



Monthly Newsletter of Skyline Soaring Club, Inc. October 2016

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst



Well, Summer is gone, the leaves are dropping and as I write it is pouring rain, although not in the biblical proportions predicted by the weather guessers, at least not in Alexandria. But the season is far from over and we have a couple of significant club events to look forward to. First, the second Burner Away Day of the season is scheduled for Sunday 2 October. The weather should clear in time for another great day. Look for a report in the next newsletter.

Second, the 25th Anniversary Gala is shaping up to be a phenomenal event. In addition to the nice venue and good food, we will have special speakers and the musical talent of our own club and family members will be on display. Our speakers will be the somewhat "older" glider competition pilot Eric Nelson and the "younger" glider competition pilot, JP Stewart. Eric and JP will talk about soaring from their different perspectives of their shared passion. And passion for music will also be on the agenda as Susan and Steve Zaboji, Jr will perform a piano and violin duets with vocals. Then 14-year old Maryam Ali will perform on the piano for us. More

information on the speakers and performers can be found elsewhere in this newsletter.

As I said, the Gala is shaping up to be a great event. Please don't delay contacting Miriam Ellis (ellis.miriam@comcast.net) with your RSVP and check.

Another Skyline student has graduated to the ranks of private pilot in the person Reynolds Renshaw. Reynolds completed his check ride at Bermuda High Soaring. Congratulations, Reynolds, now you really start to learn how to soar! By the way folks, please, please everybody involved make sure you take a picture after a solo or a check ride. I love to see our



club in Soaring magazine, but they won't print it without a picture. Send me the picture and the info and I'll more than happy to submit it to Soaring. We have a bunch in the October issue.

Now I'd like to talk briefly about a couple of things that we have done lately to help move students through the system. As you know, the start time has been moved up one hour. My own experience as a DO and other antidotal evidence shows this is working as intended. If students and instructors are ready and we get the first ship in the air by 0900, we buy valuable instruction time.

The moratorium on new students is set to expire on the 22nd of October and we have just recently begun to ease FAST flights back on the schedule. The jury is out on how effective this has been. We have still had days where student demand surpasses our ability to generate sorties. When instructors

are also tow pilots and some would like to fly their own gliders once in a while, understandably, it becomes hard to get a volunteer for a second instructor or tow pilot. They already spend many days at the field not mention the long ride to and from. By the way, thank you instructors and tow pilots for your time!

We suffer from an embarrassment of riches at Skyline. I-66 brings flyers out of the heart of a close-by major metropolitan area nearly guaranteeing us a steady stream of students and FAST flyers. Many clubs probably wish they had our problem. As the sport slowly withers across the board, Skyline is a thriving, growing club. It has been, and remains, difficult to manage the flow of new students. We will take a very hard look at this in the off season and see if we can't do better at managing our student population.

Cheers, Dan 

25th Anniversary Gala Speakers and Entertainers

Those attending the gala on the 5th of November are in for a treat. We will hear two speakers and listen to three entertainers. The details follow..

Eric Nelson, US Team Member and Glider Competition Pilot

Photo: from Eric Nelson



Family legend has it that Erik's father, Rick, took him for his first glider ride at nine weeks of age. Certainly the hook was set early, childhood vacations spent campaigning dad's "DQ" in races from Adrian to Cordele. Eventually, interest turned to lessons, and lessons to solo, in a 2-33 at Cypress Bay in Little River, SC. Erik won his first regional contest at Chester at age 16, and represented the United States in the 1989 European Junior Gliding Championships in Cambrai, France. He then teamed with Sean Franke in the 1991 junior championships in Sweden and the 1993 championships in France.

After a hiatus from contest flying during medical school and residency, Erik returned to the sport in his thirties. He has enjoyed racing his Ventus 2ax ever since, winning several regional contests and achieving podium finishes in the Sports and Standard Nationals in 2013. In 2015, he participated in the first Pan-American Gliding Championships in Chilhowee, Tennessee, placing second in 15-meter. He currently works as a musculoskeletal radiologist in Virginia, and flies with the Mid-Atlantic Soaring Association in Fairfield, Pennsylvania.

