



Monthly Newsletter of Skyline Soaring Club, Inc. January 2017

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst



I hope everyone has had a great holiday season and please accept my best wishes for the coming new year.

Although the thermometer has been swinging wildly for the past couple of weeks, I am sure that some nasty snow and cold weather will come along sometime in January or February. I would like to suggest that this would be a good time to curl up with the Skyline Ops Manual. Yes, that's right, the Ops Manual! There is a wealth of information in there and even though you may be at the field often, it pays to refresh your memory of how things ought to be done. It will help you stave off any bad habits that you have acquired. The Ops Manual isn't just about how to do things at Skyline, it is all about how to do them safely.

On the 28th of January we will have the annual membership meeting where the officers will report on the condition of the club and we will elect board members. It will be at the Samuels Library at 330 E. Criser Road, Front Royal. Please mark your calendars and make every effort to attend. As I

write, the date and place for the annual Safety Meeting are somewhat up in the air. The library is already booked for the date we chose so we are working alternatives. As always, the club policy is that if you can't attend the Safety Meeting, you will have to review the slides and inform the Safety Officer, Check Stover, that you have done so before you can fly a club glider or take a tow from a club tow plane. We also want you to accomplish this before you stand your first duty, whatever that may be. This year we are going to ask new members joining after the Safety Meeting to review the slides as well.



Steve Rockwood will be sending out your 2017 invoices soon. Please pay these expeditiously! Don't make Steve have to chase you down to get your money. You will see a small increase in your dues for the coming years. The Soaring Society of America has raised their dues and since your Skyline dues include SSA dues, we will be passing this through.

George Hazelrigg's ground school is a go. Please see details on the last page of this newsletter. A big thank you to George for hosting another session of ground school. This is a tremendous benefit to the students in the club.

And in other good news, JP Stewart has been named once again to the USA Junior Team to compete at the 10th FAI Junior World Gliding Championships July 27-August 13, 2017 in Pociunai, Lithuania. JP competed last year in the Junior Worlds at Narromine, Australia. Good luck, JP!

In case you missed it in email and the last newsletter, Jim Garrison sent around information on the Petersburg Wave Camp which will be held at the Grant County Airport. The wave flying is planned to run from Sat Feb 25 thru Sat, March 4, 2017 or Sunday March 5, depending on the weather.

Earlier this month, Shane Neitzey and John Noss ferried the Pawnee up to Pennsylvania to have the fuselage fabric replaced and the wings and metal parts repainted. The completion date is not firm, but we hope to have a beautiful bird back for the start of operations in 2017. It should look wonderful

when it returns.

In closing, I would like to wax philosophical, but only briefly! As one year closes and another opens, it is appropriate to take stock. This club just celebrated its 25th anniversary with an enviable record of well managed growth and safe flying. That doesn't just happen by itself. All of us have to work hard every day at the field to keep the club operating efficiently and safely. We all owe a big debt of gratitude for the instructors, tow pilots, Meisters and board members that volunteer their time to make it possible for you to fly. Thank you!

But there is one area where this club could improve. As many have heard me say in the past, we have a great location just near enough to a major metropolitan area to bring plenty of members, but far enough away to provide uncrowded airspace and plentiful land out opportunities and a great ridge right off the end of the runway. I think that the ability to "commute" a relatively short distance means people tend to head home right after the toys are put away. We could benefit from some more planned social activities. Perhaps we could formalize this with a Party-Meister and have some scheduled cookouts at regular intervals. Stop operations a bit early so everyone isn't worn out. Perhaps non-flyers will come to the field that day just to hang out. Could be fun. Any takers?

Wishing you and yours a great year in 2017 and safe flying and plentiful green air.



Photo: John Noss

Pawnee successfully delivered to VanSant, returned with Shane in the Husky, all went well. Cold.
—John Noss



Photo: Shane Neitzey

A Gliding Mecca

Harry Dogo



I made a pilgrimage to Omarama in New Zealand in the context of a three week vacation to the Southern Hemisphere. Spent 5 days flying with Gliding Omarama for a total of some 20 flight hours or so. Lot's of good lessons learned—many, many thermals, long runs through cloud streets, along ridge lines and along convergences.

