

*Newsletter of Newsletter of the Skyline Soaring Club for January, 2020*



#### **Note About Masthead Photo**

This month, the masthead features a Schweizer 1-23H, built in 1960, and seen here being flown by Peter Mclean at the 1995 Vintage Sailplane Association regatta at Harris Hill, NC. This picture (used with permission) also appeared in the 2003 book "Gliders Around the World" by Hiroshi Seo and Peter Sellinger.

#### **STRUT YOUR STUFF!**



You may well have noticed several Skyline members wearing sweatshirts, baseball caps, or winter jackets sporting the Skyline Soaring Club logo.



These garments are available from Land's End, and can be ordered online

(<https://landsend.com>) or phone (800 963-4816). Because of the logo's coloring, they show up best on black, dark green, or white – although as you can see from the picture, it's not bad on light brown!

The logo has already been uploaded to the company, so when ordering, just specify #0152832.



#### **PRESIDENT'S MESSAGE** **Richard Garrity**



I hope all of you are enjoying the Holiday Season with Family and friends and reflecting upon the Freedom and Privileges we all enjoy.

While our regular scheduled soaring season has ended, we enjoyed the capability and freedom to add on to our season with a very successful ad hoc day on the 22<sup>nd</sup>. There was a near record of 29 flights comprised of the greatest variety of gliders possible and so many members.

This ad hoc day exemplifies the foundation of our Club. Multiple members combining to do their thing in a manner that defines freedom. The structure our Club established in our founding documents, works well after so many years giving us this capability.

We all need to understand the basics of our well-defined provisions of all our Club documents. These are what pull us together to have a successful Club and to have that all important factor of **Safety**.

Our 2020 Annual Membership meeting is just a month away on January 25<sup>th</sup>. It's being planned for with all the usual components and interesting presentations. Last year you'll remember the "Ten Most Misunderstood or Violated Rules" from our Ops Manual was well received but will not return this year. Why Not? The points made at last years meeting really made it into members minds and actions. It has been generally agreed that we enjoyed a very high level of compliance with minimum issues throughout the year. Thank you to all for this great contribution to **Safety** and our mutual enjoyment of our Club and sport. Not to say that this presentation and reminder won't be back if and when needed!

Thoughts of our Annual Meeting should remind us that this year two new directors will be elected by the membership to fill vacancies. The new Directors then join in with the entire Board of Directors and hold their annual meeting where the Corporate Officers; President, Secretary and Treasurer will be elected and/or appointed. This Board meeting happens right after the Annual Membership meeting and is open to all members to attend. Much has been said in recent months about these two meetings and about those who will manage our Club from the several different areas of responsibility. Be knowledgeable, be

involved and volunteer on your own volition or when called!

With a New year approaching I'm looking back at our 2019 operations and comparing them with our Strategic Plan-2017. You're are probably most familiar with the grand ADS-B "Out" avionics up- grade to all aircraft and the acquisition of the second ASK-21 both of which were called for in that plan. The plan did call for more tow capacity but our Pawnee replacement was due to necessity. Interesting is that our capacity increased just with the higher horsepower of the new Pawnee. The Grob 103 is for sale and has been listed on the Wings & Wheels site. We have received calls of interest but as right now it's available. The sale is also a part of the plan. Membership levels continue a slow growth to now at about 110 and we maintain a small waiting list. The plan calls for possible expansion to near 150. What do you think about this number? Operations vary from year to year from 1300 to 1700 sorties. We were off the peak in 2019 with 1543 sorties even the boost of sorties flown in the last three years at the popular Week of Training. (see more later) Finances has seen a steady growth in gross income and again, especially about finances, a detailed report will be presented at the membership meeting.

So, it's been three years since the last membership survey which may need to be updated in 2020. A couple of current questions could be; Are you thinking about buying your own glider in 2020 and what do you see are important areas of Club Focus? Buying your own glider has been a path encouraged since the founding of our Club. Comments regarding Club Focus are always welcome by the Board.

You should have just seen emails from Piet and Pete Maynard regarding the Week of Training for 2020. Please read their messages carefully and respond to them as requested. When up to 50 flights a day are flown a lot of planning and commitment is involved. They both want, as does the Board, this to be a successful beneficial event for our members and our sport.

Have a great New Year with a commitment to Safety...



## DOOFUS REPORT NUMBER ONE

Erik van Weezendonk



As promised last month, here is the first of several reports from members showing how a non-normal, a curveball, can get in the way of keeping it routine. Simple cut-n-paste....

