



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

JULY/AUGUST 2015

SKY LINES

From the President

John Noss

Well, July has been an interesting month – one of the wettest on record, with some really marginal days, but one great soaring day, and overall very productive with some major accomplishments. Congratulations to Kaye Ebelt for passing her private pilot glider checkride, to Piet Barber for passing his Designated Pilot Examiner checkride, and to Chris Zaboji for passing his commercial pilot glider checkride as Piet’s first examinee! On that one great day for soaring (25 July), we had 5 OLC flights over 100 km, and Charles Norman did his 5-hour endurance flight to finish up his Silver Badge. That was also the day for Piet’s first flight in his lovely new Duo Discus, you couldn’t have wiped the smile off his face with a blow torch after he finished with 5:32 and 305 km. We also set a flying record on a day with only mediocre weather, 38 glider flights from KFRR on 12 July, the most ever in a single day. Then we beat that record on the last day of Week of Training, with 40 flights on 31 July.

Many thanks to all the volunteers who made the Week of Training possible – duty officers, instructors, towpilots, and just plain helpers. Special thanks to Piet Barber for being the lead organizer this year. The wilting heat and humidity, and sometimes low clouds and storms, has not made this easy, but we have done a lot of good flying to help members make a big leap forward towards their checkride or other goals. We finally got a break on the last

Masthead photo: Dick Otis

day, with low humidity, a breeze down the runway, and good soaring conditions, a great way to close out the week.

I would like to thank volunteers who have put in time behind the scenes to make our continued flying possible. Eric Litt came out to do the 3000-hour inspection on the ASK-21 on a miserable hot day, and when we discovered the wings had to be put on to finish the job, Bruce Zivic scrambled from home on short notice and the three of us got the bird reassembled. Keith Hilton and Chuck Stover came in a day or two later to finish the cleanup so it was ready on the next flying day. Dave Collier did the comprehensive 200-hour



Photo: Dick Otis

maintenance on the Gator, also the ATV. Shane Neitzey took in the front canopy of the Grob to repair some deteriorating fiberglass on the rail, and finished the job in time to have it ready for flying the next scheduled day. If you haven't been part of the Week of Training crew, you will also be happy to see that Bruce Zivic, on his own initiative, has built a frame and canvas sun shade for the Gator. Jim Garrison and Shane Neitzey came out early on a Saturday to teach a short block on contest preparation, a really valuable presentation.

My request-of-the-month this time is for all members to take a more active role in reporting issues that need to be worked. If you see something that needs to be fixed, and just discuss it with a few people that happen to be standing around you at the time,

Dear Skyline Soaring Instructors and Club Members

When I first arrived in Virginia two years ago, George Hazelrigg, invited me to go soaring. I had not an idea I would love it so much and would develop such great friendships. As I go back to Montana, just know that I will miss all of you deeply. You have become my family and I hope our friendships will last forever.

Thank so much for the countless hours you spent and sharing your passion for soaring with me. I'm looking to soaring in Montana but won't be the same without you.

With a great deal of affection and appreciation,
Kaye

that does not actually accomplish anything. Please take the extra step and find out who needs to know about it in order to work the problem, and report it directly to them in person or by phone or e-mail. If it is an aircraft maintenance issue, ask the DO to report it, notify the aircraft meister, and inform the board of directors. If we are out of supplies (wing tape, canopy cleaner, canopy rags, batteries, oil, spare tires or tubes, publications, anything), find out who orders that item and notify them. If you are a towpilot and find we have run out of log sheets in the cockpit notebook, tell somebody. It takes a lot of effort by a lot of people to keep our equipment in good operating order, we can only work what we know about.

Fly Safe, Fly Often, Have Fun! 

We think it no secret that the great strength of Skyline Soaring is the willingness of individual members to share their expertise and sweat with their fellow members. Whenever we come together to share our passion with a community like *Determined2heal* or with ourselves in the humid grind of WoT, we all gain something valuable.

Over the last two years Kaye Ebel has made innumerable contributions to every facet of our operations. She has been a most valuable resource for *Skylines* counterbalancing your editor's immobility with a vitality that I have come to rely heavily on.

