

SKYLINES

Monthly Newsletter of Skyline Soaring Club, Inc. September 2017



Photo Shane Neitzey

President's Message

Dan Ernst



Photo: Tom Motinger

Skyliners,

I am going to lead off this month with a plug for our next Burner Away Day which will be 1 October with a rain date of 8 October. If you have been to one you know how much fun it is. If you haven't, trust me, it is a great time. Bill and Sharon's field is "2-B Soar-Inn." That's two "Bs" for the two Burners, Bill and Sharon. It is a lovely, family-friendly place with room away from the flight line for kids and pets and a wonderfully shaded hangar for watching the operations from. Can't say for sure,

yet, but there are often really good vittles, too. So all you newbies, load up the car and come on out. Ertan Tete is the Duty Officer that day and he will be putting out the call for volunteers to ferry gliders over to Burner. In the meantime, save the date; October 1st.

The 2017 edition of the Virginia Airshow looked to be a rousing success both for the airport, our club and all of the participants and spectators. This is clearly the biggest event at KFFR every year and important to the county as well. Your club was well represented both with a glider display and with help on the line parking visiting and show planes, and with a glider demonstration during the show. On duty at the display were TR Proven, Maryam Ali, and Max Fisher .

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The youngsters did a great job explaining the glider to folks and many were surprised to hear that they had soloed already at their age. Dick Edge also came out to help answer the questions of the curious (and there were many!)

Thomas Gainer, Todd Morris, and Eric van Weezendonk provided much of the muscle and much of the experienced supervision for this endeavor. And finally, the duty crew of Pete Maynard, Mike Christensen, Shane Neitzey and Theo ten Haaf did a fine job.

Because of the small size of the parking area, the ramp is a “no prop” zone. So all aircraft are

shut down on the taxiway and pushed to parking spot. Shane did a spot landing, jumping out of the glider and right into his boots that he “forgot” on the runway. This got a nice round of applause from the crowd.

Championships. All the best, JP! Also leaving us is Mario Simula



All in all, we showed well and contributed to a safe and fun event.

Just in time for the airshow, Keith Hilton had some business cards made up that have our logo and email addresses and websites for us and the SSA. They were invaluable for giving people information on how to contact the club and order a FAST certificate. They will be available in the trailer for the DOs to use for drop in folks on the weekends. Thank you, Keith!

One constant in life is change and we have a few folks to recognize as they go off to pursue their education and other jobs. JP Stewart has returned to Virginia Tech to finish his degree after a nice long internship at Aurora Flight Sciences. It was great to have JP with us as an instructor and member and to follow his exploits at the Junior World Gliding



who is returning to Italy after his stint here with the Italian Air Force F-35 program. It was great pleasure to have you as a member, Mario!

Now to the part of the show where I have to be a nag and scold. Sigh.

First of all, this isn't a big problem, yet, so let's keep it that way. When you sign up for instruction and it turns out you can't make it, call the instructor as soon as you know and let him know. Instruction slots are precious and we can't waste one. If you are out, the instructor might be able to get another in. And it will certainly help them plan their day.

Likewise, we had ad hoc operations a few Friday's ago that was a bust because only a few people showed up. There were too few people to conduct a safe operation. It is probably best not to reply to a call for ad hoc operations with a "maybe" type of response. Again, if you do say you are going to be there, but then decide you are not going to show up, let everyone know.

And lastly, please try to stay as long as you can at the field. Everyone has to leave sometimes, but at the end of the day it can get really hectic if only the DO and ADO are left to handle the ground operation. Many hands make light work!

Cheers,
DAN



Burner Away Day, 1 Oct 2017

Hosts Bill and Sharon Burner
Photo credits to Kaye Ebelt & Phil Jordan

Save the date: Sunday, 1 Oct (Sunday, 8 Oct is rain day)

For those of you who have not been to one it is a bi-annual event designed primarily as a chance for us to share our love of soaring with our families. Unlike most flying days, when the families stay at home, this one is a chance to bring the families along with you.



No promises that they will get a ride, but there will be a bunch of other families, picnics, fellowship, open country to roam around in, etc..

