

Monthly Newsletter of Skyline Soaring Club, Inc. March 2017

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst



The season kicked off last weekend and there is a lot to talk about. First, we held the annual Safety Meeting on Saturday and attempted operations immediately after. Although the toys were pulled out in an attempt to get in some operations before the forecast weather hit, it situation deteriorated quickly and

everything was put away and buttoned up before a strong cold front swept through the area. This same line of storms kicked off a small tornado in Maryland later in the day.

Many thanks to Chuck Stover for organizing and presenting at the meeting and to Bruce Zivic for the Duty Officer update. As you know we want anyone not present to review the slides before flying or standing the duty. They will be on the website shortly. If you haven't seen it, Bruce has produced a "DO Notebook" crammed with good information. It is clearly the result of a lot of thought and hard work. You will find it in the trailer. Thank you, Bruce.

As some may have heard, we had an incident Saturday where a hangar door was closed on a private glider resulting in the destruction of the canopy. No one was physically injured in the event, but the glider owner is out the use of his glider until a new canopy can be found and installed. The operator of the door is devastated and is going to bear the cost of a new canopy. This seems to be a one-off momentary lapse of concentration and not a trend. Nonetheless, everyone please stay alert. There are many moving objects at the airport from prop blades, to glider wings, to tow vehicles and hangar doors. Protect your fellow club members, the equipment and yourself.

Turning to some really good news, the Warren County Board of Supervisors has approved the demolition of the pole



Photo: Tom Motinger

barn hangars and construction of a new, larger hangar at that location. A design for the new hangar has not been chosen yet, but it is envisioned to be an open bay layout more conducive to glider operations than the present T-hangars. Once completed, we will move across to the new hangar and our T-hangars will go to airplanes on Reggie's waiting list. Much is left to be decided and much to be accomplished, but the first step has been taken toward "Gliderville."

At the Annual Meeting I mentioned that the club's strategic plan needed updating. Before I knew it, Bob Sallada had volunteered to take on the crafting of a new plan and has attracted a really good group of people to help him. Thank you, Bob.

Randolph-Macon Academy is celebrating its 125th Anniversary this year, and as part of that they are hosting a Community Celebration on Saturday, April 29th, from 11 am to 4 pm. Some years ago Skyline Soaring Club displayed a glider at another community event at R-MA. Skyline as asked to display a glider at this event, but I demurred citing the fact that weekends these days are very busy with training and we can't spare a two-seater for the day. However, if someone wants to volunteer to display their glider I am sure that it would be greatly appreciated by R-MA. If you are willing to display your ship, please contact:

Celeste M. Brooks
Director of Public Relations
Randolph-Macon Academy
200 Academy Drive
Front Royal, VA 22630
(o) 540-636-5482

As he has in years past, Larry Stahl at Grant County Airport in Petersburg, WV is hosting a wave camp. It looks like there is going to be a good turnout both from Skyline and others. Look for Pete Maynard's email for details and let him know if you are interested. (See "CopyThat" pg 7). A huge thank you to Pete for getting this ball rolling.

And another great event is going to take place at Grant County in early May (TBD). Shenandoah Valley Soaring is going to host spin training in their modified ASK-21. Their

"K" has provision for weights on the tail to move the center of gravity back enough for the ship to fully stall and enter a spin. You should not miss this opportunity. When you move to the single place gliders they all will stall and they all will spin. Having a couple of spins under your belt could allow you to recognize spin entry and teach you spin recovery. To give you a taste for it, here is a video I posted on YouTube after the last spin clinic <https://www.youtube.com/watch?v=KGds23Wfpfo>

And now we are going to delve into some controversy's. First, those that attended the Membership Meeting will remember that a discussion broke out about making a radio call to the tow plane when off tow. After some back and forth I ended the debate and kicked it into the laps of the Chief Flight Instructor and the Chief Tow Pilot. After a similar vigorous discussion, the result was the following from the Instructor corps (some of whom are also tow pilots): "Making the call adds unnecessary chatter on a frequency used as the CTAF within range of KFRR. Making the call is optional to glider pilot, but not recommended unless the tow pilot doesn't recognize the release."

Next up, Gator names. What was supposed to be some fun generated considerable cloud to ground lightning! We got some good names, but in the end, Gator One and Gator Two were the most recommended names. Having some practical experience this Sunday, I never had to call either one, but if I did I could barely tell them apart when both were down at the midfield turnoff. Once the roof goes on the new one it will be tougher still. Perhaps a whip flag on one is the answer. Thanks to everyone who contributed. But lest we forget, a great big thank you to Dave Collier for spotting and lassoing this Gator for us.

