



# SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC AUGUST 2013

Masthead photo by Dick Otis

## From the President

John Noss

**Congratulations** - Well, first of all, congratulations to Chris Zaboji and Keith Hilton for earning their Private Pilot Glider ratings in July, that's great news for two very deserving and very competent new pilots. My personal thanks go to the instructors that helped these two pilots all along the way, but especially for the critical final surge of preparations and endorsements. I hope everybody in the club recognizes the rare talent pool we have for doing so much student training.

**Safety Meeting** - We had an impressive turnout for the Safety Stand-down Meeting, thanks to everybody for being there and thinking hard about how we can do better in the future. Thanks especially to Charles Norman for putting it all together and leading the discussions. For those that did not make the meeting, check your e-mail for links to the online video segments, it's required before you fly.

**Ops Manual Update** - Partly in response to some of the incidents that led to the need for that safety meeting, we have published an update to the Skyline Soaring Operations Manual, dated July 2013. Please download and read the new version, changes are listed in the revision history up front, and highlighted in red. There are no huge changes in how we conduct operations, but we tried to capture things that should be common sense but apparently needed to be in writing. There is an expanded list of things to discuss in the morning ops coordination briefing, we now require

a working radio for all flights, and ask for a gear-down call prior to landing for retractable-gear gliders, plus the wingrunner appendix has been clarified.

**The Grob is Back** - The Grob-103 is now back in service, thanks to lots of hard work to find a replacement rear canopy and somebody who could do the repair. Please thank Jim Kellett for arranging much of that, and thank Steve Rockwood for driving to Pennsylvania twice, to drop off and pick up the glider. New Grob-meister Evan Dosik got his initiation by fire with the assembly drill last weekend, fortunately we had a great showing of people to help, and it does take a lot of help. The canopy repair wasn't perfect, but a few remaining blemishes can be worked on, and the latch appears to operate better than before.

**Pawnee Tost Reel** - Last Saturday Shane Neitzey, with huge assist from Mike Christensen, took on the task of disassembling the Pawnee's inoperative Tost reel and trying to adjust the clutch mechanism to make it work again. Those of you that witnessed the explosion of parts and tools on the hangar floor can attest to the effort involved. The cryptic German instructions turned out to be not quite complete, a lot of creative problem solving was required, and the club bought a metal vise and a few other tools to make the work possible. Say thanks to Shane and Mike for their work, please.

**Instruction Scheduling Etiquette** - Last year, we tried to institutionalize the process for duty instructors and students to coordinate in advance for instruction. As an all-volunteer club operation, we cannot do detailed scheduling, but the system we have appears to work if everybody does their part. Lately, though, we have had a few students try to schedule every weekend way in advance as

placeholders, and then not show up, resulting in unused instructor time and other students being denied the opportunity. So please, don't abuse the system – let's not schedule more than a week in advance, and if you say you will be there, then be there. In a commercial operation, you would be charged for a no-show.

**Radio Discipline, Please** – Recently, many of us have noticed a decay in radio discipline and common courtesy. Please remember that 123.0 is a shared multicom frequency that is used by Front Royal, Shenandoah Valley, and many others within radio range. The FBO is the authorized ground station for 123.0 at KFRR, our club ops as "Skyline Ground" are tolerated only as long as we do not abuse the privilege. Please remember this is our way of monitoring operations for safety-of-flight issues, it is not an open chat frequency for coordinating mundane things like who is bringing the cooler and how it should be filled. Also, gliders in flight should be using 123.3 or 123.5 if you want to talk between yourselves about where the thermals are, just come back to 123.0 to monitor airfield traffic and when in the pattern.

**Fly Safe, Fly Often, Have Fun....** 



Mike and Shane working on their "fix the Pawnee tow line retractor" merit badge. They were assisted by various club members and their always helpful and appreciated "if it were me, I would...." comments. The operation was a success in spite of the help. Photo by Bruce Zivic

## Significant Milestones

*I would like to express my sincere thanks* to all the amazing members of our club for helping me achieve my private pilot rating!! Without the outstanding support of all the instructors, tow pilots, DOs, ADOs, and everyone else that pitches in to make the club run, I never could have achieved this goal. Your friendship, support, and encouragement meant a lot to me...

So just after 41 days at KFRR, 20 flights with Piet Barber, 19 flights with Bob Sallada, 17 flights with Jim Kellett, 11 flights with Charles Norman, 6 flights with John Noss, 4 flights with Rufus Decker, 3 flights with Paul Seketa, 3 flights with Martin Walker, 3 flights with David Dawood, 2 flights with Shane Neitzey, 1 flight with George Hazelrigg, 26 solo flights, hundreds of hours of studying, and 3 checkride flights with Marvin Holland. I'm a pilot! Again, one of proudest moments of my life.

I would also like to give special thanks to Chris Zaboji for prodding me on (challenging me) and recommending that we take our checkrides on the same day. In the end, we actually *started* on the same day. If he wouldn't have pushed me, I'm not sure I would have had the confidence to take the practical for many more months.

Thanks again to everyone!! You make me proud to be a member of our club!! —**Keith Hilton**

*My biggest thank you* to everyone that has supported me for the last 2.5+ years. It really means a lot to me and has encouraged me to pursue a life of aviation. —**Chris Zaboji**

Taking my dad up as my first passenger:

<http://www.youtube.com/watch?v=8ol3Z-1telc&feature=youtu.be>

*I had the privilege* of being Chris's first flight-passenger. As a pilot, CFI and dad, I can personally attest to the incredible training and mentoring Chris has received from everyone involved with the SSC. For this blessing, his mother and I are very grateful. I have no doubt that Chris's life's trajectory has been significantly bent toward success as a direct result of his rich SSC education. To the SSC Board Members, Instructors, Tow Pilots and Club Members, a heartfelt thank you for the gifts of flight and aviation camaraderie to Chris. —**Steve Zaboji**

*Skyline Soaring Club welcomes our youngest rated pilot.*

Chris Zaboji ran the gauntlet of Marvin Holland on July 19, a mere 10 days after his 16th birthday, and won. There are great things in Chris' future, all which will begin with his transition to glass singles—the Cirrus. Our next goal is to get Chris his CFI-G before he heads off to the Air Force Academy, and other significant highs.

