with the regulated minimum altitudes), and it's fun. I will continue to keep results posted at <http://noss.ws/ssc/xc.htm>. If anybody has ideas on how to make this better, please let me know.

Fly Safe, Fly Often, Have Fun!

2012 Week of Training



The 2012 Week of Training (WoT) as seen by Jim Kellett, Resident Curmudgeon

Well, it was hot. Hot as blazes. So hot there was a fire that burned several hundred acres on the east side of the Massanutten ridge <gr>.

The fire actually started before we got there on Monday, and was still burning at the end of the WoT on Friday. The Forest Service based a helicopter on the Runway 10 end of the airport, and was hauling observers to and from the fire, as well as picking up water from the Shenandoah River and then dumping in on the fire. Starting Friday, there was actually a NOTAM posted about their presence, but it didn't interfere with the Club's flying.



And I've never seen so many Club members working so hard and so long to make this record-setting event possible. VERY well done . .

Firefighters getting ready to haul a sling of equipment (photo by Jim Kellett) You can see the water bucket on the ground right under the nose of the helicopter.

The fire itself, early in the week, from the air



Photo by Martin Gomez



Photo by Mathew Kemp



Photo by Mathew D. Kemp

Dan Ernst

It was a fine week of soaring! I was there Tuesday through



Photo by Dick Otis



Photo by Dan Ernst

Friday and I had a lot of fun. I participated in the Training Week last year and took my private pilot check ride on the last day so I



Photo by Dick Otis



Photo by Dan Ernst

felt it was my turn to give back, but I must say I have never had more fun repaying a debt. This year the ops tempo was very high, but Bob Sallada's schedule made it a breeze to keep things moving. Of course the schedule was in reaction to the very high turn out of members seeking instruction and that bodes well for the club and the sport in general. And speaking of building the sport, it was delightful to have the four teenagers there learning to fly and soar. I am sure they will do well in aviation and life in general. Lastly, I was once again stuck by what a great group of people we have in the club. Even as the temperature passed 100 degrees and kept on going, people kept rushing out into the sun to stage another flight. And in between flights I learned that the folks in the club have very interesting backgrounds, interests and opinions. If you haven't been out for a week of training, come next year. It is hard work, but it is flat out fun.



Photo by Dan Ernst

Bruce S Zivic

From my perspective the WoT was very instructional and fun. My sincere appreciation to: our fearless leader, the flight instructors, all of the DO's, and the crazy amount of towing provided by the Tow Pilots. It never ceases to amaze me the level of dedication that all of the volunteers provide for the club.



Photo by Dan Ernst

With that said, I would like to offer some constructive criticism. The ground operations were a little loose. There were many enthusiastic students but the ground operations didn't seem to reflect the same level interest, particularly toward the later part of the day(s). Next year use Bob's flight schedule (which by the way REALLY streamlined operations). I would also suggest that the K and the Grob students be assigned to their respective craft as the designated ground crew. Each team should designate a team

leader who would be the gliders designated ADO in-charge of mobilizing their team for the ground operation of their assigned craft. Running the numbers on Bob's list it appears that daily there were ample students assigned to each craft to cover ground operations and even rotate.

It was my understanding that the price of admission as a student was a full day of participation. Obviously we don't need to be Draconian about the full day of participation but I think it was abused a bit.

I thought I would offer my unsolicited thoughts about the event.



With the ink still wet on the airworthiness certificate for his new glider, Romeo Whiskey, Chuck Stover earned Flight of the Day at 3:45 (see attached photo). Rob Creedon checked out in the Sprite and made two flights.

Become a Pilot Day 2012

After volunteering to bring TO out to display for the annual Smithsonian Udvar Hazy Become a Pilot Day I removed items that wouldn't be needed on a non-flying day and packed up other items that would come in handy: Lawn chair, camel back, camera. Pushing out the trailer and hooking up is a one man job and takes 10 minutes. Check the lights and off back to Manassas for the evening. The Wagon hardly notices that the glider is back there the only thing that is different is a little swaying over grooved pavement. A bit more weight in the front of the trailer should help that on the way back.



Up at dawn to get to the gate at 6:15. The drive from Manassas is

½ hour exactly with no traffic. Saturday at 5:45 doesn't seem anything like rush hour so 30 minutes later I arrive at the gate. They hardly ask me for my name as a glider shaped trailer indicates what I am there for. I am guessing I am ½ hour behind Frank seeing that he has just finished assembling and his glider is still facing his trailer. I get a call from Joe just as I get out of the car. This is his first year and I tell him that we are on the other side of the museum outside. As soon as he arrives we assemble TO and set up the lawn chairs. After the glider is ready we take a walk around to see the fly-in aircraft before the crowds arrive.



