



Masthead photo: Dick Otis

From the President

John Noss

Well, July was a very busy month, starting with the first four days as part of the Week of Training. Even with some weather impact, that was a very productive period, leading to three glider initial solo flights this month! Many thanks to the instructors, towpilots, DO's and ADO's who made it all possible.

As you should have already seen, we announced an increase in dues and tow rates. Phil should have the text of that message later in the newsletter, so I won't repeat it here. Higher rates are never popular, but please take the time to read through the rationale, I hope you'll understand the need and the logic behind the decision.

We also just posted an update to the operations manual, please download a copy from the public documents section, and read through it. Changes are in red, and listed in the change summary at the front of the document. Some changes just catch up documenting procedures we have already announced, but there are some new things. We've made the new member orientation session mandatory, and added a requirement for the duty crew to check all tire pressures (including the towplane) before leaving the hangar area. You'll notice the K is now flying without the main gear shroud, so it's easy to get at the valve stem. We've been going through tires and tubes much faster than before, this is a step to make sure that under-inflated tires are not causing problems. We also added in a section on member qualifications, it turned out that what we thought was common sense needed to be written

down. Future members will see some of that reflected in a revised process (and forms) for membership application, that's still a work in progress.

You may have noticed a few new member faces lately. After the Week of Training, we reevaluated the student load and opened up to new memberships again. We will continue to monitor that situation, and adjust again if necessary

With the recent surge in private glider ownership, we are starting to see frequent cases where we have more gliders on the ramp than our allotted space will hold. Reggie has asked that gliders not be parked anywhere on the ramp other than our normal southern-most row. He suggested parking any other gliders in the grass safety area next to the taxiway, but that would be unsafe for anybody needing to land there, so don't do it. A better plan is to not waste any space on our ramp. Park the glider closest to the terminal centered on the first parking stripe, and don't waste space between gliders (still do not overlap wings). Keep the next glider to fly on the staging mark, and be ready for the towplane when it lands. If gliders get shuffled around after flying, rearrange them if needed. If you are a private glider owner, consider leaving your glider near the han-



Photo: Kaye Ebel

gars instead of bringing it to the ramp hours before you are ready to fly. Your position in the launch queue is based on when you arrive at the field, not when your glider gets to the ramp, and DO's should know that. On busy days, it helps to have two towplanes in service. Sometimes a willing towpilot just happens to be there, but we could help ensure that, if the DO gets a courtesy call (e-mail a day or two in advance) from anybody planning to come out and fly their own glider. That would allow the DO to appeal for a second towpilot in advance when needed.

The search for a replacement ground tow vehicle continues, we are looking at used cars, trucks, golf carts, ATV's, and utility vehicles. Until we get that replacement, we are down to just our ATV, and it's on its last legs. We survived for years with only one car, but

with our increasing ops tempo, we sometimes really need that second vehicle. If a member offers to use a personal vehicle on a day when they are at the airfield (until we get a replacement), make sure the DO coordinates that in advance with the airfield manager, and only one designated private vehicle may be in service at a time.

One final appeal on taking care of the equipment – we recently have had a lot of tools disappear. Please take care to replace any tools back in their respective toolbox when you are finished using them, and put the toolboxes back where you found them. It's not just a matter of having to replace expensive tools, it's a matter of having what we need when we need it, to keep our gliders flying.

Fly Safe, Fly Often, Have Fun!



Skyline Members–

John Noss,

President, Skyline Soaring Club

Back in January at the annual membership meeting, and later in a newsletter, we let everybody know that we expected our (Warren County) hangar rental fees to increase, and that when it happened we would assess how much we needed to pass on as an increase in dues to Skyline members. Well, the increase in hangar rates became official this month, and at the board meeting on 19 July we took a hard look at what we need to charge in order to remain financially sound as a club. Remaining financially viable (along with flying safety) is the primary responsibility of any soaring club board of directors. So here's what we, the board, decided needs to happen, effective 1 August:

Members who sub-lease hangar space for trailers will see future 6-month charges increase from \$450 to \$500. That covers the new increased hangar rental rates from Warren County, without any burden on other members in the form of dues. Our next opportunity to invoice for hangar sub-lease costs to renters will be in December, for the first half of 2015.