Driving Summary: 66 West to 81
81 South to Woodstock (Exit 283)
Rte 42 South to Coffmantown Rd (1.5 mi)
Right turn onto Coffmantown Rd to airport (0.3 mi)



Burner Airport (VG55)
Woodstock, Virginia
Coordinates: N38°52.92' / W78°33.47'



Bring your own picnic lunch, or there are plenty of fast food establishments just two miles away in Woodstock. There is shelter from the sun in the hangar and a bathroom at the field. Like most soaring events, it will be a day spent outside.



Directions: The property is just 1 1/2 road miles West of the Woodstock exit of Rte 81 (Exit # 283) in the Shenandoah Valley. Exit Rte 81 at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South (Senedo Road). Go 1 1/2

miles on Rte 42 to Coffmantown Road.....which is a small, easy to miss road that goes off to the Right. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek.



Caution: the turn feels like more than 90 degrees and it is at the bottom of a hill. It is only about 50 feet past the creek and comes up quickly. Turn Right onto Coffmantown Road. Go 0.3 miles to the airport gate on the Right, just past some stables which are on the Right. Take the gravel driveway up the hill. The airport is not visible from Coffmantown Road.



How do you do that ?

By Shane Neitzey

I had flown a 110 sm triangle in what appeared to be marginal conditions. At the end of the day, several members asked me how do you do that ? I was not able to clearly answer them at that time. But after some thinking, here goes.

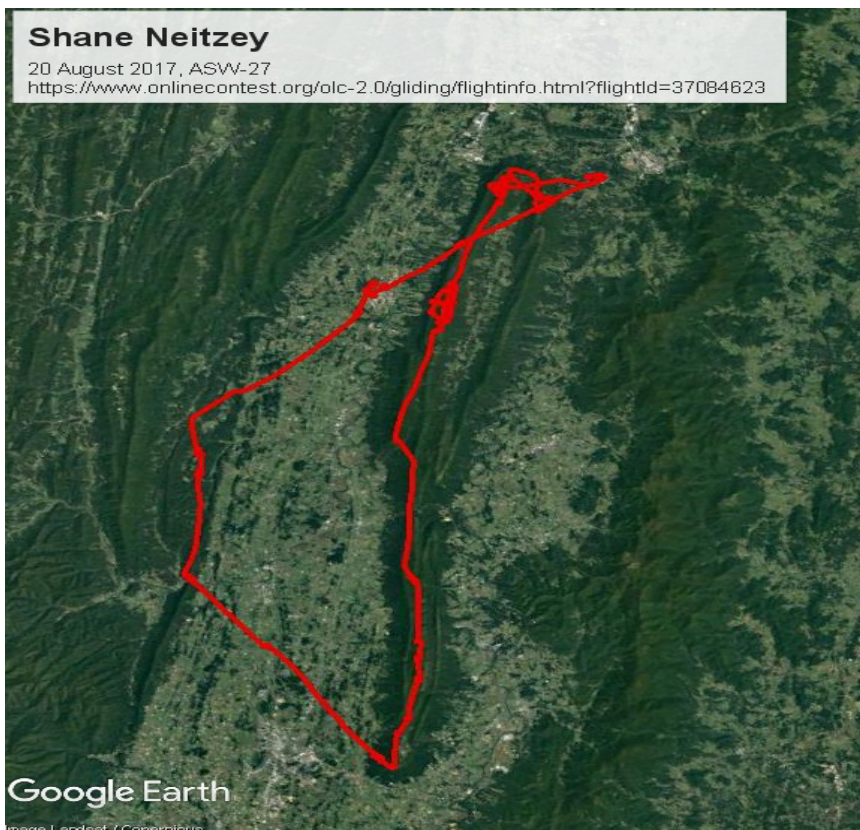
Baby steps, lots of baby steps.

-Achieve badges. A, B, C, Bronze, Silver and so on. One leads UP to the next.

-Try steeper circles while flying as slow as possible to maximize the thermal core.

-Practice off-field landing techniques at Front Royal. Mentally mark a touchdown point and a stop point. Try different approach angles simulating coming in over trees. Disregard the altimeter.

