

SKYLINES

Monthly Newsletter of Skyline Soaring Club, Inc. October 2017



Photo Guinevere Kutella

President's Message

Dan Ernst



Photo: Tom Motinger

Skyliners,

Once again we had a successful Away Day at Burner Field. The weather was just gorgeous in the Shenandoah Valley and although there was not much lift, a good time was had by all that came out. There were plenty of family and friends that partook as well. Personally, I sampled Bill's "drop top" 1-26 with the open canopy and I felt a bit more bird-like with the wind in my hair. I also enjoyed a wonderful ride in the back of Bill's Bergefalke with Pete Maynard. Pete spotted some

Black Vultures with distinctive white patches on their wings and we had a blast thermalling with them. And the view was great. You could see from one end of the valley to the other. Bill generously makes these special gliders available free of charge, you just pay your tow fee. Ertan Tete ran a great operation and I am sure there is a fine ops report out there with the details and thank you's. Ertan is putting many of the details in folder that the next "Burner DO" can use to plan and prepare. And we had a treat as Bill and Sharon's daughter Guinevere and her two adorable daughters made a surprise appearance. I think we all felt like family at Bill and Sharon's. Thanks to the Burners for their hospitality once again!

- 1 President's Message
- 2 Random Updates
- 3 Instruction
- 4 Region 4 South
- 5 OLC 2017
- 6 Resume operations

As you may have heard, Theo ten Haaf has left the building. Theo was promoted to Major General and assigned the challenging task of building a Dutch Special Forces command. My sources tell me he had a smooth move back to Holland and is hard at work. I have often said that Skyline's proximity to a major metropolitan area brings us plenty of new blood. It also brings us some special people that are assigned to the Washington area by their governments. We were extremely fortunate to have Theo with us to share his many years of soaring experience and his wonderfully warm and gracious personality. We will miss you Theo, and hope you come back this way someday soon. Groene lucht mijn vriendin!

On Labor Day weekend, the club asked soaring and soaring safety expert Burt Compton in to view our operations and provide a critique. We have a very good safety record, but it is good to have someone from outside the club come and watch our operation and provide tips and comments.



We get wrapped up in the way we do things and might not notice a problem that has crept into our daily operation. I am glad to say that Burt gave us a few relatively minor suggestions and some praise as well. He gave a great debrief at Joe's Steakhouse afterward. Although Burt does not make written notes to preserve the confidentiality of the results, we will publish synopsis of the comments that Burt had for us in the near future. I want to thank Dick Edge for organizing the visit and Safety Officer Chuck Stover, Chief Flight Instructor Piet Barber and Chief Tow Pilot Steve Zaboji for coming out to support, as well as the duty crew and fliers who came out and came to the debrief.

We are working hard toward the induction of Charles Norman's Discus CS into the club fleet. The board is working through the details of rental fees, qualifications and knowledge test and instructor sign offs. I expect it will be available before the end of the month if not sooner. In the meantime, you can look at these links for Dick Johnson's evaluation of the Discus

at: http://www.harrishillsoaring.org/doc/discus_johnson.pdf

by Harris Hill

Soaring: http://www.harrishillsoaring.org/doc/discus_cs_manual.pdf

The Cirrus will remain in the inventory for the rest of the season, but the board is resolved to sell it. Hopefully an individual club member or a syndicate will buy it with the knowledge it is going to need some work in the future.

Lastly, I need to make one of my occasional pleas for everyone to respect each other's inbox. We do a lot of email to disseminate information and coordinate operations, and that is a good thing. But it is a lot and it can be a bit much. Please think before using the "reply all" option.

Until the next time, be safe and have fun.

Cheers,
DAN



Where is the Boomerang ?

Photo by Shane Neitzey

Some are probably saying..."What is the Boomerang ?" Well, The Blue Ridge Soaring Society's Boomerang Trophy is designed to promote interaction between soaring sites at the cross country soaring level. Visit the official Boomerang Wiki page and the Blue Ridge Soaring Society's web site to learn more about it.

