

The Monthly Newsletter of Skyline Soaring Club, Inc. April 2018

SKYLINES

Photo https://www.eveem.com/u/alexander_jilka

President's Message

Dick Garrity

When outlining my comments, I realized reoccurring thoughts from previous months. First was, 'OK, this is getting to sound like all business' and second, 'the great spring weather is coming soon.' I'll try not to repeat myself.

During the last 5-week period, our operations have not yet enjoyed the spring weather that we know is coming! There were two days when over 3 hour flights were enjoyed by some and students flew for an hour. The question that should be asked was, 'why did so many people miss those good flying days?' How did some know to come out and others didn't? Do we need to subscribe to a weather alert service to tell us when a good day is coming?

It's almost May and half our training fleet is out of town along with half of our tow capacity. But the flight paths for both are heading back our way. So far, the Club has matched demand with tow capacity.

Tow planes: do you love them or hate them? I talked with a guy who boasted of having 65 Pawnees! (Best I could ever do was say I had 23 boats). I said to him that I'd take two. But he wasn't giving up any of them. Then I found two in a thousand pieces. Big puzzles to put together. Then a 300HP horse that had more deferred carry over maintenance items than could be remembered with each passing day. Then the newest and oldest idea was



Photo Dick Garrity

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floated about a 182. I'd prefer a 180 but the 182'ers said I didn't get the point of having the tail wheel in the nose. Pawnee vs 182 vs L19 vs Super Cub etc. etc. Then there's the Myers OTW a great tow plane. Anyone know about this one? When we catch our breath, what's our best long-term direction for tow? Pawnees do enjoy high demand for banner and glider towing. But there is more money in banner towing! How do we compete? What are other alternative aircraft? When I look at contest pictures from around the world I look at the tow planes being flown. I can't identify many. Can you? Shouldn't we learn about these other tow planes? I think I'll look into a SAMBA it will tow 1300#. (I'm a Rudyard Kipling fan).

Do you know some of the differences between glider clubs? SSC is a 501 c(3) referring to tax-exempt status. Why are we different? More importantly is how can we make best use of a tax-exempt status? The Board would like to hear from you.

Two Club events are in the planning stages and coming soon. Flying into the Burner Away Day to that lovely lush green landing strip, where crowds will greet you as your landing stops in front of the hangar. Then the band plays as the crowd waves flags as you depart a hero. It's a lot of fun at Burner for everyone. How about the private gliders competing for the Burner Bowl, flying a closed-circuit course in the valley?

A month later the Week of Training takes place at Petersburg, WV. The bible for the WoT is posted in the members section which everyone should be familiar with. More on this event next month. For now, make plans to be there!

After your Spring Check (FC) take another tow or two just to add a touch more polish to your flying. Be Safe and give your passengers a good ride!



RW10

Bob Sallada

I personally like instructing from RW10 for one reason only : I strongly dislike instructing from RW10 for a whole bunch of other reasons!

Be that as it may, we have pretty good general and

specific guidance about the numerous ramifications that can result from operating from the end of the runway we're sometimes not that familiar with. Unlike very specific criteria such as "operations in windy conditions", the Club shift between ends of the FRR runway is a 'judgement call' left to the DO after consultation with the airfield manager and the duty TP and Instructor. The only semi-related quantitative remark in the Ops Manual is "Quartering tail winds of more than 5 knots, particularly with high-performance gliders and/or gliders with CG tow hooks, often cause directional control problems and require particular caution"

With one rare exception involving an inexperienced DO making a unilateral decision without talking with the DI and TP, my experience has been that our routine works well; the main players agree as to what runway to begin operating from at the beginning of the day to when, and if, a runway shift is needed during mid-ops. But, without getting into the details, as an instructor my own bias is always "other than the obvious, let's try to start on 28!"

