



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

MARCH 2014

SKY LINES

Masthead photo: Dick Otis

From the President

John Noss

Well, this continues to be an usually harsh winter for us, but we finally got a break with a nice ad-hoc flying day on 23 Feb—thanks to Steve Rockwood for organizing that and to everybody who showed up for a very productive day of flying. We flew 28 glider sorties and knocked off a lot of rust. With the regularly scheduled flying season nearly upon us, I think we are all looking forward to better weather and more frequent flying! Lots of news to pass on this month....

Safety Meeting Rescheduled—As you all know by now, we decided to cancel the mandatory annual safety meeting originally scheduled for 15 Feb because the forecast called for unsafe driving conditions. The library location is scheduled two months in advance, and there was no good opening to reschedule there, so Martin Gomez again kindly coordinated to let us use his company's briefing room at Aurora Flight Sciences, where we did the membership meeting in January. So the new date for the mandatory annual safety meeting is Saturday 8 Mar, at the Aurora facility at the Manassas airport, 0815 show time, 0830 start time for the meeting, expected to run two hours. Regularly scheduled flying will follow at KFRR.

Hangar Reorganization—For those that have not been to field in the last couple of weeks, you will notice that the battery charging table has now been moved to the end wall of the hangar near the Sprite. Thanks to hangar meister Dan Ernst for suggest-

ing this, and to Keith Hilton and the crew that did the rearranging. We did this so nobody has to step over gliders to get to the battery table. Also, there is a new whiteboard immediately to the left of the table, with space to track maintenance status and inspection dates for the gliders and ground vehicles. The Husky and Pawnee have swapped hangars, which allows a bit more room when maneuvering the wing of the ASK-21 into the towplane space. There is a padded 'remove before flight' guard on the left Husky aileron spade, please keep that in place when the Husky is in the hangar so nobody suffers a 'Husky bite'.

Thanks to Volunteers—Thanks to the big crew that came out on 8 Feb to clean the oil and dirt off of the Pawnee, allowing Shane Neitzey and Bill Vickland and Mike Christensen to figure out where the leak was. And thanks especially to Bill for coming back out to



Photo: Martin Gomez

replace the leaking fuel pump to make it airworthy again! Additionally, thanks to the many folks that came out on 22 Feb to help get the Grob and K ready for Eric Litt to do the annual inspections, thanks to Eric of course, and thanks to those who also helped with waxing the Grob, replacing its front microphone boom, and other upkeep items. It takes a LOT of volunteer effort to keep the equipment in shape, above and beyond just pulling your duty when scheduled on the roster, so we all owe these folks a lot.

Hangar Rates Increasing—Just prior to our first meeting of the new Board of Directors in February, we heard unofficially that the airport commission has decided they need to raise the rental fees on all hangars, the first increase in seven years. In keeping with the Skyline philosophy of covering fixed costs from dues, and variable costs from operating fees, we will no doubt need to adjust the dues. When we get notified officially what the new rates are, we will crunch the numbers, but I just wanted to let everybody know now that it appears the 2015 dues will probably need to go up by about \$25 per year, and the rate we charge members for sub-leased trailer spaces in the hangars will probably go up from \$450 per six month period, to \$500, effective the first billing cycle after the increase is official. (Subject to change, of course, depending on the official notification from the county.) Nobody likes to pay more, but this was inevitable and not unreasonable.

Financial Obligations—Speaking of paying bills, we REALLY need to do better about paying our bills to the treasurer when they are due. Tom Park and Dan Ernst spend a lot of time trying to keep our finances running smoothly, it is not their job to track down members who are just too inconsiderate to pay on time. If you get a statement from the club, it is due as of the date on the invoice. It will be considered overdue 30 days later, and you will be identified on a no-fly list. Delinquent accounts will be reviewed by the board, and your membership can be terminated—that means not just being placed on inactive status (which is a privilege granted by the board based on advance request to a member in good standing), but terminated period. For daily flying, please remember that it is your responsibility to talk to the Duty Officer and settle your bill for that day before you leave the airfield. Again, it is not the DO's responsibility to find you. Please treat a Skyline bill like any of your other important bills, pay on time.