Congratulations Chris! —**George Hazelrigg**

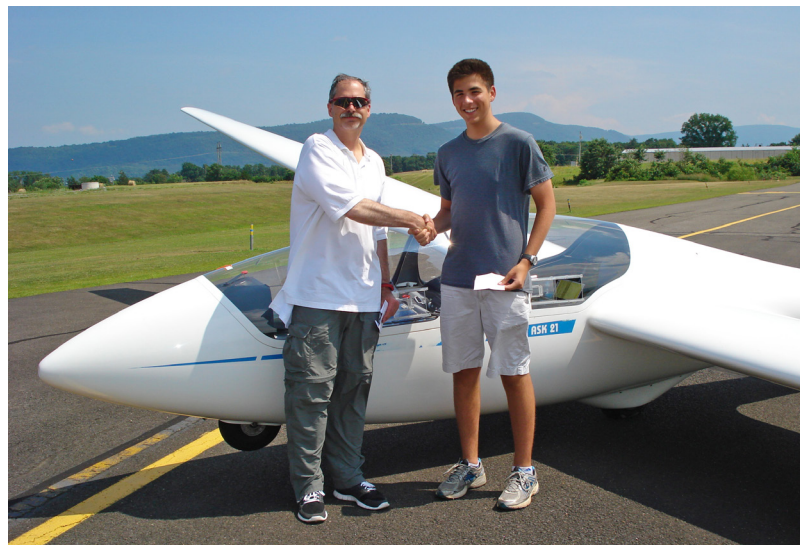


Photo: Dick Garrity

Above: Newly minted PP-Gs Keith Hilton (l) and Chris Zaboji

Below: Chris Zaboji and his father and fellow SSC member, Steve Zaboji.



Photo: George Hazelrigg

## Land Out – Go Ahead, But Do It Right

Charles Norman, Safety Officer



Photo: Piet Barber

The title may be something you'd assume your Safety Officer would consider anathema to safe operations, but go ahead and land out: it may be your best option. If you've been to one of the club's annual safety meetings you've seen the accident reports of gliders that crashed trying to glide to a runway but didn't quite make it. Many times the pilots flew over perfectly good fields to try and make it "home". Fact of the matter is, if you're flying gliders you had better be prepared to land out.

This month we have two articles by members who in their pursuit of lift ended up making the right decision to stop seeking lift and instead find a safe place to land. As you'll read, they planned ahead, chose their fields well, and landed safely. Before they knew it they were back at KFRR after a retrieve from fellow members.

Even if you are just planning for a local flight, I'd recommend you give some thought to what you'll need in the glider or on your person in case you're forced to land out. Here's a short list of items I carry on every flight just in case I unexpectedly need to land out:

**1) A valid VFR chart:** You're going to want to know where you are if you're about to land out – fixing your position on the chart will help you guide your retrieve crew towards your landing zone once you land. Better yet, the chart may help you identify an alternate airfield that is within gliding range.

**2) A Cell Phone:** They're good for two reasons, one you can call your retrieve crew (you did plan for the retrieve right?). Secondly cellphones more often than not these days have GPS

receivers so you can zero-in on your position.


**3) A SPOT Satellite Messenger:** With SPOT people can track your progress and get a decent idea about where you are. With my SPOT I can also send text messages via satellite even if my cell phone has no service. That can be very helpful in getting you home more quickly.

**4) Water, Energy Bars, Proper Clothing:** Consider landing out to be a form of aviation camping. You should bring with you those things that you'd need to subsist for a reasonable amount of time just in case you have trouble connecting with a retrieve crew. It's hard to imagine you'd be too far from civilization, but you never know, and it's better to be safe than sorry.

**5) Hand Held Radio:** Just in case the ship radio isn't working it always good to have one on your person.

If you're regularly flying cross-country you may well want to add to this very basic list. In my Bonanza I carry a survival kit that includes a first aid kit, a rescue mirror, hurricane matches, pocket-knife, flashlight, and a survival blanket. The kit is small and compact and could easily fit in the average single place glider.

Landing out can, and should, be a non-event for glider pilots. The key is to plan ahead, study and practice short field landing techniques and be vigilant about searching for suitable landing zones throughout your flight.

Fly Often, Fly Safe, 

Very helpful Landout link provided by John Noss:

<http://www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm>

# TO Lands Out

Joe Lingeitch

**The Plan**—I had been watching the weather forecast since mid-week. A pretty strong cold front passed through the Virginia area on Friday (May 24), and the northwest wind was looking like a good orientation for the Massanutten ridge to be working. I am working on my Gold distance 300 km flight, so I decided to try using the same ridge task that John Noss and Vern Kline have used previously this year. The task (Signal Knob -> Penn-Laird Water Tank -> Middletown Truckstop -> Ridge 10K Waypoint -> Signal Knob) is essentially two round trips up and down the ridge plus an excursion north of the ridge to just squeak out sufficient distance (301.88 km) and required turn-point separation. The ridge task was also appealing to me because I want to become more familiar with the west side of the ridge.

