



SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC NOVEMBER 2013

Masthead photo by Dick Otis

From the President

John Noss

October proved to be another mixed bag of weather days for us, about average in terms of total glider flights for a month with 4 weekends, but with lots of ups and downs. We lost two scheduled days completely, and had several curtailed prematurely for weather. On the other hand, we managed to get two Fridays and a Monday on the board, and cranked out 35 flights with near-perfect weather and a great turnout for Family Day / Away Day at Bill Burner's place. Out most sincere thanks to Bill for opening up Burner International for club flying, and to all those that made it a great family-friendly social occasion with plenty of food, and a duty crew that put in a long day to make it all work.

Congratulations to Paul Beineke, who on the last flying day of the month managed to accomplish his first solo tow as a new towpilot in the Husky, and then turned around and flew an initial solo in the ASK-21. That's got to be a first!

On a distinctly serious note, we recently implemented several important policy changes in an effort to manage our student instruction scheduling and overall student load. On 18 Oct. I sent an e-mail to all members summarizing these actions, you should see that reprinted on pages 2 and 3 in this newsletter, so I won't repeat it all here. If you didn't read the e-mail closely before, please read it here, now. The bottom line is that we looked closely at the survey inputs, listened to what instructors and duty officers had to say, and made a few changes. The most obvious changes will

be limiting FAST flights and strictly scheduling those in advance through the membership officer, we will no longer be adding free introductory memberships to FAST flights, and we will be limiting new memberships for student pilots if we currently have more current students actively flying than we can fairly support. You will see there is now a spot on the duty roster for a standby instructor, we will try to fill that in with a volunteer, and ask for help if student load indicates it is necessary. The duty instructor, per the ops manual, is still your point of contact for arranging instruction in advance. Advance coordination is now standardized to happen only within two weeks prior to the flying date.

It's probably time for a reminder that it is your responsibility to review your flying as logged with the Duty Officer, agree on the times and charges, and settle your bill before leaving the airfield. It is not the DO's responsibility to hunt you down, or to guess at things like actual release altitude. Be prepared to pay by check, unless you are certain you have a positive balance on account sufficient to cover the entire charge for the day's flying. We are working on an alternative way to accept credit cards in the future, but got burned several times under the previous arrangement, and are trying to find a better solution.

Also, please remember that if you see something in daily operations that is unsafe, or see equipment that appears damaged or needs repair, you really need to tell the Duty Officer. Things don't get fixed if they don't get reported! The same applies to supplies – if you see the last book or t-shirt get sold, or even if the supply gets low, tell the DO so we can work on ordering replacements. If the plastic sheath around the weak link slug on the Pawnee breaks, tell

the DO so we can get somebody to fix it before the next duty day. Duty Officers – if a member reports something like this and you don't know who to report it to for action, call me!

Finally, the holiday party is only 5 weeks away, scheduled for Saturday 7 Dec. at Aspen Dale Winery! We have until the last day of November to make reservations through Bruce Zivic, and he must have your checks (\$50 per person payable to Skyline Soaring) in his hand by then in order to finalize arrangements for food and service. If he doesn't have your reservation by then, you will not be able to just show up at the door. If he doesn't have your payment by then, the price will go up to \$60 per person. This promises to be a great social gathering in a great setting, but unlike any recent Skyline event, we have a contract with a commercial venue to worry about, so there has to be some rules. See you there!

Fly Safe, Fly Often, Have Fun...



Photo: Martin Gomez

Important Information

John Noss, President, SSC

The last three weeks have been very busy for your Board of Directors, and for the volunteer core of instructors that took on the task of analyzing the results of our recent student survey. Based on insights we have gained from the survey, and extensive analysis of the last few years of flying, and constructive recommendations from members, we have decided to implement a number of policy changes to improve the conduct of club operations. I'll try to keep this brief and focused, but there are some important things every member should know:

Student Survey Results—We received 56 responses to the online survey, representing a bit over half of the total club membership. Among those that responded, it appears we heard from most of the actively flying students, most of the instructors, and about half of the rest of the members. Our thanks to those who took the time to respond. Overall, there were no startling surprises, but some useful observations and suggestions, and most importantly a sense of what is important to students. You can find a copy of the detailed survey summary in the members-only restricted docs section of the club website, or download directly as http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Fall_2013_Student_Survey_Responses.pdf. 65% of members were 'extremely satisfied' with overall instructional methodology, 93% were 'extremely satisfied' or 'OK' combined, and not much difference between students and glider-rated members on that issue. On the multiple choice question about how instructional methodologies could be improved, the most common responses indicated support for a ground school, then more instructional sorties available, then a more formal scheduling process. In the instructor ratings, 12 of our 15 instructors were assessed between 'excellent' and 'good' overall. In the free-text inputs, there was generally strong support for the consistency of instruction and the online syllabus and training documentation tools, and as expected some frustration with difficulty in getting instructional flying opportunities. We have taken some key suggestions for action, as you will see in the following text.

Instructor Caucus—On 29 September, Piet Barber led a meeting of club instructors, as we periodically try to do. In addition to the typical lively discussions about instructional technique and

standardization, and training documentation, there was a serious focus on how to handle the recent surge in demand for instructional flights. Based on what we had discovered from a first look at the student survey results, we came prepared for this discussion with some surprising statistics on student load. Over the last few years, it appears we have been able to generate around 65-80 instructional flights per month with average weather and all club aircraft operational. In September, we flew 132 instructional flights through a serious effort to double-schedule instructors and towpilots, and there were still more students who wanted to fly. The clear consensus of instructors was that we are already squeezing more out of existing resources (equipment, instructors, towpilots) than we can sustain, and what we really needed to do was to control the number of actively flying students. As a follow-on interim measure to address that, the Board of Directors voted to suspend further FAST flights until the end of the year (except for those already scheduled or promised).

