



Significant Events:

Soaring Society of America
Town Hall Meeting—
Sunday, November 5, 2006, 1:00 -2:00 PM
Udvar-Hazy Center, Dulles Airport
Meet the SSA Leadership for Status Report
and Q&A followed by special tour of the
Museum by Vintage Sailplane Association
Founder Jan Scott
E-mail to: Jim@kellett.com to assure a seat!

Congratulations to **Bob Gould** who became
a PPL-G with his very successful check ride on
October 21.

Holiday Party—see page 4

Saturday, November 4, 2006

is a 'must do' date for Skyliners and their soaring friends! The Club's fifteenth anniversary gala will feature **Doug Jacobs**, 1985 World Champion and seven time US National Champion, as the after-dinner speaker! Doug's adventures as an internationally recognized racing pilot are sure to entertain, amuse, and inform you.

Bring your family and friends! All are welcome – and help them get to understand why this sport generates such passion and camaraderie! There will be a modern sailplane on display, an impressive demonstration of dance by the spouse of a Skyline member, cocktails, dinner, dancing, schmoozing, door prizes and much, much more. . . . **DON'T MISS IT!**

Major SSA Publicity Effort

Jim Kellett, Director

Soaring Society of America, Region IV

At the EAA fly-in at Oshkosh, WI last summer, a group of dedicated volunteers (led by Ian Cant and Anne Mongiovi) organized and staffed an excellent 'SSA Presence', complete with sailplanes. The experiment, organized, staffed, and largely funded by volunteers, was a spectacular success, and is a good example of putting and keeping soaring 'on the radar' within the general aviation community.

At the Board Meeting in Albuquerque Karol Hines agreed to head a committee to raise funds to support SSA participation at Oshkosh (EAA AirVenture) again in 2007. Several directors and others present at the meeting made pledges to start off the fund raising effort. Since the meeting, she has contacted all who made pledges and the money has begun to come in to the SSA. The goal for Oshkosh 2007, per the budget that was created by Ian and Anne, is \$8000. Karol has confirmed with Judy Blalack, SSA's new Accounting Manager that the Oshkosh account has been set up (yes, donations to this project will STAY with this project; there is already the \$1,022 balance left from last year) and is ready for accepting donations for 2007.

Ian and Anne will again be coordinating and executing plans for participation in Oshkosh in 2007. They will need to pay the EAA \$6,000 to reserve the "space" in mid-December. So, we are looking for additional donations as soon as possible to meet this deadline!

We have \$ 1,600 in pledges from the board meeting which puts us at \$2,622. That means we need to raise \$3,400 in the next 7 weeks. This is an appeal for donations from SSA clubs and chapters. If your club or organization is having an annual fall/winter event, please consider setting up an SSA at Oshkosh donation station. Individual donations should be sent directly to the SSA or to Anne (addresses follow). Checks should be made out to "SSA, Oshkosh".

There are some things that were not done in 2006 that can make this an even more profitable venture next year. I detailed these under Recommendations in his report to the SSA Board. Some of them were:

- 1) SSA merchandise sales
- 2) Ability to sign people up (SSA Membership) on the spot
- 3) Ability to sell "FAST" certificates

Since we have more time to prepare this year, we can also solicit materials from clubs and Soaring FBO's around the country. People come from all over the country to Oshkosh and it would be good for them to be able to get information on "where to fly" in their local area.

This is one of those 'good things' we can do in our own enlightened self-interest! Thanks in advance for your generosity and enthusiasm in supporting the promotion of Soaring in the US.

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Reno, NV 89523
775-747-0569
415-845-3002 (cell)
KaroLL@sbcglobal.net

Anne Mongiovi
625 Woodland Ct.
Troy, IL 62294
618-667-7188
amongiovi@charter.net

SSA Oshkosh Fund
Soaring Society of America
P.O. Box 2100
Hobbs, NM 88421-2400

SSA at Oshkosh



Duty Officers' Alert!

George Hazelrigg, Chief Duty Officer

As many of you know, there was an "event" on the field on recently that re-emphasizes the need for there to be a DO and for the DO to be in charge of operations at all times. I do not want to assess the situation that occurred, nor do I want to ascribe blame in any sense. But I do want to make sure everyone observes some simple rules that will mitigate such circumstances in the future. First, everyone should go to the club web site and read our Operations Manual. You can access it under "Documents" on the home page. I ask that you do this before flying again. Also, under "Documents" is "DO Instructions." All DOs and AODs must read this. In particular, the following items are key and MUST be adhered to at all times.

