



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC FEBRUARY, 2006

## President's Prerogative

*George Hazelrigg*

It is my sincere hope that this is my last President's Prerogative. I have served as your club President for four years, and it's time for someone else to take the lead. On January 21, we held our annual meeting and elected three new directors. Please welcome Robert Link and Rob Creedon to the Board to take my place and that of Kolie Lombard. Also, Joe Rees joins the Board to take over for Fred Winter, who is planning to leave for Pennsylvania in April. We'll miss Fred, but welcome Joe. The remaining members include Rick Harris, Shane Neitzey and Chris Groshel. After the annual meeting, we had a meeting of the Board. Not all of the new members were able to attend, and I suggested that it might be impolite to elect a new President if he wasn't there, so I have been appointed interim President until a new president is chosen by your Board.

As this is likely my last message to you as President, I thought it would be interesting to recap where we have come over the past four years. I would start by saying that it has been a troubling and frustrating four years. At no time during these four years did I really feel that I had much of anything under control. Yet, looking back over the four years, the Club did make a lot of progress. When I became President, we had just purchased the Grob for about \$32,000, and we owed some \$22,000 on it. We also owned the Pawnee and leased the K-21 and Sprite. We had four hangars and the west end storage area (the area that the Sprite is stored in).

Over the past four years, we paid off the loans on the Grob, and own it outright now. Last year, we did \$9,000 maintenance on the Grob, including replacement of the front canopy, replacement of the brake system, lots of "cosmetic" work, which included fixing the canopy hinges, and replacement of the elevator pushrod (a \$500 item), which had signs of corrosion. Three years ago, we purchased the Sprite for \$12,000, and we have paid off the debt resulting from that purchase.

The Pawnee has an AD on the wing spar that requires removal of the wings every six years. We accomplished the AD and, in the process, completely refurbished the airframe for about \$17,000. We have 1950 hours on the engine (it's a 2,000-hour TBO engine),

and we have about \$19,500 set aside for engine overhaul. But the engine looks good, and we expect to get another year out of it at a considerable savings to the Club. We are planning an engine rebuild now at the end of the 2006 soaring season, and a possible upgrade to 250 hp and a quiet prop—we are evaluating these options.

Overall, our assets have increased in value by some \$50,000 during my tenure as President, and our cash-on-hand has remained roughly constant. I actually think this is rather impressive. We have increased our book value by about \$200 per member per year!

All was not rosy, however. We did have some accidents under my presidency. Luckily there were no serious injuries, and we were able to keep the involved pilots in the air. We have continued to look for ways to strengthen our safety programs and our approach to safety. Sometimes we may seem a bit overbearing. But it's all to keep you as safe as possible.

Two years ago, the Warren County Airport Commission members were replaced by a new set of commissioners. To be blunt, the new commissioners wanted us out. Several policies were enacted simply to make it difficult (they hoped impossible) for us to stay. But we did stay. We took the high road, cooperating with the county, paying the fees that were levied against us, namely the dreaded Based-Aircraft Fee (BAF), and complying with several additional requirements. We provided moral and other support for Reggie, as he was similarly attacked by the new commissioners. Now the storm has passed. There is a new commission. The BAF is gone, and our paid fees have been refunded. Skyline Soaring Club is a respected member of the Front Royal Airport community, and we are participating in the airport planning and management process.

After I became President, we acquired Hangar 5 and proceeded to store 10 private gliders in trailers in Hangars 1 and 5. When the BAF went into effect, several Club members removed their ships, and we gave up Hangar 5. I have recently negotiated the return of Hangar 5 to the Club, and we now have four available hangar slots for trailered gliders. I expect them to go quickly, and I expect that this resource will attract some new members. Members who own their own gliders are clearly devoted to the sport, and they are stable members who will work for and with the Club for years to come. So we covet these people, and value the hangar space that attracts them.

Our membership, which was poised to grow, has grown, albeit much slower than I would have liked. Still, it is up, and we, as always, have a very talented and interesting group of people with whom we soar. To help, we have added several new instructors during my tenure. Piet Barber took over as Chief Instructor, and he has done a masterful job of updating and computerizing our training system. I can confidently say that we have the very best glider pilot training program anywhere. Our system is superb and our instructors are outstanding. Students know exactly where they stand in their training, and they have access to their progress reports and syllabus on line. We now have 12 active instructors, and there is no day at the field when instruction cannot be had. We have also been active at recruiting new tow pilots, and I can compliment Richard Otis for his hard work here.

