



SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JULY 2013

Masthead photo by Dick Otis

From the President

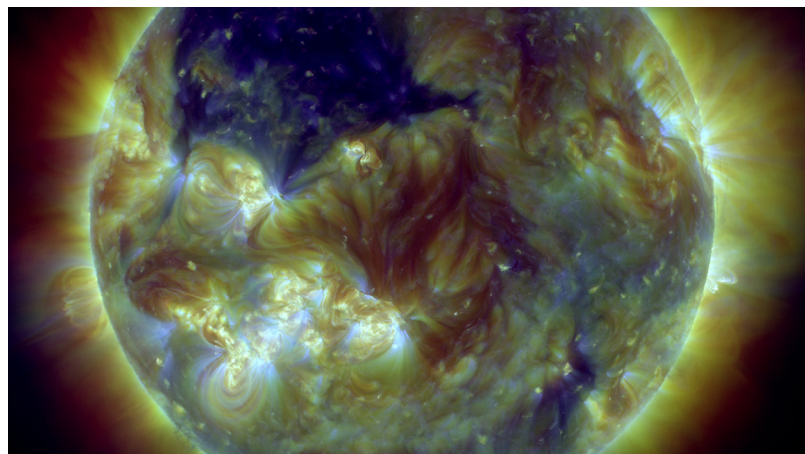
John Noss

Well, as of 26 June, the month has been 'average' at best in terms of weather and flying totals. Except for the planned Week of Training weekdays, we have had no Friday flying because the weather just didn't support it, or not enough people were interested / available. We have also passed the Summer Solstice, so days will start becoming shorter.

Congratulations to Shane Neitzey on a great showing in his first contest competing in Sport Class at the regionals at Caesar Creek, Ohio. A third place finish on his first contest day ever is impressive! He has also lit a fire here at home, it's great to see more folks getting interested in serious cross country flying. Building on this, we owe a great big round of thanks to Jim Garrison for leading the cross-country clinic this past week, with his always-superb academics, and some interesting gaggle-flying for those that got the chance. I hope somebody got some good photos of his beautiful Duo Discus on the ramp and in the air.

In the not-so-good news category, we suffered our first major incident with a club aircraft in quite a few years. As you heard by e-mail, the rear canopy of the Grob came open in flight, destroying the canopy and breaking the canopy rail, so it will be grounded until we can get it repaired. The good news is that nobody was injured, the bad news is that it will cost a significant amount of money to get the damage repaired, and we will lose the use of the Grob for weeks to months, which means an additional loss of

income and loss of training opportunity and recreational flying for club members. The club has a procedure for gathering and assessing the facts of an incident like this, Charles Norman as your Safety Officer has already started the process, at the request of the Board of Directors. When the review panel has finished assessing what really went on, you will all get a full debrief, and we will decide if we need to change any operating procedures to reduce the chance of this kind of (preventable) incident from happening in the future. Obviously the loss of half our training fleet came at a bad time, just days before the Week of Training schedule. Better news is that Jim Kellett worked a few great contacts, and may have a lead on a way to get it repaired in a time frame closer to weeks than months. The Grob fuselage is already in a trailer ready to roll if we are suc-



NASA/SDO


successful in lining up the parts and repair service. Many thanks to the crowd of folks that worked late Tuesday after a long hot day of the WoT to get the Grob disassembled. By the way, the wings will remain in the hangar to reduce the mass of what needs to be trailered for repair. They are currently standing just beyond the door as you enter, spanning the front of the Cirrus and trailers in hangar B1. Please be VERY careful not to invite toppling them over when winds blow through the hangar. The door to B1 should not be open if any of the doors on the north side are open (B2, B4, B6). If forced to open both sides (for example hanging aircraft before a thunderstorm), consider opening B5 doors (behind the Pawnee) to relieve the pressure. We will look for a better place to put the wings.

As I write this, we are just past 'hump day' in the Week of Training. Though scaled back due to loss of the Grob, and afternoon thunderstorms are limiting the length of the days, we still are getting some great training accomplished. Many thanks to Bob Salada, Jim Kellett, and Piet Barber for being the driving force to make it happen and for being the core instructors. Unseen to most, Bruce Zivic did a lot of grunt work to line up participants and frame a schedule – he gets this year's 'Nailing Jello to a Wall' award. It also wouldn't happen without towpilots, and one a day wouldn't get it

done, so thanks to Curtis Wheeler, Martin Gomez, and Dick Otis for pitching in. Dan Ernst and Hugh McElrath filled the very critical DO slots. Special recognition goes to Steve Burgard for volunteering as the ADO for the first three days, and for pushing way more gliders around the airfield than we should have asked of him.