Last, I am going to close on a really great note by telling you that Chris Zaboji is our newest CFI-G at Skyline. Some of you may not know that Chris started with us as a 14-year old and has worked his way steadily up the ladder. He is a home grown talent at Skyline and we could not be prouder!

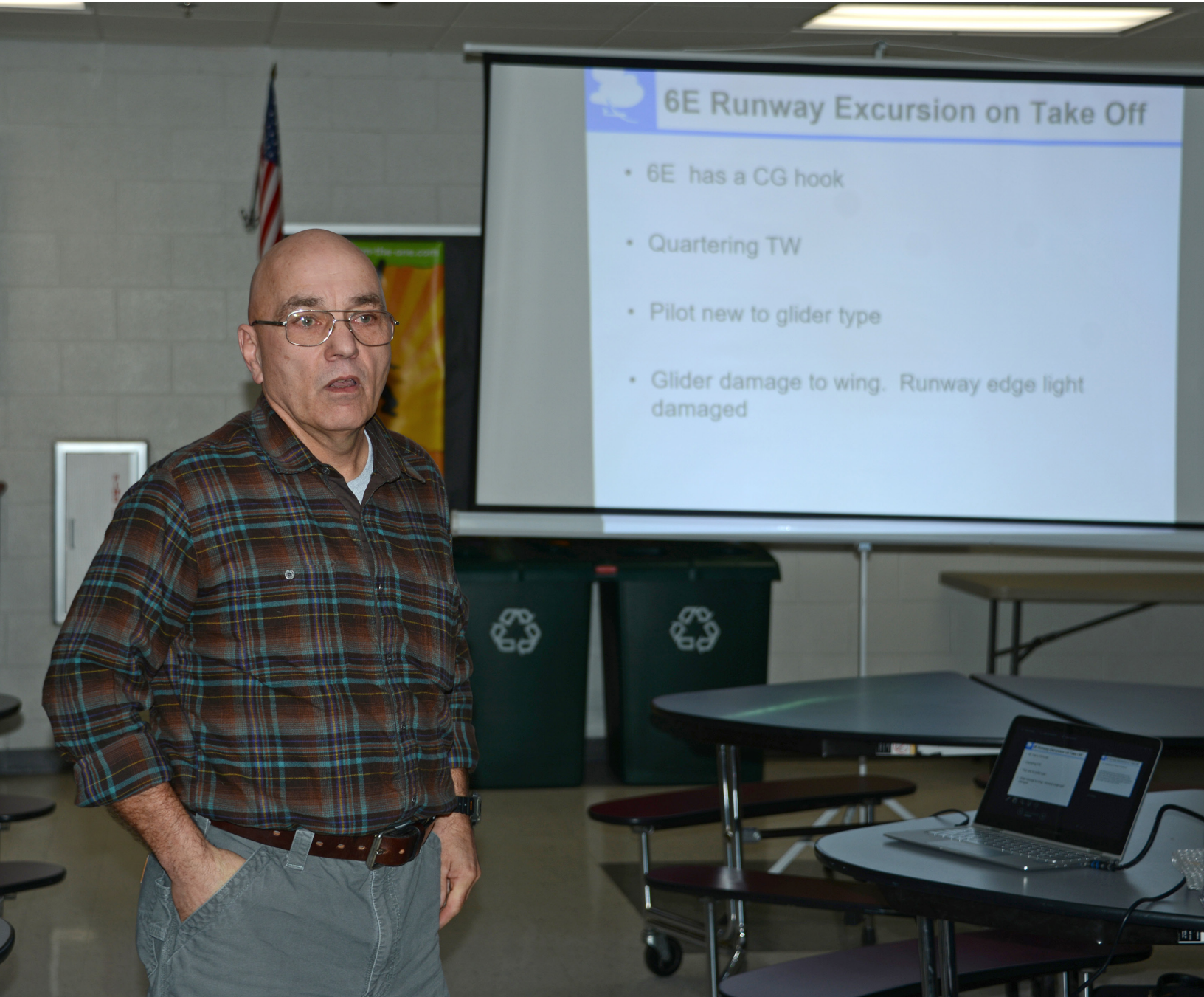
Be safe in the air and on the ground, too. Keep your head on a swivel!



Photos by Dick Otis

Safety Meeting







CDO, I wish I would have said...

Bruce Zivic

After a self-analysis of my first DO and ADO presentation at the recent Safety Meeting I felt it could have been more meaningful. In the future I will skip regurgitating the numerous and seemingly random points that are already published in any one of the several SSC publications available and focus my attention more on matters that are not published. These unpublished issues I refer to include but are not limited to such items as;

- How to be more proactive in operational efficiency
- Highlighting procedures that need more diligence
- Changes to current procedures
- Issues concerning the airport manager
- Pet peeves, as provided by the membership

Important Note

It is incumbent upon each ADO and DO to re-familiarize themselves with their tasks as defined in the club documents prior to their first duty day of the year, it is ineffective to have the CDO try to cover all the tasks associated with those duties in a short meeting. We have a responsibility to watch out for the guys who are watching out after us so we need to spent a

little time crashing the books.

