



## Monthly Newsletter of Skyline Soaring Club, Inc. July 2016

# SKY LINES

Masthead photo: Jimmy Corey

## President's Message

*Dan Ernst*



Well the Grob is back and fixed up very nicely! This ship has seen more hours on the interstate than in the air this year. Many thanks to Guido Kramp for hauling it to New Jersey, Dick Garrity for tracking down the canopy once it arrived here in the States, Evan Dosik for getting the new canopy transparency to New Jersey, and Ken Ring for dragging the Grob back to Front Royal. The repair work was done by Hank Nixon, a recent inductee to the Soaring Hall of Fame and speaker at this year's SSA convention on extending the life of fiberglass sailplanes. Hank is an expert and an artist. Our repaired canopy looks great. Shane Neitzey knows Hank from several regional soaring contests and made the initial contact to get Hank to do the work. It pays to have a network. We were sweating getting the Grob back in time for week of training, but real team effort got it back in the air in plenty of time. To all of you that sprang into action to buy the parts, track them down, arranged for the work to be done, and moved the glider, thank you from everyone in the club!

And speaking of the Week of Training, it is coming together as the date looms near. Looks like a robust student roster and most of the other slots filled in with a few open places. If John Noss makes any call for additional help, please do your best to serve. You will find it a fun time. Checkout the roster here: <http://noss.ws/ssc/WoT.pdf>

The rest of the flying and social calendar for this year are taking shape. A Warrenton Soaring Center cookout is planned for the 3rd of September. As Jim Kellett says, "come see where



Photo: Tom Motinger

it all started.” I took what was something like a FAST ride there in the early 80’s. I am excited to see the place again. We are also working on the date for another Burner Away day in late September or early October. I hope we land on a nice Fall day in the Shenandoah. And finally I am excited to announce that we are going to organize a gala party to celebrate the 25th

Anniversary of the Skyline Soaring Club. We are tentatively planning for Saturday the 5th of November. We will be trying to make this a fun event with dinner, music, photo displays and an after dinner speaker. Miriam and Greg Ellis have graciously volunteered to organize this event. We are hoping to make this an event that you won’t want to miss. ✈️

## FAA Wright Brothers Master Pilot Award

On July 30, Jim Kellett, aka the Club’s Resident Curmudgeon, will join three other Virginia glider pilots—Bill Vickland, Graham Pitsenberger, and John Molumphy—as a recipient of the Federal Aviation Administration’s Wright Brothers Master Pilot Award (see <https://www.faa.gov/content/MasterPilot/>). Jim’s wife Patricia,

who for many years crewed for Jim, driving thousands of miles with a trailer in tow, will receive a commemorative pin in recognition of her support. The award, which recognizes fifty years of accident-free flying (well, let’s say “reportable accident-free”), will be made at a brief ceremony at 4 PM on Saturday, July 30, in the conference room at the Dulles Flight Standards District Office, 13873 Park Center Road, Suite 475, Herndon, VA 20171. Skyline members are cordially invited to attend—no appointment is necessary, just a sign-in at the guard desk in the lobby of the FSDO. ✈️



Photo: Dick Otis



Photo: from Jim Kellett

# HAPPY 4TH



# *Movin' On Up*

*George Hazelrigg*

Photos: from George Hazelrigg

No doubt, many of you will remember the stock market sag of last winter, associated with China's economic woes. As I looked over my investments in preparation to do my tax returns, I noticed that I was paying people to lose my money, and I began to wonder why I was doing that. Then I thought about the last time I sold an aircraft. It was a 1976 Cessna 182 that three of us had purchased in 1980 for \$36,000. We sold that airplane in 1995 for \$95,000. As an investment, it performed better than the stock market. Same with the price of gliders. I paid more for my LS1-f in 2001 than it sold for new. That was the genesis of rethinking my investments. Why pay someone to lose my money when I am completely capable of doing that myself, and having fun doing it at the same time? Besides, maybe I won't even lose the money. What to do? Simple, upgrade my soaring pleasure by movin' on up. I began lusting after an ASW-27.

I began to be a regular at the Wings and Wheels classified ads. A good looking 27 came on the market in Texas. I responded the next day. Too late. That one sold fast. Another in California, but the owner wasn't so sure he wanted to sell right away. Then another in Pennsylvania. I had help from Chris Groshel, who very kindly took a careful

look at it and gave the disappointing advice, "Avoid this one." I began to get a bit discouraged. But my son George provided some sage advice, "Don't worry, people are getting divorced all the time." Shane and I began talking about sharing his 27, but I really wanted the opportunity to fly off whenever and wherever I wanted. That meant it had to be mine alone.