The hot-and-sticky season is clearly upon us, please be careful to respect mother nature. Heat exhaustion and heat stroke are serious risks in this weather (ask me sometime). Please keep an eye on each other, cool off when you need to, don't fly if you are dragging, and if you see somebody who looks heat-impaired, help them. Heat stroke can be like hypoxia, your brain stops being able to understand the problem in time to fix the problem.

Mother nature also deals some harsh cards with thunderstorms, DO's especially please pay very close attention to the online weather radar services. If it looks like a storm is headed for KFRR, give yourself plenty of time to put aircraft in hangars, and call down airborne aircraft if in doubt. Even if rain hasn't started at the field, the whacky winds near a major cell could make landings difficult.

Fly Safe, Fly Often, Have Fun. Think more about Fly Safe, please.... 

My First Contest, Caesar Creek (CCSC) 2013

Shane Neitzey



Waiting to launch

Photos from the author

Hearing rumors of fiercely aggressive flying and glassholes, contest flying is a regime I have been avoiding for 35 years. But since I began exploring contest flying in 2012, I have yet to meet or find any negative elements. I suppose they are out there, finding the TIME to participate is the worst I have discovered so far.

My main interest in contest flying is to improve my speed over distance. The greater speed, the greater the distance, and I will need that to claim a 1000km out of Front Royal. I began my exploration by crewing for Jim Garrison at the May 2012 15 meter Nationals in Mifflin, PA. Hard to find anyone nicer than Jim, but were other nice people there as well. Fred Winter, Chris Groshel, Karl & Iris Striedieck, Brian Glick, John & Linda Murray; just to name a few. Everything is well organized and with safety paramount. Chris gave me an airplane tour of the Happy Valley area; abundant

quilted landable fields, however a bit technical due to the ridges.

On October 2012, I rode with Karl Striedieck in his Duo for two contest days out of MASA in Fairfield, PA. That was well worth it, Karl won both days with apparent ease, no stress, he actually made me feel like part of the crew. Same friendly pilot environment and high regard to safety at the MASA contest as well. It was then I decided to seek out and fly my first contest.

My first choice was the easy drive to the 2013 Sports Class Nationals in Mifflin—only to be thwarted by a rule that requires an entrant to have a contest ranking greater than zero. Suppose it is a good idea prevent a newbie from mucking up the works. One must fly in at least one regional contest to obtain a ranking greater than zero. Note: valid for three years. They were willing to give me a tow after grid launch. I could follow the pack, but no score.



Fierce competitors

Jim Garrison recommended a regional Sports Class at Caesar Creek for my first contest. Miles of short crop fields in June and lots of airports. I registered online about 4 months in advance, mailed in my pilot and aircraft info along with a \$150 deposit. Rolf Hegele was the Contest Manager (the big cheese) with Frank Paynter as Contest Director (calls the tasks and oversees safety aspects). Chris Groshel volunteered to crew, that was BIG.

I read the Sports Class rules once, but learned most from discussions with Jim Garrison and Fred Winter. Fred says; "Fly Safe; Get Home; Finish the Task" in that order. Remember that. Then I began practicing tasks out of Front Royal and evaluating with WinScore. This looks like to best way to determine your speed over a course.

Friday, June 9, 3PM—check list done, truck loaded, hotel reservation made, now time to drive 8.5 hours. With Mountains, tractor trailers, thunderstorms and a midnight arrival; I was wrapped tighter than a 7-11 sandwich. Could not sleep at all and felt like hell on Saturday. Thank goodness it was not flyable, I got a chance to meet some of the Caesar Creek Soaring Club movers and shakers. I volunteered to play in the mud to help find a clubhouse water main break, slept like a baby that night.

(Large baby—editor's note)



What a nice facility; about 200 acres, 3 Pawnees, 5 or 6 hangars, 200+ members and a 3500x400 turf runway.

Sunday—Practice day started with a short task. The day started off with the sun shining though a high overcast. In addition there was a forecast for cu at about 5000 MSL. CD, Frank Paynter called a 1.5 hr MAT for area familiarization. The course is start at 01, 14, 10, 07, 21, 09, and return. But nobody could get anywhere. Just a good aerial survey, 2.5 hours flight time.

