

# SKYLINES

Monthly Newsletter of Skyline Soaring Club, Inc. July 2017



## President's Message

**Dan Ernst**

Photo by Kip Ongstad

Skyliner's,

Well, it is July and as they say a slow news day during the summer. At least that's how it seemed when I originally penned this column. There is some breaking news, but you'll have to wait to the end of the column because there are some important things that need to go first. Foremost among them I want to thank Bill Burner for hosting another Away Day. The weather wasn't the best, but it was a success anyway. Second,



Photo: Tom Motinger

a big thank you to Gordon Roesler for stepping in to take Bill Bank's place as DO while Bill was laid up. And also ADO Reynolds Renshaw and extra support from Keith Hilton and Dick Garrity. Our Away Days have been going on for a while now and have become a little bit routine. However, we ought not to take them for granted. We are genuinely fortunate to experience Bill and Sharon's hospitality at Be Soar-In. If you are new to the club and haven't been to one, make sure you are there in the Fall. It is wonderful.

Week of Training is almost nigh! If you plan to participate as a student, instructor, tow pilot or support crew, please sign up now. (<http://members.skylinesoaring.org/RESTRICTED-DOCS/WoT2017/>) And a big thank you to those already signed up to support! This is a bold experiment for Week of Training, but one that could pay off handsomely in terms of concentrated

- 1 President's Message
- 2 New Members List
- 3 Fernando Cueinin
- 4 Kip Ongstad
- 5 Derek Schesser
- 6 Todd Morris
- 7 Discus CS
- 8 Mid-Year Finances
- 9 *Maintenance Notes*

training delivered and good student progress. Besides, Petersburg is just a nice place to be! The dates are July 10<sup>th</sup> through the 14<sup>th</sup>.

We recently had Daniel Wells complete some delayed maintenance on the Sprite. Thanks to Meister Pete Maynard for arranging that. Our little Schweizer soldiers on. If you haven't flown it, you should try it. It is a cheap way to build time or just float for a little while.

A hearty "Well Done" to Chris Carswell who placed second in the OLC standings for Region 4 for a flight this month. You can check it out here: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-1798781229>

Steve Wallace has joined the ranks of CFI-Gs. Instructors are a critical resource at a club that does as much training as we do. Congrats, Steve!

Just want to close by reminding everyone that tick season is upon us. By all accounts it is a banner year for the little pests. It isn't bad around the terminal building, but if we have to decamp to Runway 10, there are plenty around there. And if your trailer dwells in the long grass by the pole barn hangars, then be warned, they are legion down there.

So now what you have been waiting for. The Board has voted to purchase Charles Norman's Discus CS "9Y" (although Charles is going to retain rights to the contest number.) Charles wants one last fling with his ship and will enter the Region 4 contest in October. After that the club will buy it.

This was a fine glider to begin with and Charles has improved it immensely in the time he has owned it. The gelcoat has been sanded and polished and he has installed a new cockpit interior, and the panel has up-to-date electronics. It also has a nose tow hook and docile handling. Derek Piggott rated it as excellent in all respects and calls it a Beginners Glider. It is an excellent transition glider from the two-seaters to single seat, high performance ships.

The Cirrus has been a faithful servant to the club for a number of years now, but it has reached an advanced age where it needs some investment that goes beyond TLC. The Cirrus and trailer are offered for sale for \$7,000 as is. Since we will not be getting the Discus until October, if an individual club member or syndicate of club members buys it, it can stay in the hangar until we take possession of the Discus.

Until the next time, have fun and be safe.

Cheers,

DAN



## *New Members for First Half 2017*

**Tim Moran**

Name	Joined
Peter Ross	March 4, 2017
Fernando Cuenin	February 25, 2017
Kip Ongstad	March 4, 2017
Uwe Jettmar	March 25, 2017
Derek Schesser	April 15, 2017
Scott Bessette	February 25, 2017
Todd Morris	June 1, 2017

## *New Member Fernando Cuenin*

**By Fernando Cuenin**

was born in Junin, Argentina, a little town 300km from Buenos Aires City; great place for meat lovers - asado - and soaring!!



