



Masthead photo: Dick Otis

## FROM THE PRESIDENT

*John Noss*

**W**ell, October did us no favors at all in the weather department. We lost one entire weekend due to hurricane-steered heavy rain, and we had to cancel 'Burner Day' due to strong crosswinds. Thanks to everybody who did come out to fly on less-than-spectacular days. Still, we had a handful of nice long flights on the OLC log, and we did get a lot of student training accomplished. Congratulations to Shane Neitzey for a great first-place win in his class at the Region 4 North contest in Fairfield, PA! Congratulations also to Chuck Stover for finishing up his Diamond Badge with a great wave flight at Mt Washington!

Bruce Zivic has posted details on the holiday party in this edition of the newsletter, same nice venue we have used before, always a great time. Hope to see everybody's smiling faces there this year.

If you just skimmed over the article on badge-flying rules in your recent Soaring magazine, I highly recommend you go back and read it closely. There are some important changes in there. There are also new forms for badge claim worksheets and claim applications on the SSA website, you will need to download and use the updated versions for Silver claims and above.

As we get into the end of the normal flying season, there will still be some great flying days ahead—some mild, but some

blustery and downright challenging. Please use good conservative judgment, if you haven't flown in strong winds in a while, think twice before you strap on a glider in those conditions. Fly with an instructor if you are not comfortable with your level of proficiency, even if you are technically current. Even just handling gliders on the ground, take the winds seriously, follow our ops manual rules on operations in windy conditions. If you are thinking high altitude wave flights might be in your future, read the oxygen rules again and study up on the equipment. It's that time of year!

Fly Safe, Fly Often, Have Fun!





## SSC HOLIDAY FESTIVITIES 2015

Bruce Zivic—*Whoa! Where did that year go?*



Mark your calendars for the Skyline Soaring Club's holiday celebration to be held at the Aspen Dale Winery [www.aspendalewinery.com](http://www.aspendalewinery.com) December 5 from 1830 to 2230.

This event has attracted 65-70 people every year with all reporting a great time.

Happily we will be able to hold our cost to \$50 per person again this year. The price includes the cost of the vineyard tasting room, servers, two glasses of wine, appetizers, main course, dessert and gratuities. This year the faire will be Thai as prepared by The Plains Market and Deli. Shortly I will be circulating a menu of meat and vegetarian offerings and request your selections.

Dressy casual attire suggested.

Cost per person; \$50.00 if checks are received prior to December 1, 2015.

Please make checks payable to: "Skyline Soaring Club"  
Mail checks to; Bruce Zivic, 5322 Black Oak Dr.,  
Fairfax, VA 22032

**Please note:** Cost per person will be \$60.00 for all checks received after December 1, 2015.

**Important to note;** as a matter of logistics and managing costs we must have your confirmed attendance no later than November 24. Regrettably we will not be able to admit individuals at the door who have not confirmed their reservation(s).

The photos provide a general flavor of the venue but really don't do it justice. There are intimate side rooms with couches as well as the fireplace, above and below, all providing smaller conversation areas. The space will be decked out in Piedmont seasonal fashion.

In early November an e-invitation will be sent to the entire membership requesting attendance confirmation so that we can finalize the details. This invitation will include additional information such as directions.

Final note, last year Ertan played his guitar by the fireplace, it was a real treat! Let's see if we can coax him into an encore. 🎸



## MT. WASHINGTON WAVE CAMP 2015

Chuck Stover, RW

Every October the Mt. Washington Soaring Association (MWSA) conducts a wave camp at Gorham, NH. MWSA is a cooperative effort of several New England clubs.

Their web site is <http://mtwashingtonsoaring.org/> There you will find the history of wave flying in the area, accomplishments and some great photos.

There are many challenges and risks associated with flying in the area. The terrain is all mountainous with trees, rocks and few landing options. The Gorham airport is the best choice for miles around. It has a nice long grass runway, however limited real estate on either side. It is wise to arrive over the airport plenty high and sort out landing order with any other gliders returning. There is a reliable source of ridge or thermal lift right next to the airport, so it is usually easy to hold there until the runway and pull off areas are clear.

