



Monthly Newsletter of Skyline Soaring Club, Inc. June 2016

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Masthead photo: Jimmy Corey

President's Message

Dan Ernst



Well, Skyliners, It has been an eventful month. Most recently the Grob suffered damage when the rear canopy came open on takeoff. Fortunately, no one was injured. The crew where both rated pilots and control of the glider was passed from the PIC in the back seat to the front seat. Fortunately, the PIC in back flew the glider first and made no attempt to lasso the loose canopy. Then at a safe altitude passed the controls to the pilot in front. The tow pilot smoothly brought the glider around the pattern and they dropped off for a safe landing.

The Safety Officer has taken statements from all concerned and has submitted his report. The Board of Directors will be closely looking at the report and our procedures and training to discover any areas for improvement.

The glider was transported to New Jersey by Guido Kramp during the run up to Memorial Day and all of the traffic that involves. Thank you, Guido! As I write this, we believe the new canopy glass is in the United States and Dick Garrity is awaiting notification to pick it up. Dick volunteered to be named

the recipient of the canopy on the customs forms, willing to drop everything and go get it as soon as it is available. Thank you, Dick! As soon as we have the canopy glass, it will go to NJ where the frame will be repaired and the new glass installed. It has to be done on the glider to get the right fit.

This happened before and the repair on the canopy frame was less than optimum. Late last year, Bill Vickland reinforced the canopy frame. It is conjecture, but I believe the canopy stayed in one piece due to Bill's efforts. Thank you, Bill!

Due to fast action on the part of Evan Dosik and Shane




Photo: Keith Hilton

Neitzey, the repair process got underway quickly and there is a glimmer of hope that the Grob will be flying again in time for the Week of Training which will start on July 4th. See information from John Noss on page 5 in the newsletter on the WoT. Sign up now!

This weekend we again had the pleasure of Bill and Sharon Burner's (and Guinevere, Josh and Elodie Kutella's) hospitality at their grass field in Woodstock, VA. As we like to say around Skyline, if you missed it, "Ya shoulda been there!" The weather was not clear, nor was there any lift, but although it threatened all day, it didn't rain significantly until the very end. It was a fun time none the less. The Zaboji family provided great food for donations to the Skyline Soaring Educational Fund. There were plenty of kids, dogs and family around and it looked like people had a really good time. Thanks to Keith Hilton and his crews at both Burner and Front Royal for a smooth and safe event. I'll leave it to Keith elsewhere in these pages to name names, but my thanks to one and all.

In case you missed it, Shane Neitzey and Piet Barber both competed in the Region 2 contest at Mifflin, PA last week and did well. Several members crewed for Shane and Piet and some got to ride in Piet's backseat. Must have been a great experience!

Week of Training is coming up. This is a great opportunity to learn and enjoy the camaraderie of fellow club members at the field. I once was DO for several days in a row and stayed out in Front Royal. Their downtown is a nice little place to explore in the evening. Please look at your schedules and figure out if you either want to take instruction or volunteer to help out. The time is neigh and John Noss is trying to nail down the details. This is a big effort, so please help John out and commit as soon as you can.

As we speak, we are below our normal number of sorties year-to-date due to the awful weather and the absence of the Grob. Hopefully we can get a few ad hoc days organized and remedy that situation. So come on out and fly! 

Away Day: Excerpts from the DO's Report

Keith Hilton

It was another great Family Day at Bill and Sharon Burner's on Sunday. It was a day of camaraderie, great food, great conversation, OK weather, and 30 glider flights.


Soaring conditions were not great, but I think nearly everyone that wanted to fly got a chance to take to the sky. Flight of the day, at 34 minutes, goes to Craig Bendorf and Jim Kellett in the ASK-21 for Craig's spring check. ...

Robert Gray and Chris Zaboji both took the opportunity to fly Bill's "convertible" 1-26. Jeff Windham and Ertan Tete both took to the sky in the Sprite.

Bill demonstrated the capabilities of his Bergfalke to Dan

Ernst and Erik Van Weezendonk. Dan was a little unnerved that the Bergfalke has a wooden wing spar. Erik was unfazed. He turned right around and took Elise Wheelock for a quick ride in the Bergfalke. You couldn't wipe the smile off Elise's face. ... Club members kept Tim Kreiner busy with instructional flights during the day. ...The ASK-21 was the workhorse for the day. Chris Zaboji took his college roommate, Alex Bochel for a ride in the ASK-21 and Ertan Tete finished out the day with the last local flight in the ASK-21 around 5:30.

We were fortunate that Mother Nature tried her best to keep the rain away from Burner Field. ...Mother Nature finally showed us who was boss as Martin Gomez towed the ASK-21 back to Front Royal with Bryce Nystrom and Tim Kreiner just before 6:00 pm in moderate rain. Everything was put safely back in the hangar by the time I returned to Front Royal.

A huge THANKS to everyone for making our first Family Day of 2016 a huge success!! 





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You Are Not Here

Simple Ferry Flight Yields Important Lessons

Reynolds Renshaw with Tim Kreiner


I was fortunate to have the opportunity to ferry the ASK-21 from KFRR to Burner Field on May 29th. Tim Kreiner was the duty instructor in the back-seat. This was my fourth visit to Burner Field and I had multiple flights from the airport (though I had never ferried an aircraft to the field). I was familiar with the terrain and knew the landmarks – west of I-81 on a line from the water tower, three parallel agricultural structures (chicken coops?) point directly to the field from the northwest, and the hangar was red with a silver roof. [Having once helped Dr. Burner open up Away Day operations, he recommended we pull his planes out of the hangar early as they serve as a good field identifier. Not yet a student pilot, I thought this was silly. Who can't find an airport?] Tim had also flown at the field and this was his second visit.

Weather conditions in the morning were calm with slight to moderate haze to the south. Take-off and tow were uneventful. Tow Pilot Martin Gomez requested low-tow position after we cleared the last ridge. We maintained a westerly heading until we crossed I-81. Turning south, Tim and I started scanning for the

field. The haze was more annoyance than hindrance, as landmarks were visible but not sharp from altitude. Together we scanned the ground looking for the field and landmarks. [Note: maintaining low-tow position is a full time task. Simultaneously scanning the terrain is a difficult add-on.] After one false field identification, we both identified the red barn/silver roof structure and three parallel structures. “3 O'clock. Red barn and chicken coops. You see it?” “Yup, I got it”. I pulled the release and turned west for the field.