So, while I have been even a bit depressed at the setbacks I have faced throughout my four years, when I look back at it all, it isn't that bleak. We have come a long way. Our assets have grown by leaps and bounds. Our finances are in great shape. The Club is packed with outstanding talent, and our management is great. In closing, I want to thank all the people who have helped me to make this a great club over the past four years. I did not do this alone. Some people who deserve a lot of credit include (and I know I'll miss lots of you): Bill Vickland and Eric Litt for all their work on maintenance, Richard Otis for keeping our tow pilots plentiful and safe, Piet Barber for his outstanding work as Chief Instructor, Kolie Lombard for the unthankful job of Rostermeister, Dan Noonan for taking on the job of Treasurer and doing a fantastic job of it, Piet

and Richard Freytag for giving us the best web site of any soaring club anywhere, Phil Jordan for putting out the best soaring newsletter in the world and for going electronic in the process, Fred Winter for taking on the job of Chief Duty Officer, Richard Freytag for assuming the duty of Safety Secretary, the glidermeisters: Fred Winter for the K, Frank Banas for the Grob and Chris Groshel for the Sprite, our Hangarmeister Rick Harris, our 19 DOs and numerous ADOs, and the numerous people who advised me and supported me through our darker hours. Who did I miss? It takes all of you to make this a great club.

Plans are afoot for the future. We have begun to plan our 15th gala anniversary party, and it will be a gala, I can assure you. We will continue to participate in the management and planning activities at Front Royal Airport. We are increasing our community involvement, and may begin to collaborate with the people at Randolph Macon Academy to enable their students to get glider training.

We can work on expanding our own youth programs. We will have a glider on display at a local school event in April, and we are planning other outreach activities. Skyline Soaring Club was once described to me as an e-mail club that also has gliders. But it's much more than that, and we are rapidly expanding our sphere of influence. We are becoming a part of the Front Royal community. And all this is good, and it is to your credit.

Please welcome your new Board of Directors, and give them as much support as you have given me over the past four years. Thanks to all of you, —**George Hazelrigg, Retiring President**

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## Notes from Skyline Soaring Club Annual Meeting 21 January, 2006

Meeting called to order by President George Hazelrigg 28 members in attendance, several more arrived late.

**Treasurers Report presented by Dan Noonan** Highlights : Approximately \$1,600 net gain for 2005 Approximately \$45 k in the bank, with nearly of member's due's received. This includes \$19,500 designated for the engine fund. Dan and Piet are near completion of the electronic weekly statement system. This will ENCOURAGE pre-pay, positive balance accounts. Dan asked members to consider Pay-Pal, the downside is the Club would take a 3% hit, which cannot be recovered from the payor. (scribe's comment [sotto voce], "just mail the man a check !")

**Chief Instructors Report presented by Piet Barber** (page four) Highlights : Currently have 13 instructors, we could use more Emphasize the on-line syllabus, so all instructors (and the student) work from the same knowledge of the student's needs. There was only 1 solo in 2005 (Bob Gould), and no ratings (scribe's thought, not voiced at the time, didn't Eric Litt get something?) Piet showed a demo of the on-line syllabus, which has been beta-tested with Rob Creedon. "Real soon now"

**Membership report presented by Joe Lingevidch** Highlights : January 06 count 63 full and probationary, w/ 4 Family and 2 Service. 2005 showed a gain of 10 and a loss of 20 Reasons for leaving not stated, but can be gotten from Joe

**State of the Club address by President Hazelrigg** (this opened with a photo of George at the South Pole, and closed with a photo of him in 6E)

George discussed the issues of membership, the Pawnee, tow pilot shortage, the Club ships (acquisition and maintenance),

the 3 "incidents" which occurred in 2005, Warren County Airport Commission and the Club's history and involvement, hangers (both leased and the possibility of building our own), the excellent, world-recognized newsletter and web site, the Treasurer, and gave recognition to the persons involved with those issues as well as several other members who contributed valuable service.

