



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC AUGUST, 2006

Significant Events:

Congratulations to Danny Noonan who earned his Private Glider Rating, on July 15th.

Let me add my congratulations to Danny from Minden. Well done, Danny; glad to hear it.
Fred LaSor

Congratulations to Craig Bendorf who earned his Commercial Pilot's rating also on July 15th and

more congratulations to Vern Kline for his solo on July 9

Skyline's Bill Vickland, one of only a hand full of pilots to earn all three Diamonds in a 1-26, finished a solid second in the 2006 1-26 Championships in Parowan, UT. Ex Skyline's CFI-G and Towpilot Bill Bentley finished 12th.

Bill Vickland also won the Old Toad Trophy for the second time.
(We'll let Bill explain that one!)

15th Anniversary Gala Celebration (see page 5)

Believing is Seeing

George Hazelrigg, Jr.

Rebecca is a young woman (20s) who came out as a friend of Reggie to try glider flying. At Reggie's request, I gave her a "lesson." I report it here not because she is likely to come back for more lessons, but because it shows just how good young people can be at soaring.

Rebecca had never been in a glider before. I pondered over which seat to put her in, and briefed her rather thoroughly. I was concerned about putting her in the back because I couldn't see her there. But there were issues with the front seat, as you will come to understand.

During the briefing, it became immediately apparent that she was bright, and would catch on to stuff really fast, and I wouldn't have to worry about her in the back. So I put her there. For example, when I briefed the ailerons and rudder, she immediately responded, "So I work the rudder and ailerons together..."

We strapped in and took off, and I did the tow to 3K. We came off in a thermal, and I centered it, then gave the controls to her. Her pitch control was better than average for a teenage first flight, and her roll control was right on. The yaw string stayed relatively straight, and she did a respectable climb with little input from me, other than verbal instructions. I showed her how to listen to the glider to tell its speed, and she caught on immediately, correcting pitch quite well. And she used the audio vario to her advantage. She did some straight and level between thermals, and with minor coaching, I did not have to touch the controls.

We climbed to 5,300 MSL and did a fair bit of thermalling. But 25 minutes into the flight, she suggested that it would be prudent to go back and land—enough turns for her first flight. I did not let her try the landing, but I did "talk" her down. I have had several students who couldn't, even after 10 flights, control the glider as well as she did.

But one "person" was rather distressed about her flying

jaunt—her seeing eye dog was really anxious about the whole affair.

Rebecca is totally blind.

My name is Rebecca Pickrell. I want to thank the Skyline Soaring Club for all your efforts that allowed me to go soaring.

I have been interested in the space and the space program ever since I was a young child. When I was in elementary school I spoke to a group of people and said that I wanted to be an astronaut when I grew up. Given that I am totally blind, it was probably unrealistic, but my parents never gave up on providing me with opportunities to learn about space and to get the education I needed so that I could possibly work in the aerospace industry. When I was 12, I went to Space Camp, where I was the first blind person ever integrated into the camp. It was an awesome experience. A few years later, I wrote to John Glenn and asked if he could get me as close to a shuttle launch as possible. He provided us with a launch pass and the whole family went to Cape Kennedy for a shuttle launch where I could feel the ground shake, smell the launch, and hear the tremendous roar of the launch.

I was mainstreamed into school from kindergarten so I learned how to compete and work with sighted students. In high school I took Advanced Placement courses and graduated with honors as a member of the National Honor Society. Right after high school I went to the Leader Dog School and got my first Leader Dog. She was retired two years ago and I now have my second Leader Dog *Jersey*. I was able to pay for my college tuition with scholarships and graduated from George Mason University with honors. I worked four semesters with the government and after graduation was hired by TASC, now Northrup Grumman TASC, as an engineer. So, I have come pretty close to my dreams and am working in the aerospace industry, although I still dream of working on the next generation space vehicle that is slated to succeed the shuttle.

