



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

SEPTEMBER 2014

SKY LINES

Masthead photo: Dick Otis

From the President

John Noss

The month of August was relatively mild as far as temperatures go, also typically uninspiring in terms of soaring conditions. We are still well ahead of where we were last year at this time (by 175 glider flights).

Congratulations to Chris Zaboji for a flight in the Cirrus under low cloud bases that still earned him Silver Distance and Silver Endurance legs. His Silver Altitude attempt just needs a decent day with higher cloud bases, that should make Chris the youngest Skyline member ever to earn a Silver Badge, as best I can determine. Very impressive.

Our search for a replacement for the deceased tow car is now over. After a serious research effort by board members assisted by Bruce Zivic and Dave Collier, we now have a new John Deere

Gator TS on order, due to arrive in about two weeks. We looked at another used car, a used small pickup, used and new golf carts, used or new ATV, even a lawn tractor, and several different types of utility vehicles. We debated long and hard on the

relative merits of each, and opted to get away from the inherited maintenance and reliability headaches that come with very-used vehicles. If we take care of it, the Gator should be with us for many years to come. It has two seats, an open cargo bin at the rear, is simple enough to maintain ourselves, and is small enough to be trailered to the dealer if we ever need to. We got a very nice deal on it through Carlyle & Anderson in Winchester. When we take delivery, we will come up with a checkout program and 'cockpit card' and maintenance log.

Hard to believe that the summer is drawing down, that means the annual Front Royal Airshow is also nearly upon us, scheduled for Saturday 13 Sept. If you have never been to one, it's worth the effort just to see the show, bring your family and meet a lot of other Skyline members and families. If you can volunteer to help, contact Chuck Stover, he is the DO for the day. We won't get to do more than a handful of glider flights, we just fit in to the airshow schedule where we can. We will probably have the K and Pawnee on the line to fly, the Grob (and hopefully a private ship) and Husky on static display. Don't forget to wear your Skyline T-shirts! Hope to see you there.

Fly Safe, Fly Often, Have Fun!

Photo: Kaye Ebel



The Virginia Air Show & USO Show

Saturday September 13th

Air Show



7am-6pm

Front Royal-Warren County Airport



**1940s Style USO Show & Dance
Food, Wine, Beer & Door Prizes**

**Hot Air Balloon
Glow**



6pm - 10pm



Sponsored By:



www.VirginiaAirShow.com

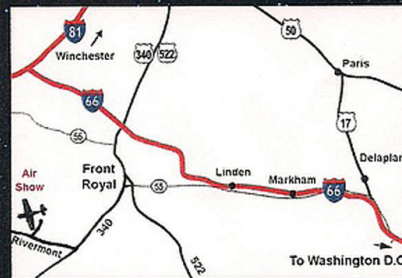
Saturday (7am - 6pm) Featuring:

- Hot Air Balloons
- The Flying Circus
- Wing Walker
- MXS Aerobatic Flight
- P-51D Mustang Flight
- Pitts Special Aerobatic Flight
- Gyro Copters, LSAs, Ultralites, & Para-Kites
- WWII Airmen & Military Veterans Parade
- Glider & Radio Control Aircraft/Jet Flights
- Military Vehicles & Antique Autos
- Simulators and Climbing wall
- Moon Bounce and Kids rides
- Food, Fun and more...



Saturday (6pm - 10pm) Featuring:

- USO Show & Dance
- Hangar Side WWII Style
- A Live Band (Jump Alley)
- Hot Air Balloon Glow (weather permitting)
- Vintage Aircraft & Vehicles



A Barnstorming Extravaganza!

www.VirginiaAirShow.com

Airshow Update

Chuck Stover

I talked with Reggie today and here's what I have — Our participation will be the same as previous years. Let's plan to fly the K and Pawnee and the Grob and Husky on static display unless there is a reason to swap something. Also either the Cirrus or private ship for the static display would be nice. The static displays will be set up on the back of the ramp near the hanger access road.

The show aircraft will be parking in the grass adjacent the glider safety area. There will be hot air balloons parked there, but they will be launching early. We probably can plan to have that spot for our flying aircraft after they depart.