ATV Rules—It recently came to our attention that there is a Virginia law which prohibits any person under the age of 16 from operating an ATV with an engine larger than 90 cc's. Ours is well over

that threshold. So effective immediately, if you are not 16 years or older, you may not drive the ATV. It turns out helmets are also required, so we have provided one—Keith Hilton kindly donated an approved motorcycle helmet for the ATV, and it is netted down on the front rack. Finally, the maximum speed for any ground vehicle on the airport is 15 mph. If you see somebody driving our tow car or ATV faster than you could run, please remind them on the spot.

New Member Limits—Following up on decisions we made last Fall to deal with a surge in student training requirements, we will (as previously announced) ask that any FAST flying be done with a voucher purchased in advance from the SSA, and scheduled in advance through Steve Rockwood (membership officer). We will limit FAST flights to two per weekend maximum, that allows a couple to both fly the same day, but keeps the average down to one per scheduled day. A FAST flight no longer comes with a free Skyline introductory membership. Also, for now we are not accepting new student members (anybody without a glider rating), and will review that position again in April after we see how the current student load is shaping up.

Family Day—Further down the road, you can mark your calendars for the next Family Day/Away Day event at Bill Burner's wonderful grass strip airport near Woodstock, VA. The primary date is set as Sunday 4 May, with a weather backup date of Sunday 18 May. We will need two towpilots and at least two instructors, and a strong DO/ADO team, so when Mike Ash puts out his call for schedule inputs in a couple of months, please let him know if you can volunteer for one of these important positions. This is always a great opportunity to bring the family out and meet the extended club socially, the flying is always fun, and the location is really beautiful. It's close enough to ferry all the club ships over and back, and it's not too much further to drive than Front Royal, well worth the effort. When you see Bill Burner please thank him again for extending the offer one more time!

Week of Training—I also got a few questions about 'Week of Training' last Sunday at the field. It's still rather early in the planning process, but it looks like the weekday block of 30 Jun—4 Jul is the best time frame to try it. A lot depends on the level of interest of students serious about ramping up towards solo status or a checkride, plus instructors and towpilots to support. So if you are interested, please let me and Jim Kellett know soon, so we can start sizing up the options.

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



What Everyone Should Know... (Especially the Duty Officers!!)

Craig Bendorf

Today's Topic:

“What Equipment Is Needed to Start the Day?”

Unless you have been with the Club for a long time you probably really don't know what all the equipment is that should be loaded into the trailer and tow vehicles before starting operations. Most people just assume the last duty crew had everything in the trailer and that it will still be there. However the reality is that things get used up, broken and moved around and it is important to check and make sure you have all the equipment that makes life easier for flight operations.

Once you get to the field and open up the hanger the first thing you should check is the equipment status board. If you haven't been to the hanger since last December you will be pleasantly surprised to see a brand new Glider and Tow Vehicle status board sitting next to the renovated battery charging table on the west side of the hanger. This new setup provides the duty crew a quickly look at the equipment condition and easy access to the items that needs to be recharged (see figure 1 and 2).

On the main battery table you will find all the glider batteries being charged, the Club computer being charged or in the black AOPA carrying bag, and the yellow portable emergency backup power/ air pump unit being charged. The appropriate glider batteries should be disconnected and secured in the gliders. The computer should be packed in its bag with its power cords, the yellow backup power system disconnected and both placed in the trailer or car.

Above the table you will see a shelf that holds all the hand held radios and their chargers. On this shelf you should find 3 aviation band radios for monitoring flight operations and 6 FRS radios for coordinating ground operations. The Duty Officer (DO) and Assistant Duty Officer (ADO) should each get an aviation radio. One FRS radio should be left in the hanger in the charger and the rest distributed at least to the DO, ADO, tow car, and ATV.

Next you should check that all the equipment is accounted for and has been loaded in the trailer and/or tow car:

- 1) Club computer
- 2) Handheld radios
 - ICOM aviation radios (take at least one each for DO and ADO)
 - FRS ground radios (at least one each DO,ADO, tow car, ATV, hanger)
- 3) Schweizer adapter (short yellow rope with metal ring)
- 4) Ballast ASK 21 plates, Grob plate, yellow shot bags and square lead sheets should be in the grey bin in trailer
- 5) Spare seat cushions for gliders
- 6) Husky tow rope and backup Pawnee rope (on the orange reels)
- 7) Chairs
- 8) Card table
- 9) Plastic DO box Duty Officer's Notebook, club forms, manuals and documents
- 10) Water (ideally fill the cooler with water, sodas and ice)
- 11) Sun-shelter, tent stakes and rubber mallet
- 12) First aid kit (faded orange bag)

