



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

SEPTEMBER 2015

SKY LINES

Masthead photo: Dick Otis

From the President

John Noss

August flying has turned out to be much better than expected. We lost no days to weather, and got in 3 weekdays, for a total of 13 flying days. That puts us about even with where we were last year at this time, even after some terrible months earlier in the year. We even had some decent soaring days, a bit unusual for the normally sultry and uninspiring month of August. With one more flying day to go in the month, I counted 13 OLC flights with more than 100 km credited. Congratulations to Shane on yet another Boomerang retrieval, this time from New Castle, impressive flying on a marginal day. Thanks to everybody who helped make it a productive and safe month of flying.

My request-of-the-month this time is for everybody to please stay up to date on the operations manual. There is a lot of information there, most of it is directive in nature (not optional), and it's all designed to make sure we conduct safe flying operations with consistently applied and fair rules, maximizing availability of club resources for members. For example, it really should not come as a surprise to anybody that we don't thermal in the pattern, and we don't take club gliders outside gliding range without planning for and getting approval for cross-country flight. When each of us ap-

plied for membership in Skyline Soaring, we agreed to comply with the provisions of the operations manual. So, please make some time and read through the ops manual again—know the rules, and follow them.

Fly Safe, Fly Often, Have Fun!



Photo: Dick Otis

FAA Wright Brothers Master Pilot Award

Long time SSC member and 1-26 Championship competitor Bill Vickland will receive the The Wright Brothers Master Pilot Award at 5 PM September 27 in a ceremony at the Washington Flight Standards District Office (FSDO)

The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in our Wright Brothers Master Pilot Award Roll of Honor located online, at [FAASafety.gov!](https://www.faa.gov/air_traffic_safety/wright_brothers_master_pilot_award)

<https://www.faa.gov/content/MasterPilot/RecipientList.aspx>



Photo: Bill Vickland

All are welcome to attend in support of Bill who has given so much to our sport, Club and the aviation community. Some have informal plans to retire to the Hilton for dinner after the ceremony.



Photo: Robert Gray



Photo: Dan Ernst

Place:

Washington Dulles FSDO
13873 Park Center Road
Herndon, VA 20171

Time/Date:

5 PM, Sunday, September 27, 2015

Note: On Sunday for events that are NOT in the body of the FSDO –such as this event which will be in a non-secure conference room –no appointment or check in is necessary.

Directions:

From the Dulles Toll Road, take Route 28 south. Exit from Route 28 at McLearn Road (exit is on the right). Turn left at first light onto Towerview Road. Take first left onto Park Center Road. We are in the Hallmark Building, which is the first building on your left after you pass the hotel. When you pass the building's flagpole, take a left into the visitors' parking lot, situated at the front of the building. You must stop at the security hut first and press "0" for the guard, who will lift the gate after you inform him you intend to visit the FAA. Sign in with the guard in the lobby and take the elevator to the fourth floor.

From Route 50, take Route 28 north. Exit from Route 28 at McLearn Road (exit is on the right). Turn left at first light onto Towerview Road. Take first left onto Park Center Road. We are in the Hallmark Building, which is the first building on your left after you pass the hotel. When you pass the building's flagpole, take a left into the visitors' parking lot, situated at the front of the building. You must stop at the security hut first and press "0" for the guard, who will lift the gate after you inform him you intend to visit the FAA. Sign in with the guard in the lobby and take the elevator to the fourth floor.



Photo: Dan Ernst

Next Flight

Steve Zaboji

It was five years ago, almost to the day, that the then 13 year old Chris Zaboji took his first flying lesson, ever, with SSC. The next five years flew by quickly, pun intended. Chris grew a foot or more and mastered soaring under the tutelage of some of the finest people I have ever had the privilege of knowing in the 50+ years since I became a pilot.

Chris and I were total strangers to soaring five years ago, and on Chris's last day at FRR before going off to college, he served as



DO while I did the tows. It was a full day in more ways than one. It's been, as they say, a good ride, or more appropriately, flight. We both watched the hangar door close on that last day.