Then Shane called me with the news that a 27 was going on the market up at Fairfield. I called the owner, David Pixton, immediately and arranged to meet the next day. Off I went in a driving rainstorm to look at a glider. We met in the hanger at M-ASA, and I spent a few hours examining the ship. It was perfect. I could find no flaws, and we sealed the deal on the spot, and went out to a wonderful dinner together. Then, on May 28, I drove up to Fairfield one more time, with check in hand. David was great. He took some four hours going over the machine in detail. We did an assembly and disassembly, and updated the electronics, which include Power Flarm, transponder, ClearNav and ILEC SN-10. It's a lot of stuff to learn. Given uncooperative weather, it wasn't until June 6 that I got to fly it. As of the date I write this, I have three flights in it totaling about 6 hours. I'm slowly learning to fly it, and to learn what new equipment I need—new sunglasses, for example, so that I can read the instruments.



*Top: Evan Dosik tries on the new suit 6E.*

*Left: Evan Dosik, George Hazelrigg, Tim Moran and the invisible third team member Ken Ring.*

*Below: the illusive Ken Ring is there in spirit.*



All I can say is, "Wow!" It really is a big step up, much more machine to handle. My new call sign is Niner-Xray.

My next move, of course, was what to do with 6E, which I have flown for the past 15 years. I felt it would be nice if someone in the Club might want it, so I offered it to SSC members before putting it up on Wings and Wheels. I got an offer almost immediately from the trio of Evan Dosik, Tim Moran and Ken Ring. We finalized the deal on June 26, and, following David's example, on June 25, I spent several hours going over assembly, disassembly and the flight characteristics of the LS1. Evan and Tim flew later that day, and both came back with grins spanning ear-to-ear. The LS1-f is actually quite a good glider as a first-glass ship. While it lacks the performance of the more modern ships, it can keep up with most stuff out there, and it's quite capable of taking pilots through the full range of badges. So I expect that we'll be seeing a lot of the new LS trio, and we'll still hear 6E calling 45 entry to 28 at Front Royal.





## Meet the Member

all day- I solo'd in November 2010. To say that I was hooked would be an understatement. The following summer (2011) I wrapped up my private glider and began looking for more to do... In October 2011, I was offered a flight with Jim Frantz in his Duo and wasn't stupid... so I took it. After we landed it, the BRSS resident german, Peter Pfortner, told me to read the club's LS6 manual since I would be flying it the following day. I fell in love with it and a few hundred hours later it's still my favorite glider.

Thanks to a really supportive club, summer 2012 saw my introduction to "real" XC flying at the Caesar Creek Soaring Camp organized by Frank Paynter. This was really the first time that I felt comfortable stretching my legs without worrying about squeezing the glider into tiny/nonexistent BRSS fields. When I came back, I was really energized and set out to explore the New Castle area. During Spring break 2013 I went to the Seminole Lake XC camp and got a more advanced introduction to racing with John Good as my mentor. This set up the summer well where I flew Peter's LS8 in the Caesar



Creek, Ionia, and Harris Hill contests placing 2nd, 3rd, and 4th respectively. I also added commercial glider and private airplane somewhere in the middle of it...

During Fall 13 I headed off to my first year of Aerospace Engineering at Virginia Tech. Being close to BRSS may have influenced the decision some... Winter 2013-14 I wrapped up my CFI-G and was fortunate enough to be selected as the recipient of the SSA Kolstad Youth scholarship. I also flew in the "Seniors" contest as a guest (I'm not quite senior enough to be a regular entrant) and shortly after getting back, returned the beloved boomerang back to it's home at BRSS for the first time in 10 years.

Somewhere between then and now I spent some time working on my start-up that processes aerial imagery for agriculture while working out of Yale and learned a lot about the start-up world, and myself...

Fast forward a few nationals later and in Winter 2015 I headed to Australia as a US pilot in the Junior World Championships. This was my first time out of the country and an all around incredible experience. If you want to see 35 of your best friends up close, you should check out the pre-start gaggles at the worlds. The US team did relatively well and



Photos: from JP Stewart

### JP Stewart-Boomerang Snatcher



Hello Skyline members! I'm a new member of club joining you for the summer while away from my home club: Blue Ridge Soaring Society. Some of you may remember me as "that kid who took the boomerang" two years ago. This summer I'm working with Aurora Flight Sciences in Manassas and in order to prevent soaring withdrawal I hope to be out as much as possible between now and the end of August.

