



Monthly Newsletter of Skyline Soaring Club, Inc. September 2016

SKY LINES

Masthead photo: Jimmy Coray

President's Message

Dan Ernst



It is almost Labor Day and the Summer is going to start fading into Fall. Kids are heading back to school to continue their education. Upon reflection, it strikes me that youth has been served this summer at Skyline. Our youth corps ranged from rated, college-aged pilots to middle schoolers getting their first instruction.

We had the extraordinary good fortune to have three 20-something high achieving pilots become transient members this summer. They were all aerospace engineering summer interns at Aurora Flight Sciences (do I see the hand of Martin Gomez here?) Jonathan Elie came with several ratings and by the end of the summer had earned his commercial glider ticket and was towing for us. Jennifer Bauman is a Cal Tech student who belongs to a German-style Akaflieg club back at school. Establishing the Akaflieg culture in the United States would be huge for soaring here. JP Stewart is already a CFI-G and international competitor having flown in last year's Junior World Contest. Skyline also had a visit this summer from Daniel Sazhin, JP's team mate in Australia and at

age 23, holder of all three diamonds all earned in a 1-26, plus he completed a 1,000 km diplome flight this Spring. By the way, JP will speak at the upcoming gala celebration along with the more experienced sailplane racer, Eric Nelson.

The Skyline Soaring Education Fund brought to the club two very accomplished young ladies in the persons of Elise Wheelock and Erin Stephany. Elise was already a rated power pilot and progressed quickly through the syllabus and accomplished her private pilot – glider add on. She is not stopping there though and is headed for college and the professional aviation program at North Dakota State where she will be



Photo: Nyla Roberts

adding multi engine, instrument and instructor ratings to her qualifications. She wants to be a rescue pilot and I am sure she will accomplish that goal. Always smiling and cheerful, Elise was a pleasure to have around the field. We hope to see her again someday – maybe as a CFI-G! Erin is another cheerful hard worker who is aiming for a career in aviation. She is going to college locally, working at an airport, and also taking instruction in power planes. We hope to see Erin continue beyond her SSEF scholarship to her glider rating.

And speaking of college students, our own Chris Zaboji, a rising sophomore at Virginia Tech, is now a tow pilot at Blue Ridge Soaring Society in New Castle! And then we have Blue Ridge Community College freshman Matt Linger, a hard working fixture at Skyline these past few years, who Skyline took under our wing. He soloed this summer and then proceeded to log some really nice flights in the Sprite. Matt aims to join the A&P program at BRCC. We are so proud of you, Matt!

And then we have our teens. Max Fisher, who is 15, had his first solo this summer and is soloing a lot and continuing instruction toward his rating. 13 year old, Ryan Trexell, recently started instruction. And then there is Maryam Ali who is just 14 and now a student pilot alongside her dad, Syed. It is not hard to see Maryam with her rating before long. Bryce Nystrom and Brandon Snow continue their instruction. And 15 year old Sarah Barringer came out for a FAST flight and I am quite sure by her reaction that she will be back to start instruction.

Much has been written about the health of soaring as a sport. Nationwide, we may indeed be losing more pilots than

we are adding, but at Skyline, the future looks bright for pilots that will enjoy a lifetime of soaring and contribute to the sport wherever they reside as adults.

This year's Virginia Airshow was by all accounts a great success. The acts were great, the weather clear, if hot, and Skyline played an important role displaying a glider and parking transient airplanes. Our glider got a lot of visitors and we may have piqued the interest of a couple of people to come out and try soaring. I saw Reggie the next day and he was very appreciative of the volunteer efforts of the Skyliners who pitched in. Thanks to all of the volunteers and duty crew. I think you showed how closely the club is woven into the fabric of the airport.

As you know, we have started a couple of initiatives to help things along. First, we are temporarily limiting new members, especially students, for a period to end on the 22nd of October. This is to help work off a backlog of students. This is tough since we don't like to say no to anyone, but we think new folks will understand. Second, we are starting ops at 0900 until 1 October. This will help get ops going in the early cool and get more training flights before noon.

Mark your calendars for the 2nd of October for the second Burner Away Day this year. Always fun and always good to fly from someplace other than your comfort zone at KFRR.

I will close, as I will the next couple of newsletters as well, with a plug for the 25th Anniversary Celebration Gala. It is November 5th. Please RSVP to Miriam Ellis soon and send your checks to her. It is going to be a great time!

Fly Safe!



