



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

APRIL 2015

SKY LINES

From the President

John Noss

Please, please let this be the end of winter! When I got up at sunrise to tow on the last flying day of March, it was 20 degrees outside, that's just not normal. Hats off to all the hearty souls, especially duty crews, who braved nasty weather in February and March to make some flying possible. I just looked at a 15-day forecast with daily high temps all in the 50's and 60's, no snow forecast, that's promising.

Congratulations to Mario Simula and Chris Carswell for passing their checkrides with visiting examiner John Molumphy, that's quite an accomplishment considering the winter layoff and slow start to this season.

Looking ahead, we have set aside Sunday 17 May as the date of the next Family Day / Away Day at Burner International, with a weather backup the following week. Bill and Sharon Burner have been consistently generous to open up their beautiful grass airstrip to allow the club to fly from a different location and in a deliberately family-friendly environment. I highly encourage everybody to take advantage of the opportunity. When Mike Ash sends out the next call for scheduling inputs, please consider volunteering as part of the duty crew, let him know by e-mail what you can commit to for Burner Day. We will need two towpilots, two instructors, a strong duty officer, and at least one assistant duty officer.

As a result of all the snow and rain in the last couple of months, the grass areas at KFRR have been unusually soft and

Masthead photo: Dick Otis

muddy. I need to ask everybody to use good common sense and courtesy when the 'infield' is soft. When soft, please do not drive our tow vehicles on it, and avoid landing on the grass safety area if possible. If we tear up the soggy turf, it makes us less welcome at the airport, and it is not good for the gliders. There is increased risk



Photo: Martin Gomez

of a ground loop, and mud thrown up on the bottom of the fuselage or into gear wells must be cleaned up. If you land a club glider on soggy ground, consider it your responsibility to do the cleanup. Mud on the brakes or landing gear linkages is a very real safety risk. If you are about to launch when the grass is soggy, make an extra effort to clear the pattern before you take the runway, so you do not unnecessarily force another glider to take the grass. If you are

approaching the pattern and know the grass is soggy, consider a warning call a minute before entering the pattern so everybody knows you are coming in. There is still a lot of wet weather in the long-range forecast.

April and May are historically great months for soaring weather here, let's get out and enjoy it....


Fly Safe, Fly Often, Have Fun!



Photo provided by Steve Zaboji

A Soaring Start

Steve Zaboji

 In February 28, 2015 Skyline Soaring Club's Keith Hilton, Chris Zaboji and I winged our way south to attend Soaring Society of America's annual Board Meeting's Award Banquet held at the Hilton Hotel in Greenville, South Carolina.

Pictured is SSA's Awards Chairman Jay McDaniel (left) who introduced and capsulated Chris's accomplishments, in and out of soaring, that the awards committee felt worthy of the 2014 Kolstad Award.

Since that proud evening, Chris has learned that the co-payee of the \$5000 scholarship award will be Virginia Tech where Chris has earned a spot in Va-Tech's School of Engineering class of 2019.

Chris's mother and I are very proud of his accomplishments and would like to acknowledge and thank every member of SSC who have so heavily contributed to Chris's formative years. For Chris, truly a soaring start in academia, aviation and life.

Philadelphia Glider Council Winter Ground School

Steven Holdcroft

In order to help prepare for taking the FAA written exam, I decided to try the Philadelphia Glider Council (PGC) winter ground school. The classes were located a little over 3 hours from Washington, DC, near Doylestown, PA. Being a Pennsylvania native, I had several friends in the Philadelphia area that I was happy to have a good excuse to go visit and stay a night with prior to each day of class. The format was three days in the classroom for 8 hours on each day and multiple presenters from PGC. Each day was attended by 20-30 students with a wide range of experience.