Survey Analysis and Action Meeting—To work some of the tasks we generated during the instructor caucus, I met with Piet Barber, Bob Sallada, and Jim Kellett on 9 October for a 4-hour discussion to look at the survey results and pick apart a significant body of statistical data on flying operations over the last few years. We generated some tasks for Piet to take as Chief Flight Instructor, and some suggestions to take to the Board at the meeting that would follow in a few days. We agreed that we need to pro-actively limit the number of students who are actively flying, and the best way to do that is to 'throttle' the inflow of new student members. Our surges in instructional demand are clearly linked to unmanaged surges in FAST flights and the 30-day free introductory memberships that have been given with them, so we resolved to work that. Piet has already sent a message to instructors asking that we do a better job complying with instructor/student coordination as currently laid out in the ops manual, to include listing (on the roster) students the instructor has committed to for instruction, asking for instructor assistance when student demand exceeds what the duty instructor can handle, and asking for a better volunteer response from other instructors when asked. We will standardize the scheduling window for instruction to a firm two weeks prior to each scheduled flying day. The duty instructor is primarily responsible for prioritizing student flow, in coordination with the duty officer. You may have already noticed that Piet has added a column on the duty roster to identify a standby instructor; we will try identifying a volunteer in advance to be ready when student

demand requires instructor augmentation. We will look at ways to try to hold formal ground school sessions to prepare students for taking the written test and to get ready for checkrides—that will be a longer-term project. And, we will try to revive efforts to establish ‘mentor’ instructors for new students, and ‘sponsors’ for new non-student members. In response to the number of suggestions that we need to offer ‘advanced’ soaring instruction, we will try to make it clear that it is already available—you just have to ask for what you want. We don’t maintain a formal online syllabus for advanced instruction, because it always needs to be tailored on a flight-by-flight basis for each member. We have some extremely qualified instructors who would be happy to help you work on advanced soaring skills.

Board of Directors Meeting and Policy Changes—On 13 October the Board of Directors met (again, 4 hours) to cover normal business, plus to review the recent efforts outlined above, and additionally to consider measures to off-load some of the tasks that continue to saturate our duty officers to the point where safety and efficient operations are sometimes being compromised. We agreed to stay with the decision to stop FAST flights through the end of this year, except for those already scheduled or promised. When we begin operations next year, we will no longer offer FAST flights as a walk-on option at the airfield, we will ask anybody interested in a FAST flight to purchase a voucher through the SSA, and will only schedule flights in advance, through the Skyline membership officer. Steve Rockwood still has a handful of FAST vouchers in current inventory that he can sell to friends of current members on a case-by-case basis, but in general there will be no more FAST flights purchased through the club. Additionally, we will no longer give away free 30-day introductory memberships in conjunction with a FAST flight—that was something we did before on our own, and was never an advertised part of the SSA FAST program. We will still offer 30-day introductory memberships at the currently advertised rate (\$50), but for students (no glider rating) those introductory memberships will be subject to availability as determined by the Board of Directors. The ‘Join’ page of the public website has already

been updated to reflect that. We will make the decision to accept new students based on the number of current student members actively flying, assessed every month. If the current student load does not permit accepting a new student member, we will offer the option of being put on a wait-list. This is not a unique or new approach, by the way, many other clubs limit new students. All future membership applications will be handled by the membership officer, not by the duty officer. In addition to getting the duty officer out of the membership application business, we will also create a new online ‘Qualifications Table’ of member qualifications, so there will be an easy reference to check for clearance to fly club aircraft, clearance to perform club duties, and expiration dates of currencies.

Summary—I know this seems like a lot of new information but, significantly, the only major policy change is to begin limiting the number of new student members, for the first time in the history of the club. Having too many new members is a problem that few clubs face these days, we should actually consider ourselves lucky to be close to a major population center with a huge supply of potential members, and far enough away to have access to great airspace and soaring terrain. We just need to control the number of new students that we take on. Doing that will let us move our current students through the upgrade process more quickly and with less frustration, and reduce demand on the two-seaters and instructors so rated current members have better access to aircraft and flying opportunities. On a more positive note, it’s healthy to consider that the club is not defined entirely by the volume of students we fly (we are NOT just a ‘training club’), and we are collectively becoming a more balanced operation with more private gliders and more cross-country flying. There will inevitably be some ‘growing pains’ and some ‘shrinking pains’ as we iron out the kinks in the new policies, but we hope this will make us a better club, and make you happier as members. It may also be time to stress that we are a club, not a commercial operation, and we exist to provide inexpensive and safe glider flying within the resources we can afford, with an all-volunteer staff and instructors and towpilots.

Shane’s Second Contest

Shane Neitzey

M-ASA Fairfield, PA - Region 4 North Oct 13-19—

With Fairfield, PA being under 2 hours away, I left early Friday morning in hopes of becoming more familiar with the area. The hopes for 2 practice days were dashed as it rained steadily for 3 days including Sunday, the mandatory safety meeting day.

On Monday, we grid and launched, but most gliders could barely maintain the 2000’ tow release altitude. The CD (Contest Director) called the day. He said stay up, fly the task and prove me wrong if you can.

Tuesday ended up being the first contest day. With weak conditions, most all made it around the course except me. I flew a scored distance of .27 mile for 2 points and received a yard stick as a prize for the shortest scored distance anyone could remember. Oh Boy, that means 1 point is still available.