**The Flight**—My tow was to 3000' AGL, just North of Signal Knob. Bob Sallada had launched before me in the Grob with a student and reported climbing in wave. Looking back on it, I should have readjusted my plan and first tried for the wave; especially since we know that wave near Front Royal can negate the ridge. Instead, off-tow I turned South to cross the starting line at Signal Knob. Initially, I found myself in climb at about 3800 MSL and I judged that the ridge was working pretty good and I reported this to Skyline Ground. For the first three miles of the ridge, I flew about 80 knots and climbed to 4200' MSL. After that, the lift pretty much dropped off. I kept my speed up thinking that I would reconnect. I experimented with my course line over the ridge; first trying closer in and then drifting to the west. I figured I was doing something wrong with my track as I passed River Bend field at about 3400' MSL. I still thought I would reconnect with the ridge lift and kept pressing on. This was wishful thinking and over-aggressive. At Woodstock, I was about 2500 MSL and flew through some sporadic lift, which was probably thermals, but I was pretty low on the ridge to work them. When I descended to 2200 MSL - and below ridge top - I knew I would never make it to Short Mountain, so I turned



Photos: Joe Lingeitch

off the ridge in search of a landing field. Note, I should have been much more conservative and started my search earlier because I probably could have found Karmy's Field which is a private grass strip close to the ridge. The first field that caught my attention was really big (it measures about 2700' long on Google earth), newly planted (looked like dirt from the air) and was about 1-2 miles to the West of my location. I reached it at about 1900' MSL and flew a 360 degree pattern around it. The surface looked good, but I did not fly a wide enough pattern to get a good judgment on the slope. I did not see any evidence of wires in the field (there were a couple of cell towers nearby), and I could make a landing into the wind. It turns out that the terrain of the field was rolling and difficult to judge from my pattern altitude. On final, I realized that the field was crowned; up-sloped in the first half, flat in the middle, and down-sloped in the second half. I had to clear some trees but it was not difficult to get down in the first half, and I was able to stop near the crown.

**The Retrieve**—I was disappointed that my flight ended way too soon, but glad to be safely landed. Once on the ground, I realized that it was a corn field about 4-5 inches tall. It was a beautiful field and I was very happy it was there for me. The winds at the ground level were not strong at all. I called my coordinates in to the DO (who happened to be one of my partners in TO, Ertan) and let him know that both the pilot and glider were in good condition. It was still early in the day when I landed (about 1044), and

I knew that it would take a while to get a retrieve crew organized. I looked for a gate, but I could not see one from my location. After walking part of the perimeter, I found a neighbor who gave me a name, but wasn't sure if he was still the owner. Resuming my walk around the perimeter, I eventually found the gate. It was open and lead to a nearby road. I sent Ertan a text with the coordinates of the gate and he told me that Tommy Childress and Matt Linger would soon be on the way with the trailer.

There were "No Trespassing" signs posted by the gate but there was no contact information for the owner. As I waited near the gate for the retrieve crew, a pickup and trailer with two men pulled up and stopped; they were the owners of the field. I introduced myself, explained that I landed in my



glider in the field. They were not very pleased. We talked a bit; they wanted to know where I was from and why I landed there. I told them I was flying a glider with no engine. I gave them my name, address and contact information. I also wrote down the owners name and address. They were rather surprised to hear that I started my flight from Front Royal. They also insisted that I not drive a vehicle into the field to get the glider. The tension eased quite a bit when I told them that a retrieve crew was on their way with a trailer and that we could carry the glider out from the field in pieces, if necessary. They were very concerned about their crop; I wish I would have told them that I thought it was a very beautiful field of corn. While we were talking, my retrieve crew arrived. I assured the farmers that we would not drive the trailer into the field and they left us.

With the tail dolly and three of us pushing, it was not too difficult to roll the glider between the rows of corn; thankfully a good

part of the push was down hill. A huge thanks to Tommy and Matt for their help. I am very happy that we were able to remove the glider with minimal impact to the crop. Teamwork like this is part of what makes Skyline Soaring a very special club.

Shane recommended that it would be for farmer/pilot relations to send a small thank you gift to the farmer; especially since he was rather unhappy about my landing in his field. My wife and I loved this idea! My mother-in-law makes candy at a chocolate shop in PA, so we sent a gift box of home-made assorted chocolate covered caramels with a short 200 character message. "Thank you for your understanding during my unplanned urgent landing in your corn field. I took the utmost care in removing the glider. I appreciate farmers and your hard work. Regards, Joe Lingeitch" I didn't have enough characters in the message to compliment his beautiful field. Most of all, I hope that he has a spectacular harvest this year.

## RW Lands Out

*Chuck Stover*

The task for the day was a Diamond Goal with Signal Knob as the start/finish point and Massanutten and Potomac Airpark as turn points. Strong lift and strong sink would describe the day. I released just north of Signal Knob and found nothing but strong sink in the area. Greg Ellis flying 1KS marked a very strong thermal near the airport. I joined him and climbed to 8,600ft, then headed south to Luray. There was not much going on there, so while I had the altitude I shot through Gogo's Gap to sample the ridge which based on the



Image © 2013 Commonwealth of Virginia © 2013 Google

winds should be working. Once again I was disappointed by the lack of ridge lift, but found the thermal of my lifetime. I averaged 11.9 knots up to 9,000ft.! There was a good Cu marking the Massanutten summit, so time to press on. As I approached I watched this cloud shred to pieces and virga started to fall. What I had hoped to be lift was now sink. I made the turn point. Now what? Everywhere below at the moment was in shadow. According to the computer Shenandoah Valley Airport was out of range.

