



Masthead photo: Dick Otis

FROM THE PRESIDENT

John Noss

Hard to believe we are so far into the soaring year already, there are only 11 more weekends on the normal schedule for 2015. September was average at best, 143 glider flights, two days lost to weather, gained one Friday. In the OLC logs, I see 10 flights for the club this month, with 8 of those over 100 points. By the way, the OLC calendar turns over in late September, so if you follow the link from our public web page it will by default take you to the 2016 OLC page. To see 2015 listings, just edit the url to change 2016 to 2015.

Congratulations to Vern Kline for a very respectable first contest effort, he took the club Cirrus up against the big boys in modern 18-meter gliders at the Region 4 South event last week at New Castle. I hope to see pictures and hear stories!

On Saturday 26 Sept we saw something I believe might be a first, the weather forecast was bleak and only students showed up, winds were too sporty for student solo flights, so all 18 flights were in the Grob and K with instructors. Thanks to David Dawood and Bob Sallada for hustling all day to instruct. This is also a good reminder that when the forecast is for weak to poor soaring conditions, it might still be perfect for student training. Students, this may be your best chance to get multiple instructional flights,

when there is less demand from other club members who want to go soaring.

There is a new (September 2015) update to the Skyline Soaring operations manual posted under club documents. Changes are in red, but please take advantage of the opportunity to download and read the entire document. We have had too many cases



Photo: Dick Otis

recently of members not complying with rules and claiming they didn't know about them.

Thanks again to volunteers who make it possible to fly and keep the equipment maintained. Keith Hilton recently rewired the Sprite trailer, and took the Grob and K trailers into town to pressure-wash them, they look great. Dan Ernst and Bill Vickland worked on the Grob rear canopy to repair some cracks and recent damage (see photo). We knew about a crack in the hinge side of the rear canopy frame, and they reinforced that area, but they also discovered that recently the canopy must have come crashing down pretty hard because there was a significant chunk missing from the left canopy rail near one of the pins. Members, PLEASE be careful with the canopies on all club gliders, this is one of most delicate parts of a glider, and one of the most expensive to fix if it ultimately requires a whole new canopy. Never ever leave a canopy open and unattended, and never ever allow a canopy to come down hard while you are opening or closing it.

Everybody please remember that Sunday 18 October is Away Day / Family Day at Burner field. There will be no local flying at Front Royal, other than launch and recovery of ferry flights and refueling of towplanes. This is a great opportunity to bring the family out, socialize, and fly from a location other than the normal home 'drome. We still need a second instructor, and a few more volunteers to ferry gliders, contact me directly if you are able to help.

Finally, as we draw down to the end of the flying season, it's not too early start thinking about the year ahead. At the annual membership meeting in January (date to be determined), we will need to elect two new board members. There are six elected members on the Board of Directors, serving staggered 3-year terms. This year Martin Gomez and I rotate out and will need to be replaced. If you are an active full member of the club, and are willing to devote a little more time to making decisions about current operations and future directions, please consider running for one of these board positions. I encourage you to discuss with any board member (or previous board member), and give this serious thought.

Fly Safe, Fly Often, Have Fun!



Photo: from John Noss

Bill Burner has again offered up his beautiful grass strip near Woodstock for another family day / away day operation Sunday 18 October. If you have never been to one of these, it's a great opportunity to fly gliders somewhere other than KFRR, bring family members, and socialize, and eat. For the duty crew that is already on the schedule, if you don't want to take on the task, let me know and we can start looking for a swap. We will definitely need a second towpilot and second instructor, please contact me if you can volunteer, I will maintain the duty roster. I think we've got the routine down to a fairly painless process, would be an 0800L show time for duty crew and ferry pilots at KFRR, first gliders on their way over not later than 0900L, all in place at Burner by 1000L. First return ferry flights would be at 1700L, everybody on the ground at KFRR by 1815L (sunset is at 1830L). There will be no local ops at KFRR other than ferry launch and recovery, and refueling trips for towplanes if/when needed. There will be no FAST flights. If you would like to ferry a glider either direction, let me know, we would like to firm up the lineup as early as possible. If you have never flown a glider to another location, this is a great opportunity to do that, whether you are a student or already rated. (It's only a 15 minute flight.)