I am an Economist, actually working at the Inter-American Development Bank in downtown DC, and international organization that provides financing and technical assistance to Latin American and Caribbean countries. I came to US with my wife 15 years ago; now we are a family of five, two amazing kids (Catalina and Santiago), and a wonderful dog, Apache (no related with helicopter, is the nick name of a Boca Junior's soccer player). I am all season motorcyclist, rain, shine, snow...IMSAFE do not apply :). I always wanted to fly, my father is a glider pilot, and I will make my best effort to reach this goal. I am very happy to be part of Skyline Soaring Club, great place, great people !





## *New Member Kip Ongstad*

**By Kip Ongstad**

I'm 64, my wife is Liz and we have two children, Grant, 28 and Madison, 20. About four years ago I bought a small RC plane and later a RC Glider. I was fascinated that you could keep the glider up using thermals and started reading more about it. I downloaded Condor Soaring simulator and got really good at staring at the air speed indicator & Vario while blocking out the going on outside the cockpit.

For my 61st birthday I did a FAST ride at Cypress Soaring located in Lake Elsinore, CA. I figured with my extensive experience I'd be a natural and would probably be asked to instruct (after 2-3 flights). It was pretty scary and I remember thinking I'd never be able to fly let alone actually enjoy flying. After about 5 flights I knew this was something that would be amazing to be able to do so I joined Cypress, a very safety minded club with great instructors and members. The "airport" (Skylark) is a dirt runway located on a large open field area. Like I said, they are very safety minded but it is pretty informal. I had 9 solo flights at Elsinore in the Krosno-A1 Trainer and 3 in a SWG 1-34.

In November of last year, my wife, daughter and I moved to Virginia. I had heard about the club from Tim Kreiner. Tim was an instructor at Cypress Soaring club in Lake Elsinore, CA and joined Skyline when he moved to VA for a time. Tim spoke very highly of the club and in particular the student tracking system you used.

I joined Skyline in March after taking George's Ground School in January (thank you George and Shane). First flight was in Early March.

I guess the first thing I noticed was the formality of the operation. DO, ADO, new member orientation meeting, numerous radio calls, an asphalt runway with stop short lines, a terminal with an airport manager, hangars, big glass sailplanes w/tow vehicles, a Pawnee that looks operational. My old club had established SOP's but here you get the feeling that before you touch a plane or walk onto the airfield you need to know the procedures. Plus the biggest thing for me was location of the airport. Not that the runway is surrounded by apartment building, but the downwind and final are over trees, homes, roads, telephone lines, an embankment with a definite start to the runway and the idea of landing on the numbers.

Along with that formality comes the fact that the aircraft and equipment are in amazing condition with radios and audio varios. The website has great information that is easily accessible. The student tracking and progress system really keeps you on track and the flight operation and support is incredible.

The one thing that is familiar is the camaraderie of the members and willingness to help and encourage new member. The effort and time all of the volunteers put in and the long hours the instructors and tow pilots put in. They never seem to be in a hurry to leave as long as someone still wants to fly. It really makes you appreciate being a part of this and to make sure you do your part as a member to earn it.

At Elsinore I was qualified to fly solo at that airport in that plane under good conditions. I think the instruction here offers a chance to really expand my ability and knowledge as a pilot. I've come to really enjoy the excitement you get from learning and improving. I'm still blown away that this learning to something that anyone can get involved in and dumbfounded that everyone wouldn't want to.

On a final note, At least once a week my wife or I will say how happy we are that we made the move and how much we love it here. My daughter has taken up horseback riding and I'm hoping my wife is looking to join her. I'm hoping she will.... Partially because it is amazing country and also so my absence one day a week flying will not be so noticeable.



## *New Member Derek Schesser*

**By Derek Schesser**

My interest in flying dates back as long as I can remember and as soon as I could afford an R/C airplane I bought one and taught myself to fly at 12. It was a balsa airplane with a nitro fueled motor and a polyhedral wing.