A P-51 Mustang will be parked on the main ramp. All the WW II people and vendors will be moved up from the hangers next to the main ramp. There may be transient parking along the hangers adjacent the taxiway.

Our help will be needed parking arriving aircraft. They will be instructed to shut down at the ramp entrance and we push them to a designated parking spot. If this is your duty please ask the pilot of the aircraft where it is safe to push.

After the balloons launch, we can fly until show time. At some point in the show we do a demo flight, so a ready crew is needed for that.

Besides parkers we need barkers: someone to keep an eye on

the static display and talk up soaring.

We had a ADO swap this week, Kevin Barrett has that slot now. The volunteer list includes Kay Ebel, Evan Dosik, George Hazelrigg, Mike Bishton and Bill Bank if he's back from Cali. The more the merrier. Many hands make for light work. Show up if you can. Wear your Skyline Soaring shirt. It will be an early day, even by our standards on a good soaring day. The balloons go at 7AM. I plan to roll in just after that.

See you there.

If you can volunteer to help, contact me, k4qs1@yahoo.com

If you were a member of the club in 2013, you'll remember we had a Safety Stand Down in July. The club had experienced a series of disconcerting events. No one was hurt, but a club asset was damaged and many of the events were preventable. At the Stand Down we focused on the concepts of "Crew Resource Management" and "Breaking the Accident Chain". Bruce Zivic brings to us this month a great example of both: where an alert wing runner was instrumental in preventing a glider from launching with an unlatched rear canopy.—*Charles Norman, SSC Safety Officer*

Near Incident

Bruce S. Zivic

Recently at FRR I was in the queue for a solo flight in the ASK 21. When it was time to prep for my flight I went to the tie down area and readied the plane on my own, in particular the rear cockpit by stowing loose items, fastening the rear belt and locking the canopy by verifying that the pins were engaged correctly. Then I pulled the bird and continued to push it up to the ready line. At this point I was met by several crew members. As usual there was idle chit chat while waiting for the return of the tow plane, the typical few minutes. As the tow was returning I entered the cockpit making a mental note that the rear seat belt was secured more tightly than I had made it a few moments earlier.

I was pushed to the runway and was going through my check list when Carlos noticed that the rear cockpit was unlocked! At first I thought he meant the locking lever paddle weren't clipped

tight, since I was 100% sure I checked the locking pins earlier. Nope, they were totally open. My canopy up front was still open so Carlos reached in and locked the rear canopy. THANK YOU Carlos!!!

After my flight it took me a while to figure out what led to the unlocked canopy. I believe that between the time I verified that the rear canopy was locked and got to the runway someone opened the canopy to re-secure the belts but they apparently did NOT re-lock the canopy. I don't remember seeing anyone open the canopy, probably distracted, but I did notice the belt being retightened as I entered the cockpit, this should have been my first clue that I didn't have full control of my check list any longer. I should have connected the dots and reverified the rear canopy then. Happily Carlos was on his toes and caught the problem.

Since my canopy was open I had not finished my checklist. As a result of our latest safety stand down and various instructors stating that they like to physically try to lift open both canopies with their fingers over their head I have tried to make this procedure part of my check list ritual. I would like to think that I also would have caught this problem...?

As I tally up the score, I figure;

I owe Carlos a LARGE adult beverage!

I owe myself a stern mental thrashing for not recognizing that I lost control of my checklist!

I owe the person who did not re-lock the canopy a swift kick in the pants!


All the elements for an incident lined up and in play, this time the chain of bad events was broken before a serious situation fully developed. The good news is that our safety system worked thanks to an alert crewman. 



Photo: Phil Jordan

INCOMING...