-Pay attention to different fields from the ground and in the air. Determine corn from a fresh cut hay field to cow pasture. Poles, fences, rolling terrain. How would you land on rolling terrain?



-Read How to books on cross country glider flying.

-Use a moving map glide computer that depicts how far you can go. This helps you to hop scotch Front Royal Airport to Burner Airport to New Market Airport, etc...Your head is okay if you are a Barber, Gomez, Hazelrigg, etc..

-Attempt to read the clouds for signs of good air. Up air.

-Use multiple weather sources to get a sense of the day. Can be better, can be worse. Try to become a weather forecaster. Good luck with that.

-Be cautiously optimistic. Making the intended goal feels great but enjoy the many attempts as part of the voyage.

-Fly with Karl Striedieck or Piet on cross countries or team fly with others.

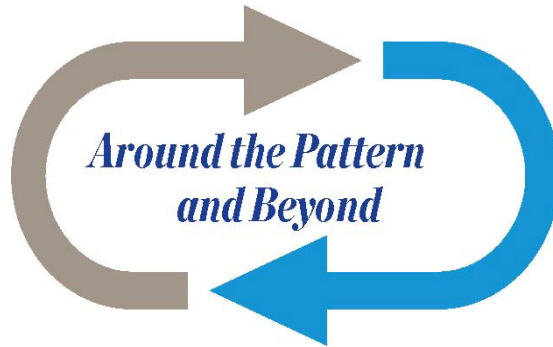
-Last but not least, contests, contests have done much to improve my cross country glider flying. And the fun is too much for me to describe.

Warning; This is a lifelong endeavor, enjoy the ride. Obtain a goal, move on to the next.

1. Have Fun
2. Be Safe
3. Make the task
4. Or land out trying.

Regards,

Shane Neitzey, XZ



Diamond Distance Awarded

Pilot Piet Barber received notification from the SSA that the Diamond Distance claim for his August 5, 2017 flight was approved. Congratulate Piet next time you see him.



Best flight of September...so far

Editors Choice

Shane Neitzey had an outstanding flight on September 3rd, 2017. This issues front page photo is his view from 15,000 feet above Petersburg, WV.

For those that have not followed the email chain on his flight... Shane launched from Front Royal, VA, and snapped the photo over Petersburg before preparing to make the flight back to Front Royal, VA.