“Hey, where'd the barn go?” As per proper release procedures, I checked for traffic both left and right, thereby taking my eyes off the identified landmarks. Once I reacquired the landmarks, we were much closer and determined they were not the correct barn/coops. No worries, we had plenty of altitude and we could circle and scan. We found the water tower and flew west. Nuttin. After a few minutes of negative results, we radioed Burner DO Keith Hilton – “Do you see a lonely Schleicher above your field?” Despite several tips from Dr. Burner himself (how close to Woodstock? Two big box stores?, etc. we couldn't find the field. We were about 1000' AGL when our last tip came in – “WHICH water tower are you looking at?” Aha! We were fixated on the incorrect tower, located approximately 2 miles north. Directed to take a southwesterly 45 from this north tower, we continued to scan for both Burners Field AND the closest long/wide field. At 900' AGL and seconds from calling 'no-joy', the field appeared directly at 12 O Clock, the Mormon Tabernacle Choir burst into “Hallelujah” and we called a straight- in approach to Runway 21. As we approached, it was apparent we had altitude for a safe right pattern to Runway 3. We notified the DO and executed the landing.

An honest post-flight debriefing followed. We determined the following lessons learned:

- * If you have a GPS, bring your GPS. If you don't have one, get one.
 - * Re-familiarize yourself with the location and landmarks prior to flight regardless of prior experience and knowledge.
 - * Be absolutely sure of the runway identification before releasing. We identified four false-positive landmarks: red barn, parallel buildings, water tower, and big box buildings. Did the slight haze prevent proper identification? Maybe. But I also knew planes were to be parked adjacent to barn but did not confirm that before release.
 - * Remain calm, communicate early/clearly, and think one step ahead. This is an area we felt we performed well. While it is true most men won't ask for directions, we swallowed our pride early enough to act upon navigational assistance. It takes a few iterations of Marco-Polo for the ground crew to ascertain the aircraft's position, so give yourself the time. We had also noted a possible land-out location before finding Burners.
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An Eagle Among Us

Keith Hilton

Edited by Susan Zaboji

What do the following people have in common? President Gerald Ford; Astronauts Neil Armstrong, Jim Lovell, Joseph Tanner, and Michael Fossum; Aviator and Adventurer Steve Fossett; CIA Director Robert Gates; Secretary of Defense Donald Rumsfeld; Academy Award-winning film director, film producer, and screenwriter Steven Spielberg; Host of Discovery Channel's Dirty Jobs, Mike Rowe; and Skyline Soaring Member and Virginia Tech Sophomore Christopher Zaboji? Answer: They are all Boy Scouts of America Eagle Scouts, the highest rank attainable in the Boy Scouting program division.

On May 18th I had the honor of attending the Eagle Scout Court of Honor for Chris. Not ever having been a Scout and not knowing much about it all, I was excited to attend the ceremony honoring Chris. Chris became a Boy Scout on April 9th, 2008. He actually completed the requirements and earned the Rank of Eagle Scout on August 12, 2015, but since many of his friends were away at college, he waited until May 2016 for the formal ceremony.

It was a very impressive evening. In addition to the Eagle ceremony, itself, other members of Reston, VA Troop 1313 were recognized for their accomplishments and were awarded Merit Badges and Rank Advancements. Also, all Eagle Scouts in attendance stood and stated the dates that they were awarded the rank of Eagle Scout and the troop they were associated with at the time. It was impressive to hear of those who achieved this rank from the early 1960's right up to others who had earned it earlier this year.

Chris's mother Susan and father Steve made wonderful motivational speeches, including their thanks to all of the people who had made an impact on Chris's life and who had helped him attain the rank of Eagle. Among those they praised were

the members of Skyline Soaring Club who have made a tremendous impact on Chris's life. Additionally, Susan pinned on Chris's award pin.

Chris also presented an Eagle Mom's and Eagle Dad's pin to his parents which he pinned on their lapels.



So what are the requirements to attain the rank of Eagle Scout, you ask? In my research I learned that the requirements include earning at least 21 merit badges demonstrating Scout Spirit, leadership, and service. The requirements also include an Eagle Scout Service Project in which the Scout must further demonstrate service and leadership. Currently, around 4 of every 100 boys who join Scouts make Eagle Scout—that's less than 1% of the male Scout population and, when achieved, a pretty impressive accomplishment!

Chris Earned Merit Badges in: Rowing, Canoeing, Swimming*, Emergency Prep*, Environmental Science*, First Aid*, Wood Carving, Horsemanship, Camping*, Citizenship in Nation*, Citizenship in World*, Wilderness Survival, Orienteering, Photography, Citizenship in Community*, Communication*, Shotgun Shooting, Cooking*, Personal Fitness*, Family Life*, and Personal Management*. (* Eagle Required)

Chris also served in troop leadership positions as Patrol Leader, Assistant Senior Patrol Leader (twice), Senior Patrol Leader, and Troop Webmaster with Troop 1313.

During his remarks, Steve noted that during Chris's time as a Scout he had not earned the Aviation Merit Badge! How could that be?

So what are the requirements to earn the Aviation Merit Badge? Well, let's review. A Scout must:

1. Do the following:

a. Define "aircraft." Describe some kinds and uses of aircraft today. Explain the operation of piston, turboprop, and jet engines.

b. Point out on a model airplane the forces that act on an airplane in flight.

c. Explain how an airfoil generates lift, how the primary control surfaces (ailerons, elevators, and rudder) affect the airplane's attitude, and how a propeller produces thrust.

d. Demonstrate how the control surfaces of an airplane are used for takeoff, straight climb, level turn, climbing turn,

descending turn, straight descent, and landing.

e. Explain the following: the sport pilot, the recreational pilot, and the private pilot certificates; the instrument rating.

I think Chris would have no problem meeting those requirements.

