

SKYLINES

Monthly Newsletter of Skyline Soaring Club, Inc. November 2017



Photo Vern Kline

President's Message

Dan Ernst



Photo: Tom Motinger

Skyliners,

We are recovering from a devastating tragedy with the loss of our fellow club member, friend, husband and father, Steve Zaboji. Steve was a wonder man who was an asset to the club, his family and the community. Let us always remember him and let us keep Chris and his family close to us forever.

On the 21st of October the club resumed operations. Prior to starting to fly again, we held a safety meeting and a short remembrance of Steve. I want to thank first, Chuck Stover for his uncompromising assessment of the safety culture at Skyline that he delivered that day. Second, thank you to all that attended the meeting on the 21st. It was an important step for our safety and healing. The safety presentation was recorded and will be available on our web site soon. It is mandatory viewing for any one that was not there. If you cannot find the time or remember to watch it, this club isn't for you.

This is a sobering time for this club and we all need to make an honest assessment of our individual commitment to the safety of our operation. As we individually return to flying we should do something that we ought be doing regularly anyway, and take some time to review our knowledge and make sure we have not forgotten critical steps and procedures. This is equally important for ground handling. When you waggle the rudder and head down the runway you should have a sense of positive apprehension. Be confident, but make sure you are

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ready for what may come.

We are very actively looking for another Pawnee. Piper built 5,167 Pawnees during its production run and many are still out there earning a living. We are modestly optimistic that we will find the right one whose owner is willing to part with it. So be assured that our crack team is working on it. While we are looking, Mike Higgins, president of the Mid-Atlantic Soaring Association, has offered to send one of their tow planes down for a day or a weekend if it looks like we will need a second tow plane. This is an incredibly kind offer and symbolic of the kind of close knit community soaring is.

After many years, I can't reliably say how long, but at least 15 years according to some sources, our initiation fees have remained constant. To give you a little primer on how the club has been run fiscally, we use rentals to pay for operating costs (fuel, etc.), dues to pay for fixed costs (insurance, hangar rental, etc.), and initiation fees to build our capital fund. The cost of everything has gone up. After purchasing the new Discus and needing to use the rest of the capital fund to supplement our insurance payment to buy a new tow plane, we need to start to build our fund back up in anticipation of the next investment being more expensive. It is still in the long range plan to buy a another two seater. So we are going to raise our initiation fees for new members to \$750 payable in two installments of \$375. We feel that these days the market will bear this amount to get access to our excellent fleet of gliders. This will not affect probationary members that have already paid their first half initiation fee, nor introductory members already onboard.

It appears that the new hangar progress has slowed. The county solicited bids to dismantle and salvage parts of the hangars, but received no responses. So the goal is to tear down and dispose of the pole barn hangars over the winter. There is no schedule, yet, for ground breaking on the new hangar. However, the club has approached the Airport Commission and the Deputy County Administrator to dedicate the new hangar to Steve Zaboji. At the ribbon-cutting ceremony the hangar would be dedicated to Steve and that we be allowed to erect a plaque in his honor. They are taking the request under advisement and checking with the legal department, but I am confident that our request will be approved.

We have completed the purchase of the Discus CS and we are finishing up the federal and state paperwork. We are also working on a written test and a set of qualifications to fly the new ship. While the Discus is regarded as an easy ship to fly, nonetheless it was an expensive purchase and we want make sure it is in good hands. Please bear with us for a short while longer.

Save the dates for the 2018 Membership Meeting and the Safety Meeting. We are shooting for the 27th of January and the 24th of February, respectively.

I am modestly optimistic that we will have a holiday party this year either the first or second Saturday of December. No volunteer has stepped forward, so you still have a chance to shine!

Cheers,
DAN



Remembering Steve Zaboji

Keith Hilton

On 7 October 2017, we lost a wonderful husband, father, grandfather, talented pilot, mentor, teacher, and friend. I was the Duty Officer on that fateful day. Steve and I had just fueled the Pawnee and he sat down for some lunch. After lunch I remember him grabbing a chocolate chip cookie and commenting about how good it tasted as he walked back out to the tow plane.



As Steve's oldest son said during the remembrance at his memorial, the last words we ever heard from Steve were: "Front Royal traffic, Pawnee 866 departing runway 28 glider in tow." Just moments later he was taken from us.

