



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

JULY 2014

SKY LINES

Masthead photo: Dick Otis

From the President

John Noss

June is now behind us, an average month, we lost some flying due to weather, but overall not too bad. Clearly summer is now here, a full day on the flightline in high heat and high humidity will kick your butt if you don't use real caution to stay hydrated and avoid over-exertion. And as we begin the Week of Training, those are serious concerns, so please everybody be careful and watch those around you for signs of heat stress and heat exhaustion. It's kind of like hypoxia in that you may not notice it creeping up on you, but people around you may see it, and if they tell you it's time to get out of the sun and cool down and get some water, just do it.

I think Phil has some photos later in the newsletter, everybody please congratulate 14-year-old Ellie Renshaw for a very nice solo flight. I had the honor of signing her off for the solo flight, but a lot of other instructors deserve the credit for helping her get to this point, especially Bob Sallada.

As I mentioned last month, the new VHF radio setup in the club trailer is a wonderful new capability, but we need to work hard to take care of it. I've found heavy junk piled on top of the antennas and poles and cables in the trailer at the end of the day, and one of the recharging cables got pulled out of its lug, and several times the charger has been left on when not charging. PLEASE take care of this system! Our authorized frequency is 123.3 (backup of 123.5), we are not authorized to transmit on 123.0 unless it's a safety-of-flight issue. Leave radio number one tuned

to 123.3 with 123.0 in standby, so you can just toggle it if you need it for a safety call. Leave radio number two on 123.0 to listen. Use 123.3 for glider-to-glider and glider-to-Skyline-Ground conversations. We are not Front Royal Unicom, we are Skyline Ground. The microphone fits in the microphone jack, today I found it plugged into the headphone jack, it's not even the same size. When in doubt, read the directions in the plastic pouch. And again, thanks to Dick Edge for building this!

Another maintenance reminder, the tow car battery will discharge if not disconnected at the end of the day, so open the hood, secure it open with the plastic pipe, and throw the switch on the battery to the open (not connected) position. Also, remember that the Saturday duty crew should ensure the tow car and ATV are completely filled with gas at some point during the day. That's not the same as just putting 5 gallons in the car when it runs out, the intent is to keep the tank full so we don't burn up another fuel pump (which is cooled by the fuel in the tank).

Looking ahead, Bill Burner has again invited us out for a Fall family day at VG55, mark your calendars now for Sunday 12 October, weather backup 19 October.

Fly Safe, Fly Often, Have Fun!

Photo: Kaye Ebel



June 22—A Special Day at FRR

Rob Creedon, DO

Out we came to the field today,
The opposite of Kellett's-Rule was all at play.

All 'round reports were of clear and blue,
But FRR remained socked in the goo.

We hung at the hut with drizzle a'round,
Noss held school while stuck on the ground.

With students, FASTers and guests here today,
Pattern tows and rope breaks were only in play.

Disappointed registered and faces were grim,
Everyone wondered 'bout the Rule-of-Jim.

Slowly and slowly the ceiling did lift,
Not far from the airport did pilots dare drift.

Late in the day the clouds did depart,
Though no one would admit Kellett so smart.

A special day for Renshaw she was a must,
At 14-years old she soloed with us!

Up and away with Noss watchin' a'ground,
Gomez towed away and flew her a'round.

Mom and Dad watching nervous no doubt,
Spectators held "10's" as her touchdown was stout!

A slow day to start ended with a bang,
Twenty flights today for a most determined gang.

Photos: Martin Gomez



Photo: Kaye Ebel



Soaring Beyond Limitations



Article and photos by Greg Ellis

I first heard about Josh Basile while sitting in his father's (my urologist) waiting room. On the table was a large photo album filled with pictures & comments, showing what happened in Josh's life after a freak ocean accident left him paralyzed below his neck. I thumbed through that book on several visits while in the waiting room. It showed—with pride—what this remarkable young man was doing with his life. Finishing college, completing law school, and later passing the DC bar. During my office visits I asked Dr. Basile about his son and on one occasion asked if Josh would be interested in a glider ride. My thought was that a glider flight would be an experience that Josh would otherwise never have available. His response was that he might be interested, it might be a good idea and he would check with him. At a later appointment Dr. Basile gave me Josh's contact info and recommended that I communicate with him directly about it.