There was sun light hitting the ground to the east beyond Elkton and there happened to be an area of nice fields in that direction. Time was now divided between looking for lift and checking fields. My first field choice looked good, but as I got closer I realized it was full of cows. On to the second choice, a field I had admired from high earlier when I didn't need one. Awesome! No slope, Long, In to the wind, Power lines visible, No fences, No crop and a Smooth hard surface.

I got to the field, sunlight and my hard deck all at about the same time. I committed to landing and extended the gear. That's when I got a pretty good bump. A more experienced (you can

insert a different word here if you'd like) pilot may have taken the bait, but I just didn't feel comfortable trying a save at this point. It was a routine pattern and landing with touchdown mid field. I had to remove a clump of grass from the landing gear and clean a grass stain from one of the gear doors.

After I had been there a while three guys in a pickup drove by the field and noticed the sailplane and came to investigate. Introductions, explanations of soaring, gliders and weather followed. These guys knew the land owner, made a phone call and cleared my presence and retrieval with him, then offered a ride to the Burger King out on the highway. That made rendezvous with a crew of Dick Garrity and Greg Ellis (Greg should have been here to mark the lift again) much easier and I had the opportunity to get some lunch while waiting.


I have been playing a little game with Google earth. I have been using it as a landing site simulator. Be advised, the imagery on Google earth is dated and should not be relied on for actual use unless you are able to visit the site current day to verify what's there. Some of the images can be several years old. What's planted in



Photos: Chuck Stover



that field today? Tall corn? A bulldozer? Maybe a new subdivision. Sometimes the images are a little fuzzy, but you can still get good practice looking at slope, size, obstacles etc. while not dividing your attention flying the glider. By the way, when I got home from the land out, I checked Google Earth to find a push pin, in the very field I had just landed, placed there during one of my simulator sessions. The glider came to rest about a wing span or so from the push pin's location. Hummm?


For the new soaring pilot who listens in awe or disbelief to some of our more experienced XC pilots who have made tens or maybe in at least one case hundreds of off airport landings. From a pilot who has only done this once, so maybe you can relate to my lack of experience. It can be done! And, done safely. The opening photo shows the landout site and those photos above show RW in the field. Don't let the nice looking Cu in the background fool you. In the second one, I tried to capture what the sky looked like when it cycled from good to bad. 

## New Grob-meister

So, apparently I don't already have enough to learn about Soaring in general and piloting a glider in particular, (including finishing my flight training for my private pilot certification). In a fit of utter insanity I thought it would be fun and rewarding to learn about the care and feeding of a soaring ship too! Actually I still do, so one month after becoming a full member of Skyline Soaring, I have volunteered to be the new Grob Meister for our club.

My aviation experiences limited as they are, started out kind of cool for a little kid in the 60's. The first thing I ever flew in was a 1935 Beechcraft Model 17 "Stagger Wing" that a friend of our family flew into Shannon Airport in Fredericksburg for an air show. Because of that flight my interest in aviation was ignited, though I was pleased to learn that modern aircraft were made of aluminum, not fabric, when I flew in a Boeing 707 a few summers later! I've always had a love for anything aviation and aerospace. I read a lot, built a lot of models, had the controls of a few light singles, and always dreamed of piloting something, someday, but until joining SSC never actively pursued flying or turning wrenches on a flying machine. So here goes! (Under many watchful eyes, so chill out!)

I'm pretty much known in my circles as the guy to call when anything breaks, so I'm looking forward to learning lots of new things while keeping tabs on the 103. In my second season with Skyline Soaring, I have learned that there is a plethora of helpful folks in the club who are more than willing to share their time and experience with newbie's like me, so I have full confidence with all that help I will be successful in the management of the Grob.

Please contact me if you have any questions or concerns about the Grob!  
**Evan Dosik** 703-338-4688 edosik@verizon.net 



Photos: Robert Gray



Photo: Mat Linger

*The Grob Re-Assembly Team:  
 John Noss, Keith Hilton, Steve Rockwood, Shane Neitzey, Mike Christensen, Mike & Trevor Roskind, Ken Ring, Michael Yecles, Ertan Tete, Robert Gray.*

*Left: Your new Grob-meister, Evan Dosik*

## Aftermath of an Accident

Jim Kellett

**O**n June 22, our Grob was damaged by an accident that's been fully described elsewhere, and was a major topic of dialog at the recent mandatory Safety Stand-down. On July 27, it returned to service. The events between those two dates involve a lot of people doing a lot of work and the process, in some respects, reads like a primer in herding cats...

Here's the sad sight we faced on June 22:



Photo: Evan Dosik

First, a little reminder of just how much this incident cost all of us. (Don't forget we are the 'stockholders' who own this equipment), so when any of it is damaged the expenses come out of everyone's pocket one way or another. The early guesstimate made by the Board, based on some personal experience by some of the owners of sailplanes, was that the cost of repair would be somewhere between \$6,000 and \$10,000. That turned out to be a pretty accurate estimate.

First, the parts—the little vent set us back \$391. (Bet you had no idea that little piece of plastic was that expensive!!). The canopy itself cost €1986 (estimated at the then-current exchange rate to be \$2,582. The shop charged \$2,000 for the repair, and the expenses of the delivery and retrieve (thanks, Steve Rockwood!) was \$654. So we're out a total of \$5,727 just for the repair.

But...that's not all. Let's not forget that for 34 days, during which the club operated 17 days, we did not have this key piece of equipment available for use. Yes, that's a major inconvenience to our members (especially since five of those days was our annual Week of Training, when we strive to move students along with intensive instruction). In 2013, we'd flown 48 days before the accident, with an average of four flights/operating day for the Grob; so a rough estimate is that we lost at least 68 revenue-generating flights. And that is a most conservative number, since the ship would have flown many more sorties/day during the Week of Training! So, using a conservative estimate of the revenue generated per flight of \$40, we lost at least another \$2,720 in lost income while the repairs were being effected.