A reminder: if you purchase from Amazon.com SMILE program and designate SSEF, a portion of your purchase is donated to our fund.



Photo: Dan Ernst



So Many Clouds-So Little Time

Michael Bishton

A few weeks ago, I spent three days driving my niece's car across US 40 from Culpepper, VA to Las Vegas, NV, spending one night in Santa Rosa, NM, which is "known" for a deep blue water hole that seconds as a wonderful community pool with paddle boats, water slides, and other aquatic features.

Before I bunked in for the night, I had seen a number of billboards along the way for Moriarty, NM, featuring the wonderful hotels and restaurants. Something tugged in the back of my mind. What about Moriarty seemed familiar? Oh well...

As I approached Moriarty on US 40 the next morning I saw to my left a big building with the words "Southwest Soaring Museum" printed on the side.



Of course! Moriarty is familiar because it's a soaring Mecca. I need to stop and take a look. Sure enough, the U.S. Southwest Soaring Museum <http://www.swsoaringmuseum.org/> was worth the detour. I walked up to the door at 9:00 am as it was being opened for the day. I don't know how many gliders they have in their collection, but here is a view from upstairs. The volunteer, whose name I regrettably don't recall, showed me their extensive library, artifacts, and the upstairs gallery featuring women in gliding. The museum seemed to have something of everything. From hang gliders and Mitchell wings to not-so-old motor gliders. One of my favorites was this cute Super Albatross.



My hat is off to the people who made this possible.

On my way out, thinking of the time, I asked the volunteer whether the Moriarty airport (OEO) was far. He said it was close by and that should stop by and check out Sundance Aviation <http://www.soarsundance.com>. The only other soaring Mecca I've experienced was Dillingham Airfield Airport (HDH) in Hawaii, where they had a few glider trailers parked outside of hangers. They had rows of trailers at Moriarty. Glancing in the hanger doors that were open as I drove along the side of the airport, at seemed that at least half of them were filled with assembled gliders, disassembled gliders, or gliders in trailers in hangers. I've never seen anything like it.

I stopped in at Sundance and briefly talked to one of the men about their pricing. As a commercial outfit, most of their business is people taking rides, because most of the gliders seem to bring their own. But they will check you out and fly one of their two two-place Grobes or one of their two LS3 gliders. Our local thermals seem to show up around lunch time. At Moriarty, mother nature often seemed to have paved streets by 10:30. I took this pic just before 11, and people were already running red lights up there. The gentleman at Sundance told me that 10 - 13 knots lift was common in thermals, and higher in wave.

I wanted to run the streets, but I HAD to leave, if I was going to get to Vegas that Thursday, so that I could fly home that Friday, so that I could practice gliding that Saturday, so that I could get my signoff to take the check ride, so that I could earn my certificate, so that I could dance in the sky on my own at FRR, HDH, OEO and other glider Meccas.

So if you find yourself in Moriarty, New Mexico, what do you do? Stay at some great chain motel or eat at some chain restaurant? We-know-better.com.





Virginia Airshow Photo essay by Evan Dosik



Excerpts from Josh Kutella's Duty Officer's report
from August 27, 2016

...we turned our attention to helping Reggie set up for the airshow, to include rolling the Grob out to static display, sans canopies.

There is too much to write here about the airshow. However, everything appeared to go smoothly for Reggie and the day was greatly enjoyable despite the serious heat. Anyone who didn't go this time should seriously consider attending next year.

The close proximity of the P-51 to the Skyline display didn't distract everyone from taking a gander at the Grob. A good number of folks expressed interest in coming out to view normal operations and to learn more about soaring. Visitors to the display included more than a handful of youths.

After Reggie opened the airspace again at 1530, given the remaining high volume of non-resident air traffic, combined with everyone being somewhat worn down from a day in the sun, we called off afternoon flights and walked the Grob and ASK back to the hangar. As I was finishing up, Reggie had a smile on his face and volunteered that the Skyline crew was a great help to him throughout the day and he really appreciated the effort. Evan obviously did a great job as liaison officer.

Feat of the day goes to Michael Bishton for managing to sell one of the club tote bags to an attendee.





Skyline Soaring Club's



25th Anniversary Gala Celebration

When:

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

***** Please Save The Date *****

*If you attended our 10th Anniversary party then you will remember how spectacular it was,
and how everyone agreed that it truly marked our club's "coming of age."
Your 25th Anniversary Gala Committee guarantees that this party is going to be even better!*

Our nationally known speaker will be (to be announced) as well as other VIPs and more.

