



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

APRIL 2014

# SKY LINES

Masthead photo: Dick Otis

## From the President

*John Noss*

In between snow storms, we managed to fly a good solid month in March – with one weekend remaining for the month, we were sitting at 180 glider flights so far this year, slightly above average. We’ve even got ten flights over two hours already, it hasn’t all been training sled rides. Congratulations to Shane on the first flight this year over six hours! Thanks to the duty crews who made those flying days productive and safe.

We did manage to find a few unfortunately creative ways to nearly mess up normal safe flying operations, you should find a couple of notes in this newsletter that address those incidents. Especially coming off of a long inactive winter, we really need every single member to use extra caution and keep everybody safe. We all get rusty, every single one of us. Things that used to come naturally without thinking about them seem to no longer be natural after a layoff, and we do have to deliberately think about them. And if you haven’t reviewed the club ops manual this year, please do. Gotta know the rules.

One request for anybody flying with a passenger – please remember that it is your responsibility to make sure the duty officer knows who the passenger is before you take off, and gets it logged. Also remember that you need to conduct a thorough passenger briefing on cockpit controls, entry / exit, seat belt and harness, etc. If you are not an instructor and the passenger is not a club mem-

ber, then the passenger may not fly the aircraft (may not touch the controls), that’s an insurance and liability issue.

April and May are historically great months for soaring – everybody keep your fingers crossed!

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



Photo: Martin Gomez

## SSC Safety Corner

Thanks to everyone who attended the annual Safety Meeting on Saturday March 8th. It was great to have such a strong turn out and so many comments and contributions by the members during the event.

Remember that anyone who missed the safety briefing must review the 2014 Safety Meeting presentation on their own. A PDF copy ([http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC\\_Safety\\_2014\\_Final.pdf](http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2014_Final.pdf)) is on the club website in the “restricted docs” section. Once you’ve reviewed the document, please e-mail me so I can update your club record to reflect that you’ve completed the briefing.

As discussed at the Safety Meeting, a disproportionate number of accidents and incidents seem to occur in the first six months of the year. Last year’s NTSB files cite two thirds of the reported accidents taking place before the end of June. We’ve had a safe first month of operations, but it’s not been without “hiccups”. Thankfully, our members are willing to share their experiences so we can all learn from them. The two incident reports shared below demonstrate that we need to stay alert both as we launch gliders and when we return to land.

As you knock the rust off this spring, be extra vigilant and prepared for the tasks you’ll be undertaking.

Fly safe and fly often.—*Charles Norman, SSC Safety Officer*

**At recent Flight Instructor Revalidation Clinics and both national and regional Safety Meetings**, there’s been a lot of ‘scenario based’ training which involves describing real events, but ‘anonymized’ to protect the participants. After describing an event or incident or accident, you’re asked to ponder how any adverse results could have been prevented or minimized.

Here’s a local one for you to chew on—think about how this situation might have been prevented.

Greg Gliderpilot, a CFI with about 3,000 hours in sailplanes, staged his single-place cg-hook sailplane for launch on the threshold of runway 28 at ca. 1245 hours on March 22, 2014. Weather was clear, with surface winds observed to be pretty much right down the runway at 8 - 10 knots. The Pawnee towplane, flown by Terrence Tugger who is a commercial pilot with thousands of hours experience in many aircraft, moved onto the runway and was positioned in front of the glider. (Between the prop wash and the surface winds, aileron control of the glider was easy, but during the rest of the launch the right wingtip remained on the ground.) The towplane continued to move forward and the towpilot was asked by radio to hold brakes for the remainder of the hookup. Horace Hooker performed the hookup, release check, and re-hookup, the checklist was completed, the brakes were set; the towplane then continued to take up slack until the rope was straight between the glider and the towplane. The towpilot watched for the arms out/stop signal from the wingrunner and when the signal was noted he stopped the towplane.

Wallace Winger, the wingrunner, inquired if the glider pilot was ready (which was answered in the affirmative), and Wallace leveled the wings. The rudder-wag was followed by the launch signal by the wingrunner and the towplane began the takeoff.

Greg observed the towplane moving and the tow rope moving, but not the glider! Just a second or so later, the slack came out of the rope with a violent jerk which was sufficient to yank the glider forward about 25’ and break the tow rope right at the ‘slug’. (The rebound from the breaking rope was sufficient to ‘back-release’ the



Photos: George Hazelrigg

Photo below: Dick Otis



slug from the cg-hook in the glider, leaving the slug and Tost ring lying on the runway!)

Both Greg and Terrence noted afterward that neither had felt jerk or heard the ‘thunk’ in either the glider or the towplane that usually is usually observed when the slack comes out on the rope.

All of the participants discussed the incident at the field after the fact and agreed that there were some things that had been missed in this sequence. What do YOU think they were? What could have been done to prevent this?—*Jim Kellett*

### **Check the Pattern—Really**

It was a busy afternoon at Front Royal—ironically, the very day of the Annual Safety Meeting.

About 4 PM, I had run out of lift after a 40-minute flight in the Sprite. Another glider (I think I remember it being a private ship) called in at the IP. I radioed in, “Front Royal, glider 17B will be number 2 after him.” I stretched as long as I could to create space between us. I radioed in at the IP as normal. I noted that the Grob, 94E, was staging behind the hold-short line.

