

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

SKYLINES

Photo Maryam Ali

President's Message

Dick Garrity

Week of Training 2018 has concluded successfully and safely. Congratulations to all of you who participated in this major event for our club! Thank you to the countless members involved in multiple support activities. Many were unseen and functioning behind the scenes. In fact, all of the members of Skyline Soaring supported the WoT.

Volunteers are the life blood of SSC and the entire soaring community. This month SSA members will man the soaring display at 'Oshkosh.' How many volunteers step up to make that event happen? SSA's twelve thousand members pales in comparison to EAA's more than two hundred thousand members, but both groups are in the early stages of an alliance for the benefit of all in the aviation community.

With summer temperatures very much here and hydration is an important safety factor. At WoT I found soaked seat cushions in the gliders. I hope those pilots were replacing those fluids. I observed an experienced



Photo Dick Garrity

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x-country pilot prepping all morning for his flight. He mentioned he had already consumed at least ten 12 oz bottles of water and was loading two bags of drinking water into his glider and what looked to me to be over two gallons. He thought that he'd consume most of it during his extended flight. We should all take hydration seriously when flying remembering to start the intake well before flight.

I want to clarify and amplify an earlier newsletter comment regarding SSC IRS status. SSC is an IRS-approved 501(c)7 non-profit organization incorporated in the Commonwealth of Virginia. We are a non-profit in the sense that we do not pay dividends or distribute excess funds. We retain our profits for use of our club. Yes, we make a profit and will always need to in order to continue our operations! (Can you believe this has been challenged in the past?) SSC may accept and receive donations of any kind; however, the donor may not claim a charitable deduction. Other SSA clubs (chapters) are either 501(c)7 or 501(c)3 non-profits. SSC purposely elected, during its creation, to be a (c)7 and not a (c)3. (This is another story.) SSC created the Skyline Soaring Education Foundation and this is a 501 (c)3 non-profit. SSEF may accept and receive donations of all kinds and the donor may claim a charitable deduction. SSEF's primary activity for many years has supported youth glider training. SSEF can, to a greater extent support SSC operation, which was the original purpose for SSEF. How we will make this work is frequently discussed at Board meetings.

SSC's purpose, in brief, is to provide facilities and equipment for soaring to our members. The club also conducts training and is a conduit of information for all members.

My questions are: Thinking back, in hindsight, did something recently occur you didn't like or weren't comfortable with at the moment? Was it your experience or did you observe it? Should it have been done differently and what did you learn from the experience? Since last month's newsletter the club has had numerous incidents. We're all still learning...

Be smart... fly safe...



The Safety Corner

Eric van Weezendonk

First off, no free tow this month. In the midst of moving and cannot find my list of whom attended the Safety Briefing back in March (maybe it was February). If you're not sure what I'm talking about, maybe you should be reading this section more often!

My intent this month was to act as though I was writing a screenplay, detailing the perfect launch. Alas, a man's got to know his limitations, so I'll write it as such:

DO Maynard says, "Student Pilot Smith and Instructor Jones, you're next for the launch when the Husky returns."

So, since they've already briefed, Smith and Jones start strapping into the Grob. The ADO Perlmutter (BEST EVER, I MIGHT ADD) sees (key, eyes open, ADO) and hears (because he's carrying a handheld radio) the Husky (flown by Tow Pilot Burner) report on downwind for Rwy 28, Front Royal).

Now, the ADO has at least two helpers pushing the Grob towards the hold short line. Smith and Jones are completing checklists, verifying controls, any last moment coordination. The canopy is still open, because it's blazing hot. They've now got most (but NOT ALL) of their Pre Takeoff Checks complete.

The Husky has landed, and it's taxiing to Runway 28. The ever-aware Smith combines two things into one, "Hus-

ky 85 Sierra, Grob requests tow to 3,000 feet” and Mr. Burner responds “Roger, 3,000 feet). Perfect, the game plan is set, and the radio check is done.

The launch crew of three checks the pattern, maintains Situational Awareness, and listens for the Glider crew to announce on CTAF that they’re staging for launch. “Ready to push?” and with a thumbs up, or a nod, the ADO starts moving that glider, all the time still checking for traffic.

One of the crew runs over to get the rope after the glider is positioned properly. The ADO is checking the glider itself, maybe the Pilots are even asking one last time if they dolly has been removed (some gliders get pushed out with glider and dolly still attached, just FYI). The canopy is secure, everything looks good. Now comes the real dance:

The wing nearest the tow plane (right, in this case, or Starboard, if you prefer) is down as the tow pilot maneuvers into position. Once past the glider, the wing can be raised. One of the launch crew goes and attaches the tow rope, checking (and checking again!) that it is properly attached to the tow plane. Then he/she skedaddles off back to the “safe” side of the hold short. Reggie is watching...he’s happy.

