



Masthead photo: Dick Otis

From the President

John Noss

September turned out to be a good month in terms of number of flights and training accomplished, again not so inspiring in terms of soaring conditions, but fairly painless as weather goes. We're all looking forward to a few more great soaring days before the season winds down!

The Gator arrived and made its debut the day of the airshow, so far it looks like everybody likes it a lot, and it seems very well suited to what we need. We already performed the first break-in oil change, so far so good. Remember to check the hour meter at the beginning of the day and compare to the notes on the status board by the battery table to see if we are getting close to required maintenance, and if so then let the DO know on the spot, and let the directors and the vehicle meister (Dave Collier) know by email. We are averaging about 3 hours on the clock for a full day of operations. Remember to check the oil before ops when cold, and check tire pressures. The max pressure on the tires is 12 psi, the manual says 6 for normal (soft terrain) use, they were at 10.5 psi when we picked it up at the dealer. I put a note on the status board to use 10 psi until further notice. We are working on a rear view mirror.

Family Day / Away Day at Bill Burner's field near Woodstock is still on the schedule for Sunday Oct 12, with a backup weather day the following week. We are extremely grateful to Bill and Sharon for opening up their beautiful grass strip to the club, it's always

a great chance to fly someplace different and socialize with the extended Skyline family. And eat. Gordon Roesler is the DO for that day, and will be organizing the roster/schedule, expect more info shortly. We still need a volunteer second instructor. For students or anybody who has never ferried an aircraft and landed someplace different, this is a great opportunity to do that. The max charge for a tow on the ferry is the same as a standard 3000' tow, regardless of what it takes to get you there. It's also a great opportunity to make that final glide based on your navigation and estimate of glide performance, even if you don't see the destination when you release. Of course, it's only a 14 nm trip, so we're not talking any great feats of navigation required.

I would like to make a plea for some increased attention to radio discipline, especially on 123.0 which is widely shared between multiple locations. We shifted some of our traffic to 123.3 for glider air-to-air and information exchange with Skyline Ground, but there is still a lot of unnecessary chatter on the CTAF frequency. If it doesn't need to be said, don't say it. If does need to be said, then say it briefly and to the point, and use standard terminology, and use callsigns in the proper order. The towpilot doesn't need a call that you are off tow if he has already turned away and started a descent, just make the call if it looks like he wasn't sure you disconnected. He also doesn't need to be



Photo: Kaye Ebelt

thanked on the air. Pilots in the pattern at Shenandoah, St Mary's or Garrett County really don't need to know that you just found a nice thermal near the fish ponds. Somehow we have lately slipped into calls like "you me" or "rope clear", no other information. Nobody has any idea what is meant or where the call is coming from if it's cryptic, non-standard, and without location or call-signs.

It looks like the club Nano flight recorder is seeing more use lately, that's great, and that's why we bought it. We just need to ask that if you do use it, read the manual before you try to blunder your way through configuring it before a flight, or downloading files after a flight. If you don't follow the instructions, for example connecting it to a laptop without it being turned off, or not using common computer sense and making sure the computer isn't holding a file open before unplugging it, it's possible to corrupt the

file system or the driver. If you plan to use it, let the DO know in advance, and make sure it is charged when you get to the airport in the morning. If you do use it, make sure it is back on the charger after your flight, until the end of the day (no more). It's just a matter of common sense and courtesy.

If you find anything at all that needs maintenance, tell the DO and e-mail the directors and the proper meister (if there is one). I heard on my most recent day at the field that the hose on the portable air bottle was blown out, and a VHF hand-held radio appears to have a bad battery, and both have been that way for a while. If you don't tell somebody who can work the problem, it will never get fixed! We need to keep all of the equipment serviceable, and it takes help from everybody to do that.

Fly Safe, Fly Often, Have Fun! ✈️

A Personal Perspective on Leadership

From the Curmudgeon

So, what have YOU done for your Club recently? Been a Duty Officer, Assistant Duty Officer, Towpilot, Instructor, Hangar-meister, Membership Officer, Maintenance Officer, Roster-meister, newsletter Editor? Think that's enough?