<http://brss.net/>

<http://boomerangtrophy.pbworks.com/w/page/28739322/Boomerang>

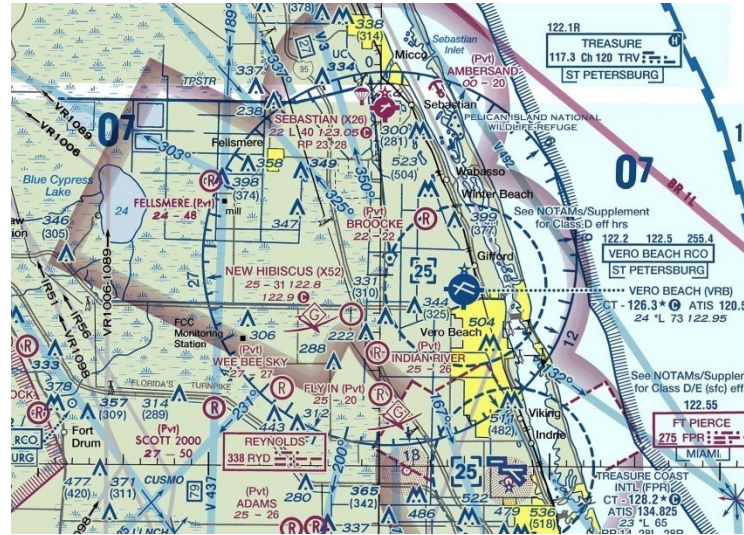


Chris Zaboji flew 4.5 hours up from New Castle, VA to claim the Boomerang from the Skyline Soaring Club at Front Royal on September 16th 2017.

Treasure Coast Flying Club

Kaye Ebelt

Finally flying with my new club in Florida....

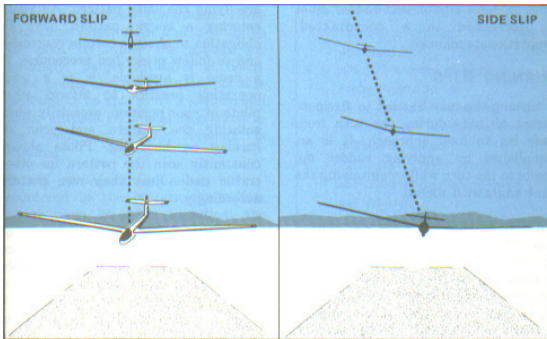


Kaye 

Let's Talk About Slips...

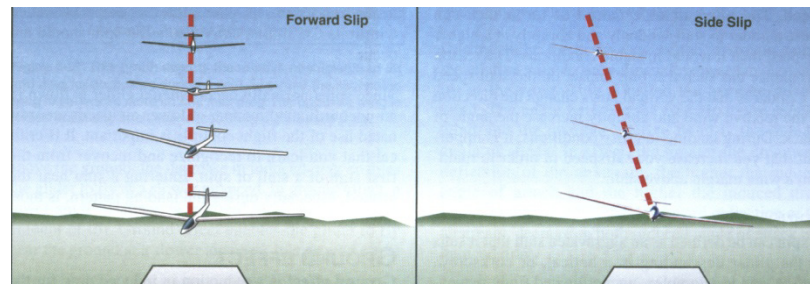
By J. C. Kellet

The FAA's Practical Test Standards require knowledge of and flight proficiency in "forward, side, and turning slips". For starters, the language can get in the way of real learning, since "forward, side, and turning" as descriptors of slips *is purely an American convention, and doesn't convey accurately what's going on.*



The Soaring Flight Manual, 2000 Edition, distinguishes between forward and side slips as illustrated in the diagram at left.