I first met Steve at Skyline Soaring back in 2012. Chris Zaboji and I were both working on our private pilot glider ratings. Chris became my inspiration and prodded me to earn my rating. We actually began our check rides on the same day, but I finished the day after because of the weather. We grew to be good friends. Steve was so proud of his children. I remember Steve telling me one day that when Chris flew his first solo flight in a glider it brought tears to his eyes.



Chris has since earned his private pilot single engine land, commercial glider, and glider flight instructor ratings.

After a flight with Steve and Chris in a Bonanza to Greenville, SC with a stop in Blacksburg, VA to have lunch with Steve's oldest son Steven, I was hooked on powered flight! We traveled to Greenville to attend the Soaring Society of America's Annual Membership Meeting where Chris was presented with the Kolstad Scholarship Award. You could just see Steve beaming with pride over his son's achievement.

Steve was a font of aviation knowledge. One day at Front Royal I asked him for some advice on purchasing a powered aircraft in the misconception that using my own aircraft to earn my rating would be more economical than renting. I had envisioned purchasing an old Cessna 152 or a Piper Cherokee. Steve asked me what I planned to do once I earned a rating. Did I want to just fly around locally, or did I want to go places? Steve recommended a Piper Comanche as an economical alternative and one that could actually take me places some day.

When I made the decision to purchase the Comanche, I told Steve he had to teach me to fly it. He gladly coached me through the buying process and enthusiastically provided expert instruction.



I was a challenge to him as he was used to providing instruction to individuals working on advanced training in multi-engine and instrument ratings. Here I was, a primary student learning to fly a high-performance, complex aircraft. He showed such patience as I made stupid mistakes and he always remained calm. I thoroughly enjoyed over 76 hours of flight training with Steve. He always challenged me to be my best. His love of aviation was contagious. I learned so much about flying and about my Comanche from him.

Steve would allow me to learn through my mistakes. I remember landing at Martinsburg, WV one evening. I was on final at about 65 mph (20 mph below recommended approach speed). Upon landing Steve turned to me and asked: "Who taught you to do that?" I said I didn't know. He said calmly: "Never do that again!" On another occasion I took off from Leesburg, VA with full flaps. I lowered the flaps during my preflight and failed to follow my checklist and raise them before takeoff. Steve never said a word. He let me takeoff in that configuration. After takeoff he turned to me and said: "That felt different, didn't it?" He asked what wasn't right. I looked around and noticed that my flaps were fully extended. On a trip from Leesburg, VA to one of the Comanche fly-ins, as I was flying along he asked why I couldn't go any faster. I looked at engine and prop controls and flaps. He noted that we would go faster if I raised the landing gear.

Steve knew countless people in the aviation community. He introduced me to amazing people like Cliff Wilewski from Heritage Aero in Rockford, IL; Mark Granger and Andrew Phillips from Cycle Aviation in Leesburg, VA, Richard Diamond from Triad Aviation in Burlington, NC, and many others too numerous to name here. He was never too busy to answer anyone's questions or lend his experience to other pilots.

I was truly honored to have known Steve and his family. I will dearly miss his mentorship and friendship as well as the time we flew together in my Comanche. My thoughts are with his wonderful family, business associates, and friends.



Board of Directors Info

Richard Garrity

Our 2018 Annual Membership Meeting is just about 10 weeks away. This meeting enjoys a great member turnout which is a significant fact! The Annual Safety Meeting also enjoys as large a turnout! Both meetings show the high level of member interest in our club matters and in seeing other member friends all together at one time. Another very important meeting occurs just after the Annual Membership Meeting that being the Annual Board of Directors Meeting. Really? You thought the Board met only during the year? These are the regular Board meetings occurring usually every six weeks. The Annual Directors Meeting gets the year started by electing the President for that year along with the corporate officers. Also, the Board affirms the Board of Directors for the Skyline Soaring Educational Foundation for that year. Did you know all of this? How our Board is put together, how it works and who's on the Board should be important to you as the Board manages all club affairs!

Assuring that our members know and understand how our Board works seemed like a good idea for a couple of articles for our newsletter. I mentioned this thought to a well know long time articulate member and he agreed with the following comment.

"Well, why not! The vast majority of members now weren't around when the concepts that drove the design of the Club's management structure were formulated. Might also be a call to 'service' in some capacity, something that I think is sometimes lost on members who don't understand that, in a volunteer organization, "they" is "us" and that we all have to pitch in some capacity or another".