The bottom line: we're out \$8,347, or \$83 per member! Now it's getting personal!

Oh, before you ask, no, we did not file a claim under our insurance. We talked to the company, and determined that the

loss of our current claim-free premium would result in a dramatic increase, and the calculations were clear that over the next several years, the increased premiums would be significantly greater than the cost of the repair.

As to the process for getting the Grob back in service, here's a VERY abbreviated version. First, there was a flurry of activity within the Board (and among others) to find the best/quickest way to get the repair done...that involved brainstorming which shop to use, and even some suggestions that we try to borrow/rent/buy another glider!

In short order, we discovered that two shops we'd used in the past (and liked) would not be able to work on the glider until this fall. Then a suggestion was made by George Hazelrigg to see if the Philadelphia Glider Council, whose fleet is almost entirely Grobs and which had wrecked one last year, might have a canopy...we called them and while they did not have a canopy from the wrecked one, that DID have a spare! We offered to 'borrow' that one for our immediate use and order a brand new one to be delivered to them, and they agreed. During these conversations, we learned that there was a composite repair shop in Perkasie that had replaced several Grob canopies and could, in fact, work on ours as soon as we could get it there.

There then followed a whole series of kerfluffles...including the discovery that PGC's 'spare' wasn't in Philadelphia after all, but in Horseheads, NY in a shop that was closed for much of the rest of the summer; an offer from another dealer in New Mexico to sell us a canopy 'now', only to discover that it had been sold to another customer who couldn't use it and that it was really in South America; and finally we ordered a new one from the factory in Germany, which included some really clumsy e-mail exchanges (Google translate has a rough time here!) and a three day delay trying to get the canopy out of customs at the Philadelphia airport and delivered to the shop in Perkasie, PA, thanks to a friend-of-a-friend who happens to live in Philadelphia.

By June 25, a team of many club members disassembled the Grob and put the fuselage in the trailer; Steve Rockwood delivered it to Perkasie on June 28, and by July 23 it was ready for pickup, and on July 26 Steve once again retrieved it. And, as you know, another gang of members, led by the new Grob-meister Evan Dosik, put it back together.

Ain't nuttin' simple, is it?

*New canopy goes on the Grob with the efforts of Evan Dosik, Keith Hilton, John Noss and Ertan Tete. Photo: Robert Gray*



## SSC Safety Corner

Charles Norman, Safety Officer

Over the past two months the normal operations at Skyline Soaring have been punctuated by a series of eye opening incidents at the club. No one was hurt, but we've seen egos bruised, Plexiglas shattered, and gel-coat and fiberglass left on the runway.

As a club, we've been very fortunate that in recent years operations have been safe and relatively incident free. We want to keep it that way! It should be noted that the club and precursor organizations have not always had such stellar safety records. The resident curmudgeon recently mused that he recalled more than ten serious accidents over his years of flying at Front Royal and at Warrenton. People have died or had life changing injuries in the pursuit of flying gliders. That said, we all value the safety record we've built in the last few years and want to preserve it. With that in mind the Board of Directors and I called for the Mandatory Safety Stand Down that was held on July 20th.

We had a strong turn out at the Stand Down that led to a vibrant and constructive discussion of the issues leading up to these incidents. We discussed crew resource management and how we all need to participate to prevent incidents and accidents. We also focused on "breaking the accident chain" and ways the club and its members could serve to break the links that result in an incident or worse. At the end of the meeting our members had been exposed to some important events that are best learned in the classroom and not in the air. Equally important, we received great recommendations from members on ways to reduce risk, enhance our DO and ADO training, and modify how we deal with aircraft maintenance issues.

Thanks again to everyone who participated at the Stand Down. I especially want to thank those who shared their stories and those who offered suggestions on how to enhance club safety in the future. For those who missed the Stand Down, Martin Gomez has posted links to the video of the full meeting on YouTube (Thanks Martin!). Please view the videos and e-mail me when you're done so I can update the list of members who have attended or viewed the meeting.

Fly Often, Fly Safe,

### **If you missed the safety meeting,**

you can view the recordings sites below. Each one is about 12 minutes and 900 Mbytes. I will send a copy to KFRR via DVD or some such so you can see it even if you have a bad internet connection.

Eight files...see them in order to avoid confusion.

<http://www.youtube.com/watch?v=FkkLX6EoVJM&feature=youtu.be>

[http://www.youtube.com/watch?v=Z7\\_ue1q3WoE&feature=youtu.be](http://www.youtube.com/watch?v=Z7_ue1q3WoE&feature=youtu.be)

<http://www.youtube.com/watch?v=eNzLBdrWEUI&feature=youtu.be>

<http://www.youtube.com/watch?v=tORNS2-MPXY&feature=youtu.be>

<http://www.youtube.com/watch?v=SNFqxAD1Cf8&feature=youtu.be>

<http://www.youtube.com/watch?v=u6pmFsCfZPo&feature=youtu.be>

<http://www.youtube.com/watch?v=23iLUWQ8bkQ&feature=youtu.be>

<http://www.youtube.com/watch?v=yV4HLxhFVUU&feature=youtu.be>

Please let me know if you have any problems. Once you see them all, please e-mail Charles Norman, our Safety Officer, and let him know you're in compliance.

Martin Gomez MLG28@cornell.edu

Charles Norman ruddervatoraviation@gmail.com

### **For those of you who were not able to attend the Safety briefing,**

the presentation is now available on the SSC website. As a reminder members must review the briefing before they can initiate flying for the year and Duty Officers will have a list of members who have not completed the briefing.