1. There must be someone in charge of operations at all times. This is normally the DO. However, on days when there is no official DO, someone must take charge. When the person in charge leaves or flies, the charge must be assigned to someone else. If no one is in charge, there should be no flying.

2. The DO and ADO must carry handheld radios at all times. The DO must monitor the radio (123.00) at all times during and immediately before operations.

3. All gliders operated under the auspices of the Club must have on board an operational radio. The glider radio shall be turned on at least 3 minutes prior to push out on the runway, and it shall be on and tuned to 123.00 at least 3 minutes prior to and during the approach and landing phase. It is suggested that radios in club ships be left on all the time so that there is no need to worry about turning them on prior to push-out.

4. The DO shall determine if it is safe and appropriate to place a glider on the runway positioned for takeoff, and the DO has the primary responsibility for determining if there is a potential traffic conflict. However, this shall not diminish the responsibility that the glider pilot and tow pilot share in this regard.

5. The ADO is responsible for all launches and shall monitor the traffic pattern for traffic at all times immediately prior to and during a launch.

6. If, at any time during a launch, the DO, ADO, glider pilot or tow pilot determine that there is a traffic conflict, resolution of that conflict shall be made expeditiously. Such resolution may be

(1) expediting the launch to clear the runway,

(2) immediately clear the glider from the runway, or

(3) resolution of the conflict through negotiation with the conflicting aircraft using the radio.

7. Upon landing, both the glider pilot and the DO have the responsibility of assuring that the glider is cleared of the active runway as expeditiously as possible.

8. In no case should the need to launch quickly be allowed to interfere with safety. If the glider pilot does not have time to complete any launch safely, the decision should be made, in any conflict situation, to immediately clear the runway.

We must all cooperate in following these rules. Failure to do so jeopardizes our good standing at the airport, for which we have worked very hard to achieve. Thanks,

<http://skylinesoaring.org/docs>

Meet the Member

Bob Sallada

My introduction to gliders was unusual. The day I reported to the Naval Test Pilot School as Chief Flight Instructor following a Vietnam tour on the Kittyhawk, I was shown a couple of Schweizer 2-32's by the School's Exec who told me that: 1) the school had recently acquired them fresh from the assembly line, instrumented to demonstrate their unique flying qualities to students; and 2) he and I were going to perform a two-plane act at the Pax River air show in six weeks. Since I'd never even seen a glider before, my response was 'great, but how about teaching me how to fly it.' It turned out fine. Somewhere in this time frame, the early 70's, I'm pretty sure that I met Jim Kellett at Warrenton when, for some reason, we felt a need to fly the SGS2-33.

For the next couple of years, I did a fair amount of 'stability&control' teaching in the 2-32's, which became a very small 'fun' portion of the flight syllabus. For our purposes, calm air was important and we had it aplenty at the outlying field we used. I think I felt a thermal once during that period and didn't know what it was (a characteristic I may still possess).

A few years later I returned to the School as the C.O. and again participated to some extent in the short glider syllabus each student receives. During those two tours, I flew LOTS of instructional flights in gliders, each of which was about 15 minutes long. I left the Navy at that point, and flew virtually nothing for fifteen years.