Sometimes the process can get a little convoluted and maybe, for example, the airborne gliders don't all get the word (which bodes well to keeping that radio volume up), or because everyone gets caught up in the logistics of the relocation, or someone who should be carrying a hand-held isn't. Or, maybe there is a complex scheme of who is going to take-off on 28 and land on 10, etc. It's always exciting to be landing and see someone else simultaneously taking off in the opposite direction.

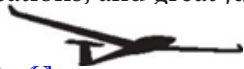
As always, thorough communications and collaboration are key! And then, once in a while, we're happy as clams operating from 28 with just a wisp of tailwind, but several GA aircraft show up, land on 10, and out-weigh us.

Ok, For whatever reason, we're now using RW10. What's different?? First, it's looong trek between the two line/staging areas. There's a bit of slope to the taxiway and careful navigation is needed around the medivac area and folks. Where do we park these suckers? I can't generally remember, but there's an excellent diagram in the Ops Manual. It gets more complicated however if there are a number of private gliders involved.

How do we get all the 'bods' transported? How many bods-per-Gator is permissible? What's the correct route for personal cars? Where's the key to the back gate?

Things are a bit operationally restricted also. The grass safety area is far less convenient and the ridge et al that we know is spewing lift is now in the wrong direction for pattern entry (nuttin wrong with straight-in's with adequate radio communications). And – if all of that isn't enough' wait until you see the population of small pesky flying animals on hot day at the end of 10!!

Bottom line: RW10 ops are a relatively uncommon situation. Consequently, always big-time heads-up, strong communications, and great judgement.



Curmudgeon's Corner

The Virginia Soaring Association-Do We Need It?

Jim Kellett

What is it, you say? Well, it is/was a “meta-organization” of the six SSA chapters that operated in Virginia back in 2009. It was originally formed at the suggestion of the Director of the Virginia Department of Aviation (that was one Randall Burdette, now retired). The reasoning was that it would give the soaring community in Virginia “a seat at the table” when the VADOAV was making policies and promoting tourism in the state. One early result of the formation of VASA was getting the VADOAV to intervene with the Richmond FSDO to rescind a ruling that no avionics shop could install transponders in gliders! (Yeah, I know that sounds stupid these days, but, it actually happened after one of the clubs had spent thousands of dollars purchasing them for their club gliders.)

Over the years, VASA sponsored several meetings or events, including several “Winter Soaring Summits” at which clubs discussed their very different training, financing, public relations, and daily operations. It also sponsored a cross-country camp open to members of all Virginia Clubs at the Emporia Airport. The website and educational material from that camp are still available on the web at -- <https://virginiasoaringxccamp.weebly.com/>

In the last couple of years, however, the leadership of the organization sort of burned out (some had

worked REALLY hard!) and one of the clubs - Shenandoah Valley Soaring - actually relocated to the Grant County airport in Petersburg, WV.

Our SSA Regional Director and a few others (including me) have been considering a revival of the organization, especially now that Virginia has a new Director of the VADOAV (Mark Flynn) to establish a 'placeholder' that can speak for all of Virginia soaring in the halls of power, including the state and the Federal governments. It would require each club to identify one or two people who have the experience and authority to 'speak for the club' and commit the time to participate in at least one meeting a year and deal with a flow of email discussing issues of interest to the group.

So, what do you think? Are there common interests among all clubs that can be served by collaboration and liaison with outside groups? Is there an interest in pursuing collaborative ventures such as XC camps or wave camps ?

Share your thoughts, please with our Regional Director, Jim Garrison <jcg8w@virginia.edu> and me <Jim@Kellett.com>.