Dues will need to increase from \$28 per month to \$33 per month, still paid at the beginning of the year. That's an increase from \$336 to \$396 per year, not including the SSA dues. Any current member who has already paid dues for 2014 will not be charged an additional fee, so you will see your first increase in the invoice for 2015 dues. Since the formation of Skyline Soaring Club 22 years ago, a consistent philosophy on dues was to set the dues rate sufficient to cover fixed costs (such as hangar rent and insurance), without relying on unpredictable flying rates. It seems that slowly over the last few years, the amount collected as dues has shrunken to only 67% of fixed costs in 2013, projected to be 65% in 2014. That's a precarious position for the club to be in, and relies on making a substantial profit from tow fees and aircraft rental. Looking further, it turns out that we made zero profit from tows in 2013, and were heading towards a loss on tows for 2014. The amount that we collect for aircraft rental is not sufficient to make up for the gap in dues. So the increase from \$28 per month to \$33 per month eases the ratio of fixed costs covered by dues back up to a projected 75% in 2015 – far from the 100% ideal, but a move in the right direction.

Moving on to the tow rates, since we made no money last year to help cover the gap in dues, we will need to increase charges to at least show some margin of net income on tows. We compared Skyline tow charges to other clubs who publish their rates online, and

found that although our 1000' tow rates are about average, the higher tows were dramatically below what other clubs charge. It turns out that our altitude-based rate of \$5 per 1000' was set back in 1999, and since then aviation fuel prices have tripled. We looked at the historic distribution of tows to different altitudes, and looked at different options for a fee schedule. We settled on changing the tow fee schedule from \$22 for the first 1000' plus \$5 per additional 1000' (in 100' increments), to a new rate of \$20 for the first 1000' plus 8\$ per additional 1000'. For a 1000' tow, the charge will actually drop by \$2, good for student training, though a small portion of overall towing. For a 2000' tow the charge increases by \$1, for a 3000' tow the charge increases by \$4, for a 4000' tow the charge increases by \$7. Based on our typical distribution of tow heights and current flying rates, we expect that the increased tow income should go from zero to about \$2.75 per tow on average, or enough to cover about half of the remaining dues gap. Aircraft rental rates will have to cover the rest, but no immediate increases appear to be necessary there.

We fully understand that nobody wants to pay more than they have to, and flying even in a club 'cooperative' is still expensive. We tried to make these increases as painless as possible, while ensuring the overall financial health of the club. We will continue to monitor the finances closely, and adjust as necessary. We absolutely need to be able to bank money above forecast expenses each year, to cover unprogrammed costs such as major aircraft repairs, and setting aside investment money for future upgrades or replacements to the fleet. Just as an example, last week the tow car finally died, the money to replace it needs to come from somewhere. You can expect a detailed look at the long-term financial forecast at the annual membership meeting in January, with a meaningful discussion.

Thanks for your understanding....



Week of Training

Jim Kellett—Photos from Kaye Ebelt

So many things stand out from the 2014 Week of Training:

➤ One hundred four launches! That's 416 flight operations in five days, or the vast majority of all the 'action' at the Front Royal airport.

➤ An INCREDIBLE effort by a LOT of members! Particularly notable was the presence of at least a DOZEN volunteers who were at the field every day for six days straight to tow, instruct, push, pull, drive, wipe, compute...doing things without having to be told, teaching each other how to get things done properly and safely.

➤ The weather. We had heat—boy, DID we have heat!—for four days, thunderstorms on four afternoons, and gale winds on the fifth day! In spite of that, we got in 104 sorties (did I mention that?) in large part because some of you fellow member volunteers were first on the field (before 0800) and last to leave after things were put away.

➤ And at least one endorsement for a PPL checkride and two first solos in gliders!



Log This

Congratulations to Bruce Zivic, Skyline's newest private glider pilot!
Well done, Bruce!—Jim Kellett, Resident Curmudgeon

Who said you can't teach an old dog new tricks? Lots of people spent lots of time helping me achieve this goal. What a great club!
Thanks to all! And of course a lot of instruction slots have just been freed up.—Bruce Zivic



Photos: Dan Ernst



Above: DPE Marvin Holland and newly minted PP-G Bruce Zivic.

Left: Witnesses to Bruce's accomplishment, l-r, Bob Sallada, Rufus Decker, Dick Garrity and Ted Stewart. (Did we mention it was a gray day?)

We had two significant achievements on July 5th resulting from Week of Training. Brandon Snow and Kaye Ebelt successfully soloed today. Jim Kellett came to the airport to specially support Brandon's solo with Brandon's Mom, Dad and Sister looking on. Mom was very nervous and glad to see him back on the ground. Brandon demonstrated a perfect launch, then after a short bit of soaring, a perfect landing. The water bottles were awaiting his return. Congratulations Brandon!!!