Just after my THIRD radio call—downwind—I heard, “Front Royal traffic, glider 94E is taking runway 28 for glider launch.” I looked and, sure enough, they’d pushed beyond the hold-short line and were approaching the stripes. I radioed, “Stop, 94E, stop.” No one wanted to see a landing in the grass—which was more like a swamp. We had all watched the Cirrus land there (or should I say “splash down”?) earlier in the day—again because the launching crew wasn’t aware there was a glider in the pattern.

Someone told me later that the airport manager also radioed to 94E; I didn’t hear that. But that means that my radio calls WERE being heard. They reversed and got back behind the hold-short line. Then I just had to check that the glider in front of me had cleared the runway and I landed normally.

We are having some problems with bleed-over of the AWOS transmissions onto the Grob radio. But we probably shouldn’t write this off as a radio problem. It seems more like a didn’t-check-the-pattern problem. There are multiple people pushing a glider, and all should have been checking the pattern.

Another thought: “checking the pattern” can be a lot more effective if we ask, “So who’s up? Where are they?” If we know there are gliders aloft, we should stare long and hard in the direction of the IP before we declare that the pattern is clear. And of course, look way down the approach path for those no-radio, straight-in approaches that our power brethren sometimes fly.

I WISH that I had the presence of mind, after landing, to go to the duty officer and say, “Get your people together, we need to talk about this.” But I was tired (everyone probably was) and thinking about putting gliders away, etc. So instead, this little article. Check the pattern carefully, everyone.—*Gordon Roesler*

## Flying Adventures in Phoenix, AZ

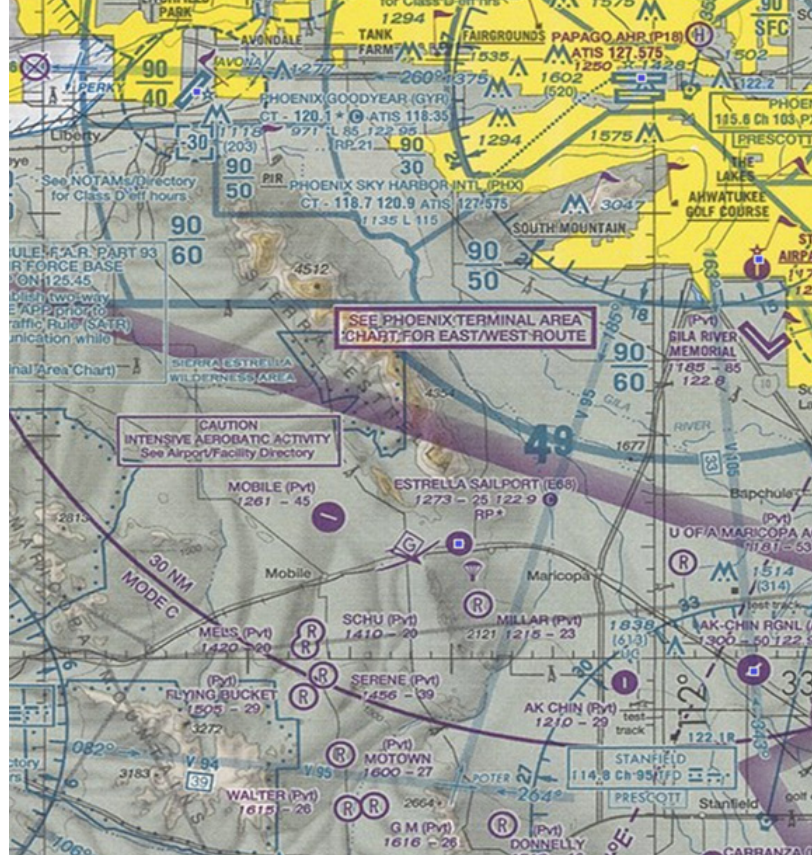
Ken Ekman

I'm not bragging. However, when my employer, the U.S. Air Force, announced its plans to send me to Korea for a year to fly F-16s again, my thoughts quickly turned to the great flying adventures in store for me both before, and after, my departure. To go to Korea, I needed to checkout in the F-16. The Air Force conducts this training at Luke Air Force Base in Phoenix, Arizona. For a sailplane pilot, Phoenix is synonymous with great soaring!

I had to decide whether or not to bring my ship, 1-26A #160, with me to Phoenix as I last had when I went through a similar checkout in 2006. Whereas my last visit involved 8 weeks and a bit more F-16 flying, this trip consisted of a five-week program with fewer soaring opportunities. The 4,600-mile round trip with the trailer in tow (again) seemed even more daunting. I needed to find a 1-26 in the local area that I could borrow or rent.

So, I called Jason Stephens, the owner of Arizona Soaring operated at Estrella Sailport the south side of Phoenix. I had flown 35 hours in my 1-26 at his field in 2006, so the site was familiar to me. Arizona Soaring had few alternatives, as Turf Soaring School located northwest of Phoenix had since closed, though tows were still available for private ships at the Pleasant Valley Airport. I explained my predicament, and Jason agreed to hold their 1-26 (#693) for me for the majority of the weekend days of my stay. Things were shaping up.