JP Stewart, US Junior Team Member and Flight Instructor

JP has always been addicted to aviation and began flying R/C planes around 2004. After a few years of flying giant scale competition aerobatics, he moved into gliders around 2010 and have been hooked ever since. He is now a CFIG and active racing pilot who has flown in the 2015 Junior Worlds at Narrowmine in Australia. During the year, he is a student in aerospace engineering at Virginia Tech who, after an internship at Aurora Flight Sciences in Manassas, this summer is staying on in a work study program. JP joined Skyline this summer.

Photo: from JP Stewart



In addition to the speakers, we will have to special performances by family and members of Skyline Soaring Club. Susan and Steven Zaboji, Jr perform on the piano and play violin, and Maryam Ali performs on the piano”

Susan and Steven Zaboji

Steven Zaboji has been playing Suzuki violin since age 4, has been Concertmaster for at least 3 school orchestras (including Virginia Tech’s New River Valley Symphony), has played professionally part-time since 2010 and has been teaching violin this year before he goes back to finish up his degree at Tech in 2017. In her life other than Steven’s and Chris’s mom and Steve’s wife, Susan McConaughy Zaboji has been a professional soprano in the Washington, D.C. area starting in the late 1980s, the Zaboji household accompanist for Steven, Chris (violin), and daughter Cameron (flute) for concerts, recitals, and competitions too many to count, and has run her independent voice and piano studio for over 25 years. Steven and Susan will play, among other pieces, excerpts from Hungarian composer Bela Bartok’s Rumanian Folk Dances.

Natallia Nelson and Maryam Ali

Maryam is a fourteen year old freshman at Woodson High School, and has been playing the piano for 6 years now. Her teacher is Natallia Nelson. A native Russian, Natallia started learning to play piano at 3 years old. She a classically trained pianist. Maryam has played pieces by classical composers like Bach, Beethoven, Tchaikovsky, and Chopin. She performs in recitals hosted by her teacher twice a year and is



Photo: from Zaboji Family

often chosen to conclude the recital. The pieces she will perform at the gala are: 1) Intermezzo in A Minor, Op. 76, No. 7 by Johannes Brahms. This piece is one of her more recent endeavors, an assignment given by her teacher to learn independently. 2) Spring Waltz by Chopin; one of her favorites to play for fun every now and then. 3) Blumenlied (Flower Song) Op. 39 by Gustav Lange. Maryam learned this piece a couple years ago and decided to revisit it for the gala.

I hope that you will join us for this great night celebrating Skyline Soaring Club.—*Dan Ernst*



Photo: from Syed Ali



***Skyline Soaring Club’s
25th Anniversary
Gala Celebration***

Saturday November 5, 2016; 6:00–11:00 pm

Price:\$60 per person. Children’s buffet 5–12 years: \$25
The Stonewall Golf Club, Magnolia Room
15601 Turtle Point Drive, Gainesville, VA 20155

Please RSVP and send check by October 15th to:

Miriam Ellis

6918 Birkenhead Pl., Gainesville, VA 20155
ellis.miriam@comcast.net

Make Check payable to: Skyline Soaring Club 



Photo: Johnny Jordan



Tow Talk

Steve Zaboji

Knot Again!

So how many members does it take to unravel a knot in a tow rope? Pictured is an assembly of highly gifted members applying every resource known to man to untie a knot. It was not to be as the knot was relentless and a knife had to be brought into action. The surgery was followed by reattaching the new end of the rope to the hook-up assembly. A lot of time, and effort, misdirected and most likely the result of an aggressive

release from tow. Just a reminder, when releasing from the tow plane, do it without pitching up for extra altitude as the rope could snap back from the extra tension and loop around into a knot.

This summer we had a pick-up in new tow pilot training and our congratulations go to Theo ten Haaf, Thomas Ward and Jonathan Elie for completing the transitional training necessary to tow. And tow they did, making a big difference, especially on those days when the que of private ships is deep around 11 AM and beyond.


Lastly, the integrity of our tow-planes is vital to our safety and operational readiness. Special thanks to Shane Neitzey, and all those who assist in the process of maintenance, for all that they do. I know, and I am sure every pilot will agree, that every time we clear a tree line, we are grateful. 



Photo: from Steve Zaboji



Yet Another Memorable Day

Carlos Troncoso

We had another great day at Burner Field despite the not so promising weather forecasts. Most of the duty crew arrived around 8:00AM and most of the equipment was prep and ready by 9AM – after patiently waiting for the clouds to clear up, we were able to launch the first ferry flight at 11:41AM.