I received a warm welcome from Ken and Phil, who were facilitating the ground school. I mentioned I was from Skyline and they proceeded to list off half-a-dozen or more names of our members who they had met and had only the kindest of words for our club. I also met a former Skyline member, Ralph (if I remember correctly), who had moved up to the Philadelphia area several years ago and was now an active member at PGC. During lunch with several of the senior PGC club members, they asked if skyline owned a training simulator as they were contemplating purchasing one. I described Shane's simulator to them and they were quite impressed. They mentioned the many thousands of dollars the simulators they were looking into would cost. That really made me appreciate the value of what Shane has developed.

The focus of the classes was not strictly on exam preparation but rather an in-depth review of topics important and basic

for glider pilots. Topics included several weather topics, developing situational awareness, preflight planning, cross country flight, navigation, off-field landings, "the art of crashing", aerodynamics of spins and stalls, reading sectionals, flight limitations/V-speeds, aerobatic flight, aero-medical topics, tips for taking the practical, and others. Overall, it was not a replacement for studying for the FAA exam but it was a good supplement and would be beneficial to any glider pilot looking for a review of important topics to continue to fly well and fly safely. If anyone has any questions about the course, feel free to contact me.

Photo: from Steven Holdcroft





Dan Ernst

Celebration of Life for Joan Vickland



n Saturday, the 28th of March, friends and family of Joan Vickland, gathered to celebrate her rich life. The house was literally packed with people from many parts of her life who came to remember a loving, caring, welcoming woman.

In her soaring life, Joan and Bill built their 1-26 #238 from a kit. As Joan once told me, "I bucked every one of those rivets myself. Every one." Joan was also a glider pilot and had soloed #238 more than 60 times. After her sons were born, Joan decided to stay on the ground and began what I believe is a near legendary record of crewing for Bill. Not only did she crew on 38 1-26 Championships all over the country, she picked up Bill on most of the 260 land outs he made in earning his three diamonds. They could disassemble #238 in five minutes, which they did once when Bill landed in an interstate highway clover leaf during a contest. They were gone before the state troopers could respond. She unerringly followed and found Bill long before there was any such thing as GPS. She endured broken down vans, flat tires, forded streams and

often returned long after midnight and sometimes bruised. Most of the retrieves were with her boys and family dogs in tow as well as the glider trailer.

Those of us who knew her only from soaring were treated to many testimonials from friends, family, neighbors and fellow teachers and members of the Peace Corps. Joan was a wonderful teacher who was remembered for her unconditional love of her students and often was able to help those who struggled get on track. She and Bill served in the Peace Corps in Guyana (and later in Russia), and there Joan gave much of herself to advise local teachers. Back home theirs was often the first stop-over for friends returning from overseas. One such family returned to the United States on short notice. Joan welcomed them with open arms, as she did everyone, but felt it necessary to tell them, "You are most welcome to stay here, but you should know there is a snake loose in the house." Apparently this was not a rare occurrence, as she loved her garden and the creatures great and small that lived in it.

The Celebration of Joan was heartfelt and moving, and totally appropriate to this woman who was full of life, because as her son Eric said, "A funeral is the very last thing on earth my mother would have wanted." We are lucky to have known her.



Photo: Jim Kellett

DPE School

Piet Barber

About 5 years ago at an instructors' caucus, the instructors in attendance agreed that having a DPE in our own club would be a huge asset. We went around the room. "Do you want to do it?" "No." "You?" "No." "How about you?" "No." Well, Piet is the only one gullible enough to do this. I barely scraped in with the number of flight instruction hours (200).

I immediately sent off my 8710-10 form to the National Examiner Board (NEB), and promptly got a response from the NEB stating that I was qualified to be a glider DPE-CE (allowed to do check rides for up to commercial pilot level). The application with the NEB lasts for only two years, then I had to re-apply.

After several years of the FSDO ignoring my application, I finally got them to agree to get me through the system and anoint me as the only glider-capable designated pilot examiner in the Washington Dulles FSDO region. The FSDO agreed to allow me to begin the DPE training courses offered by the FAA.

November 2014: I immediately enrolled in the FAA's online course for the initial Designated Pilot Examiner training session. This consisted of several different voice actors reading off what essentially looked like powerpoint slides. The slides were for all DPEs, not just glider DPEs. The content spanned the whole range of FAA rating levels, from the sport pilot all the way to multi engine ATP ratings. As you can expect, only a small portion of the course content mentioned gliders, usually only when discussing the need for medical certificates for everything; except for gliders.

