

Newsletter of the Skyline Soaring Club for May, 2022



SKYLINES

FLY AWAY, FLY AWAY!

Bill Burner

The collective intelligence of your distinguished Board has determined that the flying weather on Saturday, the 21st of May is going to be excellent, and so the Board has decreed that the club's Spring Family Day/Fly-in will occur at that precise date. In view of the fact that we have been wrong in predicting flyable weather the last eight times in a row, the board has also selected the following Saturday, 28 May for the rain date, as improbable as that may seem - how could we ever strike out 9 times in a row?!

For those who have not been to a Woodstock Fly-in before, this event is focused on being a family affair

- bring your families, share your love of our sport with them and mingle with other families. There is a bathroom on the field and a hangar to provide



shelter from the sun and weather. Plan on it being a day out-of-doors, in the beautiful countryside of the Shenandoah Valley. Bring a picnic lunch or take advantage of the innumerable fast food establishments just 2 miles away. Sharon and I will provide soft drinks, water and chips.

The field is located about a mile West of the Woodstock exit of Rte 81. If you are driving from northern Virginia that works out to 30 miles past the Linden Exit (# 13) of Rte 66. Considering how slow the traffic is in Front Royal staying on the highways and going 30 miles further to Woodstock only adds about 15 mins to the trip. See the driving directions below.



For the newer pilots among us this is a good opportunity to make a cross country flight as the club needs to tow all its gliders over and back. It is a 15 mile aerial tow, plus the challenge of finding and setting up a landing pattern at a strange field for those who get to make the trip over in the morning. Going either way it is kind of neat the first time you experience transporting yourself from one geographic point to another as a pilot. Sign up early if you want to make one of these cross country tows. There will be no club ops at FRR, other than launching and retrieving the fleet.

Sharon and I look forward to seeing another large crowd - we promise to do our best to keep the weather under control.

Driving Directions:

(From Rte 81, 17 miles South of Rte 66)

Get off Rte 81 at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South. Go 1 1/2 miles on Rte 42 to Coffmantown Road. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Caution: the turn is a sharp 120 degrees and it is at the bottom of a hill. Turn Right onto Coffmantown Road. Go 0.3 miles to the airport gate on the right, just past some stables which are on the right. Take the gravel driveway up the hill. The airport is not visible from Coffmantown Road.

Driving Summary:

Rte 66 West to Rte 81
Rte 81 South to Woodstock (Exit # 283, Rte 42)
Rte 42 South to Coffmantown Rd
Right turn onto Coffmantown Rd to airport (0.3 mi), on the right

Burner Cell Phone: 703-906-6455



REMEMBER YOUR FIRST TIME?

Burner Day Coming Up!
Erik van Weezendonk

First time you drove a car, first kiss, first solo flight, first glider flight. There's a first time for everything...

I was looking to get back into general aviation, something fun and challenging, and relatively inexpensive (I'm not very bright, soaring is costing me a lot!). So, I had stopped by KFRR a few times while on the return from Shenandoah National Park and finally signed up for a FAST flight. Weeks later I stopped by the airport and was ready to go flying on my FAST flight, but winds were out of limits. I was asked if tomorrow would work, but could I join at Woodstock? Sure, I figured, so the next day I crashed the party at Burner Day. Full disclosure, I was invited and didn't know the NO FAST flights at Burner Day rule existed at the time.

I even caught flack the next day (I don't remember whom) and was told to NOT expect a ride. Didn't matter. What I liked about my first exposure to the club was on display at Burner Field and I've never looked back.

First of all, it's a great location. A grass strip, with a bit of a slope, and a great hangar which provided shade, a relief from bright sun and heat, a nice little kitchen, a real bathroom. Neat gliders in the hangar (at the time) and folks had brought their personal gliders as well.

More importantly, the camaraderie and the food. The Burner Day experience is akin to my adult ice hockey team: a social gathering drinking team that also plays ice hockey. The SSC experience at Burner Day is just like that (minus the beer). It's families and kids running around and great food and social interaction...and oh yeah, there are gliders, too. It's the chance to meet families, and probably more importantly, to let the families meet the others pilots that take you away a few weekend days each month. Maybe they can form a support group? haha...I think.

Last notes for Burner Day. It's very volunteer intensive. There is the food and set up facet, but from the operational standpoint, I highly recommend that Student Pilots volunteer to ferry a glider (with CFI-G on board) either to or from KFRR to Burner Field. Do a little studying and you'll get to learn grass landings (smooooothe), a bit of cross country navigation, and the challenge of a new field. Treat it like a land out training flight...you'll really enjoy it. If you're participating, don't forget we'll need launch crews and recovery crews at two different locations. Maximum Effort!

I'm looking forward to May 21st and hope to see you there! The first time is special and it has been a while for all of us. Let's make the most of this awesome opportunity.