Now it’s just the ADO, the glider with crew, the tow pilot. The wing runner (in this case, the ADO) will start getting the tow plane to pull forward slightly, taking the rope along, DILIGENTLY looking for knots. It is still NOT hooked up yet. Eventually there is enough rope taken up (but not too much) that the wing runner can grab the glider end, check the linkage, and show it to the pilots. They approved. Release Open, release closed, tug it to check and we’re getting closer.

Again, checking the pattern, while walking out to the wing tip and then BEHIND the wing, NEVER in front, the tow pilot will be signaled by the Wing runner to take up remainder of slack. Now the line is taut. One last check by wing runner all around, then looks at glider, “Pattern is Clear”. The glider pilots are ready, they give a thumbs up, which signifies they’re ready for aerator.

The glider pilot wags the rudder, full deflection. This signals to Tow Pilot that they’re ready to go.

The Wing Runner makes a large circle with hands. This transmits the signal of “ready to go” to the tow pilot (whom probably cannot see the rudder which is directly behind him, 200 feet away).

The Tow pilot wags his rudder, signifying that the message has been received, and after a brief radio call on CTAF, throttles up and starts the aerotow.

Okay, probably some gaps in my story. It’s early and my submission is late. Are there slight variations? Yes, depending on the tow plane, you might, as wing runner, be on the right wing instead of the left (because the mirror on the Pawnee is on the right wing). If it’s a glider with a tail dolly for position, there’s one last item, and the pre-takeoff checklist is NOT complete til it (the tail dolly) is OFF.

Everybody has a responsibility to ensure canopies are secure. Ultimately the PIC, but this is a team sport, so help out your fellow aviator!

Finally, if written as a screenplay, maybe in the future, everybody needs to know their part, and the parts and lines of others. Knowing JUST your part is not enough. I’m not saying we all need to know how to fly the tow-plane. However, you should know what they expect of you, and you need to know what you expect of them. None of us is dancing solo in SSC, so let’s all remember to watch out for one another and that we have an obligation to do our part correctly. We don’t ad-lib or come up with a plan by ourselves. As always, it’s a team sport.



From Piet's Soaring Library -- July

The Soaring Flight Manual

Piet Barber

I grew up in Arlington, Virginia. Both of my parents worked at the Library of Congress across the river in Washington DC. My father had a massive collection of books, mostly religious books, but a few interesting military history books. Visitors would always marvel about how our small apartment in Arlington could manage to hold so many books. Zillions of them!

Books never had the same appeal to me as they did for my parents. Despite this, I still have managed to collect a library of books for at least one subject -- soaring. In my 30 years of soaring, I seem to have managed a small library that most of you have never heard about. I will share with you a review of each of these books in each monthly newsletter of Skylines.

This month's book from my Soaring Library will be the first book that I have ever owned about soaring: The Soaring Flight Manual. I have owned two editions; one from 1984, and one from 1995. This book review will be from the 1995 edition. You can not find this book in stores, but you might be able to find a used copy on Amazon's used books. The final copy of the Soaring Flight Manual in 1995.

Up until that date, this was the book that all of my flight instructors recommended that I purchase and study to prepare for the private pilot license. In 1986, that book was the standard for the knowledge required for the practical and knowledge tests. After the book finished its publishing run, it still continued to be the go-to reference manual for all that your Soaring Pilot in the US could need to know. As the years went on, soaring pilots needing a soaring book found it increasingly difficult to get a copy of the Soaring Flight Manual. There were no more in stock! The FAA Glider Flying Handbook had not yet been published until 2003.



Soaring Flight Manual, 1995 edition



For many aspects of soaring, this book has been left behind with the progress of soaring as a sport.

Throughout this book's pages you can find references to how to use a barograph (this is how we recorded altitude gains before GPS), how to use the original E6B flight computer (which is basically a slide rule for doing calculations in flight), and what a pilot must do when approaching TCA airspace (found in the 1984 version of the SFM). The graybeards of this club will find these subjects familiar and comforting. The rest of us might see it as a history lesson of how soaring used to be.

In case you need to know how to use a barograph...