Soaring was so much fun. I could feel the response to moving the controls and whether I was level or not. I loved the fact that I was gliding and that the wind and the controls were controlling our flight. When we landed, I was told that before we were towed up, Jersey started wagging her tail for every plane that landed then looked disappointed when I didn't get out of the plane. I also found out that my Dad and Reggie took Jersey up in Reggie's plane to photograph my first soaring adventure. When we landed she saw me she greeted me with her big ole kisses.

Photos courtesy of the Hart family



Everyone from the soaring club was so helpful and made me feel so comfortable. My pilot George was so good in explaining what was happening. I had a wonderful time. Thank you to everyone who helped.

I am married to Shawn Pickrell, who is from Front Royal. We recently celebrated our sixth wedding anniversary. My parents, Greg and Sharon Hart, introduced me to Reggie Cassagnol many years ago and he has always welcomed me at the Warren County Airport. In my spare time, I am a member of the Arlington South Lions Club. I am the Leader Dog Chairman for the northern Virginia Lions District 24A as well as the Lions of Virginia State Leader Dog Chairman. The Leader Dog School is dedicated to enhancing the lives of blind and visually impaired people and it provides guide dogs and training to blind and visually impaired at no cost to the recipient. A donation in honor of Skyline Soaring was sent to the Leader Dog School in Rochester, Michigan.





Soaring the Southwest

George Hazelrigg, Jr.



Over the past ten years, I have had a rather close association with the Sandia Laboratory in Albuquerque, New Mexico. For those of you who do not know, Sandia is responsible for the other 6,837 parts that go into an atom bomb—Los Alamos National Laboratory makes the key two parts, namely the fissile material that goes boom and the high explosive charge that goes boom to make the fissile material go boom. Sandia is known for its expertise in precision manufacturing, as many of the parts that go into the bomb have tolerances of one millionth of an inch or less. And Sandia makes the fuses, which must guarantee that the bomb goes off when we want it to, and never any other time. I fund research on manufacturing technologies, and together Sandia and NSF have run joint academic research programs. I have visited the Lab many times, and I have wandered around Sante Fe and other reaches of New Mexico on various occasions, but had never sought to go soaring there. I was there again in late June. But this time I set aside some time to visit Moriarty.

There are two soaring venues at Moriarty, the Albuquerque Soaring Club and Sundance Soaring Activities. The former is a private club, much as are we, and the latter the commercial operation. Because of scheduling, I chose to fly with Sundance Soaring. I e-mailed Richard Kohler to set up a ride and eagerly awaited the well-touted NM thermals, which reportedly top out over 20,000

Moriarty's 7,000 foot runway.

MSL (not all that high as the ground is at 6,200 feet). They set me up with a check ride (hey, they don't let anyone use their equipment without a check ride—sound familiar?) in their Grob 103, and offered to let me take their Astir after that.

Now you have to understand that the aviation ads note that there are 362 VFR days per year in the Albuquerque area, but that doesn't mean that it's good VFR all day. And June is the season for thunderstorms. This can mean both great lift, and bad flying conditions at the same time. Indeed, there were storms, but the lift I encountered wasn't all that great. The day was warm and clear at 11 AM when I went for my check ride. A tow to 2,000 feet, a few bumps, time to point out some landmarks, and we were back on the ground. The instructor allowed as how I knew how to fly and offered to turn me loose in anything I wanted to fly. But conditions weren't great, so I chose to sit around for about an hour.

Eventually, there were some white puffs in the sky, and I decided to try it again in the Grob. The instructor wasn't doing anything, so I offered to take him along as ballast. This time we managed to stay up, but the lift wasn't great, and we only got to 9,600 MSL (hey, remember, that's only 3,400 AGL). We stayed up an hour and could have stayed up all afternoon, but the Grob was due back. So we came back and landed. The weather improved a bit after that, but not enough for me to take another tow. Besides, thunderstorms were beginning to build. So the rest of the day, I just hung out and watched others. And a number of others did launch later in the day for reasonable, but not spectacular, flights.

