

# SKY LINES

Monthly Newsletter of Skyline Soaring Club, Inc. June 2017



Photo: Vern Kline

## President's Message

**Dan Ernst**



Photo: Tom Motinger

The big topic this month is the 2017 SSC Strategic Planning Survey which has been completed and distributed to the membership via email. First, I want to thank all of the members of

the Survey committee that devoted their time and considerable expertise to this effort. They are Bob Sallada and Jim Kellett who quickly signed on after I mentioned the need for new plan at the Membership Meeting in January, and Chris Carswell, Dick Edge, Jim Garrison, John Noss, and Steve Rockwood who all stepped up to be part of the team. They produced an outstanding product. Second, I want the thank all of you who

took the time to fill out the survey. Your answers are critical to the board so that we can move the club in the direction that you, the members, want. And I want to gently chide the 42 of you who did not.

As I have said in this space before, while other clubs are shrinking, Skyline is growing. At this past Board meeting we tried to take stock of the progress of students through the pipeline and impact on our available resources. While this is somewhat like trying to change a tire on a moving car, we decided to accept two more students. We'll take the temperature of our training effort again on the 1<sup>st</sup> of July and see if we can admit some more students. In the meantime, the board has asked the Strategic Planning Committee to take a deeper dive into how to manage the student population and flow through our system. We aim to get the most students in that we can provide a reasonable chance of getting a rating. The



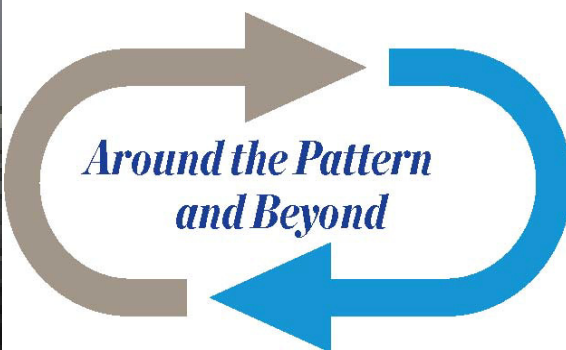
annual Week of Training is scheduled for the week of 10 July to 14 July. This year Piet barber has suggested that we hold the training at Petersburg, West Virginia and take advantage of the long runways (paved and grass) and low volume of traffic to generate more sorties than would be possible at Front Royal. Piet has an outstanding week planned that will offer enough concentrated flying to make real progress. If you are interested in participating please sign up **now**. It is only six weeks away and we need know if we will have enough people to make this worthwhile. Please go here (<http://members.skylinesoaring.org/RESTRICTED-DOCS/WoT-2017/>) for more information and to fill out the application. I've flown at Petersburg for wave camp and it is a wonderful location. To read more about the Petersburg environment, see

the articles in the April Skylines (<http://skylinesoaring.org/NEWSLETTER/previous.pdf>).

We are in contact with Burt Compton of the SSA and Soaring Safety Foundation to come to Front Royal and conduct a site survey of Skyline sometime in the near future. This is a free "review" of the club and our procedures, much like a Flight Review. We like to think that we have a strong culture of safety at Skyline, but an outside look by an expert can only help ensure there is nothing that we are missing.

I hope everyone's summer is off to a good start. See you at the field!

Cheers,  
DAN.



## Queuing the Launches

**Bruce Zivic**

As the DO on April 30 I felt I should have done a better job of keeping the training ships airborne and I want to relate that experience to others who may benefit from my mismanagement.

There was a special training request submitted to reserve the Grob for instruction due a circumstance which is not important. As the DO I was willing to work this request into the rotation. As it worked out there was more class time required with the student that I imagined and such I held the Grob on the ground which resulted in about 90 minutes of lost flying for other students. I should have allowed the Grob to serve other students, and work the student reserving the Grob back into the rotation. My bad.