You should also check the DO box and make sure that it contains the following items:

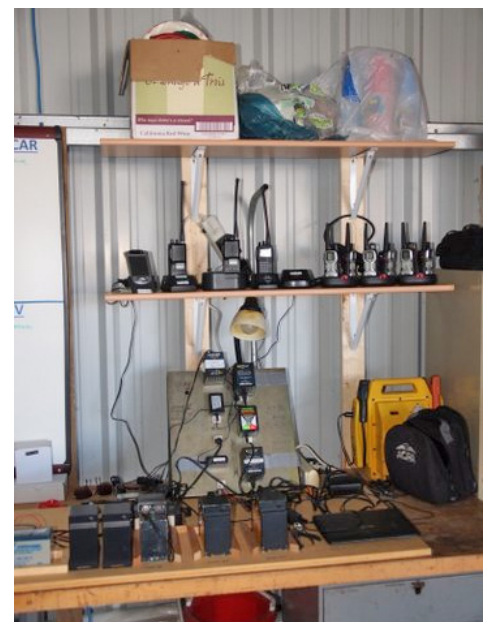
- 1) Duty Officer Notebook
 - DO Checklist
 - SSC Operations Manual
 - Fast process diagram
 - Club dues and fees list
 - Emergency Response Plan
 - Log sheet Instructions
- 2) Blank membership application forms
- 3) Blank tow priority sign-up forms
- 4) Manuals (aircraft and equipment)
- 5) Air sick bags
- 6) Pens

Once the equipment is fully loaded and checked you should be ready to deploy to the appropriate end of the runway with the gliders and start operations. Please remember that at the end of the day if you have used up or broken any of the items please let someone know so that it can be replaced. Also make sure all the radios are returned to their charging units so the next duty crew doesn't have any problems.



Figure 1 New Status Board

Figure 2 Battery Table and Shelves



Former SSA Member and 1-26 Owner Honored

President Barack Obama has signed HR 667, the congressional resolution that redesignates NASA's Hugh L. Dryden Flight Research Center as the Neil A. Armstrong Flight Research Center, into law. The resolution also names Dryden's Western Aeronautical Test Range as the Hugh L. Dryden Aeronautical Test Range. Both Hugh Dryden and Neil Armstrong are aerospace pioneers whose contributions are historic to NASA and the nation as a whole. NASA is developing a timeline to implement the name change. Neil A. Armstrong was born Aug. 5, 1930, in Wapakoneta, Ohio. He earned an aeronautical engineering degree from Purdue University and a master's in aerospace engineering from the University of Southern California. He was a naval aviator from 1949 to 1952. During the Korean War he flew 78 combat missions. In 1955 he joined the National Advisory Committee for Aeronautics (NACA), NASA's predecessor, as a research pilot at Lewis Laboratory in Cleveland. Armstrong later transferred to NACA's High Speed Flight Research Station at Edwards AFB, Calif., later named NASA's Dryden Flight Research Center. As a research project test pilot over the course of seven years at the center from 1955 through 1962,



he was in the forefront of the development of many high-speed aircraft. This photograph shows Neil Armstrong next to the X-15 rocket-powered aircraft after a research flight. He was one of only 12 pilots to fly the hypersonic X-15 as well as the first of 12 men to later walk on the moon. In all, he flew more than 200 different types of aircraft. Image Credit: NASA

Mystery Man

Jim Kellett

One of the really cool things about attending one of the biennial SSA conventions is getting to meet and schmooze with old and new friends that you'd never run into otherwise. Here's just one example from the 2014 meeting.

Do YOU know this guy? I doubt it. Very unlikely you've met him (he's never been to Front Royal) but he has had a major impact on our club. Here's some hints:

1. He was named in last month's SKYLINES.
2. He knows Fred Winter well.
3. He used to live in Atlanta, but is in California now.
4. He is a certified aircraft repairman with long experience with gliders.
5. (Here's GOOD hint!) He used to build custom glider trailers.



Photos: Jim Kellett



Yes! It's Brian Evans, who built our "old" K-21 trailer, the one recently refurbished and which has been modified now to carry either our K-21 or G-103.