We had a great turnout, lots of members with their family and friends, record of dogs in attendance and yummy food and drinks and in Jim Kellett's own words: *“Chili, brats, ice cream, salads, cheesecake, pies, snacks, shrimp . . . all on a lovely grass field with dozens of friends and family flying, courtesy of Bill and Sharon Burner, owners of Burner Field!”*

The yellow “air boss” chair looked great but very intimidating to me, so I decided to sit next to it and allow many illustrious visitors keep me company. I also was able to have a “relaxed” DO day thanks to all the help by EVERYONE. Clark Lunsford as the ADO did an outstanding job keeping me honest with the tow priority and making sure gliders were ready to go.

The three tow pilots Steve Zaboji, Sebastian Teunissen and Theo ten Haaf shared a total of 32 flights, including the ferry flights. We owe it em for all the altitude dispensed and the success of the operations keeping the tow planes ready and fueled up throughout the day. John Noss, Joe Lingeitch and George



Photos: Johnny and Phil Jordan



Hazelrigg Jr. allowed for students and rated pilots who needed checkouts to experience the Burner Field adventure.

Last but not least, a big THANKS to Bill and Sharon and their family for allowing us all to spend this unforgettable day surrounded by gliders, tow planes, friends and family, it is truly an unforgettable experience to have! I hope one day, I can bring my dad, and for the members who have not been able to attend yet, I strongly advise you to save the day when the next opportunity comes.



...all on a lovely grass field with dozens of friends and family flying, courtesy of Bill and Sharon Burner



One of the few products you can say about without fear of contradiction, "they don't make 'em like that anymore!" Chris Zaboji's visit with a pristine Cub draws a crowd.



Gramps Speaks

Maybe our hangar is haunted. Some have seen the shadowy figure in an old flight suit, a 50 mission crush on his service cap, the wings on his chest have the G for glider pilots. I don't know, make up your own mind, but this letter was found on the charging table.

OK, kids, Gramps has got few burrs under his saddle.

First, 100% of pilots are still not making sure that their release altitudes are accurately recorded. Tarnation, folks! Revising the logsheets is a ginormous pain in the butt for our hard working treasurer who already puts in enough hours so you can fly. All tows are considered to be to 3,000' unless YOU tell the DO otherwise. Next time you ask for your flight times, why don't you check your altitudes? Remember flight time, tow altitude and payment, BEFORE you depart the field for the local watering hole. Ain't no excuse, do it! And, yes, ginormous is really a word. Gramps first heard it back in 1940 when he was flyin' Stearmans in primary. Look it up!

Second, there are old towels to wipe the wings and there are nice microfiber towels for the canopies. You can guess the rest. If perchance you can't—ask!

Third, Gramps has seen this a couple of times now—a well-meaning soul neatly folds a canopy cover with the felt side out and leaves it lyin' on the hangar floor. That practice picks up dirt and grit and that dirt and grit is in contact with the canopies as the cover is installed. Can that be good for the expensive plastic? Just askin'.



I know that the old hands say that pilots should aviate, navigate and then communicate. But being able to communicate is really important when you are on the ramp and taxiways. ADOs should always have a VHF radio with them and there should be one in the Gator and one on the ATV. Since we prefer that ADOs launch gliders and other members make retrieves, we need those radios in the vehicles. Ground crews need to know such important stuff as when other aircraft are in the pattern or about to enter the pattern. If a

warning is broadcast on 123.0, you need to be able to hear it. Might save your life! And remember to use the walkie-talkie radios for the non-flight related calls.

Finally, radio calls of "Glider Away!" and "Thanks for the Lift," are kinda fun but unnecessary. The tow pilot knows you're gone, even if you are flying one of those super light 1-26 things from New York way. Gramps knows these are short calls, but we are heard from St Marys to Shenn Valley. You can express your gratitude for access to the wild blue yonder with a couple of mic clicks or better yet, buy the tow pilot a beer at the end of the day! That's the way we did it in my day.

Let's be safe out there!

Yours in Aviation, *Gramps*



If anyone at Skyline Soaring knows a New Jersey pilot who wants a share of a fun airplane, pass this along. Thanks!