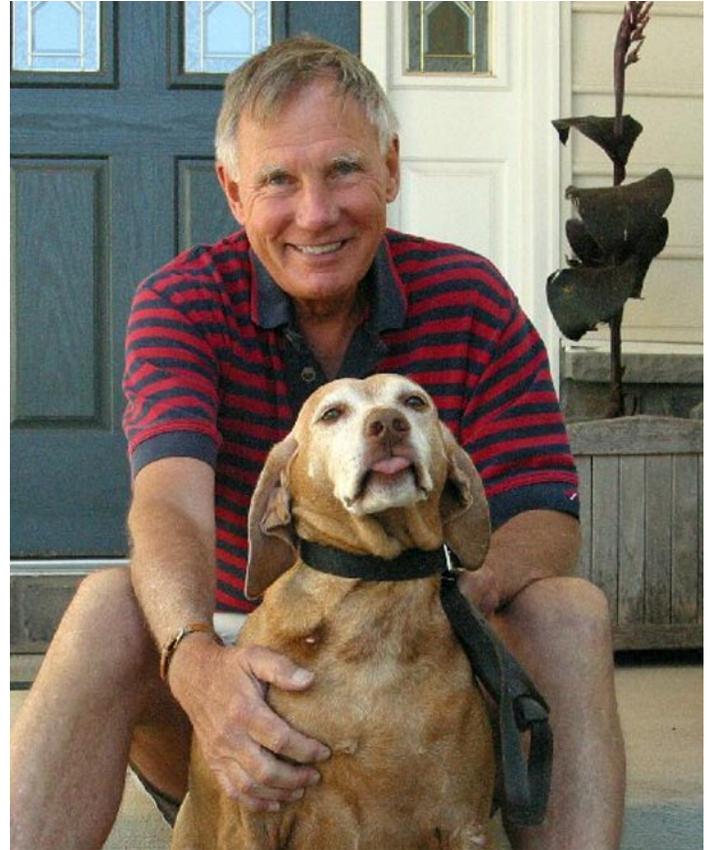
I spent a couple of humbling years getting my MBA at Wharton and then immersed in paying all sorts of professional 'dues' in a bunch of aviation-related corporate jobs.

In the mid-nineties, I said 'enough!' regarding the corporate rat-race and bought a small office furniture/systems company in Charlottesville (in hindsight, not one of my best ideas) Once settled in there, I decided that it was time to develop a hobby or two and decided flying sailplanes on the mission they were designed for would be one of them. So, off to Bermuda High to get my PPL. Thereafter I flew intermittently at Eagles Nest in Waynesboro, where I met Jim Garrison. I distinctly remember testing his patience in the Lark where I just couldn't stop my never-ending directional oscillations.

From Charlottesville, being the free spirit that I'd now become, I conducted a little survey of commercial glider operations with the objective of perhaps helping with the management somewhere in return for 'fun' with their sailplanes. Another less-than-optimum decision on my part found me doing that at the Kutztown, PA Airport, where they had a couple of Polish Krosno's and a 2-32, all in various states of deterioration and the latter configured to stuff two bodies in the rear seat for rides. I was getting smarter however, and it took me only about eight months to realize the error of my ways. I too often had dramatically experienced fulfillment of a strong sense of a situation being 'an accident waiting to happen.'

Once again in my 'free spirit' mode, I responded to a Harris Hill ad in Soaring magazine to spend the summer of 2005 there being the weekday "Manager"/ CFGI for their junior membership, which consisted of about 40 teenagers. That was a very positive and educational experience Some of you have heard me describe working with the kids and the professionalism of the Club's 'big-time' operation.

That's the situation as the 2006 season draws down at Skyline. I couldn't be more pleased than to be a part of this operation and



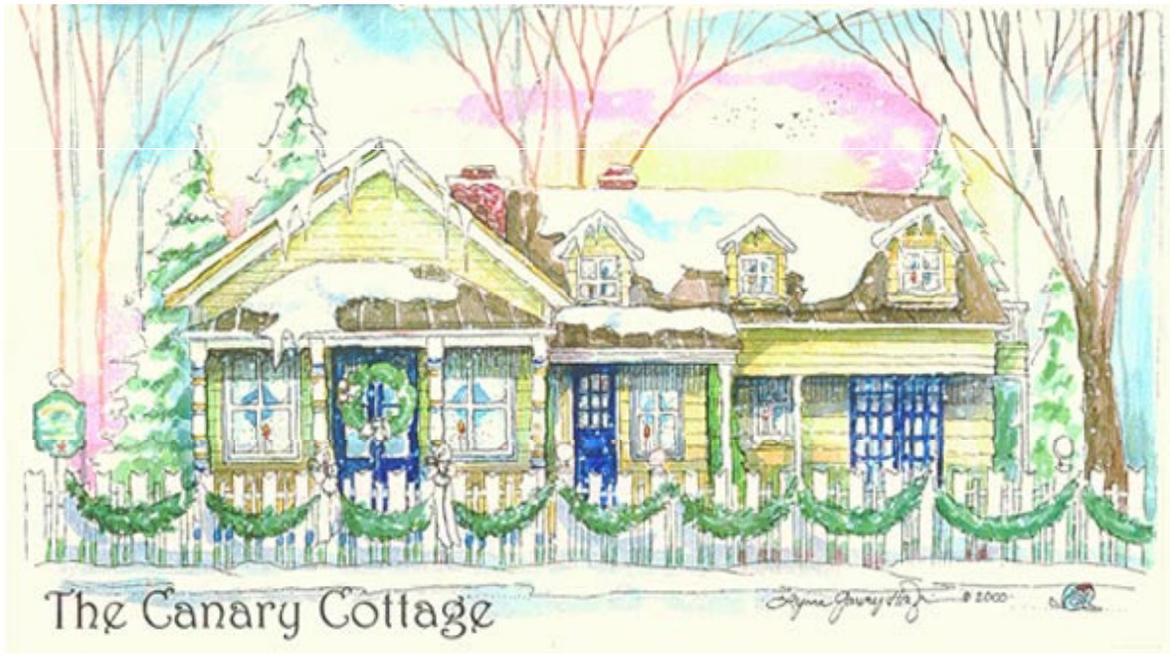
it's professional and friendly membership.