Got up into the wave a few times (wave conditions were present daily!) even getting trapped above the clouds once and having to make a blind descent through about 2000 ft of cloud. Turns out the procedure (trim for 60 knots with full airbrakes, hands off the stick) gets you through as advertised, coming out in a benign spiral on the other side.

Made it out to Mt. Cook one day and even got to spin and loop the old Grob-103 a few times. Loads of fun all around.

I also vouch that the wine really is that good and the sheep that numerous.

Looking forward to seeing everyone soon. ✈️

Top: Up in the thermals.

Above: In the mecca.

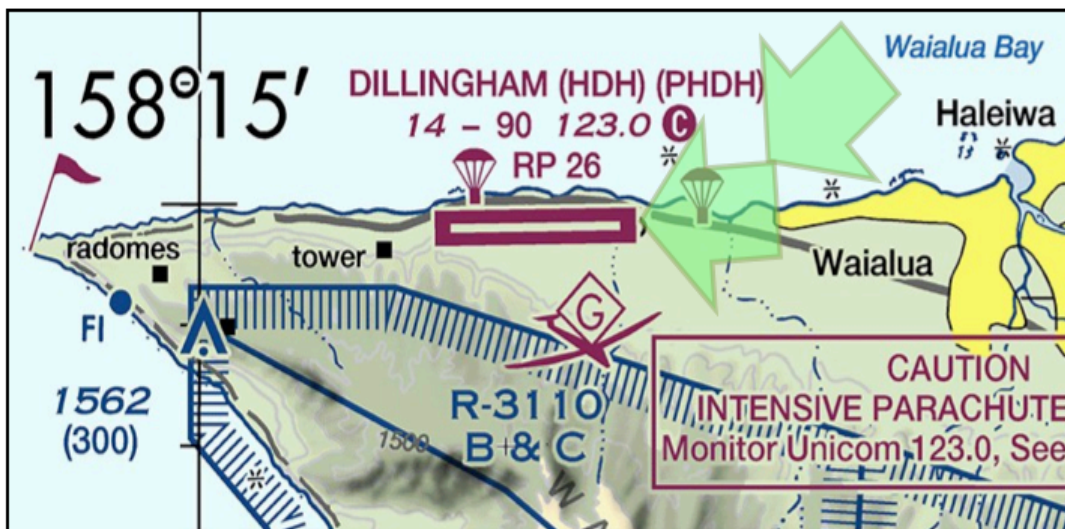
Bottom: At Mt. Cook.



Far Flung Flying: Dillingham Airfield, O'ahu, HI.

Michael Bishton

After passing DPE Barber's check ride in October. I was hoping to get my endorsement to pilot from the back seat, but ran out of time. So I saw my visit to Hawaii as a chance to visit Dillingham Airfield for three reasons: to get my back-seat endorsement in their ASK-21, to fly a ridge for the first time, and see the extraordinary views. This was the first time I had glided from someplace other than our familiar Front Royal and Burner International airports. I thought I'd share their flying habits and air space unique to Dillingham; such as how they take off and land, and where you can fly. Here is what Dillingham Airfield looks like on a chart.



- Dillingham has a restricted area R-3110 just south of ridge in operation on weekdays for testing drones and other aircraft.
 - As the **CAUTION** indicates, there is intensive parachute activity on the East half of the runway and to the East of the airport.
 - I added two light green arrows to reflect the predominant wind direction; out of the East at ground level, and out of the East, Northeast above the ridge. The wind comes right down the runway as you take off, and then shifts as you gain altitude.
- Take off, landings and gliding during weekdays takes place along a narrow band between the airfield