Monday—Rain Day

Tuesday—Contest Day 1—The morning prognosis was for lift to 3 to 4 thousand feet AGL so the grid was on. At 1230, CD Frank Paynter sent up the sniffer (himself in an ASK-21) only to find cloud bases at 2000 AGL. However there was lift so he was able to stay up. Without enough altitude to get away, the launch was postponed. At 1:15PM he went up again but the clouds had only lifted to 2500 AGL. When the clouds lifted to 3000 feet with reasonable climbs, the launch was on at 2 PM. Sports class launched first and our gate opened at 2:48 with the FAI Class gate opening at 3:17. Although the cu's were predominate throughout the task area, the day started drying out and eventually went blue by the end of the task time. Despite a number of aero tows, retrieves and landouts, most everyone made it home in time for JoAnne's Famous spaghetti and meatballs. I placed 3rd in Sports Class for the day, 7 others landed out.

Wednesday—The day started out overcast with the morning prognosis showing the possibility of scattered thunderstorms throughout the afternoon, albeit mostly north of Interstate 70, about 30 miles north of CCSC. Although there was a forecast for soarable lift, the probability of thunderstorms cast a pall on the task advisors (the safety talk by Curt Lewis about his thunderstorm experience here at CCSC several years ago only enhanced that concern). However, with the possibility of soarable weather and a window before the weather moved in, a TAT was prepared for both classes which was the Outlet Mall, Hook, Frith (with relatively large circles), and return with a 2 hour minimum. Nominal distance was about 80 miles with a minimum of about 35 miles and a maximum of about 140. Grid time was set for Noon and everybody was in place on time. At 1230, our CD, Frank Paynter and Mike Hutchison took the ASK-21 up as a sniffer and reported that their 2000 foot tow took them above the haze layer and the air was very smooth. After two more attempts the day was called at 1:45 PM. Several pilots decided to try some local flying but were not able to stay aloft very long.

Thursday—No Contest Day, weathered out.

Friday—Contest Day 2- CD, Frank Paynter provided the weather forecast which indicated that cloud base would be between 3000' and 4000' AGL with thermals between 1 to 5 knots. And his forecast seems to be right on. After two days of sitting, we were eager to go and gridded 20 minutes before the noon target. Cu's started forming around 11 AM so the sniffer, Joe Simmers, was launched at 11:50 AM. He immediately reported lift through 3000 AGL and the launch started at 12:20. The Handicapped FAI task was a 2 -1/2 hour TAT from CCSC (01) to Richmond (37, 20 mile circle) to Outlet Mall (31, 20 mile circle) and return. This amounted to a minimum distance of 56 miles and a maximum of 211. My sports class had the same task but a 2 hour minimum time. The gate for the FAI class opened about 12:55 and the sports class gate opened at 1:28. I placed 11th for the day, 3 others landed out. Being the best day of the contest, it was a very slow day for me. I was smoked by Daniel Sazhin in a 1-26. He placed 3rd for the day. Way to go Daniel.




The Crew— Chris Groshel relaxing in the shade

Saturday—Contest Day 3—The sun was shining when I got up but by the time I got to CCSC, a high overcast had moved in. Weatherman and CD, Frank Paynter, was concerned about how quickly it would move in and how it would impact the day. The initial call for Task A was a TAT with 20 and 25 mile circles around Hook and Outlet Mall, respectively Sports Class had a two hour minimum while Handicapped FAI Class had a minimum time of 2

1/2 hours. Task B was a MAT with turnpoints at Hook (19), Greene County (16), Clinton County (7), Frith (14), and Lebanon (21) with a two hour minimum for Sports and 2 1/2 hours for FAI. The grid time was noon and the sniffer went up 10 minutes earlier. After not finding reliable lift to get above 2300 AGL, he returned and staged for another flight at 12:40 PM. This time he was able to climb above 2500 AGL and the launch was on. After launching both fleets, task advisors indicated that climbs were marginal so the gate opening was delayed. The additional time gave the high cirrus time to temporarily move out of the task area and conditions slowly improved. However, the advisors recommended that the task be changed to Task B, with a 2 hour minimum time for each class. As it turns out, both classes opened at the same time, and the race was on. I was shocked to have placed 2nd for the day and 5th overall—very surprised and most satisfied.