Kaye Ebelt worked on the landing flare all day long and finally satisfied Scott Graham that she could solo. Kaye has put a lot of work effort into completing her solo and everyone at the airport acknowledge that with their support at the airport. Nearly 7:00 in the evening and still eight or nine pilots at the airport to witness



the event. Not a long flight, only 10 minutes, but a good one. She was received with a couple of water bottles on the head followed by a full cooler of water by instructor Scott Graham. She was drenched. No way to wipe the smile off her face. Congratulations Kaye, well done!!!—Steve Rockwood



Above and left: 14 year old Brandon Snow, of Washington, DC completed his first solo on Saturday, July 5 under the direction of Instructor Jim Kellett.

Photo above: Kaye Ebelt



Photo: Chris Snow

Above : Off we go into the wild...Kaye on her way to solo.

Right: Shane Neitzey, instructor Scott Graham, Kaye Ebelt and George Hazelrigg.

Photos from Kaye Ebelt.





On July 2, 1988, Piet Barber soloed. Pictured above is WSC instructor Chuck Spangler (left) and Piet in the way waaaay too short short-shorts! (Skylines always brings you current news.)

July 19—Congratulations to Mario Simula on his first solo. For a while it looked like he was going to end up with flight of the day on his first solo with 29 minutes but two others managed to top Mario's 29 minutes.—*Mike Hatfield*

Video of Mario's ceremony from Chris Zaboji
<https://www.facebook.com/photo.php?v=665752673519814>

Mario and his fiance Mariagrazia pictured below. Congratulations Mario on two very significant accomplishments.



On June 29th, 2014 Ernest "Ernie" Benner (above left) completed his first solo in an ASK-21 at Skyline Soaring Club in Front Royal, VA. Ernie is an accomplished power pilot and holds a pilots certificate for SEL and MEL airplanes. Ernie is pictured here being congratulated by Skyline CFI-G Charles Norman."

Copy That

When the Students are ready the teacher appears—July 12, Bob “The Man” Sallada returned after his 6 or so months recovery.... Also, it was a first time view for me to see him seated in the front seat. I was very happy to see him back, and I am sure everyone was.
— Carlos Troncoso.

Dad and I flew Margot and Caroline to Kent Island July 13 for some fresh crabs. It was great to land on a grass runway right on the water’s edge and then take a short stroll to the restaurant!
—with Charles Bennett Norman at Kentmorr Airport.

Photo: Carlos Troncoso



Chris Zaboji visiting SSA’s hospitality tent at Oshkosh and another picture where Chris flew a Cessna CJ3 simulator and truly raised some eyebrows when his glider training manifested in an impressive performance.—Steve Zaboji