Contest Day 2, this was a strong day. Forecast for thermals,

Foggy Morning—Murray’s ASG 29



Task Sheet		SSA SC50 10																																	
Date: 2013-10-18	Location: Fairfield, PA	Task																																	
Weather Synopsis: H situated south of WV will slowly drift east to the coast, giving SW winds for tomorrow. Another cold front will cross the region tomorrow night. Mid & Low Level Clouds: A few tenimes, early Cu's from mid forenoon until mid aftern. High Level Clouds: A few Cc to the west																																			
Visibility: Excellent	Official Sunset: 18:15	START Maximum Height (MSL): 5000 ft	Start Radius (sm): 5 mi																																
Winds SFC 290/08 3,000 6,000 9,000 12,000 18,000 30,000 290/08 300/16 320/27 260/31 255/36 250/40 T100 290/08 290/16 290/23 255/35 265/41		FINISH Minimum Height (MSL): 1200 ft	Finish Radius (sm): 1 mi																																
Temps (F°) Thermals (MSL) Convexion Temps (F°) 		All Classes Modified Assigned Speed Task Minimum Time: 3:30 hr <table border="1"> <thead> <tr> <th>ID</th> <th>Name</th> <th>Distance (Miles)</th> <th>Radius</th> </tr> </thead> <tbody> <tr><td>99</td><td>Start</td><td>0.00</td><td>5.0</td></tr> <tr><td>6</td><td>Burnt Cabins</td><td>30.49</td><td></td></tr> <tr><td>47</td><td>Waterford</td><td>57.16</td><td></td></tr> <tr><td>17</td><td>Gobblers Knob</td><td>86.35</td><td></td></tr> <tr><td>25</td><td>Lewistown</td><td>123.55</td><td></td></tr> <tr><td>32</td><td>McConnellsbrg</td><td>171.53</td><td></td></tr> <tr><td>98</td><td>FINISH</td><td>204.41</td><td>1.0</td></tr> </tbody> </table>		ID	Name	Distance (Miles)	Radius	99	Start	0.00	5.0	6	Burnt Cabins	30.49		47	Waterford	57.16		17	Gobblers Knob	86.35		25	Lewistown	123.55		32	McConnellsbrg	171.53		98	FINISH	204.41	1.0
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ridge and wave. A 204 mile task was called with the first turnpoint 35 miles Northwest. The top of the start gate was 5500 msl, and I was holding 5300' in wave with the spoilers full out and nose down to keep from being blown out the top before start opening time. Never knew 10 minutes could be so long. Then 5 minutes to open, 2 minutes to open. Finally the CD called "mark, start for sports class is now open". I waited what felt like a minute, closed the spoilers, pulled back and zoomed to 7000'. I used the wave to advance across the valley to the Burnt Cabins turnpoint in one hour. Then headed NE on the Tuscarora ridge 25 miles to the Waterford turnpoint. Then back another 29 to Gobblers Knob turnpoint on the Shade Mt. ridge. This was a tricky upwind transition to make, after cruising near ridge top at 100 kts, I caught a thermal to 5K. This allowed the transition from Tuscarora to Gobblers knob on the Shade Mt ridge, then 45 miles at 90 to 100 kts up to Lewistown, PA. By the way, this is the town where our K21 owner Fred Winter lives. Turning back from Lewistown, the wind reduced to 295 degrees at 16 kts and the sky was turning blue. I stayed mostly below the ridge top at 80-90 kts to just short of Gobblers Knob. There, I caught a blue thermal that would take me back towards the final McConnellsburg turnpoint. The ridge was dying and thermals blue, I tagged McConnellsburg and tip-toed SE back to Fairfield via the Mont Alto turnpoint.

The task time was set for 3 hours 30 minutes minimum time, I came in at 3:30:45.

There were 5 land outs including a couple that took 2 hours of driving just to get there. Some redemption, I placed 2nd for the

Left: Typical task sheet. Above: First place finish for Karl Striedieck, Second place Phil Jones and Third place for Shane. Below: Shane and Chris Groshel. Bottom: Two point landing.



day behind Karl Striedieck and 3rd overall.

The CD, Task Advisors and Weatherman work together to make each day fair and safe. And that they do.

It was well worth the time and I highly recommend it as a great learning experience. Lots of food and camaraderie.

I want to thank my wife Valerie for her support, "Corn Cob Chucker" Chris Groshel for crewing all week and M-ASA for hosting such a nice event.





Family, Fun, Food, Flying and Fraternity—Generously Supplied, Once More, at Burner Field

(Fra-ter-ni-ty: the state or feeling of friendship and mutual support within a group)

Photo: Phil Jordan



Photo: Keith Hilton



Photo: Phil Jordan

What an amazing day, I spent a lot of time thinking how to properly write this report, words fail me so let me just state my BIG THANKS to the Burner family, the duty crew of Scott Graham, John Noss, George Hazelrigg, Jr., Shane Neitzey, Keith Hilton and Clyde Kizer; tow pilots Scott Graham, John Noss and Bill Vickland. And to the Skyline Soaring Education Foundation and the Zaboji family for providing the outstanding centerpiece food, and to everyone who pitched in to make this day a memorable one.

Like our spectacular Spring event last May our Fall event was blessed with a beautiful day to fly and to enjoy with family and friends. We had a total of 35 flights. Flight of the day goes to Chuck Stover at 2:26.