Since FRR is several periods downwind from the wave source, the wave we experience at home is mild in comparison. The Mt. Washington primary rotor turbulence will make a believer out of you. Many years ago I witnessed a glider return with a shattered canopy as a result of a rotor encounter. With a much broader knowledge base today a lot of the problems (terrain, airport, turbulence, etc.) can be avoided.

The beast delivered for me this year. Friday the 9th of October, the real day one of camp was solid overcast with steady rain. I hunkered down with family in Maine eating lobster.

Saturday was a beautiful day to fly with weak wave topping out at about 12,000ft. It was a great day to get re-acquainted with the area and explore. I had a nice 3+ hour flight, returning early to be rested for what was sure to come tomorrow. The Sunday forecast looked very promising.

On Sunday the 11th I arrived at the field just after sunrise and was greeted by only two other pilots and a sky full of lennies. We quickly secured the first three spots in the take off line before the rest of the fleet arrived. I was third to launch and based on reports from 1 and 2, I chose to tow directly to



the primary releasing at 5,300msl. My initial climb rate was 10kts with a gradual drop to 6kts through the teens. Above 18,000msl the rate was 1 to 3 kts. Depending on if I had drifted in or out of the sweet spot. Time to sit and be patient.

Above 20,000msl frost on the canopy became a real problem even though I was warm enough in the cockpit. I seemed to be spending more time scraping frost than flying. Wearing a full face mask pushed my bifocals up and the world was somewhat out of focus. I could not see well through the distance lens so sailplanes



Photos: Chuck Stover

next to me appeared blurry. That combined with a frosty canopy made me question if I was hypoxic or not.

At 21,800msl I had the Diamond Altitude, which is why I was there. Still climbing slowly, more patience, the bonus is within reach, a Lennie pin for a flight above 25,000msl. At exactly noon I reached 25,800msl, stacking a little extra on for altimeter and recorder error.

Time to climb was 1:44 from release and I was back on the ground by 1:20PM. The plane went back in the box and I made it back to Maine for my nephew's birthday party/ family reunion.

As of this writing the Badge Dudes approval is pending. With that, the Diamond Badge will be in hand. I learned to soar in the shadow of Mt. Washington back in the mid-70s. It was personally gratifying to come back home, where it all began, to complete my Diamond.

**A somber P.S. to this article:** Things can go from great to horrible quickly while wave soaring. The day after I returned home to Virginia there was a weather related event at wave camp. The whole area rapidly clouded up and rain started falling. One pilot caught on top made a downwind dash to Maine and landed safely at an airport. Another, trapped below, couldn't make it back to Gorham and landed on the Mt. Washington Auto Road damaging his sailplane. A third pilot was swallowed by clouds and chose to bail out making a perfect landing under parachute. One plane lost, one damaged and fortunately no humans damaged. This story might be a good topic for the annual safety meeting.

## SATURDAY SOARING WITH KEITH

Piet Barber

With a brisk northwesterly wind in the forecast for the weekend, Saturday and Sunday were both shaping up to be a great weekend to be a glider pilot. I wrote one of my former students, Keith, if he wanted to go ridge running with me in the Duo Discus. He quickly accepted the offer.

We arrived reasonably early, assembled the glider, and spent some time trying to figure out why the SN-10B still isn't talking to the NANO III flight computer. Several things were pried open, checked out, and still no firm conclusions as to why the NMEA input isn't making it into the SN-10. That's still on the things I need to get solved on my new glider. The flight computer has limited functionality while there's no GPS feed, and I can use maps and the tiny visual display on the Nano for navigation.

Once airborne, I got the glider down the ridge. We were the so-called "Ridge Dummies"—the first glider up for the day, to test out the wind direction and strength on the ridge. Once I confirmed that the ridge was working, I called back to home base, reporting that the ridge was working. We maintained 3000 feet at about 80 knots along the top of the Massanutten mountain range. For a short while, we met up with 3 or 4 hang gliders, launching out of the Woodstock Hang Glider launch area.