Photo provided by Derek Schesser

I then transitioned to foam flying wing slope gliders, in an emerging activity called combat gliding where a kill meant knocking someone down without crashing, I did this for many years. In the years that followed I maintained R/C as side

hobby, helping with various student projects in college such as a firefighting UAV, an autonomous search and rescue UAV, and various quad type platforms including a monocopter. In high school I was lucky enough to compete at state and national levels in both auto mechanics and welding. When I started college I had long decided that Mechanical Engineering was the only degree that would satisfy my desire to learn how things work. Several years later I would be kicked out with a PhD.

My glider training started about a year before that, I had secured a high paying internship at the Army Research Lab in Aberdeen MD. When searching for housing I came across Harford County Airport on Google Maps and spotted what I knew to be sailplanes (having done an exploratory and later an aerobatic flight in Warner Springs CA). I found that there was a small club there Atlantic Soaring Club, I joined and proceeded to fly and train the entire summer. I had money to burn and was able to fly as much as I wanted given the small size of the club. Three months later I passed my check ride, a club record as far as anyone could remember. I now live in Arlington working my first real job as a staff scientist at a defense research funding agency. I know stuff about computer modeling of materials (composites + fatigue and fracture) and mechanical characterization, and oversee projects in metals additive manufacturing, composite material bonding, aerospace composite polymer material development, hypersonic carbon and ceramic matrix material development, and engineering design.

## *New Member Todd Morris*

**By Todd Morris**

Hello SSC, and thank you for the opportunity to soar and pursue this wonderful past time! I am a 51-year-old married father of two living in Chantilly, Virginia. I graduated in 1987 with degrees in Electrical Engineering and Computer Science from Vanderbilt University and work for Attain, LLC in McLean where I am Managing Director for National Security. I spent most of the past 30 years providing IT and professional services to US Special Operations Command, the Defense Intelligence Agency, and the Dept. of Homeland Security in support of their counter-terrorism mission. It has been and will always be my profound privilege to support our nation and its dedicated servicemen and women, law enforcement professionals and committed civilian employees in such a critical mission. It is a topic I am passionate about so you are forewarned I might talk your ears off if I get on the subject.

About the only thing I am more passionate about is my family. I am the son of a career naval officer, Capt. Don Morris (ret.), He spent 35 years in the service of navy medicine as a dentist with two tours to Vietnam aboard the USS Currituck and USS Tanner, finishing up teaching at the Navy Post Graduate Dental School at Walter Reed. He is

retired in Rockville, MD and I hope to get him on a FAST flight soon. I met my wife Cecilia at Wootton High School in Rockville. She was my prom date and we will be celebrating our 25th anniversary in September. Cecilia works as a neonatal intensive care nurse at Fair Oaks Hospital. My son Brian is a rising 4th year computer engineer at UVa, and my daughter Ana is heading off to Emory University in the fall to study nursing and run middle-distance cross country and track for the Eagles.



Most of the rest of my time is dedicated to community service. I promote STEM (Science, Technology, Engineering and Math) education for our youth by supporting and mentoring a high school robotics team ([chantillyrobotics.org](http://chantillyrobotics.org)). I am on the organizing committee for the American Red Cross Salute to Service Gala this year and I am a long-time board member of the Homeland Security and Defense Business Council where I have served as the Finance Chair and am currently the Membership Chair. I look forward to exploring how I can bring some of this experience to the SSC.



## *Discus CS*

**Photo provided by Keith Hilton**



Scheduled to join the SSC Fleet in October 2017.