This segued into the Sustained Service Award, presented to Bill Vickland, much to his surprise. (Prolonged standing ovation, well deserved) In his acceptance speech, Bill gave an update on the Pawnee. It is ready to fly !

### New Business

Richard Freytag passed a flyer about a 1-day ground school, "guaranteed to pass" 10 person minimum, he had 6 at last count

George Hazelrigg offered the last 3 calendars (snapped up by the end of the meeting), and talked about the on-line TFR course, which may soon be required for any flight within 100 miles of DCA. Steve Wallace said that he has heard that the controllers do NOT want the ADIZ to become permanent.

Shane Neitzey announced that Shenandoah Ridge Runners, the LLC formed to look for possible airport sites, is still looking, but that any prospects are 4 to 5 hours from DC.

George Ross complained about fumes from the tow car causing headaches, he suspects an exhaust leak into the car. Some discussion about a replacement, either car or golf cart.

Janice Farr wants to see current contact information in the member listing, to aid in contacting other members of the duty crew. All members are urged to check and correct if necessary. This led to the usual discussion about duty-day crew coordination, with Kolie emphasizing the need for the assigned Duty Officer to contact the other persons on that day's crew. This led to the reminder that the crew should show regardless of weather (using

common sense here, don't drive through 3 feet of snow to make the point), there are things to do in the hangers, ground school can be held, etc.

Bill Vickland announced that he and John Ayers have bought a Cessna 152 with a 180 hp engine, currently at Petersburg. Once the tow hitch is installed, he wants to conduct tow tests. FREE TOWS !!! The Citabria will then be for sale, possible to a syndicate of Club members. This means a back-up tow plane and a tail-dragger trainer could become available.

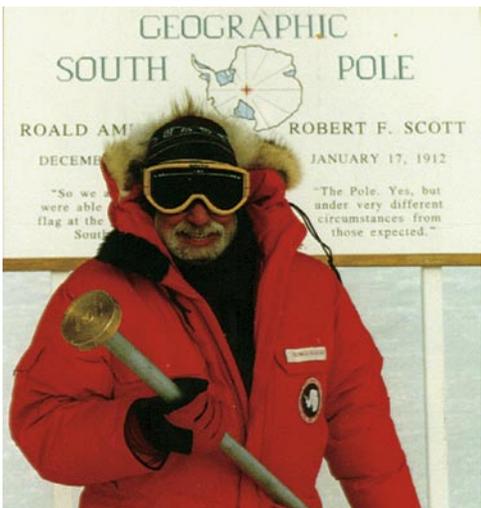
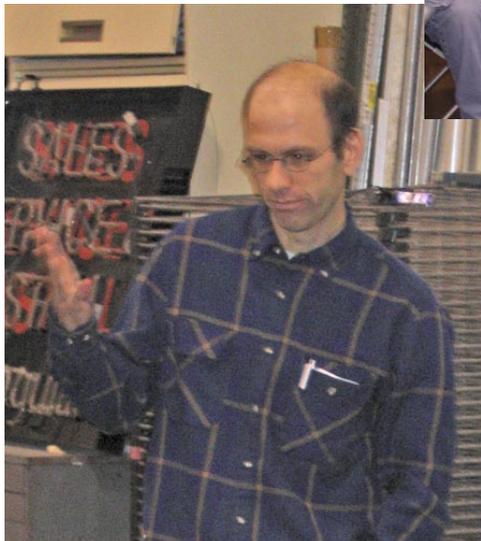
**Election of Directors** Two directors terms expired (Lombard and

Hazelrigg), and one will be leaving in mid 2006 (Winter). This went pretty quickly, as only one of the two candidates was present, and only one nomination from the floor. Robert Link and Rob Creedon were the announced candidates, Steve Wallace nominated Joe Rees. Eric Litt was nominated by Dave Weaver, but declined the nomination. All were elected by acclamation, with Rees being the replacement for Winter.

The meeting was then adjourned.

Thanks to Shane for sharing his shop, and to Banas and Weaver for the donuts.

And thanks to Winter for this report.