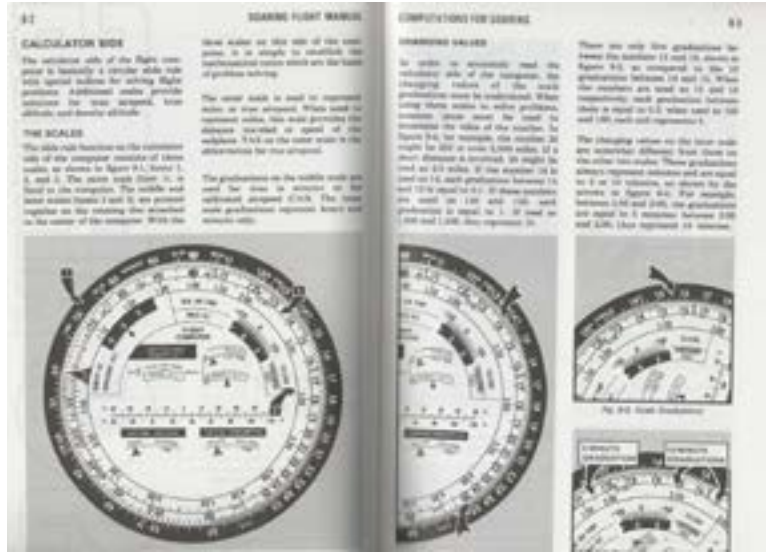
Despite this book being out of print for more than 23 years, the FAA still references this book as the official reference material of the private pilot practical test standards. The FAA's practical test standards were also from the last century, having been last updated in 1999. If

you are horrified about the antiquity of the standard to which we test our private pilots, rest assured that the FAA is updating all of the Practical Test Standards. The Practical Test Standards will be replaced and renamed as the Airmen Certification Standards (ACS). Private Pilot Airplane Single Engine land was the first rating to require the ACS. The FAA is creating a new ACS every few months. When the ACS for glider eventually gets published, it will probably reference the 2013 FAA Glider Flying Handbook instead of the Soaring Flight Manual.

As long as we are not focusing on the technology of navigation or flight records, not much has changed in soaring. With regard to the stick and rudder aspect of soaring, those things haven't changed. The pictures in this book show the appropriate position on tow, with the tow plane's approximate position on the horizon. A side slip is still used for strong crosswinds. You still need to do a pre-flight inspection on your glider before taking off, and you still have to be careful about weather.

Read this book if you want to...

- Get a historical perspective of how soaring as a sport was done more than 20 years ago
- Understand why a lot of the greybeards say the weird things they say
- Want to understand how to use an E-6B whizzy-wheel flight computer
- Learn how to use an old school barograph for making badge flights in the 1980s and 1990s.



In case you ever need to know how to navigate with an E-6B flight "computer"...

Piet would NOT recommend this book for...

- Candidates studying for the practical test for any rating, even though it is listed as a reference in the current Practical Test Standards
- Pilots who are on a budget, and can't afford books that don't immediately help them
- Pilots who don't have any more shelf space for soaring books



Rookie Towpilot also Learns at WoT

Hugh McElrath

The Week of Training at Petersburg/Grant County (West Virginia) airport (W99) 25-30 June was a superb opportunity for around a dozen students to make swift progress toward major milestones: solo and preparation for the practical test leading to the private pilot license in gliders. W99 has a 5000 foot runway with a landable grass margin which enables a much higher tempo of operations. Gliders and towplanes can land in the first third of the runway, change crew if needed, hook up tow ropes, and take off on the remaining two thirds, generating a remarkable number of training sorties. There are wide expanses of landable emergency fields near the airport - although none were required. And...Petersburg seems to be in a bubble of favorable weather - we expected Wednesday the 27th to be rained out, but instead it was perhaps our most productive training day with some 41 training flights accomplished. But glider pilots were not the only ones getting valuable training that week. I have been working for some time to qualify as tow pilot in the club and on Sunday the 24th, Shane finally signed me off to tow solo in the Husky - with some restrictions: tow only solo gliders - or two-place gliders with one person aboard. Recognizing that I would not be towing for any dual instructional flights, I made my way out to Peters-

burg hoping to gain experience with some tows of the new club Discus and any private ships. I did get to tow Andrew Nielsen in the club Discus and Jim Garrison in his ASG-29, but the real bonus for me was some 11 flights with solo students in the ASK-21. Landing exclusively in the grass (with tow rope still attached!) is a big help for a new Husky pilot - it just kinda sucks the plane down with less of that embarrassing bouncing.