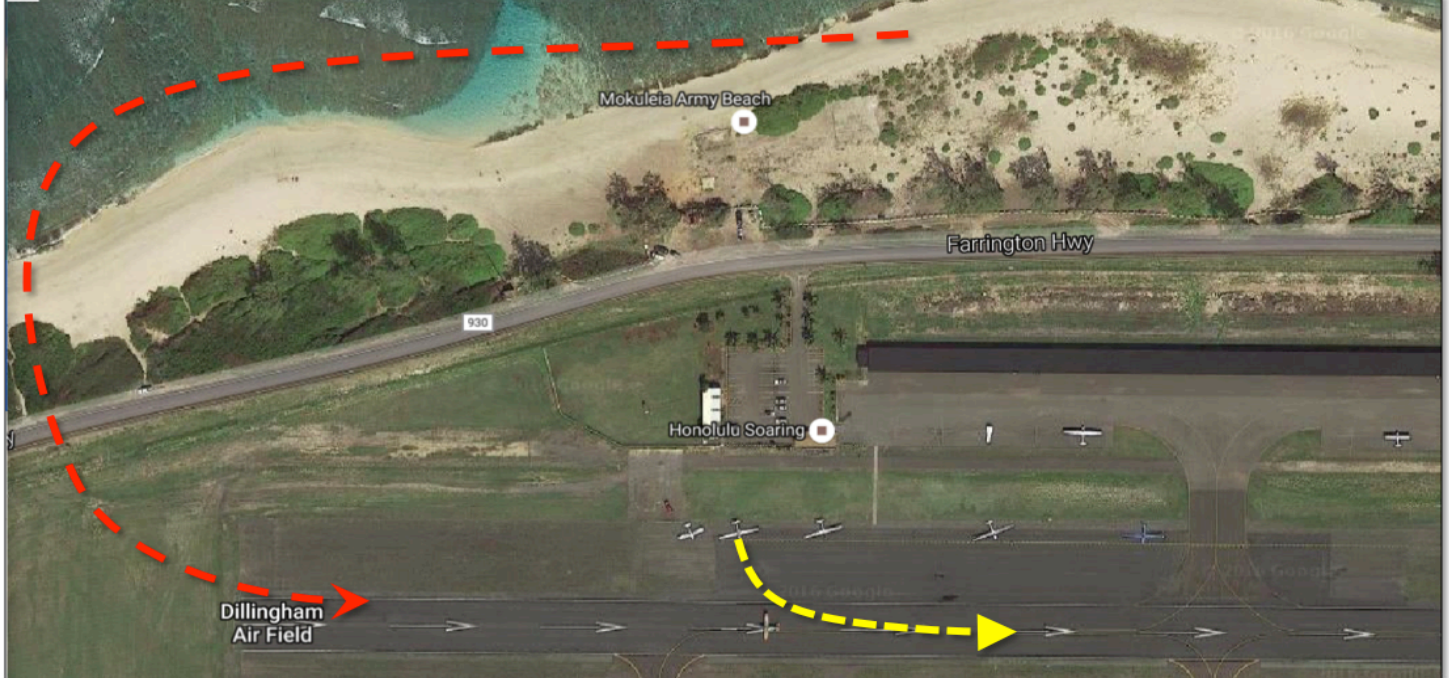
and the restricted area just south of the ridge. The trade winds are reliable enough to create very steady ridge lift. But your flight from the Western end of the ridge to the Eastern end is about nine miles long. Despite the extraordinary view on all sides, going back and forth along the ridge gets old after an hour, so that's about how long I flew. It's possible to fly further East on thermals (South of the towns Waialua and Haleiwa), but the thermal tops tend to be low, and my instructor, Sean Mackinder, wasn't keen to risk landing out. Sean did say that on a good day, pilots will thermal across the valley in this picture (bottom right), and resume ridge flight on the Northeast side of O'ahu, shown as the horizon, rising up on the right. Maybe next time.

Before I went to Honolulu, I wrote and talked to Bill Starr, the owner of Honolulu Soaring, and he communicated multiple times that I could fly the back or front of their ASK-21, but could not solo it. I'll explain why shortly. I've included a satellite picture of the airfield (next page) to illustrate their takeoff and landing habits.

