



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

MAY 2015

SKY LINES

From the President

John Noss

Finally, as hoped for, we have had some great Spring soaring weather in April, and May could be even better! Congratulations to all those who took advantage of the long days and often some ridge winds for nice long flights. In April we had 9 flights with more than 200 OLC points, including two spectacular long flights by new member Karsten Petzold in his Discus bM, 710 km by Shane Neitzey, a 500 km diamond distance by Chuck Stover flying out of Julian, PA, and an almost-diamond distance by Piet Barber. Also, congratulations to Shane for a great showing at the Region 5 North contest in Perry SC, he placed 8th (of 22) in the Sports class, flying in some really marginal weak conditions.

Family Day / Away Day at Burner Field is rapidly approaching, scheduled for Sunday 17 May, with a backup weather date the following week. If you haven't flown there, please consider putting it on your schedule, this is always fun, and a great experience for flying out of somewhere other than KFRR. (By the way, you need a landing somewhere other than KFRR for a Bronze badge!) We have two towpilots, still need a second instructor, Keith Hilton will be the DO. For students considering volunteering for the ferry flights to/from, it's a great opportunity to practice some navigation and final-glide assessment skills. There will be no local flying from KFRR on that day, other than ferry launch and recovery of gliders and refueling trips for towplanes, and no FAST flights. Bring the family out, do some fun flying.

Masthead photo: Dick Otis

As most folks know, the Grob's audio variometer has been refusing to show down-side (sink) readings. Within the next few weeks, we will be replacing the audio variometer in both the Grob and the ASK-21 with new LXNAV S3 variometers. These represent a generational improvement in digital computing and sophistication, and will provide speed-to-fly calculations based on current condi-



Photo: Martin Gomez

tions and the glider polar data. It will require some time and effort by everybody to learn how these variometers work, but by putting them in both two-seaters it will be consistent between the aircraft.

Finally, I'd like to remind everybody how the process works for initiating and conducting ad-hoc flying days. For starters, please re-read the ops manual, paragraph 2.1.3 'Weekday Flying', it is simple. It's a great way to take advantage of good soaring days during the week, provided we follow the rules. If you want to poll members for interest, send an e-mail. When you do that, be prepared to 'own' the process and track responses to determine if there is sufficient interest, and line up a volunteer towpilot, and line up one or more qualified duty officers to cover those responsibilities. Do not just assume that if you ask the question the details will get worked by somebody else. Do not just assume that you can come out and fly without sharing any of the workload normally taken care of on a

weekend by the scheduled duty crew. It takes more club members at the airfield than are airborne at any one time, in order to safely get gliders onto the runway and off the runway. It's also a great opportunity for students to fly, but only if there is known interest and only if there is a volunteer instructor. In April, we had one nice productive relaxed day of flying on a Friday, by following the rules. We also missed a day of flying on another Friday, possibly the best soaring weather of the year, because nobody followed through on coordinating the responses to an interest poll, and nobody volunteered to cover the DO duties. It's not hard to do, but it has be done right in order to be successful and safe. I personally would love to see more weekday flying, and I don't mind towing most (but not all) of the time, but it takes proper coordination and volunteers!

Fly Safe, Fly Often, Have Fun!



2015-04-04 07:47:33 AM
KFRR



What a difference a month makes: KFRR webcam images March 7 (below) and April 7 via Dick Otis and Chuck Stover.

2015-03-07 09:45:43 AM
KFRR



Skyline pilots and family members:

Bill and Sharon Burner

Save the date: Sunday, 17 May (Sunday, 24 May is rain day)

We are having another Woodstock Fly-In Family Day. For those of you who have not been to one it is a bi-annual event designed primarily as a chance for us to share our love of soaring with our families. Unlike most flying days, when the families stay at home, this one is a chance to bring the families along with you. No promises that they will get a ride, but there will be a bunch of other families, picnics, fellowship, open country to roam around in, etc. Bring your own picnic lunch, or hang around and see if the Skyline Soaring Education Foundation cooks some hamburgers and hot dogs, which they usually do as a fund raising event for their worthy cause. There is a bathroom on the field, and there are plenty of fast food establishments just two miles away in Woodstock. There is shelter from the sun in the hangar but, like most soaring events, it will be a day spent outside.

A second purpose for the event is to give our newer pilots a chance to fly off a different field than Front Royal - and to fly a left hand traffic pattern. Plus the runway at Woodstock is a grass runway. Landing on it is a delight, more like plopping down on a soft bed than a hard top runway.

Woodstock, Virginia (county seat of Shenandoah County) is at Exit # 283 of Route 81 - which is 17 miles South of where Rte 66 Ts into Route 81. That makes it 30 miles from the Linden exit (Exit 13) which is the one most of us take when driving on Route 66 to Front Royal from Northern Virginia. It works out to only about 15 mins more driving time, as you avoid the Front Royal traffic by staying on the highways.