I guess this "Bio" wouldn't be complete without summarizing some of my non-glider background. I've been very lucky to have had a lot of interesting, challenging, and sometimes exciting professional times.

Naval Officer: Purdue—BS (Aero) NROTC Squadron tour in the F-8 Crusader (my favorite of all time), when it was still new to the fleet—stood fighter alert in Key West for photo reconnaissance missions during the Cuban Missile Crisis. As already mentioned—Vietnam cruise in one of the early A-7 squadrons. 100 combat missions. Three tours at the Test Center—from TPS student to School C.O. Participated in some very interesting T&E programs, including T-2 & F-4 spin evals (the latter was VERY short-lived), F-4 low-alt-high-speed stability eval, First eval of swing-wing TFX (McNamara's one-size-fits-all disaster) Elected Member of Society of Experimental Test Pilots; piloted over 100 types of airplanes, most of which I'm a 1-3 flight 'expert' in) Dubious distinction of not making the cut among the 20 finalists in what turned out to be the last Apollo astronaut selection. Commanded the "E" east coast A7E squadron on the Forrestal. My few non-operational/T&E assignments were with the Mediterranean Fleet Commander staff and aviation officer career management in BuPers.

My 'second career' included: VP, entrepreneurial business aircraft venture Manager, Washington Ops for small California-based manufacturer Program Manager, Lockheed/Boeing/GD Navy Advanced Tactical Fighter Business Unit Manager, Douglas Flight Test Engineering General Manager: T-45 Goshawk Flight Test Program (which, of all things, took me back to Pax River for a forth tour—as a civilian)

And the 'cats & dogs': The retail/wholesale furniture company mentioned earlier Being the COO 'designated adult' for three young partners heading an Internet Start-Up Incubator venture (which met the fate of most of the trailing edge of that 'gold rush') Consultant for UVA for the planning of a Interdisciplinary Institute on Aging (as remarkable as that must seem!)



Skyline Holiday Party



Who: Skyline Soaring Club members and guest

When: Saturday, December 16, 2006 - 7:00pm -??

Where: The Canary Cottage, home of Bill Wark & Lynne Garvey Wark
7153 Main St., Clifton, Virginia 20124 (703) 322-1811

Come join us for this festive get-together & opportunity to visit with other Skyline Soaring Club members & their spouse or friend/significant other.

Heavy hors d'oeuvres & soft drinks will be provided.

Feel free to bring a favorite dish & BYOB, if you'd like.

Directions: I-66 to the Fairfax County Parkway (Rt. 7100 - head to Springfield, NOT to Reston...) to 1st exit, Rt. 29, Lee Highway.

Right on Lee Highway South to

Left onto Clifton Rd. for 5 miles into the heart of the Historic Town of Clifton, Virginia.

(please note cell phones do not work as you approach Clifton)

Please park on the street or at the Post Office parking lot (on Chapel Rd.—1 block away).

For additional information, feel free to visit our Bed & Breakfast web site,

www.canarycottage.com

Please RSVP by December 9, 2006 via email, lghassoc@erols.com

Or call (703) 322-1811.

We look forward to seeing everyone!

Lynne & Bill



*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*

Rudder or Not

George Hazelrigg

Ask a jet jock what his feet are for—steering to and from the active runway and walking away from the plane after it's parked. Glider pilots should know better. Our feet go on those little metal dealies near the nose of the glider. These “pedals” move and cause the glider to do interesting things. But I might not know that from some recent instructional flights I have had.