Have you thought about being one of the actual elected officers? The list of officers above are appointed by the Board, and the only officers actually elected by the membership are the six Directors! Yep, while the President and Secretary are elected, they are elected by the Board of Directors, not the membership!

While all of us have to contribute sweat equity to keep our Club functioning, the Directors bear the responsibility for overall management, fiscal stewardship, liaison with outside organizations (the FBO, the FAA, the SSA, and others, e.g.) and strategic planning. They're the Corporate management team that knits together oversight for ALL the Club's operations. Over the 23 years the Club has existed, thirty-nine Club members have taken a turn serving as Directors of our Corporation.

To their credit, a long time ago the Board recognized the management benefits of avoiding entrenchment of practices or personalities among the Board members. That's why Directors are elected for three year terms (so new Directors can have enough time to learn the more detailed nuances of Club management), but are limited to serving two consecutive terms (so old Directors can't hang around forever, insisting that 'we'll do it this way because we've always done it this way').

And now, being once again one of the old Directors whose second term ends in January, I'm one who will be out of a job in 2015. Two Directors will be elected at the Annual Meeting in January.

Have ideas about managing a non-profit corporation? Think about competing yourself for one of the two open elective positions that will be filled at the next Annual Meeting! Time to start planning your campaign now . . .

What does it take to be a Director? Well, here's The Curmudgeon's personal opinion:

Licensed glider pilot.

Been a full (not Probationary or Family or Transient, e.g.) and active (flying) club member for more than a couple of years.

Able to 'play well with others' (the most important characteristic!) and work effectively as a team member.

Comfortable with dealing with complex issues in which problem solving often becomes a game of whack-a-mole.

Comfortable with dealing with 'the big picture' of the club, which means finding and supporting effective managers to appoint to manage specific functions of the Club.

Committed to fiscal stewardship of the Corporation.

Committed to safety in all aspects of operations.

Able to commit to a half-dozen or so face-to-face meetings a year (usually over dinner in Front Royal on a weekend evening), plus something on the order of 2-3 hours a week working together via e-mail.

Want to learn more? Find a current Director and talk to them—John Noss, Martin Gomez, Ertan Tete, Keith Hilton, or Richard Garrity (well, and me, of course)—about what THEY think about the benefits of being a member of the Club's Board of Directors. Steve Rockwood, the current Treasurer and a former Board member, might also be willing to share his insights.

And when you've done that and decided to throw your hat in the ring for the January election, tell the Board of Directors to be put on the nomination slate!—*Jim Kellett, Loyal Scribe, Skyline Soaring Club* ✈️

SSC Holiday Party—'Save the Date' Saturday evening, December 6. Again, the Skyline Soaring Club will be celebrating the holidays in high Piedmont style. This event promises to be even better than last year's festive hit with a much expanded food offering! The event will again be held at Aspendale Winery since no one who attended last year could think of a better venue.

Everyone in attendance in 2013 had a really super time and its hoped even more members can join in this year. This event is a great kick off to the holiday season.

More specifics to be announced as they are finalized.

Cheers!—*Bruce S. Zivic*

5322 Black Oak Drive

Fairfax, VA 22032

703-395-2777



Photo: Kaye Ebeitt



Photo: Phil Jordan

Turn off I-81 South at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South (Senedo Road). Go 1 1/2 miles on Rte 42 to Coffmantown Road. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Turn Right onto Coffmantown Road, 0.3 miles to the airport gate on right (a gravel driveway that goes up a hill). The airport is not visible from Coffmantown Road, but will be marked by flags, a banner, and/or ballons. **Do not attempt to navigate to the airport by entering the street address in a GPS device - the street address is not in the GPS data base and the driving directions it generates are only approximate. Follow the above verbal directions - Bill has been using them for three years and they have worked every time."**