Directions: The property is just 1 1/2 road miles West of the Woodstock exit of Rte 81 (Exit # 283) in the Shenandoah Valley.

For those traveling from Northern Virginia via Rte 66: Head West on Rte 66 until it Ts into Rte 81. Bear Left at the T and go 17 miles South on Rte 81 to the Woodstock exit.

For those driving from the Front Royal Airport the best routing would be the back roads to Rte 55 and then Rte 55 West to Strasburg. In Strasburg continue straight thru the town center on King Street. Make no turns. The road changes to Rte 11. Follow Rte 11 South about 4 miles to the signs for Rte 81. Proceed South on Rte 81, etc.

Exit Rte 81 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 which is a small, easy to miss road that goes off to the Right. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Caution: the turn feels like more than 90 degrees and it is at the bottom of a hill. It is only about 50 feet past the creek and comes up quickly. Turn Right onto Coffmantown Road. Go 0.3 miles to the airport gate on the Right, just past some stables which are on the Right. Take the gravel driveway up the hill. The airport is not visible from Coffmantown Road.

Driving Summary: 66 West to 81
81 South to Woodstock (Exit 283)
Rte 42 South to Coffmantown Rd (1.5 mi)
Right turn onto Coffmantown Rd to airport (0.3 mi)

3

By air the coordinates are: 38 - 52 - 55.379 North; 78 - 33 - 28.041 West. Things to note: Aside from planes on the ground the hangar is the best landmark. It is red - when seen from the ground. But from the air what you will see is the silver roof - not much red is visible from the air. Runway is oriented North/South. Both ends of the runway slope down, especially the North end. Don't try to touch down in the first several hundred feet when landing to the South because you will be diving into a hole, only to meet a rapidly rising runway. Instead plan to touch down somewhere close to the hangar. Runway is smooth, firm, and drains well after a rain. On a typical day we land to the North, take off to the South. Windssock is directly opposite the hangar, on the East side of the runway. CTAF will be 123.3.

The right turn onto Coffmantown Road - just past the creek:



The right turn onto the airport gravel driveway - the white streamers will not be on the fence:



As pilots see it:



Burner Cell Phones: 703-906-6455 (Bill) 703-906-6262 (Sharon)

Looking forward to seeing you! *Bill and Sharon Burner*

Udvar- Hazy Air & Space Events Update

The day after formations of World War II aircraft fly over Washington, D.C. as part of the Arsenal of Democracy World War II Victory Capitol Flyover, a selection of the historic airplanes will be on display at the Steven F. Udvar-Hazy Center. This celebration of the 70th anniversary of the end of World War II in Europe will feature educational and WWII-era activities, including performances by the U.S. Air Force Band's Airmen of Note, swing dancing, themed story times, and hands-on activities.

Family Day
Saturday, May 9
10:00 am to 3:00 pm
Udvar-Hazy Center in Chantilly, VA

—Ted Stewart

<http://airandspace.si.edu/events/detail.cfm?id=16029>

P-51D Mustang by Martin Gomez



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://ww2flyover.org/flyover-formations/>

http://www.washingtonpost.com/local/wwii-aircraft-to-penetrate-dc-air-space-next-month-to-mark-wars-end/2015/04/22/bd7d5194-e928-11e4-9767-6276fc9boada_story.html

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



Checkout the details in the March issue of Skylines. All SSC Members and their families are encouraged to come out to a pastore 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.

—Jim Kellett, Resident Curmudgeon

Around the Field...

Carrying on an old family tradition. Photos by Martin Gomez





Around the Field... Part II Field of Dreams

Photo: from Kaye Ebelt (left)

Photos: from Reynolds Renshaw (middle)

Photo: Dick Otis (bottom)

Our multi-talented member Kaye Ebelt earns her B badge under the tutelage of the Curmudgeon.

When we last saw Ellie Renshaw, she was receiving her grandfather's pilot wings at an impromptu presentation at Burner Field. Ellie repaid Alan April 18-19. To celebrate his 81st birthday, Ellie and father, Reynolds, pulled off a surprise barnstorming venture with the help of John Carradi of Blue Ridge Biplane Rides

<http://blueridgebiplanes.com/Default.htm>

at Culpeper Regional Airport. Ellie and Alan took to the skies in a Waco YMF5 for 30-minute tour around the piedmont. The flight included some "yankin' and bankin'" in the form of wing-overs and aileron rolls, a little formation flying with friendlies, and an unplanned high-speed game of hawk-dodging. Landing was smooth but sad as both co-pilots wanted to continue.