(top left) Dan Noonan presents the Treasurer's Report. photo George Hazelrigg, Jr.

(above) Piet Barber mesmerizes the crowd with his Instructor's Report. photo George Hazelrigg, Jr.

(far left) Joe Lingeitch offers up the Membership Report. photo Richard Freytag

(left) Bill Vickland accepts his well-earned Sustained Service Award. Presumably the shovels and post hole diggers are in case it gets too deep? photo Richard Freytag

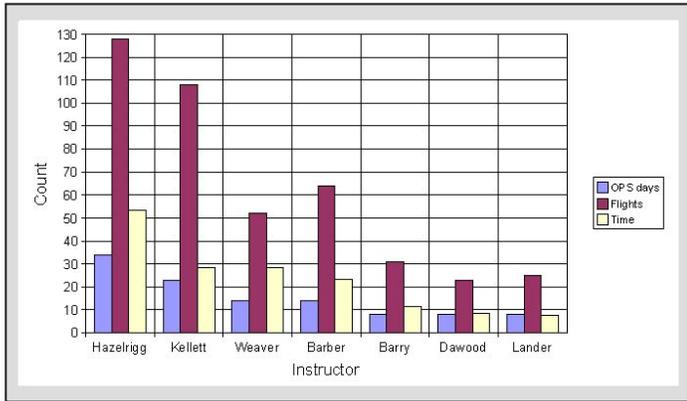
(bottom left) Our fearless soon-to-be ex-leader as an ex-fearless leader in an earlier leading role. photo George Hazel Hazelrigg, Jr.

# Skyline Soaring Club Chief Flight Instructor Report

Piet Barber, Chief Flight Instructor

**Instructors** • Currently 12 active Instructors • A few more waiting in the wings • Some instructors are also tow pilots • 12 seems like a lot but, we still need more.

## Breakdown of Activity



**Student Progress** • We've had better years • Student First solos limited to just Bob Gould (?) • No pilot ratings earned.

**Standardizing Training** • Instructors need to keep better track of student progress • Instructors don't think about the student's progress wrt the training syllabus before they're at the field • Sometimes the planning for the lesson can seem rushed • Bookwork hasn't been a major focus until PPL written exam.

**Enter the Instruction Syllabus** • Created by Instructors back in 2001 • Lists required training before student permitted to solo • Has each instructor sign off area of instruction • Attempted to reduce duplication and focus on training areas that the student needs the most.

**Paper Syllabus drawbacks** • Paper Syllabus got lost in the folder • Students couldn't take it home to refer to it • Students unsure of progress throughout their training – Could lead to resignation – Wasn't maximizing our resources • Syllabus sheets not filled out consistently • Students not focused on required reading before flight lesson.

**Computerized Training System** • Enter the Internet and our outstanding website • Your Chief CFI is also a capable web programmer (what synergy!) • Now we can collaborate with a computerized system, and no student will be left behind – Well, that's the hope at least. • 2006 will use this system for long-term evaluation.

**How does it work?** • Student views his syllabus online. <https://members.skylinesoaring.org/STUDENTS/> • Student prints the "printable" syllabus page. • Student contacts Instructor of the week, sets up instruction period • Instructor reviews Student's record, decides on lesson plan. • Student views above URL, views lesson plan for each area of operation.

**Procedures (Continued)** • On the day of Instruction, student presents

the printed syllabus to the instructor. • After the instruction period, the instructor scribbles notes on the sheet, and takes it home. • Through excellent web interface, instructor selects what was demonstrated, performed, or proficient for each applicable lesson area.

**Advantages** • Allows for students to know how they're doing • Allows students to think about soaring throughout the week. • Focuses on the ground training integrated with the flight training – Chatty instructors can't be heard during the flight, and the student can't hear him anyway.

**Disadvantages** • System not so good for introductory members • Will take some time to get used to (inertia) • There will be bugs, and I'll have to fix them • Hard for instructors to get motivated to log everything three times—Student Logbook—Instructor Logbook—Computerized system.