Please review the briefing and send me a quick e-mail to acknowledge you've been through it, I'll add you to the "cleared" list. Also, if you have any questions about the briefing, feel free to reach out to me via e-mail or cell phone.

Here is a link to the briefing on the SSC website.

[http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2012\\_Final.pdf](http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2012_Final.pdf)



Photos: George Hazelrigg





## Winch Launch School at Eagle Field, PA

Carlos Troncoso

It all started with an e-mail forwarded by Fred Winter from Iris Striedieck offering a Ground Launch Endorsement Clinic for July 13-14 and August 24-25. Lucky me, I replied on time to get a spot for the July clinic, it was really an experience that I wish for every glider pilot to have.

The weather for the weekend was looking iffy, but the positiveness showed by everyone paid off during the first day and especially on Sunday.

Joe Lingeitch, Chuck Stover and myself represented Skyline Soaring Club and Les Dutka from Pittsburgh Soaring Club completed the roster of eager and happy students. The rest

of the crew consisted of Fred Winter as winch operator and Leigh Smith as an instructor.

The Clinic took place at Karl and Iris Striedieck's dream land, called Eagle Field or ogPA. The runway is located walking distance from their house and on a ridge making it the ideal spot for winch launch operations—or just making it ideal for the fact that you have a runway next to your house.

The winch was purchased from the Canadians. I know that it uses a Corvette engine and the bird used was a fabulous Duo Discuss that was a dream to fly.

Saturday morning started with a thorough explanation of ground launch operations, along with a briefing on what to consider and how to keep operations in a safe manner. The conversation got extended as the morning fog stayed with us until around noon. The extra time allowed us to get to know each other more—for example we heard about the Mitsubishi MU-2 stories by Chuck Stover and how Karl got into aviation—as you can imagine, my just over 3 years of aviation made me feel like the kiddo in the room and also made me feel really lucky to be surrounded with so

Photos provided by Carlos Troncoso



Top: Eagle Field and the Duo Discuss

Above: Karl and the winch and the class— Joe Lingeitch, Chuck Stover, Les Dutka (Pittsburgh) Leigh Smith, instructor, Iris Striedieck, winch driver, Carlos Troncoso, Fred Winter, rope retrieve, Karl Striedieck, instructor. (Photo: Karl Striedieck's auto-camera)

Above right: a launch

Right: Carlos and Karl.





*Above: Eagle Field—and yes people really do look like little ants from up there.*

*Below: Chuck and Karl.*

*Bottom: Fred and Friend.*

much flying knowledge.

Of course I was the lucky one to go first, (chosen by the whole group). We did 7 launches total on Saturday, 4 launches in a row each and then we repeated the series with 3 more flights.

Hard to explain the experience—you definitely have got to do it yourself—that first winch launch rockets you into the sky faster than you can understand how it all happened—and in my case, as we were releasing with a pretty intense zero G maneuver, we were already dodging clouds and trying to stay below them. In addition to that exhilarating experience, the pilot in command decided that a lazy 8 was the best way to get back down as quickly as possible. So in a matter of 5-6 minutes we concluded a heck of a first flight.

In the second launch I was already supposed to do it myself, and surprisingly, and thanks to the briefing and coaching during in flight, I progressively learned the technique, which I will not try to explain here because this is not a technical write up, but a story of my experience.

We ended up doing more lazy 8s, “zoomies” (to practice how to yank the stick forward for the release), some thermalling and got to practice my landings in a different airport.

On Sunday we each did 4 more launches, to polish the technique and practice some low altitude aborts—by then, we were all endorsed in ground launch operations and extremely happy to have attended.

The last flight of the day was a test flight to check the strength of the red colored weak link that has a bit less resistance than the brown weak link that we used the whole weekend.. of course, I volunteered as the co-pilot/passenger for the test flight and I do not regret it—basically we broke the weak link at around 400ft-500ft and after seeing Karl’s pen floating in the cockpit we dove and safely landed in the now memorable 09PA runway.

Around 2PM on Sunday, we were all on our way back home, carrying a big smile in the face, a ground launch endorsement and a memory of a lifetime. Leigh, Fred, Iris and Karl really know how to run the clinic. I am extremely happy and thankful for the experience and I highly recommend it to all. ✈️



Photo: Mat Linger



## 2013 Week of Training

By Dan Ernst

After a coolish start to the summer months the heat kicked back in just in time for our annual Week of Training (WoT). It wouldn't be WoT without the heat. But then it would not be Northern Virginia in June if it wasn't hot! Although not nearly as hellish as last year, the heat did touch off afternoon thunderstorms just about every day. Despite the weather and being limited to only one trainer for the period, we launched 84 sorties between instruction, students building time in the Sprite and their own ships, and the Cross Country Camp organized and instructed by Jim Garrison and attended by Joe Lingeitch, Steve Rockwood, Chuck Stover, Craig Bendorf, Ertan Tete, and Vern Kline.

Mike Bishton, Alexandra Burgard and Maria Haas bagged the lion's share of the dual flights with Evan Dosik and Hughes Webb also splitting time in the Sprite. Evan soloed the Sprite for the first time and then couldn't seem to get enough of it. Hughes, in the Sprite, had one of the longest flights of the week do-si-doing with

Photo: Robert Gray



Top: Hughes Webb and Mike Christensen launch Evan Dosik in the Sprite.  
Above: Hugh McElrath mans the vital Control Central.  
Below left: Maria Haas on final with Bob Sallada in the ASK-21



Photo: Dan Ernst

approaching thunderstorms, taking some lift from them and then landing before the deluge. Robert Gray took instruction, but also flew his new (new to him!) 1-26. And Kevin Barrett had a couple of fruitful days. Ken Ring also got in a flight.