Now for my evaluation of all this. First, let me discuss the "town" of Moriarty. It's not much. My first impression was that the



Lineup to go under New Mexico clouds...

Here's what soaring is about.

only permanent building in the town is the laundromat. Everything else is a trailer. Perhaps not totally fair, but close enough. Let's just say that it's not the place you would go for the night life. But it's only 45 minutes from Albuquerque, and there are some nice mountains (Sandia) between the two. It's also only about 45 minutes from Sante Fe, which I would say is the cultural center of New Mexico. There's also skiing in the area, and a number of outdoorsy things to do, including the annual balloon festival.

The Moriarty airport is a sight to behold for soaring. The runway is 7,000 feet long (east-west orientation). Use the first 1,000 feet for landings, and the other 6,000 feet for takeoff. Quite convenient. The surrounding territory is relatively flat and inviting as landout alternatives. Alas, the reality is nothing close to how it looks from a few hundred yards up. Most of what would appear to be a great landout area is anything but. Scrub brush would ruin most landing attempts. And, if not for that, certainly the cows would pose a problem. Then there are fences and wires all over the place. So the harsh reality is that good landout fields are not that easy to find, and the deceptive nature of the terrain makes it quite difficult from pattern altitude to tell the difference.

The people are another story altogether. As always, you find great and very friendly people soaring, wherever you go. The people at Sundance were great, and the instructor I rode with was ex-USAF, quite capable and very likeable. I'm sure their quality of instruction is high if he was any measure. The prices are not cheap, but not unaffordable. It cost me about \$160 for two tows and 90 minutes of soaring in the Grob 103, including instructor time. I can recommend Sundance if you have the opportunity to fly with them.

Now as to the equipment that they offer. I flew their Grob and, having done that, I can really appreciate the outstanding quality of



our club's equipment. Trying to stay objective here is a bit problematic. Let me say that the Grob did not have a radio (bring your own), nor an electric vario (brought me back to the days of flying Ms. Daisy). The controls weren't particularly tight either, with some slop in the rudder pedals in the front seat. Interestingly, the spoilers tended to snatch out and buffet rather profusely (our Grob doesn't do that at all), forcing me to brace my elbow on the seat in order to hold a constant spoiler position. And, needless to say, the characteristic Grob sound was omnipresent. Other signs of wear and tear (and repair) let you know that this is the Grob of a commercial operation. On the other hand, their towplane is a Pawnee, and it seemed perfectly happy towing at 7,000 MSL.

Well, I didn't get a shot at my Gold distance, nor did I get on oxygen (they do have that at Sundance and all their gliders are equipped). But I did get a feel for the area, and I did get to meet some nice people. I feel welcomed there and will plan to visit again in the future. I think I would like to try for one of those real New Mexico days that they all write about.





*Skyline Soaring Club's 15th
Anniversary
Gala Celebration!*

When:

Saturday, November 4, 2006; 6:30 - Midnight

*** Please save the Date ***

If you attended our 10th Anniversary party then you will remember how spectacular it was, and how everyone agreed that it truly marked our club's "coming of age." Your 15th Anniversary Gala Committee guarantees that this party is going to be even better!

Our Nationally known speaker for the evening will be Doug Jacobs as well as other VIPs and other surprises.

Where:

*The Heritage Hunt Golf & Country Club, Main Ballroom
6901 Arthur Hill Drive, Gainesville, VA 20155
(in Gainesville, Virginia - just off I-66 at the intersection of Route 29)*

Price:

*\$60.00 per person; Children under 12 years: \$15.00
Includes Dinner, Dancing and Fun!*

*** Black Tie Optional ***

*You will receive details and your invitation mid September.
Friends & Family are most welcome.*

SEE YOU THERE...