I am already hoping to see the Family Day at Burner's on the Schedule for next Spring and I'm certain all who have experienced the Burner's gracious hospitality will agree. —*Carlos Troncoso, DO.*



Photo: Phil Jordan

Above: Hostess Sharon Burner and DO Carlos Troncoso. Left: Pilot Guinevere Kutella and front seat passenger pilot-soon-to-be Ellie Renshaw. Middle left: The village it takes to safely manage operations. Below left: SSC President John Noss, DO Carlos Troncoso and ADO Clyde Kizer. Below: Host Bill Burner, Abigail Gage and Assistant Hostess "Baby".



Photo: Keith Hilton



Photo: Anita Dosik



Photos: Phil Jordan

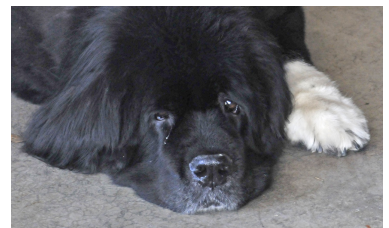




Photo: George Hazelrigg



Photos: Phil Jordan



"In times of joy, all of us wished we possessed a tail we could wag."— W.H. Auden

Thank you Bill and Sharon 

SSC Safety Corner

Charles Norman, SSC Safety Officer

It's been over three months since we had our mid-year Safety Stand Down and I want to thank all the members for working together to bring operations to the next level. We've been flying intensively and overall the safety and quality of operations has risen perceptively. One of the themes of the Stand Down was that safety is everyone's responsibility and I am really happy to see people actively stepping in when they see a potential issue. Making a point to say something "doesn't look right" or taking the time to teach a fellow member the subtleties of our operational procedures is an important aspect of what makes our operations safe and successful. – THANK YOU and KEEP IT UP!

The third quarter of 2013 closed at the end of September and I recently reviewed the NTSB reports for the year to date. Please take some time to review the mid-year results, which are included in the table below. There is usually a lag between the event and the information hitting the database, so it's too early to say what the "true" numbers for the year will reveal. What I quickly see from the table is that, fatalities are still high – there were five fatalities in the first half of 2012 and 2013. Notably, the second half of 2012 had far fewer fatalities: hopefully that's the trend for 2013 too. Second, landing out is causing a significant number of accidents again this year. Finally, I'll point you to the accident in Erwinna, PA on 5/4/2013. In this accident a pilot took off with a glider that was being returned to service after maintenance and the control cables had been reversed. How many ways can you think of to prevent a similar controls failure from occurring at Skyline?

Fly Often, Fly Safe,

Event Date	Location	Make/Model	Reg.	NTSB No.	Severity	Unofficial Comment
12/2/12	Middletown, NY	SCHWEIZER SGS 2-33A	N5787S	ERA13CA077	Nonfatal	Landing, landed short in trees
3/30/13	Littlefield, TX	SCHLEICHER ALEXANDER K7	N12053	CEN13FA213	Fatal(2)	Enroute, Structural Failure
4/12/13	Middletown, CA	SCHLEICHER ASW-27	N503CW	WPR13CA218	Nonfatal	Landed Out, Ground Looped
4/12/13	Tullahoma, TN	SCHLEICHER ASH 26 E	N26EL	ERA13CA310	Nonfatal	Landed Short, In Trees
4/27/13	Shirley, NY	SCHWEIZER SGS 2-32	N9857E	ERA13FA215	Fatal(1)	Landing, Stall/Spin
5/4/13	Erwinna, PA	SCHWEIZER SGS 2-33A	N2045T	ERA13LA229	Nonfatal	PTT, Controls Reversed, Off Field Landing
5/12/13	Henderson, NC	PDPS PZL-BIELSKO SZD-55-1	N81799	ERA13CA272	Nonfatal	Landed Out, Ground Looped
5/14/13	Yadkinville, NC	SCHWEIZER SGS 1-23H-15	N9860E	ERA13CA245	Nonfatal	Landed Out, Landed in Trees
6/1/13	Corona, NM	SCHEMPP-HIRTH VENTUS-2B	N62TW	CEN13CA336	Nonfatal	Ridge Lift, CFIT
6/16/13	Elbert, CO	SCHLEICHER ASW-27	N72EM	CEN13CA410	Nonfatal	Landing, In Thunderstorm, Ground Loop
6/22/13	Navasota, TX	SCHLEICHER ASW-15	N77VT	CEN13LA369	Nonfatal	Landing, landed Short, Serious Injury
6/29/13	Waynesville, OH	SCHWEIZER SGS 2-33A	N36135	CEN13CA385	Nonfatal	Landing, Landed Long, Simulated Instrument Failure
6/29/13	Jacumba, CA	ALLSTAR PZL GLIDER SZD-54-2 PERKOZ	N684SD	WPR13FA300	Fatal(2)	Winch Launch, PTT, Stall/Spin



Photo: Keith Hilton

On Sunday, September 29th I drove to Manassas Municipal Airport to take a flight in an iconic aircraft. The U.S. Army referred to it as the C-3/C-4 while the U.S. Marine Corps designation was the JR-2/JR-3. To most of us it is better known as the Ford Tri-Motor or as it was affectionately known, “The Tin Goose.” The aircraft is based in Kalamazoo, Michigan and is in the midst of a

Flight in a Tin Goose

Rob Creedon

Photos provided by the author



N8419 / 29-058 (cn 5-AT-58) Manufactured in 1929, now flown by the Air Zoo Museum (Kalamazoo Aviation History Museum)

ten-month journey across the country with plans to complete the tour in Florida in November. Production ran from about 1926 to 1933 and one hundred and ninety-nine examples were produced. The aircraft is generally considered to be the first airline transport aircraft. To overcome concerns of engine reliability Ford specified three engines. The engines were but 200hp each, later being incrementally upgraded to 300hp. Some gauges were mounted externally, on the engines, to be read by the pilot while looking through the aircraft windows! Its all metal construction had the unique feature of control surfaces that were metal vice fabric-covered as was the custom of the day.