Hope to see everybody there, I will be one of the towpilots.

—John Noss



Photo: Phil Jordan

WRIGHT BROTHERS “MASTER PILOT” AWARD

Dan Ernst



On Sunday the 27th of September Skyline Soaring's own Bill Vickland received the Federal Aviation Agency's prestigious Master Pilot Award marking his 50 years of safe flying. Mr. James Viola - FAA General Aviation Division Manager presented the award to Bill at the Dulles Flight Safety Office. Mr. Viola also presented Bill with a spouse's pin in memory of Joan Vickland, his crew for 40 years.

Present to celebrate the occasion and to honor Bill were family members, friends, and several Skyliners. Prior to the start of the FAA ceremony, Jim Kellett presented Bill with a hat, pin and car decals inducting him into the United Flying Octogenarians (UFOs). Bill is 84.

The FAA managers showed a short video presentation about the Wright Brothers Master Pilot Award and the Charles E. Taylor Master Mechanic Award. Bill made brief remarks and told a couple of hair raising stories about flying in the interior of Guyana to deliver polio vaccine while he was a Peace Corps manager. Jim Kellett pointed out that Bill earned all three of his diamonds in the 1-26 he and his late wife Joan built. Moreover, they were earned east of the Mississippi—all in the Northern Virginia area, not at Minden, NV or someplace in the West.

The Dulles Flight Safety District Office managers present were wonderful hosts and seemed to enjoy the proceedings almost as much as Bill and his friends. After the ceremony a dinner was held in Bill's honor in the nearby Hilton hotel.

A detailed profile of Bill and his aviation career will appear in a future issue of Skylines.



Above: James Viola, FAA General Aviation Division Manager and Eric Manchon, FAA Washington Flight Standards District Office Manager present Bill Vickland with the “Master Pilots Award”. Below: Jim Kellett inducts Bill into the United Flying Octogenarians (UFOs) witnessed by John Strange, FFAST Program Manager.



Above: Cindy Holl and Eric Vickland display the only cake in the world, possibly, with a Pawnee topping. Right: Rufus Decker, Steve Zaboji and Scott Vickland watch as Bill demonstrates he can still cut the cake.

Photos: Dan Ernst



THE SUN SHIP RACES AGAIN.

Vern Kline

Thanks to my ground crew Richard Kline and Hugh McElrath, some very good XC seminars from Jim Garrison, and the considerations of the SSC Board Of Directors, the Cirrus was packed up in its trailer and taken down to New Castle, Virginia for the Region 4 South (R4S) soaring contest this past week. Approximately 20 gliders showed up for the contest and many of the pilots are frequent R4S contest participants. Some were returning to celebrate the anniversary of the 1000 Kilometer task they flew from New Castle several years ago. The weather conditions did not look good for another 1000Km task, but everyone was hopeful.

Several months of logistical planning went into making the trip with the Cirrus possible. The biggest hurdle was figuring out why anyone would design a glider trailer that required several people hours to load and unload. The answer I came up with was—they would not. So, with my son by my side we went over the numerous gizmos in the trailer and figured it all out. With our dis-assembly/insertion and extraction/assembly times down to 1 hour—we felt we had cleared that hurdle. Next step was to try and understand the rules of contest flying.

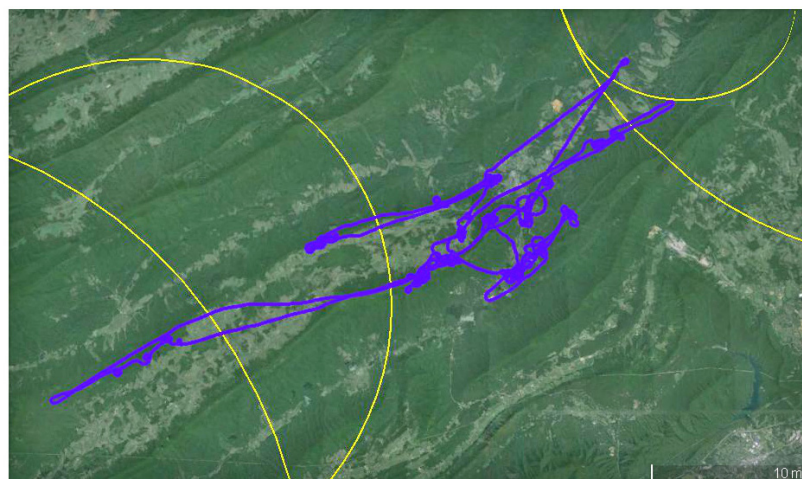
The SSA has a great page with most everything you need: <http://www.ssa.org/ContestRules>, The rules are the easy part for anyone that routinely reviews 300-400 page technical manuals or likes to read IRS Tax law changes each year. It really is not that bad, but here is what you face: U.S. National FAI-Class Competition rules are 43 pages; U.S. National SPORT-Class Competition rules are 42 pages; The U.S. Regional FAI-Class Competition rules are 44 pages; The U.S. Regional SPORT-Class Competition rules are 40 pages. And, of course, there are a few other documents you need to understand also.