—Reynolds Renshaw

The Skyline Soaring Educational Foundation (SSEF) presented a briefing on soaring to 6 students from the Randolph-Macon Academy on Friday, April 17th.

Following the briefing, the students toured the Skyline Soaring Club gliders and tow planes. Two students, Sean Bell and Daniel Scarzello submitted SSEF scholarship applications, and were awarded FAST certificates.

If you see Sean and Daniel at the field, please give them a warm welcome to the soaring community! And please consider making a donation to continue the SSEF outreach to young students.

—Dick Otis, Fundraising Chairman
<http://ssefva.org/>



Recycled
Information
Worth
Repeating

SAY AGAIN



As per Jim Kellett's request, a video series showing the proper way to take out and put away the gliders is underway. If anyone has a desire to "audition" for these videos please let me know. No previous acting is required. You will mainly be providing the pushing and pulling—no speaking parts.

Chris Z. and Ellie R. have been invited to be the leading actor/actress and will follow an FAA and SSC approved script. I'm also looking for two other aspiring actor/actress to serve as their understudies. Scripts will be sent ahead time to give you time to memorize your parts. The actual filming will take place sometime in June, when school is out.

To give you an idea of what the video series will be like watch "Hangar Rash Prevention" video created by Civil Air Patrol.

<https://vimeo.com/94003193>

Suggestions are always welcome! — *Kaye Ebelt, "Movie Director"*

A couple of members asked me last weekend if I'd read the Piggot article in the April issue about thermalling. At the time, I hadn't - I'd stopped at Dan Johnson's article about Med requirements which appeared earlier.

Now that I have read 'Staying Up', I highly recommend it. (if you collect old Soaring articles - another practice I recommend - you'll find it also in the July 1980 issue).

In actuality most of what it contains is also thoroughly covered in the enigmatic 'Thermalling Helper', accessible via the SSC website. But it REALLY emphasizes quick and steep turns upon initial entry (and a bit about the aerodynamics involved), a practice that the great majority of students I see find difficult. It's also a great companion article to "If you circle in sink, you will go down" in the March issue.

Anyway - both articles are good reading, especially for students! — *Bob Sallada*



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
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Chief Tow Pilot—Martin Gomez
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New From COMET: NWP Essentials Course—The COMET Program is pleased to announce the publication of the new self-paced distance learning course entitled NWP Essentials https://www.meted.ucar.edu/training_course.php?id=46.

The course consists of five lessons adapted from COMET's NWP Basics and Background course:

1. NWP and Forecasting
2. NWP Essentials: Structure and Dynamics
3. NWP Essentials: Data Assimilation
4. NWP Essentials: Model Physics
5. NWP Essentials: Precipitation and Clouds

In order to keep up with the constant change in numerical models, meteorologists need a solid understanding of the basic building blocks of model systems, such as dynamics, physics, and assimilation. This course will enable learners to adapt to future model changes and use model guidance intelligently when forecasting the weather. The lessons in this course were created in collaboration with the Australian Bureau of Meteorology and include Southern and Northern Hemisphere examples.

The course will take between 6 and 7.5 hours to complete (not including the quizzes). In addition to Australian meteorologists, forecasters around the world will benefit from the availability of these lessons.

We welcome any comments or questions you may have regarding the content, instructional approach, or use of this lesson. Please e-mail your comments or questions to Tsvet Ross-Lazarov (tlazarov@ucar.edu).

For best viewing of content on the MetEd website, please ensure that you have a browser updated to its latest version with JavaScript enabled.

For technical support, please visit our Registration and Support FAQs https://www.meted.ucar.edu/resources_faq.php — *John Noss*

Bug smasher pilots everywhere have hope that NASA may be flying to the rescue to save them from the summer chore of cleaning shattered insect bodies from the leading-edge surfaces of their aircraft. NASA, along with Boeing, will be testing five non-stick coatings that are the finalists in a years-long effort to foil the sticky mess that builds up on every surface exposed to the slipstream. The five coatings have already shown their ability to repel bug guts and the water in them, according to a news release, but the winner will also be inexpensive and durable.

<http://www.nasa.gov/aero/nasa-tests-green-aviation-technology-on-boeing-ecodemonstrator.html>

Of course, the project was not created to benefit weekend warriors. The protein slurry that accretes on airliners and military aircraft when they're on their way to and from their natural high-altitude habitats has a major impact on aerodynamic and fuel efficiency. "Solutions to reduce fuel use by one or two percent may not sound like much," said Fay Collier, manager for the NASA Aeronautics Research Mission Directorate's Environmentally Responsible Aviation (ERA) Project. "But shaving aircraft fuel consumption even a few percentage points can save millions of dollars and help protect the environment from harmful emissions."

<http://www.avweb.com/avwebflash/news/Bug-Repellant-Airplane-Coatings-Tested-223845-1.html>