- Takeoffs are unassisted. The base of the yellow line shows the glider positioned on the apron as the tow pilot hooks up and pulls out to the runway center line. Sean handled the startup out of the apron, steering the glider to the center line and then turning the controls over to me. The tow off the apron was the first thing I noticed they do differently, and they don't want people



Photos: provided by Michael Bishton



messing it up.

- We were barely past the end of the 9,000 ft runway when the tow plane started a steady 180 to the right, towards the ridge. The tow was supposed to be to 1,000 ft. But release came quickly at around 400 - 500 ft because we were already in ridge lift. Sean took control for a few seconds to create a little slack in the tow rope just before release, and then returned control to me for the release. He explained that putting slack in their rope before release was another one of their quirks at Dillingham. The second difference I noted. The third was the separation. Normally, tow planes go left, and gliders go right



on separation. Not here. Sean told me to fly the ridge straight ahead, while the tow plane made a sharp left to avoid the ridge. I kept the nose down and pointed away from the ridge to maintain speed and distance as we reached 2,000 feet in a hurry in the 25+ knot lift. I then thermalled up above 3,200 ft, which he seemed to think was good for that area.

- Landing was short and steep, as represented by the red line in the picture. We had a 25+ knot headwind, so Sean said to get low (400+ ft) at the end of runway, make base early and lose the altitude quickly. So I did, and landed just fine. I took a video of Sean making a short, steep landing with some tourists: <https://www.youtube.com/watch?v=1GWddWX7YjY&feature=youtu.be>. He banks sharply from downwind to final and comes in low. You can see him turn onto the apron before he comes to a stop in front of the ASK-21 I flew, and

next to the tow plane; already positioned for the next tow. This kind of practiced hook landing was the fourth thing they do differently.

During flight, Sean explained that at one point, Bill Starr was thinking of retiring and selling the company, when their ASK-21 was featured in a Korean TV show about people doing aerobatics on their honeymoon. Business picked up after that. They converted the back seat of one of their other two seat gliders to hold two smaller and lighter Asians who didn't want aerobatics. The FAA certified their modification. The ASK is their money-maker. That's why they won't let anyone solo their important aircraft.

Note in this picture (left) that there are few instruments; with a hole where a radio should be, and a sign that encourages tipping if you liked the ride where the compass should be. I asked about no radio. Sean explained that the tow plane has a radio to monitor airport traffic. The glider and parachute providers have a very consistent flying pattern. The instructors know how to look for open parachutes and other aircraft that frequent Dillingham. Still... I thought it said a lot about how our club leadership think about our avionics that keep pilots informed and improves safety.

Dillingham was a beautiful and fun place to fly the ridge for the first time and get my "back seat driver" endorsement. I'll have to try one of their other gliders next time and venture out across the valley.





Book Review

Jim Kellett

Danger and Poetry

Full disclosure: I didn't purchase this book, but Reynolds Renshaw kindly lent me his copy to read. It's available from several booksellers, including Amazon for \$15.09 in paperback or \$9.99 as a Kindle book. https://www.amazon.com/Danger-Poetry-Glider-Hundred-Mission-ebook/dp/B01HEBUIEK/ref=sr_1_1?s=books&ie=UTF8&qid=1479690548&sr=1-1&keywords=danger+and+poetry

This is a slim (123 page) volume, self-published by Joe Karam, and described by the author as neither a manual nor a novel, but a "didactic memoir". It purports to describe in some detail the first hundred hours of his learning to fly gliders, focussing on his struggle to balance profound fear and the joy of gliding flight.

The writer's training was a little unusual in that his primary training was in a Schweizer 2-32(!), in which he flew his first solo on his 66th flight, and that he never experienced soaring flight until after he had completed 120 sorties and earned the PPL(G).

I think all of us can relate to the yin and yang of danger and ecstasy that's experienced when learning to fly, but the writer seems to be truly obsessed at times with fear—frequently describing in detail his worry over unlikely scenarios. That



2-32 photo courtesy of Honolulu Soaring www.honolulusoaring.com
"Soaring the Hawaiian skies since 1970."

may be why he often appears to be timid in making decisions such as a perfectly correct one he made during his practical exam and his indecision in making a final glide decision late in the book.