Hard to find proper words, or enough of them, to say thank you so very much Kaye for all you've contributed. —*Phil*



Photo: Dick Otis



Phil Jordan

Dan Ernst

There is a rumor, a myth perhaps, that a banner exists that says, "The 1-26 Champs – Drought Busters, Call Us." It was created a number of years ago because of the distressing propensity of the Championships to be held during periods of rain that is always (according to the locals) rare for that location. In the midst of an epic drought in the American west, it rained buckets in Minden, Nevada, the Mecca of North American soaring.

As I prepared to fly home from Reno, a local man on the TV news allowed as how he had lived in Nevada for five decades, and his family had been there for six generations, and no one of them still alive had seen that much rain-EVER.

So good news for them, bad news for the 15 1-26s and 18 pilots that assembled for the 2015 1-26 Championships.

I was at Minden to crew for Bill Vickland who was participating in his 40th or so 1-26 contest. Bill and his grandson Zach had left a week early to drag Bill's trusty 1-26A, contest number 238, which he built himself in the late 60's, to Minden and then went on to a family wedding in California. There had been two practice



Top: The grid at the 1-26 Championships at Minden, NV.
A little more color than most contests!

Above right: Our guys in Minden: Zach, Bill and Dan.

Bottom right: Aren't all-white gliders so borrrring?

Photos: Dan Ernst





days when I had arrived and the next day was the first contest day. The weather was a bit sketchy as we put the gliders on the grid. A sniffer was launched and lift was found and so the fleet was launched on a task that went east and then north before returning to Minden. I had a nice lunch and was in the middle of a nap when my phone rang and it was Bill who had landed out at an airport 30 miles north. Zach and I hooked up the trailer and headed to Silver Springs airport. Two other pilots had landed out as high clouds choked off the lift. The next two days were not flyable and we spent the time with a little sightseeing. And then abruptly that was it for team Vickland as Bill tripped over a very high curb in the hotel parking lot injuring his shoulder. After a trip to the emergency room, the doctor said he shouldn't fly, and indeed he could not lift his arm too much higher than his waist. On the next "no fly" day, I went with them to the abandoned mining town of Bodie, CA. At its peak Bodie was home to 10,000 people. It died out quickly when the silver was all mined and it is frozen in time. Many homes and businesses were just abandoned. Homes have dishes on the table and stores have goods still in the windows.

So Bill and Zach headed out see some more of the sights in California and I stayed on the help around the contest. Every day that followed featured storms that started forming around noon and worked their way up the valley, including one day where we gridded and then had to pull everybody back to cover as the storms closed in. We were able to eke out another two days of flying to make a valid contest at four days. The last day was pretty exciting as the grid was launched on a short task as the now familiar thunderstorms rolled slowly up the Carson valley from the south.



Above: aptly named Philip Plane, of Glide Omarama, spending the summer in Minden, while it is winter in New Zealand, delivered the bad weather news.

Top: Evacuating the Grid as storms roll in

Some folks were able to get away from the airport, but a few made a mad dash through rain and hail to get back on the ground. The sound of hail on those metal wings had a few pilots very wide-eyed indeed. Fortunately, no canopies were broken.

This was my second 1-26 Championships-I had attended at Moraity, NM in 2013-and it was very enjoyable. Minden is a beautiful place. The airport there has a host of different types from L-39 jet trainers to water bombers and corporate jets. And as always the Champs were about flying, fun and fellowship. ✈️

My Duo Discus

It's been a long time coming

Piet Barber

On Tuesday, 30 June 2015, I purchased Karl Striedieck's Duo Discus. The following weekend, I had all the Skyline Soaring members come and help me assemble it and gawk at its sheer beauty.

...low clouds that had plagued us all morning long had gotten lower. So I waited for a good 30 minutes for the clouds to give us a good clearance to continue flying. Unfortunately, the clouds soon

turned into rain. Since this is a brand new glider (to me, at least), I wasn't really keen on putting the glider back into the trailer while the wind and rain was covering all of us, so I elected to put the bird away early.