Well, after all the...stuff...is out of the way, you are at the contest and ready to fly. Although the contest was scheduled for 5 days, weather prevented flying on all but two. Day 1 was the best of the two and the grid lineup was a little intimidating if you know your contest ID's and this is your first competition. Photo on the right shows the back half of the grid and some of the 18 meter gliders I was going to be racing against; (W3) Tim Welles, (UH) Henry Nixon, (AE) Jim Garrison, (P8) Skip Pate, (QV) Richard Kellerman, (SM) John Seymour, (LX) John Murray (ID not visible), (DW) David Willis, (KS) Karl

Photos: Vern Kline

Striedieck, and (DI) Rob Ware. The Cirrus tail (#23) is just visible way in the back.

The really weak conditions kept the speeds slow and probably did a lot to help the Cirrus stay in the race. My only goals were to make it around the course and make it back to the field each day. But finishing 8th on Day 1 and then 9th out of 11 in the 18 meter class overall and beating out a ASG-29 and LS-10—was way beyond expectation. Below is the Cirrus track from Day 1 and the final results for the 18 meter class.



Region 4 South - Contest Summary

18 Meter Class

Cumulative Score					September 23, 2015 Official		September 24, 2015 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points
1	1533	W3	Welles, Tim	Ventus 2cT-18	3	960	1	573
2	1408	SM	Seymour, John	ASG-29-18	1	1000	4	408
3	1351	UH	Nixon, Henry	ASG-29-18	5	912	2	439
4	1247	LX	Murray, John	ASG-29-18E	4	927	7	320
5	1153	AE	Garrison, Jim	ASG-29-18	6	737	3	416
6	976	AW	Ramsey, Wharton	Ventus 2cT-18	2	976	9	0
7	834	QV	Kellerman, Richard	ASG-29-18E	9	451	6	383
8	824	P8	Pate, Skip	LAK-17AT-18	10	422	5	402
9	759	23	Kline, Vernon	Cirrus-17.7	8	561	8	198
10	728	1DW	Willis, David	LS-10-18	7	728	9	0
11	0	8H	Tyler, Al	ASG-29-18	11	0	9	0





POST CARD FROM THE LEFT BANK

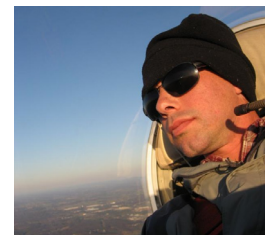
Paul Pruitt

Last summer, I moved out to Santa Barbara, CA for work. I missed soaring at Front Royal and hadn't flown a sailplane in over two years, so I went to check out Santa Barbara Soaring at Santa Ynez airport (KIZA) in late March. I quickly became acquainted with CFI-G Cindy Brickner and the operation's trainer, a Schweizer 2-33A. The 2-33 is an honest and docile air machine, but she is neither fast nor very efficient. Flying it made me realize how fortunate I was to have trained in the K-21 and G103 at Skyline! Cindy is an excellent instructor and truly a "force of nature" as some have said. She didn't hesitate to give me a low rope break on my second tow.