It is important to remember that the DO, as per the SSC DO Manual para 2.4 is the ultimate authority in queuing the flight rotation. This is not always a popular position to be in, sometimes it will chafe someone but it's up to you to use your best judgment and authority.

Also. Recently there has been some chatter regarding teaching techniques and how it coordinates with the flight rotation. Currently the default flight training times and student rotation have been modified in an effort to get all the students into the air at least once. As we all know it's very disappointing to spend the day at the field and not get airborne. The following is a recap of the training order modifications;

1. Crew arrival at FFR at 0800 and have the things ready for ops at 0900.
2. First come first serve in the rotation order.
3. Each student receives a flight and then falls back into the rotation.

These default procedures have been implemented to meet the large student load in an even manner. There are some instructors who take exception to the one flight rotation procedure and would like to reserve the option of teaching a student with several lessons consecutively. I think we as DO's can accommodate this teaching method if,

1. The instructor and DO work this out in advance such as during the preflight safety meeting.

2. The instructor has limited the student load to accommodate the allotted time, remember at 1200 the regular members have priority to the club ships.

The DO's job as I see it is to facilitate the safe operation of an efficient operation and is NOT responsible to insure all students fly during the day. The student load can only be managed by the Duty Instructor, who else knows the time required to address a required lesson. As such it is incumbent on the DI to limit class size to meet the operation restrictions of available instructors and equipment for the day.

## *Spin Training Clinic at Grant County Airport, West Virginia*

**Joe Lingeitch**

After two foul weather cancellations, a spin clinic was conducted on Friday May 19, 2017 at the beautiful Grant County Airport (W99) in Petersburg, WV. The clinic was cooperation between Shenandoah Valley Soaring (SVS) and Skyline Soaring clubs. Jim Kellett spearheaded the spin clinic training opportunity from the SSC side and advertised it in the April 2017 issue of Skylines.

The five lucky SSC participants were Evan Dosik, Woody Evans, Tim Moran, Chris Carswell and Joe Lingeitch. Our hosts for the day were W99 airport manager, Larry Stahl, SVS instructors, Graham and Jeanne Pitsenberger, and tow pilot Charles C. J. Locke. Evan's wife, Anita, also attended and was treated to her first glider ride (no spins) by Jeanne.

We began with practical ground instruction from Graham on the causes, characteristics and hazards of spins. Spins are not inherently dangerous, as evidenced by the 100% survival rate at the clinic, but spins at low altitude (in the landing pattern or premature termination of tow) are usually deadly because they can catch a pilot by surprise, there is not sufficient altitude to recover, and the instinctive reaction to an incipient spin event can be exactly wrong.

The two ingredients that cause a spin are stall and yaw. The classic stall/spin fatality occurs in the pattern when a pilot overshoots the base-to-final turn, is low and trying to stretch a glide (unconsciously brings the stick back), and uses a shallow banked turn with excessive rudder in an attempt to increase the turn rate. This is the dreaded low, slow, and skidding turn (an uncoordinated turn with too much rudder into the turn) which can quickly develop into a spin. If the pilot applies incorrect instinctive reactions such as: trying to raise the dropping wing with the aileron, or pulling back on the stick to raise the nose, the spin will worsen and the chance for recovery is lost. This is why medium banked, coordinated turns (yaw string straight back) are

emphasized in the pattern.



We flew the SVS Schleicher ASK-21 glider with a "spin kit" for the training flights. The spin kit is a factory-installed modification to add tail ballast (see picture below) in order to move the center of gravity into the "aft range" that is more favorable for spinning. All of the participants did a weight and balance calculation to determine the required tail weight for their flight. The last item covered in the spin clinic ground school was the manufacturer recommended spin recovery technique. Spin recovery procedures can differ between gliders – read your manual.