The course concluded with an open-book test of 25 or 50 questions (I don't remember which), asking questions for all sorts of scenarios imaginable, none of when applying to gliders. But I guess that's not surprising to you, either.

After completing the online portion of the training, I looked to sign up for the week-long training session in Oklahoma City. The only class was listed in January. It was already fully-booked. I attempted to sign up for the March class, but its registration was not yet open. Around January, I signed up for the training, and was put on stand-by, while the FAA waited for enough candidates to enroll.

In the middle of March, I flew down to Oklahoma City to at-

tend the week long training session. The course was attended by 17 other candidates to become DPEs as well. But as you can expect, I was the only glider guy there. I was also the only pilot there who has never been a professional pilot. There were airline pilots, cargo pilots, helicopter school owners, and even sport pilot instructors. I was the only person in the room who didn't have a medical certification to fly.

The first day of class focused on all areas of part 61, ratings applications, and as you would expect, focused much of its time on the matters that don't concern us glider pilots. The second day talked about writing a plan of action, how to submit the 8710 document correctly, without having the office in Oklahoma City reject your paperwork. We also spent a fair amount of time learning about the computerized system that intends on replacing the 8710-1 application; IACRA.

The third and fourth days were divided into workshops, where we would do mock ground portions of the practical test. My partner was a UPS pilot. Had never seen a glider up-close before. I did a mock practical test with him, where I was taking the private pilot ASEL. I passed the ground portion pretty well, but the FAA people threw in the scenario that I botched the short field takeoff portion of the practical test. My partner practiced by writing me a notice of disapproval. No hard feelings. It's just a mock practical test, after all.

When it was my turn to play examiner, he was doing a commercial add on for glider. You might think that a long career in aviation could prepare you pretty well for answering questions about gliders, but when it came time to answer the question "What is a variometer?" He tried to buffalo me. "It's... an... instrument that measures things... that... vary." The word 'variometer' is explicitly stated on the Practical Test Standard. There's no way to weasel out of this one, and that wasn't an acceptable answer. So I also got the opportunity to practice writing a notice of disapproval. No hard feelings. It's just a mock practical test, after all.

My long journey to become a DPE isn't over. I still have to get some sort of paperwork approved by the local FSDO, I have to get issued all of the paper forms I'm going to need for when we don't have an electronic submission of paperwork, and I'm going to need a visit from an examiner-examiner, to make sure I indeed know how to fly a glider. Maybe by sometime in May or June I can finally start administering practical tests. ✈️



Photo from Piet Barber

Future DPEs, and the class teachers.

The Massanutten Highway

Ertan Tete

The Gods of soaring have their way of transforming the ridge into a high-speed highway—when the winds are right you can ride it fast, really fast. Saturday was one of these days. When I arrived at the field Vern had already launched in the Cirrus and was somewhere down the fast lane of Massanutten Highway. Very soon, Piet took JS to the sky to join the “Sun Ship Game”.

After taking visiting member Joe DeWitt and Chris Zaboji on dual flights in the K down the ridge Shane said “yes” to my request for a ridge flight with him. The flight was a blast—we released above Signal Knob at about 3900’ MSL and headed south cruising at speeds between 70 and 90kts.

The ridge was on “overdrive”—even at 90kts we were never below ridge top level. Just before the transition from Short to Kerns Mountain, we interrupted our cruise to gain altitude for the transition. We continued our cruise south passing the Gogos Gap until we reached Lairds Knob—few miles north of the Masasanutten ski area. On the way back north a strong thermal just before

the reverse transition to Short mountain got us to about 5200’ MSL and made the transition effortless. We continued our cruise north under even stronger conditions and were back at Signal Knob 1hr 15min after we embarked on the journey.

It was a great flight—an intense lesson in ridge soaring. Shane - Thank you for sharing your experience!



