



Monthly Newsletter of Skyline Soaring Club, Inc. April 2016

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst



As many of you know, the Grob is back in action. It returned last Friday just in time for two great training days (34 sorties on Saturday and 23 sorties on Sunday.) The glider was up in Erie, PA at Gehrlein Brothers shop for inspection of the spoiler actuator bell crank in compliance with an Airworthiness Directive. The good news is that our bell cranks are in fine condition, but we now have two clear round inspection windows in the bottom of each wing so we can keep an eye on them. Eventually the bell cranks will have to be replaced, but the European agency in charge of airworthiness has not identified a suitable replacement material. We also had the annual inspection done at the same time, so our senior two-seater is ready to go! Now that both have been up to the shop and are in good shape, please treat them well.

This soaring season is shaping up to be a good one for training. In addition to the usual crop of students in the

pipeline, the Skyline Soaring Educational Fund (SSEF) has awarded another scholarship for this year. We expect at least one of the SSEF students to get their rating soon. The Week of Training has been set for the week of July 4th. Looks like there is strong interest early on. This is a great opportunity to do some concentrated flying and really develop and build on your skills. Don't forget that we will need rated pilots to be the Duty Officer and students or rated pilots to be the ADO. Please look



Photo: Tom Motinger



Photo: Dan Ernst

at your calendar and volunteer when the call goes out. I promise you, it will be a lot more fun than it sounds!

In airport news, I spoke with Reggie and he says that the trees on the south side of the runway will not be cut down until August. In the meantime, Warren county is rehabbing the airport house and he and Magan will move back in there. The county will sell the other house and two acre property. If you want a good view of the airport and north up the valley, you might consider it.

Burner Away day has been scheduled for the 29th of May. That is the Sunday of the Memorial Day weekend. We will likely try to make the Friday before and the Monday after ad hoc days for four straight days of flying, providing interest and energy are there. Students ought to think about volunteering to fly over to Burner in one of the two-seaters with an instructor. This is a great way to get your baptism in finding and landing at a field other than Front Royal. If you are new to the club or just haven't made it to Burner Field, it is a real treat. You could not ask for a better setup for your family to watch gilder operations and meet the people you hang out with all the time!

We are off to good start this year, let's keep it going and keep it safe!



Short final - Duo Discus QQ

GoPro Photos: Piet Barber





Woodstock Spring Fly-in, Family Day: Sunday, 29 May

We have picked a date for the Spring fly-in at Woodstock, 29 May, which is the Sunday of the Memorial Day weekend, with 5 June as the rain day. Put Sunday, 29 May, on your calendars in **bold face**: The board of directors has coordinated that date with Bill and Sharon Burner for the Spring fly-in at Woodstock. It is the Sunday of the Memorial Day weekend, with Monday as a day to recover. For those who have not made it to one of these fly-ins, they usually turn out to be one of the highlights of the year for the club. They mix our flying with the social opportunities of including our families in our sport, enjoying a day in a rustic country setting, picnicking, and relaxing.

The club flies all its assets the 15 miles to Woodstock, Virginia, and operates off of the 3,000 foot grass field there. Landing on grass is a delight and makes, ahem, even our abrupt arrivals look a lot smoother. The club will need to designate in advance pilots who will be on the schedule to fly each of its four gliders over there and back– i.e. as many as eight club pilots. They will pay for a 3,000 foot tow and glider rental. Front Royal will be otherwise closed for glider operations.


For those still in student status or not otherwise cleared this is a chance to make a short cross country tow with an instructor, and to land at a strange field, in a left hand traf-

Photos: courtesy of Bill Burner



fic pattern. If you are flying with an instructor you can turn it into a simulated out landing. Don't cheat and look up the field elevation at Woodstock first! Fly over there, have the instructor point out the field, and then see if you can set up the pattern, entry altitude, etc., and make the landing just as you would at a place you have never seen before, on a real out landing. For those who would like to add a vintage glider to their log book the Burners will make their two seat German trainer, a Bergfalke 255 (built in 1957), and an open cockpit 1-26A (born in 1967) available, rent free.

Regarding the practical aspects of bringing your families along: There is a large hangar on the field to provide shelter, but count on this as being a full day outside, in the sun. There is a bathroom on the field.

We will have a couple of small charcoal grills. Some folks bring extra food, but plan on feeding yourselves, picnic style. The airport is just two turns, and two miles off the Woodstock exit (Exit 283) of Route 81 in the beautiful Shenandoah valley. There are plenty (at least 8 - 10) of fast food establishments at that exit, plus a Lowes and a Walmart big box store, so you will not be far from civilization. If you are coming via Route 66 from the NOVA area, Exit 283 is 30 miles from the Linden exit of Route 66. Those are highway miles, so it is less than 30 mins from that point—fifteen minutes longer than the driving time to the airport at Front Royal. It usually turns out to be a big day operations wise—100 or more operations, considering that each glider flight consists of two takeoffs and two landings, is typical. 