More Steps Toward Cross Country

John Noss

Last month in the newsletter, I suggested some first steps towards cross country training and practice. Today (Sat 28 Apr), I had a chance to do a local flight with an eye towards posting something on OLC to demonstrate what I meant by learning to 'cover some ground' even without getting outside of gliding distance of KFRR, and using OLC and other tools to get a feel for how others do it. My flight is posted on the club OLC page (<https://www.onlinecontest.org/olc-3.0/gliding/club.html?cc=985&st=olcp&rt=olc&c=C0&sc=&sp=2018>). Based on weather forecasts including XCSkies and the Skew-T charts, it looked like the lift would be good with high ceilings starting at noon but ending with overcast and some rain by 3pm. That's pretty much what we saw. I strung together some turnpoints, and tried to cover as much ground as I could before the lift started dying down. The OLC map shows the route of the flight and the altitude profile, 245 km for the six legs that OLC fit into the flight path. That's pretty much what we saw. I

strung together some turnpoints, and tried to cover as much ground as I could before the lift started dying down. The OLC map shows the route of the flight and the altitude profile, 245 km for the six legs that OLC fit into the flight path. The turnpoints were basically from Signal Knob to Luray, Winchester, White Post, Hogback Mountain, I-81/66 Intersection, Woodstock Launch Tower, and the Power Plant. From OLC you can download more details, including the IGC file and its KML equivalent to look at on Google Earth. (There are two 50 km+ legs in there, which is Silver Badge distance.) Additionally, I posted a 200:1 time-compressed 3D perspective video that does a decent job of demonstrating the quick climbs and long relatively long straight runs (with doglegs to work lines of lift), just over two minutes to watch the flight. The video files are entertaining but fairly large (20 MB+), you can download from http://noss.ws/ssc/Noss_20180428_84sv0t31.mp4 or http://noss.ws/ssc/Noss_20180428_84sv0t31.avi depending on which format you prefer. It was a great day to fly and practice – my personal objective today was to get comfortable with keeping the speed up between thermals, important when we are racing the sun for hours of usable lift. There is always something to learn and work on!

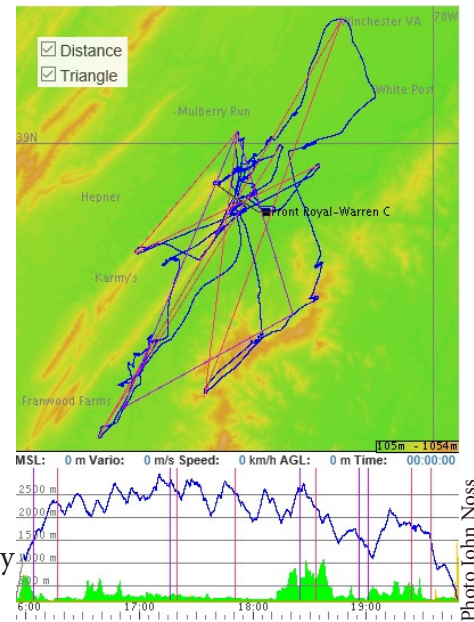


Photo John Noss

Short Visit to National Soaring Museum Reynolds Renshaw

Business took me to the Elmira, NY area during the second week of April. I eagerly bolted after my last appointment to climb Harris Hill and to visit the National Soaring Museum. I arrived with less than an hour before closing. Stepping through the front door, I was immediately greeted by the security team – three shin-high canines led by ‘Ralph’. The noisy yet friendly pack was quickly dispatched by Trafford Doherty, the museum director. After a quick introduction, I headed to the main floor. For a moderate sized facility, the NSM has maximized its aircraft display. From scaled models to full-sized “retired” soaring birds, aviation fills all corners of the building.



Photo Reynolds Renshaw



Photo Reynolds Renshaw

Gliders ranged from the graceful gull-winged Ross R-1 Zanon to the brutish troop-carrying Waco CG-4A. Wood, fabric, metal, glass...all shapes and sizes are included in the museum.