What I learned was that I have so much more to learn. These tasks are flown on days I would never consider leaving the field. You can do better than you think you can. I now highly recommend contest flying as a good and fun way to improve your cross country skills.

By the way, I want to mention two Junior pilots I met at CCSC; JP Stewart (18?) in a borrowed LS-8 and Daniel Sazhin (19) in a 1-26. It is amazing how well these young men can fly, it is said that they are into Condor online contest flying. There must be something to it, still they are both very talented cross country pilots. We'll be seeing more of them. 

New K-meister

Mike Christensen

Keith Hilton has taken the K Meister baton.—A few years back previous K meister Chris Groshel convinced me that the best way to decide if I should buy a glider “you should become 341KS Meister for a year”. Chris was exactly right; N-8RX is the outcome of that experience. I made the same pitch to Keith (expect Keith to buy a glider faster than I did). Keeping up with the K, its maintenance and administrative requirements has been rewarding and fun. SSC Members are you the next K Meister in a year or so when Keith buys his glider? I thank and pay tribute to Fred Winter, owner of 341KS, while introducing Keith to you. Each of us, owe a debt of gratitude to Fred for the generous lease terms which allow us to fly and train in the ASW.

Meet Keith—As you will read below Keith knows airplanes. Here is the unclassified version of who your new K Meister is and how we got him:

New 341KS Meister Keith Hilton’s writes:

Originally from a small town near La Crosse, Wisconsin, I joined the US Air Force in 1980 to grow up and figure out what I wanted to do with my life. I ended up spending 24 years on active duty as an Aircraft Armament Systems Specialist (and still hadn’t figured out what to do when I grew up). As an Aircraft Armament System Specialist, I maintained aircraft weapons release systems and loaded munitions, including nuclear weapons on aircraft. Throughout my career, I had the opportunity to work on



First flight of N-8RX (above) Keith Hilton(left) and Jim Kellett (below)



Paul Pruitt (2)

almost all Air Force fighter (F-4, F-106, F-111, F-15E, F-16, F-117A, F-22) and bomber (B-52, B-1, B-2) aircraft. I have a lot of aircraft maintenance experience, but sorry all, I didn't get my A&P license. Additionally, I spent two years teaching, one year as a course developer, and one year as a course supervisor in the Aircraft Armament Systems technical school in Denver Colorado. During my Air Force career, I was stationed at Spangdahlem Air Base, Germany, Minot AFB, North Dakota, Lowrey AFB, Denver, Colorado, Tonopah Test Range, Nevada, Air Force Plant 42, Palmdale, California, Kunsan Air Base, South Korea, and Langley Air Force Base, Virginia.

I'm most proud of my nearly 14 year association with the F-117A Stealth Fighter (Hence the "YF-117A" license plate on my car). I was a Weapons Flight Chief at Tonopah Test Range in Nevada, the Weapons Manager overseeing and performing flight test and integration of new weapons on the F-117A at Air Force Plant 42 in Palmdale, California, and the F-117A Weapons Functional Manager at HQ Air Combat Command at Langley AFB, Virginia. Additionally, while assigned to HQ Air Combat Command, I performed duties as the Chief of Weapons Acquisition Logistics where I was responsible for developing and overseeing logistics requirements for the latest aircraft weapons and aircraft weapons release systems.

After my retirement from the Air Force as a Chief Master Sergeant in 2004, I went back to work for the Air Force as a contractor at HQ Air Combat Command where I was responsible for all logistic aspects of the Joint Unmanned Combat Air System (X-45 and X-47 aircraft). The J-UCAS program was a joint program with the US Navy. When the Air Force terminated their involvement in the J-UCAS program, I was fortunate to land a job supporting the logistic, maintenance, and weapon systems for the MQ-1 (Predator) and MQ-9 (Reaper) programs at HQ Air Combat Command.

After being recruited by the Air Force Rapid Capabilities Office (AFRCO) in Washington, DC, I moved (kicking and screaming all the way) to Northern Virginia in 2006. The AFRCO expedites development and fielding of select Department of Defense combat support and weapon systems by leveraging defense-wide technology development efforts and existing operational capabilities. One of its first projects was to deploy significant upgrades to the Integrated Air Defense System, now operational around the National Capital Region, to meet critical counter-terrorism objectives before the

January 2005 Presidential Inauguration. Among other programs, the AFRCO is currently managing the X-37B Orbital Test Vehicle program to demonstrate a reliable, reusable, unmanned space test platform for the US Air Force. I'm extremely proud to support the AFRCO in all aspects of aircraft weapons system integration and supportability. I enjoy my job so much I often say that I should pay them to let him come to work!