My training flight was with Jeanne and we took a tow to 5000 ft AGL. The weather was hot; temperature was in the low 90's with thunderstorms possible, and the thermals were strong. In my first spin, we held the controls for four rotations to demonstrate a fully developed spin before beginning the recovery, and this burned approximately 1000 feet of altitude. For the remainder of the training, we did incipient spins (less than two turns) in both directions, and we simulated the "insidious traffic pattern spin" - as discussed above, but at a safe altitude.

The clinic was informative and quite a lot of fun. The ASK-21 with the spin kit is a neat option and should be considered when purchasing an ASK-21 for flight training purposes. Everyone came back from their flight with a big smile. My flight only lasted 25 minutes, and I think most of that was spent on tow. We could have easily thermaled back up for more opportunities, but others were waiting for their spins. Thanks again to our great hosts: SVS and Larry Stahl, and Jim Kellett for leading the organization effort. This was a great example of interclub interaction, and I recommend the training when you get the chance.





# Seminole Lake Gliderport Florida [6FL0]

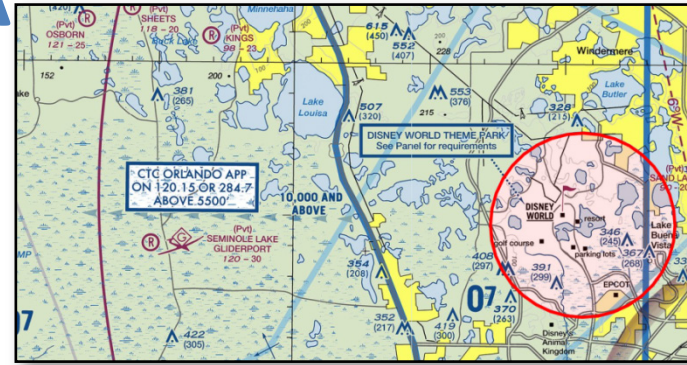
**Michael Bishton**

## From the Back Seat

**Steve Zaboji / Chief Tow Pilot**

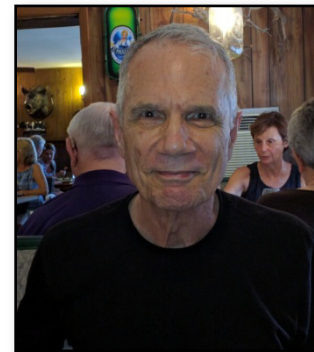


**A**pril 12, 2017. This was my first, but I hope not last flying experience at Seminole Lake Gliderport [6FL0], where,



I know, a number of you have flown. For those of you who haven't, give it a try...

I had attended the Sun-N-Fun fly-in and Lakeland, FL, and was in the area to rent a Glider at the Gliderport. My friend, and retired State Department colleague, Michael Metelits also lived in the area, so I asked him if he'd like a ride in a glider. I was delighted that he agreed to go along.



(Brave soul)...

I arrived in the early afternoon for a check-ride, before they would allow me to fly their Grob solo. I asked the instructor what he expected of me. His only criteria was that I didn't scare him. To death. I wondered how much that sounded like some of our instructors who will let you out on a very long lash. So that's a qualification? You're good if you don't kill me? I tried to remember if that sounded more like Piet or Jim K?

I went through the pre-flight checklist, because this was the first time the Grob had flown that day, and he went along, perfunctorily. I noticed that the Grob didn't have a radio and asked him about communicating with the pilot. He held up his hand with three fingers, and said that is how we signal the altitude. The Gliderport is inside the 30mn Mode C veil for Orlando, so I asked him about transponders. He reminded me that we are flying gliders, so it didn't matter.

**A** few Sundays ago I brought up FRR's webcam and noticed that there were 6+ gliders waiting for a tow. I learned later that Steve Wallace happened to be in the neighborhood and fired up the Husky to help speed up the tows. Thanks to his help the line dissipated quickly and pilots were happily engaged with the promised lift.