2. Do TWO of the following:

a. Take a flight in an aircraft, with your parent's permission. Record the date, place, type of aircraft, and duration of flight, and report on your impressions of the flight.

b. Under supervision, perform a preflight inspection of a light airplane.

c. Obtain and learn how to read an aeronautical chart. Measure a true course on the chart. Correct it for magnetic variation, compass deviation, and wind drift to determine a compass heading.

d. Using one of many flight simulator software packages available for computers, "fly" the course and heading you established in requirement 2c or another course you have plotted.

e. Explain the purposes and functions of the various instruments found in a typical single-engine aircraft: attitude indicator, heading indicator, altimeter, airspeed indicator, turn and bank indicator, vertical speed indicator, compass, navigation (GPS and VOR) and communication radios, tachometer, oil pressure gauge, and oil temperature gauge.

f. Create an original poster of an aircraft instrument panel. Include and identify the instruments and radios discussed in requirement 2e.

I think Chris would have no problem meeting nearly all those requirements, not just TWO of them.

3. Do ONE of the following:

a. Build and fly a fuel-driven or battery-powered electric model airplane. Describe safety rules for building and flying model airplanes. Tell safety rules for use of glue, paint, dope, plastics, fuel, and battery pack.

b. Build a model FPG-9. Get others in your troop or patrol to make their own model, then organize a competition to test the precision of flight and landing of the models.

Even though Chris is an accomplished commercial glider and powered aircraft pilot, he told me that he wasn't handy yet at building models, so he didn't accomplish either a. or b. Susan noted that a friend and fellow Scout even provided Chris the model airplanes to build!

4. Do ONE of the following:

a. Visit an airport. After the visit, report on how the facilities are used, how runways are numbered, and how runways are determined to be "active."

b. Visit a Federal Aviation Administration facility—a control tower, terminal radar control facility, air route traffic control center, or Flight Standards District Office. Report on the operation and your impressions of the facility.

c. Visit an aviation museum or attend an air show. Report on your impressions of the museum or show.

Once again, I think Chris could meet at least one of these requirements.

5. Find out about three career opportunities in aviation. Pick one and find out the education, training, and experience

required for this profession. Discuss this with your counselor, and explain why this profession might interest you.

Again, I don't think Chris would have an issue with this one.

As part of his remarks, Steve presented Chris with a beautiful plaque with enlarged pictures of the front and back of Chris' commercial glider pilot's license (in lieu of the neglected Aviation Merit Badge). I believe that plaque means much



more to Chris than the Aviation Merit Badge.

As I mentioned above, an Eagle candidate must also complete the Eagle Scout Service Project. For his project, on May 9th, 2015, Chris led a group of 50 scouts and adults in the tear-down and re-purposing of a chain-link fence to go around a large and newly-built playground at Reston Presbyterian Church. This playground's new location makes it easier for the children to play under parent supervision, and the fence gives the parents peace of mind for the children's safety near the parking lot.

Scoutmaster Joyner presented Chris with an Eagle Scout recognition Plaque and a congratulatory letter from the National President of the Boy Scouts of America, Robert Gates. Additionally he presented Chris with a majestic and unique carved Ironwood Eagle.



In his remarks, a very humble Chris thanked all of the Scoutmasters and fellow Scouts who helped him achieve the rank of Eagle. He also talked about events during his time with Troop 1313.

Wrapping up the Eagle Scout Court of Honor, Chris's brother, Life Scout and Skyline Soaring Club member, Steven Zaboji, played a beautiful rendition of Ashokan's Farewell by Jay Ungar on the violin.

Once again, it was an honor to be in attendance at Chris's Eagle Scout Court of Honor, and I encourage all of you to attend this type of ceremony, if you ever get the chance. I'm sure that you will be impressed.

Congratulate Chris on this monumental accomplishment the next time you see him around the field. We are all proud to have him as a member of Skyline Soaring Club!



Skyline Library

Jim Kellett

Several current and former Skyline Soaring Club members have donated parts of their extensive personal libraries of aviation-related books to the Club for current members to enjoy.

It's set up on top of the credenza in Hangar 5 (one of the hangars with personal ships of club members in it), which can be accessed through the wall next to the refrigerator.

Feel free to borrow one or more, just return it eventually so others can have a shot. Oh, and also feel free to contribute any books YOU have that you're not consulting on a regular basis!

Right now, the collection is - ahem - eclectic, and mostly older books. For example, there's a copy of the original Schweizer Soaring School training manual, several copies of Conway's "Joy of Soaring" (once the 'official' SSA recommended manual!), and sets of several older books by Tom Knauff and Derek Pigott. There's also some expensive books, mostly about older sailplanes, including those by Peter Selinger and one of the Schweizer brothers. There's Simon's classic set of the world's sailplanes, safety stories from Ann Welch, a few musings by soaring pilots like William Langesweise and Gren Seibels and Richard Bach. And a picture book from the Smithsonian on "Women in Flight". There's even a novel!

And more.

Enjoy!



TAKE ONE, LEAVE ONE, BORROW ONE . . .
AVIATION BOOKS!

Donated From Skyline Club Members' Personal Libraries
Old and New Training Books . . . Novels Involving Aviation . . .
Aviation Picture Books . . . And Much More!

Week of Training—1 Month Out

John Noss

We are now only a month out from this year's Week of Training, scheduled for Monday 4 July through Friday 8 July. Please, again, if you would like to participate, drop me an email and we can begin the dialogue on what you hope to accomplish and how best to structure WoT activities. There is a link to the evolving WoT schedule at the top of the duty roster page on the club website, every time I update it the current version is posted, with an 'as-of' date at the top of the sheet. I have only heard from a small fraction of the potential students who responded to Piet's original interest survey 5 months ago. We still need lots of instructors and towpilots. It's time to nail down the details!



Photo: Dick Otis

VASA Cross Country Camp

Piet Barber

Recently I attended the Virginia Soaring Association Thermal/XC Soaring Camp (week 1) in Emporia VA. All of the soaring clubs in Virginia meet once a year in January. During those meetings, the presidents of each club (and a few key members) share ideas on how to grow each other's soaring clubs. We share tales of working with the FAA or the SSA. At the last meeting, somebody opined that it would be wonderful if all of the soaring clubs in Virginia could get together to practice flying in thermals. So we did.