Along with a photo of myself with the Grob, I sent Josh the following:

"My name is Greg Ellis, one of your Dad's patients - the one who flies gliders. He told me that you are interested in taking a glider ride. I would appreciate the opportunity to take you up and share the experience of soaring. I have been a glider pilot for many years—got my license in 1968. Soaring has been a dream and a passion for most of my life; sharing the experience is a pleasure and a fulfillment...."

Josh's response was positive, enthusiastic and excited. Over several months I communicated with him and with the Skyline Soaring Club board to see how a flight might be arranged. We set it for the fall of 2013, unfortunately winds that day were very high

—not a good day to give a ride. This year we settled on June 1 as the day. What a lucky choice it turned out to be. A few weeks prior to the date club president John Noss and I looked at both the ASK-21 and the Grob G103 considering how Josh would enter and exit, and how he would be secured. This prompted me to send an inquiry to Josh about his weight and mobility. His response was:

"I weigh around 165-170 pounds and I am 6 feet tall. I can move all of my muscles above my shoulders. I do not have that great upper body balance/control because of the lack of movement below my shoulders. We're going to need to figure out a good way to strap/harness me and to limit my forward and lateral movement. I've been in a NASCAR post injury and they ended up duct taping my helmet to the back of the headrest. Worked like a charm! We might need to have a little creativity on keeping my body from moving once up in the air..."

I responded to him describing the glider's 5 point harness and we agreed that the rest would have to be worked out on the spot at the field. Then the anticipation began to build—for both of us.

A month before the flight I received this e-mail from Josh:

"My dad is not on call on June 1. Can't wait!"

Then a few days before:

"I'm so looking forward to this! I can be at Front Royal airport at 11 AM."

Then the day before the flight:

"Very exciting. I am smiling as I'm writing this e-mail! Can't wait!..."

The big day arrived and brought perfect flying weather. A clear blue sky with those puffy little cumulous clouds and light winds.



Above: Joshua Basile being positioned to board Skyline Soaring Club's Grob G-103

Right: Joshua Basile seated in Skyline Soaring Club Grob G-103

Josh has a lift and sling arrangement that his helpers use to transfer him from his specially equipped van to his electronically controlled wheel chair. With Duty Officer Dick Garrity's advice we removed the canopy from the Grob. Then Josh's helpers, with my oversight used the lift & sling arrangement to lower him into the front cockpit seat.

We had delayed our launch until about 1:00 for best soaring conditions. Released into a thermal at 3000 feet over the near ridge and immediately began to gain altitude, soaring ever higher as the view below expanded and the horizon receded. Our altitude peaked out at 4700 feet, at which time we began an aerial tour to Signal Knob and the Shenandoah, then across the Front Royal area to Skyline Drive, finally making a smooth landing on runway 28 after a fantastic 44 minutes aloft. Josh was all smiles as was I. He said that it was an experience he will never forget.

In addition to being a lawyer, Josh is an inventor and holds at least one patent. He has become a leader in the quadriplegic and paraplegic community. He is one of the most turned-on, excited-about-life people I have ever met. He has an unstoppable way of being, a friendly, outgoing and inquisitive personality. It had been a real privilege to become acquainted with him.

After the flight Josh and his father both thanked me for taking him up for "...an amazing Sunday adventure!". In reply I said:

"It was a real pleasure for me too. I thank and acknowledge you for



your trust and confidence, and for your friendship. It takes something to allow yourself to be hauled into the sky at the end of a 200 foot rope, in a tiny fiberglass aircraft with no engine!"

A great big Thank You to the June 1 Duty crew and everyone else on the field who helped make this work so smoothly and flawlessly. Thank You to the board and especially to John Noss for helping to plan this event. The entire club made this flight happen, brought an extraordinary experience in to the life of this extraordinary young man. I am truly indebted to Skyline Soaring Club and the soaring community for your generous support.

Prediction: we will be hearing more from Josh!



RW 300km Out & Return

Chuck Stover

If you slam your head into a brick wall often enough the bricks will eventually fly. That's what happened on Sunday May 24th. After many attempts, maybe only a handful serious, it all came together.