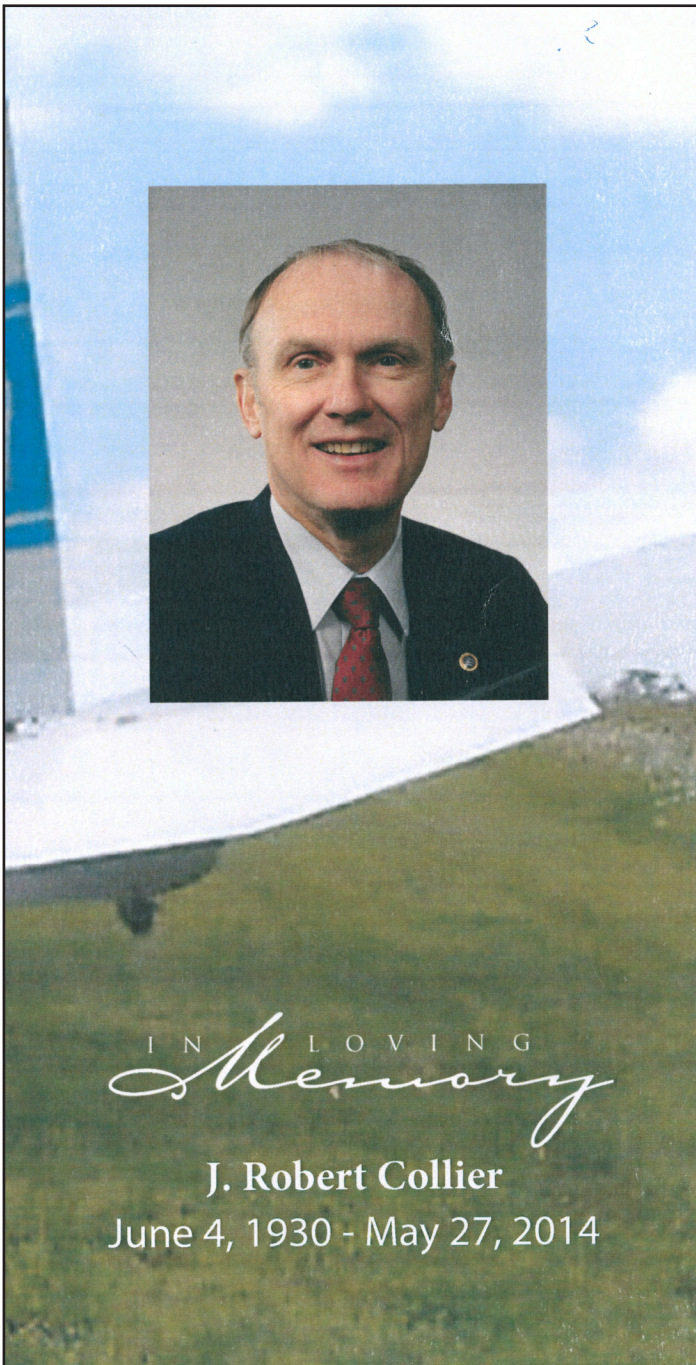
Photos: Steve Zaboji



When ever Bob landed he drew a crowd



Photo: Dave Collier



Photos: Dan Ernst

Recycled
Information
Worth
Repeating

SAY AGAIN



Please welcome Steve Rockwood as our new Treasurer. Yesterday I turned over the treasurer's duties to Steve. Dan Ernst will continue as assistant treasurer and they will be your contacts on all items related to the club treasurer.

Please send all checks to Steve at 7466 Coblenz Ave Warrenton, VA 20187 and all treasurer related e-mail correspondence to steve.rockwood@comcast.net — *Tom Park*

Tom—*It has been great working with you*, but more than that, as a member of Skyline I want to thank you for all the time and effort you have put in to keep our club running. One of my favorite lines from the movie "The Right Stuff" is when they are all drinking at Poncho's Happy Bottom Riding Club after the flying day is done and the journalist says, "Do you boys know what keeps your ships in the air?" They kind of condescendingly say of course we do, but it would be hard to explain to you. And he smiles and tells them, nope you're wrong, "It's money that keeps you flying. No bucks, no Buck Rodgers." So thanks for keeping us in the air, Tom!

Cheers — *Dan Ernst*

Our great thanks to Tom for many years expertly managing this essential service and to Steve for assuming yet another vital Club responsibility. — *ed*

As you know, for some time now we've sharply limited the use of the grass safety area (which is NOT a runway!) to instances when there is a need to avoid conflict on the runway and for occasional training flights as part of the Club's training syllabus.

Today we received permission from the airport management to use the safety area (which is NOT a runway!) for the Sprite. This should dramatically reduce the wear and tear on the Sprite's skid.

Notice that is NOT approval for routine use of the safety area (which is NOT a runway) except for the Sprite! All other club and private ships should continue to use this area only for legitimate safety reasons to avoid conflicts with other aircraft or for the occasional training flight.

In announcing intent on the CTAF when entering the pattern to use this safety area, please do NOT refer to landing 'on the grass runway'!! It is a 'safety area' — *Jim Kellett*

Podcast: Inside "The Millionaires' Unit" —The Millionaires' Unit was the appellation given to a group of wealthy Yale University students who were determined to fight the Axis before the U.S. was involved in World War I—and they did so by learning to fly. They formed the nucleus of what became naval aviation and served — some died — in aerial combat against Germany. Marc Wortman,



author of the book *The Millionaires Unit*, and Darroch Greer, producer of a documentary based on the book, spoke to AVweb's Rick Durden about the documentary, which is being sneak-previewed at AirVenture, and about Wortman's book.

<http://www.avweb.com/podcast/Podcast-Inside-The-Millionaires-Unit-222496-1.html>

Sailplane Tracker receives major update for 2014—radar image-Pedja Bogdanovich and GlidePort Aero have updated our Sailplane Tracker for 2014. The big news is the move towards a full featured flight analysis capability.



Supporting this functionality occurs through the addition of altitude data. Altitude input is achieved with the use of a free smart phone app. For download of the app to your iPhone please search 'GlideTrack' within the Apple App Store. As an added bonus you can now

upload IGC files to the Sailplane Tracker for analysis and playback. For a demonstration of capabilities and features please watch the following video:

<https://www.youtube.com/watch?v=Fhmxg1TyxSc&feature=youtu.be>
<http://www.ssa.org/SailplaneLocator?show=blog&id=3640>

SAY AGAIN



Published on May 10, 2012—Bill Vickland talks about his flying experience after the Wurtsboro Airport 1-26 Fun Meet 2012. He also shows us some useful modifications to his 1-26 trailer.