Photo provided by Dan Ernst

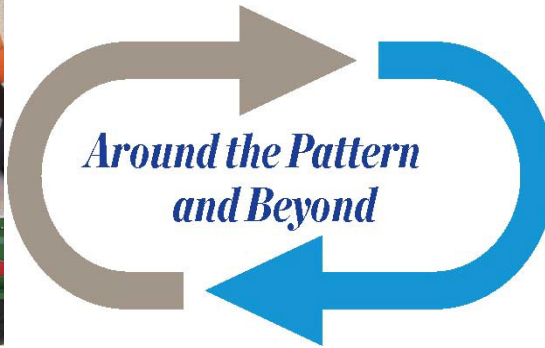


Photo Michael Christensen

## Mid-Year Financial Status

**Steve Rockwood**

### Mid-year Financial Status

I wanted to provide a mid-year financial status report to keep folks informed and up-to-date. Shown below is a current summary spreadsheet. The club has \$155.8K sitting in the bank. That is about \$7.4K more than forecast. The account has been allocated to the various funds as shown. At this point we have \$79.4K allocated and available to make an investment; single or dual-seat glider, tow plane, etc. By the end of the year that number may be closer to \$92.6K. The engine fund is almost at a point that we could overhaul a tow plane engine if need be, but should not be necessary for several years. We took quite a hit to recover the Pawnee. The plane looks great, but the cost was a little more than planned. That fund is currently in the red, but should begin to show a positive balance near year's end. The operating reserve and avionics account are sufficiently funded to mitigate most financial risks that may arise and we have cash available to pay bills.

Income is nearly keeping up with expenses. Considering many of the expenses; insurance, taxes, SSA chapter memberships, etc. occur during the first half of the year, we are in a pretty good position.

	2017 Forecast	\$187,570	\$186,928	\$156,707	\$148,769	\$150,520	\$148,363			
	Target Status	(\$4,727)	(\$22,764)	\$10,956	\$2,790	\$5,366	\$7,432			
	Actuals						Status			
Item	Jan '17	Feb '17	Mar '17	Apr '17	May '17	Jun '17	ITD	Forecast	% Complete	
Bank Balance (End of Month):	\$182,843.44	\$164,163.68	\$167,662.79	\$151,558.43	\$155,886.25	\$155,794.56				
Engine Fund	\$26,602.40	\$26,830.40	\$27,862.40	\$29,044.40	\$29,650.40	\$30,418.40				
Recovering Fund	\$16,563.34	\$7,799.34	(\$4,546.85)	(\$2,702.85)	(\$2,500.85)	(\$2,244.85)				
Operating Reserve	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00				
Capital Investment Account	\$74,538.72	\$74,538.72	\$75,038.72	\$75,538.72	\$77,988.72	\$79,438.72				
Avionics Fund	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00				
Total Available Cash	\$34,888.98	\$24,745.22	\$39,058.52	\$19,428.16	\$20,497.98	\$17,932.29				
<b>TOTAL EXPENSES</b>	\$7,485.59	\$13,370.69	\$28,973.66	\$19,304.71	\$4,834.07	\$6,538.82	\$80,507.54	\$125,710.00	64%	
<b>TOTAL INCOME</b>	\$41,196.57	\$4,078.43	\$7,207.71	\$10,647.11	\$6,292.74	\$6,510.40	\$75,932.96	\$140,474.00	54%	

# Maintenance Notes

Aircraft	Annual Inspection Expires	Transponder Recertification Expires	FAA Registration Expires	State License Expires	FAA Experimental Letter Due
ASK-21	31-Jul-17	30-Apr-19	31-Mar-20	30-Jun-17	—
Cirrus	31-Oct-17	—	31-May-20	31-Mar-18	1-Jan-18
Grob-103	30-Apr-18	30-Apr-19	31-Aug-19	31-Mar-18	—
SGS-136	30-Jun-18	—	31-May-18	30-Jun-17	—
Husky	30-Nov-17	31-Mar-19	31-Aug-18	30-Jun-17	—
Pawnee	28-Feb-18	30-Apr-19	31-Mar-19	31-Mar-18	—



**President**—Dan Ernst  
**Secretary**—Keith Hilton  
**Treasurer**—Steve Rockwood  
**Membership**—Tim Moran  
**Chief Duty Officer**—Bruce Zivic  
**Chief Tow Pilot**—Steve Zaboji  
**Chief Flight Instructor**—Piet Barber  
**Safety Officer**—Chuck Stover

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

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Photo Jim Perlmutter