Thank you, Jim Kellett

The Board members, a minimum of six, are elected to serve staggered three-year terms. So, every year the membership elects two Board members. The Board as a whole is the nominating committee and encourages and recruit's nominees. Any member may step up to the Board an express an interest to serve. Their name will be placed on the ballot. At the annual meeting a member may step up and/or be nominated from the floor and they will be placed on the ballot. If a current Board member wishes to serve a second consecutive term their name must also be on the ballot. There is a two-consecutive term limit for Board members.

At the 2018 Annual Membership Meeting the membership will vote to fill two Board positions. Are you interested? Do you want to nominate someone (please confirm with that person)? To answer an earlier question, you can nominate 'from the floor' someone for President to

the newly elected Board! The new Board will include this person in their discussions and election of the President.

Campaign signs are allowed to be displayed outside the meeting place and during the membership meeting. Husky rental is available for banner towing. Please carefully vet your volunteer campaign workers! More next month.

Dick



The Discus is coming!

Here are a few items related to the glider that will help prepare you when the pilot requirements are worked out by the Board of Directors. The complete Flight manual is on the SSC website.

http://members.skylinesoaring.org/docs/Flight_Manual_Discus.pdf

A review of the Cockpit Card has been requested. So, please look at the Flight Manual and send suggestions or updates to the Newsletter editor email on the last page.

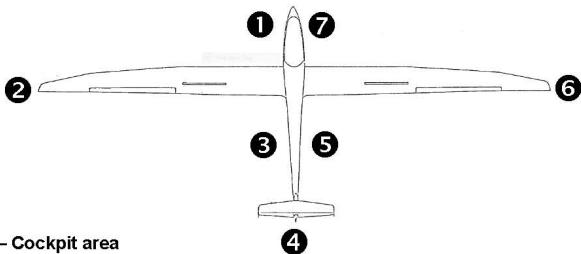
Cockpit Card page1:

Before Takeoff Checklists		Before Landing
A BB CCCC DDD E	or CB SIFT CB WET	FUSTALL
A - Altimeter	C - Controls	F - Flaps
B - Ballast	B - Ballast	U - Undercarriage
B - Belts	S - Straps	S - Speed
C - Controls, Flaps, Trim	I - Instruments	T - Trim
C - Comm	F - Flaps	A - Airbrakes
C - Cable	T - Trim	L - Lookout
C - Clock	T - Tail Dolly	L - Landing
C - Canopy	C - Canopy	
D - Dolly	B - Brakes	
D - Dive Brakes	W - Winds	
D - Direction of Wind	E - Emergency Plan	
E - Emergency Plan	T - Time	
Stall 37 kts	Speed to Fly (knots): [no water ballast]	
Min Sink 42 kts	Sink (K) 0 1 2 3 4 5	
Best L/D 54 kts	Airspeed 54 58 68 75 87 87	
Pattern 51+ kts	Glider Sink 1.2 1.3 1.8 2.2 3.1 3.1	
Aero Tow 65 kts	Total Sink 1.2 2.3 3.8 5.2 7.1 8.1	
Max Aero Tow 97 kts	Glide Ratio 43 25 18 14 12 11	
Max Cruise 87 kts		
Manv. Spd 108 kts		
Never Exceed 135 kts		
G Limits +5.5 ~ -2.65	Min Sink Speed by Bank Angle:	
Pilot Wt 160-242	0 deg 15 deg 30 deg 45 deg 60 deg	
Max XW N/A	42 43 46 52 64	

