

Newsletter of the Skyline Soaring Club for February, 2021



SKYLINES

QUICK THOUGHTS ON MY YEAR AT THE CLUB

Kip Ongstead

Just got my private pilot certificate very end of last year so this year was all about what comes next.

For me it's been all about discovering how much I do not know and reinforcing and perfecting those things I did learn. I always thought that getting your private pilot rating would be a big accomplishment but it is actually a ticket to start enjoying and growing in the sport. Enjoyed getting signed off to flying the Sprite and was perfectly happy (and still am) to fly it. Not nearly as scary or difficult as I came to believe. The Discus was more about demystifying a new seating position, retractable gear and the dominance of the tail wheel. But what an epiphany for me on what a high performance glider is all about and a real joy to fly. The level of training the club provided made the transition into the clubs single seaters a lot less dramatic than I had thought. If you have never flown a single seater / high performance you'll be amazed.

I was also lucky enough to have a number of screw ups that did not damage the glider or myself. Reinforced much of what I'd learned on the way to getting my rating and appreciated what it is to be PIC. Namely, don't rush or abbreviating the preflight preparations. Also appreciate the work/suggestions of the wing runners and others that are part of the launch process provide. Plus the importance of it when I'm helping with the launch.

I've developed confident in my ability to thermal effectively, fly smoothly and make the glider do what you want it to do. My next step will be cross country. Thanks to Ron Wagner's instructions in how to link TOP HAT app with Condor I've gotten used to how best to use it during flight. As Ron suggested it is best to get used to it during Condor Flights at your desk rather than in the air. I've come to understand what is involved in XC flights and the homework required (which I did not really appreciate before).

In short, I've discovered how much I love soaring. Despite having a flight bag with the title "Pilot" embroidered on it there is so much fun/learning still to come and I'm really looking forward to starting up again next year.



STAY IN THE CENTER LANE

Marcelo Morichi

What do running, swimming, and flying gliders have in common? Their common thread is pretty straightforward and I discovered it this year.

I joined Skyline Soaring last October and one of the things that struck me the most on my first day at the club was the opportunity to fly the ASK 21. I did not know what to expect, but it did look sexier and a lot more modern than the 2-33s I learned to fly in. But, beyond that first impression, there would be other things that would surprise me down the road. Or, shall we say, down the runway.

Besides the ASK 21, there would be other firsts at Skyline Soaring. An asphalt runway with a center lane on it. For those who are unamused about my surprise at something many pilots consider a fact of life, let me share my previous experience.

I began my gliding instruction at Atlantic Soaring Club at Harford County Airport. It is located about 45 minutes north of Baltimore and about 14 miles south of the Pennsylvania border. The club owned two 2-33 and while the airport had a paved runway (10/28), we only used the grass runways (1/19). This was due to concerns about operating with skids on the pavement.

Except for the mud after rainy days, landing and taking off from a grass runway was fun. And forgiving. 1/19 was wide and its sides were marked by half-buried fuel barrels. The bulky frame of the 2-33 coupled with its front skids plus the resistance presented by the unruly grass resulted in very short after-landing rolls. Besides, there was little need to use the rudder pedals after touchdown because

grass runways do not have a white center lane painted on them. We did use the rudder pedals to steer the glider out of the runway towards the end of the landing roll. You had to time this maneuver right to avoid running out of momentum and hitting one of the barrels with the tip of the wing.

On my first flight in the ASK 21 (N341KS) it was quite an awakening when, right after touch down, the ASK kept, rolling, and rolling. Like the Energizer bunny. And, like the bunny, it tended to move back and forth along the center lane. I contributed to this motion with my soft inputs on the rudders as dictated by my 2-33 habits.

The correction of this bad habit plus the development of new steering skills suitable for the ASK let me experience the coaching styles of the Skyline Soaring instructors I flew with. The message was the same: push the pedals all the way and compensate as necessary. John Noss' calm and firm, Daniel Scarzello's metaphoric poetry ("it is like tap dancing with your feet"), to Jim Kellett's joyful and **loud** "more rudder!"

My adventures with center lanes did not end at Front Royal-Warren County airport.

Last year I started training for a triathlon and I joined the DC Triathlon club. I had already practiced the three disciplines involved in the sport (swimming, running, and biking), but faced new challenges late this year as I increased my mileage.