<http://virginiasoaringxccamp.weebly.com/>

This event is spread over two weekends, and we just finished the first weekend. Members from Tidewater Soaring Society (Windsor, VA), Merlin Soaring in (Amelia, VA), Shenandoah Soaring (currently in Petersburg, WV), and Skyline Soaring Club (Front Royal, VA) got together in Emporia, VA.

I left on Thursday evening to drive my two seat glider down to the bottom of the state. The drive was about 4 hours through the winding back roads to I-64, then I-95 to Emporia. The weather en route was terrible; heavy rain, poor visibility, and aggressive drivers zooming by me and my 2800 pound glider trailer.

If you ever wondered how to get a glider around, you put it in a trailer like this (and tow it with a big enough truck)



On Friday we sat inside and looked at the cats-n-dogs of rain outside. We spent the time constructively. Jim Garrison gave many lectures about how to fly a glider away from the airport. The lectures covered many topics such as: "Off Field Landing", thermalling techniques, what speed to fly when fly-



Photos: Piet Barber

ing between the thermals, and there was also a lecture on the etiquette of flying in a thermal with many other gliders

On the final day of Cross Country Camp, we finally got some seriously good soaring weather. I took the Duo out for a 300k triangle, with Pete Appleby, JP Stewart, and Brandon Pierson from BRSS.

The first leg of the trip was from Emporia to Merlin Aerodrome. From there, we were to go to an airport called William Tuck airport, right on the North Carolina-Virginia border. Then back to Emporia.

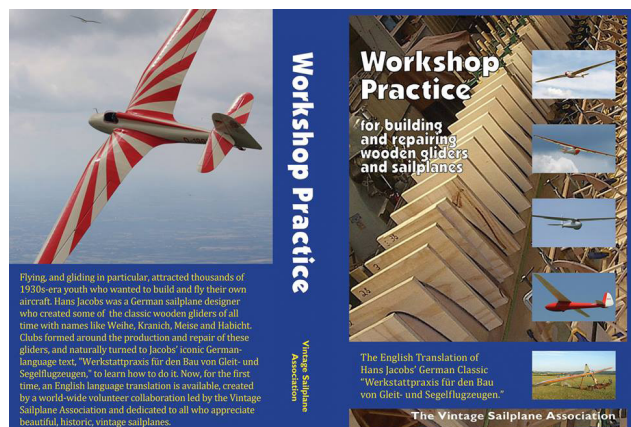
The soaring was excellent on the first third of the trip, but much worse on the second leg. Once we got to Merlin, the 6 and 7 knot thermals turned into 2 and 3 knot thermals. I limped along between the two Military Operations Areas of Farmville and Pickett.

As I got south of the Farmville MOA, I looked at a blue sky ahead, and not many prospects for good soaring. I turned and headed home, 15 miles short of the second turnpoint. The rest of the trip was pretty easy, with a 15 knot tail wind.



(If any SSC member is considering a wooden sailplane—goodness you're in luck—Ed.) **The VSA's English translation of Werkstattpraxis.** The book, now called Workshop Practice, came together very quickly over the last couple months even after 25 years in the making! It is on schedule to be introduced and available to buy at the IVSM on Harris Hill in Elmira, NY on July 11. Marketing and distribution details are coming together and we will report them as soon as possible. The books will be available through internet sources and the VSA in late July. The price is still being worked out as it is a more complicated process than one might imagine. The attachment shows the complete cover, showing the back and front. Note that this edition also includes an Addendum of updates and modern sources (by Neal Pfeiffer) for those wanting

to produce or repair wooden sailplanes in today's world...this is a valuable addition for safety, convenience and regulatory compliance.—**Jim Short— simajim121@gmail.com**





Meet the Member

Another Dutch Guy??? Erik van Weezendonk

Two months in a row that SSC is going to hear from a Dutch guy (Theo was last month)... I was born in 1972 in Eindhoven, the Netherlands. My Dad worked for Philips and was transferred to the USA as part of their business development program for mid-level managers. We (Dad, Mom, younger brother, and I) arrived in East Windsor, NJ in 1975, truly a great place (the Garden State isn't all Newark!). Lucky for my father (private pilot), our new neighbor across the street took an immediate liking to his new Dutch friends and invited us to go flying. Alan was part-owner of a Cessna and eventually took my father up flying so often that my Dad took his ASEL Checkride before he earned his American Citizenship! So, we became a flying family and would take little trips, to the beach, to the Pocono Mountains of PA, etc. That's where the love of flying started with me.

Fast forward to high school...I decided flying was cool and also thought serving in the military would be great. I applied to US Naval Academy and US Air Force Academy, was blessed to get acceptance into both. My Air Liaison Officer, Maj Len Boltz, eventually convinced me that the US Air Force has better flying opportunities than any, especially if I graduated from USAFA. It wasn't all fun at USAFA, but I was able to solo in a glider, jump out of planes with the Army, and even scored some backseat rides in F-16's....all this before I could even legally drink a beer! But alas, after Desert Storm there was a big drawdown in the military and the opportunities were quickly dwindling. I had done fairly well at USAFA, but something was missing....So I looked into, pursued, and earned a spot in the US Marine Corps. I figured there were plenty of opportunities in the USMC, and though I still wanted to fly, any of the other jobs (MOS, if you like) were challenging and afforded me leadership and adventure. So on my USAF Academy Graduation Day (June 1, 1994) I cross-commissioned into the United States Marine Corps. I enjoyed my first eight months at Quantico, then earned a pilot slot, then went to Pensacola, earned a jet slot, then was into FUN flying: low, fast, tactical, dropping bombs, formation two-ship and four-ship, etc. I even scored another great ride, backseat with Lead Solo at Blue Angel's practice in El Centro, California!

And then....my punch in the belly. I'm a decent pilot, not a rock star. I studied, I performed, I tried. There was one thing I simply could not master, Carrier Qualification (aka landing on a boat). A bit of politics ensued, but the long and short was that my military flying aspirations were now over. Make lemonade, I guess. It's okay, I'm over it. Over it. Over it. I truly do like lemonade!