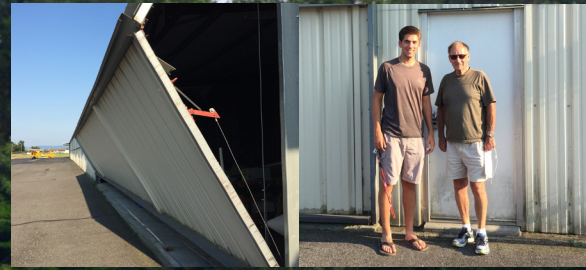
Of Chris's accomplishments, taking his Mom up for her first glider ride placed a ceremonial cap on his SSC years and is a testament to the skills and good judgment that he learned from everyone at SSC. For me, being the tow pilot on that flight made it a most satisfying family affair.

For all that SSC offered Chris, Susan and I are very grateful. Thank you everyone for having a formative hand in sending Chris off on his next flight.

Above: Steve, Susan and Chris Zaboji on their very special day.

Left: Susan and Chris launched by George Hazelrigg, one of the many SSC flight instructors instrumental in nurturing Chris' inherited talent.

Below: Milestone moments for the Zaboji family.



My First Over 2:00 Hour Flight—August 1, 2015

Carlos Troncoso

I arrived at the airport at 8:08 AM and about seven minutes later, Vern showed up and I felt relieved. The plan was to fly the Cirrus, but I had never done the assembly myself. I also was planning to get lucky and fly for over 2 hours in order to have a flight good for the Bronze Badge. I was glad to have someone that knew about the assembly and who was willing to help.

After helping to get the other club gliders ready to fly, we started the official assembly on the Cirrus:

1. Put grease on the joints
2. Fuselage out with dolly on top of wood ramp
3. Battery in First
4. Left Wing in First
5. Then goes the right wing and the fun begins..

I do not want to make a thorough list because it is not the intention of this little write up. After many other steps, I taped the wings up and after performing a full pre-flight checklist, positive control check and release check, I was ready to go fly!

We were at the flight line at 11:00 AM after almost three hours testing Vern's patience and learning a lot from him, from assembly to what to expect on tow, landing, flying characteristics, where to look for lift, etc.

Take-off was OK with no ballooning (happened on my first Cirrus take-off) but I did veer to the right more than I planned for. The rest of the tow was uneventful.

I released over signal knob and started to look for lift—it was scratchy all over, nothing about 1 (and less) showed in the variometer—it was hard to stay up, but I managed to do some turns in


zero sink and little lift and after 30 minutes I found no more lift and I started my pre-landing checklist, landing gear went down and at about 1800 ft there it was the magic bullet up to the sky—gear went up and off I went up to around 3000 ft.

From there I found another big cloud toward to east of the field and boy, it was a good choice. I ended up climbing up to 5500 ft and it was already more than a 1 hour flight by then.

At this point I reached half of my goal and I reached a decision point, I even questioned if I had to go back and land, where should I go. Then I decided to first help my body and I drank water and more water. I felt the need to rest from so many circles done, so I headed west. On my way I did find lots of sink but again, at 2300 ft, shortly before I was about to fall short of my goal, I found this beautiful booming cloud that took me up to 5000 ft. I stayed in it and after working it for a few minutes, it took me near the Linden VOR; I even found another glider who was at a cloud nearby and I decided to join... it was higher than me and doing shallower turns. 20 minutes later, I was at 5700 ft and the other glider was gone from this thermal, probably looking for lift somewhere else. By now, I had 1:30 hours of flight under my belt.

I wanted to get to at least 5800 ft to gain get a 4000 ft altitude gain, so I visited a nearby cloud that ended up taking me up to 6100... at some point some birds came close to where I was and climbed with me a few minutes.

Again, with almost 2 hours under my belt, I headed west, closer to the airport and with some steep turns and spoilers open I brought the glider down. The landing was OK, I made sure I followed Vern's instruction for the nose "Careful do not touch the ground" and at the very end, I lost a bit of rudder authority and the glider veered to the right into the taxiway.