Photo: Phil Jordan

Last Saturday (August 23), we managed to eke out a Flight Review for Craig Bendorf, despite the clouds and rain. On the last landing, just after touchdown, Craig hollers something which I could not quite make out, then starts swerving a bit - - THEN I saw a half-dozen geese running like hell down the runway about 50' in front of us trying to (a) outrun the glider which was rapidly overtaking them and/or (b) get in the air! First time I've ever encountered living, breathing "FOD" on a runway!! Sadly, we didn't hit any of the damn things—**Jim Kellett, Resident Curmudgeon**

A Message from your Chairman

The SSA's Badge and Record program has been in existence for many years. It has helped get people started in the sport and kept them motivated to strive for accomplishments. Do you remember when you received your Silver badge? What an exciting time, because for some that 50 km cross-country flight you felt was next to impossible. Reaching 1,000 meters in altitude, not to mention flying for five hours was something you only dreamed of when you got into the sport. Now, flying for a Silver badge may seem mundane compared to your other accomplishments. But, think back to when you got that first badge. Fast forward to the thrill of receiving your Gold and even your Diamond badges. It's important to keep our badge and record program going for the new people in our sport. It will give them a sense of accomplishment and pride. So today I'm asking for your help in keeping our badge program alive and thriving. It won't require a lot of your time, and won't even require your time every day. If you can read and interpret the rules of the badge and record program and would be interested in serving on the Badge and Record Committee, please contact me (chairman@ssa.org). Please help and pay it forward!



Judy Ruprecht, long time member and leader within the SSA— nice video— <http://video.wpt.org/video/2365274353/>

Congratulations to Chris Zaboji for a flight in the Cirrus under low cloud bases that still earned him Silver Distance and Silver Endurance legs. His Silver Altitude attempt just needs a decent day with higher cloud bases, that should make Chris the youngest Skyline member ever to earn a Silver Badge, as best I can determine. Very impressive.—**John Noss**



Photo: Phil Jordan



Want to Buy a 0-Time (Read that New) Lockheed Vega?

George Hazelrigg

Many of you know my sons, George and Geoff, who now live about 25 miles north of Philadelphia in Chalfont, PA. About a mile from Geoff's house, there is a shop full of

toys hidden away with a cadre of retired A&Ps just having fun with "stuff." Using a rotted out hull of a 1933 Vega as a form to go by, they are building a brand new 1933 Vega, number 7. The original, painted in bright yellow and red, was owned and flown by Shell Oil Co. and maybe even by Jimmy Doolittle. This airplane is all new wood, and it will be painted to match the original.

Well, maybe the Vega isn't for you. So how about an early (1920's) model Waco powered by a Curtiss OX-5 engine, or a fully



Above left: A new airplane comes together. It may be brand new, but it is an exact replica, hand made, of the original. The Vega has a plywood monocoque fuselage. Lots of wooden pieces all carefully glued together under pressure. The engine is a Pratt radial.

Above right: The large obelisk object and other pieces to the right comprise the Vega as the restoration team received it. They used these pieces as a form from which they constructed the new airplane.

Right: The team keeps this clipped to the fuselage to remind them what it is supposed to look like finished. It will be painted in the original Shell paint scheme, yellow and red.

Below: The Shop—This is where the work gets done, showing a rear view of the Vega.

All photos: from George Hazelrigg





restored (essentially new) Piper Cub? If that doesn't work, how about a Pitcairn mailplane or a Stearman Kaydet. The planes date back to 1917, and the cars to 1910. The warehouse is full of fun and interesting stuff, much of it just waiting for restoration. Dozens upon dozens of engines, props, cars, and even an early tug. I thought about the possibility of using the tug for pulling gliders. It would certainly pull the Vega. Enjoy the pictures. ✈️



Above: This is an early 1920's Waco with a Curtiss OX-5 engine. The OX-5 has an exposed valve train that needs to be oiled by hand prior to every flight. George is on the left, Geoff on the right.

Right: The perfectly restored cockpit of the Waco.

Bottom: How about a "new" Piper Cub in perfect condition?

Below right: Even the Cub cockpit is original.

Below: One of many old cars, this is an early 1900's Packard. Note the acetylene headlamps.



FOTD

Carlos Troncoso

Sunday, 24th of August 2014 was a very eventful day. I got up early in the morning with the mission to be the DO at the club by 8:30AM. When I arrived, the Husky and 2 of the club ships were already out and on their way to runway 28. Some private ships were also out... yes, you guessed right... BW. Winds were light but consistently from the East so after the first launch, and following the advise of many members, we switched to runway 10.

The day as DO was going on as usual... but then I got the news that I could be flying "the" Stearman if I was ready to go in a few minutes. Richard Garrity was really kind and agreed to cover my DO duties.