**Always looking for feedback** • Even if it's "Piet, you're insane, sit down" • Especially interested in problems with the process—(Bug reports welcome, too)

## Your Student Progress Current Syllabus for Rob Creedon

Lesson	Phase	FAR Requirement	PTS AoO	Demo	Perform	Proficient
1	Before We Fly					
1a	<a href="#">Preflight Planning / Overview</a>	61.876(i)(1)	1	Parrish (2001-07-15)	Parrish (2001-07-15)	Parrish (2001-09-30)
1b	<a href="#">Aeromedical Factors Discussion</a>					LaSor (2004-03-27)
1c	<a href="#">Use of Controls</a>			Parrish (2001-07-15)	Parrish (2001-07-15)	Parrish (2001-09-30)
				Parrish	Parrish	Parrish

### Preflight Planning/Overview

**Lesson Objective**—During this lesson, the student/candidate will become familiar with the preparation required before walking out to the flight line. Includes weather preparation, understanding weather services, go/no go decision, required documents for the pilot.

**Regulatory Requirement**—Pre-solo pilot (Student Pilot and Transition Pilots): §61.87(i)(1) Private Pilot Test Candidate: PTS Area of Operation 1A, 1B.

**Content**—Collecting information required for this flight • Weather systems • Required Documents in possession of the pilot • Pilot Logbook.

Student Progress Report for Creedon, Robert (Last updated on January 21, 2006)						
#	Phase	S	P	Demo	Performed	Proficient
1	<i>Before We Fly</i>					
1a	<a href="#">Preflight Planning / Overview</a>	✓	✓	Parrish 07/15/01	Parrish 07/15/01	Parrish 09/30/01
1b	<a href="#">Aeromedical Factors Discussion</a>	✓				LaSor 03/27/04
1c	<a href="#">Use of Controls</a>			Parrish 07/15/01	Parrish 07/15/01	Parrish 09/30/01
1d	<a href="#">Cockpit Familiarization</a>			Parrish 07/15/01	Parrish 07/15/01	Parrish 09/30/01
1e	<a href="#">Positive Control Check</a>	✓	✓	Parrish 09/30/01	Parrish 09/30/01	Barber 06/17/04
1f	<a href="#">Release Mechanisms</a>	✓	✓	Parrish 09/30/01	Parrish 09/30/01	Parrish 09/30/01
1g	<a href="#">Handling - Hangar to Flightline</a>	✓	✓	Parrish 07/15/01	Parrish 07/15/01	Parrish 09/30/01
1h	<a href="#">Handling - Flightline to Hangar</a>	✓	✓	Parrish 09/30/01	Parrish 09/30/01	Parrish 09/30/01

## Flight Instructor Renewal Clinic

Jay Pokorski

BRSS has arranged to host Bob Wander's mid-Atlantic Flight Instructor Renewal Clinic over the last weekend of March. I have attended two of these clinics and found Bob to be a particularly dynamic and engaging presenter. Each was a first class seminar, packed with as much good, current information as can fit into a 2-day program. The syllabus is FAA approved, and Bob ensures the clinics stay on track and on schedule. However, there is sufficient time for cross-talk between instructors - especially valuable as the instructors represent various clubs throughout the region.

For those of us who have not been flying every weekend this winter, this is the perfect way to brush off the mental cobwebs and prepare for another soaring season. If you are not currently an active instructor but have thought of instructing again, this is the perfect opportunity to prepare for the check ride! If you know someone who may be interested in becoming an instructor - there's no better starting point than this course. Bottom line - when it comes to instructor preparation, there is no better way to spend two days.

### Details:

Dates - 25-26 March

Time - 8-5 daily

Cost - \$150 (that's less than \$10/hr!) + lunch/snacks

Location - Virginia Tech (BCB) FBO, Blacksburg, Virginia

Lodging - See the list below - The Inn at Virginia Tech is highly Recommended, but all are convenient.

**Note:** A Flight Instructor Renewal Clinic can only be used to renew a current instructor certificate. Within 3 calendar months of the course completion date, present your certificate to any FSDO - your new expiration will be set 24 months from the date you present the certificate. If your certificate expires less than 3 months after the course date, you can present the certificate at any time prior to expiration and retain your current expiration month. This course cannot renew an expired certificate, but it would do a great job preparing you for the practical test. Likewise, the clinic is very appropriate for preparing future CFIGs.