You're Invited to Assemble... the Cirrus

Dick Garrity

Every glider pilot should have knowledge of assembly and disassembly of a glider. There are different levels; understanding the basic concepts, more detailed hands on experience and then attaining the skills and confidence to fully assemble the glider yourself. (And then go fly it.) What level would you like to be at? SSC Cirrus assembly meetings will take you through all levels. How far do you want to go? Go all the way and then check out to fly the Cirrus. Or now knowing how easy assembly is and that you can do it, consider having your own glider to enjoy.

Early in 2015, SSC offered Cirrus assembly instruction on a known scheduled basis. The member participation was great! Leading to more pilots checking out in the Cirrus that year then since the glider was added to the club fleet. Some participating members wanted just to learn about glider assembly. In 2015 the Cirrus utilization increased greatly which was the hope of the program. Why had Cirrus utilization declined in the first place? A little history is that the Cirrus was purchased to enable pilots to move up from the trainers to a high performance glider (44:1). At a reasonable cost the members expanded their soaring activity. In the beginning the Cirrus utilization was high and the objective of obtaining the Cirrus was accomplished. Pilots who flew the Cirrus initially, gained experience and wanted even more performance! This resulted in many of them buying their own high performance gliders, individually or with partners. Most of those original Cirrus pilots are still active in the club. So with these members now flying their own gliders, Cirrus utilization decreased to a level of concern to the Board. Didn't anyone want to fly the Cirrus anymore? No, that wasn't the answer. Other members as they met flight experience qualifications, by the then club rules, had some difficulty getting the assembly training and experi-

ence to be comfortable at assembly. Scheduled, readily available, group assembly instruction was the answer. There was also a review of the Cirrus pilot qualification rules which were relaxed. There's more to it!

A thought had been presented to the Board to assemble the Cirrus each Duty Day and put it on the line as we do all other club gliders. All our gliders would be on the line ready to fly when you were without the need to go through the assemble activity. (Was the Board trying to spoil our membership?) Quickly discovered was that there weren't enough knowledgeable members to assemble the Cirrus each day. The idea to have the Cirrus assembled and on the line is still there and not forgotten. Now the Board has seen that the members trained during 2015 were now opting to assemble and fly the higher performance glider rather than take the easier route and just hop into any glider on the line. The benefits are higher Cirrus utilization, relaxed demand for the other ships and a member having great flight in the Cirrus with its longer wings and higher L/D.

2016...It's glider assembly instruction time again! Cirrus/Glider instruction meetings are about to begin. There will be as many scheduled meetings as there is demand. Everyone is encouraged to participate. The assemble process is specific to the Cirrus but generic enough to easily lead you to other type gliders. Here is how the meetings work. On a Duty Day after the club gliders are staged and just after the safety briefing assembly participants will go to the hangar and get to work. Typically, we'll have the glider assembled in about 2 hours. This is when the lift starts to kick off. If someone is here to fly the Cirrus it goes flying. Otherwise, we'll disassemble and maybe reassemble. Three hours is normal but we've gone longer. Each participant will accomplish each assembly element and not just watch someone else do it. This is hands on training. Attending multiple meetings will increase your proficiency and efficiency.

Please email me directly, jetcapt@gmail.com, indicating your interest, availability and with any questions. The first meeting will be Saturday April 2nd.



Can you name these parts and which SSC glider do they go to?