The club has strived to be diligent in developing and maintaining a culture of safety. Understanding and implementing the DO/ADO tasks in the club publications is only the first step in the process. In addition, we all need to be regularly thinking about safety issues and speaking up when something needs to be addressed.


During the coming year I will be on the look out to identify ANY procedural issues large or small that do not contribute to a smooth operation and safety, but I can't do it alone and ask for everyone's help. I can not see it all and am asking everyone to submit suggestions directly to me via email. I will review all suggestions and opinions.

My point in this article is to;

1. As the CDO, commit to making future DO and ADO meetings more meaningful and
2. Solicit the club's input during the year regarding areas of safety and operational efficiency.

Final Note,

Please remember to take the DO & ADO tests by March 31. It's an open book exam and self-graded. I ask that you simply advise me by email when you've completed. The questions and answers will be available in the club web site very shortly. I will provide a club announcement when they are available.

Bruce.zivic@gmail.com 



Spin Training Opportunity

Jim Kellett

Flight instruction in getting into a spin and recovering from it is very difficult to do in the two place trainers that Skyline operates. The good news is that means our pilots are VERY unlikely to become victims of classic stall/spin accidents in our trainers, but the bad news is that when they can transition to other gliders, including our two single-place ships, they ARE vulnerable to inadvertent spins leading to accidents. Experiencing the conditions that lead to spinning and in recovering from them will inoculate the glider pilot from a very unpleasant surprise—plus, it's quite a bit of fun!

Fortunately, there's a fix for that!

In 2008, our Club had the opportunity to get ground and flight instruction in spins and their recovery, provided by the Shenandoah Valley Soaring Club (SVS), in an ASK-21 which has factory-provided equipment to convert it into a good 'spin-trainer'. The program included some good review of weight and balance calculations and the aerodynamics of spinning, plus flight instruction that includes practice in getting into 'inadvertent' spins and recovering from them.

We're in the process of planning another chance for our members to get this training. The tentative date is Friday, May 5 (with a rain date/overflow date of Friday, May 12) at the Grant County (Petersburg) airport (W99), currently the home of SVS. We're working on the logistics (including volunteers to help), costs, and other details, and more information should be available in the next few weeks. Questions? Interested in participating? Contact Jim Kellett Jim@Kellett.com

Embarrassment of Riches; Students Waitlisted

Dan Ernst

As of 1 January Skyline had been contacted by 16 people who wanted to join the club and start instruction. The board considered the impact such a number of new students would have on training and made the decision to attempt to meter the accession of new students. Rated glider pilots will still be able to join. Any future contacts will be informed that we have a waitlist and that their name will be added to it. The website will be updated to alert people.

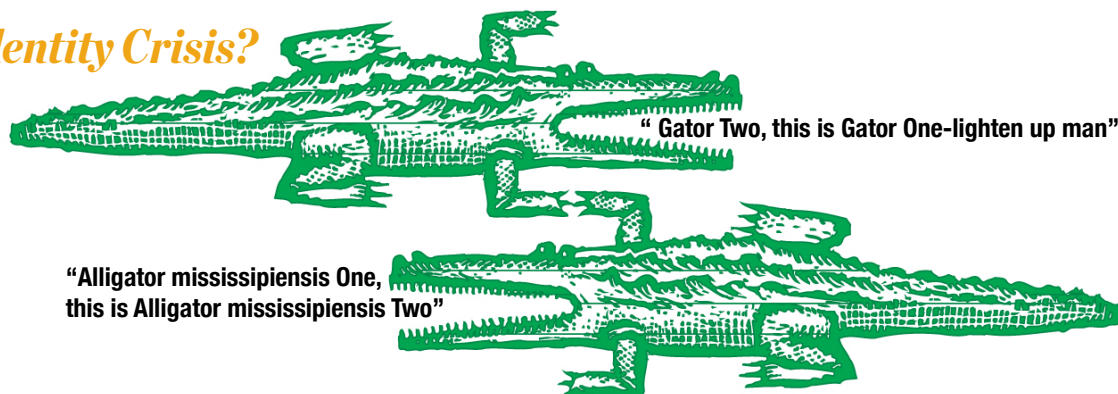
The 16 prospective students were arranged on a list in two categories, those that had attended the ground school with George Hazelrigg and those who had not. Of the six that attended, we chose three to start right away. The other three will start after we get a chance to see how things go with the first three. After that, we will offer membership to the remaining ten in the order they contacted the club. Their start dates will be fluid as we assess how training goes.