Arizona Soaring and Estrella Sailport have some great history. Les and Betty Horvath established the business and site in 1969. Located at the southern end of the Estrella mountain range, the site combines great soaring conditions with convenient proximity to Phoenix. Les and Betty made a business out of teaching



Above: Estrella Sailport Local Flying Area. Below: Estrella Mountains looking north from directly overhead the airfield.

Photos: Ken Ekman

people to fly, and Les particularly focused on sailplane aerobatics and published a book by the same name. Estrella Sailport has hosted numerous regional and national soaring races. The company now flourishes as a commercial operation and claims training more new glider pilots than any other U.S. location. Incidentally, Jason





*Above: Arizona Soaring fleet consists of G-103, MDM-1 Fox, Genesis II, 2-33, 1-36, and 1-26 sailplanes. Below: Phoenix viewed looking northeast.*

Stephens specializes in aerobatic instruction, and has been the U.S. national sailplane aerobatic champion multiple times. Furthermore, you'll still find Betty Horvath at the field, greeting customers and managing daily flying activities.

My field checkout was simple yet thorough. Staff instructor Pete Rendek reviewed my credentials and explained local procedures to include Skydive Phoenix operations added to the field since my last visit. I reviewed a binder of "must know" information, and we conducted two flights in one of the company's Grob G-103s. Flying out of Estrella requires some planning and awareness given proximity of the Phoenix Sky Harbor Class B airspace. Because I planned to go cross-country, Pete also provided me instruction along with explicit cross-country approval, in addition to a 1-26 signoff.

I've flown two 1-26 flights thus far, one on the afternoon of my 22 March field checkout, and one the following day. Flight durations were 2.8 and 3.0 hours, respectively. On the first flight I stayed closer to the sailport and saw altitudes as high as 8,200' MSL relative to a field elevation of 1,273' MSL. On the second day, conditions were stronger, allowing me to venture a bit further with altitudes as high as 10,000' MSL and 127 km logged on OLC. Yet, the season is just starting. I found very few thermals in the flatlands and continued returning to the Estrella mountain range to tap a couple very reliable "house thermals" before venturing out again. Notably, I saw no private ships flying on either day, indicating the conditions I found so enticing were marginal by local standards. Listening to the radio chatter by the private ships flying out of Turf Soaring, and reviewing OLC submissions by pilots at El Tiro outside of Tucson, these weren't great days for soaring. I can hardly wait to see what

the next month will bring.

For my fellow 1-26 owners and flyers, I found the transition from my 1-26A to Estrella's 1-26E straightforward, but not without noteworthy differences. The 1-26E cockpit is vastly more comfortable, and the glider can accommodate almost 50 pounds more useful load than my ship. However, I found the E-model's roll rate significantly more sluggish. Avionics in this commercial rental aircraft were very basic. I improved them by adding an EW micro-recorder linked to a PDA running See You Mobile, and a handheld radio that I found almost indispensable for deconflicting from the on-field parachuting operations.

Compared to our club pricing, Arizona Soaring costs are a bit steeper. 3,000 foot AGL tows cost \$65 each. The 1-26 rented for \$26 per hour, and the G-103 rented for \$60 per hour. Also, it will take me a while to grow accustomed to the idea that I'm "the customer" at Estrella. The staff hasn't allowed me to pull or hangar a sailplane yet. That feels strange.

Oh yes, I failed to mention the F-16 training. I'm knee deep in academics right now and have to forget a lot of F-22 knowledge gained during my last flying assignment in New Mexico. I haven't flown the F-16 since 2010. My training manager actually asked me if I wanted the four-ride program or the eight-ride program, as if answering that question required any thought. My goal is to leave Luke AFB and Phoenix with my 8 flight/9 hour F-16 checkout complete, and with 30 hours and 1000 OLC km of 1-26 flying. But then, I'm not bragging....





## Shenandoah Valley Soaring's Safety Meeting

Evan Dosik

In late February, Waynesboro, VA's Shenandoah Valley Soaring Club <http://www.svsoar.org/> extended an invitation to the other Virginia soaring clubs to attend their March 22 annual safety meeting. The meeting was to feature world-renowned glider pilot, CFI and FAA safety consultant Tom Knauff as their guest speaker. Tom, joined by his wife, Doris Grove, (a well-respected and pioneering glider pilot in her own right) have owned Ridge Soaring Gliderport in Unionville, PA. for 40 years, so there were sure to be some great experiences to be shared by Mr. Knauff.

The main meeting room in the Waynesboro Public Library was "pre-packed" by mostly all SVS members as they conducted their annual membership meeting prior to the safety meeting. When 10 AM rolled around, visitors from SSC and other state gliding clubs took up the remaining seats. Shenandoah Soaring's hospitality knows no bounds, as they provided a great assortment of snacks and beverages before the meeting, and also treated everyone to lunch, catered by Panera Bread.

Four Skyline Soaring Club members (plus Jim Garrison who has dual memberships in both clubs) attended the three hour lecture. The focus of the seminar was on glider accident prevention, but Tom also supported the topic with anecdotal experiences from his long involvement in the soaring community.

One of the points discussed, was that statistics show that although there have been less total glider flights in the US in the last ten years than in previous decades, the number of accidents have not decreased in concert with the lower number of flights. What's going on here? As pilots we ALWAYS need to put safety first, but perhaps we are not as in tune with some of the basic procedures that we perform every time we operate, and are not as aware of times when we are at a greater risk.