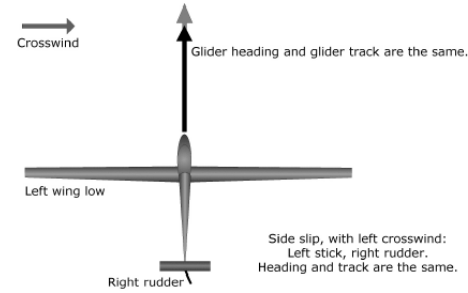
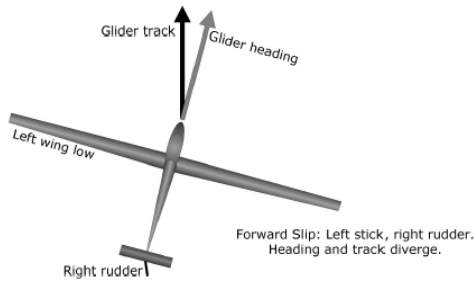
The Glider Flying Handbook produced by the FAA also distinguishes between forward and side slips in a discussion quite similar to that in the (see right).



These illustrations a path *along the ground* that is different. In fact, properly done slips, whether "forward" or "side", on final can involve *ground tracks* that are an extension of the runway centerline; for a "sideslip", that requires a crosswind. In my opinion, that is why "sideslips" are so valuable, because one can set up a fully stabilized final approach in a crosswind with the nose of the glider already lined up on the centerline.

("Pro" tip: suppose that in a no-wind situation, your base-to-final turn was a little off, and you're not lined up perfectly with the centerline. Then you can "sideslip" (just like the illustration on the right above) to bring you back to a proper final approach.) And, yes, let's not get hung up on it, but you can, on final, slip while "turning" (note the quotes) if your longitudinal axis isn't quite lined upon the runway centerline. *The key to good slipping is making them smoothly and coordinated so as to maintain whatever attitude, sink rate and ground track you happen to want – they're NOT all-or-none, this-kind-or-that-kind of maneuver.*

Bob Wander, in his book "Soaring Safety", discusses three *applications* of slips (not three *different* slips). His graphics (see below for the forward and side slips) and text makes the important point that all slips are *aerodynamically equal*. The control inputs are qualitatively the *same* and that quantitative changes merely change the bank angle/ground track. (Might help to think of a turn, where you make qualitatively identical inputs to make turns of various size and shape).



In these pictures, note that the diagram on the right shows a *CROSSWIND*! That's where we begin to realize just how useful a proper slip can be – in crosswind landings.

The thesaurus of the Brits isn't much clearer than the Americans, but their texts and descriptions of landings are instructive. Derek Piggott wrote, in the classic "Gliding: A Handbook on Soaring Flight", of "straight sideslips and slipping turns". Derek's "sideslips", whether *straight* or *turning* (confused yet?! 😊), are maneuvers for accelerating sink rate, and his illustration is of what an American would call a forward slip. He goes on to distinguish between a "straight sideslip" (!!) and a "slipping turn". (I personally believe that in modern sailplanes, using a slip to increase sink rate is of marginal value.)

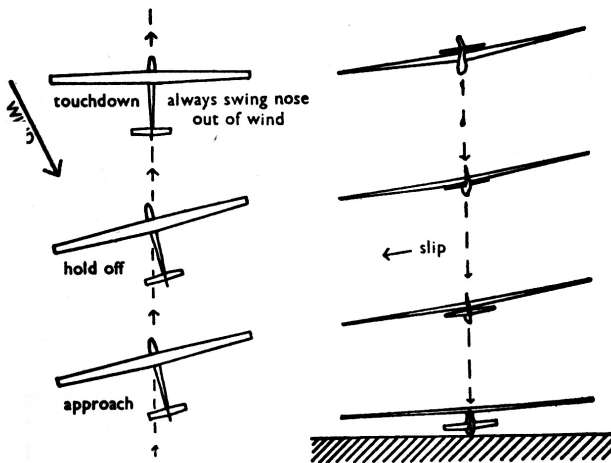


Fig. 33. Crosswind landings. (Left) The crabbing method. (Right) The wing down method. (Wind from the left).