A partnership share is available in a 1952 Super Cub "Special" that was recently completely restored to its original military appearance. The aircraft is one of only 242 "Specials" built for the U.S. Air Force for training during the Korean War. The aircraft has a few modifications for safety, such as reinforced tubing, a "both" fuel valve, disc brakes, 406 Mhz GPS ELT, new Trig radio, Mode S and ADS-B transponder.

To view photos of the restoration, go to:

www.flickr.com/photos/36786332@N00/sets/72157638303168564

For more information, e-mail dkjphoto@yahoo.com or call **Dennis Johnson at 551-265-3122**

Photo: © Dennis Johnson

Our Man in Pakistan

Ken Ekman



Thanks for the opportunity to update and remain connected with Skyline Soaring. I've really enjoyed my time with the club and suspect I'll return at some point given my migrant worker, active duty Air Force status.

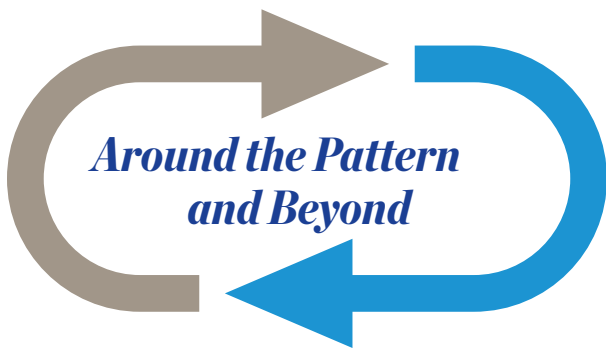
I've been in Islamabad, Pakistan, for the first two months of a one-year tour at the US Embassy. The location is fairly exotic. The work is interesting and primarily consists of managing our security assistance to the Pakistani military amounting to approximately \$1B per year. The soaring is non-existent, so I've had to savor a tremendous last year spent instructing for High Flights Soaring Club near Colorado Springs mixed with frequent trips to Alamogordo, NM, to fly either the family Grob or my 1-26.

I've included two pictures should the club find them interesting. The first shows me with a group of State Department members and congressional staffers along with our Pakistani pilots in front of a Puma helicopter at Miram Shah, North Waziristan, Pakistan. The second shows my dad in really nice formation beside me as he flies the family Grob with the Sacramento Mountains in the background. He and I flew as a two-ship a lot over the last year, though staying with the Grob while flying my 1-26 is challenging to say the least. In our last flight together, we flew a 6.7, covered 320+ km, and touched 17,000'.

My best to everyone at Skyline Soaring. —Ken Ekman 

Ken third from the left in top photo.





Around the Pattern and Beyond

Tipped off by Ellie Renshaw, we asked her dad Reynolds Renshaw to comment on our congratulations for earning his PP-G rating:—As for the rating, yes I did run down to Bermuda High Soaring in Jefferson, SC to finish up training and take a checkride. My business travel schedule just made getting regular training at SSC unrealistic. So I took a couple days of vacation and banged it out at a commercial outfit. As Ellie said, I did study a great bit and flew 4 straight days, so I was exhausted by the time DPE Frank Reid said ‘congrats’. I even forgot to get a picture at the end.



Photo: Kaye Ebelt

SSC Pre-Flight Square Dance

Now step ‘round your ship on the pre flight check!
Look in the spoiler box and crane your neck!
Check that the pitot tube is clear!
Look for excessive ti-re wear!

See that the wheel break’s not leaking grease!
Grab that knob and try the release!
Examine the fuselage for cuts and gashes!
See if the canopy has deep scratches!

Check that the elevator nuts are tight!
If your knees aren’t dirty you’re not doing it right!
See if the ailerons have full motion!
But don’t smear the surface with your sun tan lotion!

Sit in the cockpit for the P C check!
Wiggle the rudder and grab the stick!
Elevator up! Elevator Down!
Make sure you do it right or you’ll be looking at the ground!

