

SKYLINES

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, February 2013



Masthead photo by Dan Earnst

Message from the President



By John Noss

As I write this, everything I can see outside is covered in a layer of clear ice, but the forecast says warm weather is coming soon!

Thanks to everybody who braved the elements and attended



the annual membership meeting at the library in Front Royal. I know there was a lot of material to cover, but thought it important to get some facts and issues on the table, and hear what everybody had say. For those of you that missed the meeting, the record copy of slides is online under <http://members.skylinesoaring.org/RESTRICTED-DOCS/>, top of the page, and the slides capture most of what we covered. That included all the standard reports on the status of the club, the results of the survey, some awards, and election of board members. No changes in the board, by the way, Martin Gomez and I were re-elected to second terms, and by subsequent board vote I will remain as your club president for another year. After the meeting, I followed some folks out the airfield, watched Bill Vickland and Eric Litt doing some amazing work on recovering the tail of the Pawnee. When they are finished, it will be ready for its annual inspection. The Husky is currently having its prop overhauled. Hopefully, we will have both aircraft back in commission in time for decent weather. We already flew two days in January, for a total of 37 flights, that's a great start.



Photo by Martin Gomez

The next big event is our (mandatory) annual safety meeting, Saturday 23 February, same place, 1030L. For an ambitious handful of folks, that will be followed immediately by loading up the ASK-21 and heading to Grant County airport for a week of wave camp, led by Dan Ernst and Shane Neitzey. It's also probably going to be the beginning of scheduled ops for the 2013 season, so you can expect Mike Ash to be sending out

requests soon to determine your availability for the first few months.



Photo by Martin Gomez

Turning back to the discussions at the membership meeting, for those of you that missed it, we spent considerable time talking about strategic planning and both near-term and long-term actions. This coming year will be an important opportunity for the club to figure out how we want to evolve. We just finished paying off our internal debt after acquiring the Husky and Cirrus, and can start saving for the next significant acquisition, and think hard about what that should be. We hope to get some additional hangar space soon, an essential step towards any expansion of the fleet, one of those things that must realistically be done first in the chain of

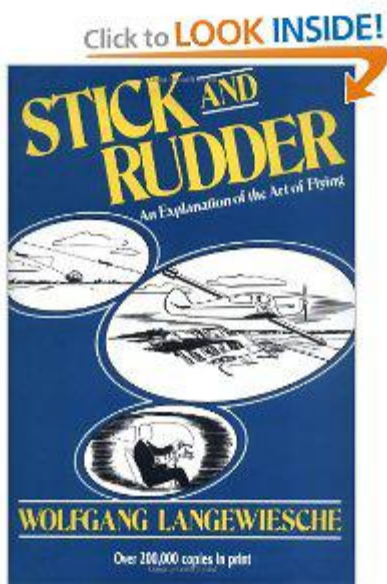
any actions. We will continue to try to optimize what we can do within our current resource constraints, through better scheduling and coordination, but I hope everybody realizes that any glider club is by nature a very 'slippery' thing to try to manage, especially considering weather and membership surges and economic unknowns. What can you do? Help us think through all the implications of various options that we know of, help us find options we have not thought of, be coldly analytical in comparing choices, but be passionate about what you want to see the club become, and discuss with any board member. Volunteer if you see something that needs to be done, whether that is grunt labor at the airfield, or help in researching and analyzing strategic planning options. It's your club, help shape it.



SSEF Scholarship Recipient
Photo by Martin Gomez

As always,
Fly Safe, Fly Often, Have Fun!

Book Review: Stick and Rudder by Wolfgang Langewiesche ISBN 0-07-036240-8



Review by Bob Creedon

For those who joined Skyline Soaring Club with an aviation background this book likely will not tread new ground. However, for those of us who joined absent such a background it

offers much knowledge. While the book's primary focus is on powered flight, the offering of aviation fundamentals is directly applicable to soaring. Indeed, the author makes several references to soaring throughout the text to validate his points. Despite a copyright date of 1944, the fundamentals of aviation contained within its pages remain applicable today because, as the author points out, nothing of significance has been learned in aviation since the Great War. (First World War).



Photo by Dick Otis

A review of the Table of Contents hints at the book's breadth; Wings, Some Air Sense, The Controls, The Basic Maneuvers, Getting Down, The Dangers of The Air, and Some More Air Sense.

As many of us discovered during the course of both flight instruction and ground school, much in the realm of flight runs contrary to instinct. Langewiesche validates our consternation,

"In many important respects, a wing's behavior is exactly contrary to common sense. On wings it is safe to be high, dangerous to be low; safe to go fast, dangerous to go slow ... if you want to descend more steeply, you point your airplane's nose down less steeply; if you want to descend less steeply, you point the airplane's nose down more steeply! And – most spectacular contrariness of all ... when the airplane is sinking toward the ground ... or falling in a stall or a spin ... the only way to keep it from crashing is to point its nose down and dive at the ground, as if you wanted to crash! In learning the art of piloting much carefully learned behavior, many firmly held ideas must first be forgotten and cleared out of the way, must actually be reversed!"