All summer long, we've enjoyed the peaceful soaring of warm thermals and calm winds. I've seen days when I could fly the tow with only the trim control. But now comes fall and, with it, winds and wave. And these bring turbulence, lots of it. Some of you have flown in rotor and wonder how it can be done. And a few of you have had the privilege of a premature tow release because things got out of control on tow. Remember, you must release immediately under either of the following conditions:

- (1) the bank angle of the tow plane and glider differ by 180 degrees, or
- (2) if the tow plane and glider are facing each other.

Laugh, but you'll encounter this kind of turbulence at some time. So I'm here to tell you that there's a trick to handling the tow in turbulence. And it all comes down to your feet.

I've noticed that many of you have excellent coordination in gliding flight. You make turns with the yaw string straight throughout. You do this by coordinated use of the ailerons and rudder. Yet, on tow, you seem to forget that you have feet. The ailerons are flailing away to keep the wings level, whilst the rudder pedals seem to be there only to brace yourself for the stop-to-stop movements of the ailerons. Well, I'm here to tell you that the use of the ailerons alone won't work in turbulence. I'm also here to tell you that use of ailerons alone on tow will set up a yaw oscillation that is really evident from the back seat.

Someday, at altitude, try rolling the glider with ailerons alone (no rudder movement). Then try it with coordinated rudder input. You'll see a really big difference. This should clue you into the need for rudder on tow. You'll find that, when a wing drops, the rudder will pick it up much faster than the aileron. And coordinated control will do it even better. So don't get a case of lazy feet on tow. Make sure you are making rudder inputs to help keep your bank angle aligned with that of the tow plane, and you'll find that you can handle that turbulence much better.

There are two maneuvers I recommend to practice proper use of the rudder. First, on a calm day, see if you can fly the tow only with rudder input. Try to keep the stick absolutely still. It can be done, and it will emphasize the need to use rudder on tow. Note how easy it is to raise a wing with rudder alone. And note that use of rudder to raise the wing does not set up that annoying yaw oscillation.

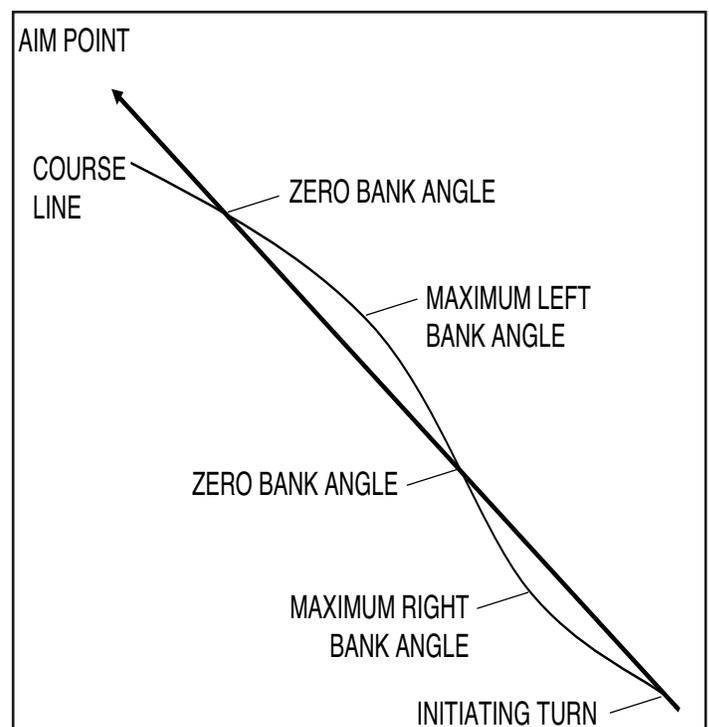
The second maneuver I like to practice is a very gentle S-turn. At altitude, pick a point, such as Signal Knob, and fly straight toward it. Get completely stabilized at 45 to 50 kts. Now begin a turn left or right, with a maximum bank angle of not more than 15 degrees. As soon as the bank is established, begin to roll out into a turn in the opposite direction. Do not let your heading move off your aim point by more than 10 degrees. Continue turning left



and right in a continuous series of shallow turns, always centered about your aim point. The bank angle is continuously changing throughout this maneuver. Rudder input must be coordinated with the stick, and back pressure must be continuously varied to keep the pitch attitude constant. Keep your speed constant and the yaw string straight. Continue this for several reversals of bank, and practice it until your hands and feet come to an agreeable working arrangement. While this maneuver sounds like a very trivial thing, I find that many students get their hands and feet completely out of phase with each other after about three bank reversals. And one student lost directional control altogether, such that we wound up pointing 180 degrees away from the aim point.