If attending, please let me know by e-mail, and confirm your seat by sending your check for \$150, payable to the Soaring Safety Foundation, to my address. Also, please help me "spread the word" among the instructors in your clubs and area.

I hope to see you there!

**Jay Pokorski - R6**

Blue Ridge Soaring Society

509 Owens St

Blacksburg, VA 24060

### AmeriSuites

Address: 1020 Plantation Road

Blacksburg, VA 24060

Phone: (540)552-5636

WebSite: [www.amerisuites.com/](http://www.amerisuites.com/)

### Comfort Inn

Address: 3705 South Main Street

Blacksburg, VA 24060

Phone: (540)951-1500

WebSite: [www.comfortinnblacksburg.com](http://www.comfortinnblacksburg.com)

### Hampton Inn NRV

Address: 380 Arbor Drive

Christiansburg, VA 24073

Phone: (540)381-5874

WebSite: [hamptoninn.com](http://hamptoninn.com)

### Holiday Inn University-Blacksburg

Address: 900 Prices Fork Road

Blacksburg, VA 24060

Phone: (540)552-7001

WebSite: [www.holiday-inn.com](http://www.holiday-inn.com)

### Microtel Inn & Suites

Address: 135 Ponderosa Drive

Christiansburg, VA 24068

Phone: (540)381-0500

WebSite: [www.microtelinn.com/](http://www.microtelinn.com/)

### Ramada Limited-Blacksburg

Address: 3503 Holiday Lane

Blacksburg, VA 24060

Phone: (540)951-1330

WebSite: [www.ramada.com](http://www.ramada.com)

### Red Carpet Inn

Address: 1615 South Main Street

Blacksburg, VA 24060

Phone: (540)552-4011

### Super 8 Motel-West

Address: 55 Laurel St.

Christiansburg, VA 24073

Phone: (540)382-5813

WebSite: [www.super8.com](http://www.super8.com)

### The Inn at Virginia Tech and Skelton Conference Center

Address: 901 Price's Fork Road

Blacksburg, VA 24061

Phone: (540)231-8000

WebSite: [www.innatvirginiatech.com](http://www.innatvirginiatech.com)



Skyline President George Hazelrigg, Jr., CFI-G and son Geoff work out the Grob for photographer Dick Otis.

## New Zealand's Ferocious Gliding Grand Prix

You might suspect that watching a sailplane competition—even in a spectacular setting amid New Zealand's rugged Omarama mountains—would be about as exciting as watching a lawn bowling match. But at last week's Gliding Grand Prix there may have been some who strongly disagree. (You think?—Ed)

A week's worth of daily press releases painted the televised event as: "tense... dramatic... challenging... historic... competitive... adrenalin-charged... thrilling." The excitement included one finish with multiple aircraft crossing the finish line within seconds of each other.

It all finished up yesterday, with New Zealander Ben Flewett taking first prize. "Aviation and television history was made in Omarama this week," said Grand Prix director Peter Newport. "We have created an exciting new spectator sport, the repercussions of which will filter out around the world. I firmly believe if this weekend's coverage is anything to go by, people will soon be glued to their television screens following one of the world's fastest, most skilled and compelling sports."

Hey, if they can get bazillions of people to watch golf tournaments on TV, why not?—**AVwebFlash 12.05a**

## Home Win As Grand Prix Decided

Ben Flewett of New Zealand was announced as the first New Zealand Community Trust Gliding Grand Prix champion and winner of the Anaro Group Cup. Flewett is also the first qualifier for the World Sailplane Grand Prix in 2007 and takes home a cheque

for \$10,000. Flewett was one of the outsiders in the competition, being the only pilot never to have held either a world or national champion title. He beat closest rival, Giorgio Galetto (ITA) by four points with an overall score of 39. Current world number one, Sebastian Kawa (POL), came third with 32 points.

Today's (Jan. 29) final day of racing was cancelled, as soaring conditions were not adequate for international racing standards.

The overall results were decided on the six previous days' racing. In place of points racing, the pilots gave today's crowds a highspeed display of match racing, competing five at a time over a short course in a series of closely-run contests won by John Coutts and Ben Flewett.