I learned to swim as a child at summer camps while growing up in Argentina. I was not a competitive swimmer but developed a decent freestyle technique. But according to my swimming coach at the triathlon club, I had a few things to correct. One major flaw was that the position of my head was not right. "You have to look at the bottom of the pool while swimming. Keep your eyes on the black

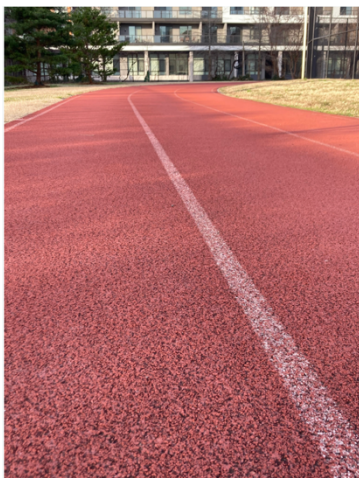


lane painted at the bottom.” A second lane appeared in my life.

I always loved running. I ran track in high school and later on moved on to longer distances. So, I was surprised when I began experiencing muscle pains during some workouts. My doctor prescribed an MRI which showed significant stress in tendons and thigh muscles. She suggested a gait analysis with a physical therapist to discover the source of the problem.

A gait analysis involves being video recorded while running on a tread mill. I had never done such a study before and I was curious to see what it would show. The physical therapist recorded the video of me running from the side and from the back. We looked at it together afterwards.

The side view shed some light on the problem: I landed on my heels, which produces undue stress on muscles. But the most surprising finding appeared when we looked at the video recorded from behind. She pointed with her index fingers to where my feet landed after each stride. They landed across the center of my body. She diagnosed a bad case of cross-over gait. Her suggestion: find a center lane and keep your feet on either side while running.



A third lane appeared in my life. I started training at a running track recently and taking advantage of the painted lanes to keep me centered. I can do it, but I run considerably slower. Keeping my head under water has been helped by focusing on the lane at the bottom of the pool. It is a good visual cue and this has actually help me swim longer and faster. I am making progress.

Staying on the center lane with the ASK is beginning to improve. On my last landing of the season, I managed to keep the glider more or less aligned

with the center lane and stopped it right at the taxiway exit with a firm pull of the brakes that made the wheels squelch a bit. I was proud of my accomplishment. My instructor, Chris Norris, seemed to have thought otherwise: “Hmm, that was interesting,” he commented.

During this winter, I am hopeful that staying in the middle of the lane while running at the track and at the pool might help me subdue their cousin on runway 28 next Spring.

After all, I am their common thread.



FLYING WITH SEVEN PRESIDENTS

Ron Wagner

Today, January 20, 2021, marks a milestone in my life that I never expected to happen.

In summer 1972, while a USAF ROTC student at the University of Tulsa I went to the airport to see Richard Nixon on a campaign stop in Air Force



One. He was in tail number 27000 that day, the primary jet used for AF1.

Only two and a half years later, I reported for duty as a pilot on Andrews Air Force Base in Washington. My squadron building was across the street from the hangar that housed 27000, as well as the older 26000, which was the jet that took President

Kennedy to Dallas and brought President Johnson back to Andrews.

On my very first training mission, the instructor and I walked past the open hangar and 27000 was sitting out. As we walked under the wing, I stopped to touch it. I could have combed my hair in the mirror-finish reflection on the side—and I had hair to comb back then.

I could not have predicted that a little more than four years after seeing Nixon in Tulsa, I would meet and fly him to his first public appearance after his exile. And that I would, during that same era, be flying future President George H. W. and Barbara Bush. (Bush 41 was the Director of the CIA back then. That made two.) And that I would perform the official ramp "meet and greet" for President Carter. Over the next few years I also flew Carter, Ford, and Reagan, bringing my total of Presidents I'd met and flown to five.

I figured my count was done.

But as an Eastern Air Lines pilot, I flew Trump on the Eastern Shuttle between Washington and New York. And then he bought the Shuttle. And so, four years ago today, my total rose to six.

I figured my count was done.

But no. At noon today, a man who was a Senator the entire time I flew at Andrews will become the seventh U.S. President I have met and flown.

For this occasion, I dug into my Air Force "memories" box and found my "retro" regulation pilot glasses and my original wings and put them on. There's a pretty good chance that I looked at Senator Biden through these very glasses and he may have seen these very wings. And that makes seven.

I figure my count must be done now.



CONGRATULATIONS TO NEW CLUB LEADERS

At the Club's annual meeting on January 30, two new members of the Board of Directors, Erik von Weezendonk and Stephanie Zilora were elected, replacing outgoing Directors Bill Burner and Ken Ring.



And, at the meeting of the new Board immediately following the Annual Meeting, Stephanie Zilora was elected President of the Club, replacing Jim Kellett.



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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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*
Matt Vosika - *Organizations Liaison Officer*