The airlines added features for passenger comfort and promised reliable and on-time service. Although airlines flying the aircraft promised “transcontinental service,” there was a catch in the fine print as the air portion of the trip was bookended with transportation by train through the remote area across the central part of the country. It was undoubtedly an excruciating and long trip. It is said that Franklin Roosevelt flew aboard a Ford Tri-motor in 1932 during his presidential campaign in one of the first uses of an aircraft in an election, replacing the traditional “whistle stop” train trips.

Although it was designed for the civil aviation market, it was enlisted by the military and sold all over the world. The aircraft’s slow speed made it an ideal platform for a variety of post-airline service work. Following a succession of modifications these aircraft served in such capacities as; crop-duster, barnstormer, forest fire fighting air tanker, smoke jumper aircraft, and finally a flying museum piece.

I was fortunately to take the first flight of the day. The morning broke with fall-like crispness. The sky was bright blue with a few puffy cumulous clouds. Winds were less than five knots from the west. Excited onlookers pressed against the terminal windows as the aircraft rumbled to its assigned spot on the tarmac, parked

and shut down her engines. The ground crew chocked the wheels. After a short safety brief, ten of us exited the terminal as instructed and walked toward the squatty, tail-dragger aircraft. “Oouuu’s and aahhh’s” escaped the mouths of most of the group and camera shutters clicked in rapid succession. Broad smiles adorned everyone’s face as we stepped toward this flying piece of history. All of us recognized what a unique opportunity we were about to experience. One at a time we filed through the small hatch located on the rear, starboard side of the aircraft. It had but two rows of





five seats each, a low cabin ceiling and a very narrow aisle. I took seat “2B” immediately adjacent to the starboard engine.


The Ford Tri-motor is nothing if not an ugly duckling. An example hangs in the Smithsonian Air and Space Museum in Washington, DC. It cruises at less than 100mph. The wings are broad and thick while the fuselage is rather square in shape. The aircraft skin is corrugated aluminum and its shape very UN-aerodynamic. This particular aircraft was adorned with U.S. Army colors—with “U.S. Army” emblazoned in black, block letters across the top of the wing and white stars surrounding red balls, all standing inside circular fields of blue, a grouping indicative of a pre-World War II American aircraft insignia. The military identification was complete with the rudder adorned with a single blue vertical stripe and thirteen alternating red and white horizontal stripes. The yoke was, quite literally, a circular, wooden steering wheel from a Ford automobile. It was immaculately restored.

With all seats taken and the standby list cleared, the pilot and copilot entered the aircraft, scooped down the aisle and took their seats. The cockpit is high above the passenger cabin with no door obstruction as we are accustomed to in today’s airliners. Pilot visibility appeared good with windows on each side, a vee-shaped windscreen to the front and even windows above the cockpit. The PIC performed the pre-flight checklist; “Controls ... Ballast ... Straps ... Instruments ...” When complete, both pilots looked out to the port engine as one engaged the starter. After a brief whine the propeller began to turn, the engine coughed, white smoke belched from the exhaust, the propeller picked up speed, and the throaty rumble of a radial engine pierced the morning air. The aircraft came to life. Engine #1 was running. The same sequence was repeated for engine #2 and finally #3. The sound inside the cabin was deafening leaving no hope of verbally communicating with a neighbor.

Certainly the Belle of the Ball at Manassas this day, the aircraft taxied toward runway 34R undoubtedly with the eyes of every available pilot at the airport fixed on this flying museum piece. We paused at the hold-short line, allowed an aircraft to land and with clearance from the tower, moved to our assigned position on the numbers. The pilot made one last check, pushed the three throttle levers forward, the engine noise picked up markedly and we began the takeoff roll. The tail rose up very quickly, we continued to pick up speed and were soon airborne. Once again, cameras clicked and

smiles abounded! We cruised at a few thousand feet at a mere 85mph and flew over the Manassas area.

While some below chose to ignore us, the unique rumble of the three radials caused others to stop, pause, look up and do a double-take at a lumbering and strange looking aircraft most had probably never seen before. The ride was smooth in the morning air. All too soon the pilots performed their landing checklist in preparation for a right-hand pattern into runway 34R. I swear I heard one of them say, “Flaps on this aircraft are fixed. Undercarriage on this aircraft is fixed. Speed, 55 ...” The aircraft turned and flew the downwind leg; engine power was reduced and the radial engine rumble reduced palpably; we continued the descent; and the pilot reached over and behind his head to turn a bell crank handle several times to set the proper trim for landing.

We touched down to the squeak of tires hitting the runway. The tail settled and we taxied back to the terminal. As we did so I could not help but think of our grandparents riding in just such an aircraft at the dawn of passenger service almost eighty years ago. Gentlemen adorned in dark suits and wearing fedoras and white spats, their ladies in tight flapper dresses, heels and bucket hats. Oh, what a time it must have been. Today, on the other hand, most passengers wear light jackets, blue jeans and sneakers as air travel is oh, so routine. The aircraft came to a stop and our trip back into history was complete. 

N8419 and author Rob Creedon—Tin Goose and Wild Goose.