Photos: Shane Neitzey



Background: SSC's previous home New Market. Above: Massanutten ski area viewed from Laird's Knob with Ertan flying. Below left: South of Gogos Gap looking north towards Short Mountain. Bottom: Cold but happy day on a smoking fast ridge flight.



Peter Bacque, Goodbye to a Good Guy

Peter was a very active towpilot and instructor at the Warrenton Soaring Center (the company from which Skyline sprang in 1991), a prolific journalist (*who knew how to write about aviation!*), and an active member of the Tidewater Soaring Society. One of the good guys, leaving us too early.—*Jim Kellett*

This is very sad news, I have not seen Peter since Warrenton during my student pilot days. I always enjoyed flying with him and to this day remember things I learned from him. —*Joe Rees*

Peter and I had a deal. If I kicked the dirt first, he could have my “Wingup” license plate; but Peter couldn’t wait; he got “Wingsup”. Anyone who ever heard him tell his classic “Japanese Mouse-Momma” joke will laugh like hell at the memory and remember this very talented, kind and warm friend.—*Phil Jordan*

http://www.richmond.com/news/local/article_41f8428f-0ba1-5220-boca-c42abd97793c.html



Photo: from Jim Kellett

Warrenton Soaring Center Reunion Reminder—Saturday, May 16 at 10 AM

Photo: Charlie Lee



Checkout the details in the March issue of Skylines. All SSC Members and their families are encouraged to come out to a pastoral setting and experience the roots of our Club.

We had a whole lot of fun in addition to just flying and those SSC present members who go back to those days would love to share the experience with you. (The editor started his flying career at WSC in ought seventy-nine.)

Curmudgeon says “There’s a **chance** that participants might be able to get a special rate from the skydiving company for a tandem jump that day, even as a walk-on! We won’t know for sure until the day, though—just be aware of the possibility. In addition to the contingency based on weather, it’ll depend on the outcome of the airport owner’s negotiations with the skydiving community.”



Photo: Phil Jordan

Around the Field...



Left: Spring brings out the best, Magan and Reggie. Above: Old friends Mai and Jan Scott on a brief visit from Norway with Josh and Ellodie Kutella. Photos: Kaye Ebelt

Below right: The validity of Kellett's law demonstrated once more by the master himself with Dick Edge. Photo Jim Kellett Below left: Lost, looking for company? This is a great technique (flying over the Linden VOR) for finding other aircraft (Just look up). Photo: Dick Otis

Bottom: Sunset put away with Lennies. Photo: Martin Gomez





Photo: NASA

Happy 100th Anniversary

Phil Jordan

When the following NASA press release hit my desktop early this month it triggered a long moment of reflection for me. Starting in 1965, and continuing for 35+ years I worked as a design consultant to NASA. Sometimes challenging and often-times frustrating, I did grunt work on the periphery of some exciting projects that directly led me to work at the Air & Space Museum and Stamp Development at USPS. (Be patient Grasshoppers, this really does have a soaring connection.)

One of the rewards of my postal experience was researching the backgrounds of stamp subjects. In selecting subjects for the sheet "Advances in American Aviation" I had the opportunity to pay tribute to one of aviation's unsung heroes Fred Weick by selecting the Ercoupe as a subject. http://en.wikipedia.org/wiki/Fred_Weick

Among Fred Weick's many design successes were the NACA cowling that won the Collier Trophy in 1929. And the soaring connection? He also designed the Piper Pawnee.

In (the above) 1945 photo, test pilots (from left) Mel Gough, Herb Hoover, Jack Reeder, Steve Cavallo and Bill Gray stand in front of a P-47 Thunderbolt. The photo was taken at the then-named Langley Memorial Aeronautical Laboratory, which was a research facility for the National Advisory Committee for Aeronautics, or the NACA. The

NACA was the main institutional basis for creating NASA in 1958.