Photo: Dick Garrity



Photo: Martin Gomez

Week of Training—3 Months Out

John Noss

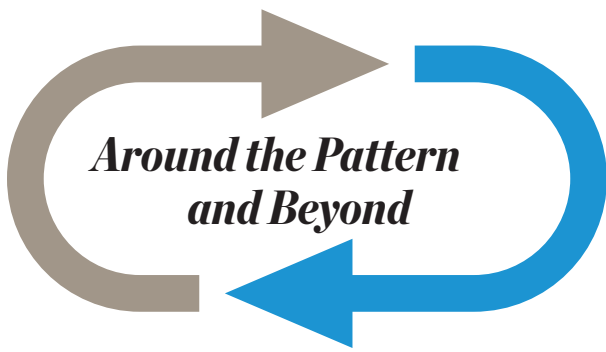
It appears I am your designated ‘coordinator’ for this year’s Week of Training, scheduled for Monday 4 July through Friday 8 July. Piet Barber polled potential participants a few months ago, and these dates turned out to be the best time frame to accommodate the most people. For those who have not been around for a previous Week of Training event, you are the primary participant pool! It’s a great opportunity to get students into a focused week of regular flying, with good continuity, and make some significant forward progress towards your rating. That could be working towards your first solo, putting the final touches on preparation for a checkride, or anything in between. If you are interested in flying to accomplish some serious training, please drop me an email and we will start the dialogue on what you hope to accomplish. I have the list of earlier responses from Piet, but since that time we have gained some new members, and many have changed their plans or schedules or objectives, so please let’s start with a fresh set of inputs. To make it all happen, we will also need a LOT of volunteers. We will need an experienced Duty Officer to ride herd, at least one for every day. We will not assign an ADO, but everybody at the field will be expected to help push and pull gliders, all day. To keep both two-seaters flying continuously, we will need more than two instructors each day, preferably four. We will need both towplanes, so we need at least two towpilots each day. To get the most out of each day, and recognizing the very real limitations of operating in hot weather, we will start early—typically arriving

at 0730, gliders on the line by 0800 to begin preflights, first students briefed and ready to fly by 0830. We will fly until everybody has had enough, or when weather dictates (typically heat and humidity, or thunderstorms). There are a lot of moving parts to the plan for a Week of Training, and the sooner we can develop a feel for the schedule and participants, the better. The normal duty roster won’t hold all the information necessary for a schedule, so I will maintain the master schedule and post it where you can reach it online, without me having to bother everybody by blasting it to all members every time there is an update. The schedule (in pdf format) can be reached from the link at the top of the regular roster (in plain text), or from the club events (Google) calendar. (Did you know there is a link for that on the main public web page?) Or you can just bookmark it, <http://noss.ws/ssc/WoT.pdf>. I just put that online, it’s only a shell at this time, and will fill up and evolve as I hear from everybody. Hope to see a good turnout and lots of forward progress this year!



Photos: from Kaye Ebel





Around the Pattern and Beyond

Sylvia Wrigley's Fear of Landing— The Art of Not Hitting the Ground Too Hard— The Navigator:

I'm thrilled to be able to bring you a special post today. Captain Richard Otis sent this to me after I begged him to write down one of his many, many great stories so that I could share them with you. I hope you enjoy it as much as I have...

"One winter back in 1974 my squadron, Patrol Squadron Twenty-Six, was flying out of NAS Brunswick Maine (KNHZ). One night, in the middle of a post-Christmas snowstorm, my crew was tasked to ferry one of our planes – a P3B-Orion Anti-submarine Warfare aircraft – from our home base 2,226 miles to our deployed site – the Lajes Air Base (LPLA), in the Azores...."

Nice online story from Dick Otis that I'm sure all Skyliners will enjoy as well:

<http://fearoflanding.com/flight/flying/the-navigator/>



Photo: U.S. Navy



Photo: Phil Jordan

Brussels update from former SSC President Joe Rees:

Thanks Phil we are fine. Sherry was sheltering in place in our flat and I was in The Hague moderating, ironically, a EU/US Security Workshop when the first attack was announced. This was a predictable event, Belgium has multiple police forces that do not talk to each other and are otherwise hindered by very strict privacy laws. One of the reasons we organized this workshop was to bring the countries together to see what the US have been able to do, and underscore what the Europeans need to do, to protect their citizens. I hope it is not wishful thinking on my part. What does give me pause, however, is the fact that the Metro that blew up at 0911 that Tuesday morning is the line I take and generally pass through that station about 15 or 20 minutes before then. Whew! I thought the biggest danger I would face over here is a bad canapé at a cocktail party, I may ask for hazardous duty pay.—Joe

KS -> QQ—Well, I finally sanded off the KS. It took about 6-8 man-hours to remove it from the wing and tail. Matt Linger, Shane Neitzey, and Melinda Tanner all helped with the awful job of carefully sanding. While it took hours to do the wing and tail, It took about 30 minutes to get the KS off of the tail dolly (acetone) and trailer (peeled off the sticker)....*the rest of the story is at:*

<http://blog.pietbarber.com/>



Photo: Piet Barber



Photo: Jim Kellett

The April, 2001 issue of SOARING magazine carried the following note (with the attached picture) in the column “Soaring News”. I’d sent it in, tongue-in-cheek, after a couple of good friends played a joke on me—while I was out of town, they ‘borrowed’ my recumbent bike, fabricated a fake ‘bike rack’, pulled my Cirrus out of its hangar, and posed the picture.

New Outlanding Equipment

Jim Kellett

Ever made an outlanding and then had to endure a long walkout to contact your crew? Here’s a solution: The recently developed BikeBack not only makes it easy to find civilization after a landout, but is healthy and fun as well.