The day was also shaping up to be good for thermal activity, too. I followed a street westbound, and crossed over the Virginia/West Virginia border. We passed north of the Bryce ski resort, and I even got far enough west that I had the Grant County airport in sight. As we continued west, the thermals got more sparse, and had less strength. We descended from the comfortable 6500 feet down to about 4000 feet as we searched for lift.

Whenever I'm flying with somebody, I often ask them, "Still having fun?" "How are you doing up there?". Keith responded

through the flight with enthusiastic rapid responses, "Doing great!" "Really enjoying myself!" As we approached our westernmost point, with ever decreasing altitude, I asked again: "Still having fun?"

There were a few moments of nervous silence coming from the front seat. "I'd really like to see the needles pointing upward" Keith was growing ever more uncomfortable with our situation. His comment indicated that he would rather we be in lift. The safety of flight was never in jeopardy: there were some magnificent, large fields 2 miles to the northwest, next to the town of Lost City, WV. If somehow the thermals abruptly stopped producing lift, that field next to the town center would have been longer and wider than the airport we took off from. We also still had plenty of altitude to make a downwind dash across the Shenandoah valley back to Short Mountain, next to Mount Jackson, VA.

I connected with the thermal that I was sure was located under a white puffy cloud, and climbed back up to a comfortable altitude. Soon, we were headed west again, back to Short Mountain.

On the way toward Short Mountain, we hit a very minor small bit of turbulence. I heard a very loud noise. "CRACK!" It sounded like a lead weight had fallen off of a table, and slammed onto the bottom of the back of the fuselage. Since I was in the back seat, it was especially loud. I had a few moments of cautious discomfort, with images in my mind of the empennage suddenly disintegrating behind me; pieces of expensive fiberglass and carbon fiber departing the aircraft...stayed tuned...

Will "L'Oiseau Blanc" hold together for the return to FRR?...will our intrepid pilot hold "L'Oiseau Blanc" above the green part as they turn their eyes to the distant horizon?

You can get the answers at <http://blog.pietbarber.com/2015/10/saturday-soaring-with-keith.html>


...and as they turn final, listen while our pilot's faithful companion calmly says "you have enough altitude to go around!" 

Photo: Keith Hilton





## DO THE CREW

Bruce Zivic

Photos: Shane Neitzey

As many of you already know Shane Neitzey recently participated in the Region 4 North contest and won the silver class, pretty darn impressive for a guy who just recently jumped into contest flying.

It seems contest flying is starting to gain some traction in our club and why not, it seems to be the culmination of all the flying techniques of what we are all practicing and polishing at SSC regularly.

What I want to offer here was my participation experience as Shane's crew during the contest. Crewing at first blush seems like a week's worth of drudgery assembling and disassembling your team's glider, and retrieving them in a land-out a task often assumed by the pilot's "significant other". However as a crew member, the primary goal is to relieve the pilot of some of the stress of keeping up with the minutia on the ground. Although the general on ground atmosphere appears to be casual there is never the less stress brought on in any competitive event. Often just by the crew sweating the small stuff and offering moral support it allows the pilot to relax and/or focus on a flying strategy giving them a bit of a competitive edge.

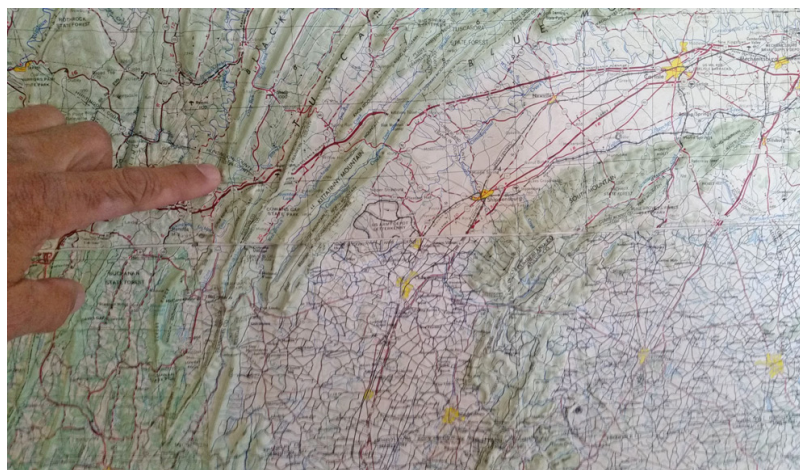
Now the good news, crewing is not just being an indentured servant, it offers the crew access to "field" information forged by years of piloting experience. Most of the contestants are some of the best around. Contrary to what some may assume, the contest environment, at least on the surface, is relatively casual and the contestant pilots are typically most willing to share information and opinions. It's pretty much all there for the taking.