Some of the take-a-ways or reinforcements for me as a low time glider pilot, were to always remain 100% teachable; stay open minded to different methods of instruction and techniques; and never become complacent. Keep asking questions. Just because "what I've been doing must be the right or only way" has worked (so far), can be a dangerous mindset, for all pilots.

I recently read (and then coincidentally heard Tom reiterate) a sobering fact that I had never been exposed to before. In a recent copy of AOPA Flight Training, there was an article about "The Big Lie" in general aviation. That "lie" is the notion that driving your car to the airport is inherently more dangerous than flying. In fact, statistics show that the fatality rate per mile for general aviation is seven times that of driving. Conversely, the fatality rate for the airlines is about seven times better than driving—and about 49 times better than general aviation. That sure got my attention! (After reading this, my wife called our life insurance company.)

One last thing I learned from Tom: I've been trying my shoes incorrectly for the past 50 years!

A sincere "Thank You" to Shenandoah Valley Soaring Club for their gracious invitation.

Tom, being Tom.

Skyliners Dick Garrity, Chuck Stover and Bruce Zivic. Photos: Evan Dosik



## Landout at the Vulcan Sand Mine

### What Do 18,000 Acres of Sand, Ultralights, Two Bags of Dirty Laundry, Too Many Retrieve Vehicles and Locked Gates Have To Do With Each Other ??

Jim Garrison

The weather at the Seniors event was not up to its usual standards this year and the contest began with 4 days offering blue conditions and a narrow lift band. A lot of days featured cool temperatures and winds out of the north. When a cold front and north winds come thru Florida in March there is usually an inversion at about 3000 feet MSL which caps the lift and precludes any formation of cumulus clouds. Heating in the blue is strong, and lift is often OK from about 2000-3000 feet MSL but the thermals are squashed by the inversion and one struggles to get any higher than 3500 feet. Since the ground is about 100 feet MSL all over Florida, one cruises around at 2500 feet AGL in the blue looking at a lot of orange groves, swamps and housing developments and the occasional airfield.

Tough conditions for a race, but 55 people came to race and so we race.

On Tuesday, March 11, the first turn was Trask—about 45 miles South of Seminole Lake Gliderport with a 20 mile circle to give pilots the option of turning early so they did not have to slog all the way down to Trask. Conditions were blue and weak and we bounced along between 2000-3500 feet MSL with a small group of 3-4 others including Tom Knauff in his Duo and Frank Paynter in his 18 meter Ventus. Big wings and good company. We were headed south down US 27 which has a lot of infrastructure; conventional wisdom holds that the lift is better in this area because of all the shopping centers, housing developments and parking lots. Countering this abundance of potential lift sources is the problem that many of the airports along this southerly route are about 10 miles west along Route 33, so one is always hedging one's bets to be sure you don't have to land in the Walmart parking lot.

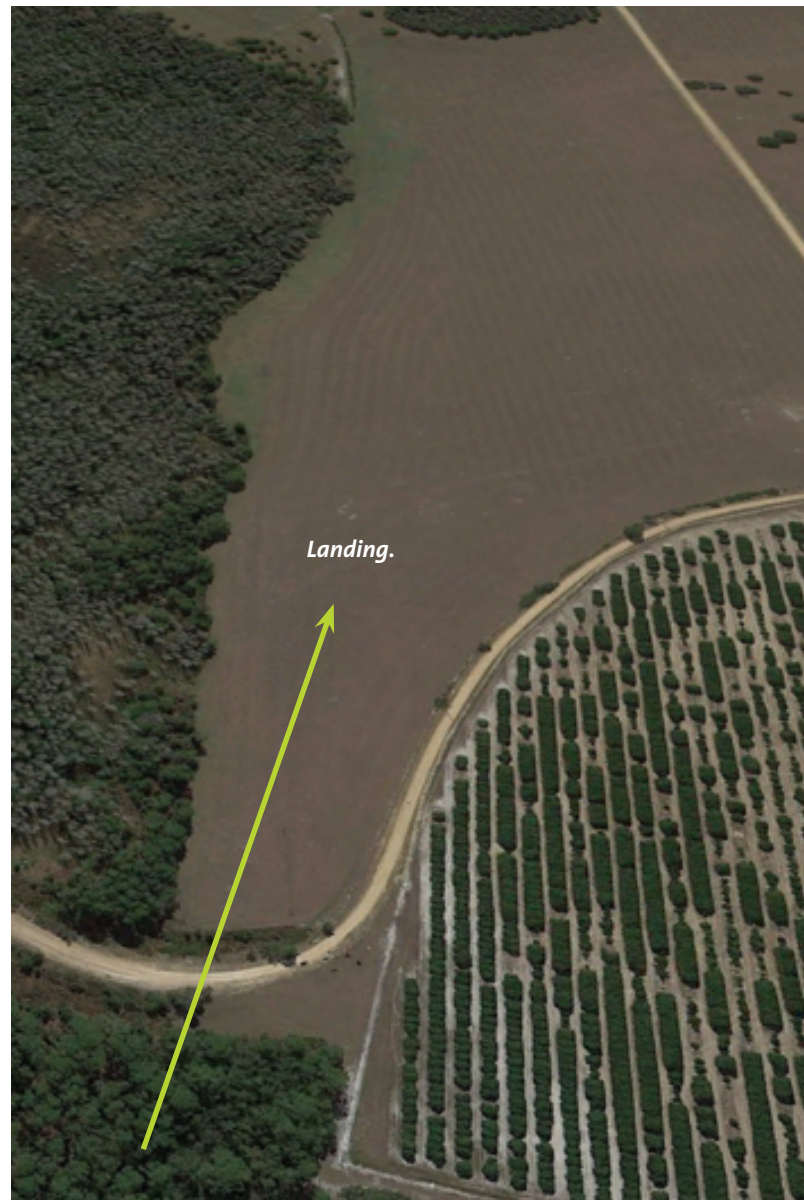
On this day, the plan sort of worked and at one point, we actually got to 4000 MSL down near the Winter Haven airport about 25 miles from home. Tom Knauff and Frank Paynter turned early in the Trask circle; we followed and began working our way back north. About 18 miles south of Seminole Lake, we left a lousy little thermal at about 3000 feet MSL and, hope springing eternal, we went looking for a better one. Nine miles later, we were down to 2000 feet, the infrastructure on US 27 stopped delivering thermals and it actually began looking kind of unfriendly. We might have been able to sneak home, but I did not like the odds and we were soon looking for a field. Found a beautiful one (see the picture on the right) and landed. No problems, but that's when things got interesting.