During the previous weeks triangle attempt I ended up landing at the end of the day in Martinsburg. I brought home a nice T shirt from the FBO, but that was not what I had in mind. Piet was successful with his attempt at Gold Distance/ Diamond Goal that day while Joe Lingeitch and I both had our challenges.

I spend considerable time studying our IGC traces, learning a bit about what worked and what didn't that day. As the week progressed the XC Skies forecast for the coming weekend favored Sunday with better soaring conditions to the south of Front Royal. Not needing another T shirt I came up with a revised plan. Swayed, I'm sure by Piet's comment to me after his Boomerang flight "Go South Young Man". Another configuration for a Goal flight is an out & return. That was it! Stay away from the flat land to the north.

Having not flown a sailplane south of Eagle's Nest, I made a call to Jim Garrison who graciously filled me in on hot spots, trouble spots and landing options for a flight farther south.

Armed with this knowledge I came up with Signal Knob as a start/finish point with the intersection of RT60 and the Blue Ridge Parkway as a turn point located near the town of Buena Vista. A distance of 319.6km.

Off tow near Signal Knob, I crossed the Knob at 2900ft. and headed back towards the airport to grab a thermal we flew through on tow, then headed south.

There are three points between Front Royal and Eagle's Nest where the valley narrows. These offer the best chance to get up on the Blue Ridge. The first is midway between Front Royal and Luray. The second south of Luray and the third at the south end of the Massanutten. I noticed what appeared to be a little line of faint clouds crossing the valley as I approached the first narrow. It worked! In no time I was over the Blue Ridge and just basically followed the line of Cu down the high ground all the way to Buena

Vista. Most of the flight was spent between 6500ft. and 8000ft.

The only trouble spot was approaching Buena Vista where the lift seemed to go soft to non-existent due to a high thin cloud layer blocking the sun. Not wanting to retrace my steps through sink I slid down onto a little front ridge along the I-81 valley. The sun was shining there and I could see lots of rocks. I flew along over them and was eventually rewarded with an 8 kt thermal back to cruise altitude and back to the high ground. Other than the start, that was the low point of the day at 4400ft.

The return leg seemed to go much faster than the leg down. Total flight time 4h40. It was interesting to note the line of CU along the Blue Ridge shifted a few miles to the east latter in the day. I flew up the east side where the energy was and enjoyed a nice change of scenery for the trip home.

The flight has been approved by the Badge Dude, and I have a Gold Badge sequential with Piet. We hold #2690 and #2691.

Now I need to go out and fly 300km at least two more times. The third 300km will be the tie breaker that shows it was no fluke, I am starting to learn how to do this. Then speed. The diamond distance (500km) isn't going to happen unless I go faster. There aren't enough hours of daylight to fly that distance at my current speed.

It's a process and I'm enjoying it every step of the way.

Photo: Martin Gomez



Happy Fourth of July Everyone!

"I am well aware of the toil and blood and treasure it will cost us to maintain this declaration, and support and defend these states. Yet through all the gloom I see the rays of ravishing light and glory. I can see that the end is worth all the means. This is our day of deliverance."
John Adams

Design: Phil Jordan Photo: Gary Clark ©USPS



Smithsonian Udvar Hazy - Become a Pilot Day.

Shane Neitzey

This was the nicest and most fun static display event I have ever participated in. The management was very friendly and accommodating. And the weather was perfect.

The ramp outside was full with a wide range of aircraft and a small mix of old and exotic cars. If you've never been to this museum, you are missing out.

The patrons had to listen to an orientation before allowed

out on the ramp. The hordes would pump out every 5 minutes or so, and our glider was the first thing they had to walk by. But for many, it was not the first thing they saw, that was a Boeing 777 which dwarfed all else. The lines to board the 777 where really long, they all went in, but none came out. How many people can that thing hold?

Anyway, we had a really good time, talked to many interesting people, and they fed us well. I am looking forward to next year.

Special thanks to ground support; My wife Valerie, Chris & Steve Zaboji, Ted Stewart, Evan Dosik and Bill Wark. And let's not forget Matt (The Venturer) Linger. ✈️



Photos: Valerie Neitzey

Dick and Jayne in SpaceX

Dick Edge

On June 10th SpaceX held a reception at the Newseum to show off their new manned space capsule call the "Dragon". The capsule that was on display will actually be launched into space with crew aboard in 2-3 years. The unmanned version is now being used to carry cargo to the International Space Station. Jayne and I attended the reception and we were able to sit in the capsule. The instrument panel in the capsule looks vaguely like the panel in a Tesla sedan!