If your hands and feet work well together during the gliding phase of flight, it will be easier for you to get them to work together on tow. If you fly with me, expect to get beaten up over use of rudder on tow. But, in the end, you'll find that it becomes much easier with proper use of rudder to keep the glider under control on tow in turbulence.

The S-Turn Illustrated



NASA Announces New Student Aeronautics Competition—NASA's Aeronautics Research Mission Directorate, Washington, announced a new aeronautics competition for high school and college students. The competition is sponsored by the directorate's Fundamental Aeronautics Program, and it is part of NASA's mission is to inspire the next generation of engineers, scientists, and explorers.

High School students are challenged to put themselves 50 years into the future to describe how air transportation systems have evolved with vehicles flying at various speeds. Entries are due by March 15.

College students are invited to propose solutions for complex technical problems in hypersonic and supersonic flight; subsonic fixed and rotary wing transports; or Mars entry, descent, and landing. College entries are due by April 27.

Monetary awards ranging from \$1,000 to \$5,000 may be available for first place winners in each category. There will be awards for second and third places and honorable mention recognition. Winning university students may be offered a 10-week summer internship at a NASA field center.

For details about this competition, visit:

<http://aero.larc.nasa.gov/competitions.htm>

For information about other aeronautics competitions, visit:

http://www.aerospace.nasa.gov/design_comp.htm

Dr. John H. Campbell receives the 2006 Mervin K. Strickler Aerospace Education Leadership Award in Arlington, Virginia

On October 21, 2006, SSA's Region IV was privileged to have the presentation ceremony to award longtime promoter of youth



Ken Cook (left) and Dr. John Campbell

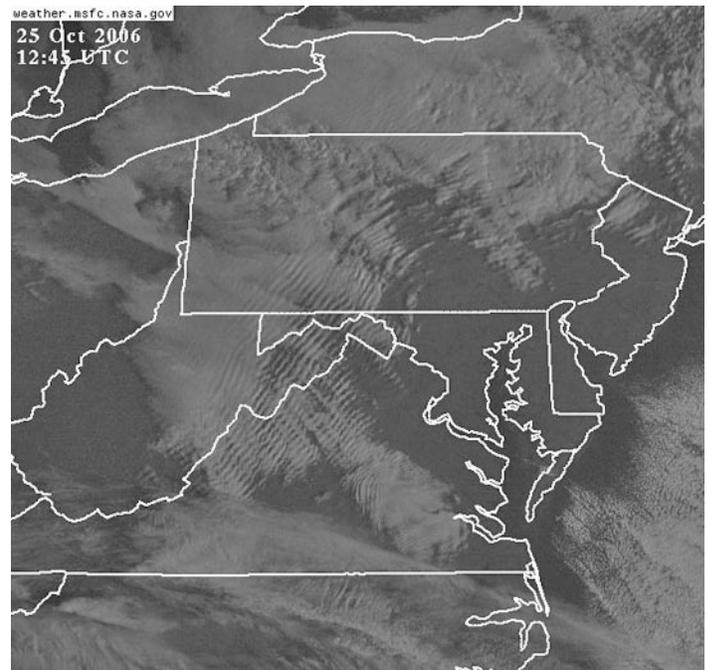
There has been wave in the area for the past four days.

I want to know who will participate in the next wave camp— November 24—December 3.

We would ground tow the K & Sprite and schedule days for field checks. I am willing to give interested members ground instruction in preparation for Petersburg wave ops.

I'm in, how about you?

—Shane Neitzey office 703-335-8185
home 703-753-3806
cell 571-259-0042



programs in soaring, John Campbell, the prestigious Strickler Award. The President of the National Coalition for Aviation Education, Ken Cook, made the presentation at a luncheon at the Marriott Crystal Gateway in Arlington, VA. Also present for the presentation were David L. Ivey, President and CEO of the National Aeronautic Association, and Buzz Aldrin, retired astronaut. SSA Chairman Dianne Black-Nixon and the Region IV SSA Director were also in attendance at the ceremony.