2:22 hours of flight. First good flight for the Bronze Badge. Mission accomplished...Great memories...and great help from Vern and every one at the Club. 



Enjoying Too Many Sled Rides?

Robert Gray

Old dogs have a hard time learning new tricks. Efficient thermalling has been a real challenge for me to learn. I have found two sources of ideas helpful that I would like to share with other students of this challenging sport.

The first is a one page article by Derek Piggott *Can't Stay Up?* In *Soaring Magazine* April 2015 and July 1980. There is also a helpful article *Staying Up* in the March 2015 issue.

The second big source is *Thermalling Helper* by our own Bob Sallada. It is hidden on the SSC website in Members Only–Restricted Documents, to keep it out of the hands of our competition. Bob has collected the best information from many articles into this one document that I am finding fascinating and extremely helpful. So that's how they do it! Print it out and staple it into two sets, one of the diagrams and one of the text, so that you can study both at once.

My third bit of advice is to take a 4000 foot tow. It is not cheating, it is just a better deal for old dogs and students of the sport. When I take a tow to the "Rocks" on the near ridge, a 4000 foot tow gives me three times as much time to look for lift for an additional \$8.00, before I have to give up and head back to the airport. It also saves a lot of time compared to three 3000 foot tows.

Bugs In My Vario—Recently my Audio Vario stopped being helpful, it just made a steady beep in both lift and sink. I was advised to buy a new vario, but being frugal, I decided to try cleaning out the Total Energy probe and tubing first. After all my 1-26D has been tied down outside for two years and bugs do wander in. Stink bugs hide under the cushions. I was storing the TE probe on the floor of the cockpit and one day I found it full of small ants. After that I left the TE probe in the vertical stabilizer, but I must have trapped some flying insect eggs in the tubing. I spent July 29th taking it apart and cleaning it. There is a 3 inch long piece of brass tubing attached in



Photo: Robert Gray



Photo: Dick Otis

the top of the stabilizer. The front sticks out and receives the TE probe and the rear has a threaded reducer to receive the plastic tubing that run inside to the TE Vario. This 3" brass tube was full of dead insects. They were too big to get into the TE probe or the plastic tubing. Just to be sure I disconnected the TE plastic tube at the Vario and blew it out with compressed air. The brass tube was cleaned out and all was put back together. Now a rubber stopper will protect the brass tube from insect nests when the TE probe is removed. With three trips to the hardware store and my share of pushing gliders, the test flight will have to wait for another day of soaring.

On my next flight on 7/31 the Audio Variometer worked OK. 



Photo: Johnny Jordan

Around the Field...and Beyond

Photo: Dick Otis



Shane brings home the Boomerang after a brief visit to New Castle—leaving a blank space on their wall. “Nice folks down there, good food too.”



Photo: Shane Neitzey

Ted Stewart focusing on youth guidance at the recent NA&SM STEM Family Day. Clearly our sport needs to focus on nurturing a youth movement to revitalize soaring for the future. We need to sustain and broaden that interest generated by the attraction of Shane’s Glider Flight Simulator.

Photo: Shane Neitzey



Congratulations are in order...

Photo: Chris Carswell

Mario Simula (right) and Chris Carswell (below) new owners of LS4 370JS, which belonged to Piet Barber, Paul Seketa and Joe Rees formerly, are keeping this neat bird all in the family.



Photo: Mario Simula



Old-time SSC/WSC members lose a former friend and pilot—Mack-aye W. Smith was born in Danville, IL on December 26, 1943 and passed away on August 5, 2015, in Seattle, Washington.

MackAye graduated with a Master's Degree in Nuclear Science from Illinois U. and following several years of service to our country, he went on to spend many more years working in public service.

For 25 years he enjoyed logging hundreds of hours soaring the skies over the Warrenton Soaring Center, Virginia and in Maryland in his high performance aircraft. Along with his love of soaring was a love of motorcycle riding, driving convertibles, and traveling. This

love of traveling led him on extensive trips throughout all 50 states and several continents. One of his last major excursions led him to taking part in a scientific research cruise to Antarctica. He was just embarking on a cruise in Alaska when he fell ill.