Parking

Cars: Continue down the driveway past the hanger and park in the open area to the north of the hanger

Glider Trailers: Trailer parking and a glider assembly area will be located adjacent to the driveway before reaching the hanger. It is best described as the area where the road twists to the left. The area will be marked by cones

Gliders: The area in front of the hangar and to the north of the hangar is where gliders will be staged



Above L-R: Mike Ash, Matt Linger, Keith Hilton, Tommy Childress, Scott Graham, Tim Moran, Steve Holdcroft. Right: Ellie Renshaw, Kaye Ebelt and Scott Graham. Photos from Kaye Ebelt Below: Scott Graham, photo by Martin Gomez



Ladies and Gents,

August 31 was my last day at the club. For those that don't know, I am retiring from the Air Force and moving to Las Vegas. It was a great pleasure to get to know each of you, even if it was for just a short time. For those that I had the chance to fly with, thank you! Whether student, instructor, or pilot; each of you helped to make me a better aviator. What more could a pilot ask for?

If you are ever in Las Vegas, look me up and maybe we can soar the high desert. Fly safe, and keep looking out for one another. One last bit of wisdom from a grizzled old pilot. If you haven't learned this yet, it's time you had. At some point in your flying career things are going to go from bad to worse to worst. You will be a couple thousand feet in the air with nothing left of your ACME sailplane but the control stick in your hand, the ACME parachute on your back with a grand piano or something packed inside it, and a buzzard already pecking your eyeball out. The only thing between you, the grim reaper, and that little puff of dust at the bottom will be the luck that you have made for yourself. Don't make bad luck. Be safe. Be disciplined. Always strive for perfection and precision. One day you will need it all.—*Scott Graham*

Thanks for your service as an instructor and towpilot and professional aviator, Scott! Best of luck with Life_v2.0....—*John Noss*

From your students—Thank you for your encouragement, holding us to rigorous standards and helping us to gain confidence in our flying abilities. You are an exceptional pilot and instructor. ✈️

Private Pilot Glider Checkride Prep

Kaye Ebelt



Several Skyline Soaring “post solo” students have been gathering on Wednesday and Thursday evenings in preparation for their private pilot glider checkride. Piet Barber (featured on the cover of the latest Soaring Magazine) made arrangements for us to meet at his work place, Verisign, in Reston.

It is clear from Piet’s background that he has a passion for instructing. Using the information provided in Bob Wander’s book, *Private Pilot Glider Checkride* along with Piet’s expertise, the students have been learning what tasks are expected to know and perform during the oral and flight test. For example, Piet has thoroughly discussed the process of how to make intelligent go/no-go decisions based on weather information, operation of systems, national airspace system and much more. Piet has also made his class available via Google Hangout. If you can’t make it to Reston, no worries—just log-in and attend class from home.

As his students, we greatly appreciate the countless hours spent preparing us for our checkride. We also recognize the impact that his teaching has on us. Thanks, Piet.

Above: Flybabies L-R Evan Dosik, Kaye Ebelt, Michael Bishton, Ken Ring, Mario Simula, instructor Piet Barber, Tim Moran Photo: Verisign security guard



All photos: from Kaye Ebelt

SSEF has recently joined the Amazon Smile program, Amazon’s program for supporting (and helping shoppers support) charitable causes. For every purchase made via Amazon SSEF will receive a donation of one-half a percent of the purchase price. If you’re already an Amazon customer - it’s very easy to set up. Just go to www.smile.amazon.com and search for Skyline Soaring Education Foundation. Select SSEF as the organization you want to support and that’s it. Amazon will in the future automatically make donations on your behalf in the future.

On behalf of SSEF, Thank you for your support! — Charles Norman



Outside the classroom the learning continues...

Left: barefoot politically incorrect instructor administers runway sobriety test before actually getting in a plane with the student (bottom).

Below: Sometimes words fail your editor...



All photos: from Kaye Ebel

FRR Air Show Recap and Impressions

Chuck Stover, D.O.