Our ground roll was only about 600 feet and we opened the canopy to complete silence and could not see houses, people, or animals. So far so good. Ben and I got out and began to do all the things necessary to organize a retrieve. All the phone calls done, we started exploring the fences, gates and roads, trying to figure out how to get out of the field. We were very happy to find no locked gates (common in Florida because cattle rustling is a big deal there) and excellent roads around our field.

Little did we know that our situation looked good because we

were not in full possession of the facts.

Ben took a lot of pictures, we settled down to wait and soon a white pickup truck drives up. Ben goes to over to the truck and talks to the driver whose name is Donny. Donny is the property supervisor. First words out of his mouth are "You are trespassing and you will be prosecuted". Turns out we have landed on property owned by E.R. Jahna Industries; a little spot with a sand mine comprising 18,000 acres and surrounded by fences with locked gates. All that land is for future sand mining, but the company runs cattle, horses and also has orange groves on the fallow land. They have trouble with balloonists scaring their cattle and the pilots from the local ultralight park just having bad attitudes. In spite of our easy-going personalities, we seemed to be lumped into the same category as the ultralight guys and Donny was not overly happy to see us. The sand mine was shutting down for the day and all the outside gates were locked. Amazingly, Donny did not actually know we had landed on their property; the only reason he came by was that he was taking two bags of laundry over to his girlfriend's place so she could do his laundry (some things never change). We were in the middle of the 18,000 acres and it was about five miles to any of the outside fences. If Donny had not accidentally come by, we probably



Photos: courtesy Jim Garrison



*I'm happier when not in possession of the facts.*

would have spent the night in that field.

Fortunately, Ben has a real talent for putting people at ease, we were soon out of big trouble and Donny was in the mood to help us. We still did not know how much help we needed, but things were looking up from the prosecution bit. The first issue was precise directions to the locked gate closest to Rt 33.

Meanwhile, back at Seminole Lake Gliderport, Hal Loken, Graham and Jeanne Pitsenberger and my wife Wendy were gearing up to come get us. Turns out that they planned on coming in two cars and so split all the wing stands, wing handles, wing rigger, tail dolly and other stuff needed to take the Duo apart between the two cars and headed south on Rt. 33. Not knowing about the two cars, we get the directions to the gate where Donny will meet them and give them over the phone to Hal and Graham who are pulling the trailer. This is not easy as cell phone service in the area is very spotty and almost unintelligible when available. Wendy and Jeanne in my Mazda did not get the phone directions and are using a GPS to get them to our happy little field This little detail sounds harmless, but turns out to be something of a big problem.

A few miles along the way, Hal, Graham and the trailer go South on R. 33 and Wendy and Jeanne go East on County road 474 toward US 27. Turns out that the GPS is talking them on a totally reasonable route because the sand plant occupies all the land between US 27 and Rt. 33—it just does not know about the locked gates. Wendy and Jeanne get to the sand plant in short order, but are met by folks locking gates at the end of the day and cannot get on to the property. More phone calls. Wendy and Jeanne get the proper directions and have to go way back around to the other side of the property to get to the unlocked gate on Route 33, a detour only taking about 45-minutes to go roughly 28-miles. It also generated a certain amount of errr..... steam. Sadly, when they began to backtrack, they were less than a mile from us... as the crow flies!

Soon, led by Donny, Hal, Graham and the trailer arrive in our field. No Wendy and Jeanne..... and Hal and Graham don't know what happened to them. Hal announces that he is really low on fuel and needs to get fuel before he can make it back to Seminole Lake. Ummm..... we did not see either of those problems coming.

Donny, fortunately now in really helpful mode, takes Hal on the shortest route out of the property to US 27 to get some fuel. Ben and I begin taking the Duo apart and quickly find out that there are no wing handles in Hal's car or in the trailer. This is a big problem as the wings cannot come off without them (well they could, but it would be a really bad idea and it was not the time to try bad ideas).