I gravitated to the Genesis prototype (who wouldn't?) and was taking photographs and when ‘Traff’ approached. (As I was the only patron within the museum, Ralph and his team were off duty.) I referenced the Genny and my general fascination with flying wings. With a wry smile, Traff asked me to follow him to the storage facility. There, he had an original Backstrom EPB-1C ‘Flying Plank’. The name could

not be more apt. It resembled toddler's toy car with Home Depot lumber affixed to the sides. Yet, with just a 9 meter wing span and wooden frame, that anvil has a 20:1 glide ratio. We returned to the main floor and headed



Photo Reynolds Renshaw

towards the Bowlus area. While already displaying a Bowlus Senior Albatross and Baby Albatross, Traff had just rolled out the two-place Baby Albatross days earlier. The back seat had no forward view so the rear passenger could only see through two cut-out portals on each side of the fuselage. Seating room was extremely tight - clearly not designed with the 21st century physique in mind.

Traff was a gracious host, dispensing stories and aircraft information as we toured the rest of the museum. My visit was far too short but very enjoyable. I will be back when I have more time to study the exhibits and walk Ralph.



Photo Reynolds Renshaw

<https://www.soaringmuseum.org/>



Changes in Attitude, Changes in Altitude: The Music of Ed Kilbourne

Dan Ernst

Some of those new to soaring, and perhaps some old hands, probably don't know that the sport has its own singer/song writer. I am talking about Ed Kilbourne. Ed doesn't fly gliders competitively any more, the call of the sea was stronger. He felt that the wind in the sails was more alluring than the wind beneath his wings. But before he exited the sport soaring was his muse he wrote and recorded two albums of very entertaining music about soaring. The first is called Cloudbase and has 10 soaring songs that explore subjects like competition, ridge running and doctors that fly. He waxes mystical in "One More Climb," which might presage his ultimate concentration on religious music of which he has released numerous albums.

In his second soaring album, "L/D," all of which is soaring related except "Sailing Again," which telegraphs his increasing desire to sail. His song "Some Days are Diamonds, Some Days are Stones" references a day of soaring with those days in life that can be

very good or very bad. I find it uplifting in the end.

Kilbourne's compositions are entertaining and thoughtful. His connections to soaring are clear in his words and his

outlook is fun, but he will now and then inject some piece of flying reality that must be faced in the world we live in, as for example in "The Last One Up," about a gliderport closing down.

I have enjoyed these albums for many years and really like to listen on the way home from a good day of soaring. Below is a link to his website. I like to buy from the artist rather than Amazon, but when I got my copy of L/D it was a commercial CD signed "A grateful Ed Kilbourne." Guess there was no extra charge for the autograph. You'll have to page down to get to the soaring songs as he has a very large body of work. Hope you'll give him a try.

<https://www.edkilbourne.com/store.html>



Burner Woodstock Fly-in/Family Day Bill Burner

The next Woodstock Fly-In/Family Day is coming up, 27 May, which is the Sunday of the Memorial Day weekend. The Burners extend their warmest invitation to all Skyliners and especially to their families and significant others. This is designed as a family day. Bring a picnic lunch, or whatever. We will have two small charcoal grills, but they usually get occupied pretty early. We will provide soda pop and chips. The field is only two miles from the Woodstock exit of Route 81, where there must be at least a dozen fast food establishments. There is a single bathroom on the field and a hangar which will provide shade from the sun. But expect it to be a day outside, in the country. When the weather is good these usually turn into pretty big events, with 120 to 140 take-offs and landings. Plus a lot of socializing and a chance to include your families in our sport. So be sure to come!



The Winter barley crop will still be on either side of the runway. It is short, which effectively widens the runway as the wings can overlap it. Anticipate landing on 03 and taking off on 21, unless unusually strong winds favor something else. For the Fly-in gliders will fly a left hand pattern and power right hand. We do this to give the newer pilots a chance to fly a left hand pattern, which is more typical at most fields. CTAF will be 123.30. Our two vintage gliders, a Bergfalke 2-55 (German version of the venerable SGS 2-33) and a 1-26, which can be flown closed or open cockpit, will be available, rent free, for those who are qualified and maybe want to add something different to their log, or take a family member up. Our gliders are low performance, and do not have radios, so you will need to use a hand-held one.