In June, I elected to take the Commercial Glider checkride in lieu of a flight review. Coincidentally, the commercial operation was in need of ride pilots, and I now work weekends flying glider rides for the public in a well-maintained Schweizer 2-32. The all-aluminum 2-32 is a joy to fly with a 34:1 best L/D and extremely effective dive brakes. It is a Lincoln Continental on tow in rough air. Taking first-timers up for rides has been tremendous fun, and I've met many interesting people visiting from all over the world. The owners of the operation are, among other things, experienced professional pilots and I'm learning a great deal from them. I am currently studying for the FOI and CFI-G written tests.



Photos: Paul Pruitt



Above: former SSC member Paul Pruitt.

Left: CFI-G Cindy Brickner and student Kenzi Holt.

Below: Pawnee and wave.



Sandwiched in between the Santa Ynez and San Rafael mountains, the valley is a unique and beautiful place to fly. Final approach to runway 26 is made over Gainey Vineyard's grapes. The Santa Ynez mountains run east-west, generating ridge lift and occasional wave. Thermals from the valley floor tend to be snuffed out in the afternoon as cool, moist Pacific air is drawn in from Lompoc/Vandenberg AFB, but areas of convergence lift appear as those afternoon westerly winds whip up.



Paul couldn't have picked a more photogenic location to fly and one guaranteed to offer a lot of varied conditions as he builds time in Santa Barbara's pristine 2-32.



AROUND THE FIELD...AND BEYOND



Photo: Steve Zaboji

Memorable milestones along the road of learning to fly might include first flight, first solo, a private certificate and first passenger. When the passenger is your mother, well that's a big event. So it was on an early September Sunday when Keith Hilton gave rides to family members visiting from Wisconsin. Pictured right to left, Mike Miller Keith Hilton's brother in law waiting for glider launch, Keith, Keith's mother Peggy Hilton and sister Wendy Miller who deferred her ride for another day. Needless to say Mom was delighted and proud.

—Steve Zaboji



Photo: Martin Gomez

Mario Simula sets the example for all of us: since the Gator has no seatbelts, always wear your parachute while driving it! Thank you, Mario, for the important safety tip! —Martin Gomez

Steven F. Udvar-Hazy Center Promotional Video—There is a new one-minute new promotional video for the Udvar-Hazy Center that will be running at the Dulles Airport as well as the websites for both Fairfax and Loudon County. You can also see the video on the National Air and Space Museum official YouTube channel. Feel free to share the link on all your social media sites! Check it out here <https://www.youtube.com/watch?v=mHteNtl3BDE&feature=youtu.be> and keep an eye out for a few members of the Blue Crew! —Ted Stewart

Sunday, August 30 was a long, hot, productive day at FRR... Special mention goes to Carlos Troncoso who managed to make 3 perfect precision landings completing all the requirements for his Bronze Badge. Congratulations! —Mario Simula, DO



Photo: Reynolds Renshaw

Piet took this 'scalp' after I completed the improbable solo in August Piet then presented me with the finished tail a few weeks later. I purchased the see-thru frame and hung it in my home office. (Wife said 'no' to the dining room...). It is a great keepsake and very nice gesture by Piet. —Reynolds Renshaw

Rumor has it that Tim Moran will soon have one as well. One hopes Tim can possibly hang his in the dining room or even better, his living room. —Editor

PHIL'S FAVORITE

Vern Kline and his crew chief/son Richard early morning at Blue Ridge Soaring Society photographed in amazing iPhone 2D by **Hugh McElrath**.



**RECYCLED
INFORMATION
WORTH
REPEATING**

SAY AGAIN



As has become customary during the past few years, we will hold a new member orientation session (NMOS) on the first Saturday of the month, which happens to be October 3rd. New Skyline members of all ilk are requested to attend (actually, attendance at the first available session after joining SSC is required, if practical). The meeting is held in the FBO building, starts promptly at 8:30, and ends an hour later. We do our best to provide flying for all attendees following the meeting. Questions welcomed. Please RSVP to Steve Rockwood and myself. —**Bob Sallada**

There have been some questions/concerns with the new ASK-21 nose gear tire. The tire may look “bald,” but that is the way it is supposed to look. It is a heavy duty tire that doesn’t have the same tread that you are used to seeing—and

I replaced the trailer-to-vehicle wiring harness connector on the Sprite trailer. All the lights now work as advertised. Hopefully no one needs the trailer for a land-out, but it has lights now. —**Keith Hilton**

The next Mt. Washington wave camp begins Oct 9 at Gorham, NH. I’ll be there again hoping to snag a Diamond Altitude and maybe a Lennie Pin. I’ll be staying with family in Maine and when not flying I’ll be visiting, eating lobster, clams etc.