<https://www.youtube.com/watch?v=6QO6rbtgVPM>

Sitting in the back seat of the Grob while the student completes his checklist...he inquires as to the security (belt, canopy) in the rear cockpit and I reply in the affirmative...the wing runner observes that the leading edge of the rear canopy is raised (!)...re-check the canopy closure, and, sure enough, the canopy handle IS locked, and the REAR pin is engaged, but not the front one! (That's why when 'checking' by pushing up on the canopy did not reveal it.)

More good evidence for all of us to use all our eyes to be on the lookout for something wrong!—*Jim Kellett*

PS: For bonus points: Suppose this happened to you, but that no one caught it until you realized it from the noise in the cockpit well into the tow. How many alternative actions can you think of? Which one(s) would be the best?



On 4 July after putting gliders in the hangar when winds got too high to continue flying, the left wing of the Grob came down on the antenna of the Sprite hard enough to pull it out of its mounting hole. This morning I was able to get it reinstalled by using oversized stainless steel washers on both sides of the skin. Fortunately this was easy to repair, but it could have been a lot worse, and it is important that we not let it happen again. In the attached photo, you can see the wing of the Grob as it was parked after flying today. If it is slightly forward of this position, it can come down on the canopy. If it is slightly aft of this position, it can come down on the antenna. It's important that the wing just not come down at



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,
Richard Garrity, Keith Hilton,
Ertan Tete, Martin Gomez

all! So please, when you put the Grob (or the K) in the hangar, put the foam pad and an old towplane tire on the down (East) wing as soon as possible after it is positioned properly. Do not leave the glider unattended until this has been done. Towpilots, please use the minimum power practical when taxiing in front of the hangar doors, and never turn the towplane tail towards the hangars while the engine is running.—*John Noss*

A couple of people had mentioned that we'd run out of the large Skyline shirts—but, we have re-stocked the shelves with all sizes!

We now have TWO different kinds of these beautiful shirts! The traditional 100% pre-shrunk cotton that we've always had, and the same design on a lightweight wicking poly shirt! We were able to hold the price on the cotton shirts (\$15) and the new poly shirts are only a dollar more \$16. They're stored in plastic boxes on the shelves in the back of the westernmost towplane hangar.

While you're there, take a look at the "Go-Bags" in the cabinet! They're not only good advertisement for the club with a large club logo on the bag, they're ideal for keeping all the 'stuff' you need for a soaring day. Pockets for your phone, space for you logbook(s), training manuals, lunch, spare jacket or hat, what have you. The availability of these bags is one of the best kept secrets of Club membership!

Your Duty Officer can provide these for you next time you're in Front Royal. Show your colors!—*Jim Kellett, Resident Curmudgeon*

There is no designated hydrationmeister. Several weeks ago we were out of water and gatorade, I got 8 cases of water and 3 cases of gatorade. KMart in Front Royal often has good sale prices. Whoever sees the need should take money from the can and get what makes sense, at the best price you can find below published club prices. Remember we are not technically 'selling' these, we just expect everybody to pay the recommended price so we can restock when needed. —*John Noss*

If you have not see the "Sunship Game", it is an interesting look at racing sailplanes back when all things were a little looser.....—*Jim Garrison*

Robert Drew, director of the classic "The Sun Ship Game", died at the age of 90. Most soaring pilots who love this film know little of his other ground-breaking films. Similarly, filmmakers familiar with those films have never heard of "The Sun Ship Game".

When I made "A Fine Week of Soaring" he was gracious enough to let me use some footage from "Sun Ship" to frame George Moffat's story. I encouraged him to release "Sun Ship" on DVD, but there was a nagging question around music rights to the Bee Gees music.

Years later I got a call from him that he had re-mastered the film on DVD and what should he do next to sell it. Fortunately it was early November and still in time for Christmas season. I connected him with all the soaring retailers and the film made a splash.

His legacy in soaring and filmmaking circles will be present for a long time.—*Juan*

<http://us2.campaign-archive2.com/?u=3fe3bbbeod68054ba2037af6a&id=e467aco2db&e=cb499a6045>

I just registered for the region 4 North contest at MASA in Fairfield PA. <http://www.ssa.org/Contests?cid=2292> I was wondering if there were any other members planning to fly there? I will fly in the Sports class.—*Shane Neitzey*