Heee Hawww! (slap DO’s back)

—Greg Ellis



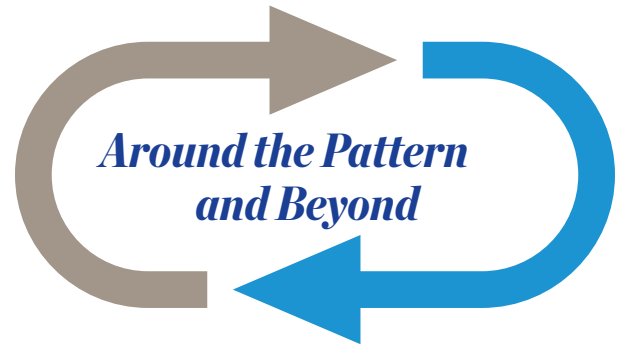
Photo: Phil Jordan

Soaring Ambassador Greg Ellis and passenger Ryan Pitts

September 3: beautiful day, but too much turbulence, so we held new member introductions and ground school. It’s great to have this many new young members.—*Michael Bishton*



Photo: from Michael Bishton



Wattenton Soaring Center Reunion—A picture is worth a thousand words—maybe ten thousand of the editor’s.





Copy That



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

On a recent Saturday, the tow rope knotted about 8 inches from the slug. There may have been a tow with the knot in the rope as it was set so tightly that we could not untie it. So I cut it off and re-set the rope in the slug. In so doing, I found the weak link to be severely worn, and so I replaced it. I saw only the one spare weak link, which I used. Thus, if there is no remaining stock of weak links (just the dog bone part), we need to order more. We don't break them often (never?), but they do need to be checked for wear occasionally.

Also, it would be worth reminding everyone that a knot reduces the strength of the rope by a factor of two. Do not accept the rope if it has a knot in it.—*George Hazelrigg*

Recently a Saturday duty crew found the valve stem of the ASK-21 rear wheel sheared off (see attached photos "K-Tire #1" and "K-Tire #2"). It was a wonder that it was still holding air. I discovered the sheared off end of the valve stem in one of the valve stem extensions that is used to check tire pressure/add air to the tire (see photos "Stem #1" and "Stem 2"). It was obvious what happened. The extension was left on and the



rear wheel was rotated causing the stem to shear off. How do I know, I've done the same thing with the nose wheel of the K.

I'm not looking for someone to blame. It was an accident. As I said, I've done it myself. But, PLEASE let me, or the duty crew know if something like this happens. It could have caused severe damage to the glider if the valve would have failed.

We have spare tires and tubes. It took less than three minutes to change the wheel today because I keep a built up spare in the ASK-21 cabinet.

As a reminder, if you see anything unusual, or something just doesn't look right during your preflight of the gliders or at any other time, PLEASE let me or the duty crew know so we can make repairs before it gets worse or someone gets hurt!

Thanks!!—*Your K-Meister, Keith Hilton*



I know it is short notice. But I was wondering if someone would be interested in crewing for me at the M-ASA Fairfield PA contest. Even one day is helpful.

Not critical to have a crew, just helps with peace of mind while out on course and making it back in time for dinner.

Fairfield MASA (Mid-Atlantic Soaring Association) R4N (Region 4 North) is about 1.5 hour North of DC. Close to Gettysburg and right next to Ski Liberty.

This could be the their last contest. Hope not, it is a great site with very good and dynamic conditions. Entrant participation has fallen to 18, not sure if MASA will break even.

Saturday October 8 is a practice day, contest runs from Sunday October 9 thru Saturday the 15th.

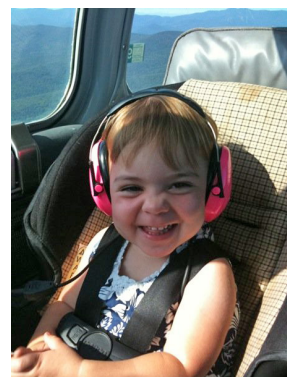
Still not too late to enter if you have a glider to fly. Or at least come up and fly as a guest.

I camp at the field. There are motels in and around Fairfield.—*Shane Neitzey*

The early start time appears to be working well. The board has voted to continue it through the week-end of 29/30 October.—*Dan Ernst*

Keith Hilton's DO Report for 25 September: Charles Norman took his daughter Margot for a 23-minute ride in the Grob. I believe we will see Margot back as a student in a couple of years. It sounds like she is a natural pilot. Right Margo's first flight 9 years ago—off to a good start!

Photo: Charles Norman



Skyline Soaring Club, Inc.

is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to www.skylinesoaring.org

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