The outstanding hospitality of airport manager Larry Stahl, his wife - who cooked meals for us every day! - and grandson Allen made for a pleasant ground experience. When the power went out on Tuesday, we all got a demonstration of why you have to drain gas from the fuel system in an airplane: Larry showed us how to use the the hand-pump for purging the bottom of the big tank of 100-octane Low Lead aviation gasoline - to fill 5-gallon buckets so we could hand-fuel the tow planes. The first bucket had about a water glass' worth of gooey water in the bottom - made believers out of us!

I am still in training status as a tow pilot: returning to Front Royal, I'm having to get re-calibrated for a Goldilocks approach height - not too low so as not to drag the towrope into the power lines or across the airport road, not too high so as to land in the first half of the runway. Bombing the over-run at the approach end with the tow rope while slipping on short final - continues to be a challenge. But the Petersburg WoT experience was a big boost.



Photo Sallie McElrath



CAP National Glider Flight Academy

Clark Lunsford

Skyline Soaring extended its outreach to Fort Indiantown Gap where the Civil Air Patrol held its National Glider Flight Academy in June. Clark Lunsford provided glider instruction to four cadets coming from as far away as Utah. Three of the cadets received their SSA first flight certificates and were able to achieve their Pre-solo Wings (a complete flight with no input from an instructor "rock" in the back seat) by the end of the 9 day academy. Really fun watching how quickly the cadets learn!



Photos courtesy of Clark Lunsford





“ I’m here in Adrian, Michigan flying SSA Juniors around in QQ during the Region 6 North contest. I had a nice land out right next to the Michigan International Speedway. -Piet Barber ”



Photos courtesy of Piet Barber

The 1-26 Contest Experience

Dan Ernst

I flew in my first contest this year. I had been to a few contests to fun fly or to crew or just hang out for a couple of days, and I enjoyed them all, but I never competed. So this year’s 1-26 Championships was my first experience on the grid, in a gaggle, and trying to get around a course. I had a great time doing all of those things and learned a lot about cross country soaring, my glider, my navigation system and myself. I probably could have learned all that at Front Royal (and one could argue that I should have) but the contest distilled down to the essentials that I needed to know and gave it an urgency you just don’t feel if you are just futzing around KFRR.



Welcome sign after nine hour drive

Let me set the scene. Caesar Creek is a great place to soar. They have a long grass field--which they own--a phenomenal club house with a broad, deep covered patio, plenty of tie down space, and the gliderport is surrounded by huge landable fields that stretch to the horizon. Most of them hadn't been planted, yet. Really, if you are going to go someplace for your first contest, you would search long and hard for a better site. And it is easy to navigate visually around the area. Caesar Creek lake and dam point right at the field. And the Caesar Creek Soaring Club rolled out the red carpet for us. They hosted great evening meals, had live entertainment and put on the best carrier landing game ever. On those days after flying when we were on our own, there were



Easiest Directions to the Outhouse Ever

plenty of establishments around the area used to dealing with crowds from the nearby

Caesar Creek recreational area. Table for 20 people? No problem!

Practice day one was pretty interesting. I towed behind a lower-powered Pawnee and spent the whole tow wallowing behind it. That night, Val Slocum, a crew member and Fedex MD-11 captain told me it was the wildest tow she had ever seen. I wasn't sure what was going on and had my hand on the release a couple of times. Next day at the pilot's meeting there were loud cries for more speed, please. The tow pilots said they thought we would want a slower tow speed. Second practice day was cancelled due to approaching storms.

The first contest day was nice task with an option to add additional miles if the pilots wanted to. (see picture) Soaring weather sites called for abundant lift to 5,500 MSL, but it was a totally blue day. I had some butterflies, but made my goals for the flight were: get the task into my flight

computer, get on the grid, experience a gaggle and come back and land if necessary. I was launched in the middle of the pack of 19. When I got off tow there were two gaggles already working. I joined one and the other one in the distance had a buzzard right in the middle of it! I never looked back once I joined up as it is a seriously "eyes out" of the cockpit evolution. I listened to my vario and made furtive glances at the airspeed, but basically tried to match other gliders' bank angle and not trade paint with anybody. One nice thing about a 1-26 contest is that every glider has a unique paint job, some very flamboyant, so you know who you are around instantly. Later I talked to a couple of pilots in the other gaggle and they marveled at how long the buzzard stayed around surrounded by six to eight bigger birds. Cathy Williams, who has been soaring for 55 years, said it was one of the