Low ceilings meant a late start. We did manage 3 training flight during our allotted time slot in the AM. A full 3,000ft agl tow was not possible due to the ceiling.

The Flying Circus and other show aircraft were unable to make it into FRR due to low clouds and visibility over the Blue Ridge. The radio control flyers saved the day. They had no trouble putting on a show when the ceiling dropped to 300ft. The Flying Circus wing walking Stearman had been pre-positioned so when the weather did improve we were treated with a low, abbreviated wing walk. The Pitts Special was in position as well and tried to give us a show, but ran into trouble staying clear of clouds.

More waiting, more RC flying until 2PM when the weather greatly improved. The Pitts was able to fly his full routine and the P-51 gave us a very impressive show too. We filled in some gaps with two glider demo flights.

A big thanks to all that showed. Many hands make for light work.





Thanks to Kaye Ebelt and her contingent of fellow photographers for images of this year's moist airshow and to Duty Officer Chuck (the pay's lousy but the job has its perks) Stover—editor.



Phil's Favorites

from the Skylines photo archive



3 hours, 10,500 feet in wave, September 22—Hugh McElrath

Waiting for a natural high—Martin Gomez

Higher than Hugh—Matt Linger on his way to a new experience with Jack Molenaar in his pristine Stearman...be envious!
—Martin Gomez



Recycled
Information
Worth
Repeating

SAY AGAIN



The Gator arrived Sept. 12, Bruce Zivic was kind enough to come up with his trailer and we took delivery in Winchester, then brought it to Front Royal. Thanks to Bruce for doing that, even though he was preparing for an early departure out of town tomorrow. The POH for the Gator is online at http://manuals.deere.com/cceomview/OMM159423_F9/Output/Index.html. Before you attempt to operate the Gator, please read the online manual, especially the safety section and the operating section. We will come up with firm guidelines for use, but for now here are some notes to get everybody started:

- Read the manual before you attempt to operate the Gator
- Abide by the safety stickers on the machine
- No drivers under the age of 16
- No more than two persons on board, in the seats
- Check tire pressures (12 psi) and oil level before use every Saturday (oil must be checked cold), and fill with gas
- Check the hour meter against the notes on the status board, if it is overdue for maintenance do not use it, and tell the meister
- The cargo bed is for daily use, not for storage; it needs to be lifted in order to check oil level; there should be nothing in it at the end of the day except the ground tow rope
- Do not drive into (or out of the hangar); put it in neutral and push it into position, then set the parking brake in the hangar
- The gear shift has three positions – forward, neutral, and reverse;

must be in neutral to start

- The accelerator pedal determines speed, through a v-belt drive; it seems happy to operate at walking speed with very little gas
- There is a differential lock lever to the left of the shift lever, only use it if you need to get unstuck and one of the rear wheels is slipping, then disengage it
- Like the ATV, keep it on the grass when practical
- Like any vehicle on the airport, max 15 mph

If we take care of this, it should last a long time, and it seems to be well-suited to our needs. Tidewater Soaring bought a new Gator 15 years ago and it is still going strong for them.

There is a new (September 2014) version of the ops manual online now, the only changes to the previous (August 2014) version is a revision to special membership categories, and the application process. For existing members, this will not change anything in your membership status. For Duty Officers, you will need to read this. We changed the period of the introductory membership from 30 days to 45 days, to adjust for the fact that it takes two weeks for new members to get oriented and scheduled. We also combined the two different categories of visiting members into a single category that covers visiting members of SSA-affiliated clubs for \$10 per day, up to 5 days a year, and allows them to fly their own gliders and receive a tow, or fly with a Skyline instructor for local area orientation flights. There is a separate category for FAST fliers to cover the day of their flight. Duty Officers can approve a FAST membership or visiting membership; Steve Rockwood as Membership Officer can approve an introductory membership, and coordinate all other applications, which are approved by the board. There is a new membership application form that can be printed out and filled in by hand, or Steve can send a fillable/saveable/signable pdf application form. The old 3-copy paper forms will be retired. The monthly cost of a transient membership is now \$50, we don't currently have anybody in that status, but it's reflected in a new dues and fees schedule.