Into the blue at last—

DO Report by Gordon Roesler July 25... "Flight of the Day went to Shane at 5:51, narrowly beating out Piet in the inaugural flight of his Duo Discus at 5:32 (it was the extra weight he had carrying Vern that brought him down early)."

For the whole story: <http://blog.pietbarber.com/2015/07/my-duo-discus.html>



Above: SSC Duo Discus assembly crew.

Right: "Piet and Vern's Big Adventure"

Below: Ertan orchestrating Piet's first flight

Photos: Kaye Ebelt



But wait—there's more...duo in the Discus

Kaye Ebelt



Above: John Noss and the Pawnee launch Piet and Kaye into the blue.

Above right: Over the rock pile trying to get enough lift to head north

Below right: Piet Barber feasting on the view..

Below: Valley-view

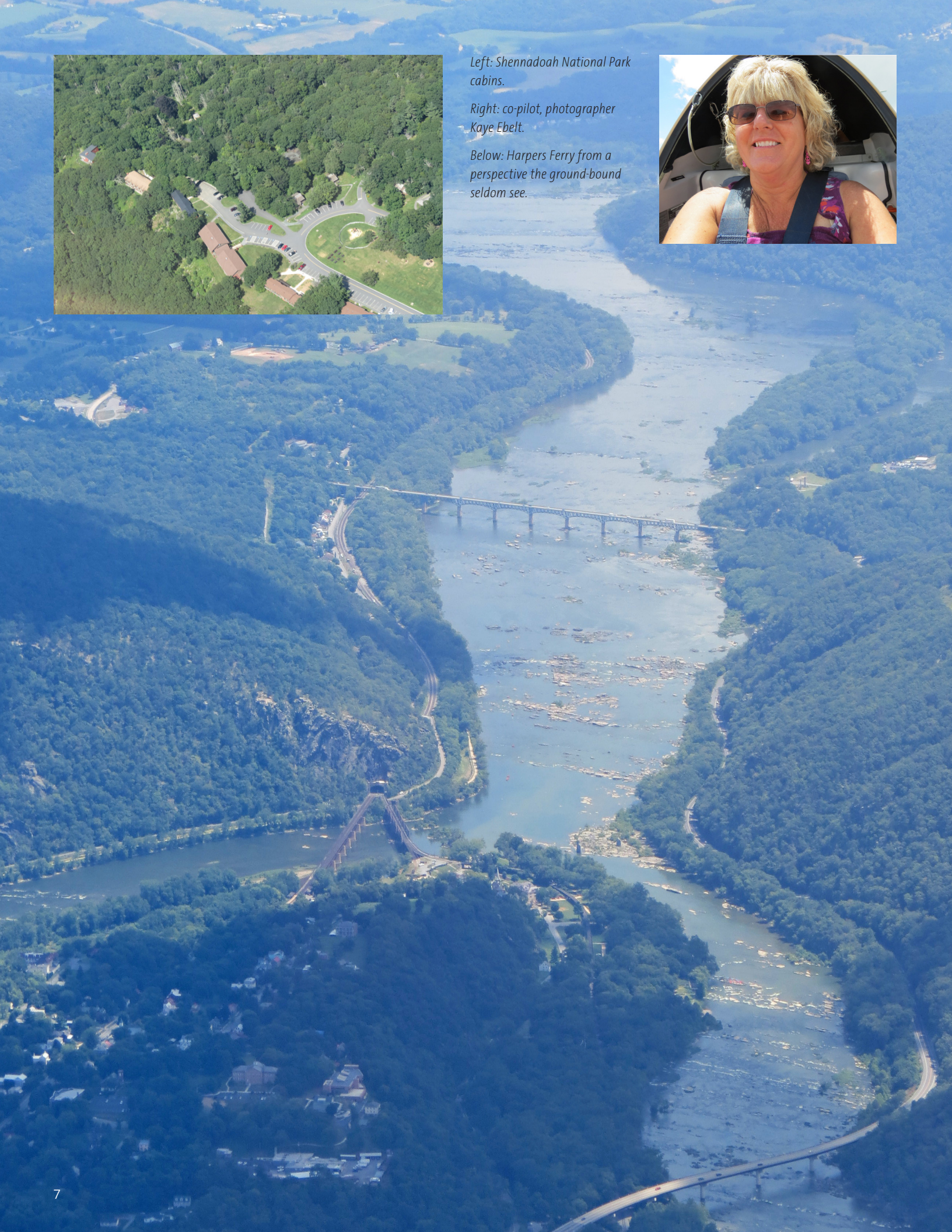




Left: Shennadoah National Park cabins.