nearest things she had ever seen in a glider. So after about a half an hour the start gate opened. At that point I was pretty high with some other gliders around, but not as high as I thought I could get, so I stuck around a bit while everyone else had left on course. I finally decided there was no more altitude to be had and if I was ever going to go, now was the time. So I punched up the first turn point in my old LNAV and headed out. First time out of gliding distance of the airport. To be honest, I just stayed on course to the turn points and at every decent bump I circled to bank altitude. I had met my first three goals and now the goal was get around the course and not land out. As I approached the first TP I hit a booming thermal. So I again banked some altitude and saw a 1-26 in the large field below me. I got as much altitude as I could and went the other couple of miles to the turn point. I never saw it the TP which was a small grass airfield. I just glided on until my display read 0.0 miles. On the way back out the same thermal was still working and I got some more altitude above the poor guy in the field. Second turn point was a big runway which I could see from the middle of the next leg. Then on to the third TP. I followed the same strategy of exploiting every bit of lift I could, but there was less and less of it. By the time I got to the TP things definitely looked like they were shutting down and I decided to forego the extra distance. So I button hooked a left at Hagemeyer to CCSC (ever so slightly out of the turn point cylinder and lost a few points) and made long base leg to a short final and pretty much squeaked in. I went about 40 miles and the flight lasted 2:52.



These perfect initials were mowed into the field in about an hour by a seemingly crazed individual on zero radius turn mower without any apparent layout lines.

The next four contest days I landed back at the field. Contest day two was interesting, though. After a middle of the pack launch the day before, I was fourth on the launch grid. After a couple of experienced hands launched as sniffers and were able to stay up, I was in the vanguard. Since there were two gliders already thermalling pretty



Bill Vickland in #238 over Caesar Creek, Photo by Neil Palmquist

well, the tow pilot took me close to them and dropped me off. By the way, tows at the 1-26 Championships are to 2,000 feet AGL. As some wag once said, "The best variometer is another glider," those two marked a good thermal for me. I joined in and before long there were 15 of us in the circle. (I didn't count them, Val Slocum did with her binoculars from the ground.) That was very cool! Again it required maximum attention outside of the cockpit, but wasn't as scary as I thought before I ever experienced more than two gliders in the same thermal. But in the end, after waiting an hour for the grid to be launched, I couldn't get away from the field. The first turn point was 10 miles away and although I saw a gaggle in the distance ahead on course, I couldn't get away. I was up for 1:30 minutes. I was too tired for a relight.

Day three was the third in a string of blue days, but stronger than the day before. I got some very good altitude, but when I



started out on course my LNAV was stuck on the start point. Because of the proximity of the lake, in this case the course was obvious so I headed in that direction. After trying to thermal while punching various buttons on the flight computer, I finally decided to cycle the master switch and see if that helped. That fixed things and didn't destroy my log as I feared it might, but I had lost a lot altitude and couldn't find a thermal. With no cloud markers, I was looking for features on the ground that might produce some lift. I tried the broad concrete spillway of the dam. No dice. As a last ditch effort I went over a field that was being plowed hoping the tractor might kick off a thermal, but no luck. I was scratching around in zero sink, but being blown away from CCSC so I decided to head back. There was a pretty

large power line between me and the field and I didn't want to be even close to it. In the end I was able to make a comfortable straight in approach because I decided to head home sooner rather than later.

Day four was weathered out, but we made the most of it as Bill Vickland and I (plus many others) drove up to Dayton to the National Museum of the USAF. It was a bit crowded as it was the Saturday before Memorial Day, but enjoyable. Standing in front of the F-105 display Cal Tax treated us to stories or what it was like to fly the Thunderchief over North Vietnam and dog fight with Mig-17s. Another trip down memory lane was when former air force mechanic Bill Vickland visited the F-82 display. The F-82 is basically two P-51s joined together with a radar pod in the middle. As he was telling us about the plane and how he used to stand next to the unmuffled exhaust exchanging hand signals with another mechanic in the cockpit to tune it, a docent came up and said that if you flew the plane or worked on it, you were welcome to step inside the ropes and have your picture taken up close to it. I thought that was the nicest thing for a museum to do. It showed great respect and affection for the people that the museum honors, not just the artifacts.



Bill Vickland in front of F-82 Twin Mustang

Day five was a weak day and I fell out with several others. I had been first



Bill Vickland on Practice Day One

to launch so when I couldn't stay up I had to return in the middle of the launch. I avoided flying over the remaining grid and side stepped just a little to land on the south side of the very wide grass. I was on opposing headings with Cal Tax who was landing down wind, but he radioed he would stay to the north side and it was no issue. Raised the heart rate a bit, but in the end it was all comfortable. Day six was pretty much the same.