The visitors seemed to be more steady than last year with most of the people with questions heading over to Franks glider to talk to the clubs young pilots. The DG seems to attract more of the people that just want to look at the glider. We answer a steady stream of questions about flying and gliding. The most common being "How does a glider stay up with no engine?" The shortest answer Jim Kellet offered that we continue to use is "The glider flies like the hawks you see soaring out over the trees without flapping their wings." It doesn't really explain technically but realizing that a hawk soars gives people the assurance that a man made glider can somehow stay up in the air with no engine.



Photo by Steve Zaboji

The gliders are a start for talking to people but a couple more "props" would really work well for starting conversations: a simulator and a mockup cockpit or two to allow people to see what a glider pilot sees.

Things to bring next time: Canvas parasol, Sign describing gliding and the glider specifically, more beverages Laptop with a monitor to run short soaring videos. Do we want to make a sturdy cockpit for people to sit in? They keep asking. A sim cockpit would go a

long way to introducing new members to sail planing. At least a glider simulation with two monitors: one for the pilot and one for spectators.



PHI Medical Aircare - Front Royal /Warren County Airport

"PHI Aircare, a medical helicopter transport operations business who was housed at the Winchester Regional Airport has relocated to the Front Royal Warren County Airport (KFRR).

The county had been in negotiations with PHI reps for the past 4 - 5 months and recently came to terms on a tentative lease agreement. Out of respect for the company's currently relationship with Winchester Regional Airport and the negotiation process the county had kept the discussions confidential. The initial lease term is for 1 year period and will include the Jet Pod Hanger (largest at the Airport) for 1 helicopter and a pad site for a 24/7 operations trailer."



Bob

Robert B. Childress

Deputy County Administrator
County of Warren, Virginia
220 North Commerce Ave., Suite 100
Front Royal, VA 22630

(540) 636-4600

(540) 636-6066

rchildress@warrencountyva.net

SSA and FAI Badges

Joe Lingeitch flight has been accepted by SSA/FAI for silver duration and silver altitude gain.



I ("Rollin" <soaringfree@live.com>) have reviewed your application for Silver/gold Duration and Silver Altitude claims on your flight of June 9, 2012. I am happy to approve both claims. Congratulations!! A formal letter will be mailed soon.

Rollin Hasness
FAI Administrator
badgeandrecords@ssa.org



Dick Garrity completed the requirements and received his Bronze badge today (06/29/2012)- - about 20 years after earning his "C" badge!!

Congratulations, Dick!!

--Jim Kellett, Resident Curmudgeon

**Recycled
Information**

**Worth
Repeating**



SAY AGAIN

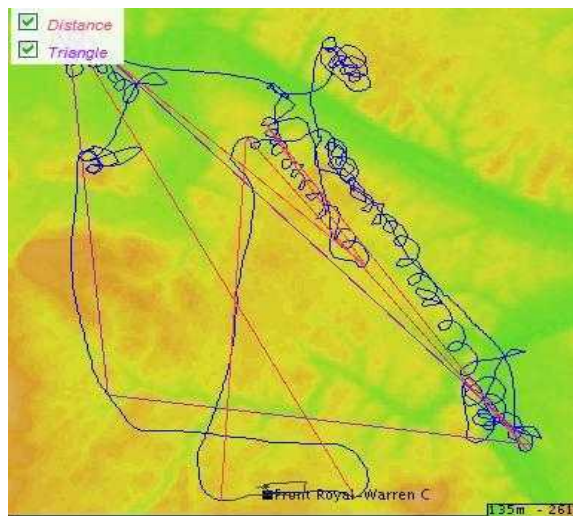


On Wednesday, while recovering a glider from the "safety area" (the grass between the taxiway and the runway), we discovered a lush green oasis in the parched grass (see photo). It's about even with the fuel farm.

However, the foul stench of the "oasis" confirmed that there's a faulty septic system buried under the ramp that's started leaking all the way out in the "Safety Area". And you know what causes the foul stench in a septic field, right?

So, watch your step - and watch where you run any glider! (Anyone pulling a glider through it will get the honor of cleaning the bottom of the glider! <gr>)

On Line Contest (OLC)



Have you started tracking Skyline Soaring Club members' flights on the Online Contest website?? Over fifty flights this year, totaling hundreds of miles, and many of which were made in Club gliders!