More phone calls. Graham (or Hal) thinks the handles are in the other car (wherever it happens to be). We call Wendy and find out that fortunately, the wing handles are in the Mazda—but Jeanne and Wendy don't know just where they are right now. Great .... The sun is starting to get low on the horizon; Ben and I are starting to worry that Donny will think glider pilots may be nicer than those ultralight people but a whole lot dumber.

Finally, Hal and Donny arrive back in the field about the time Wendy and Jeanne get to us. We quickly finish taking the Duo apart, hook up the trailer and thank Donny about 100 more times. Ben invites Donny and his girlfriend up to Seminole to see the next launch, but I don't think they ever came. Donny does agree to follow us out to the gate near Rt. 33 - which turns out to be another really good idea. We drive along a sandy road for about 4 miles and come to ummm... a locked gate. Hal, Ben and Graham are stuck there, now in the dark. Turns out that a couple of other fellows have come by, found the gate unlocked and—knowing that it was supposed to be locked—locked it again. Donny unlocks the gate a second time and we are off to Seminole Lake gliderport – all of 9 miles away. It was a night with a dinner at the airport, but by the time we returned all the food was gone and we made do with leftovers from Sunday's party.

Sixteen others landed out that day and many others abandoned the task and landed back at Seminole Lake. We managed all of about 400 points for our trouble. That's racing for you.....

Ahh well, at least it was warm and not snowing.

After hearing a few other landout tales we began to feel pretty good again. At least we didn't have 4 policemen plus fire and rescue personnel present... which we then had to coerce into carrying the disassembled glider parts thru a swamp for several hundred yards to get to the trailer !

## Rashomon Goes to the SSA Convention

*Perhaps I get a little jaded after attending over twenty SSA conventions . . .* after all, there are some topics that get repeated in the presentations over and over. So the really weird ones attract my attention (e.g., a presentation in Dallas some years ago by Douglas Lawson about his discovery of a fossilized flying dinosaur (Quetzalcoatlus) with a wingspan of some 10–12 meters and was apparently a self-launching soaring beast!)

In Reno, a my favorite off-beat presentation was by Benjamin Pipenberg (a grad student of Mark Maughmer of Penn State) who is building micro-machines in a study of the aerodynamics of very small, very slow aircraft. He actually flew two of them in the lecture hall! One was a remotely piloted ornithopter that weighed all of 2560 milligrams!!

Photos: from Jim Kellett



And here's a link to a 9 second video of it flying: <http://www.youtube.com/watch?v=m9vLmV7nHug&feature=youtu.be>

And, being an old guy myself, I was fascinated by the history in Evelyn Crellin's review of German gliding in the years between the wars—it's bizarre how the sport we love so much had sprang from such desperate and violent origins! Even a picture of Hanna Reisch herself (did you know she was a close friend of Karl Streideick?), the famous German glider pilot (and test pilot for the Me-163, no less) who was a part of the German gliding movement in the twenties and thirties.

**Soaring Cafe posted a short post-convention video** interview with Tilo Holighaus\*, along with some pictures of (your next glider?) the Arcus-M. So, if you have a few hundred K burning a hole in your pocket, here's your ticket to soaring freedom!

<http://soaringcafe.com/2014/03/ssa2014-video-interview-with-tilo-holighaus-of-schempp-hirth/>

\*The first glider design produced by Tilo's father, Klaus, (the previous owner of S-H) was the Cirrus! So we own a piece of S-H history  
—Jim Kellett, Resident Curmudgeon



**My primary purpose for attending this years SSA conference** was to study many of the models of sail planes on display. I was primarily interested in those that had self launch and or sustainer capabilities. I am a previous line boy at Warrenton Airpark and was able to solo at 14 and got my private at the age of 16. At 16, I realized that there were no good technical options for high performance gliders with an engine. I was terrified at the thought of having to land out and to this day believe that doing so, introduces much more risk to the soaring equation. I know that goes against many in the sailplane world. This along with finding girls, college, a career and family led me to abandon soaring. With the advent of new sailplane technology along with finding a future retirement activity, I started researching what was on the market. To my delight, I happened upon the Alisport Electro self launching 13.5 meter sail plane. I really liked that it was small and light enough for a single person to assemble and disassemble easily. I also liked that after a launch, the battery still has about 75% capacity for sustained soaring or return to the nearest airport. This allayed my fears of landing out, or significantly reducing the odds that it would occur. I also liked that there was no fuel to mess with nor a pylon to raise and lower (including the increased drag). The Electro can be operational in about 4 seconds with no impact on its performance. I thought this was a very elegant solution. So long story short, I wanted to actually see an Electro before I would consider purchasing one. I wasn't disappointed. —Paul Nassetta

Arcus view from wingtip. Photo: courtesy of Soaring Cafe





*Skyline Soaring Women's Corps (SSCWC) rises to the occasion.*

## **Women in Aviation Day**

*Operations When the Weather Gods Send Lemons*

*Photo Essay by Martin Gomez*

Ellie Renshaw and Kaye Ebelt declared Saturday March 29 to be Skyline Soaring's Women in Aviation Day and it certainly was as they were the only students to get in air—supported by the men that came out on Saturday. Thank goodness for some amazing supportive gentlemen said Kaye. Charles Norman and Martin Gomez conducted ground school and Scott Graham towed.