Knocking Off the Rust

We had a great day on Feb. 23 to knock off some rust before the soaring seasons begins in earnest the following Saturday. Twenty-eight (28) glider flights, two tow planes working together, three tow pilots sharing the load, lots of instructional flights, and two new Introductory members. Welcome Bill Rushing, an Air Force pilot with a glider rating looking to get back into soaring and Sebastian Teunissen who has a lot of tail-dragger time, wants to work into a tow pilot, and get a glider rating.

Thanks to Bill Burner for doing the majority of the towing and in the Husky to boot! To Steve Zaboji for stepping in to help when we started to get backed-up. John Noss and George Hazelrigg for getting us back to soaring condition, sort of.

By the way, Evan Dosik and Chuck Stover repaired the microphone in the Grob front seat. It works great now. Bruce Zivic completed the Grob wing waxing job started during the annual on Saturday. I could not help but notice how much easier the glider slipped through the air during my flight—thanks Bruce.

Special thanks for Mike Peterson, Evan Dosik, Ertan Tete and Matt Linger for keeping everything running smoothly and efficiently all day long. —**Steve Rockwood, DO**

Right: Evan Dosik and Keith Hilton working on the Grob. Photo: Matt Linger

Below: Eric Litt applying his magic to the Grob annual. Photo: Bruce Zivic.

Special thanks to Steve Rockwood for organizing the ad-hoc flying day, keeping it running smoothly as the DO, and waiting patiently until the end of the day for his one flight!

And thanks to the many folks that came out on 22 Feb to help get the Grob and K ready for Eric Litt to do the annual inspections, thanks to Eric of course, and thanks to those who also helped with waxing the Grob, replacing its front microphone boom, and other upkeep items. It takes a LOT of volunteer effort to keep the equipment in shape, above and beyond just pulling your duty when scheduled on the roster, so we all owe these folks a lot.

—**John Noss**





Hold the Pixels...

hot from the SSA Convention, images from Jim Kellett



Top: Got a spare 1/3\$1M laying around? Above: And... Drum roll, please... I just learned a few minutes ago that Paul Nasseta (sp?) ordered a brand new Silent 2 Electro (self-launching electric glider) to be delivered in about 4 months! That is not Paul in the picture. (The briefcase in the foreground is presumably filled with C-notes—editor.) Above right: Don't need no personal parachute! Right: I think we have one of these in OUR hangar!

Skyline Members—Our friends at Shenandoah Soaring Society (SVS) in Waynesboro are having their annual Safety Seminar on March 22nd, with Tom Knauff as their speaker. SVS has graciously opened their doors to the other Virginia clubs and you are invited to attend.

If you plan to attend, please RSVP as directed on the invite below.

A special thanks to SVS and Ben Johnson for sharing this opportunity!

—Charles Norman, SSC Safety Officer

Fellow Virginia Glider Pilots

Shenandoah Valley Soaring cordially invites you join with us for our Annual Safety Meeting. This year we are privileged to host world renowned glider pilot Thomas Knauff as our guest presenter. The information he will be sharing is just too important to keep to ourselves. Consequently, to make room, we have moved our meeting to another location which will accommodate up to 100 people.

When: March 22, 2014

Where: Waynesboro Public Library
600 S. Wayne Avenue
Waynesboro, VA 22980

Map: from exit 96 I-64 - <http://goo.gl/maps/T2332> (easy access – lots of parking)

Time: 10:00 am till 1:00 pm (with a snack break and light lunch afterward)

What: FREE - Gliding Safety – Accident Prevention Seminar

We all know flying gliders is generally a safe activity but do we always put safety first? Unfortunately, accident statistics indicate some pilots don't and are unaware of just when they are most at risk. They just don't practice simple and basic methods of avoidance. Sadly, just last week, there were (2) accidents on the East Coast, one with severe injuries to the pilot; another with fatalities to power plane occupants that may have involved a glider ground operation. Granted, we don't know yet the causes or what could have prevented them. It's just a sad reminder that the topic remains timely and relevant.

For those of you who don't know.... Tom and his wife Doris are known and respected world-wide as pioneering glider pilots. They own and have operated Ridge Soaring Gliderport in Pennsylvania for 40 years. It has been a mecca to the world soaring community. They have instructed many prominent pilots including astronauts and as a result Tom is world recognized as a glider flight instructor and FAA safety consultant. Tom is the author of many glider flight training manuals, with Safety being a favorite topic. Together they have set more than 60 world and national soaring records, and are members of the Soaring Hall of Fame.