Would this book inspire someone who has never flown to pursue soaring? I doubt it. It really doesn't illumine the experience in a way that would encourage a groundling to start. Would a pilot see his/her own first hundred hours here? Yes, to some degree, but it would not, I think, promote introspection for the reader's own experience or improvement.

Bottom line: interesting thesis (meeting the challenges of learning to fly safely in order to enjoy the physical and emotional beauty of soaring flight), but not well defended.



Safety Corner

Chuck Stover

FAA Withdraws Transponder ANPRM

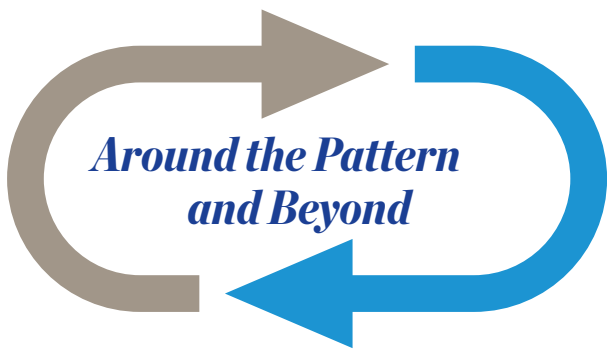
The FAA has withdrawn ANPRM-FAA-2015-2147 which would have required that gliders operating above 10,000 MSL have an operating transponder. Glider operations below 10,000 MSL would not have been impacted even if this rule had passed.

The SSA continues to encourage voluntary compliance for gliders operating in high traffic areas.

The Federal Register entry is located here:

<https://www.federalregister.gov/documents/2016/12/23/2016-30910/transponder-requirement-for-glid-ers-withdrawal>





Around the Pattern and Beyond

SSA Award Application for Christopher Carswell

I have processed the application for Silver Altitude claim on your October 23, 2016 Flight. I am happy to approve this claim.

You should see your flight listed in the February issue of Soaring Magazine. You will also find that the flight will be included in your member achievement record.—*Rollin Hasness, FAI Administrator*

Congratulations.Chris and well done—*Piet Barber*

Photo: Piet Barber



Crew for X-ray Zooloo? 15M Nationals in Cordele, GA June 5-14, 2017—This is a request for help crewing for me at the 15 meter Nationals. It is a wet contest, meaning wing

Photo: from Shane Neitzey



Let it be known across all of Skyline that on the 10th day of December of the year 2016, Chris Zaboji (below left) was bestowed the privileges and limitations of a Flight Instructor-Glider by DPE, John Molumphy (right). In acknowledgment of his fame (and soon to be fortune?), he will be autographing logbooks for at least the next two years.

Congrats Chris!—*JP Stewart*

Photo: from Chris Zaboji



water ballast allowed.

The practice days are June 3 & 4 with the contest June 4 thru 14, 2017 Cordele, Georgia is about an 11 hour drive from Norther Virginia.

I am excited, this will be my first time at this location and my first National contest. The Cordele site is highly regarded by many contest pilots.

Besides being highly appreciated and integral to the cause, my crews are fed well and get a T shirt. Yeah! In many ways, crewing is an effective learning experience in soaring.

—*Regards, Shane Neitzey, XZ Shane@ShanesSigns.com*

*Wave Goodbye to 2016**



**Sorry - I couldn't help myself! - edit-person.*



Photo: Evan Dosik



Photo: Jim Kellett



Photo: Evan Dosik



Photo: Dick Otis



Happy New Year Everyone!

Copy That



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

About 22 people said that they wanted to participate in our upcoming ground school. The first session is January 7, from 9-4:30. There will be a modest fee and about \$20 worth of stuff you'll need to buy (FAR/AIM, Washington Sectional, Plotter—all of which you will need anyway). I expect the fee to be between \$10-15, and it will cover my costs for preparing handouts and other supplies.

Because there is a fair bit of copying to do, I would like to keep it to a minimum by not making copies for people who do not intend to attend. For this reason, I have asked for a confirmation from anyone who intends to attend.