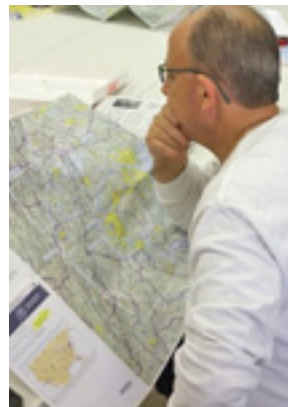
*Above: Charles Norman and Kaye Ebelt prep Ellie Renshaw for flight in the K.*

*Right: Ellie, Josh Morgan soaking up wisdom from Charles Norman.*

*Left: Ellie and Kaye*

*Below right: proof the SSCWC actually flew in that pea soup.*

*Below: Evan Dosik another happy customer for Charles' wisdom.*



Reynolds and Ellie Renshaw, Kaye Ebelt and Scott Graham



## A Special Day for Joe Parrish

The occasion: Joe Parrish marries Michelle Chen  
The date: Saturday, 22 February  
The place: Pasadena, California

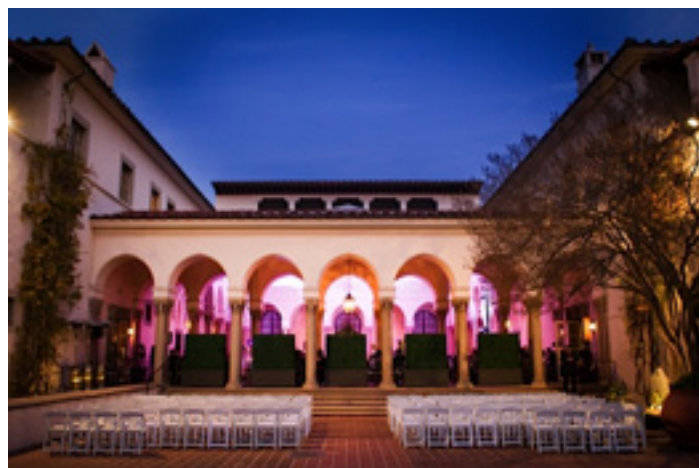
On a spectacular, sunny and warm Saturday afternoon, Joe Parrish married Michelle Chen in an outdoor ceremony located at The Athenaeum, California Institute of Technology in Pasadena, California. For those who do not know Joe, he was a CFI-G at Skyline Soaring Club for several years who now works for the Jet Propulsion Laboratory and Michelle is a real estate agent in Southern California.

On Friday evening, 21 February, Joe and Michelle gathered at the AKA Restaurant in Pasadena for dinner with their many out of town guests. The outdoor venue was situated on a raised and covered patio in a former warehouse area in Pasadena that had been converted into a walk-friendly eclectic group of shops, boutiques and restaurants.

While Joe's immediate family attended the ceremony, Michelle's extended family, many of whom travelled from China, were also in attendance. The evening provided the Parrish and Chen families the opportunity to gather their many friends and enjoy a wonderful multi-course dinner. The venue, dinner, wine and the opportunity to gather with new friends combined for a lovely evening.

Saturday, 22 February, broke with spectacular, high blue skies and warm temperatures. Guest gathered at The Athenaeum, California Institute of Technology, <https://www.athenaeumcaltech.com/> a spectacular setting. Built in the late 1920's/early 30's, its Mediterranean-style boasts elegant rooms with ornate ceilings, beautifully painted archways, rich draperies, historical leather-bound books and colorful carpets. Three Nobel Prize winners, including Albert Einstein, Robert A. Millikan, and A. A. Michelson, graced its halls and dined at the facility in the 1930's. The notable history and beautiful grounds made for a breathtakingly romantic backdrop to celebrate a special day.

With some two hundred guests in attendance and gathered outside on the lawn, Joe and the wedding party assumed their positions. Music announced the bride's arrival and guests stood as Michelle, escorted by her father, appeared and walked down the aisle. Michelle looked stunning in her white wedding dress. The traditional ceremony went off without a hitch and before long the minister announced, "Ladies and Gentlemen, I present Mr. and Mrs. Joe Parrish."



Photos: courtesy of Joe Parrish

The ceremony was followed by cocktails in one of the many spectacular rooms within The Athenaeum and was followed by an evening of dinner and dancing. As it turned out, there was a common thread at the table where my date and I were seated. We were accompanied by Martin and Laura Gomez, Mehran and Lorie and their son Jack Salamati, originally from Iran, and Misha Kasyan and his wife Basia, originally from Russia. The thread, as comically announced by Misha, was, "I see that we are all related ... by aviation." As it turned out, each of the guests at our table were pilots. While such commonality was of interest to the men, the ladies certainly found other subjects to talk about.

As the guests gathered about their tables for dinner, Michelle and Joe excused themselves. Oohhs and aahhs emanated from the crowd as both emerged wearing beautifully adorned Chinese wedding costumes to the particular approval of their many Chinese guests. Together, they circulated amongst the crowd. It was a most gallant event for all of us to enjoy and we wish Michelle and Joe a soaring life together.—*Rob Creedon*

## Editor's Image Bank



Photo: NASA

**Letter to the Editor**—Marion Barrett (used to operate at Minden) owned a Libelle. Neil Armstrong owned a Libelle. In 1969, she invited him to join her at a soaring contest so they could enjoy competing in identical sailplanes. He wrote back and reluctantly declined, citing a likely conflict at the time of the contest.