On March 3, 1915—one hundred years ago—the U.S. Congress established the NACA in order "to supervise and direct the scientific study of the problems of flight with a view to their practical solution." From humble beginnings with a \$5000 budget, no paid staff and no facilities, the NACA won the Collier trophy five times. Its researchers made critical contributions to victory in World War II, spawned a world-leading civil aviation manufacturing industry, propelled supersonic flight, supported national security during the Cold War, and laid the foundation for modern air travel and the space age. Learn more about the 100th anniversary of the founding of the NACA at www.nasa.gov/naca100.

Photo: Dick Otis



Recycled
Information
Worth
Repeating

SAY AGAIN



The next New Members Orientation Session (NMOS) is on the Duty Roster for April 4th at 8:30 a.m. If you have not completed this extremely interesting and mandatory overview of how the club operates, what are your roles as a new member, what's in the Skyline Soaring Club (SSC) website that should interest you, and how can I see how the instructors are tracking my flight performance, this is a must addend for you. The session last for one-hour and we typically make sure each member has a chance to take some training flight afterward. The session is free, so you have no excuse not to attend. Please reply to Bob Sallada and me if you plan to attend as we will be conducting the overview.

The session will be conducted at the Front Royal Airport in the terminal building and begin sharply at 8:30.—**Steve Rockwood**, SSC Membership Officer

Recently, while flying the Grob, we looked closely at the front rudder pedal adjustment problem, and I think we have a handle on why some people have experienced the rudder cables looping over the top of the pedals, resulting in asymmetric pedal position. The rudder adjust cable has an inline plastic standoff tube that has shattered, probably from being pulled on too hard over the years. I ordered a replacement part from Germany, and that will be installed when we get it. Until then, there is limited authority on the adjust cable, and some people have gotten into the habit of pulling on the tops of the pedals with their toes to move the rudder pedals. This causes the rudder cables to bunch up, and they can lay back down over the end of the top bar on the rudder pedal. Until the new part is installed, please take some extra time when setting up for your flight, and have the pedals and cable checked by somebody outside the cockpit. (You can see and reach the pedals by kneeling next to the pilot with the canopy open.) If you can live with the pedals where they are, just avoid moving them. If you need to adjust them, pull on the cable and have a helper move the traveling

base, not the tops of the pedals, and make sure they click back into place normally and the cables run straight back from their pulleys without looping over the top of the pedal. Don't wait until you are being pushed out to the runway to adjust the rudder pedals!
—*John Noss*

Reminder for those who missed the Safety Meeting—the presentation is available on the club website under the “restricted docs” tab of the members section of the site. Or you can follow the link below: SSC_Safety_Meeting_2015_Final.pdf Once you've reviewed the presentation, please e-mail me so we can update your profile and return you to flying status.—**Charles Norman**, SSC Safety Officer.

The big events of March 23 were two Glider Pilot Exams given by John Molumphy. *Chris Carswell* went first and got his Glider Transition after the oral exam and one flight. *Mario Simula* went second and got his Private Glider Pilot after the oral exam and one flight. Congratulate them next time you see them.—**Robert Gray**



Chris, John and Mario.

Photo: Kaye Ebel

Historic Flyover Set For D.C. In May—A fleet of more than 70 historic military aircraft will fly in formation above Washington, D.C., on Friday, May 8, to commemorate the 70th anniversary of the end of World War II in Europe. The Arsenal of Democracy World War II Victory Capitol Flyover will feature 15 historically sequenced warbird formations, which will pass above the city from the Lincoln Memorial to the Capitol. The sequence will represent the major battles of World War II from Pearl Harbor to D-Day, ending with a final missing-man formation. “Never before has such a collection of WWII aircraft been assembled at one location,” say the event organizers. The flyover is set to start at 12:10 p.m. and last about 40 minutes. <http://www.avweb.com/avwebflash/news/Historic-Flyover-Set-For-DC-In-May-223542-1.html>

<http://www2flyover.org/flyover-formations/>



Photo: © Pete Bunce Arsenal of Democracy



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—Keith Hilton
Treasurer—Steve Rockwood
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, Ertan Tete,
Martin Gomez, Richard Garrity,
Keith Hilton, Dan Ernst