Though no one in my close family is a pilot, I've always been an airplane guy (see photo on the right when I was 6).

After getting a few intro flights and spent unhealthy amounts of time on flight simulators, I moved into R/C when I was 10 since I wasn't really old enough to get into full scale and so began a whole new phase of my flying life. After a few years of giant scale R/C aerobatics I was looking to move back into the full scale world and discovered the Blue Ridge Soaring Society about 45 minutes from my home. Thanks to tolerant parents who spent many days driving me to the field and waiting around






we're gearing up for the 2017 worlds in Lithuania.

I hold 19 VA state records and am currently the "Director of Safety and Training" at BRSS, while acting as the SSA Governor for Virginia and Chairman of the SSA Youth Committee. At the time of writing, I am preparing to run the first Junior (under 26) only contest in mid-July 2016 and hope to give more young people the same soaring opportunities I've had.

In my time at Virginia Tech, I've been pretty lucky to get to play with some cool things. Most of my work there revolves around flying our big RC helicopter as well as working with design teams to "translate" paper designs to flying aircraft. Some other interesting things have included flying UAVs in the Hannah Graham search and crew on the test site opening flight.



Going into my senior year, I'm beginning to see the end in sight and will be figuring out what's next. Maybe that's the "real world" maybe more school. My soaring friends have been a real family to me over the past few years and I haven't met anyone I didn't like or think was amazing. I just got back from an aerospace conference in China so I missed the last two weekends but please come say "Hi" when I see you next and if anyone is looking for instruction or help with the transition to XC flying, I'm glad to help.

I've learned a lot, and have a lot to learn. Thanks for taking to time to read about me, I'm glad to be with you all this summer and look forward to hearing your stories too. 



## Birthplace of Skyline Soaring: Warrenton Soaring Center

Photos: from Phil Jordan

### Jim Kellett

The owner of Warrenton Airpark, Thomas Richards, has agreed to host a second Warrenton Soaring Center reunion!!

The time/date for the potluck picnic will be 1100 hours on Saturday, September 3 (the first day of the Labor Day weekend). No rain date—if the weather is inclement, we can convene in the hangar of the skydiving company that's now operating there. Last year's event was a lot of fun -- and to jog your memory of what it was like "back in the day", here's a slide show (mostly Charlie Lee's and Ernie Klimonda's pictures) as a reminder: <http://tinyurl.com/Warrenton-Memories>. (Remember the weekend cookouts we used to have there??)

There will be grills if you bring meat to cook. Might want to bring something to sit in as well, although there will be picnic tables and some benches there.

There's a CHANCE we might be able to arrange for a skydiving adventure for people in our group as a 'walk-on' (as Christine did last spring!) but as of now, no guarantees on that.

Just in case your memory's as bad as mine, here's direc-



tions to Warrenton Airpark: [http://www.flyingclubl.org/directions\\_airpark.php](http://www.flyingclubl.org/directions_airpark.php) If you can think of others who might be interested, please forward this to them (and send me their email address). Cut&paste above link:more ectronic VooDoo-ed.)



### Tow Talk

Steve Zaboji

#### Smooth Release

During my last towing day I experienced a problem where the tow rope retraction system failed to fully rewind the line. My airspeed was well below the recommended line-retraction speed, nevertheless, subsequent attempts met with failure indicated by the retract switch popping off.

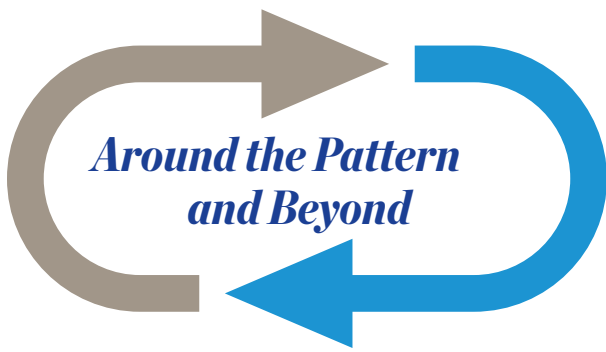
After I landed, ADO Matt Linger discovered a knot in the line, one that he quickly fixed. The knot mystery got me to

thinking as to how that might have happened, after all there were lots of eyes on the rope including mine during the pre-flight. I scanned my memory bank and came up with a probable scenario.