And I did make that lemonade. I owed the USMC two more years, which I served, deployed, and enjoyed (mostly) as an aircraft maintenance officer.

When I left, I thought about corporate gigs, pharmaceutical sales, start-ups (this was during the dot-com rage) but I really missed flying. So, I earned my CFI, then CFII, and started teaching, which I LOVED!! I also moonlighted as an airborne



(Above) Erik in uniform with Kim (Below) Erik, Alex, and Matty at FRR



traffic reporter in San Diego, CA (also loved) and I started racking up the hours (record was 140 flying hours in one month). I parlayed these jobs into cargo flying (Piper Chieftain), then flew for a regional airline for nine years (SkyWest, partnered with Delta and United) and five years ago I finally won the lottery and was hired at FedEx. I flew the Boeing 727 and now the MD-11 (basically a DC-10 on steroids). I've taken a year off from FedEx and gone back into USMC full-time to handle some life issues, but I'll go back to FedEx in September, 2016. I'm still not sure what I should fly when I go back (and I'm happy to discuss options and take advice from the sage SSC aviators in that regard).

What's next for me? I'm unsure. I'd like to get more proficient with my soaring skills (especially cross-country and maybe aerobatics?) and then it's whether to pursue the idea of tow pilot for SSC or earn my CFI-G. Either way, we all have a duty to make SSC as great as we can. Sweat equity, contributions, or simply wing-running. We are all an asset! Finally, I've been blessed. I've got two great kids with me in Leesburg, VA who both enjoy flying. My first exposure to SSC was a year ago during Burner Field Away Day, so to me, it's fitting you've learned a wee bit about me on my one year anniversary. You'll see us around from time to time. I'm the goofy tall dude with an aviation-infected smile!



Meet the Member

Ralph Vawter—Hooked on Soaring—Again!

I wasn't one of the kids who dreamt of being a pilot as a child, I was more of a car guy. My only real experience in small aircraft was flying with a couple of co-workers who flew power planes with a local club. It was fun, but didn't catch my attention.

In the spring of 1987, a small clip in the Richmond newspaper noted that the Richmond Soaring Club would be giving introductory flights on the upcoming Saturday. For some reason that sounded like some real fun for \$25. I have that newspaper clipping taped to the inside cover of my first log book. I coerced my wife and a friend of hers to go with me to take a glider ride. The plane was a Schweizer 2-22 and the pilot in charge was a local newspaper writer – Peter Bacque. The ride probably was very short but when I got back on the ground I knew that this was something that I HAD TO DO!!!

A determined search led me to a couple of soaring clubs and schools before I settled down with a group in Wakefield, Virginia. My first logged lesson was in a Grob 103 in Mt Airy, NC. This was a one-man show but the ship was sleek and the ride was exhilarating and the hook was set a notch deeper. I then ventured to Warrenton and flew with Linn Buell in a 2-33 (N27433H). Like my first glider ride, I took my wife and an aunt and uncle along and they all took rides. Their pilot was a chap named Carl. It took Carl a lot of effort to walk to the plane, which concerned my relatives greatly, but he gave them a great ride. My aunt continued to pester me to get my certificate so that she could go on a ride with me.

My early efforts at gliding came in spurts. I would take a lesson, then not come back for several weeks for another lesson. In fact, I only got in fifteen lessons in my first full year. It took me almost two years from my first lesson to finally solo. That really didn't matter to me as I was hooked from that first demo flight. Perusing through my old log book I see that I first flew a 1-26 the day before my birthday in 1989. Finally in November of 1990 I took my check ride. Fully three years elapsed between my first lesson and getting my certificate. It was well worth the wait.

My club lost access to a tow plane so we re-located to Emporia, Virginia. Greensville Emporia Airport has a 5000' runway, so the club purchased an old Ford pickup truck and a bunch of rope and we proceeded to become a ground launch operation. I had almost 100 of those kind of flights, most of which only lasted 4 or 5 minutes. Rope breaks were frequent as the truck driver would drag the rope the length of the runway to ready for the next launch. I desperately wanted more out of gliding than the short, low-altitude flights over flat land that I was experiencing there.

In May of 1995 I found Skyline Soaring at the field in New Market. A few check flights with Jim Kellett and Joe Parrish and I was in soaring heaven. One glider on the field that



caught my eye was the 2-33 of N2743H, the same glider that I flew in one of my first lessons. (*the legendary Miss Daisy-ed.*) I got a lot of flights in the K and the Sprite over the next few years, and I see that I had my share of seat time in the venerable 2-33 also.

At the end of the '99 season, I left Skyline Soaring to pursue other interests. The lure of the freedom of soaring never left my mind. Finally in the spring of this year (2016), I looked at the Skyline web site and noticed that the safety meeting was coming up. That was enough to encourage me to drive up to Front Royal and reconnect. Much to my glee I quickly met some old friends – Shane, Piet, Jim K, Phil, Bill V – and a lot of new folks. I quickly signed up, went out to the field and got a ride in Piet's new Duo Discus. I was hooked again.

Henceforth, I have been going through what Piet phrased "a rehabilitation process". Many thanks to the patience and guidance of the great instructors at Skyline – Rufus D, Jim K, Tim C, Bob S and John N. I am very impressed with how Skyline has progressed. I look forward to a great soaring season. Phil encouraged me to include a picture. So I am attaching a picture of me receiving my B badge. The two characters in the front of the picture are Eric Lambert (with the beard on the left, and Mamad Takallu (yellow shirt, aviator sunglasses on the right). You can see and read about them on page 38 of the March 2016 issue of Soaring magazine. These are the guys I started out with. Small world, isn't it?



The following story is a heavily edited, excerpts really, of Piet's detailed review of his recent participation in the contest at Mifflin, PA. The whole un-edited story of Piet's experience and the shared participation of his several SSC fellows makes really interesting reading at:
<http://blog.pietbarber.com/2016/06/my-first-glider-contest.html>



My First Glider Contest

Piet Barber

Photo: © Bo Michalowski

Armed with a freshly installed LX-Nav 8080 flight computer, I drove off to Central Pennsylvania for my first contest. I really was unsure as to what to expect from this. Sure, I've done a lot of cross-country flying before, but have never tried to fly fast. Only fly far, and keep from landing in some random person's field.