"Aviation and television history was made in Omarama this week," said Grand Prix director, Peter Newport. "We have created an exciting new spectator sport, the repercussions of which will filter out around the world. I firmly believe if this weekend's coverage is anything to go by, people will soon be glued to their television screens following one the world's fastest, most skilled and compelling sports."

The technology developed for the Grand Prix allowed spectators to follow an entire gliding race for the first time on a giant, watching the pilots in the cockpits, following their progress along remote mountain ridges both from air-to-air helicopter footage and hi-tech 3D graphics devised by Animation Research of America's Cup fame.

While today marks the end of the New Zealand Community Trust Grand Prix, work starts almost immediately on the bid for the World Sailplane Grand Prix that, if successful, will be held in Omarama in 2007. —**New Zealand Gliding Grand Prix** <http://www.gp06.com/index.htm>

## Region IV North Contest Revamped to Attract New Contestants!

The SSA Region IV North Contest will again be held at the Mid-Atlantic Soaring Center, Fairfield Airport, in Pennsylvania in 2006. But this year the contest date will be moved from around Memorial Day in June to October 8-14 (with October 7 as practice day) – to become the last sanctioned event in the SSA contest season. In October the corn is cut and there are plenty of fields to land in if you have to!

**The 2006 Region IV North contest has been revamped to make contest flying more fun for every pilot:**

- The later date will provide contestants with their Last Chance to upgrade their scores in the national standings.
- This Regional replaces the traditional M-ASA Oktoberfest weekend meet, which offers an opportunity to see the Fall Colors (and down some beautiful brews).
- FAI Standard and 15 Meter classes and Sports Class with all the trimmings.
- Karl Striedieck has agreed to be Competition Director!
- The Sports Class will include a number of new features:
  1. Mentoring and special help for beginning XC pilots
  2. Cross-country school featuring off-field landings, climbing and cruising, and task strategy.
  3. Tasks planned to give Sports Class the opportunity to fly with



Dick Otis

the experts on MAT tasks. No more lonely PSTs!

4. Special 2-place award; special young pilot (under25) award. Bring your club two-seater and fly with your instructors or ours or as a team.
5. Karl Striedieck will take paying guests on tasks in his Duo-Dis-cus to benefit the Team Fund.
  - Informal retrieve arrangements for those without crews. We've never left anyone out overnight!
  - Thermal, ridge, and wave lift used in most past contests. Best average speed over 100 mph at one Oktoberfest task!
  - Winners' flights projected and analyzed at pilots' meetings
  - Beautiful dedicated gliderport with hard-surface runway, free camping, clubroom with showers, electrical outlets.
  - Plenty of motels near Gettysburg battlefield, trips to National Air and Space Museum, Silver Hill, and for kids, miniature horses, teddy-bear factory. . . .
  - Banquet, cookouts, restaurants for all tastes, famous Bratwurst Breakfast. . . .
  - Foreign pilots welcome! Gliders may be available by private arrangement.

This will be an event to remember! But you must make a tentative reservation early to get your name approved to fly in the Camp David TFR when it's active, so call or email **Preston Burch**, Contest Manager, today: (410) 489-7063, [pburch@hst.na](mailto:pburch@hst.na)

**Copy**  **That!** *Selected flotsam and jetsam from the editor's daily Tsunami of email*

**Aerial Gas Leak Scanner For Pipelines (And Cattle?)**— As technology advances, new ways are found to make practical use of a small airborne platform in the sky. One of the latest we've heard of is inspecting underground pipes. A sensor developed by ITT Industries can detect leaking natural gas from the 2.3 million miles of pipeline in the U.S. The amount lost to leakage each year is considerable -- enough to fuel 4 million homes, The AP reported Monday. The detector uses 3 lasers that pulse to the ground and back 1,000 times a second, with the airplane flying along at 750 feet and 135 mph, following a computer-laid course directly above the pipe. The detector can sniff out the errant fume of escaping gas ... although it does sometimes accidentally record instead the methane released by flatulent cows. Engineers now are working on ways to accomplish the monitoring by satellite, but for now, the humble single-engine airplane or light helicopter does the job best. —**avflash/564**