CLAYTON WILBUR VICKLAND, 1930-2022 **RIP**

Bill Vickland, AKA "Vick", flew west peacefully in his sleep on April 1. He was a charter member and towpilot of the Skyline Soaring Club and had recently been named an Emeritus Member.

Bill flew a Schweizer 1-26 which he built from a kit in 1966. He earned his Diamond Goal and Diamond Distance badges in flights in and around the Shenandoah Valley, and lacked only his Diamond Altitude badge to become one of only 29 pilots in the U.S. who have earned all three in a 1-26. As a serious 1-26 enthusiast, he also served as President, Eastern Region Vice President, and Secretary/Treasurer of the national 1-26 Association at various times.

Bill's Diamond Distance badge is one of only two earned on the east coast. Bill regularly competed in the 1-26 National Championships, that is, when he was not working in some crazy place overseas.

Bill was an Aeronautical Engineer who was a test engineer working on the Convair F-102 106 series, and for six years was Project Manager of a unique hybrid (solid fuel/liquid oxidizer) rocket engine research and development program at United Technologies Center in Sunnyvale California. He worked for the District of Columbia for 15 years where he managed a successful quality assurance program for the welfare department. He spent nine years with Peace Corps as a staff member, working in Guyana, Barbados, Fiji, Tonga, Samoa, Solomon Islands, and Russia.

After retiring in 1993, he continued working overseas with Fred Cuny, a glider pilot from Dallas, as a consultant for Fred's company [Intertect](#). Intertect projects included medical and food relief for Russia after the coup in January 1992,

construction of a water supply system and expansion of the natural gas system for Sarajevo, school reconstruction in Albania, and a feasibility study for the delivery of fuel to Macedonia through Albania. The water system was the only water available to the city during the heavy siege of 1995. He was a part-time consultant for Intertect although, his good friend, Fred Cuny, founder and President of Intertect, was executed by the Chechen rebels in April 1995. Bill's article on Fred can be seen in the December 1995 issue of Soaring Magazine.

As a post retirement vocation, Bill obtained his A&P license. He rebuilt several 1-26s and 2-33s and with his partner, John Ayers, was in the process of rebuilding a Citabria 7KCAB when he passed away.



ANATOMY OF AN ACCIDENT

Erik van Weezendonk

The NTSB has released the final report ERA20FA097 regarding Pete Maynard's accident from February, 2020. Please read the eight pages and be open-minded.

Google: NTSB Accident Reports. Click first link: NTSB Aviation Accident Database&Synopses. Use the CAROL Query link. Use Simple Search. Scroll to NTSB number and enter ERA20FA097
FWIW, this is generally how our Safety Committee picks accidents to study in preparation for Annual Safety Meeting. It might be disconcerting, but professional pilots study past mishaps with hopes of preventing future occurrences. You can look at accident report PDF or the other parts of an NTSB investigation. Lots of info.

For those that are relatively new to the club, I'll give you some of Pete Maynard's background:

Pete Maynard was the newly elected president of SSC at the time of his accident. Previously, he had

flown in the USAF, in cargo and transport aircraft, and he retired with 30 years of service (Colonel, Legion of Merit upon retirement). Concurrently, as a reservist, his primary flying job was with United Airlines, based out of Washington Dulles, flying the Boeing 787. He finished his career flying the Dreamliner and LOVED it, even though he only flew it about ten times. If you want a funny story, hit me up at the airport and I'll share Pete's 787 experience.

All told, he had over 20,000 flying hours (heck, might have been 30k+ hours). He had lots of experience, no doubt. However, in gliders I think he had maybe 100 hours. He was relatively new to the club, having joined about the same time I did. He was a HUGE help around KFRR and especially at Week of Training on multiple occasions. He was known as a rule follower, a safety conscious pilot, and a decent human being. I miss him, still.

To the accident, and these are thoughts of my own:

1. We purposely don't launch a glider when one is in the pattern. But it does happen...and if you're the pilot coming in for landing, you fly the pattern as normally as you can and accept that you might be landing in the grass (safety area) or on a parallel taxiway.
2. I say this because I wonder if Pete, with best of intentions and superb situational awareness, knew (or heard on radio) the PTT was happening and purposely flew slower than normal to buy them some time on the runway, to clear it, etc
3. Again, it's just a thought. I could totally see myself trying to help the launch crew/recovery crew following a PTT. Now, with the benefit of knowledge, and considering what Pete MIGHT have done that fateful day, I would do something different. I'd still fly the normal pattern speed (55) and have the boards all the way in (retracted) and fly shallow S-turns to buy

the ground folks some time. Flying too slowly can lead to a stall. Distraction (in NTSB report) is a real thing. It happens.