Crab or slip in crosswind landings??

Piggott distinguishes the maneuvers for crosswind landings as "crabbing" or "wing down method", illustrated at left. As you can see the British "wing-down" maneuver is an American "sideslip".

Note that the crab (illustrated on the left) *requires a critical maneuver in the flare* before touchdown! The slip, on the other hand, does not – in most wind conditions and with most gliders (yes, there are exceptions – specifically when one has a glider with some combination of long and/or flexible wings, or if the crosswind component is too strong to safely perform the maneuver without scraping a wingtip) one can complete the touchdown smoothly while maintaining the slip.

British instructor Ken Stewart describes sideslips as a maneuver that we would call a forward. (See illustration below). Similarly to Piggott, he describes *another* maneuver is described as an alternative to crabbing to accommodate crosswind landings. It is not formally labeled as a "slip", but appears to be identical to the US sideslip, but with a crosswind vector illustrated as well.

Moreover, the illustration differs from those used in US texts for a sideslip in that it is clearer that the *longitudinal axis of the glider is not only parallel to the runway centerline, but is - along with the ground track - an extension of that centerline*. As you can see, **that** is the feature of the maneuver, be it sideslip or forward slip or whatever you want to call it, which makes the maneuver so useful in crosswind landings!

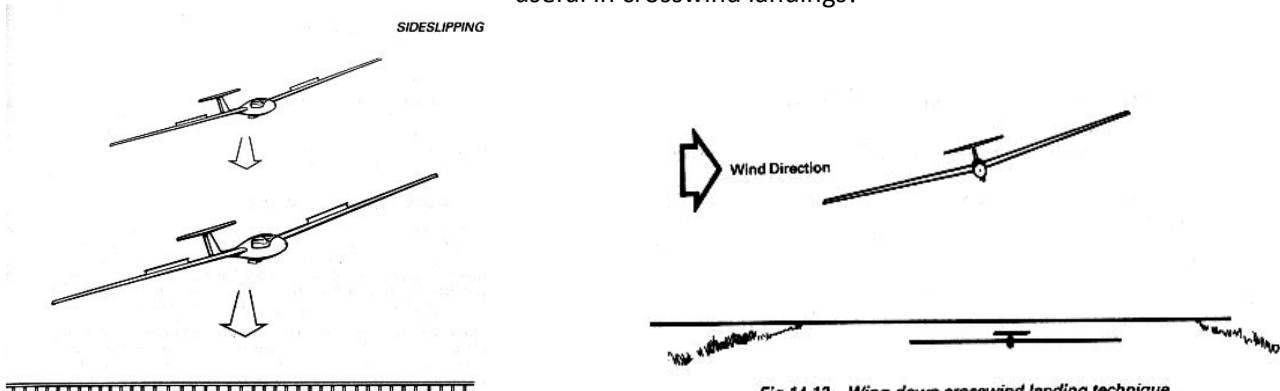


Fig 14.12 Wing-down crosswind landing technique.

Bottom line: we are talking about ONE maneuver in which the aircraft is deliberately cross-controlled by inputting yaw in one direction and roll in the opposite for one or more of several reasons, e.g., to increase sink rate ("forward slip") and/or to accommodate crosswinds in landing ("sideslip"). Different degrees of slipping result in the changing the alignment of the ground track with the longitudinal axis of the glide. You can also turn with a slip if on final in a crosswind, and your base-to-final turn didn't leave you exactly on the centerline. . *It's all the same maneuver*, applied a little differently, just as you would apply roll and bank a little differently depending on the exact characteristics you wanted in a turn.