Where:

*The Stonewall Golf Club, Magnolia Room—with the beautiful lake view
15601 Turtle Point Drive, Gainesville, VA 20155*

*From I-66 take exit 43A to Route 29 South. Go 2.1 miles.
Turn left into Lake Manassas Drive. (0.2 miles before traffic light)
Go to end and turn right into Turtle Point Drive. First left into club parking.*

Price: \$60 per person. Children's buffet 5–12 years: \$25

Includes elegant dinner, dancing and more!

***** Black Tie Optional *****

Your friends and family are most welcome.

Please RSVP and send check by October 15th to:

Miriam Ellis

6918 Birkenhead Pl., Gainesville, VA 20155

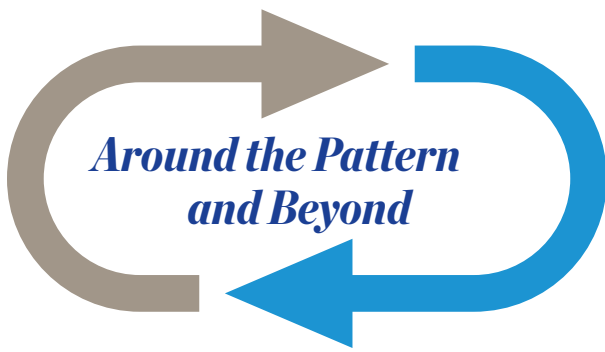
ellis.miriam@comcast.net

Make Check payable to:

Skyline Soaring Club



Warrenton Soaring Center reunion—
*potluck picnic will be 11:00 hours on
Saturday, September 3
See August Skylines page 11 for details*



SSC's next Woodstock Fly-In at Burner Field is scheduled for 2 Oct, the first Sunday in October. The crop this year is corn, 8–10 feet high on each side of the runway. Landing there almost feels like you are landing in a tunnel. It is a neat effect.—**Bill Burner**



New trailer for the movie “Sully”—looks good.

<http://www.cinemablend.com/news/1548079/new-stunning-new-sully-trailer-puts-you-in-the-cockpit-next-to-tom>

Troposphere Dodge Ball: FAA Expects 600,000 Commercial Drones In The Air Within A Year— <http://www.npr.org/sections/thetwo-way/2016/08/29/491818988/faa-expects-600-000-commercial-drones-in-the-air-within-a-year>

I was the designated towpilot Saturday. (August 20) I would have faced heat stroke except for the good fortune that Jonathan Elie showed up and pulled out the Husky and towed most of the single-place ships.

Bill Burner and I both noted that Jonathan was landing the Husky better than we usually do, and dropped the rope on the button every time—while we are happy if we remember to drop it at all! Jonathan noted in a post that he had done 13 tows—not sure if that was his day total or grand total, but anyway Logbook Pro says that I have done 2,268 tows. I would have been happy if anybody watching Saturday assumed we had about equal experience.—**Steve Wallace**

Congratulations to Jonathan Elie for passing his commercial practical August 6 — DPE Piet Barber (left) with Jonathan Elie.



I thought I'd use my license for the greater good, so I became a tow-pilot earlier this month. Now there are two tow-pilots in the Zaboji family—**Chris Zaboji**





Photos: Piet Barber



Gordon Roesler had a nice cross-country introduction flight in QQ on August 20. We started at the Linden VOR, scurried back when it wasn't quite developed, headed over to the power plant thermal, got over Winchester, back to Burner Field. We dodged a rain shower not far from Burner Field.—***Piet Barber***



Home Field Advantage—photo thanks to Elise Wheelock

Photo: Dan Ernst

ASC CLUB HOUSE RULES

1. IF YOU OPEN IT, CLOSE IT.
2. IF YOU TURN IT ON, TURN IT OFF.
3. IF YOU UNLOCK IT, LOCK IT.
4. IF YOU BREAK IT, ADMIT IT!
5. IF YOU CAN'T FIX IT, CALL SOMEONE WHO CAN.
6. IF YOU BORROW IT, RETURN IT.
7. IF YOU VALUE IT, TAKE CARE OF IT.
8. IF YOU MAKE A MESS, CLEAN IT UP!
9. IF YOU MOVE IT, PUT IT BACK.
10. IF YOU DON'T KNOW HOW TO USE IT, LEAVE IT ALONE.
11. IF IT'S NOT BROKEN, DON'T FIX IT!
12. IF IT MOVES AND SHOULDN'T, USE DUCK TAPE.
13. IF IT DOESN'T MOVE AND SHOULD, USE WD-40.
14. IF IT WILL BRIGHTEN SOMEONES DAY, SAY IT!