His last 12 years were spent traveling between Las Vegas NV in the winter and Dupree and Deadwood SD for the summer. He will be inurned with full military honors at a later time at Black Hills National Cemetery near Sturgis, South Dakota.

http://www.fidler-isburgfuneralchapels.com/fh/obituaries/obituary.cfm?o_id=3292633&fh_id=13327



Left photo: from the estate of MackAye Smith via: Scott



Above photo: Johnny Jordan

Phil's Favorites Underwater training class during the WoT. Photo: Dick Otis.



Recycled
Information
Worth
Repeating

SAY AGAIN



My first-generation Oudie is available for anybody who wants to use it in a club glider. It is configured with polar data and profiles for all four club gliders, and has a suction cup to mount to the canopy. I also added a rechargeable external battery pack, which it requires, and the chargers. It has its own GPS, but it works even better if you pair it via Bluetooth with a faster GPS output such as the club Nano, or even your cell phone using a utility to export NMEA statements. It is configured with local turnpoints, maps, and latest software update. Though one of the simplest and most common modern nav computers, there is a learning curve, I would suggest reading the manual thoroughly before attempting to use it. The manuals are online at http://download.naviter.com/docs/Oudie_Getting_Started.pdf and <http://download.naviter.com/oudie/Oudie.pdf>. The cords, battery pack, mount, and chargers need to stay together. If you want to customize the display to your liking, please save the configuration as a new profile under your name, do not change the four stock profiles that I just put on it. If you would like to use it, contact me to reserve it and check it out. I will keep it configured and updated, it's the same software as the Oudie 2 that I fly with.—*John Noss*



As has become customary during the past few years, we will hold a new member orientation session (NMOS) on the first Saturday of next month, which happens to be the 5th. 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*

We've been to over 25 SSA conventions, starting back when they were annual events. Now they're every other year, and in February, 2016, it'll be in Greenville, SC—about a 7.5 hour drive from Fairfax. Pat and I will definitely be there (and I plan to do the SSF FIRC earlier in the same week.)

If you've been to one, the rest of my comments are unnecessary—you already know what a great experience it is. But if not, especially if you're new to soaring, you really should consider taking the opportunity to go. You'll get to meet and talk to all the 'famous' people you read about in Soaring (or in Gliding International), visit a HUGE exhibit hall with all the toys from dozens of vendors (including, of course, a bunch of very expensive sailplanes as well as some used ones for sale!)

For more information, see <http://ssaconvention.org/> As Shane so often says, "be there or be square".—*Jim Kellett*

Something to look forward to—*Bob Sallada*

<http://www.youtube.com/watch?v=PzBiMQNc4tA&spfreload=10>

New Perlan Glider Debuts At Oshkosh—The new Perlan 2 glider joined the Airbus A350 XWB at EAA AirVenture this week. The pressurized, two-seat glider has been designed to fly up to 90,000 feet, at the edge of space, where it will explore the science of stratospheric mountain waves that affect the global climate. This will require the engineering of a spacecraft, according to the Perlan 2 project, with glider wings that can fly in less than 3 percent of normal air density and at temperatures of minus-70 degrees C. The aircraft has a wingspan of 84 feet and weighs 1,800 pounds. These missions will set new records for wing-borne flight, exceeding the altitude records set by the U-2 and SR-71.

The Perlan Project began in 1992, and joined Airbus last year. After completing its flights at 90,000 feet, the group plans to set a goal of exploring the stratosphere up to 100,000 feet. Those flights, expected in 2019, will require new, transonic wings. Flight operations also will be extended to exploring the Polar Vortex in the northern hemisphere.—*Mary Grady*

<http://www.avweb.com/avwebflash/news/New-Perlan-Glider-Debuts-At-Oshkosh-224565-1.html>



Photo: Airbus



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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