SSC Holiday Festivities

Bruce Zivic

Mark your calendars for the Skyline Soaring Club's holiday celebration to be held at the Aspen Dale vineyard about 12 miles east of Front Royal on Route 55 on December 7 (for us history buffs, it's the day the Japanese bombed Pearl Harbor) from 1830 to 2230. (or for us PFCs that's 6:30 PM to 10:30 PM.)

After soliciting membership interest in attending an end of year holiday party held at a local vineyard the results were positive and as such plans have been finalized and the venue reserved.

This year's celebration is planning to extend beyond the current club membership to also include a reunion of past club members. All members, current and former, including their significant others who have registered a strong interest in attending this event currently total around 40. However there is still plenty of space available and it is hoped attendance will grow.

A caterer will provide heavy appetizers including quiches, cheese and crackers, fruit, vegetables, meatballs, grilled chicken with sauces and French bread. A selection of finger desserts such as mini cheesecakes, cookies and brownies will be offered. A pair-

ing of two glasses of wine as well as all gratuities will be included in the cost.

- Dressy casual attire suggested.
- Cost per person; \$50.00 if checks are received prior to December 1, 2013.
- Please make checks payable to: **Skyline Soaring Club**
- Mail checks to; **Bruce Zivic**, 5322 Black Oak Dr., Fairfax, VA 22032
- Please note: Cost per person will be \$60.00 for all checks received after November 30, 2013.

Important to note: as a matter of logistics and keeping costs as low as possible we must have your confirmed attendance no later than November 30. Regrettably we will not be able to admit individuals at the door who have not confirmed their reservation(s).

The photos provide a general flavor of the venue but really don't do it justice. There are other cozy side rooms with couches as well as a fireplace which you can't even see in the photo. The space will be decked out in seasonal fashion. Members who are familiar with this winery have come away with very favorable impressions.

In early November an e-invitation will be sent to the entire membership requesting attendance confirmation so that we can finalize the details. This invitation will include additional information such as directions.

This event promises to be a festive kick off to the holiday season in the Piedmont tradition.

<http://www.aspendalewinery.com/>



21st Century Little Women

Reynolds Renshaw

As you saw in the September issue of Skylines, the Women's Soaring Pilot's Association (WSPA) awarded Ellie a scholarship this summer. Through the application process, we were introduced to Frauke Elber, a member at Tidewater Soaring Society. We took advantage of her open invitation and visited their club Sunday September 29th. After a brief stop at the Elber's home in Newport News, we crossed the James River Bridge to the TSS facility. But the weather changed quickly and by the time we arrived, liquid sunshine was plentiful. Radar showed a single, small, low cell sitting directly atop the club. We tried to wait it out, but the tow pilots cried 'no mas' and the toys were put away in the hangar. After a few hours of watching the radar, we decided to pack it in and hit 95N for the ride home. *A few notes:*

►First and foremost, Kellett's law is universal. Weather called for only 10% chance of rain.

►Frauke and Wolf Elber introduced us to several of their members. Lots of mutual friends in Virginia soaring, it seems. Marita Rhea knows many SSA members and asked us to say 'hello' Piet, Shane, Jim Kellett and others. Another member's mother was a WASP in WWII and still lives in Oregon. Had some great stories that Ellie enjoyed.

►During the rain delay, I mentioned to a group of 3-4 TSS members that Ellie is a member of Skyline. First thing they said was 'they are trying to catch us in the points' of the on-line contests. Seems they are very in-tune to the standings. Hint hint.

►Lots of talk and good stories about the boomerang. They are sorry it is not in Raleigh anymore. That was their 'milk run'.

►They may be in the market for a new 2-33 as one of theirs recently caught fire in flight! Apparently a short from the battery sparked the blaze. The pilot put it down in the tree canopy but survived. (Portions of the melted dashboard is on display).

►The serenity of the grass air strip was quite a change from Front Royal Airport. Set among cotton fields and barns, it has a 2500' x 80' landing area with lots of staging space.

►Their hangar was essentially a cinder block building which they artfully parked six club aircraft (Super Blanik, PW-5, 2-33, 1-26 and two tow planes. All hands on deck wiping down the wings). They also have a PW6 in a second hanger but it is not used for training.

►TSS was gifted the land by the former property owner upon his death. They have added hangars and facilities. TSS started a non-profit and give three scholarships per year and have trained 36 in the past 12 years. Five have gone on to military academies. There is a waiting list for new pilots as their instructor ranks are down a bit.

►The surrounding area is very flat with water everywhere. That said, decent lift can still be found. A few members remarked that the day after a cold front moves through (particularly in April), they have no problems exceeding 10,000 feet.

Despite driving 400 miles round trip and not getting airborne, Ellie and I enjoyed the day and look forward to giving it another try in the future.

Ellie adds her experience to her Dad's story—

As a newer member of Skyline, I wanted to share the experience I had in September with Tidewater Soaring Society. Earlier this year I won a scholarship from WSPA (Women's Soaring Pilots Association)

and had been exchanging e-mails with one of their most prominent members, Frauke Elber. She and her husband Wolf invited my dad and me to visit them down in Newport News. We accepted and traveled there on Sunday, September 29th to go check out their glider port. I was especially interested in the way glider operations work while not at a dual use airport. Unfortunately, Kellett's law applies everywhere and while the forecast called for only 10% rain, the only cloud in Virginia rested on top of TSS's airstrip. I sloshed down to the end of the runway and hoped with the members for the clouds to dissipate. They didn't, and gloomy skies persisted. We waited for a couple hours but finally went home. Although I didn't get the ride I hoped for, it was cool to see the old trainers that TSS owns. Also, Mr. and Mrs. Elber are extremely nice and extended an open invitation for us to stopover anytime again.