I want to report a doofus sighting . . . . . in my mirror. I was the duty tow pilot one Sunday and got complacent with the normal routine and did not adjust appropriately to changes.

First of two cases: While rolling out after landing from a previous tow I heard the next glider announce it was staging for launch. Since the previous tow was not released very high, I announced and back taxied on runway to expedite the hookup and launch. That interrupted my normal process where I would do the quick turn checklist after exiting the runway. During hookup, the glider instructor reminded me my flaps were still down, but I still did not think to review the entire checklist. There was visible moisture during the previous flight so I had used carb heat on approach, which was still on. We proceeded with the launch. We took a little longer to lift off, but performance was still ok due to cold temps. On climb out the climb rate was 600 fpm compared to 1000 fpm on previous tow. Both manifold pressure and rpm were normal (27/2700) so I was puzzled. I continued since I felt 600 fpm was adequate to get to pattern height (it's usually 700 fpm on a hot day). The glider asked for more speed (I was at 70 mph to get the climb rate). I shallowed the climb to get 80 mph and the climb rate fell off. The glider instructor reported smoke from the exhaust and released (I think around 400 feet). He said he would take the grass and I could have the runway. After he reported

smoke, I realized it was the carb heat. We both landed and discussed my error. Definitely a reinforcement to me to always do the checklist or delay the launch if I feel rushed. Both the instructor and student were very gracious, but I felt very bad about my error.

Second case: When fuel got down to around 15 gallons, it was suggested I do one more tow and then head to Winchester for fuel. I had always fueled at FRR and had not flown into Winchester for years. My main concern was navigating to avoid the 60 mile veil. After the glider released, I turned on course to Winchester and used route 522 as a landmark to stay clear of the veil. Only after landing did I realize I did not drop the rope at FRR. Scratch one tow rope due to abrasion. Not my best day. Talked with Shane on the phone before fueling and returning. I did not have any good explanation for the lapses other than getting used to a routine and not adequately thinking thru something off nominal. I offered to pay for the student's flight and for a new rope, but that certainly does not make up for the errors.



## SKYLINE CYCLING CLUB

Meet this month's Skyline Cycling enthusiast, Jim Perlmutter!

Here he's on a 100 kilometer trek called the "Tour of the Moon" in the Colorado National Monument park back in September.



## GROWING UP WITH GLIDERS

Jeff Kellett

As a little boy growing up in the suburbs of Washington DC in the mid 1960s, I distinctly remember that when it came to the weekends, we were a little different. Mom had been interested in learning how to fly gliders and took my dad to the local airpark in Leesburg (then known as Godfrey Field) for a demonstration. My dad also took a demo and at that point he was bitten by the bug and as a family we all became a weekend airport bums. It was not long after that, when dad brought home a Schweizer 1-26 and promptly assembled it in the front yard of our house in Alexandria. We were defiantly different.



As a family, our daily transportation was specifically purchased to accommodate 3 kids, a St Bernard, and of course a towing hitch for the glider's 30' trailer. A 1972 Chrysler Town and Country station wagon fit the bill perfectly since SUVs were multiple decades away from conception.

We spent time with other families in Leesburg and later moved to Scott airpark in Lovettsville, barbecuing and sharing stories of the day. Some of the pilots were ex fighter jocks with incredible stories of carrier landings, troublesome missions and even one who served with the Luftwaffe in the 1940s. All had a common bond of the peaceful experiences in flying gliders.

It was here that as kids, our days were spent watching tow planes take off carrying enthusiasts, experienced professional pilots and novices up in the air for a day of catching thermals and wave lift. The sounds of the Pawnees, Citabrias and other piston engine tow planes became a distinct memory as well as the smell of avgas and freshly cut grass from the runways carved out of farmland where we would all gather.

My interests at the time was more at catching bugs, the occasional picking ticks off of our legs and avoiding poison ivy, but every now and then I was privileged to run along holding a wing tip until there was enough lift to let go and watch the tow plane take the glider up into the air. As I got bigger we changed to a new location in Warrenton, VA. and I graduated to a helper bee who helped assemble the gliders and do small tasks to help my dad. I became familiar with the terms *fore* and *aft starboard* and *port* for wiggling a wing into the fuselage of a plane so the anchor bolts could be secured. In retrospect it makes me nervous to think and 8 year old boy was trusted to put together a machine that would carry someone aloft, but dad always double checked everything.