From my perch, teenagers Alexandra and Maria got a lot out of the week. Alexandra re-soloed after her first solo the day after her 14th birthday in December and Maria finished up the flights from her Skyline Soaring Education Fund scholarship flying 15 flights on six consecutive days. Said Maria, "The Week of Training was extremely fun and I learned a lot. I even landed a glider by the end of the week! Everybody, even those who were not instructing, taught me new skills." Maria is headed for Virginia Tech in August and Alex starts high school.



*Front Royal ramp deluged in summer thunderstorm, club trailer in foreground. Below: Hughes Webb getting some shade as he waits to push out in the Sprite. Below right: Evan Dosik waits out the rain with Mustang.*

*Photos: Dan Ernst*



flying. It is a great time to get you over the hump to solo or to get ready for the practical. And it is just plain fun! Rated pilots have a good time as well and you ought to consider coming out and staying over. I stayed a couple of nights in Front Royal instead of breezing in, flying, buying cheap gas and going home like I usually do. I discovered a couple of good new places to eat and generally enjoyed the cool quiet of downtown Front Royal on a quiet summer evening.

So when the call comes next year, answer up right away as a student, instructor, tow pilot or DO/ADO. It is a satisfying experience. You'll be glad you did! ✈️

A lot of people worked hard to make this event come off a success. Bruce Zivic, a regular at WoT in the past was not able to make it this year, none-the-less he spent many hours organizing and lining up instructors, tow pilots and duty crew. Bob Sallada and Piet Barber instructed the whole week (and Piet did flight test prep ground school), Jim Kellett and George Hazelrigg pitched in. John Noss, Curtis Wheeler, Martin Gomez and Dick Otis towed. Hugh McElrath and Dan Ernst were the DOs. Steve Burgard hustled for three straight days as ADO and Carlos Troncoso and Mike Christensen the final two. I was struck once again how some students really pitch in so much between their flights. Thanks to all who hustled. Special thanks Matt Linger who camped at the field and worked hard sun-up to sundown, every day, even though he was not flying during WoT.

If you are a student pilot in this club, start saving some vacation time for next summer so you can participate. There is no better way to make progress learning to fly than concentrated





*How glider pilots, retired from their day jobs, handle all that stress.*

Photo: Carlos Trancoso

## National Award for one of our own:

**M**any of you have seen a very enthusiastic thirteen year old young lady by the name of Ellie Renshaw undergoing instruction for the past several months. Ellie was recently awarded the 2013 Sky Ghost Scholarship by The Women's Soaring Pilot's Association (WSPA). The WSPA's purpose is to encourage women to fly gliders and they have established several scholarships to assist women glider pilots. The Sky Ghost scholarship is awarded annually to a female student glider pilot under 25 years of age. The \$750 award is to be used for activities pursuant of a private gliding certificate. Phyllis Wells, Chairman of the WSPA Scholarship Committee, notified Eleanor of her award in July, noting she was the youngest of the well qualified applicant pool. **Congratulations to Eleanor!**

<http://www.womensoaring.org/?p=info>

Photo: Evan Dosik

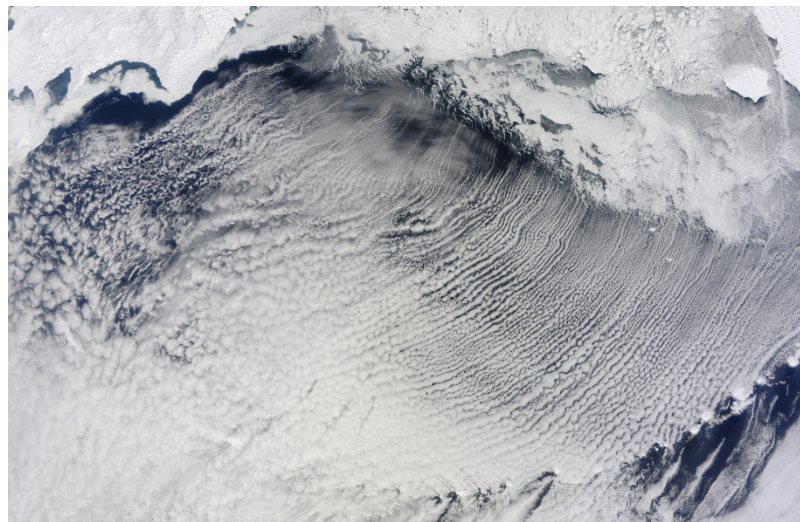


***I am looking for jobs to earn money.*** If I can be of service to you please e-mail me at mathewlinger@gmail.com. I will help assemble and disassemble gliders, wax gliders, pick them up when they land out, and all that fun stuff. So, please get back to me as soon as you need help. Thank you, everyone for all your patience.

***No more conference rooms  
No more PowerPoint books  
No more clients' dirty looks***

***After 55+ years of self-employment*** your Editor retires September 30. Since my profit-sharing plan bears many similarities with a Detroit sanitation worker's, I may sub-contract with Mathew. You can readily tell us apart—I'll be the little one with gimpy knees and the doctor's note about no heavy lifting. —*phil*

***When Shane and Valerie visited Alaska*** he said there was no soaring—maybe he just wasn't looking in the right place?



***In early April 2013,*** clouds stretched in parallel rows for hundreds of kilometers over the Bering Sea. The Moderate Resolution Imaging Spectroradiometer (MODIS) on NASA's Terra satellite captured this natural-color image of the phenomenon on April 7, 2013.