The prototype, developed by Bob Collier and Pat Goodman of Winchester, VA, is an all-aluminum Gold Rush Replica recumbent bicycle manufactured by Gardner Martin of California, modified by a low-drag, low-weight fuselage attachment saddle. Note the special fairing (designed by Karl Abbe of Zzipper Fairings of California) which minimized the drag penalty of the unit in flight.

Now all you have to do after an outlanding is open three

quick release fittings and settle back on your recovery vehicle. To make things easier, there’s a GPS receiver mounted on the handlebars to help guide you to the nearest town. There’s ample room in the saddle bags for refreshments to enjoy while riding.—**Jim Kellett**

Think that’s funny? Wait, there’s more! In the June, 2001 issue of SOARING magazine, there appeared the following letter to the editor in Soaring Mail:

“I was shocked to see a bicycle strapped to a glider on page 10 of the April issue of Soaring. In my opinion, this could result in a complete loss of control due to aft load beyond design limits. The huge increase in drag and aerodynamic interference with the tail would present additional problems.”

>Ben Berson, Eagle River, AK

And, finally, the following note from the Editor:

“Mr. Berson is quite correct—bicycles should not be strapped to gliders during flight. Normally, we are alert for this sort of error, but about once a year (it seems to happen around April 1), we tend to let our guard down and such things slip through—**Editor**”

Copy That



Flotsam and Jetsam from the Editor's Daily Email Tsunami

Reminder: Cirrus 2016 assembly is on the schedule for this Saturday April 2nd.—Are you planning to check out in the Cirrus this year? First step is learning to assembly the glider. Are you interested in learning to assembly a glider? April 2nd is the first scheduled Cirrus assembly gathering for 2016. We'll help out the Duty Crew set up for the day and after the Safety Briefing go to the hangar and put the glider together. Then take it apart and put it together again. By then maybe someone will show up to fly it and take advantage of our work!

The activity is scheduled so just show up! You could let me know if you're attending by a 'reply to me only'. (So I can let Keith know how many donuts to order.) You should also email me to say you're interested in a future date. Your interest and demand will drive the schedule. A review of our membership shows a potential of 18 members that have the qualifications to fly the Cirrus (but currently don't) and who may want to start the check out process by first learning the assembly procedure.

Everyone is welcome! See you Saturday morning!—**Dick Garrity**

I spoke to Reggie recently and he would like us drive both the Gator and the ATV on the grass next to the taxiway and stay off the road to the hangars. In discussing it, we agreed that the old guidance came from the days when we had an actual car for a tow vehicle. His concern is that people often do not observe the speed limit on the road and the ATV and Gator are not as visible to someone coming over the hill when we are in the dip. We are in/on a vulnerable vehicle versus a speeding car.



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—Dan Ernst
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Steve Zaboji
Chief Flight Instructor—Piet Barber
Safety Officer—Chuck Stover

Newsletter Editor—Phil Jordan
wingup126@gmail.com

Directors—Evan Dosik, Ertan Tete, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst

This actually better for us as it is more direct and saves the tires on our vehicles.

Reggie asks that we don't tear up the grass if it is wet, watch out for the drop off, yield to taxiing aircraft.

The Operations Manual will be updated to reflect the change.—**Dan Ernst**

SSA Award Application for Mario Simula—I have processed the application for Silver Altitude and Distance Claims on your December 15, 2015 flight. I am happy to notify you that your claim has been approved. Congratulations on your achievement! You should see your flight listed in the May 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

I am attending my first contest at Mifflin in Mid-May—I would like to extend the opportunity to rated club members to share duties of crewing and co-piloting. Members who co-pilot must meet these criteria:

- fit in the Duo back seat
- supply their own external catheters
- Not complain about my flying
- be under 225 pounds
- have at least a private pilot / category glider rating

I figure that two people could share the duty: one guy sits around waiting for me or Shane to land out, while the other guy gets to fly all day. Then, on the next day, the roles reverse.—**Piet Barber**

<http://www.ssa.org/Contests?cid=2336>

Alright—We will show them our team spirit. Maybe we need to bring our club flag? Beer tent, BBQ, etc?? Some bikinis on the grid would set it off. Either way, this will be fun.—**Shane Neitzey**

I'm not going to write a boring story about my “unremarkable” first Solo. I would like to offer my heartfelt thanks to Bob, Piet, John, Shane, Charles, Tim and David for having had the patience to instruct me. I have a long way to go, but I'm relieved to have finally gotten over this first big milestone!—**Brian Clark**



Photo: from Brian Clark