I briefly took flight training in powered aircraft in the early 80's where I accumulated approximately 20 hours in Cessna 150, 152, 172 and Piper Tomahawk aircraft. Having an interest in flying again, I begged a friend, Skyline Soaring tow pilot, and instructor, Paul Seketa, to take me for a ride. I became hooked on soaring (although I seem to only "glide") and joined Skyline Soaring in May 2012. Since then, I have been diligently working toward my goal of earning my private pilot glider rating. I thoroughly enjoy the friendship, camaraderie, and support of all the instructors, tow pilots, fellow students, and all other members of Skyline Soaring.

When not working or flying, I enjoy working on home improvement projects and riding my CBR 954RR motorcycle (second mid life crisis).

I look forward to being your K-21 Meister and will attempt to keep the aircraft in the best condition I can. Please let me know if you find anything you need me to repair or part I need to order.

PS: As your new ASK-21 Meister it is my pleasure to pass on this information from the Resident Curmudgeon.

We tried these new metalized canopy covers on the ASK-21 on a Sunday morning while there was still some sun. They fit beautifully. They are either universal (fore and aft) or we just got lucky the first time we installed them. The canopies will remain open about a quarter inch so you can get your fingers under the canopy sill to open the canopy with the covers installed. When we removed them we placed them back in the bag and stowed them in the left wing root battery compartment.

PLEASE never drop them on the ground!

We also have some new rubber on the way for all three wheels. I'll get the nose and tail wheels built up as soon as I receive them. If you see anything that needs attention on the K-21, please let me know. —Keith Hilton

AWOS Update:

On Thursday 27 June, Reggie Cassagnol forwarded to us the latest update to the installation schedule for the Front Royal Automated Weather Observing System. Current plans are to begin the installation on 26 August, and finish by 6 September. When completed, KFRR will have a dedicated VHF frequency (and phone number, and web address) for real-time reporting of weather conditions including winds, cloud layers, visibility, temperature, altimeter, and special notices. We think the sensor suite will be mounted on an elevated platform near the windsock and tetrahedron on the south side of the approach end of runway 28. This will be a great way for you to check current field conditions from home (by phone or computer), or if you have been airborne and away for a while, to check on landing conditions before you commit to a pattern. Other nearby airports have had AWOS for a while, for an example you can check out Winchester's system by phone at (540) 662-6970, by radio on frequency 124.85, or on the internet at <http://w1.weather.gov/obhistory/KOKV.html>

—John Noss



Phil Jordan

Become a Pilot Day

Jim Kellett, H-3 and the crew at the Smithsonian Air and Space Museum (Udvar-Hazy) at Dulles International Airport

Bob Gould wrote: This was my third year helping out on Become A Pilot Day, and it's just as much fun as the first time. The nice lunch spread the Smithsonian provides the exhibitors is a real treat as well. **Your editor had a similar experience** the year I helped Frank Banas. That was my first trip behind the scenes at Udvar-Hazy—a truly a rewarding experience promoting soaring.

Jim Kellett



(Above) H-3 reflected in the museum facade; Bela would be proud. (Top left) Kellett's Crew: Ted Stewart, Bob Gould, Chris Zaboji and Evan Dosik. (Left) After 3 years of growing with SSC, Chris Zaboji finds himself in a mentoring role at Be a Pilot Day. (Below) Evan Dosik and Jim Kellett dispense knowledge to interested visitors to H-3. <https://www.facebook.com/photo.php?v=10200751793109841>



Ted Stewart

Sprite Enhancements

Carlos Trancoso

With the help of several members and dedicated work of Bill Vickland the Sprite has received a few enhancements and fixes:

- * Fixed the air vent tube by properly attaching so that it wouldn't get loose.
- * Connected the left static port tube that was loose.
- * Increased the release spring strength.
- * Replaced the mechanical variometer.
- * Replaced the Radio voltage meter.
- * Added a foam windscreen to the microphone.



Photos: Carlos Trancoso



Charlie Schwenker—An Appreciation

For most people the sky is the limit. For Jane Wicker and Charlie Schwenker the sky was a limitless playground until—in a heartbeat—the gate closed.