http://www.skylinesoaring.org/docs/Manuals_OperationsManual.pdf

http://www.skylinesoaring.org/docs/SSC_MembershipApplicationForm.pdf

http://www.skylinesoaring.org/docs/SSC_DuesFeeSchedule_Sep2014.pdf

Until we get it into the next version of the ops manual, also please consider interim guidance effective now, that no external cameras may be mounted on club aircraft. That's just not an authorized installation and presents an unacceptable liability to the club.

Thanks to everybody that came out to help out at the airshow, the weather was actually better than feared, it was a good day!—John Noss



Photo: John Noss





New Members Orientation Meeting— Saturday, October 4th will be the next presentation of the New Members Orientation. We will meet in the airport terminal building at 8:30 sharp. The presentation takes one hour, so everyone will be ready to support the first launch. If you are interested please reply to all.
—Steve Rockwood, Membership Officer



For sale—LS8/18 N42DJ, 15m/18m, 629 hours, built in 2001, serial number 8387, pictured on the right.

The glider is in excellent condition and race ready. It was originally owned by Doug Jacobs and is very well maintained. Winter 80mm ASI, Winter 57mm altimeter, LXNav V7 electronic vario, PowerFlarm Core, Walter Dittel FSG 71M, Microair T2000 transponder, O2 cylinder, dual custom 8ah LiFePo4 batter packs and charger. A Butterfly variometer is also currently installed, but including this with the glider is subjected to the final sale price.

Cobra trailer with fiberglass top and hydraulic ramp. New trailer tires in 2013. Handling equipment includes tow bar, wing dolly, and tail dolly. Ridge Sewing wing and canopy covers also included.

Located in Arlington, WA \$75,000, negotiable depending on instruments included with sale.

<http://42dj.smugmug.com/LS818-Photos/>

This is a truly excellent ship. It's easy to fly, nimble and very balanced handling, and it goes fast. I'm selling it because I've purchased a Duckhawk from Greg Cole and the my wife said I was only allowed one carbon fiber mistress at a time.

Contact Chris Young at ch...@ameritest.net

A little on the pricey side, but appears to be a good value compared to a new machine! —Jim Kellett

<http://www.cumulus-soaring.com/>

The September 7th "Daily News Leader", a Staunton paper, has a really nice story about SVS in a special section! See

<http://www.newsleader.com/longform/life/2014/09/06/gliding-amidst-clouds-valley/15109933/>

Well done, guys!! —Jim Kellett— Coordinator, Virginia Soaring Association

Two Airplanes Collide, One Chute Saves Both

All three on board walked away with minor injuries after two aircraft -- an ultralight and a glider -- collided in midair on Sunday afternoon (Sept. 7) near Rheinland-Pfalz airfield in Winnigen, Germany. The two aircraft met at roughly right angles and became wedged together, and the ultralight pilot was able to deploy a ballistic chute that cushioned the impact for both. "The 17-year-old pilot of the glider was lucky, a police spokesman [said]," according to the swr.de website (translated from the German via Google). "Without the parachute [of the] ultralight aviator he was unrestrained crashed into the ground." Two people were on board the ultralight aircraft, a man and a woman, ages 29 and 32. Both pilots were apparently trying to land at the airfield. ...

<http://www.avweb.com/eletter/archives/101/2900-full.html?ET=avweb:e2900:408919a:&st=email#222746>

Two Skyliners meet on Assateague Island, 63 miles into the Seagull Century bike ride. Mile 3 for Wallace; I think mile 24 or 25 for Jim Kellett. —Steven B Wallace

For VERY new members that's Steve left; Jim right.



Skyline Soaring Club, Inc.

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

- President—John Noss
- Secretary—Jim Kellett
- Treasurer—Steve Rockwood
- 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