Yep, he was on his way to the moon.

—Jim Kellett



Ertan Tete, DO and Scott Graham, Towpilot photo: Martin Gomez

Piet Barber in wave—photo from the man himself



**Goodness they grow up fast**—and big too. Chris Zaboji three years ago and CFI-G Bob Sallada. We're all wishing Bob a speedy recovery and by the time it warms up like this, we hope to see him teaching again. Photo: Steve Zaboji



Recycled  
Information  
Worth  
Repeating

# SAY AGAIN



### **Anyone interested in attending the Schweizer Homecoming being held at the end of June ?**

It is being held at the National Soaring Museum, on 26th-28th June, at Harris Hill, Elmira, NY.

<http://www.soaringmuseum.org/>

The Board of Directors has given me tentative approval to take the Sprite to participate. So everything is in the planning stage at this point. Just need to know if there is some serious interest to do it.

Harris Hill is also the site of the Harris Hill Soaring Corp. They provide the services related to flying gliders.

<http://www.harrishillsoaring.org/HHSC/Home.html>

Upon final board approval. I will trailer the Sprite from Front Royal to Harris Hill and back. Tentative travel dates are to depart 25 June and return 29 June.

Please let me know if you are interested in participating in the flying, rigging, or de-rigging, or transporting the Sprite from Front Royal and Harris Hill. Or, maybe bringing your own Schweizer to participate.

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

Thanks, Vern Kline 571-765-0024

**What Vern said, plus:** Harris Hill is a fabulous place to visit/fly! If you've not been, or even if you have, this is a great opportunity. It is a unique field, plus there are many family-friendly vacationary things to do.—*Jim Kellett*

<http://www.skylinesoaring.org/VIDEOS/>

**I have attended a couple of these events** over the years and they are always fun. I will be there as will 15 or 20 1-26 drivers from all over the country.—*Bill Vickland Saturday, May 3 & Sunday, May 4:*



#### **Skyline Soaring Club, Inc.**

is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America.

For information about the club go to [www.skylinesoaring.org](http://www.skylinesoaring.org)

President—John Noss

Secretary—Jim Kellett

Treasurer—Thomas Park

Assistant Treasurer—Dan Ernst

Membership—Steve Rockwood

Chief Duty Officer—Craig Bendorf

Chief Tow Pilot—Martin Gomez

Chief Flight Instructor—Piet Barber

Safety Officer—Charles Norman

Skylines Editor—Phil Jordan

[flyingfish2@cox.net](mailto:flyingfish2@cox.net)

Directors—John Noss, Jim Kellett,

Richard Garrity, Keith Hilton,

Ertan Tete, Martin Gomez

**Saturday, May 3 & Sunday, May 4**—Wurtsboro Airport is hosting our 3rd Annual Schweizer 1-26 Spring Fun Meet!

<http://www.ssa.org/Contests?cid=2276>

**Tooth Extraction By Drone**—The practical applications of multi-copter drones seem to expand every day (to the consternation of air regulators) but it's doubtful anyone saw "drone dentistry" coming. Eight-year-old Adam Swan, of Dublin, Ireland had a tooth extracted by an unmanned aerial system and he was an enthusiastic participant. "It's out, it's out!" Adam yelled as the drone operated by his father Malcolm rose about 20 feet AGL and yanked the string tied around the younger Swan's obviously loose baby tooth.

His dad did put some effort into showing that the tooth was ready to come out and that no eight-year-olds were harmed in the production of the now-viral video. The Swans weren't the first, however (and will almost certainly not be the last.) Based on the background of the second video (below), it looks like a southern U.S. family discovered the dental extraction capabilities of drones about eight months ago. Jaden, a boy about the same age as Adam, confirmed for the camera that the tooth departure method was "my idea."— <http://www.avweb.com/avwebflash/news/Tooth-Extraction-By-Drone221679-1.html>

**Dear Skyline Soaring Club**—I am a parent volunteer at Spring-Mar Preschool in Burke, VA and we are organizing our 4th Annual Touch-A-Truck Event at Lake Braddock Secondary School on Saturday, April 5th.

Touch-A-Truck is a great, family-oriented event where we bring dozens of vehicles all together in one place for kids to see up close, honk the horns and talk to the drivers. We even have the Fairfax County Police Helicopter land in the middle of the event and we had over 2000 visitors to the event in spring 2013.

We would LOVE to have a glider in our event this year! I am hoping you could connect me to the best person to contact. Our participants are free to distribute materials and promote their organization at our event.—*Kristin Leonato* 703-597-9810<tel:703-597-9810

If anyone is interested in supporting this event give Kristin Leonato a call—*Steve Rockwood*

**March 22**—Not bad for the first day (for me) of soaring in 2014 - nice wave at 13,600' over my old home town, Winchester, VA and Somewhere in Frederick County (or maybe the county west of Frederick), a party is missing its balloons this afternoon...because here they are at about 12,000' over Winchester Virginia.

—*Jim Kellett*



Photo: Jim Kellett