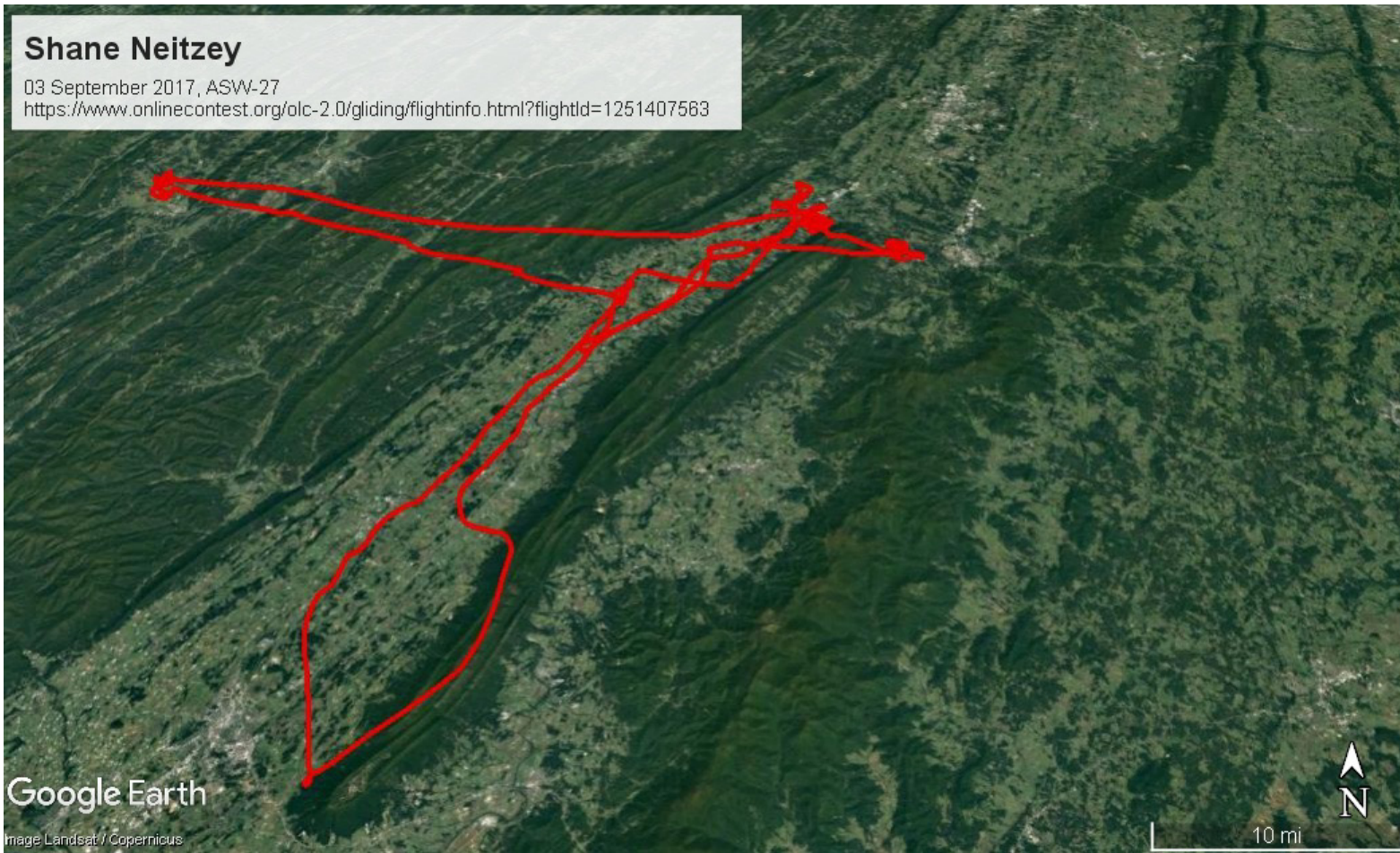
I hope he keeps showing us the amazing flights that are possible from our field. His flight path is illustrated on the next page. You can use the following link to visit the OLC website and learn more about this flight and others.

<https://www.onlinecontest.org/olc-2.0/gliding/flightbook.html?sp=2017&st=olcp&rt=olc&pi=47659>

Shane Neitzey

03 September 2017, ASW-27

<https://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1251407563>



Steven F. Udvar-Hazy Center

Admission is FREE

Parking \$15 Before 4:00 pm

Open Every Day Except December 25

The Udvar-Hazy Center in Chantilly, Virginia is great place to visit next time you can't get out to the field to fly. Here are a few photos from a recent visit.



Mitchell U-2 Superwing

Don Mitchell designed the all-wing, single-seat U-2 and flew the first one in 1979. A pilot could fly it using the small, two-cycle pusher engine or stop the engine and soar. Mitchell claimed a lift-to-drag ratio of 25:1. Pilots generally favored its flying and maintenance qualities, but some reported handling difficulty in all but light winds. A Superwing pilot set the world record altitude for Class C1—single-engine land aircraft not exceeding 297 kilograms (661 pounds)—in 1984 when he flew up to 7,886 meters (25,940 feet).

By the mid-1980s, Mitchell had sold more than 1,500 U-2 kits, initially priced at \$2,795 less engine and paint. He estimated a building time of 250 hours plus 100 hours to install the engine and paint the aircraft. Mike Bourquin, Steve Hornyak, Jerry Pashia, Bernie Steinbaugh, and Ray Taylor helped Frank Marsh construct this Mitchell U-2 Superwing.

Gift of Frank X. Marsh

Wingspan	10.3 m (34 ft)
Length	2.4 m (8 ft)
Height	0.9 m (3 ft)
Weight, empty	151 kg (333 lb)
Weight, gross	284 kg (625 lb)
Engine	Copson 02 T-1, 2-cylinder, 2-cycle, 25 hp
Manufacturer	Mitchell Aircraft Corp., Porterville, Calif., 1961



Virginia Airshow 2017, Front Royal, VA



Photo Dan Ernst





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

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