Students: Don't miss out on the opportunity to ferry one of the club's two seaters either over to Woodstock or return to FRR. That is a unique experience.

Plan on arriving with an empty gas tank. Gas is usually about 30 cents a gallon cheaper in the Shenandoah valley than northern Virginia.



Here is a list of planning considerations which Ertan put together last time.

- This is family friendly event - significant others and family members are welcome.
- Students are welcome to come and get in the queue like everybody else, but there will be no priority for students (as we usually do before noon) and no instruction request reservations will be booked on the roster.
- We need volunteers for the ferry flights over and back. If you are a student, I highly recommend that you sign up for a ferry flight. This a great opportunity to head off to somewhere different, and deal with the navigation and final glide considerations, with an instructor. The Sprite and Discus will need a rated member for the ferry flights each way. It's not uncommon for one person to fly over, swap cars or get a ride with somebody else, and another person to fly back.
- Pilots who have not flown at Burner Field in the last 2 years are required to get a familiarization flight prior to solo.
- Ferry operations will start at 8:00am at KFRR.
- Ferry glider pilots, please record the ferry flight take-off and landing times and report to the DO.
- Launch priority will be by order of arrival at the field.
- There will be no FAST fights, this is a day

designed for current members

- There won't be any Skyline flying operations from KFRR, other than the ferry flights, and tow-planes returning for fuel.
- Rated club members, meeting the club currency requirements, may take a family member/friend in a club ship for a ride - same as our usual operating procedures.
- Members with private gliders are welcome to trailer them over, just coordinate in advance with the DO to make sure we don't saturate the available space in the assembly area.
- Pets are OK but on leash. Owners, please clean after your pet.
- Rain date is 3 June, the following Sunday



Driving directions:

From the intersection of I-66 and I-81, take I-81 South (direction of Roanoke) for 17 miles to the Woodstock Exit, # 283. Turn right onto Rte 42, go 1 1/2 miles to Coffmantown Rd. Note: Coffmantown Rd is immediately after a short bridge across Narrow Passage Creek, at the bottom of a hill. Turn right onto Coffmantown Rd. Gliderport driveway is 0.3 miles, on right. The gliderport is not visible from the road. Parking is north of the Hangar.



Safety Corner

Eric van Weezendonk

Well Holy JOE, it's about time for the monthly Safety Corner input! This month, in keeping with my affinity for movies and such, I'm gonna talk about The Good, The Bad, and The Ugly.

First, The Good. I want you all to think about an event in YOUR personal aviation history that was epic. It makes for a great story. Things simply...just went right. It made you enthusiastic about aviation. It's that "special memory". For me, it's the day I flew with the Blue Angels (as a guest). I'll never forget Ryan "Doc" Scholl. He was the lead solo, aka Blue Angel #5, and I was the lucky trunk monkey. Somewhere I've got the flight on VHS (yeah, this isn't too recent) and it's still the fastest I've ever been...Mach .95 at about 100 feet AGL is cool, so is a dirty aileron roll after take-off. Made me love flying all the more. Definitely a once-in-a-lifetime experience.

Second, The Bad. So, I've seen a few safety transgressions in the past few weeks (as DO) as well as received some emails (as Safety Officer). Let's just consider the following:

1. Let's think of the triangle(s) of space formed by connecting the leading edge of the wing (base) to the nose of the aircraft (adjacent side) and the hypotenuse that connects nose to wing tip. This area is DANGEROUS. We should VERY rarely be in front of a wing. It can knock us over. Especially when a glider is connected to a towplane. Don't be there. More importantly, NEVER be in front of the wing, or the strut, on the towplane. If you get knocked over by either, the prop in front of you might be the last vision you'll ever have (Think Indiana Jones...)