Let's take weather as an example, this subject is taken extremely seriously at the contest. After the designated contest weather prognosticator studies several weather models and declares his assessment of the day's conditions he reviews this information with the Contest Director who then maps out the task course for the day. The task course is carefully designed based on the forecast weather conditions as well as the influencing terrain.



Top: Bruce getting really physced for the big launch. Above: the string board.

Below: Gobbler's Knob turnpoint





The idea is to make the flight task challenging but doable hoping all can complete the course. During the weather prognosticator sequestered study in the early morning, it's most interesting to hear the assembled waiting pilots discuss the weather as they see it and have judged on their various weather apps and then to finally compare it to the prognosticator's assessment. Of course the proof is in the pudding and to finally observe how the day actually unfolds is of course interesting. This process provides a weather neophyte such as myself many clues on how to observe the skies and interpret the modeled weather predictions. The take away for me is it gives one information on how to take full advantage on how and where to best fly on a given day at FRR.

At the end of the day when all planes are put away the pilots congregate to discuss the day's event. Here is where an avalanche

*Above: the pilots' lounge. Below: the last day is a GO!*

of information is to be harvested. Every aspect of soaring is discussed from locating and handling thermals, identifying areas of strong ridge conditions, contest strategy, land-outs including does and don'ts etc., etc., etc. Tons of good stuff. One needs to just stand close to the conversations and be washed over. At times I felt like Bambi in the headlights but found that even dumb questions were not shunned. The pilots at these contests recognize that the sport is not as well attended as in previous years and their intent is to build the enthusiasm through camaraderie.

Crewing is a two way street offering great benefits to both the pilot and crew. If you have time to crew, do it! It was a win-win for both Shane and I. ✈️





## GLIDING AT NORFOLK GLIDING CLUB

Chris Carswell

Photos from Chris Carswell

For the past 6 months, I've been planning a trip with my mom for her 75th birthday to the UK, repeating a trip we did 10 years earlier because she loved it so much. As we were making plans for Oxford, Cambridge, Bletchley Park and other places, mom said "wouldn't it be great if you could meet up with that YouTube guy who flies gliders south of London?" I thought that was a great idea, so I started googling gliding clubs in the UK and found out there are HUNDREDS of them! I e-mailed a few and got warm, open invitations to come fly with them.

Tibenham has three huge runways between 3000-6000 ft and plenty of flat grass in between, so operations are easy. They have a winch and a tow plane, so I opted to give the winch a try, since I hadn't done one before. Wow... what a ride!

My instructor, John, has that dry, English humor that made the flight both instructive and fun. He did the first launch, which felt like a 90



Turned out that one of the BnBs we stayed at was only a couple miles from the Norfolk Gliding Club, operating at the Tibenham Field, a former U.S. base from WWII, in fact Jimmy Stewart (left) was based here for 3 weeks in 1943! While I was flying, mum had a great time chatting with club members and landing around looking at all the old photos and history.

(Top) Chris with instructor John Roche-Kelly in front of the 2 place SZD-50 Puchacz training glider they flew and entrance sign to the Norfolk Gliding Club. The vastness of the former WWII bomber base is obvious with the club house and hangars behind the plane and several caravans/campers to the right; nice puffy cumulus clouds, maybe 2-3000 AGL. (Above) Chris and his mom. (Below) The inside of the clubhouse dining area, with kitchen on the left and pub taps on the right. Chris' mom and instructor John bottom right.



degree vertical liftoff, with me following on the controls as he narrated. At that point, I wasn't sure whether I could do it on my own or not!