In short, there is much for us to learn and much requires undoing instinct and what we believe to be true. Is it any wonder student pilots are confused? All I can say is, "It's a good thing our instructors cannot see the expression on our collective faces from the backseat of the glider." Many the author's comments suggest we have much to learn. All is not lost; however, as Langewiesche reassures us,

"It may be that our common sense, our natural reactions mislead us simply because they are working on the basis of wrong ideas in our minds concerning the wing and how it really flies, the controls and what they really do. The airplane, after all, is a machine; it obeys ordinary physical law. Its behavior cannot really be contrary to common sense."

WINGS is the first chapter of the book. The wing alone is peculiar to flight. Understanding what it does and why it does it is the

book's central focus. There is much discussion of "angle of attack" and Langewiesche's contention that given a limited amount of time to explain the airplane to a student pilot, "angle of attack" is what pilots must learn and understand. For absent a clear understanding of this one thing, no maneuver can be fully understood. Angle of attack, after all, "explains all about the climb, the glide, and level flight; much about the turn; practically all about the ordinary stall ... and the spin. No maneuver can be fully understood unless you understand this one thing." What makes it difficult to understand is that it has no parallel in our life on the ground.



Bill Vickland with his sport Canopy at Soaring 100 Photo by Dan Earnst

The author covers the elements of flight all pilots should inculcate. It discusses the things we ponder; how to properly counteract wind drift, how wind affects turns, the challenges associated with downwind landings, the adverse yaw effect, and why the rudder is the most difficult of the aircraft's controls to master. He also points out that the aircraft's only real concern is to properly position itself with the relative wind. Unfortunately, he validates what instructors often harp, that not only does the aircraft want to do the right thing, it actually resists doing the wrong thing which effectively counters the student's contention that, "Hey, I didn't do that!"

Langewiesche may indeed challenge much of what you think you know about flight. For example, an aircraft is not pushed by the wind in flight but is contained within the air mass and moves with it in a given direction much akin to a passenger riding along in a moving train. He also explains the real reason a wing stalls has nothing to do with speed or the lack thereof but rather the angle of attack. Controversially, his stated position that, the "elevator doesn't elevate" and that the control surface itself is misnamed and would be better understood and correctly employed by pilots by referring to it as the "angle of attack control," is interesting. "Angle of attack," he argues, "is the central fact of all flying; and a pilot who refuses to think in terms of angle of attack simply does not understand the airplane – even if he knows the whole rigmarole that commonly passes as Theory of Flight."

In conclusion, I found the book an excellent read. Although it contains dated graphics, terminology and gender reference – the exclusive use of the pronoun "he" when referring to pilots – it is both readable and informative. While the book can be somewhat challenging to locate, it is well worth the effort and the read, and should assume a rightful place in a pilot's aviation library.

Ed: My favorite chapters are the ones dedicated to landing. Langewiesche narrates that there are advanced techniques for

basic maneuvers. Landing is not simply getting the aircraft on the ground in one piece but putting it on any part of the runway desired and stopping at any point selected. Precision is not reserved for one specific point every time but the ability to be flexible and put the aircraft at any point even changing that point on approach while maintaining safety and control.

Ratings, Badges, Milestones



Craig Bendorf has the altitude lg of his gold badge -- it just got processed by the SSA.

I have processed the application for Gold Altitude Claim on your November 24, 2012 flight. I am happy to notify you that the claim has been approved. Your records have been updated. Congratulations on your achievements! You should see your flight listed in the May issue of *Soaring Magazine*. A Formal letter is being mailed.

Rollin Hasness
FAI Administrator
badgeandrecords@ssa.org

**Recycled
Information**

**Worth
Repeating**



SAY AGAIN

Ask 21 and Conditional Inspections



Photo by Dan Earnst

We will need a work party beginning @ 8:00am March 16. Eric Litt has generously agreed to do the annuals on K, Sprite and Grobe March 16, 2013. Like last year we should do one of the 2 place gliders in the morning one in the afternoon. We are asking for volunteers for the dis & re-assemblies. The benefits of helping out include seeing the internal workings of the gliders, and esprit de corps and hands on review of the internal parts of the gliders for students approaching their check ride. Every time you see the parts it makes it easier to describe to Marvin what the parts are and what they do.

Mike Christensen

Intermediate Training

by John Noss




Jim Garrison talking to a group of potential XC clinic participants. Stay tuned for more information. Tentatively scheduled during the week of training with chalk talk in the morning and "hare and hound" task flying in the afternoon.

As far as dual intermediate instruction for now, you can already do ridge orientation and xc practice within the existing rules, as long as you keep it under an hour and keep xc routes within gliding distance. That was one of the reasons I posted that mini-course, just didn't get many takers for dual instruction. I've done that with a few students, I know Shane and I have taken several folks to the ridge. If you want to go further or stay out longer, you can try on a Friday or even better still arrange with an instructor that has his own glider to chase you in your glider.

-ed: I have done informal "hare and hound" flying with Shane and believe it is very much worth the effort and coordination. I have been introduced to ridge flying in the Grob with John Noss and have gagged with Martin out on the Skylines XC course who was flying with an experienced XC pilot in the Grob.



Paul Pruitt landing the Sprite Photo by Dan Earnst



President - John Noss
 Secretary - 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

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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