2. Put things where they belong, not where it's convenient. Our "public space" in the hangar is starting to look like some of the homes I pass on the way to the airport. You know, the ones with three lawnmowers (none run) and office equipment (desks and chairs) in the front yard. Let's consider where we're placing chairs, folding tables, etc in the hangar. Trip hazards hurt just as much as a leading edge of a wing (not as much as a spinning prop, though..)

3. Don't be in such a rush to get launches out that we do something stupid. Whether it's a glider canopy not locked, a towplane window not closed, or simply a tow rope that gets run over by a glider pushing into position, let's not be in a rush. Smooth is fast...be routine, but not complacent...or else things can get ugly...

Third, The UGLY. Mea culpa...I was in such a rush during an ad-hoc day that I decided pushing a glider over a tow rope was acceptable. In the future I won't do it. However, that's not the worst "rushing" I've ever done. So here's my STUPIDEST THING EVER DONE IN AN AIRPLANE STORY. Bottom line...I took off with a ladder attached to my airplane. Yep, you read that right REES!

I had ten minutes. I had to shutdown the twin turboprop Beech-99 (like a baby King Air), unload 700 pounds of cargo, reload 400 pounds, do the Weight and Balance paperwork, and get off the ground. To climb out I could either traipse over the cargo in back, or use the mini ladder and climb out the window (about a 4 foot ladder attached to window). Needless to say there was internal pressure (typical pilot that wants to perform... aka pride) and external pressure (company insisted this could be done safely and this was post-911, so flying jobs were hard to come by and folks would've been happy to have my job). Well, I did this run (this was leg five of the evening) on a daily basis, never a problem. And on this particular night, I was firing on all cylinders, or so I thought.

80 knots, airspeed alive, 110 knots rotate, positive rate....wait....BANG BANG BANG. Why is a SWAT team trying to knock down the front door? Thankfully the tower was closed and it was dark, because as I turned crosswind and announced I was landing, the light bulb came on. Yep...that window ladder was attached, held in place (at least at the moment) by a door/window that I had closed and locked. AAARRGHHHHGHH!!!

So, why do I share this story? One, we're all human and we make mistakes. Chances are you won't "top

my story”...I sure hope not. We typically don't TRY to make mistakes or have accidents. I was rushing.... it's my impatient nature. Two, let's not forget that when one of us errs, hopefully somebody else will point it out. Let's be gentle when we can about correcting one another, but the only thing worse than shouting at somebody is to not say anything at all. Three, like thermals, there are uplifting moments (the Good) and periods of sink (the Bad). Let's avoid the Ugly and remember that this wonderful form of flying, which we call soaring, will always be a team sport. Til next month....fly safely and chuckle from time to time!!



Volunteers Wanted!

Skyline Soaring Educational Foundation (SSEF) will be doing a fundraising BBQ at Burner away day. We're looking for a few cooks to take a shift manning the grill.



The next New Member Orientation Session (NMOS) is scheduled for Saturday, May 5, at 12:30 PM. The NMOS is mandatory for new members, but anyone is welcome to attend.

Have something to say? Got an interesting soaring story to tell? Email me your input at xiaomaryam@gmail.com.

Maryam Ali, Editor



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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 or e-mail welcme@skylinesoaring.org.

Name that Skyliner!

(Credits to Reynolds Renshaw for the creative idea)

Members, let's have some fun. Every month, I'll post an old picture of someone and some pieces from their bio (with their permission of course) for the rest of you to try and guess who it is. First person to get it right picks the next candidate!



Before this Skyliner joined the club he had a lot more hair and it was red! Although this picture shows his sartorial excellence as a young man, he is retired now and jeans and a sweat shirt is 'dressed up.' Although no James Bond, he was a Navy intelligence officer and worked for the CIA for 26 years

Who is this Skyliner?

Skyline Soaring Education Foundation

Remember them? Please continue to fund our youth scholarships and give the gift of soaring. Visit ssefva.org