DAY 1

The practice day was washed out by some serious rain. I spent the time pitching my tent. I've heard stories about tents being blown away on the ridge days... On Monday, our first contest day got underway. I had to learn how to program a task into the flight computer. Reading the manual wasn't particularly helpful.

...The fog burned off, and the cumulus clouds started forming at around 11:30. The gliders were told to go to the runway as early at 10:30, for a noon-ish launch. ...

Once airborne, and off tow, we quickly realized that something was wrong with the new flight computer. The variometer, while doing indications on the ground when breezes went by, was stuck at zero. The airspeed indicator on the V8 variometer was zero. The LX-8080 thought we were still on the ground, at the field elevation of 820 feet. That's no good. Thankfully, I had a backup variometer on board, but only had one unit in the front seat. The backup variometer had an audio tone, but it's really not very loud...

I was no longer able to fully concentrate on the task of flying into cloudy, rainy weather, with a new system, with a broken variometer, with a flight computer that was refusing to navigate. I whined, whimpered, and went back to the airport for a score of ZERO points for the day.

...The good news is that for that first day, many others also got zero points. The day was devalued, and the top competitor in the sports class, Karl Striedieck, got only 505 points instead of the regular 1000. So I picked a good day to get zero points. ...After landing, I opened up the instrument panel, figured out what I did wrong...



Photo: © Bo Michalowski

Pete and Evan are trying to figure out the LX-8080

DAY 2

Tuesday was shaping up to be the best soaring day of the entire contest. Pete Maynard was the co pilot for the day, and did a great job of planning out everything on paper. We did what was a Gold Distance flight, covering most of the terrain around Mifflin.

The final turnpoint was to the northwest, at a place called White Pines. ... The thermals here were quite honest, taking us up to 10,500' at maximum.



Northwest of Williamsport, PA. Truly unlandable terrain as far as the eye can see. The blue squares are fracking pads.

Photo: Piet Barber



Photo: © Bo Michalowski

I had a lovely 45 mile final glide from this turnpoint back to Mifflin, with a nice tail wind along the way.

DAY 3

The humidity was starting to climb, but the soaring was still good. I took up Evan for the Day 3's flying. We had a 3.5 hour flight that had a good distance, but not as far as Tuesday's flying...

DAY 4

Evan and Pete Maynard had left for home, and replacing them were Chris Carswell and Bill Bank. Chris Carswell got into the front seat, and we had an aggressive task called on what looked to be a marginal day. It took a long time for the thermals to start developing. ... I made the mistake of sitting in the glider before it was actually our turn, and got sweaty for no reason at all. Thankfully, Evan left behind some beach umbrellas. "QQ was the envy of the fleet" with its colorful sunshades.

Finally, we got to the skies, and I couldn't wait to go onto our course. We got a decent thermal in the start area, and

Chris is still in the glider after our off-field landing.

Photo: Piet Barber



once the class opened up, I was on my way. We headed northeast toward the first turnpoint, when the heat of the day turned into overcast, and no more thermals. Other gliders passed us underneath. I found one last thermal, and worked its mighty 0.5 knots until it gave no more.

One of the nice things about having a two seater is that the person in front can look at all the fields, and I can consider, accept, or reject them. ...I told Chris that we were going to cross this valley to that... cloud... way ... over there. If that cloud didn't work out, we'd be landing in that field that we agreed was the best option.

That cloud, like all of the other clouds in this valley, gave no lift. I made the decision that it wasn't going to work out, and switched to "land-out-mode"

We flew a nice wide pattern around the field, getting as good a look at the field as we could muster.

As we approached the field, a car was driving along the road. I would have liked to touch down in the first 20% of the field, but the approaching car was on a collision course if I just scraped over the road. I closed the brakes for a moment and made a high enough approach to clear the oncoming car. We made a perfect landing!

I was pleased to see that the landing roll-out was short, and that I managed to miss all of the corn crop, which was not much more than "sprout" sized. I'd like to say that I planned it that way, but I guess it was just luck.

Bill Bank had just arrived to Mifflin, and was quickly on his way to retrieve us.

While we waited, the friendliest people came to see what this big white plane was doing in the field. Two young Amish men, Daniel and David approached us with a team of horses and a hay baling machine. They asked the typical questions one would ask after seeing a glider for the first time. "Well, we have to get back to work!"...

The soaring was so terrible on Day 4 that my class had the day get cancelled. The points that I would have gotten for going out into the undiscovered country and landing out didn't count. I landed that glider in a field for nothing!



Photo: © Bo Michalowski

DAY 5

I learned a valuable lesson: don't get into the glider until the sniffers have confirmed that the thermals were working. We all hung out in the shade of the Duo's wing until it was a sure thing that the lift was working.

The soaring day was much better than I had expected. The task called for a Turn Area Task. With Bill Bank in the front seat, we set out. ...I hate to downplay this flight, but it really was a matter of choosing nice looking clouds in the general direction of my task, flying to it, looking for lift, hanging out if it was good, leaving if it wasn't.

Apparently, this was the best strategy of the day, because after Day 5, I was in second place in the Sports Class (after Karl Striedieck).

DAY 6

Enough people had dropped out, withdrawn, landed out so many times, or scored so poorly that I could stay in the top three, as long as I didn't mess up too badly. With Chris Carswell in the front seat, I set out to fly a task that didn't have any serious mistakes. ...

I was the last glider to land on the last contest day (but not the last to cross the finish line!). I didn't turn in my flight log in as quick a manner as the scorer wanted. He drove up to me and gave me an instructional moment, "I don't want to bust your chops since you're new around here..." Message received. I handed him my Nano, and he drove back to the club house to get the flight scored.

QQ Returning to Mifflin on the final day

I managed not to screw up too badly, and placed third in the Sports class, behind Karl Striedieck, and John Good. All three winners in the Sports class were flying Duo Discuses.

I honestly think that the only reason I got third place is because many of the really good pilots were flying as guests (Mike Robison, Heinz W.), and many dropped out or withdrew. I'll still take the trophy and place it on my glider trophy shelf, hopefully with many more to come in the future.