The investigators will do their jobs in a meticulous way and a long time after the “graphic and disturbing images” fade for all but their families and friends, there will be answers—and they will matter—to the academic, technical and aviation communities.

But by then the community who were witnesses to his younger unique expertise and calm friendship will have replaced those images with the indelible ones we remember—the high flying ones—the soaring ones.—pj

“Comrades of the air! I call on you to bear me witness.
When have we felt ourselves happy men?”

Antoine de Saint-Exupéry
Wind, Sand and Stars





I bought Miss Daisy while living in a fantasy world, locked in an apartment for a month caring for my sister. I had thought I might teach my grandsons to fly, and it would be great to have a “family glider.” It turns out that my grand sons are too big to fly safely because they cannot have a full range of control in the stick. Also I find that my possessions require attention which detract from what I really want to do, that is, fly my 1-26.

Therefore, I am going to sell Miss Daisy. I paid \$15,000 for her and have fixed the radio, installed a new battery and battery box and rewired the glider. Outside the club, I will be asking \$16,000, but if anyone would like to buy it, I will sell for my original purchase price. I will paint the two MASA repair spots and one I made in unloading it from the trailer. It has a Microair radio with two boom mikes and PTT. FWIW it also has an instructors PTT and radio channel changer in the back cockpit. It has a Borgelt audio vario. It has a battery changing connection in the instrument panel, and I am currently fixing a solar panel to go with it.

Let me know if there is any interest. I will begin advertising soon. You should be aware that the front cockpit is probably limited to a pilot weight of 200 lbs, even if a heavier pilot does not exceed W&B limits. The physical size of a person larger than 200 lbs limits back stick aileron control stick motion.

It would be a great glider for a syndicate of low time pilots or students who want to build time. You would not have to wait for the availability of the club gliders. It would be a purchase from which you would recover most if not all of your original investment. Schweizer 2-33s are selling for \$16,000 to \$18,000 and like other Schweizer equipment, are among the few aging gliders that continue to hold or increase in value. Les Schweizer sells rebuilt 2-33s for \$36,000. I will work with a syndicate group to finance it, but I do not wish to maintain a partial ownership.

Let me know your interest. —**Bill Vickland**

Bill Burner writes: If storing it outside, as it now is, would still allow for a useful life of, say 5 years, (Bill Vickland says we can get 10 years) then I think it would be a good addition to the club. There are plenty of days when there is a line waiting for our 2 two-seaters—people who only want to fly a two seater. If we can keep it on the ramp, at a nominal cost, it would surely be a positive revenue generator for the club, as well as meeting what I think is a genuine demand. I for one would be happy to take none aviator passengers up in it, at my expense. The glass ships look pretty spiffy, but there is still a lot of *Joy of Soaring* to be had in a 2-33, and non aviators do not know the difference between a glide slope of 23:1 and 37:1 (or whatever they are).

The key is being able to store it outside, right where it is, to minimize operating cost and maximize convenience. Over 5 years I bet we could amortize its purchase cost to the club, plus having hooked a few more people to the sport.

The purpose of the Women Soaring Pilots Association is to promote all aspects of soaring for women glider pilots.
<http://www.womensoaring.org/?p=home>

Just as a datapoint, Southern California Soaring Academy is a commercial operation, they charge \$72 for a 3K tow, \$70 per hour for an ASK-21, \$48 an hour for flight or ground instruction. They have the same basic operational flying and safety issues as anybody else, we just get to fly for a lot less as long as everybody volunteers their time in a club setting. (Shameless plug for volunteerism, and genuine appreciation for those that regularly pitch in!) —**John Noss**

I rent the Sky Arrow at Chesapeake Sport Pilot for \$85 per hour all wet. Flight instruction is \$35 per hour for those seeking the LSA Rating or for PPL'S to check out in an LSA. No wonder commercial soaring is dying. Absent a club, soaring is more expensive than renting-or for that matter learning on light sport aircraft. Thanks for pointing this out John—it's a good reminder of the value of the SSC club setting. —**Bruce Spinney**

Valuable lessons learned from Frank Paynter's crash in the mountains near Moriarty —**John Noss**
<http://soaringcafe.com/2013/06/the-end-of-the-road-for-ta-part-ii-the-crash-report/>

Solar Impulse website is a really interesting read: The gigantic dimensions of this ultra-lightweight revolutionary airplane—capable of flying day and night without fuel—are its trademark feature.
<http://www.solarimpulse.com/en/airplane/>