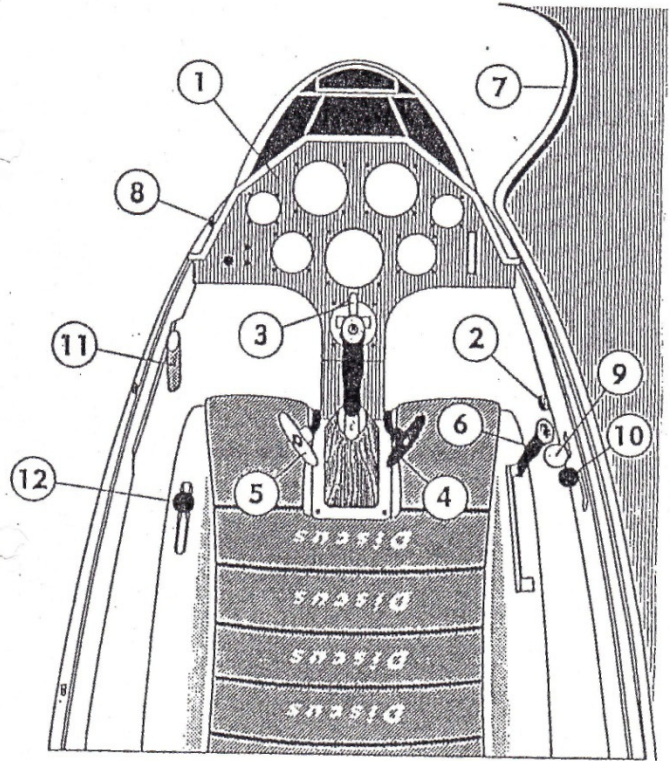
1.2 Cockpit Design and Controls

**Schempp-Hirth Discus CS
Cockpit Guide**

Daily Inspection / Pre-Flight Checklist



- 1 - Cockpit area
 - Canopy condition, latches operable
 - seat back adjusted
 - Spar Pin Installed
 - Oxygen Pressure Checked
 - Battery secure, radio and instruments operable
 - Check for foreign bodies or loose items
 - Documents in place
 - Flight controls free, clear, proper movement against load
 - Release mechanisms engage, release, cables return
 - Main tire 50 psi, wheel brake engages and effective
- 2 - Left wing
 - Upper and lower surfaces free of damage, no fore/aft play
 - Aileron condition, full travel
 - Airbrake condition, travel, fit, and locking
 - Winglet Secure
- 3 - Fuselage
 - Check for damage, especially bottom
 - Static ports (front and rear)
- 4 - Tail
 - Tailplane properly assembled and secure
 - Total Energy Probe Installed
 - Rudder properly assembled and secured, cables connected
 - Tail wheel 28 psi
- 5 - Fuselage: same as (3)
- 6 - Right Wing: same as (2)
- 7 - Cockpit area: complete exterior inspection



Modif. Bulletin No. 1/Discus CS May 1992

The two images on the right are pages from the Flight Manual. Do the numbers matchup with the Cockpit Card, and can you name all the parts on the Cockpit Design and Controls page?

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

(Minimum Equipment,ctd.)

Operating Instructions

- o Flight and Maintenance Manual
- o Data and Reference Placards

Airspeed Indicator Colour Markings

	km/h	mph	kt
Maximum permitted speed V_{NE}	250	155	135
Maneuvering speed V_A	200	124	108
1.1 x Stalling speed $1.1 \times V_{S1}$	95	59	51
Green arc (normal range)	95..200	59..124	51..108
Yellow arc (caution range)	200..250	124..155	108..135
Red radial line (never exceed)	250	155	135
Yellow arrow (approach speed)	115	71	62

The stalling speed of which the airspeed indicator markings are based refers to the following configuration:

- a) Airbrakes : Closed
- b) Maximum weight : $W_{max} = 525 \text{ kg (1157 lb)}$

SSC Financial Status

Steve Rockwood

The table below shows the Club's financial status as of the end of October. The bank balance is nearly \$153K, including over \$50K in a 25-month Certificate of Deposit (CD) and \$103K in checking. The capital investment fund has been reduced due to the purchase of the Discus CS (N520RJ). You will also notice that a Pawnee replacement fund has been started from the insurance settlement. I will need to work with the Board of Directors to determine how to adjust the subsidy guidelines of the various funds in relation to our Strategic Plan. A lot has happened to our budget in the last several months, but the Club maintains at a low risk fiscal stature with adequate funds to replace the Pawnee if needed. The \$50K CD is starting to produce some income. About \$194 of revenue since its purchase in July. Not a large amount but better than the anemic return from the checking account interest. The additional insurance for Discus has been factored into the expenses and we have adequate cash for the remainder of the year to pay fixed and typical non-fixed expenses.