Photo provided by Frauke Elber

During her trip to Tidewater Ellie shows off the 2013 Women World Championships poster which was signed by Sarah Arnold (not visible in the picture. Sarah signed it right on the front of the fuselage.)

The York Soaring Society near Toronto, Ontario, Canada will be hosting the 2014 WSPA seminar from July 21-25, 2014. For details and contacts see the WSPA web page <http://www.womensoaring.org/>

Also: the 2015 seminar will be held at Minden, NV. Dates not available yet.



Aerobatics at Front Royal

Curtis Wheeler

Many of you by now have heard of a Pitts Special on the field at Front Royal. Most likely that would be N3DR, my own Pitts S1S aerobatic biplane.

After over thirty years of flying, in 2010 I came across an opportunity to fly and then buy this airplane. Usually a Pitts is a "Buy to Fly it" airplane, but while I was working at Pax River a friend

offered me the chance to try it out for about a year. Since then I've flown a little over 100 hours in the Pitts and it's always a challenge. This is an airplane that will do as much as you will for a long time, and is currently being used by Jesse Panzer in Unlimited competition worldwide.

So what's it like? Well, first, you have to get used to not seeing anything in front of you, especially below the nose. That makes approach and landing a little different, but not really difficult if you know how. One great thing about the Pitts is that it is an experimental amateur built aircraft, as well as a Part 23 certificated airplane, so that gives you some confidence in the basic design and handling qualities of the airplane. Nevertheless, I try to fly it at least weekly to keep as sharp as possible.

Anyway, that's all well and good, but what's it got to do with Skyline Soaring Club?

Turns out that the ASK-21 is a pretty capable basic aerobatic glider. Following up on some preliminary work by Andy Gerner, I was able to get an FAA-waivered aerobatic box approved about 1 mile north of the Front Royal airport. It is currently approved for gliders and I have applied to add power aerobatic privileges as well. What that means is we now can offer aerobatic instruction in the K using this box. The best times of the day are late afternoon, since good aerobatic conditions are mutually exclusive of great soaring conditions. Each student would have to bring a parachute with a current pack, but the box now allows us to remain within easy glide distance of FRR while doing aerobatics. And, Reggie is enthusiastic about the local aerobatic practice area since it increases the uses for the airport and its airspace.

Call or e-mail me if you are interested in aerobatics in the K: 301-938-1952; wheelercp@yahoo.com

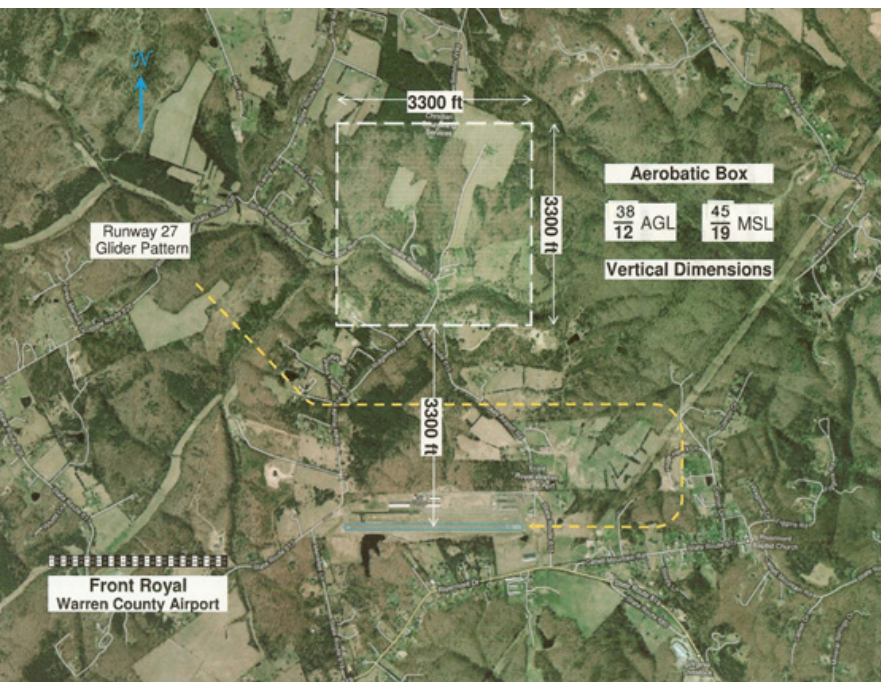




Photo: Phil Jordan

Steve and Betty Rockwell are close friends of the Zaboji family. Steve and Betty maintain a mountain getaway near Burner Field so the opportunity to drop by and enjoy the festive glider day in Woodstock was an easy decision. They have known Chris Zaboji since he was a baby so it was a special thrill for them to get their first glider rides with Chris in command. Both rides were smooth, scenic and thrilling and represented a wonderful cap

to the prodigious event at Burner Field. The essence of the Skyline Soaring Club shines abundantly on Burner Field Day.—**Steve Zaboji**



Here's a couple photos that might be of interest. They are a little grainy though, I took them with my iPhone.

They show some great wave and were taken during climb out from LAX eastbound. In the first photo you can see the contrail of the preceding jet as it passes over a lennie casting a shadow on the cloud below. The second is a classic lennie stack and was taken looking south towards Mexico. If I remember correctly we were at 35,000ft.—**Chuck Stover**

Photos: Chuck Stover



Dan Ernst and 316 prepare to launch on the sniffer flight on the third day of the 1-26 Championships. This was typical New Mexico sky.