*Please RSVP & send in your checks by October 15, 2006 to Dan Noonan:
dan@arclt.com; 660 Gillums Ridge Rd., Charlottesville, VA 22903*



Spanish Knights

Ricardo Pradella

Skyliners: We are back home. After recovering from jet lag and a few pending issues we would like in the name of Ricardo Jr. and Ignacio, their families (mother's specially) and myself to express our most sincere and deep appreciation and gratitude for this gorgeous experience, those days with you and your fellow Club members at Front Royal.

Probably the best expression of the way it has been enjoyed by our kids is to tell this little story: In the way to National A/P to get back home both boys were very serious and with a hard face. I did ask what should be the reason as they should be laughing and showing up very happy for the luck and nice experience they get though and now they are heading home. My son's reply was that there would be a year ahead until they could join you back !!!!!!!.

Kids at this age don't show this behavior unless they have gone through something extremely good.

Please kindly convey this message to all your club members, Dave, Raul, Christopher, Carlo, Peter and all others. Thanks, thanks, thanks.

Please be reassured that we will be glad to welcome any of you at home if whichever you have the chance to visit our country.

Badge and Record Issues with WinPilot

Given WinPilot's new status with the OLC, and because a lot of pilots may have missed the fine print in the WinPilot manual, SSA's "Badge Lady" (Judy Ruprecht) recently distributed a reminder that I'd like to pass on to Region IV pilots working on FAI badges and records...

The current version of the WinPilot user's manual states: "Although a file transferred in Secure mode is identical to one downloaded using the data-gcs.exe DOS application, the latter is still the only transfer method officially approved by the IGC" and also, "WinPilot generated logs can not be used for Badges, Records, and other tasks requiring IGC-approved loggers."



Photos provided by Dick Otis

Both kids and myself are diligently working on the article for the SSA magazine and expect to mail you next week. Hope it will provide a clear picture and how much we enjoyed this experience.

Our sincere and best regards for all of you

Ricardo Pradella, Richi and Nacho

Temporary Skyline Soaring Club member (pretending to become permanent one)

This can come as a nasty surprise to the Badge or Record applicant whose download was done using something other than IGC-Approved software, particularly if the original data file is no longer resident in the FR. In fact, it has happened at least once already with a Silver badge claim!

Although it's confusing, it's important to know that the OLC and the FAI Badges and Records procedures are very different... and that the data download instructions in the appropriate IGC Approval Document MUST BE USED for FAI Badge and Record claims. See <http://www.fai.org/gliding/approvaldocs> to obtain the IGC Approval Document for your flight recorder.

Jim Kellett, Director
Soaring Society of America, Region IV

Ralph Wentzel—With heavy heart we read in Soaring Magazine the passing away of a very dear friend and fellow club member, Ralph Wentzel. We called his wife and learned that he had a massive heart attack in his sleep on April 27. He was 67 years old and piloted a Zuni. He was a member of our Club from day one until 1995.

His wife's name is Gaby and she lives in Leesburg, VA. We miss him, and always enjoyed his company.

—Bela and Susan Gogos

Wow, Toto, we aren't in Chicago anymore!

Cincinnati airport saved from Meigs' fate—For 20 years, civic leaders in Blue Ash, Ohio, have coveted the undeveloped acres that surround Blue Ash Airport, operated by the city of Cincinnati. But did they take bulldozers to the runways in the middle of the night? No, instead they came to a compromise that allows the GA airport to stay open, while handing over some of that green space for the citizens of Blue Ash to enjoy. They'll get 115 acres of parkland, with gardens, trails and an aviation museum. "Everybody gets something out of this deal," Cincinnati Mayor Mark Mallory told the Cincinnati Enquirer. —AVwebFlash 12.28b

An Australian glider towing outfit is reporting good results from the mating of a General Motors LS1 V-8 (Corvette engine) to a Piper Pawnee. The plane has a good climb rate and the liquid cooling allows for rapid descents without the risk of shock cooling. It's reportedly quiet, too... —AVwebFlash 12.28a