4. Bernoulli and venturi and basic aerodynamics. There is a critical angle of attack on every wing. There is a speed at which the airflow will stop being nice and producing lift. Every glider is a bit different and the owner's manual will tell you that stall speed. However, the stall speed changes with angle of bank, spoilers/drag, gear up/down, g-loading, etc. An unexpected updraft can change your angle of attack instantly. So many different factors. The reason we fly a bit faster than published stall speed is to mitigate the unintentional stall and provide a safety buffer. The "startle effect" of an unexpected stall can lead to a moment of "what the heck is happening" and you won't have the time to think it through. So....
5. Pete was a good pilot with LOTS of experience. However, aerodynamically this is completely irrelevant. Chuck Yeager, Pappy Boyington, Duke Cunningham, Orville and Wilbur Wright, Bob Sallada, Jim Kellett, Piet Barber, YOU...it doesn't matter who is flying the glider....when the wing stalls, the recovery needs to be instant...a return to aerodynamic lift created by air flowing fluidly over the wing. If you want NOT to stall, there are preventative measures. If it happens, there is a way to get out of the stall.
6. IF you mess up a stall recovery, a spin CAN develop. Doesn't have to, though. I'd advise folks to get spin training if they can. We have a few CFI-G here at the club that will teach spins and the recovery. In the meantime, don't stall and you won't spin. It is aerodynamically impossible to spin a glider without stalling the wing first.
7. Back to distraction: Distraction was cited in the NTSB report. We don't know if it was a radio issue, or helping the ground crew.

We'll never know for certain. Here's a takeaway for all of us, though. Remember THE critical thing. Flying the glider is your NUMBER 1 PRIORITY!!! Navigating is second. Communicating is third. Taking pics for posting on social media is 99th on the list. Regardless of your numbers 4 thru 99, the first three are sacrosanct.

Go have some fun flying gliders at the airport and lets always be safe out there!



COFFEE WITH A NEW PILOT

This Section of SKYLINES Features Newly Minted Pilots Who Trained and Gained Their Glider Pilot License at Skyline Soaring.

Tenko Dimanov

Edited by Marcelo Morichi

1. When did you take your practical test?

A: I took it on July 31, 2021.

2. How long did it last?

A: It started at 9am (as scheduled) and ended around 2pm.

3. Who was the tormentor (Designated Pilot Examiner)?

A: Piet Barber was the Examiner. He was professional and supportive. We went over all the tasks from PTS which took us some time.



4. What were the flight conditions that day?

A: The weather was calm with scattered clouds and plenty of lift.

5. How many flights did you complete? What do you remember most vividly about that flight?

A: We completed two flights. The first one was a simulated rope break. I was able to land back within the standard limits. The second flight was 35 min long. After completing some of the required elements from PTS we were able to find lift. We stayed up until all the required PTS exercises were completed. The flights from this day made a deep imprint in my memory, but this is probably true for all certified pilots.

6. The knowledge test tends to be something many student pilots procrastinate on. What's your helpful advice for them?

A: There were three important knowledge sources I have been using:

- ✓ George Hazelrigg's Ground School. During this course you will be able to obtain deeper knowledge on various subjects, but most importantly - how to become a safer pilot.
- ✓ George Hazelrigg and Ron Wagner spent many hours in order to verify and patch my knowledge and flight skills before the check ride. I am grateful for their effort and support.
- ✓ I also used Dauntless Soft (<https://www.dauntless-soft.com/>) Ground School System in my preparation process. Their knowledge base contains relevant/current answers to FAA knowledge test questions. This software will give you practical experience and skills which you will need during the exam.

Also, I have carefully listened to all Instructor's comments and recommendations after each flight. This is the best source to gather practical knowledge.

7. Who was your first passenger after you became a pilot?

A: My wife Kami was my first passenger. I gave her a ride the same day I got certified. Special thanks to Stephanie Zilora! She proposed the ride and supported it all the way.

8. What is your most memorable flight since you became a pilot?

A: On May 15, 2021, I was able to fly for 2:20h and get to 10K MSL altitude in a thermal. It was a very rewarding and memorable flight.

✓

9. What are your goals as a glider pilot for the next two years?

- ✓ A: To continue flying and having fun in a safe environment
- ✓ I will be happy if I have a chance to gather the necessary skills to obtain a Silver Badge (wishful thinking)
- ✓ To support SSC operations

10. If you met with Tenko when he started his flight lessons, what advice would you give him?

A: There wouldn't be a specific advice, but I would let him know that amazing things are ahead of him and would encourage his endeavor.

11. What are the two things that Skyline Soaring Club does well in developing new pilots? What is the one thing that could be improved?

A: SSC is a great place to learn flying gliders. An extremely supportive and safe environment is in place. SSC possesses a wealth of knowledge to be discovered and mastered.

I waited to become an SSC member for over a year. This period could become discouragingly long for many future glider pilots.





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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