So far, I have received confirmation from the following people: Matt Vosika, Woody Evans, Andrew Neilson, Maryam and Syed Ali, Phyllis Morgan, Steve Cherry, Fernando Cuenin, Kip Ongstad, Peter Ross and Pasquale DeRosa.

If you have not sent me a confirmation email (i.e., if you are not listed above) and you do intend to participate, please send me a confirmation. If you did not notify me prior to now, but would like to attend, please join us, but let me know. Thanks,—*George Hazelrigg*

February 18th and 19th 2017, FIRC (Flight Instructor Refresher Course)—Hosted by the Philadelphia Glider Council. Professionally presented by Aviation Seminars, Inc. at the Homewood Suites, Lansdale PA 19446. The PGC hosts a live FIRC every other February. Come join us and get on our schedule every two years. We encourage an interactive classroom with participants sharing the challenges, surprises, and the best practices. The FIRC is open to everyone. It can be used to refresh any CFI rating (glider, airplane, helicopter...). You don't need a CFI rating to attend. This is an excellent review for all licensed pilots, and a great introduction for stu-



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

dent pilots. Only \$150.00. On site processing at no extra cost, saves you the trip to the FSDO. Discount room rates available for those traveling. Call or contact Phil Klauder for further information 215-870-5136 or Phil.klauder@verizon.net.

February 21-March 2, 2017, Carolina Wave Project-Shiflet Field, Marion, NC—Hosted by Chilhowee Soaring Association, Inc. Fly in wave to FL260 (weather permitting) from Shiflet (9A9), a wide grass strip near the base of Mt. Mitchell, highest point east of the Mississippi. Upon registration and payment, your spot is secure and materials and full info will be sent. Tows available. \$245. Includes all oxygen fills in your tank(s) and airport fees. Tows additional. Make check payable to CSA. Mail check to CSA, PO Box 53, Benton, TN 37307. Visit www.wavecamp.chilhowee.com. Contact Sarah Arnold at info@chilhowee.com or phone 423-506-9015. Register on line at <https://www.surveymonkey.com/r/Y7YSRVG>.

The US Junior Team—The Future is NOW! Please consider an end of year tax donation to benefit the United States Junior Team.

The US hopes to send 3 of its finest to the 10th FAI Junior World Gliding Championships July 27-August 13, 2017 in Pociunai, Lithuania. The costs involved are considerable and no donation is too small.

Noah Reitter has accomplished much in the time from his first demo ride in 2012: Private Glider, Commercial Pilot, Flight Instructor Glider, Private Pilot Airplane rating and checked out as a tow pilot. He flew as a guest/sniffer in the 2015 Nationals and placed 2nd on one of the competition days. He placed 2nd at the 2016 Region 2 contest and 2nd at the 2016 Club Class Nationals. He is a member at Harris Hill.

Daniel Sazhin has been flying gliders since 2008 and loves racing and record flying. He has competed in 12 contests, winning a 1-26 championship and had the honor of flying on the US Team in 2015 as part of the Junior Worlds in Narromine, Australia. Daniel recently earned a degree in Business from Pace University and is planning on going to grad school to study Behavioral Economics. Daniel just completed the first ever 1,000km in a 1-26, earning a World Record - an astounding feat.

JP Stewart has been hooked on aviation for nearly 10 years. Beginning with radio control aircraft he flew competitive giant-scale aerobatics before moving into full-scale flying. He joined the Blue Ridge Soaring Society (BRSS) six years ago and fell in love with soaring. JP completed on the US Junior Team at the Worlds in Narromine, Australia in 2015. He is a student at Virginia Tech studying aerospace engineering and currently an engineer at Aurora Flight Sciences. He flies out of New Castle and Front Royal, VA.

Send donations to: US Junior Team Fund c/o SSA
PO Box 2100
Hobbs, NM 88241-2100

You can also donate through the SSA website by pasting this link in your browser <http://store.ssa.org/cgi/search.cgi?terms=SSA%5FGifting%5FOpportunities::&category=SSA%5FGifting%5FOpportunities>. Be sure to note in the special instructions that it is a donation for the US Junior Team Fund.