So the last night there was a great fried chicken meal on the patio and then the carrier landings contest. The game consisted of four homemade models with tail hooks, a line from a step ladder and a carrier deck with four strings as arresting wires. The pilot sat in a chair and controlled the descent of the model moving a stick that the line was attached to. To spice it up the pilot was given a trash bag rain coat and face shield as the game master sprayed the pilot with a hose to simulate landing in stormy weather. It was great amount of fun. Only one or two completely successful landings were made and actually having done it in a real airplane on a real ship several

hundred times didn't help Ron Schwartz.

In summation I had a great time. Caesar Creek Soaring Club is a great place to soar and they showed us a truly great time. It was fun to see my 1-26 friends again this year. Most of all I really enjoyed breaking the apron strings and making it around the course on the first contest day. I felt a great sense of accomplishment. Now that I have the hang of it, I might try a little task at Front Royal, something like KFRR to Burner to New Market to Luray and back to KFRR. And then there is the Silver Badge distance...I didn't check the box for a land out. I was more than willing to accept it that first day, but resources were tight and I didn't have a dedicated crew and didn't want to risk it the other days. I had made it around once, my best flight ever, and that was a great experience. Should I be "in it to win it" someday? At age 65 that may have passed me by. Although 87 year old Bill Vickland finished 9th and that was while being the contest director, too! So right now I am in it for the fun and the fellowship. Already thinking of Moriarty, NM next year.



Eventual champion Jimbob Slocum sends a plane down the glideslope.



Curmudgeon's Corner

Jim Kellett

This isn't really an 'article', but as I sit here on a Saturday night musing about today's flying 'adventure', I was moved to try and share one of those magic times that only those who fly can understand.

Saturday, July 21. Just wanted to get out of the house and what better place to do that but at KFRR - to have lunch, chat with friends, and maybe fly. Weather kinda sorta sucked - when I arrived at the field just before 11 AM, the wind was out of the east, with gusts to 14 knots, and occasional crosswinds from the south. Scattered cumulus with clouds, according to AWOS) scattered 2300', broken 3000' MSL. The gang was just getting started, having had to move everything down to runway 10, and the order of the day appeared to be pattern tows.

There were a few rather sizable blue holes in the cloud cover, and over the next hour the bases rose slightly. Tow-pilot Bill Burner reported he thought he could safely get to 2000' AGL. So, when the Grob became unexpectedly available about noon, I hopped in and asked Bill to 'see how high we could get'. And we did get to about 2800' AGL (3500' MSL) before I felt the need to get off.

And then it got interesting. Very smooth weak lift under one of the holes! And I could see cumulus all around me, some wisps, some fully formed, but with bases that were all over the place - some as high as about 4000' MSL, others nearly 2000' feet lower! And a 'wall' that looked like the ass-end of a wave rotor lined up on the west side of the blue ridge - obviously there was some breeze from the east at altitude. But the pretty part started when I found light and extremely smooth lift - reminiscent of wave - on the upwind side of significant cumulus! I'd seen such phenomena only two or three times before, and, sure enough, I could make S-turns (as if I were on a ridge) and climb up the side of the cumulus cloud. Soon I was at 4600' MSL, and well over the cloud tops of smaller cumulus! And, boy, was it lovely. I could carefully move around, often in zero sink or weak lift, flying VFR on top of the smaller clouds and enjoying the scenery. Wisps were forming below me.

Ah, but one has to keep one's situational awareness switch on! Soon the cloud cover under me started showing definite signs of coalescing. Time to get back to where I could see more of the ground. And it was coalescing rapidly! So, here we go - diving at 80 knots with spoilers out through a narrow cloud-canyon to make sure I

wound up below ALL the clouds. (AWOS was now reporting scattered at 1900' MSL!) Poof! There's the K-21 below me, soon to be setting up to land. And all that pretty smooth air was gone. Now it's getting bumpy. Not so pretty now. Of course, in the pattern there was gusty lift! And the landing was - ahem - interesting.

What a way to spend the day!



Week of Training 2018

Todd Morris

What an incredible week! When friends and colleagues ask me where I went on vacation the last week of June, I now just tell them "glider camp" because that's the best description of the whole experience. Officially I joined nine other students and at least fourteen volunteers in Petersburg, West Virginia for the 2018 Skyline Soaring Club Week of Training (WoT). Unofficially it felt to me like a week long summer camp with a healthy focus on safety and soaring achievement combined with great meals, "hangar flying" and entertainment – some intentional and some unintentional.