Tom recently gave this same presentation at two clubs in Florida. Their feedback was.... Excellent! The key to me was.... "Yes, we would definitely do it again!" This speaks volumes of the relevancy of this topic. Let's join together to make 2014 the safest season ever. Let Tom's presentation spark an attitude adjustment prior to the new soaring season. The life you help save.... just may be your own!

We will provide a light lunch afterward (fare still in planning mode) so don't plan on leaving hungry! Yes, we would very much appreciate a head count. Any questions? – feel free to e-mail or call.

Please reply ASAP to: Ben Johnson = bjohnson@redieye.com Phone - 804 347-6848 cell

We cordially invite you to visit and share this important topic with your friends at SVS!

Sincerely, *Shenandoah Valley Soaring*

Ben Johnson, Secretary



Photo: Martin Gomez



Recycled
Information
Worth
Repeating

SAY AGAIN



Congratulations to Gary Mason for successfully completing his checkride at Seminole Lake Gliderport. See page 56 of the new Soaring Magazine. Welcome to the elite group of certified PPLs glider. —**Steve Rockwood**

Thanks, Steve—It sure helped tremendously to have had all the expert instruction and encouragement I received through Skyline Soaring last year.

—**Doc Mason**

I was the recipient of a medical emergency last Monday night. Now, for a dashing guy such as me, you probably are expecting a dueling wound. Not so, unfortunately; but the good news is that it's not heart or cancer related. It's pretty icky though (abdomen). Bottom line: I'll be out of pocket a while (as in months) and will keep people informed as I know more. —**Bob Sallada**

Best wishes Bob for the speediest recovery possible—sorry about the dueling scar!

Pilot Keeps Cool After Bird Strike—A Fort Myers, Fla., pilot landed his Piper Saratoga safely last week at Page Field after a bird strike shattered the pilot's side windshield. The impact was caught by the camera Rob Weber set up behind him in the cockpit.

<http://www.youtube.com/watch?v=cm5PaXDBPT4>

Fortunately the windshield was just strong enough that the bird bounced off as the plastic shattered. Weber was hit by windshield plastic and some glareshield components and suffered a minor cut but he kept his composure and flew the airplane.

With the slipstream howling through the hole in the wind-



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

shield, Weber declared an emergency and set up for a straight-in approach, which seemed to go normally. Fire trucks were standing by but Weber declined any help and taxied to the hangar area. He told WINK News he hopes to get the windshield replaced quickly so he can get back flying. — <http://www.avweb.com/eletter/archives/101/2745-full.html?ET=avweb:e2745:408919a:&st=email#221481>

"Wings of a Season"

by William Brian Wark

Glistening white wings of summer lift me through
The purple haze of late July,
Let me drink the cooling mist of cloud- base
And visit secret places in the sky.

Just in this single moment be my transport to
Shining heights that only eagles ply,
That I might breathe this lightning blue of mid-year
And hold the bank with steady hand and eye.

Embrace the lightest nudge of stick or rudder
To keep the fickle yaw string flowing true,
To climb and circle deep the joy within me
Among these feathered streets so home to you.

For surely it will not always be summer
As soon the gray of autumn winds will blow
And bend too hard against the spars that hold me,
Besetting skills and loves gained long ago.

The distant firelight of spring is waning
And only dreams of flight too soon I'll know
As the steady touch which this day smoothed the turning
Shall tremble in December's crusting snows.

So glistening white wings of summer I beg you promise,
When that darkening winter night for me draws nigh,
That you'll one last time lift me beneath the heavens
To that place where great thermals and old pilots go to die.

© 1980 by William Brian Wark

Please welcome our poet and former WSC/SSC member Bill Wark back into the flying family.

I've reactivated with the club after being off for over 5 years. I'm volunteering with the Udvar-Hazy Air and Space Museum about once a week, and with all those flying machines hanging around and taunting from those "damnable soaring birds" every time I look up, I've had no peace.

I authored the poem around 1980 and, if memory serves me correctly, an earlier version was published in the club newsletter in the early 80's time frame. During the process of gearing up to rejoin the fold, I came across it noodling around on my computer. It's basically the same version with some very minor changes to the original—which, BTW, had the distinction of being seen first by none other than the good Dr. Kellett.

Look forward to seeing you and the rest of the gang at the Safety Meeting on the 8th, if not before. —**Bill Wark**