<https://sports.good.is/features/man-rides-elliptigo-bike-across-us>

This article is about how our houseguest in early August, Tim Woodier, rode his ElliptiGO around the US.

When you read the article, you'll see a one-liner about how he got to ride a glider-plane in Virginia; in none other than ol' QQ.—***Piet Barber***



Photo: Tim Woodier

Copy That



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

I took a second stab at the First Aid Kit based on membership feed back, thanks for the input. I took most of the suggestions and incorporated them. I finally selected items based on my online research into what the Red Cross recommends as a good first aid kit. ...

It appears we need a First Aid Kit Meister since this kit requires periodic review and replenishment. I hope this doesn't put me in the "you found it, you fix it" category. Seems like we have some medical types in the club, (I wasn't even a Boy Scout.)

Any smiling volunteers?

Also I think we need a new bag, the existing one has faded to a light pink and difficult to find in the trailer. Empty red waterproof bags are to be had online. I was also going to provide an attachment method that would locate the kit on the front of the trailer on the exterior for quick easy retrieval.—**Bruce Zivic**

There is the potential for damage to the glider canopy from a selfie stick protruding out of a fragile vent window into the slip stream. Glider canopies are expensive and the club loses revenue and instructional sorties when one has to be repaired. That is a bad deal for everyone!

At this year's Safety meeting, the topic of selfie sticks was discussed and at that time it was announced that they are banned from club gliders. The Ops Manual section on use of cameras will be updated soon to reflect this ban. I have included that section-without the update-so that you can familiarize yourself with other guidance on cameras and club aircraft.

3.16 Use of Cameras

Externally mounted cameras may not be affixed to any club



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—Bruce Zivic

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

gliders or towplanes. Internally mounted cameras may be temporarily installed but no modifications may be made to the aircraft, and it is the responsibility of the pilot to ensure that the unit is properly secured and will not interfere with safety of flight or safety of the occupants. Any damage resulting from camera use will be the responsibility of the pilot. Do not attempt to use a hand-held camera and fly a club aircraft at the same time.

Soaring is a beautiful sport with sleek gliders and breathtaking vistas. Soaring Magazine every month has amazing pictures. It is easy to see the draw of photographing soaring. None-the-less, these rules are necessary to protect lives and property in club aircraft.—**Dan Ernst**

To better coincide with the new early start of operations we will be moving the start time of the new members orientation session to 12:30 p.m. Yes, it will still be on September 3rd at the FRR terminal building and last one hour. A good portion of the training flight should happen before the session as student flights have priority before noon. We think it makes sense to have session goers take advantage of the additional instruction hour by flying instead of listening to us babble in the conference area. Please try to arrive at the airport at 8:00 a.m. to help stage the aircraft and take your training flights. Then be ready to attend the meeting at 12:30. Please RSVP to Bob Sallada rsallada@aol.com and myself steve.rockwood@comcast.net if you are planning to attend the session and if you are planning to take training flights.—**Steve Rockwood**

I want to review a couple of airport and club procedures concerning vehicles and radios.

First of all, there are airport rules that we must honor:

- Vehicles shall not be left running when you get out of or off of them.
- Vehicles shall not be operated at more than 15 miles per hour on airport property.

Second, the vehicles shall always have a radio in them and the ADO shall always have a radio.

- We want the ADO to be in charge of glider launches. ADOs, shall always have a radio.
- This means that members drive the vehicles on retrieves, therefore, a radio needs to be in the vehicle.
- It is just basic safety to know what is going out over the CTAF in case and glider needs to use the taxiway you are driving down or other potential issues. Remember, for non-traffic related radio calls, use the ground crew radios.

Third, the neither the ATV nor the Gator shall be driven into the hangar.

- Due to the close quarters in the hangar, the possibility of a vehicle-glider collision is ever present.
- The high expense of repairs and loss of use of a glider dictate this simple policy: push the vehicles into the hangar.
- Old timers will remember when we drove the tow cars into the hangar. We had no choice then, but now our lighter vehicles can be stowed more safely by pushing them in.

Please do you best to follow these procedures and be safe in the air and on the ground.—**Dan Ernst**