Why take a week away and temporarily relocate the club to Grant County Airport? It starts with one number: 180. That's the total number of instructional flights we were able to launch starting Monday morning and concluding Friday morning. This achievement was made possible first and foremost through the collective effort of our amazing duty crew, instructors, tow pilots, fellow students and other club volunteers. Everyone pitched in to every task. From the youngest, newest students to experienced club veterans – if someone did not know what to do they simply asked, watched, learned and then jumped in directly the next time a job needed to get done. Really it was a sight to behold and a wonderful team-building experience. That cooperation turned what seemed initially to me as a daunting logistical challenge into a well-tuned, safe operation that took complete advantage of the fantastic facilities, gorgeous environment and good weather we experienced during WoT.

And about that location...Wow. I suppose as a relatively new member and new student (I only started flying last summer) I could be easily impressed by these things but I will start with the FBO and the airport manager Larry Stahl – they were exceptional. The mid-field hanger we were provided allowed us to neatly tuck away our toys (four assembled gliders, two tow planes, a gator and an ATV) every night and during the one two-hour rain delay we experienced. Lunch breaks back at the FBO included pay-as-you go home-cooked BBQ, homemade sandwiches and salads every day. And Larry and his team helped us deal with the inevitable contingencies that arose with friendly, smart guidance that kept the operation humming.

Then there was that Grant Count Airport (W99) runway and the field operations. If you have never experienced the gliding ops joy of mid-field staging, take-offs, and landings, you really have to try it sometime. At W99, 31/13 is a beautifully maintained, 5000' long runway with a wide, well-maintained grass safety area on the north side running almost the whole length of the runway. That enabled us to launch from, and land gliders to roughly the same mid-field location while the tow planes landed in the grass and taxied to mid-field. Through the diligence and skill of our DO Pete Maynard, the ADO team led by Jim Perlmutter, and with the close coordination of the instructors, students and tow pilots we were able to land, reposition, hook-up and re-launch gliders in minutes while maintaining all of our safety procedures and standards. The only thing we cut out was the time driving the gator out to retrieve each glider and that long walk back from the end of runway to the launch point. I for one did not miss it!

Because of that operation and the almost entirely flyable days we experienced that week, students were able to make an average of 18 flights over the four and a half days of WoT. By comparison, last fall, when the weather

was almost always flyable at KFRR and when I was able to get to the club every weekend during August and September it took me a two full months to accumulate 18 instructional flights. Add in the ugly weather we experienced this spring compounded by a work and family travel schedule that intruded on my flying and it took me March through June – four full months – to get 18 flights. But the benefit of the WoT training extended even beyond just accumulating instructional flights. Instructor and SACAWoT (Self-Appointed Chief Ayatollah Week of Training) Piet Barber along with instructor Chris Zaboji created and managed an instructional rotation that enabled students to generally receive three instructional flights in a row. While this approach benefitted operational efficiency (student and instructor stayed seated and strapped in the cockpits between launches), the primary training advantage was one commented on by all the students – namely that flying back-to-back-to-back enables you to fix problems, address issues and achieve training results much more quickly since all the “muscle memories” and “mental memories” are fresh. And you can do it without overloading yourself since there were effectively half-day breaks between individual flying iterations. Flare a little early, open the spoilers too much and come down a little hard on your first landing of the day - hypothetically speaking of course...?

Open the canopy, debrief with the instructor, hook-up and try it again. Stressed out a bit after your very first rope-break drill (again, hypothetically)? Guess what - you get to do it again and without waiting days or weeks to think about it.

So with all that there I was Wednesday afternoon in the FBO with Chris reviewing some final items in my SPR when he gave me the word – you’re ready to go. Out to the field we went. I strapped in to the K and for the very first time that back seat was empty. Final words of encouragement from Chris, Husky in place and connected, checklist complete, pattern clear, rudder wag and then launch. 3000’ AGL tow, release, and there I was – flying... by myself! And here is a great place to note what a beautiful soaring environment they have there in Petersburg, WV. Your tows and flights often follow the south fork of the Potomac River around ridges and hills and over some of the most verdant fields and landscapes I have experienced. It is breathtaking from any perspective but an experience that is only enhanced from the cockpit of a glider gently banking over farmers gathering hay and over the river as it winds through town.

That first flight itself and landing were calm, uneventful and I was greeted by the heartfelt congratulations and long-awaited initiation rites of that first solo trip. I got three more solos in the following day and one final solo Friday morning before I left. I was particularly proud of one of my flights where I chose on my own to land in the grass due to a late-launching glider below me. I could see someone had started positioning the gator to pick me up up-field but I managed to roll the K gently down the grass right up to the mid-point. No tow required to the obvious surprise and delight of my fellow students and duty crew. Probably an achievement only a glider pilot would appreciate but I was tickled!