Here's a practical way practice entering and (especially) leaving slips, which is the learning challenge to perfecting these maneuvers. At altitude, fly toward a distant point, and then gently cross-control the glider, keeping the nose always directly pointed at the target (the yaw string will, of course, we well off to one side); then return to wings level flight (yaw string in the middle again), all nice and smooth without letting the nose "bobble" off the target. You can't slip all that much and keep the nose on the target in this practice maneuver, but that's an advantage in a way because the goal is to get in the habit of smoothly transitioning into a slip of appropriate degree and recovering from it. (And it will look a lot different when you're 10 feet off the ground if your ground track 'bobbles'!!) Coming out of the slip with smooth application of the controls is as important as using smooth controls to get into the slip. Next, try to make it a habit of slipping instead of crabbing when landing in crosswinds – practice every chance you get. Soon you'll be so much more comfortable with this useful maneuver that you won't care if it's required or not – nor care what it's called!



My first New Castle contest

By Shane Neitzey



I had one of the most enjoyable contest experiences so far. The planning and hospitality of the host is top of the line. The BRSS members are all friendly and welcoming. Add the competitors to that as well.

For planned festivities; Low country shrimp boil night, dinner at the Frantz's night, open grill nights, Pig roast night & blues band Halloween night.. Down home instrument playin, singing and storytelling by the campfire.



Wow, what fun.

Lots of room for camping, perfect sleeping temps. Yes they have Wi-Fi. You can have breakfast at the Towplane Tavern before/during every pilot meeting.

BTW, the meeting always starts with a cannon blast at 9:30 giving plenty of time for your ears to recover and assemble the glider for a 12 noon grid time.



They have a mini deli at the grid. Have a fresh made-to-order sandwich, buy some fruit, cookies, etc.



Early morning fog gave way to Cu's building by 10 and task openings by 1 or 2 pm.

Top Three SSC 2017 OLC Flights **Editors Choice**

For those that do not know... the Online Contest (OLC) is generally intended to serve as a motivation for cross-country flights, and does not require the declaration of flight goals before launch. It has participants from around the



I heard for years that this site eats gliders due to the inhospitable mountainous terrain.. Well, I think that has been an over-statement. Safety is on the top of their list. I finished all tasks even by adding a 500 to 1000' safety margin on all glides. Always had an airport or suitable looking field in sight. Eight days of soaring bliss personally accumulating 1395km in 23.85 hours flight time.



There were a total of 4 actual off airport landings, all 4 pilots (some crewless) made it back with no damage and easily in time for dinner.