Dad became interested in cross country flying and we were all recruited to be his "crew" following him on the ground with a CB radio while he described the landscape as he stretched out every thermal to its full measure. We were all designated as spotters and our job was to keep our faces pressed against the windows and maintain visual contact. When he did land it was always a challenge for mom to manipulate our land yacht and trailer on to some stranger's property so we could disassemble the glider and take it away.

Diplomacy was very important here, not many farmers have someone land a plane in their soy beans or amongst a heard of curious cows. On one occasion law enforcement arrived and with some smooth talking by dad, was recruited to assist in taking apart his 1-26. The officer wiped his brow at the end and made his exit, more I think to get away than to scold us for trespassing.

Fast forward several years and I found myself in Spartanburg SC taking lessons in Chester so that I could revisit some of those great memories. I was 15 years old and had a learner's permit for driving a car but in 1978 I soloed a 2-33 over Burmuda High airpark and had a piece of my shirt tail cut off to hang proudly in the hanger to commemorate the experience.

Aviation has been and always will be near and dear to me and the experiences I had live on each and every day thanks to a hobby introduced to me by my parents. Just the other day my 3 year old grandson Karson said "Look, an airplane" and I said yes, "that's a Cessna 172". Maybe it will catch again.



## PHOTO CAPTION CONTEST!

Suggested by Pete Maynard, think up a good caption for this picture!! Entries will be in the February issue and the winner, selected by a totally capricious process by undisclosed judges, will get a wonderful prize!



## LETTERS

To the Editor:

Congratulations on the quality and quantity of interesting material in the December issue, particularly Ginny Fleet Pawlak's story. I was engaged from beginning to end! Coming from hang- and paragliding, I bonded with Kevin early in my time with SSC and have missed him these past years. I was in the air in my trike ("ultralite") the day his glider got tumbled and racked. Perhaps I could find some more hang-gliding magazines that would engage Kevin visually. Erik's story made me think about some sort of club cross-country league - it's the only way to break out of the "fishbowl" around the airport and I want to do it. I was there in hang- and paragliders, but landing out and retrieving are a little more involved with sailplanes and I just haven't gotten there yet.

>Hugh McElrath

*Editor's Note: You can write to Kevin at St. Elizabeth's Healthcare Center, C/O Kevin Fleet, 626 Shields Ave., Wabasha, MN 55981*



## MORE ON CONTEST FLYING WITH SHANE

Pete Maynard

I would encourage members who have any interest in competition soaring to volunteer a couple times as "crew", and if for a two place ship, to fly. It'll sharpen your soaring skills even if you never fly in a contest!

There are procedures at a contest that are better observed and experienced as a crew than as a first time contestant. For example, check-in, registration, where to park, when/where to meet for briefings, assembly, staging, receiving the task, launch, and gaggle. Getting to fly the course is an added benefit! I went for 4 days (Monday-Thursday) to the Regional contest with Shane. I arrived Monday afternoon, flew Tuesday (14 minutes), and crewed Wednesday. I did two retrieves (one gear up landing at a municipal airport, and Shane from a field); I did one launch on

Thursday and then departed. Well worth the effort.



## A ROAD TRIP TO SEMINOLE GLIDERPORT

Brian Clark

I recently spent a week flying gliders at Seminole Glider Port with the goal of finishing up my Commercial and CFI ratings.

I knew I was setting myself up for some tough work with a Commercial Practical scheduled for a Thursday and a CFI practical scheduled for the very next day. Added to this was the need to do spin awareness training, required for FAA CFI ratings. My week at Seminole started on Tuesday, giving me two days to complete preparations for the checkrides. My trepidation was increased by the knowledge that I'd have to fly a completely new glider, the LET L-23 Super Blaník.

I met my instructor, Jan Driessen and we spent about an hour talking about the plan for the week and reviewing my level of preparedness for the Oral portion of my upcoming tests. Jan was quickly convinced that I had arrived well prepared for that part of the upcoming practicals, so we decided to go fly.



**I Made It! Left to Right, Kyle Pack (DPE), Me, and Jan Dreissen (CFI)**

My first impression of Seminole's Blaník was how "rough" it looked compared to SSCs gliders. Cosmetically, Seminole's Blaník is just not pretty, reminding me of many of the used junkers I used to drive before I could afford late model cars. My second surprise came when I first entered the cockpit and asked Jan where the radio mic was. Oh ho, he said, you were certainly used to luxury, but we don't do the "radio" thing here at Seminole. Let's see, what were those in flight glider signals again?