Once off the rope, which was only to 1100 AGL, he handed me the controls to look for lift. First I had to adjust to the sight picture, which was significantly different from our gliders, and a corkscrew airspeed indicator, and finally the vario was issuing "up" sounds for both lift and sink! That was confusing! Well, I only had 300 ft to find anything, and I wasn't doing so well, so he took the controls and managed to squeak out a few minutes of circling in weak lift before he turned it back to me for the landing.

Turns out, they fly a different landing pattern in the UK and don't use any spoilers until final. They fly a downwind leg 50%



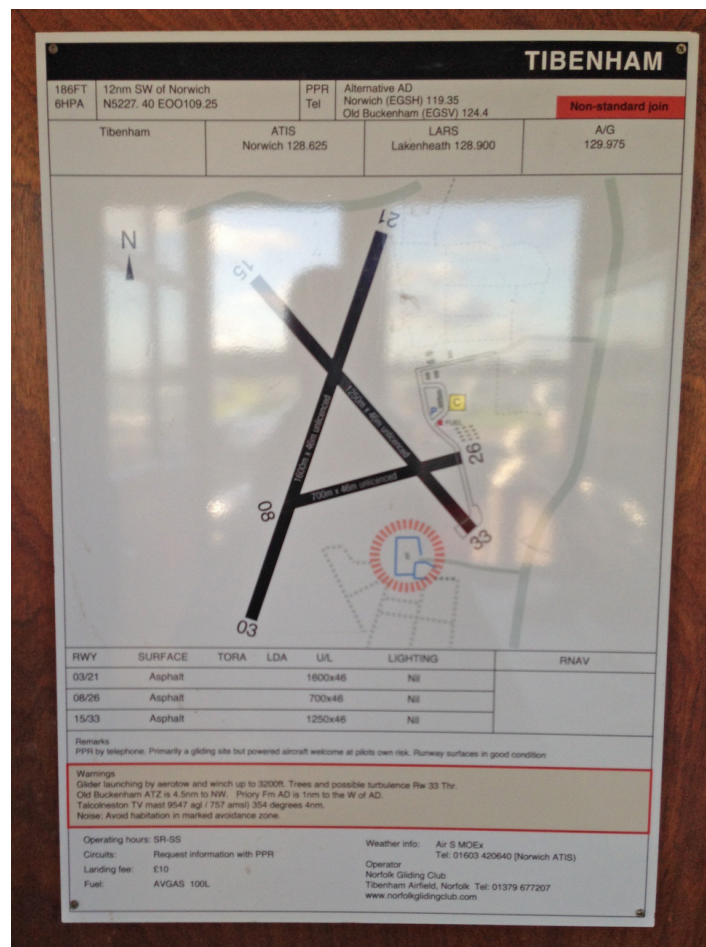
ning, my head keeps going!"), but they all have a great time and great camaraderie. And, their club house has a kitchen with a local woman providing short order services and pouring pints from their very own pub taps! What a better way to end a great flying day!

(Above) The mobile operations trailer and club members at launch  
 (Left) Close-up of bar and kitchen. (SSC should be so lucky!-ed.)  
 (Below) Runway diagram. Chris and John were operating on 33 that day, with the mobile ops trailer setup in the middle of 26/08 next to the grass.

farther out from the runway, then when they're parallel the numbers they turn in 45 degrees to "cut off the base leg" and maintain a view of the field. Then they turn an abbreviated base and then final... "when you have the field made (it was WAY made), pull 3/4 to full spoilers to get down to the runway." We survived my landing and he pulled the brakes (yes, handheld cable brakes!) for a short stop 100 ft past the launch zone.

After pushing the glider back to the launch point, John said, "Okay, you do the takeoff this time," to my nervous grin. "I don't know if I can do it... that was a rocket ride! But I'll give it a go," I said. He talked me through it and it went quite well. Back at 1100 AGL and I still couldn't get the hang of the thermalling, so I let him try some more. Five minutes later we were back on downwind for another Carswell landing, UK style. About the same as the first!