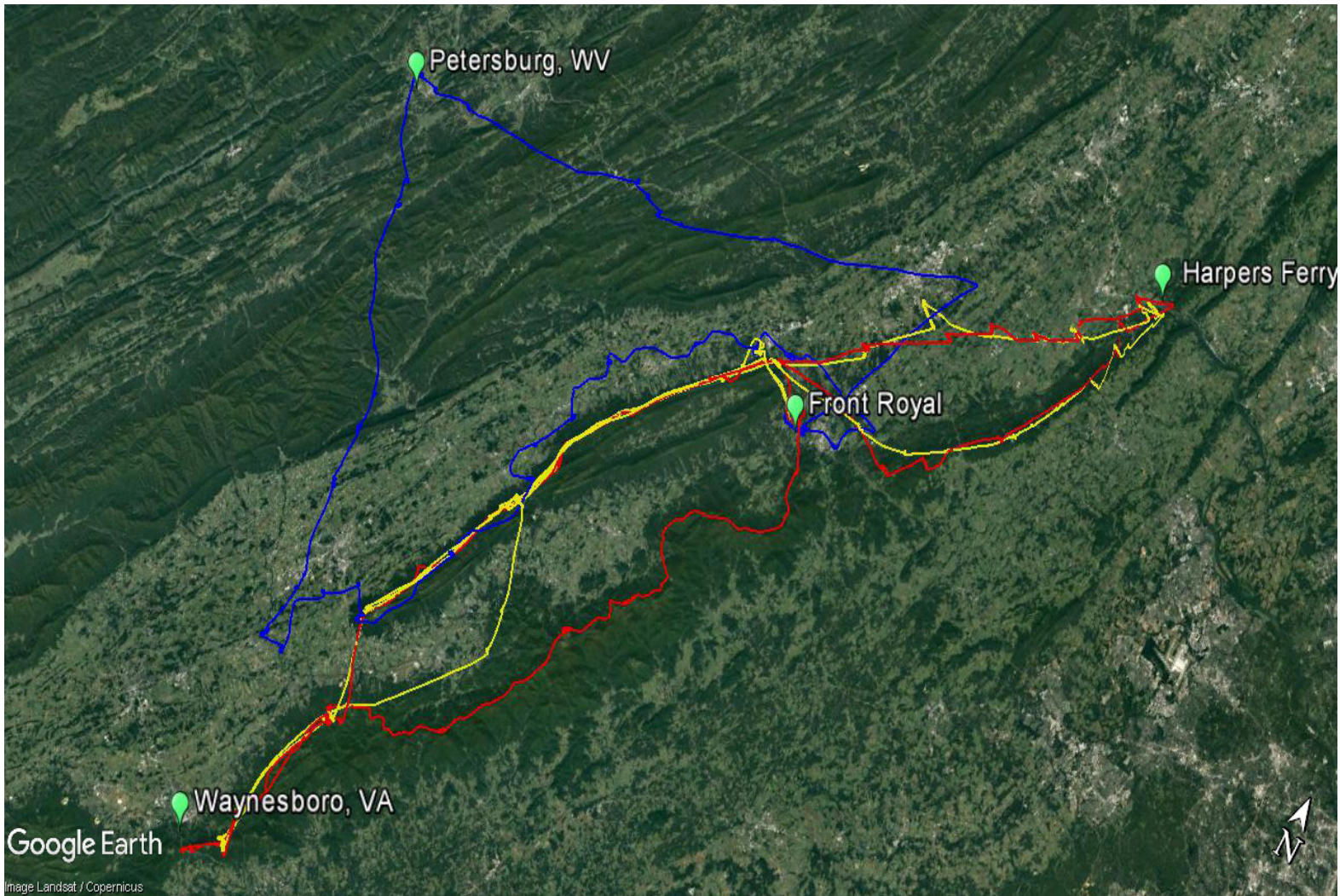
I don't want to miss next year's event, ever.



World, so you can get as serious about it as you want....or you can use it as a fun way to share your flights with others, and of course, learn from others flights. You can visit the following URLs to find out more of how it all works: https://www.onlinecontest.org/olc-2.0/segelflugszene/cms.html?url=rules_overview/b2_en

And for some USA specific items, you can visit this site: <http://www.ssa.org/OLC>

The three tracks illustrated below were chosen as the Top 3 SSC flights for 2017 because each flight was flown by a different SSC member. They all originated out of Front Royal, VA and the flights were registered as a SSC flight with the OLC. All very impressive flights. You can visit the SSC website <http://www.skylinesoaring.org/> and click on the "OLC" link to see flights of other SSC members and more flights by these three soaring pilots. The 2017 season has just ended, and the 2018 season is getting started. So if you think you might be interested...go register now and start uploading your flights!



Third Place – Blue Track -

: <https://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=5953861>

Second Place - Red Track -

: <https://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=5540474>

First Place - Yellow Track -

: <https://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=5540484>

Yep...you have to follow the links to find out who flew them.



Operations Update

Dan Ernst

We will resume operations on Saturday October 21st. On that day we will begin with a short safety presentation by Safety Officer Chuck Stover and Chief Flight Instructor Piet Barber at 1000. After the meeting there will be a remembrance of Steve Zaboji. Both will be held in the Skyline Club hangar.

All members are encouraged in the strongest possible terms to attend the safety presentation.

Duty crew (Burner/Dawood/Ernst/Nystrom) arrive at the normal 0900 start time to pull the gliders from the hangar.

V/r,
Dan



Away Day at Burner Field, October 2017



Photo Guinevere Kutella



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

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

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