Jan proceeded to hook us up, signal the towplane to take up the slack and then jump in the back seat for our first flight. No wing runner, so I got so much practice with unassisted takeoff that it now feels pretty routine. From there, things began to feel a much more familiar. Seminole is positioned with the Green swamp wilderness preserve on its west side and a series of lakes (both natural and man made) strewn along its east side, so establishing landmarks to find your way back to the airport is fairly easy. Another thing they do differently down at Seminole is setting their altimeters to QFE, E.G. zero from the field starting point. This probably matters less in Florida, where the highest point is less than 200 feet, but I still don't feel so comfortable with the practice. Anyway, when in Rome...

Seminole's runway headings are 18-36, so with a strong NNE wind that day, all landings were on 36. 36 is characterized by 50+ foot trees pretty much dominating all points in the pattern including the approach, so a steeper than usual glideslope is called for. It took me a couple of flights get used to this, but by the third or fourth, I was pretty comfortable. As far as the Blaník goes, I didn't find it that much different than the Grob/ASK-21 two seaters I am used to. Boxing the wake, slack line recovery, stalls, steep turns, slips...pretty much the same. One slight annoyance is the lack of "stickiness" in the air brake handle along with its proximity to the trim control, which makes holding the spoilers in a specific position while making trim adjustments next to impossible.



## CANDIDATE FOR CLUB DIRECTOR Jim Kellett

Last month, we invited members who might be interested in serving as members of the Club's Board of Directors to submit their "campaign material" to this issue of SKYLINES, in advance of the Club's annual meeting scheduled for January 25 when two Directors will be elected. Well, there's been an underwhelming silence, so I'll take advantage of President Garrity's solicitation for candidates; if nominated, I am willing to be a candidate, and if elected, to serve one three-year term.

For those who don't know me, you can find a summary of my experience in the biography published on the club's website – see <http://members.skylinesoaring.org/BIOS/?member=jkelllett> . This is viewable to members only, so you have to log in to read it.

As for my positions regarding club leadership, I am most interested in continuing the fiscal stewardship that the founders established. (The most common reason a soaring club in the US fails is financial irresponsibility.) We have done a good job in this area, and it's the primary reason we have not only survived but grown for 28 years! I am also interested in encouraging more 'social' activities for Club members, building on and maintaining our 'culture of safety', encouraging members to acquire their own gliders, and extending our training activities beyond those required for the FAA certificates.



## MAKING NEW FRIENDS AT KFRR John Noss

It seems I have been adopted by a cat. I always got along better with animals than people, but never thought of myself as a cat person, prefer dogs and birds. But a couple of weeks ago I came across a stray kitten living in a pile of scrap wood and sheet metal in a

condemned hangar at the Front Royal airport. He was friendly but scrawny, you could count his ribs and backbones. I happened to have some food, and he decided I was his friend. The airfield manager said he had been there for a few weeks and he wanted it gone, so I offered to take it to the vet and then a shelter. The shelter part didn't work. Turns out he is healthy, extremely friendly, happy to share food and attention with the bird (and Sandy's dog). More shots and neutering scheduled. Plans change, I guess, nothing I could do....