**Another interesting event** took place this week as I called the Federal Aviation Administration (FAA) in the puzzle palace by the Potomac on the chance that I might be able to get some more recent data on the number of glider pilots. To my great surprise, I found someone with the latest data from the airman registry in Oklahoma City. Bottom line, there are some 30,176 (and maybe a few more) pilots in the US with glider ratings. This reveling data was so fresh; it inspired me to write an editorial about it for the March issue of *Soaring*. Look for more details there. —**Dennis Wright, —ssa enews**

I just wanted to let you all know my address here in Iraq  
David Jobes  
Camp Falcon Fire Dept/WSI  
APO AE 09361

**I was asked at the annual meeting** to provide the link for the FAA ADIZ training course. This training may become mandatory for anyone flying within 100 miles of Washington, or some such criteria. It is good stuff in any case, and does not take very long. Prints you out a nice certificate when you are done. You should register on [faasafety.gov](http://faasafety.gov) in any case. It is free and will result in your getting notices on matters of interest in you geographical area, like safety seminars.

<http://www.faasafety.gov/>

—**Steve Wallace**

**Regional Soaring Forecasting Program**—For anyone seriously interested in providing better cross-country soaring weather predictions for their local region, and who has the necessary computer processing resources and expertise, I am making publicly available the RASP program I've written to produce high-resolution (1-12 km) forecast maps of "BLIPMAP" parameters specifically tailored for soaring predictions. These forecasts can be produced for any location in the world, but are particularly useful where soaring conditions vary dramatically over short distances, as for complex terrain. Such forecasts can provide

uniquely useful guidance not available from other weather sources. More detailed information is available at: <http://www.drjack.info/twiki/bin/view/RASPop/ProgramOverview>. Examples currently being created daily for South Africa by Ian Holmes can be viewed at <http://users.zsd.co.za/~ian2/rasp/standardindex.html>. Additional examples for other regions can be viewed at <http://www.drjack.info/RASP/index.html>.

—**Dr. John W. ("Jack") Glendening, Meteorologist**

This is pretty cool. <http://skyvector.com/> —**Judah Milgram**

**My ASW-19B, Alpha Echo is for sale this spring.** Depending on the buyers inclination, the ship is available any time between now and when my new plane arrives in July. I will reserve the contest ID (Alpha Echo), so you will have to re-name it (fairly easy as the existing AE letters on the ship and trailer are vinyl).

The Particulars are:

**SAILPLANE:** Schleicher ASW-19B, serial 19410. This particular ship was built in 1983/84 near the end of the ASW-19 model run. Most recent Annual, July, 2005. No known ADs. The plane and gel coat are in excellent condition. Blue trim and blue tinted canopy. Forward and CG Tost hooks, replaced in 2002. Entire ship was sanded and polished by Gehrlein in 2002. Mylar Gap seals by John Murray in 2004. Airframe has about 1600 hours. No damage history other than minor scrapes and scratches which have been fixed at yearly intervals. I have owned it since 1987 and know its entire history.

**INSTRUMENTS:** Winter airspeed and mechanical vario, compass, Becker AR3201 Radio with long boom mike, Rico Electric Vario. 12V li/me hydride battery with charger for powering instruments; lasts about 25 hours between charges.

**TRAILER:** 1983 Komet with fiberglass top in excellent condition. Top was re-painted white with a UV inhibiting clear coat in 1999. Three new tires in 2001. Trailer and plane stored in hanger for most of the time since 1987.

**EXTRAS:** Continuous flow oxygen system (Aerox regulator with Scott mask), one-man rigging device and Replogle barograph. Also a Garmin Pilot III GPS could be available.

**PRICE:** \$26,500 including Oxygen. One man rigging, barograph and GPS are negotiable extras.

—**Jim Garrison**

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Nice Addition to our site thanks to Piet:

<http://skylinesoaring.org/WEATHER/>

click on the top link that says "Air sports net forecast"

**Ex-Skyliner Brian Collins** has a nice article in the February issue of *Soaring*—"1000K on a Perfect Day", page 15. Check it out.

Even if you are on the right track, you'll get run over if you just sit there.—**Will Rogers**



**SKYLINES**

Skyline Soaring Club, LLC

February 2006

<http://www.skylinesoaring.org>

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