Photo provided by Dan Ernst

The Curmudgeon celebrated his 78th birthday on October 14 by giving two of his senior citizen neighbors a 'Bucket List' glider flight! William Young (age 93) (above right) and Billie Brown (age 82) (below) getting ready for their adventure above the clouds (yes, this was one of those days where it was easy to tow through a hole in the low scattered layer and explore the world of VFR on top) in the Club's K-21 trainer. A big thank you to all who made this special day possible especially Steve Wallace, Keith Hilton, Mat Linger, Dick Otis and Joe Lingeitch. —*Jim Kellett*



Welcome addition—I was able to solo Col. Paul Beineke, USAF on Sunday, October 27th. The flight was completed before legal sun-down and thanks to Paul Seketa, Paul made his first solo aero tow in the Husky as well. —*Shane Neitzey*

Good by to All That—Bill Vickland reports that he sold Miss Daisy. Bill says “she sold for \$16,000 which is what I had in her after repair of the radio, rewiring the harness and building a new battery box. I bought Miss Daisy sight unseen from my sister’s apartment in California. While caring for my dying sister in February, I had time to go on-line and look at classified ads just to entertain myself. When I came upon Miss Daisy on *Wings and Wheels*, I had all kinds of soaring fantasies and thought it would be a great “family” glider in which to teach my grandsons to fly. Actually, they were too big fly in the front seat. Then I had hoped that Skyline members might want to create a syndicate, which I would have financed, but the interest was just not there.

I had recovered her in 2003, with the paint scheme Phil Jordan designed. Then the club sold her to buy the Grob, and MASA sold their Grob to buy Miss Daisy, because they rightly believed that training of new pilots should start with the 2-33.”

Readers will forgive the editor if tears cloud his vision over this tragedy—or the FAA-certified Curmudgeon if he sprains both his wrists applauding.

Photo: Paul Pruitt



Sausages are good!

Photos: Jim Kellett



Skyline Soaring Education Foundation had a successful fund raiser at the Burner away day with donations exceeding \$400. We thank the donors and the Burners for allowing us to grill and put out our donation container. Of course, Steve Zaboji’s fine spread put people in a good mood which helped.

On October 26 the SSEF Board approved Joshua Morgan as our next flight scholarship winner. He will be given the award at SSC’s annual meeting. Joshua and his father are pictured below



Photo: George Hazelrigg

The secret of raising \$400 bucks: Bob Gould, Grill-meister with a vision, a jar close to the grill and Steve Zaboji’s sausages!



Photos: Phil Jordan

Recycled
Information
Worth
Repeating

SAY AGAIN



“AGAIN”

We now have the new GFH available for members to purchase. The cost is \$25. See the DO to get you hooked up.—**Steve Rockwood**

AWOS is here!!—Looks like the KFRR is close to having the AWOS fully operational. The VHF frequency will be 121.85, the phone number will be 540-635-5377, and once tested out, the observation history should also be listed online at <http://w1.weather.gov/obhistory/KFRR.html>.—**John Noss**

Gliders Might Improve Pilots' Upset Flying Skills —thanks to **Dennis Johnson** for this “DUH” link:

<http://www.ainonline.com/aviation-news/ainsafety/2013-10-07/gliders-might-improve-pilots-upset-flying-skills>

Tom Knauff recently forwarded the British Gliding Association's 2012 accident report. As Tom says, the report does a nice job breaking down the accidents for readers. See the link below.—**Charles Norman**
<http://www.glidering.co.uk/bgainfo/documents/accidentreview-2012web.pdf>

The British Gliding Association has a much better willingness to discuss gliding accidents and accident causes than many countries. Here is a link to their recent insightful, and revealing report:

By way of follow up:—The BGA accident year runs Oct. 1 - Sept. 30, like our fiscal year. I have it on good word that during the accident year that just ended (2013), there were zero (zero!) fatal or serious injury winch accidents in the UK. Where, as we know, they are avid winch-launchers.



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

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

The fatal/serious injury rate for winch launching averaged over the last several years a fraction of what it was before introduction of a winch launch safety initiative. This initiative was documented recently in an article by Hugh Browning in “Technical Soaring,” Jan-Mar 2013, Vol 37 No. 1.

Shameless plug: “Technical Soaring” can be had simply by joining OSTIV—**Judah Milgram** <http://www.ostiv.org>

Welcome back Gordon—Saturday, October 26—It was a sunny day, but cold, and windy from the wrong direction. We had a stiff crosswind from the south when we started flying, and it just got stronger as the day went on. We pushed through Gordon Roesler's flight review but after that, the tow pilot's fun meter had hit red-line and we called it a day a bit after noon.—**Mike Ash**

Mark your calendars! The SSA convention will be held next February 27- March 1, 2014 and we hope to see you there.

We are also looking for speakers to share their knowledge with attendees. If you have never spoken at an SSA Convention, but would like to share your expertise, please contact Andreea Alexandrescu at am_alexandrescu@yahoo.com

If you are interested in exhibiting, please contact Gaynell Temple, gtemple@ssa.org.

Photo: Jim Kellett



This morning's “Glory”—I've seen them from a glider (while running alongside a lennie) and from an airliner and from an airplane, but I've never seen one from a hot air balloon! Ten senior citizens from our retirement community took a lovely flight on October 21st. from the Boar's Head Inn in Charlottesville, and spotted this glory on a fogbank hanging over the reservoir near Earlysville.—**Jim Kellett**

If you're not familiar with a glory, check out http://en.wikipedia.org/wiki/Glory_%28optical_phenomenon%29