Check the web site Mount Washington Soaring Association
Mount Washington Soaring Association
mtwashingtonsoarin.org (more electronic voodoo: cut and paste).

If anyone is interested in meeting the beast let me know. They’d like to know if SSC is a club or solo act this year. —**Chuck Stover**

While Valerie and I were camping at BRSS New Castle VA recently, Mary Nelson (MASA Fairfield contest manager) said that anyone



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
wingup126@gmail.com

Directors—John Noss, Ertan Tete,
Martin Gomez, Richard Garrity,
Keith Hilton, Dan Ernst

from Skyline is welcome to fly during the contest.

You do not have to enter, no temp fee, just bring your own glider, pay for the tow and have fun.

They will have several evening dinner events, usually at the field. \$15 or so each. Plus one family farm home style restaurant event, all you can eat, \$30 each?

I plan to arrive Friday afternoon October 9 and depart Saturday evening October 17.

Hope to see you there. —Shane Neitzey

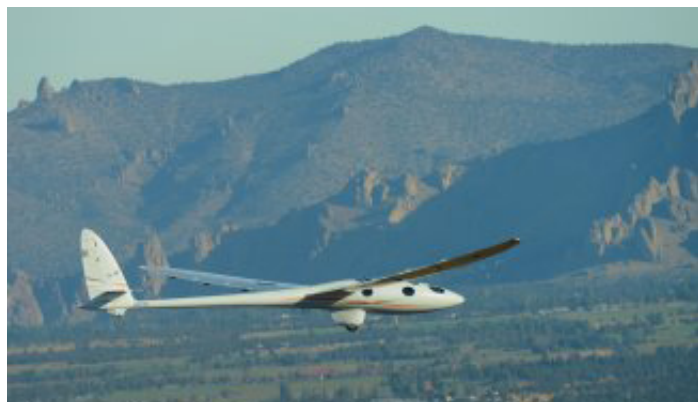
http://www.midatlanticsoaring.org/?page_id=40

Perlan 2 Glider Completes First Flight—By Elaine Kauh

The Perlan 2 glider made its first test flight Wednesday above Redmond Municipal Airport in Oregon, completing another step in the project team’s goal to set a new altitude record next year. Pilots Jim Payne and Morgan Sandercock flew the glider to 5,000 feet above the field during the first of what will be a series of tests before attempting to reach 90,000 feet from Argentina in 2016. Perlan 2 is a two-seat pressurized sailplane equipped with oxygen equipment, emergency parachutes, cameras and instruments for gathering flight and atmospheric data. It has a wingspan of 84 feet and an empty weight of 1265 pounds.

The Perlan Project began in 1992 as a nonprofit organization with a mission to conduct high-altitude research with sailplanes. In 2006, Perlan I, flown by Steve Fossett and Einar Enevoldson, set a record for gliders at 50,722 feet from Argentina. The project joined Airbus Group in 2014 and has sponsors including Weather Extreme Ltd., United Technologies and BRS Aerospace. “We’re extremely excited about the successful first flight of the Perlan 2 glider,” said Ed Warnock, Perlan Project CEO. “This marks a major breakthrough in aviation innovation, one that will allow winged exploration of the atmosphere at the edge of space and lead to new discoveries to unravel some of the continuing mysteries of weather, climate change and ozone depletion.” After reaching 90,000 feet, the next phase will be to design a wing that can take the glider to 100,000 feet, Perlan said.

<http://www.avweb.com/avwebflash/news/Perlan-2-Glider-Completes-First-Flight-224898-1.html>



This bitter-sweet little item from Ups & Downs, the BRSS newsletter— “Congratulations to Jim Frantz for retrieving the Boomerang from Front Royal. And begrudging congratulations to Shane Neitzey, Skyline, for taking it back the following week.” —**John Molumphy**

Do we have to watch our backs?—Chris Zaboji has been nominated for membership in Blue Ridge Soaring Society —**Yikes!**