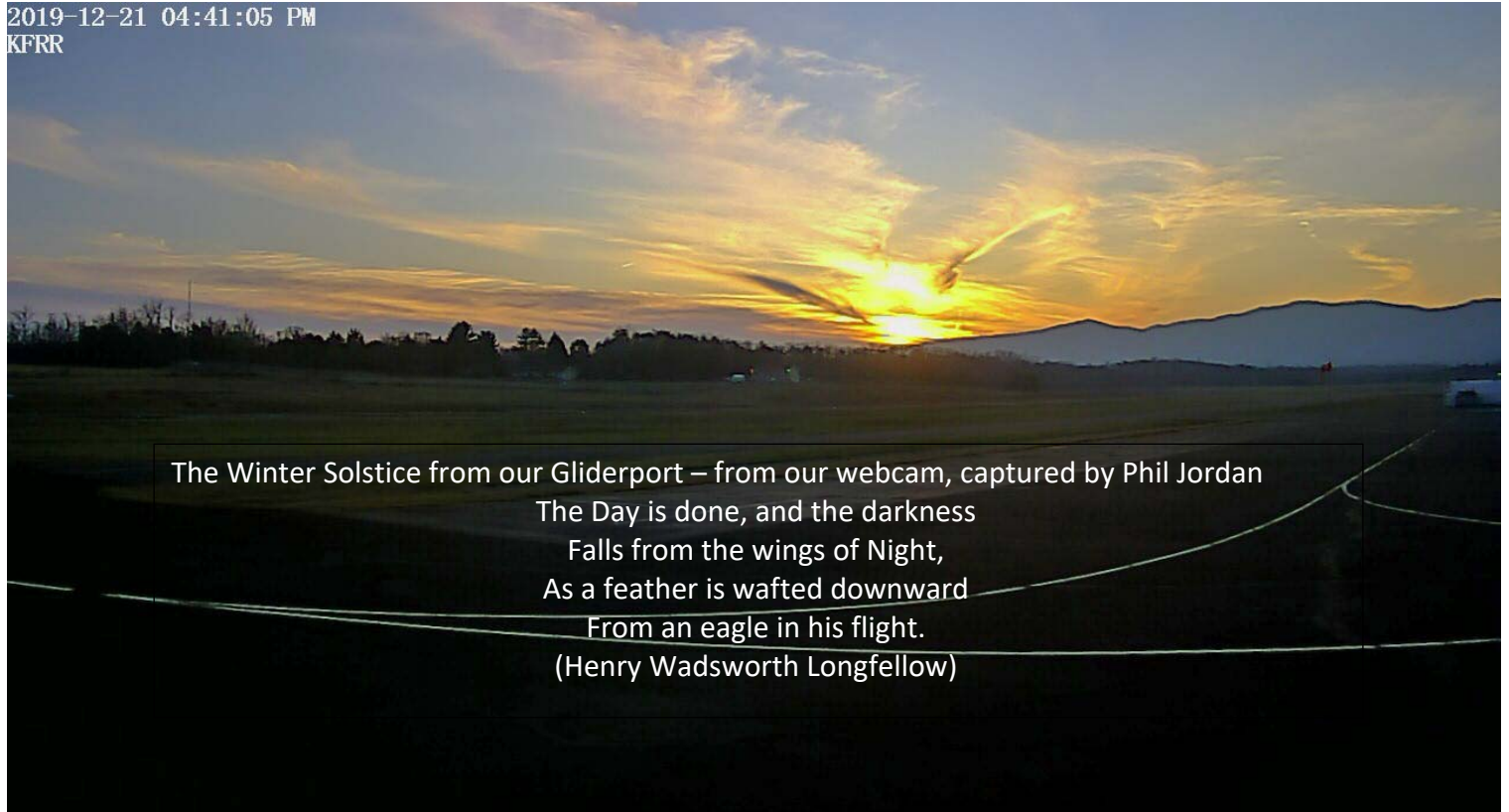


The purpose of the Women's Soaring Pilots Association is to encourage women to fly gliders. One way we do this is through our scholarship program. Applicants are required to be members of WSPA and, if living in the US, members of SSA. Scholarships are offered to women of all skill levels, from beginning students to advanced licensed pilots. Persons interested in applying for a scholarship should visit the web site and select the scholarship that best meets their needs. Applicants may submit only one application per year. Scholarships can be used at any glider training facility, and funds must be used within 18 months of scholarship award. Scholarship Deadline: March 15,

2020. For more information, contact Alice Palmer, WAPA Scholarship Chair, Scholarships@womensoaring.org.



2019-12-21 04:41:05 PM  
KFRR



The Winter Solstice from our Gliderport – from our webcam, captured by Phil Jordan  
The Day is done, and the darkness  
Falls from the wings of Night,  
As a feather is wafted downward  
From an eagle in his flight.  
(Henry Wadsworth Longfellow)



**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](http://www.skylinesoaring.org)

**Directors**

Dick Garrity - *President*  
Bill Burner  
Evan Dosik  
Keith Hilton - *Secretary*  
Pete Maynard  
Ken Ring

Steve Rockwood - *Treasurer*

John Noss - *Chief CFI*  
Shane Neitzey - *Chief Tow Pilot*  
Erik van Weezendonk - *Safety Officer*

Tim Moran - *Membership Officer*  
Reynolds Renshaw - *Chief Duty Officer*

Ken Ring - *Hangar Meister*  
Ertan Tete - *Field Computer Meister*

Mike Ash - *Duty Roster Chief*  
Piet Barber - *Webmaster*  
Brian Clark - *Assistant Webmaster*  
Jim Kellett - *Newsletter Editor*

David Collier - *Tow Vehicle Meister*

Andrew Neilson - *Tow Plane Chief of Maintenance*

Peter Melenson - *Club A&P*  
Keith Hilton - *ASK-21 (N321K & N341KS) Meister*  
Evan Dosik - *ASK-21 (N321K) & Grob Meister*  
Guido Kramp / Rob Jacobson - *Discus Meister*  
Peter Ross - *Sprite Meister*