Two Friends for National Champions—Really quite pleasing when two friends become national champions. At the Open and 18 meter championships in Hobbs New Mexico, Liz Schwenkler, a Region 3 pilot became the new (first feminine outright) national Open Class Champion, and Chris Saunders, a Region 2 pilot became the new 18 Meter Class Champion. Personally, having watched the two of them over the past many years, and being part of a family that has supported them as Juniors, it's very nice to have them at the top of the podium. I say congratulations to both of them. —Dianne Black-Nixon, Region 2 Director SSA e-Newsletter August 1, 2006

NASA brings the future of exploration to Oshkosh Airventure 2006—NASA will take visitors to the moon, Mars and beyond at the country's biggest annual air show, held in Oshkosh, Wis., July 24-30.

NASA scientists, engineers, educators, and communicators will be on hand at the Experimental Aircraft Association's Airventure 2006 to provide a glimpse of the future in an exhibit that has universal appeal, literally.

Outside the NASA building at Airventure, visitors will be able to check out a full-scale space shuttle engine that weighs more than 17,000 pounds. The engine is about the size of a recreational vehicle. There also will be a 30-foot tall model of the

It's been a while since the Curmudgeon used these pages to illuminate contemporary abuses of our beautiful and powerful language. Before we abandon English as our favorite language, it is neat to be reminded of it's unequalled power of expression. Today's revelation: a tragedy. Recent generations of poorly educated Americans use the word 'tragedy' as a synonym for catastrophe. It is not. Hurricane Katrina may have been a catastrophe, but it certainly was not a tragedy; the honor student gunned down in a drive-by shooting may be a calamity, but it certainly is not a tragedy. Why? Because 'tragedy' involves "...an unhappy or disastrous ending brought about by the characters or central character impelled.. by fate or, more recently, by moral weakness, psychological maladjustment, or social pressures." It takes a perverse form of bigotry to assign the cause of either of these events to a weakness of some sort on the part of the victim(s)!! The Curmudgeon is convinced that much misunderstanding and argument derives in part from our failure to exercise the precision of expression available to us in English. What a beautiful and powerful language. Read a dictionary tonight! —Jim Kellett, Resident Curmudgeon

heavy-lift rocket proposed for the future Cargo Launch Vehicle, and interactive demonstrations.

Inside the facility NASA will feature a full-scale mock-up of America's next space capsule, the Crew Exploration Vehicle. The exhibit will help visitors understand how NASA plans to send astronauts beyond low-Earth orbit. Included will be holographic astronauts to introduce the Constellation program. Constellation is the combination of large and small systems that will provide the capabilities necessary for travel and exploration of the solar system.

No presentation at an air show would be complete without a look at NASA's contributions to aeronautics. Exhibits will feature a number of NASA-developed aviation technologies and a special education area will allow youngsters to make and keep their own paper airplanes, rotorcraft and straw rockets.

Other displays will allow Airventure visitors to have their photograph taken in a spacesuit or see images coming back from space by way of the Hubble Space Telescope.

NASA will take visitors to the moon, Mars and beyond at the country's biggest annual air show.

NASA employees will share their expertise at Airventure 2006. Aerospace crafts people will be there to reveal mysteries of science and to show how they create the experiments that have propelled America forward as a leader in new air and space technologies.

NASA representatives also will give presentations throughout the show at various Airventure pavilions. Speakers will include engineers, a test pilot, and veteran space shuttle commander Scott Horowitz. Horowitz is NASA's associate administrator for the Exploration Systems Mission Directorate, Washington. — NASA News

We have enough youth—how about a fountain of smart?—Anonymous 



August 2006

Phil Jordan, Editor

Skyline Soaring Club, LLC

<http://www.skylinesoaring.org>

pjordan@skylinesoaring.org