Take a look at this year's

flying: <http://www.onlinecontest.org/olc-2.0/gliding/flightsOfClub.html?cc=985&st=olcp&rt=olc&c=C0&sc=&sp=2012> You can click on the little "i" (for Info) button on the right to see the actual track and details of each flight.

Shane Neitzey is clearly serious about this, having racked up well over 1,000 km so far this year, mostly in his quest for the Boomerang (and I have confidence that he will surely get).

Jim Kellett, Resident Curmudgeon

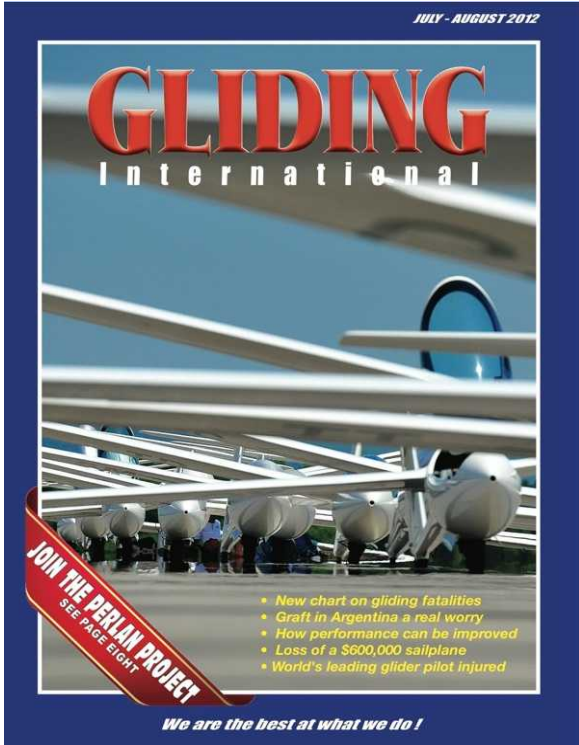
SPOT



The personal GPS emergency locator. The spot device allows the user to signal for emergency help from anywhere, any time without the need for cell coverage. The two downsides are that it uses a battery which the user needs to keep fresh and strangely I keep loosing mine...

Press the red button and the service calls pre-arranged contacts to let them know that the user has activated the device while also calling local authorities to respond to the emergency signal. Several pilots at the airport have the devices which may also serve as a real time display of their progress on a corss country flight (for \$50 a year above the standard \$50 for yearly standard emergency service). Several other pilots also use the device for hiking and bicycling since we regularly cycle out of cell range.

Gliding International



Plus, if you subscribe now (before the supply gives out), you'll get a free DVD of "Gladiators of the Sky", about the international Grand Prix of soaring. (I have a copy, and it's a doozy.)

See <http://glidinginternational.com/GlidingInternational.com/Home.html> for details.

I'll leave a couple of copies of the magazine with the DO's computer next time I'm at the airport so you can browse them yourself . . .

Jim Kellett, Resident Curmudgeon
"It's good to know stuff" - Fred Mueller

Club Merchandise

The club has an account with Lands End Mail order apparel. You now have to create an account and log in to get to the logo details, start at: <http://ocs.landsend.com/>

Then add a logo to your account. After you have a default logo you will be asked if you want one added after adding an item to your "basket". Members have purchased jackets, polo shirts, twills, baseball caps. I just purchased a apron to keep my clothes clean when I assemble my glider.

Customer number: 3622569
Logo number: 0152832

Nickname: Club Logo
Logo Reference Number: 0152832
Stitch Count: 4001
Logo additional Price: \$5.95



Thanks to all the tow pilots for allowing so many flights during the WoT!



Photo by Dick Otis

Starting this month Skylines will be available only as a PDF. Thank You Steve Zaboji for your generous use of the Virtual Representative publisher.



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

- President - John Noss
- Secretarty – Jim Kellett
- Treasurer – Thomas Park
- Membership – Steve Rockwood
- Chief Duty Officer – Craig Bendorf
- Chief Tow Pilot – Martin Gomez
- Chief Flight Instructor – Piet Barber
- Safety Officer - Charles Norman
- Skylines Editor – Douglas Hiranaka
- duck_h@hotmail.com
- Directors – Daniel Ernst
- Mike Christenson, Jim Kellet
- John Noss, Thomas Park
- Steve Rockwood, Ertan Tete