Right: co-pilot, photographer Kaye Ebelt.

Below: Harpers Ferry from a perspective the ground-bound seldom see.





Congratulations are in order...

Photo: Kaye Ebelt

to Chris Zaboji for achieving his Commercial Pilot's rating and, of course, to Piet Barber who wore the newness off his Designated Pilot Examiner rating examining Chris' prodigious skills (above). To Charles Norman who did his 5-hour endurance flight to finish up his Silver Badge and to Kaye Ebelt on her Private Pilot-Glider ticket.

Kaye's *Notebook*, designed in preparation for her checkride, is a work to be treasured by all, particularly those who will follow in her footsteps. Kaye writes: It was made to share. The cover is John Noss's work and cockpit cards, traffic pattern graphics, Google maps w/range rings, speed to fly articles are via John. The lesson's

included were written by the students taking George's commercial instructors held in Jan/Feb. I was just happy to put it all together.

I need to correct a few things in it then will send it out to the membership via PDF file.

Left Charles Norman in "Silver-in-situ-selfie".

Below: DPE Steve Brown, newly minted PP-G Kaye Ebelt and equally new DPE Piet Barber.



Photo: Evan Spain

Photo: Dick Otis

Week of Training

Photo Essay by Dick Otis and Kaye Ebelt



Many thanks to all the volunteers who made the Week of Training possible – duty officers, instructors, towpilots, and just plain helpers. Special thanks to Piet Barber for being the lead organizer this year. The wilting heat and humidity, and sometimes low clouds and storms, has not made this easy, but we have done a lot of good flying to help members make a big leap forward towards their check-ride or other goals. We finally got a break on the last day, with low humidity, a breeze down the runway, and good soaring conditions, a great way to close out the week. —John Noss



Photo: Kaye Ebelt



Photos: Dick Otis



Photos: Kaye Ebelt





Photo: Kaye Ebel



Photos: Dick Otis





STEM Family Day at NASM

Craig Sutherland

A great day was had by all at the STEM Family Day at NASM Udvar-Hazy with Skyline Soaring Club. Many interested youth and their families stopped by the booth. There was non-stop demand for instruction flights in Shane Neitzey's awesome glider simulator. NASA Astronaut and Pilot, Patrick Forrester, even took a turn at the controls, between giving podium talks to a crowd seated next to the SR-71 Blackbird. Great steps were taken toward recruiting youth into the sport of soaring. Looking forward to seeing photos and the full report from Shane Neitzey, Kaye Ebelt, Dick Otis, Bryan Otis, Joe Lingeitch, Ted Stewart, Greg Ellis, Craig Sutherland, and others. *(continued on next page)*



Top: Shane and his Magnificent Flying Simulator Machine plays the NASM once again. Photo: Dick Otis

Above: Caroline Sutherland presenting Caroline's First Glider Flight Report, and the amazing high definition cinematography in "Cloud Street: Soaring The American West". More to come from this accomplished young lady. Photo: Craig Sutherland

Left: Right up there with Enola Gay SSC crew flies the Simulator. l-r Joe Lingeitch, Bryan Otis, Dick Otis, Shane and Val Neitzey and pilot Greg Ellis with co-pilot Caroline Sutherland. Photo: Kaye Ebelt





In other news.

We have 6 copies remaining of “Cloud Street: Soaring The American West” from a bulk shipment for the NASM event.

This is the best documentary film about soaring created to date, with terrific high-definition cinematography of soaring over the mountains and high desert of The American West. Also a great way to introduce friends and family to the sport of soaring.