You could say that this thing has a really bad L/D on re-entry.

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





Dan Ernst takes one of Bill Vickland's creations through the FRR Taxi-Thru plane wash. Photo: Dick Otis

Operation IceBridge project scientist Michael Studinger almost always has his digital camera ready... On Nov. 24, 2013, he took this photograph of a multi-layered lenticular cloud hovering near Mount Discovery, a volcano about 70 kilometers (44 miles) southwest of McMurdo Station on Antarctica's Ross Island.
<http://www.nasa.gov/content/wonders-in-the-antarctic-sky/#.U7GWtxagzTQ>



The date and time for the memorial service for Bob Collier has been set for 3 PM on Friday, July 11 at the Omph Funeral Home at 1600 Amherst Street, Winchester, Virginia.

Bob was a founding member of the Skyline Soaring Club, and was an active 1-26 pilot until fairly recently until he retired from flying and passed the baton (and his 1-26) on to his son, Dave Collier. There were several nice articles about Bob in the June SKYLINES newsletter.—Jim Kellett

Condolences may be sent to Tracy Collier at 358 Windsor Lane, Winchester VA 22601



Recycled
Information
Worth
Repeating

SAY AGAIN



Photo: Shane Nietzey

“Wrong-Way Corrigan” LIVES!

worthiness card and Operators Manual, as the old ones are—old, and falling apart. —*Vern Kline*

DO excerpts—June 7: “FOTD going to Dave Collier in 289 at 5:15”... June 14:”...flight of the day going to Dave Collier at 4 hours 17 minutes. *Wonder if 289 was searching for Bob?*—*ed.*

A short clip of a public service announcement in Hong Kong that gets the point across that using a smartphone while driving is not smart https://www.youtube.com/watch?v=JHixelr_6BM —*Jim Kellett, Resident Curmudgeon*

Digital gadgets are great, but....

GPS data is precise, but it doesn't tell you if you SHOULD be where you are or want to go. The flight computer does the math, properly, but won't factor in the developing cell between you and home. Data entry into the GPS, flight computer or handheld is risky business if you are airborne, just like texting while driving. If electricity is involved, the unit can fail. An Ipad will shut down if subject to too much sun. Trying to read any device in the wrong light can dominate your attention when you should be dealing with the glider at 10:00 and closing. It isn't a good idea to execute your flight with the intent of making an exciting video.

Don't let the bells and whistles be a distraction—fly right and enjoy! —*John T. Molumphy, III* —**Ups&Downs, Blue Ridge Soaring Society.**

PS—in the last issue of Ups&Down, these guys were plotting a new Boomerang offensive.

1-26 annual meeting—Bill Vickland (r) #238 is presented with the 1-26 Ambassador Award. Congratulations Bill and thank you for all your hard work! —*Soaring Society of America*



Saturday, July 5th is the next scheduled day for the New Member Orientation meeting. We will spend about an hour briefing new members on some of the details of how the club runs. This meeting is important for 'new guys', regardless of experience levels and will likely become mandatory soon. The meeting will start promptly at 0830 in the FBO and be done by 0930. We need a quorum of at least three members to make it worthwhile, so let me and Bob Sallada know as soon as possible. —*Steve Rockwood, Membership Officer*



Photo: Dick Otis

Keith Overstreet— Above is how a Coast Guard helo pilot does his first K-21 landing in a 90 degree 10 kt crosswind —*Dick Otis*

Worth Repeating—Eric performed the Sprites annual June 21, and it passed. Registration expires at the end of the month. Whoever gets the new state stickers, please remove the old one "S" before attaching the new "one". The layers of stickers are getting so thick, it is probably starting to affect air flow over the rudder. We tightened up the stick in the cockpit a little bit. And everyone testing it agreed it was much better. The main tire should be replaced as soon as possible, but is still airworthy. We should try and get a new Air



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

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Safety Officer—Charles Norman
Skylines Editor—Phil Jordan
flyingfish2@cox.net

Directors—John Noss, Jim Kellett,
Richard Garrity, Keith Hilton,
Ertan Tete, Martin Gomez