The parallel clouds, known as cloud streets, originated along the edge of the sea ice, which extended southward from the snow-covered expanses of Russia and Alaska. The location of the cloud formation was not a coincidence. When cold air blows over ice and snow and encounters moist air over open water, the meeting of the air masses can cause the formation of parallel cylinders of spinning air. Clouds form along the upward cycle in the cylinders, where air is rising, and skies remain clear along the downward cycle, where air is falling.

In the north, light cloud cover partially obscured the sea ice, but its characteristic tendril shapes could still be seen through the clouds.—*Image Credit: Jeff Schmaltz, LANCE/EOSDIS MODIS Rapid Response Team at NASA GSFC, Caption: Michon Scott*

Recycled  
Information  
Worth  
Repeating

## SAY AGAIN



If you don't already subscribe, here's a link to the monthly FAA Safety Briefing. This month's edition has a series of good articles on everything from survival equipment to checklist usage  
—Charles Norman

[http://www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)

Steve Rockwood and I hold the New Member Orientation meeting once a month, usually the first Saturday from 8:30 to 9:30. The next one happens to be this weekend, on August 3rd. This meeting is about as close to being mandatory for new members as it can be without being officially proclaimed as such. Attendance has been quite gratifying during the year or so we've been doing this and it's an excellent way to learn how the Club operates, regardless of your flying experience, or lack thereof. The meeting is informal and generally tailored to the specific attendees.

So, if you are on this mailing list, have more than a fleeting interest in flying/learning with the Club, and haven't yet attended one, please make a genuine attempt to attend Saturday morning.

It's very likely that you can fly after the meeting. I supplement the Duty Instructor as needed ....and we, once again, have two two-seaters available!

For our planning purposes, A finite RSVP is needed.

—Bob Sallada

### Who wants to fly this October in the Fairfield, PA competition?—

The Sports class will accept any make of glider. I plan on camping at the field, they have showers. Crops have been harvested and the number of landable fields are much greater than in our area. I flew there with Karl Streideick twice last year. It is a very nice area and just too much fun. Region 4 North Fairfield, PA. About 1.5 hour North of Manassas. A beautiful fall contest site in a history rich part of Pennsylvania. We will have one practice day and 7 full days



#### 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.skylinesoaring.org](http://www.skylinesoaring.org)

President—John Noss  
Secretary—Jim Kellett  
Treasurer—Thomas Park  
Assistant Treasurer—Dan Ernst  
Membership—Steve Rockwood  
Chief Duty Officer—Craig Bendorf  
Chief Tow Pilot—Martin Gomez  
Chief Flight Instructor—Piet Barber  
Safety Officer—Charles Norman  
Skylines Editor—Phil Jordan  
flyingfish2@cox.net

Directors—John Noss, Jim Kellett,  
Steve Rockwood, Mike Christensen,  
Ertan Tete, Martin Gomez

of competition flying with wave, ridge and thermal flying possible. There are camping sites and rv hookups available.

Practice: 10/12/2013 - 10/12/2013

Contest: 10/13/2013 - 10/19/2013

Standard, 15 Meter, 18 Meter, Sports

Deposit: 150 Entry: 200 + \$55/tow Checks to: Region4 North Mid-Atlantic Soaring Association

**Robert Gray asks good questions;** —Do I need security clearance? What if the Prez decided to take a break from DC?

Go to <http://midatlanticsoaring.org/?PUB=18&COL=73>

There you will find the information needed to submit for the P40TFR Waiver.

Get it in soon and e-mail the info to Glenn Collins at pwrless-flt@msn.com I submitted mine last night. He will submit it to the Secret Service. You can still compete if you are not approved in time for the contest. MASA would then tow you out of Gettysburg airport. And you will have the same contest advantages as others towed from MASA. They have done this successfully in the past. But it would be nice to tow out of MASA. BTW, the TFR was not in effect for any of last year's contest flying days.—Shane Neitzey

**Aviat Husky Runs On Natural Gas**—“The U.S. has plenty of natural gas,” said Aviat CEO Stu Horn on Wednesday morning at EAA AirVenture, as he showed off a blue-and-white Husky taildragger with a new belly-mounted fuel tank that carries compressed natural gas to fuel the engine. “This airplane has redundant systems, so you can use either CNG or aviation fuel,” he said. Greg Herritt, president of the Aviation Foundation of America, had approached Horn earlier this year with the idea to try out the system. “Natural gas is a viable alternative fuel for general aviation,” Herritt said, at a news conference just outside the EAA Innovations Pavilion. “It's readily available. There's no lead in it. It emits 30 percent less carbon dioxide and 90 percent fewer smog particles [than avgas]. It's cleaner and more efficient -- it's a viable alternative.”

Herritt also said the fuel is much less expensive than avgas, and could reduce the cost of pilot training by thousands of dollars. The fuel tank on the Husky holds enough fuel for an hour of flight time and together with the fuel system weighs 135 lbs. But Horn and Herritt said they believe the technology exists to extend that endurance and reduce weight. Even if it's just 90 minutes or so of duration, they argue, that's enough for the majority of flight-training needs. Testing on the dual fuel proof of concept aircraft had reached about 20 hours by the start of AirVenture 2013.

<http://www.avweb.com/avwebflash/news/Aviat-Husky-Runs-On-Natural-Gas220307-1.html>

### The Flight Instructors' Credo as Performance Art:

**Hear no evil:** Jay Darmstadter, now CFI(G) at SVS

**See no evil:** Jim Kellett, now CFI(G) at SSC

**Speak no evil:** Marita Rea, now CFI(G) at TSS



Photo: Charlie Lee @ Warrenton Soaring Center