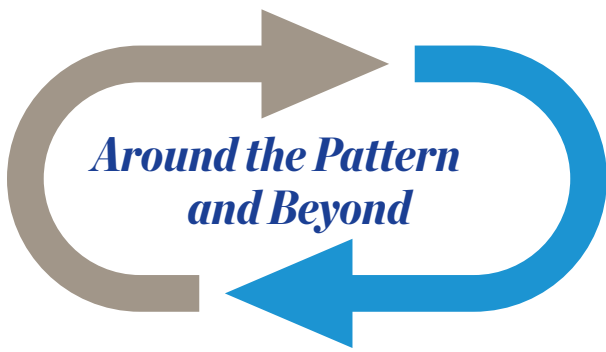


Region 2 2016 Sports Class winners:

Karl Striedieck (1st), John Good (2nd), Piet Barber (distant 3rd)



Photo: © Bo Michalowski



Around the Pattern and Beyond

Holiday Party?

The holiday party for the past couple years has experienced a slow but steady decline in attendance. As the unofficial director of end of year festivities I am trying to reverse the trend. To my way of thinking there are two primary factors that can affect the success of this event:

1. The venue is getting stale (for this year we will assume yes) and/or
 2. There is a declining lack of interest in a party
- So before any plans are put in place this year I ask that you

to register your preferences by participating in a poll. "Assume the venue is at another location and your calendar is clear, would you be interested in attending the event?"

Your response is not a commitment to attend, it's just a gage of interest.

You only need to respond if your answer is yes. A none response will be registered as a no. I ask that your positive responses be sent to me within a week of this publication. Based on the number of positive responses received a determination will be made on how to proceed. Of course any input as to how to enhance the event are encouraged and appreciated.

Respond to: Bruce.zivic@gmail.com



Photo: Jim Perlmutter



Photo: Phil Jordan

After two flights with John Noss in the K, Elise Wheelock was signed off and completed her first solo glider flight on May 28. Congratulations Elise!—Mike Peterson

Sprite Weight and Balance Change, New Cockpit Cards

John Noss

After several years of discussion and planning, last week Dan Ernst, Bill Vickland and I removed the 15 pounds of nose ballast from the Sprite. This was a factory option installed when it was built 35 years ago. One of the common member complaints was that the maximum pilot weight of 204 pounds (based on maximum allowable gross weight of the aircraft) made the Sprite unavailable to many pilots. After removing the 15 pounds of ballast, and carefully weighing and recalculating weight and balance data, we found that we only gained 9 pounds of usable pilot weight (all gliders seem to gain weight throughout their lifetime, due to repairs and added instruments). The CG obviously shifts aft, but within the allowable range. The new minimum pilot weight is 154 pounds (now the same as all the other club gliders), and the new maximum pilot weight is 213 pounds. The change to the cockpit cards appears on the next page, there is a temporary copy in the cockpit of the Sprite, and we will reprint new laminated cards for all the gliders soon. Although it is legal to fly the aircraft at the full maximum aft CG limit, it's not really smart, so my recommendation is to add seat ballast to ensure



Photos: John Noss



a minimum pilot weight of 170 pounds, and avoid any CG further aft than 90% of the allowable limit. With its generously thick seat cushion, a 15 pound weight from the ballast box is barely noticeable. Anybody over 170 pounds (most of us) will not need to worry about it. The seat back position does make a difference, there are 4 lines on the new loading chart that show the effect on CG of pilot weight based on seat position. I test-flew the Sprite last Saturday, didn't notice much difference in handling quality (including stall recovery), except

that it was easier to thermal slowly. Vern Kline also flew it. If anybody has questions, please email me privately.

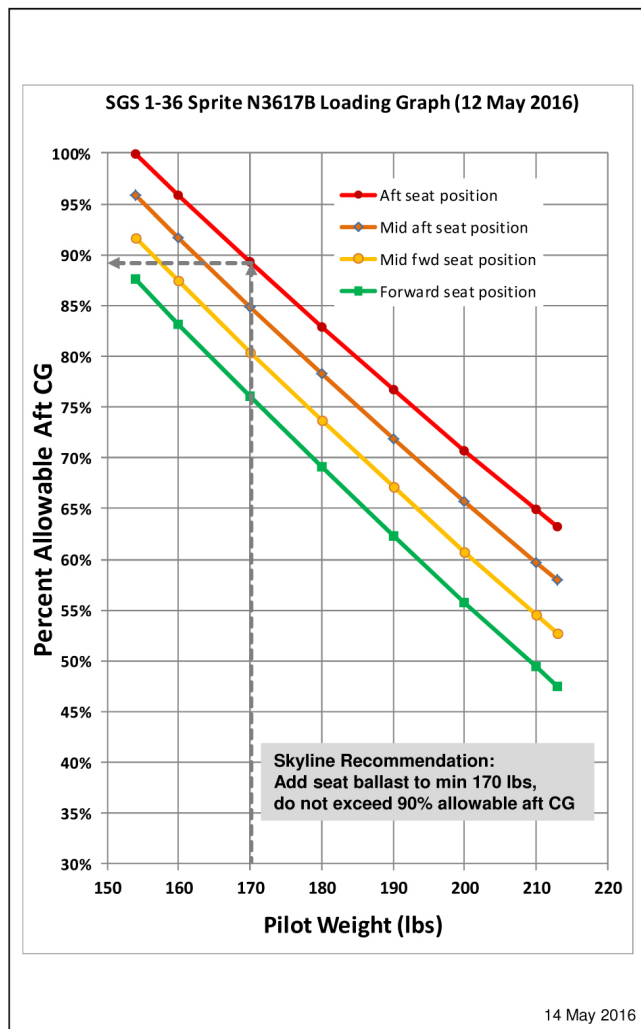
Please thank Dan 'acrobat' Ernst and Bill Vickland for a full day of difficult work to make this happen, we had to remove the stick, trim lever, instrument panel, and rudder pedals so Dan could spend a couple of hours upside down reaching into the nose cone bulkhead.