Well, I logged two launches and landings, with 21 minutes total time! It was well worth it and just fun hanging out with a great bunch of guys. They all take gliding seriously and have to deal with annual flight reviews, including spins, which one guy was vociferously complaining about ("even when the plane stops spin-





## AROUND THE FIELD...AND BEYOND

October erratum: The editor omitted Dan Ernst's photo of Bill Vickland and Dr. Jim Garrison, SSA Regional Director, at Bill's FAA Master Pilot's Award ceremony. (right) and on the subject of "Schweizer Guiders" Vern Kline sent this photo (below) of himself, SSC's 1-36 and Bill Schweizer taken July 4, 2010 at Harris Hill.



**Glider politics:** My sister was visiting in Telluride, Colorado last week and took this photo. It appears, that Glider Bob (Saunders) is on the city council and is a well know personality in town.—Jim Perlmutter

## PHIL'S FAVORITE

...and definitely not a Schweizer, John Noss's beautiful bird rides the wave over the equally beautiful valley of the Shenandoah. (below)



## AROUND THE FIELD...



**Trio Discus?** Piet Barber writes: Google Photos tried to be helpful. It stitched together 3 photos to make a panorama. It's very helpful.

**Early morning** in the Pawnee by Dick Otis.



**RECYCLED  
INFORMATION  
WORTH  
REPEATING**  
**SAY AGAIN**



**The next New Members Orientation Session (NMOS)** is on the Duty Roster for November 7st 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 attend for you. The session lasts 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**

**Regarding glider commercial & flight Instructor knowledge tests:**

I suggest doing them both at the same time. Pretty much all the same questions. Kill two tests in one study.

Preparation for the FOI (Fundamentals of Instruction) test is relatively simple, read it once with highlighting, then memorize the highlights, take the test.

If you have the will, becoming a flight instructor can be shake and bake, follow a few simple instructions, and PING! CFI. It is after you become a CFI you begin learning the art of pedagogy.\*

Feel free to contact me if you want if you wish to pursue.

—**Shane Neitzey** [shane@shanessigns.com](mailto:shane@shanessigns.com)

*\*noun, plural pedagogies.*

1. the function or work of a teacher; teaching.
  2. the art or science of teaching; education; instructional methods.
- Steve Zaboji**



**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](http://www.skylinesoaring.org)

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**SSA 2016 Convention**

February 18-20, 2016  
(FIRC:February 16-17, 2016)

Online registration is now open! Click this link to register now!  
<http://ssaconvention.org/register/>

More convention information to come in November 2015 Soaring!

**I was flying in the Duo Discus today** (Oct.17) with Keith Hilton. We were flying along, back from Ski Bryce en-route to Short Mountain.

**“BANG!”**

A very loud snap rang through the cockpit. “What the hell was that?”

Flight controls continued to work fine. I had this image in my mind of the empennage disintegrating behind me.

Nope. Seemed solid. We couldn't reproduce the noise, and continued the flight.

After landing, I discovered the reason for the explosion noise in flight.

The gap seal tape I'd placed at the wing root catastrophically failed, ripping right up the seam in the wing. I don't normally tape the wings on the Duo. I suppose that it was extra loud because I was in the back seat, and the fuselage acts as a sound chamber, directing the sound of the snapping tape right to my head.

Moral of the story: Get wing seal tape that holds up in cold weather.

Or don't tape your wings. —**Piet Barber**

**About six months ago we brought you a long-distance video** of a “hoverboard” being flown over a remote Canadian lake and there were plenty of skeptics.

Last week, inventor Catalin Alexandru Duru invited Canada's public broadcaster, the CBC, along for a flight demo that should mute, if not silence, those skeptics. Duru appeared to be in careful but complete control of the multi-copter platform that is attracting some attention. Last year, Duru broke a Guinness record for the longest duration of a hoverboard flight. Last week he put on a show (crash sequence included) for the TV cameras and small crowd gathered on the shoreline of a lake to see the more refined prototype of the Omni hoverboard, still a work in progress but a step toward a marketable version of the device.

<http://www.avweb.com/avwebflash/news/Hoverboard-Demo-For-The-Cameras-225021-1.html>

—**Russ Niles** AVweb