So that concluded my WoT 2018. One of my fellow students at WoT Peter Ross has already successfully entered the ranks of rated pilots passing his practical test last weekend and I am now working diligently towards my practical in August. Regardless of the individual students level, though we all felt like we made exceptional progress towards our gliding goals in ways that otherwise would just not have been possible. Thank you Skyline Soaring!



Week of Training Gallery
Maryam Ali



Tom Ward dispenses tows in the Husky



Safety Officer Erik van Weezendonk and student Todd Morris



SACAWoT has a morning snooze before a hard day's work



Jim Bierstine dispenses altitude in the Pawnee



Panorama of the hangar featuring the week's participants. Sadly, SaCAWoT moved in all 4 panoramas taken. Courtesy of Alan Stahl.



Down the road from W99. Photo Jim Perlmutter



Larry gives everyone a lesson on hand pumping gas during a power outage at the airport. Photo Jim Perlmutter.



Stephanie Zilora flying with instructor Chris Zabozi on what she radios in as an “exceptionally long final.” Photo Andrew Neilson.



Larry Stahl and his grandson Alan, without whom the WoT would not have been possible

“ One of the best things about the WoT for me was the camaraderie among the participants... a true band of brothers and sisters. Another was the absolutely incredible jobs done by Piet Barber, Chris Zaboji and all the tow pilots.- Joe Rivelli ”



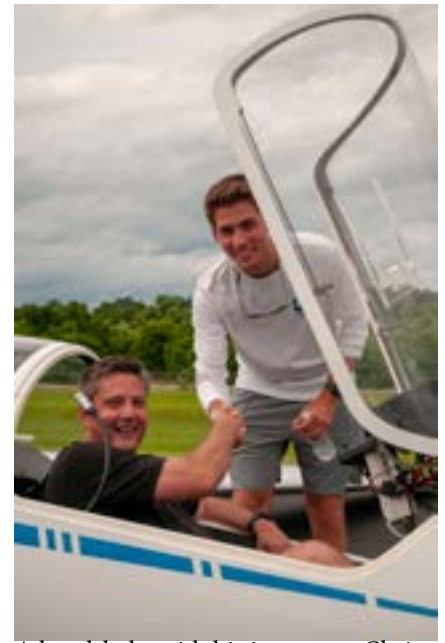
Pete Maynard presents an airport manager parking sign to Larry Stahl.



The newly placed sign



Todd Morris all smiles after his first solo.



A handshake with his instructor Chris.

Congrats to this year's WoT soloists! Todd Moris and Rob Jacobsen took to the skies for the first time on the same day at W99.



Todd Morris gracefully coming to a stop after his first solo.



Rob Jacobsen expertly landing the glider alone for the first time.



Rob Jacobsen all smiles after his first solo.



Rob and his instructor Chris share a post-solo handshake.



The first-timers are doused.



Dinner at the campsite



Breakfast on the last day



The moment before the water hits.

A Blast From The Past

Joseph
Rivelli



A picture of my dad and the Waco CG-4A glider that he flew in India in WWII. As you can see, he was in the 317th Troop Carrier Squadron.



SAFETY ALERT

As the weather gets better we expect to see more visitors or members bringing guests to the airport to watch our glider operations. All members should be alert for unknowing people on the ramp and around the gliders who are possibly unaware of the dangers of a taxiing tow plane. Please review our OPS Manual 2.10 Visitor Control. Safety awareness is everyone's responsibility. Be safe and have fun at the field.



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 welcome@skylinesoaring.org.

President—Dick Garrity
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership Officer—Tim Moran
Chief Duty Officer—Bruce Zivic
Chief Tow Pilot—Shane Neitzey
Chief Flight Instructor—Piet Barber
Safety Officer—Eric van Weezendonk
Newsletter Editor—Maryam Ali- xiaomaryam@gmail.com
Directors— Bill Burner, Ken Ring, Evan Dosik, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst

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!

Last month's feature was George Hazelrigg Jr, and the winning guess was sent in by Chris Strosnider.



Once ran for the Board of Directors of the United States Parachute Association in 1970, but lost!

Was a professional skydiver for a show in Wisconsin Dells

Served 26 years in the Air Force as a flight surgeon, orthopaedic surgeon and hospital commander

Learned to fly gliders at the Albuquerque Soaring Club

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