If you give it some thought, I think you will agree that trying to match the right number of students with the available resources, differing participation rates, weather, equipment issues and drop outs is a very difficult task. Many of these issues we have no control over. But the board felt that 16 additional students competing for training slots with the existing student population was bound to be detrimental to the training prospects of all concerned. Better to ask people to wait a bit rather than have them disillusioned because they can't get on the schedule.

At a time when the sport of soaring is declining all over the United States and indeed world-wide, Skyline continues to grow. Front Royal is a phenomenal soaring site that is close to a major metropolitan area. Pilots commute far less to Front Royal than the average drive to a soaring site. But beyond that we are a great club. A lot of people devote a lot of time to Skyline to see it run properly. Unlike many clubs, we hold students dear to our hearts and our instructors are highly motivated and around half of our operations are instructional flights. So keep up the good work! And students work hard to get your rating; there are others waiting to start earning theirs!



No Longer an Identity Crisis?



*Around the Pattern
and Beyond*



Photo: from Dick Edge

“Let’s kick the tires and light the fires!”
 Dick Edge’s grandson always wears his airplane Halloween costume when watching Top Gun.

Photos: from Shane Neitzey

The Old Buzzard has new feathers:
 Thanks to Shane for a great new identity and to John and all those who helped rejuvenate the Old Bird. (Always on the leading edge of design, your editor contributed the leading edge scheme.)



SSC’s newest
 CFI-G,
 Chris Zaboji



Photo: Phil Jordan

Copy That



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

I'm sure that there are SSC 'old-timers' who know much more about Cumulus Soaring, Inc. and Paul Remde than I do (which is virtually nothing other than what I see in company emails).

I've often had a curiosity about sources of training for all the electronic doodads that appear in gliders these days and, in fact, have been a strong advocate for putting such in our two-seaters along with a club training program.

But, for those of you who want to make a decision about what to purchase, learn how to use an item that came with a glider you acquired, or know more about equipment you already have installed, I'd recommend taking a gander at the Cumulus web site.

<http://www.cumulus-soaring.com/>

In their 'Products' section, there are many instrument and software in-depth review and training videos to rent or buy that could be useful for individuals or clubs. The latest newsletter claims more new ones will; be published for years to come.—**Bob Sallada**

On February 11, Bill Vickland brought the sprite rudder which he had recovered to my house. We fabricated a make-shift spray booth and Bill sprayed a complete coat of base layer on both sides of the rudder (sprayed one side at a time so it had to dry between spray sessions). He is ordering more material and we plan on spraying additional coats of various types of material next Friday and Saturday. Weather permitting and lots of good luck, it may be finished and installed by start of scheduled ops 2/25. If we don't make the first weekend of ops, hopefully it won't be much after that 'til it is back on the flight line.



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

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

Thanks to Bill for his effort and expertise in stripping, repairing (there was rib damage), recovering and now priming and painting the rudder.

It isn't an easy or fast job! Thanks Bill—**Pete Maynard**



The SSC board of directors has approved the off-site operation request to participate in the 2017 Petersburg Wave Camp. The SSC ASK-21 will be deployed to Petersburg from March 24th through March 31st, 2017.

Members who have previously responded to me expressing an interest in participating are: Barber, Carswell, Dawood, Dosik, Garrison, Lingeitch, Maynard, Moran, Neitzey, Norman, Rockwood, Smith, Stewart, Stover, ten Haaf, Tete, Van Weezendonk, Zivic. For those listed above, please reply to me, (not reply all) with the dates you are planning to attend and any additional pertinent info regarding your plans for the week.

All other members, if you are NOT on the above list, and you would like to participate in the wave camp, please e-mail me directly with your plans or any questions. The more SSC members who participate the more successful the camp will be for the organizers and more we will also benefit as a club. Please note that most of the above members who are planning on participating are private ship owners and will most likely be flying their own ships, meaning the club glider should have good availability. IAW SSC operating manual, each SSC member planning on flying the club ASK-21 will require field orientation at Petersburg.

For more info on the wave camp, please review the email to all SSC members from Jim Garrison dated 1/22/2017, and the wave camp website at: <http://2017wavecamp.weebly.com/>

In the next several days, I will come up with a list of tasks that will need to be completed to make the camp a success and I'll be asking for volunteers to perform those tasks. A brief ROE on how we'll operate (scheduling, daily ops, utilization etc) will come out well before the camp.

Any questions, comments or suggestions, please let me know. —**Pete Maynard**