The film will cost you \$30 on Amazon.com, discounted here to \$25, with no shipping/handling fees. All proceeds support the Director/Producer, to help defray production costs. This includes both DVD and BlueRay discs. Digital copies also available for sale on iTunes and vimeo. See: <http://www.cloudstreethd.org/> for additional information.

Contact Craig Sutherland via e-mail for additional information.



Top: Shane and Bryan Otis watch Col. Patrick Forrester (USA ret.) NASA astronaut who spoke at STEM about his experience on three shuttle missions. Presumably Col. Forrester added the SIM time to his 5,000 hours of power time and his 950 hours in space (including 25 hrs and 22 min of spacewalks).

Above and left: future astronauts log time on the simulator with lots of SSC member guidance. Photos: Dick Otis



Emergency Operations

Simulated Off-Airport Landing
KFRR RWY 28 Elevation 708' MSL

Kaye Ebelt



140' AGL



200' AGL



250' AGL

300' AGL



500' AGL



Around the Field...and Beyond

The Gator has been tricked out with an after market albeit home-made top. Literally a rag top, it is like most English roadster drop tops, more for sun than rain. It's still a work in progress but does a reasonable job of keeping the sun off the driver and passenger. In its semi-complete state, but functional state, its just in time for the Week of Training which remarkably always falls on the hottest days of the year. It ain't air conditioning but it helps. No modifications to

Photo: Dick Otis



the gator (read drilling holes) were required for the install and allows the dump bed to be raised for regular checking of the oil. The installation of an official John Deere top was explored but was pricing out at almost the same cost of the Gator itself. This new top was provided at a small fraction of that cost. Please resist the notion to provide little fluffy fringe balls around the edge of the top.—*Bruce Zivic*



SGS 1-35C For Sale

SGS 1-35C (N2671H)	SN-71
Built	11/1976
Hours	1362.6
Registration expires	4/30/2017
Annual	5/24/2014

PRICE including O2 bottle, parachute, enclosed Gehrlein trailer and annual inspection	\$15,000
Contact	Mike Hatfield
Cell	540-809-7277
E-mail	mohatfield@aol.com

Item	Date Installed
400R1G O2 regulator	11/2011
FL-760 Radio	12/2011
Peiker TM168 Gooseneck mic	12/2011
SIVL 10 kt Log Vario (80mm)	3/2012
Clock/G-meter	3/2012
V3 Standalone digital Vario	11/2013



The newest cow sticker on the Sprite in recognition of *Chris Carswell's* land out during the Burner Away Day.

Early end of ops due to weather, June 14 by Jim Perlmutter





Josh brought his group Determined2heal.org out to fly with us last October. It is referred to in the article as flying gliders in Southern(?) Virginia.—*Steve Wallace*