I remember noting one glider pilot who released in a slightly different manner. When nearing the agreed upon release altitude he aggressively pitched up prior to release, an action that snapped the rope back toward the tow plane. Obviously I am not 100% on this theory but it seemed probable to me. I would welcome input from others who might have had the same experience.

In any event, my recommendation is that when you release from the tow plane, pull the knob when a stable relationship exists between the tow plane and the glider. If you would like to trade any extra speed for altitude, do it after the release is confirmed.

Now go find some good lift!



***Back to the Future***—Kyle Schweizer shared the news, that the new 2-33B had its first flight on Friday, 24 June. Les Schweizer and Dave Welles did the first flight (see photo). Phil Westcott and Kyle Schweizer did the second flight and then Les Schweizer did the third flight - solo. General comment was: It flew beautifully! This ship will participate at IVSM, so if you like to see this modern classic glider in action, come and join us at Harris Hill, 9-16 July 2016!—*Simine Short from Vintage & Classic Sailplanes*



*Shane Neitzey at Mifflin by Bozena Michalowski ©*





Copy That



*Flotsam and Jetsam  
from the Editor's  
Daily Email Tsunami*

**Today I stocked the frig with 70 gatorades.** Looks like we are light on water. I am DO next Sunday (July 3) and will bring lots of water as well as more Gatorade, noting WOT the following week.—*Bruce Zivic*

**The next New Members Orientation Session (NMOS)** is scheduled for July 2nd 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, Membership Officer*

**Airbus Introduces 3D-Printed Unmanned Airplane** Airbus introduced the first 3D printed airplane at the recent International Aerospace Exhibition in Germany, demonstrating what the company calls the future of aerospace manufacturing. The 13-foot-long unmanned airplane, somewhat resembling a full-scale Airbus jet but with propellers, is named Thor, short for "Test of Hi-tech Objectives in Reality," according to a report from phys.org. "This is a test of what's possible with 3D printing technology," Thor's developer, Detlev Konigorski, said during a speech at the Schoenefeld airport. "We want to see if



we can speed up the development process by using 3D printing not just for individual parts but for an entire system."

Thor is already undergoing flight testing. The airplane first flew in November in Germany and "flies beautifully, it is very stable," chief engineer Gunnar Haase told phys.org. Airbus plans to patent its parts-printing technology and is presumed to pursue the development of full-scale airliners, as reported by 3Dprint.com. The aircraft has about 50 parts made from a 3D printer, which allows for quick reproduction of any component, according to the report.—*Elaine Kauh*

<http://www.avweb.com/avwebflash/news/Airbus-Introduces-3D-Printed-Unmanned-Airplane-226382-1.html>

**Do not ride in the back of the Gator.** There is a specific warning placard in the bed of the Gator prohibiting this practice. See attached. We cannot afford to ignore the manufacturer's warning. They may have gotten there the hard way, as in someone fell out and was injured or killed.

Likewise, do not ride on the back of the ATV. That is even more dangerous. You can get dumped off easily.—*Dan Ernst*  
...and furthermore:

**The rollover danger warning** and the caution to TURN OFF THE MOTOR when leaving the gator should also be stressed.

If our vehicles are driven SLOWLY (as they should be), safety is greatly enhanced. *Neither the Gator nor the ATV have been implicated in Stall-Spin incidents.* —*Bill Bank*

**In bay 5 of the hangar there is a slate pool table top,** complete with felt. It's intended use is not apparent to your hangar meister and its in the way.

If anyone has knowledge as to why this piece of material has value to the club please advise me ASAP.

Fair warning, unless I hear from someone I will dispose of it on Friday July 8, most likely in pieces. Of course if someone is interested in it for other reasons it's yours for the asking.

—*Bruce S. Zivic*

**Official pre-flight briefings** and how to source the weather information you need for a flight is an area I think us glider pilots don't often focus on but should. Did you get an official briefing before your last glider flight?

Below is a link to a webinar on tips and tricks related to self-briefing. I often still call flight service for my briefings—I'll be joining to get more proficient with the available online tools.

—*Charles Norman*

<http://www.fly-rite.com/#/free-webinars/tfdlw>



**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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**Secretary**—Keith Hilton

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**Newsletter Editor**—Phil Jordan

wingup126@gmail.com

**Directors**—Evan Dosik, Ertan Tete,

Dick Edge, Richard Garrity,

Keith Hilton, Dan Ernst