I will describe my experience succinctly.. and words are not enough...and not even the pictures you are seeing.

Massive 450hp take off with nose aiming at the Sun and the G forces caressing my body. When I got the controls, I imagined I was a pilot back in the 40s-50s... sublime... and when Jack performed some G maneuvers, I was ecstatic and smiling and feeling thankful for the ride... for life! In short, I think I got Flight of the Day (FOTD) as far as Skyline Soaring members go..

Many thanks to Jack Molenaar for the opportunity...

Right: Jack Molenaar and the Stearman-smitten Carlos.

Photos: Keith Overstreet



After three pattern tows, Bob Sallada turned Tom Gainer loose for his first solo flight. We tried to do a "thermal dance" for him to no avail. After a beautiful takeoff and 18 minute flight, Tom returned to the field.
—Keith Hilton

Photo: Keith Hilton

TWO LOVELY BIRDS



Photo: Dick Otis

Photo: Keith Hilton





The next session of the Member Orientation Meeting will be conducted on Sunday, September 7th. This exciting meeting will be hosted by Bob Sallada and Steve Rockwood. We will begin at 8:30 sharp and conclude in time for first launch. If you are a new member or just want to get a refresher course on how the club operations please let us know. Respond to all if you intent to attend. Notice: If the attendance level is less than two members the meeting may be cancelled. —*Steve Rockwood*

Useful link sent by a member from another club, especially if you are closing in on a checkride. I had not seen the newer version though it's been out for 10 months....

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/media/Chart_Users_Guide_12thEd.pdf (22.7 MB)

—*John Noss*

Time for Hugh to trade-up?— Pipistrel Flies WATTsUP Electric Trainer

Slovenian planemaker Pipistrel says its new electric-powered training aircraft will slash training costs while pleasing the neighbors of the small airports it's designed for. The WATTsUp two-seat trainer flew for the first time on Aug. 22 and will be unveiled publicly at the Salon de Blois airshow in France Aug. 30-31. "Technologies developed specially for this aircraft cut the cost of ab-initio pilot training by as much as 70 percent, making flying more affordable than ever before," said Pipistrel CEO Ivo Boscarol. "Being able to conduct training on smaller airfields closer to towns with zero CO2 emissions and minimum noise is also a game changer!" The aircraft appears to share the airframe of Pipistrel's Sinus and Virus lines but that's where the similarity ends.

Pipistrel says the propulsion system was designed in partner-

ship with Siemens AG and the motor has more power (85 kW) than a Rotax 912. It climbs at better than 1,000 fpm and has an hour of endurance with a 30-minute reserve. On approach, it can recover up to 13 percent of the energy expended to that point from the windmilling prop, extending endurance even further in typical pattern training operations. A spent battery can be quickly swapped and will charge in an hour so continuous operation is possible with two batteries. Pipistrel says the aircraft is already certified in France and it will meet U.S. LSA standards. The company expects to start selling the planes in 2015 for less than €100,000 euros

<http://www.avweb.com/avwebflash/news/Pipistrel-Flies-WATTsUP-Electric-Trainer22637-1.html>

As it turns out, graduate school is very expensive and time consuming, so regrettably I am selling my LS1-f. It is quite a nice glider, I get compliments at the field all the time about how good it looks. Pics at <http://s1167.photobucket.com/user/dbrunone/library/>.

N26DM 1975, s/n 437, Standard certificate, ~1300hrs. Fuselage refinished with polyurethane in 2008, wings in 2011. Panel/interior refurb in 2013. LS-sleeves for control hookups. Winter mechanical vario. LXNAV Nano secure flight recorder. LXNAV V7 vario (set up to hook up to Oudie and Nano). Microair M760 radio w/ PTT & boom mic, recently "fine-tuned" by factory service rep. Gear warning system. Canopy is original and crack-free. Cobra aluminum clamshell trailer with brand new tires, recently passed MD state inspection for bearings, brakes, etc.

Currently hangared in Fairfield, PA. —**\$23,000**

Let me know if you are interested. —*David Brunone*
dbrunone@gmail.com



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

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