OK, I've received a few notices of planned attendance at the SSA Town Hall Meeting with SSA Chair Dianne Black-Nixon on Sunday, November 5, 2005, but not enough to merit getting a larger classroom (the reserved one seats 25).

For those who DID notify me, I've just learned from Doug Baldwin, the Udvar-Hazy representative who arranged the meeting room, that it IS possible to get relief from the parking fee at the museum, but you need to notify him of your planned attendance! You can e-mail him at baldwind@si.edu or by phone at (703) 572-4061.

Oh, yeah . . if you plan to go and did NOT earlier e-mail me, let me know.

— Jim Kellett, Director, Soaring Society of America, Region IV

Marita Rea, an instructor with Tidewater, send the note below— for those who may not remember, Disney's "The Boy Who Flew with the Condors" was a major contributor to a huge spike in SSA membership! I'd suggest going to the link she cites and 'voting' to

get the TV show released on DVD.

Hey all, The link in October issue of Soaring Magazine for Disney is wrong. Use the link below to go to Disney's website and request that they release "The Boy Who Flew With Condors" on DVD. If any of you use the glider chats, how about passing the word on. <http://disneyvideos.disney.go.com/moviefinder/products/The%20Boy%20Who%20Flew%20With%20Condors.html>—Marita Rea

The following note from the Virginia Department of Aviation relates an incident at another Virginia general aviation airport:

All: Following is a brief summary of events that recently took place at Chesterfield Airport, of which DOAV was made aware of recently.

On October 1, 2006, suspicious individuals, driving a dark blue convertible car, were observed by a citizen taking pictures of the airport. When these individuals asked a local citizen (at the airport) questions about the airport, they were advised to go inside the terminal building for information. They did not follow through on this advise, and instead chose to quickly leave the terminal area. These same individuals were later seen further away taking more pictures of the airport.

This is not the only time this type of activity has happened at this airport.

We would like to emphasize that the incident described above is exactly the type of suspicious activity that should be reported to local law enforcement, (911), and the Virginia Fusion Center. Although this may be a harmless case of someone interested in aviation/airports, it could also be something more serious.

Please make sure you, your airport staff and airport service providers are aware of the potential seriousness of this type of activity. Please advise them to call local law enforcement immediately (providing a vehicle description, license number, and description of the individuals), and the Virginia Fusion Center (1-877-4VA-TIPS), whenever they witness/hear of a similar incident such as this.

Thank you for your continued cooperation.

Vernon W. Carter, Jr.

Manager, Security & Facilities Section
Virginia Department of Aviation
5702 Gulfstream Road
Richmond, VA 23250-2422

If you wish to build your own full size ASK-21 but have acute lack of Euros, try the 1/32 Revell model available through Historic Aviation. Order toll free (800) 225-5575 or <http://historicaviation.com>

As for my corner of the world, Judy Blalack and I have reviewed our finances for the week, all email has been answered, the November issue of SOARING is in the mail, and the December issue is coming along nicely, so I decided on Sunday afternoon that I needed a break from work. My husband and I went to our local racetrack, and while looking through the racing forms there it was: In the fifth race, horse number six, named SOARING ACCOUNT. I told myself it was a sign. While contemplating this horse, I began to laugh, as Jim Skydell's article (from the



Any airport can have a watch dog but *everybody* really respects a field that has a Hog-driving cat like this!

Cat on a hot chrome bike by Piet Barber

March issue of SOARING) came to mind. Was this a sign worth putting money on? The horse was a 23 to 1 long shot, with little chance of winning, but it could have been a sign, so I bet \$2.40 on him. Off they went, and it was easy to spot SOARING ACCOUNT, as he was running dead last in the field of twelve. As they made the final turn, he started moving up, and I began cheering him on. He kept passing horse after horse until at the finish line he was neck and neck with Silver Expression. As they came to the line...it was a photo finish. SOARING ACCOUNT came in second by a nose, and paid \$258.00 on my \$2.40 bet. Sometimes you just have to pay attention to those signs.—Denise Layton, SSA



Meanwhile, back on Mars....



NASA/JPL



SKYLINES

November 2006

Phil Jordan, Editor

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<http://skylinesoaring.org/>

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