Our Ford Taurus tow car is back in the hangar now and will be ready for use as soon as we get some fluid in the steering system. It has a new fuel pump and two new (used) tires on the rear. Hopefully this will keep it running for a while longer, but we need to change how we treat it. Specifically, the fuel pump, which is in the gas tank, depends on the gas around it for cooling; when the tank is empty (or even low), the pump overheats, and can fail quickly. In the past, we routinely ran the car out of gas, and then only put in 5 gallons at a time. From now on, please, let's make it a requirement for every Saturday duty crew to top off the gas tank — as in keep adding fuel until it won't take any more. Also, before the Saturday crew cranks up the tow car for the first time, please check oil, hydraulic fluid, steering fluid, brake fluid, radiator, and tire pressures.

We should do the same for the ATV, by the way. The ATV also now has new tires, but at the low pressures recommended for off-road use (climbing over logs and swimming through mud), it is difficult to handle on the pavement and the tires will wear quickly. I put 13 pounds in them at the beginning of this week, that seems to work much better.

We need to keep our expenses under control, it's cheaper to prevent damage than to repair it, we need everybody's help, please.

Thanks—Fly Safe, Fly Often, Have Fun. —**John Noss**

Soaring pilots could stay on this site all day:

The Café Image Wall

<http://soaringcafe.com/2013/03/the-cafe-image-wall/>

I had a call from Magan Patch at the airport, she asked that I let folks know that memorial services for Jane Wicker will be at 1400L on Tuesday 9 July at the Bealeton Flying Circus Aerodrome. If you knew her well, you are welcome to attend.—*John Noss*

<https://www.facebook.com/charlie.schwenker?fref=ts>

<http://wingwalk.org/styled-5/index.html>

Phil—I arrived in Brussels at 0715 on Tuesday and my Commissioner arrives next week for the annual World Customs Organization meeting so I am kinda swamped for the next week. Plus, I couldn't think of anything humorous about a 7.5 hour flight from IAD to BRU on United. Unless you want a article on jet lag and what it is like to fall asleep in the middle of a phone call, I have nothing. Sorry.—*Joe Rees*

I have a modest beef with the 'Hey Tommy, is that you?, How have you been? How's Sally? What's the weather like in Oxnard? Got my rental car set up?' Stuff we hear on 123.0. (in fact, my beef becomes more than modest when it's really hot, sweat is dripping in my eyes and I'm trying to shout something that is time-relevant to a student in the front seat). I can't do anything about that broad problem. However, within our own little bailiwick, let's really try to limit & control transmissions that aren't important. Especially when a landing or takeoff is in process, the frequency ought to be as clear as possible - that's not the time for a 'bring my lunch down to RW 10' or 'send the tow car down' type of transmission. Even with nothing going on around the airport there might be an important instructor-student conversation drowned out by an unnecessary on-frequency remark. I think we're pretty good, both in general and conducting glider-glider ops on 123.3, but we always need an awareness that some rather cute or folksy, but unnecessary, transmission can become a significant pain in the butt for someone you may not be aware of and, in fact, inhibit something that could have safety ramifications. Sure, ask for the lunch delivery, but when things are quiet around the field and, even then, make it short and sweet.—*Bob Sallada*

Absolutely correct. In fact, to be completely correct, only the FBO and aircraft should be on 123.0, our use of handhelds as Skyline Ground is only politely and unofficially tolerated, and we need to not abuse that privilege.—*John Noss*



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

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

Wingwalker, Pilot Killed At Airshow—Pilot Charlie Schwenker and wingwalker Jane Wicker were killed when they crashed while performing on Saturday, June 22. The duo was performing at the Vectren Air Show near Dayton. The rest of the show was cancelled but resumed on Sunday. Spectator videos (graphic and disturbing images) show Wicker hanging upside down from the lower wing of the Stearman at low altitude. As Schwenker attempts to roll inverted the aircraft banks sharply and cartwheels before exploding.

The two were killed instantly. Wicker, who worked as a budget analyst at the FAA, started wingwalking in 1990 and in interviews preceding Saturday's show told reporters the performance was the result of hours of practice and fine tuning and she considered it "managed risk." Schwenker was an award-winning aerobatic pilot who taught the craft in Virginia. <http://www.avweb.com/eletter/archives/avflash/2541-full.html#20889310>

Original poster art by Scott Callander, former WSC glider pilot.