<http://www.determined2heal.org/>

<http://www.washingtonpost.com/sf/local/2015/07/18/the-way-forward-2/?hpid=z1>

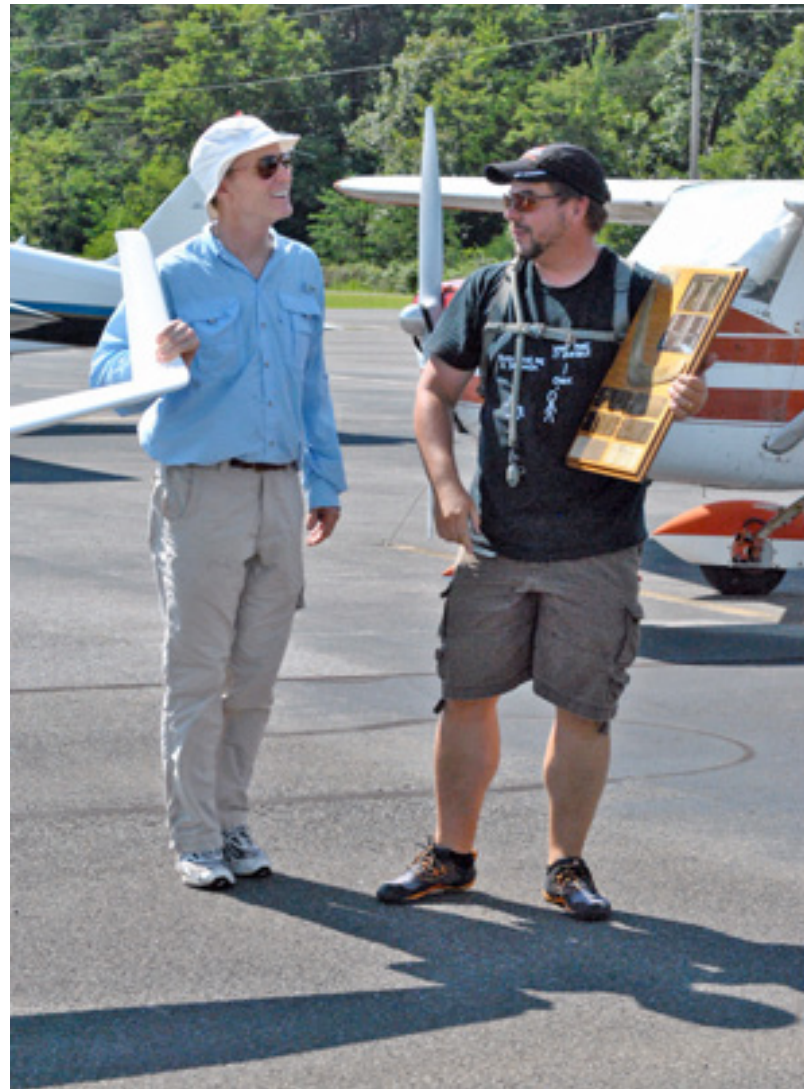
A new link has been added to the members only section of the club web site. The intent is to develop a list of satellite tracking device (such as SPOT) shared pages. So, if you have one and would like it added... please send me the link for your shared page so I can add it to our web site. The shared pages will be under the "Tracking" link of the members only section.

Hopefully as the list develops, it will prove helpful for getting a retrieve crew to your next landout location. If you do not currently have a satellite tracking device and plan to pursue the joy of soaring crosscountry... you may want to think about adding one to your plans. Some of them are currently cheaper than a new computer printer after rebates... and they work where your cell phone will not.

Fly safe, Fly often, and let people know where you Fly.
—*Vern Kline*

EGAD! Is nothing sacred?

Jim Frantz from New Castle arrived Saturday August 1 in his discus 2B to take the boomerang trophy back with him. *Photo: Evan Dosik*



Please remember to connect the trailer mounted transceiver batteries to the charger - at the end of each operational day. We found them not on charge and the batteries did not last through the entire (admittedly long) operational day. Between that and the hand held batteries quitting toward the end of the day we needed to use communication work-arounds for the last several flights of the day.
—*Thanks, Greg Ellis*

Good point. And, when connecting the charger, check to make sure the red light on the charger is on, it's not unusual for somebody to have disconnected the extension cord so there is no power available. Dick Edge built us a real first-class radio system, please use it as designed. The Skyline frequency is 123.3, and needs to be monitored in the primary radio, with the volume turned up, that's the primary way gliders should communicate with Skyline Ground. 123.0 is the Front Royal CTAF, shared with other airfields, monitor that for pattern and safety of flight communications, but it's not our admin frequency. Don't use it to ask for a ground tow from the hangar to the ramp, or ask somebody to bring more cold drinks from the refrigerator, or similar communications that make other airport users see us a nuisance.—*John Noss*

SSA Award Application for Charles Norman—I have processed the application for Silver Altitude and Silver Distance Claims on your May 24, 2015 flight. I am happy to notify you that your claims have been approved and your records have been updated. Congratulations on your achievements!

You should see your flight listed in the August issue of Soaring Magazine. You will also find that the flight will be included in your member achievement record. —Rollin Hasness, FAI Administrator
badgeandrecords@ssa.org—*via: Chuck Stover*

Article on Josh Basile front page of Washington Post July 19—



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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