*** Bottom line – look at the W&B loading chart card before you fly the Sprite!



Skyline Soaring SGS 1-36 Cockpit Guide		N3617B
KFRR (Front Royal) 123.0 / w 121.850	KOKV (Winchester) 122.7 / w 124.850	
FBO: 540-635-5370	AWOS: 540-635-3577	KLUA (Luray) 122.8 / w 118.275
Skyline Ground 123.3	8W2 (New Market) 122.8 / w 118.175	
Potomac Approach 120.45	KSHD (Shenandoah) 123.0 / w 124.925	
Before Takeoff Checklists		Before Landing
A BB CCCC DDD E	or	CB SWIFTT CCBE
FUSTALL		
A - Altimeter	C - Controls	F - Flaps
B - Ballast	B - Ballast	U - Undercarriage
B - Belts	S - Straps	S - Speed
C - Controls, Flaps, Trim	W - Winds	T - Trim
C - Comm	I - Instruments	A - Airbrakes
C - Connect Towrope	F - Flaps	L - Lookout
C - Canopy	T - Trim	L - Landing
D - Dolly	T - Tail Dolly	
D - Dive Brakes	C - Connect Towrope	
D - Direction of Wind	C - Canopy	
E - Emergency Plan	B - Brakes	
	E - Emergency Plan	
Final Check – Canopy, Spoilers, Dolly		
Stall 35	Speed to Fly (mph):	
Stall Spoilers 39	Sink (fpmx100)	0 1 2 3 4 5
Min Sink 42	Airspeed	53 62 68 74 78 82
Best L/D 53	Glider Sink	1.5 1.8 2.1 2.5 2.8 3.1
Rec Apch (POH) 55+	Total Sink	1.5 2.8 4.1 5.5 6.8 8.1
Pattern 55+	Glide Ratio	31 19 15 12 10 9
Maneuver 64		
Aero Tow 98		
Rough Air 108		
Never Exceed 121		
G Limits +5.33 / -2.67	Min Sink Speed by Bank Angle:	
Pilot Wt (lbs) 154 – 213	0 deg 15 deg 30 deg 45 deg 60 deg	
(Recommend seat ballast to 170 min)	42 43 45 50 59	
Max XW (dem) 15 mph (13 kt)		

14 May 2016



14 May 2016



Tow Talk

Steve Zaboji



Photo: Phil Jordan

Very Much Appreciated

On behalf of the tow pilot group, I would like to thank everyone who jump in and help make our tow-day easier, i.e., a hangar pull-out or push-back including the plane's cleaning after a long day. Meeting us at the fuel pump and supporting us in refueling is also a very helpful gesture, one that enhances the break feature of our fuel stop. Bringing us water, refreshments or other needed items, is also very helpful.

Your voluntary assistance supports the essence of our tows - getting you to altitude safely and expeditiously. When you pull that yellow knob your fun begins, an event that our SSA community had a hand in creating.

Now go find some good lift.

Steve Zaboji, Chief Tow Pilot

Copy That



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

All new SSC members are required to attend the first available one-hour New Member Orientation Session, normally scheduled on one of the first weekend days of each month during the active flying season. The next of these meetings will be conducted by Steve Rockwood and me on **July 2nd**. It'll be an hour long and begin promptly at 8:30 in the Terminal Building at Front Royal Airport. It's a very informal gathering that rather quickly covers how the club operates, who's who, and - particularly for those just starting out - how we schedule and perform training. We suggest taking a gander at our Web Site, www.skylinesoaring.org, before the meeting. It might prompt some questions or comments. We very much encourage discussion.

We try to accommodate all attendees who want to fly after the meeting, although that may be a little challenging this time since we temporarily have only one two-seater operating. Nonetheless, please RSVP for both attendance and flying to Steve and me as soon as practical. Incidentally, Club 'old hands' are welcome - maybe we're leaving something out that they can fix!—**Bob Sallada**

As of this moment this coming Saturday June 4, is shaping up to be a very busy day at the field and for the ASK 21.

Here's what I think I know:

0630-0900 Shane to conduct a couple flight reviews
0830-0930 New member orientation—**CANCELLED**
0930-1200 Flight instruction, 3 students
(this looks rigorous)
1200-1330 Greg Ellis reserved ASK for special
paraplegic guest flights
1400-1500 Charles Norman reserved ASK

If you are coming out to the field please be advised that



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

there will be precious little time available for the ASK and the times allocated for it will need to be adhered to in order to keep things moving.

Of course the other club planes are up for grabs.

—**Bruce Zivic, DO**

I am the duty tow pilot this Saturday June 4 and plan to accomplish two Flight Reviews before 9 am.

Participants; George Hazelrigg, Bill Vickland, Theo Haaf, Shane Neitzey.

Bill Vickland tow pilot 7-8am for me to do 3 glider flights with George Hazelrigg for his FR.

Theo Haaf Flight Review in Husky and tow pilot checkout 8-9am +.

—**Shane Neitzey, Tow pilot CFIA and CFIG**

The Board has decided to temporarily suspend accepting FAST flights until the Grob is back in action. We will honor the flights we had scheduled, but will not accept any more for the time being and we will prioritize our glider and instructor resources for our members.—**Dan Ernst**

Effective May 1, 2016, the FAA requires Student Pilots to use IACRA to obtain their student pilot certificate. Register in IACRA, complete student pilot application 8710-1, save and record application ID and FTN numbers. Any authorized flight instructor can complete and submit the application. Requires student applicant and CFI to be together for e-signing. I was told to expect 1-2 weeks to receive the plastic cert, hopefully that is true and not like the usual 4-8 weeks for airmen certs. (no temporary certificate)

Note; Retain your IACRA username and password for the rest of your aviation life.

<https://iacra.faa.gov/IACRA/Default.aspx>

—**Shane Neitzey**

They both have to be present at the same computer to perform the IACRA application.

The application can also be done with the old-school print, sign, and snail mail to the FSDO, if you're really afraid of computers. Expect it to take longer than the electronic version.

—**Piet Barber**

Great event: 2016 Innovations in Flight Family Day & Aviation Display on June 18th at the Nat. Air and Space Museum Udvar-Hazy Center



Photo: from NASM