Item	Actuals				Forecast		Status		
	Jul '17	Aug '17	Sept '17	Oct '17	Nov '17	Dec '17	ITD	Forecast	% Complete
Checking Balance	\$108,677.75	\$109,905.71	\$113,021.09	\$102,673.71	\$102,698.71	\$103,188.50			
Certificate of Deposit Balance	\$50,000.00	\$50,000.00	\$50,000.00	\$50,194.24	\$50,194.24	\$50,194.24			
Bank Balance (End of Month):	\$158,677.75	\$159,905.71	\$163,021.09	\$152,867.95	\$152,892.95	\$153,382.74			
Engine Fund	\$32,860.40	\$33,688.40	\$34,600.40	\$35,032.40	\$35,704.40	\$36,214.40			
Recovering Fund	(\$1,430.85)	(\$1,154.85)	(\$850.85)	(\$706.85)	(\$482.85)	(\$312.85)			
Pawnee Replacement Fund				\$45,000.00	\$45,000.00	\$45,000.00			
Operating Reserve	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00			
Capital Investment Account	\$81,388.72	\$84,088.72	\$85,788.72	\$33,892.67	\$35,342.67	\$36,792.67			
Avionics Fund	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00	\$10,250.00			
Total Available Cash	\$15,609.48	\$13,033.44	\$13,232.82	\$9,399.73	\$7,078.73	\$5,438.52			
TOTAL EXPENSES	\$11,152.43	\$6,422.05	\$8,227.97	\$59,636.80	\$7,488.50	\$6,458.44	\$167,439.73	\$125,710.00	133%
TOTAL INCOME	\$19,706.72	\$8,949.44	\$8,092.63	\$50,879.16	\$5,163.04	\$6,948.23	\$165,531.94	\$140,474.00	118%

SSC Fleet General Information and Action Schedule

The fleet general information and action schedule is shown in the table below. The Cirrus successfully completed its annual inspection. The Discus also completed its pre-purchase inspection with no findings. From a paperwork status, the Discus is ready to be flown by qualified members. The Board has set the rental price at 60 cents per minute or \$36 per hour; the same as the Grob. The bill of sale has been finalized and all payments to purchase the glider completed. FAA submittal is in progress to retain the N520RJ registration number and transfer registration the trailer to the Club. A copy of the bill of sale is required to be present in the Discus until we receive the final registration card from the FAA. As highlighted, the only remaining task for this year is to complete the annual inspection of the Husky by the end of November.

Model	N-Number Call Sign	Scheduled Annual Inspection Expired After (One Year)	Transponder Recertification Expired After (Two Year)	FAA Registration Expired After (Three Years)	VA State License Expired After (One Year)	Mode S Code (base 8 / oct)	Mode S Code (base 16 / hex)	Airworthiness Classification	Meister
ASK-21	N-341KS	31-Jul-18	30-Apr-19	31-Mar-20	30-Jun-18	50740767	A3C1F7	Standard	Keith Hilton
Cirrus	N-888AN	31-Oct-19	NA	31-May-20	31-Mar-18	53035632	AC3B9A	Experimental	Brian Clark
Grob-103 Twin II	N-4794E	30-Apr-18	30-Apr-19	31-Aug-19	31-Mar-18	51362562	A5E572	Standard	Evan Dosik
Discus CS	N-520RJ	31-Oct-19	NA	30-Apr-19	TBD	51505156	A68A6E	Experimental	TBD
SGS 1-36	N-3617B	30-Jun-18	NA	31-May-18	30-Jun-18	51011522	A41352	Standard	Pete Maynard
A-1 (Husky)	N-6085S	30-Nov-17	31-Mar-19	31-Aug-18	30-Jun-18	51764017	A7E80F	Standard	Shane Neitzey





Photo Richard Otis

SSA Convention and FAI Pan American Gliding Championships (PAGC)

Reprints courtesy of The Soaring Society of America



Upcoming 2018 SSA Convention

If you would like to volunteer for the convention as a helper, please notify Karol Hines, karolsoars@gmail.com.

Registration for the SSA Convention is now open. You can call the SSA office 575-392-1177 or register online at ssaconvention.org

December 4-15, 2017, 2nd FAI Pan American Gliding Championships (PAGC) – Buenos

Aires, Argentina. Official training November 30 to December 2, 2017. Classes: 15-Meter (ASW-20 only), Standard (Std Jantar only). Sailplanes will be available to rent. The US Team will consist of up to 6 entries per class. Contest website:

www.pgc2017.org Rick Sheppe will be the US Team Captain. The contest will be completely self-funded by the U.S. pilots.



President—Dan Ernst
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership—Tim Moran

Chief Duty Officer—Bruce Zivic
Chief Tow Pilot—Shane Neitzey
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

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