Since our club is blessed with two tow planes, I thought that perhaps we should formalize second tow pilot duties by asking a second tow pilot to volunteer for duty between the hours of 11AM and 3PM - a period notoriously busy as private ships gang up with student operations, all seeking a launch during the optimum conditions found late morning to mid-afternoon.

That time period represents a surge in traffic so I thought it would be appropriate to call the second tow pilot a surge tow pilot. I see by some e-mail chatter the second instructor is also at times referred to as a surge instructor. We tried it and Bill Burner was the first to step up and volunteer.

There is another great benefit to a scheduled second tow pilot in that when we need to do tow pilot training in the two seat Husky, we can jump in and work on dual tow requirements while serving the role of a surge tow pilot. It's a big win, win.

Please stay tuned for more formalized Surge Tow Pilot protocols. In the meantime, if you would like an easier day of towing, sign up for Surge Tow Pilot Duty in advance.



For those who have not flown there, the runway is soft white sand, covered with grass. We hooked up, went through the usual hand signals and launched. I pulled off at three fingers, and asked again if he wanted to see any particular skill sets. The instructor again repeated his same criteria. No death. On the way back, he had a couple of comments about the landing pattern, because he thought I was a little high. So we circled a couple of times and went in. The landing easy on the soft sand. He climbed out, smiled, and said; "You're good to go." That's it. All 17 minutes of it. The instructor also asked me to land short, in front of the Grob hanger when I returned, so that it would be easier to put the Grob away.

I collected Michael, headed back for the glider, reviewed all of the things he needed to know and not touch, because he said that he didn't want to fly it. I climbed in after I checked his belts and canopy, and off we went to three fingers, though I dropped off at 2 1/2.

Thermals were good, despite that broad late afternoon cloud cover. We climbed to, and had no trouble staying at 6,300 ft MSL; an estimated 500ft below the clouds, for almost an hour. There was lift everywhere, and we had the run of the place. Tourist-ing in every direction. Running over the swamps to the West, lakes to the Northeast, and within sight of Disney World to the East. Or at least we thought we could see it. I used my moving chart app to track our location and keep us out of the more controlled airspace.



The murkiness in this picture is from a less than pristine canopy and some haze. The afternoon cloud cover provided relief from the sun.

Then the thermals dried up, and we headed in, for a left pattern on 18, looking for other aircraft. I used the brakes to drop in quickly as I passed over the trees, flared, and pulled to a

stop at the hanger.



Thank you, Skyline instructors for focusing on short landings. Thank you, Skyline Glider-Meisters and member for taking such good care of our gliders. This is my second rental. The absence of Radio, Mode C transponder, and other cool instruments in our K and G continue to reinforce my perception that our club provides the best maintained and equipped aircraft. Thank you, Skyline Soaring. But I won't stop exploring those far-away places...

Michael Metelits loved his one and only glider ride experience. I loved it to. The Seminole Lake Gliderport is a great place to fly. I saw lots of private ships go skyward as I was waiting my turn.



Photo provided by Steve Zaboji

Chris and I just after checking out in the Huskey...after 10th dual tow. He jumped right into the Pawnee and did his 10 supervised flights. Chris is now a qualified tow pilot, DO and CFI-G..





Photo provided by Kaye Ebelt

Saturday, July 22, 2017

11:00a.m. – 2:00p.m.

Front Royal Airport

Members of SSC and families are invited!

I will provide hamburgers, hot dogs, buns but bringing side dishes and drinks to share would be great!

Please RSVP – Kaye Ebelt

[kebelt@msn.com](mailto:kebelt@msn.com)

\*Keep in mind that normal operations will be in progress!

## 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
- Newsletter Editor*—Vernon Kline [klinevr@gmail.com](mailto:klinevr@gmail.com)

*Directors*—Evan Dosik, Ertan Tete, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst



*Skyline Soaring Club, Inc.* is a private, 501(c)7 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)

**Away Day-May2017** Photo provided by Jim Perlmutter