



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC    OCTOBER, 2006

## 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](mailto:Jim@kellett.com) to assure a seat!

Congratulations to **Bill Wark**— the full US Senate formally confirmed William B. Wark as Board Member, the US Chemical, Safety, Hazards Investigation Board.

15th Anniversary Gala Celebration (see pg. 5)  
Here are the food choices: Fish (salmon) or  
Roast beef or Vegetarian just indicated on your  
RSVP what you prefer and we will take care of it.  
Checks for the Gala as well as food choices need  
to be sent in with the RSVP cards enclosed with  
the invitations. Any other questions in regard  
to the event please call me at 703-978 4217 or  
email.— [miriam.ellis@verizon.net](mailto:miriam.ellis@verizon.net)

September 21— recently soloed **Mike Ash** met  
the “B” and “C” badge requirements and  
**Mark Witte** made his first glider solo and  
earned both the “A” and “B” badges!

## What’s Going On At Hobbs?

*Jim Kellett, Director*

*Soaring Society of America, Region IV*

**Y**ou’d have to have been living in a cave in Afghanistan to not be aware that the Soaring Society of America is dealing with one of the most serious crises in its nearly three quarters of a century existence. The issue was discovered late July-early August of this year. We’ve been the victim of what appears to be a serious employee ‘problem’ which resulted in our owning the state of New Mexico and the Internal Revenue Service a large (I think hundreds of thousands of dollars) sum for the taxes withheld from their salaries. That’s the bad news.

The not-so-bad-news (I hesitate yet to call it ‘good news’) is that the Executive Committee of the Society’s Board of Directors (Dianne Black-Nixon, Chair; John Volkober, Jim Skydell, Dean Carswell, and Doug Easton) have quickly and effectively attacked the issue, as Jim Skydell puts it, “like ugly on an ape”. And to their great credit, they’ve kept the SSA membership FULLY informed as to what’s going on – by frequent postings on the SSA website (q.v.; the latest posting as I write was September 13, but there may be more by the time you read this), by a snail-mail to every member of the SSA; and by face-to-face meetings with the SSA Board’s Chair, such as the one at the Region IV South contest in Newcastle on September 16. The full Board has been fully involved in all the steps taken to date.

Before anyone asks, yes, there are some steps that have been taken and are in process that, on advice of independently retained legal counsel, should not be broadcast at this writing (September 23) because divulging things in process may prejudice the outcome of civil, insurance, or legal processes ‘down the road’. And, yes, I’ve been kept informed, as a Board member, of those steps.

But I can share with you that, at least right now, (a) the Chief Financial Officer of the Society, Alan Gleason, has been fired. His

replacement came on board on September 20; (b) the Society is working closely with the New Mexico tax authorities and the IRS, and is optimistic that we may avoid at least some of the penalties and interest accrued as a result of failure to pay them on schedule; (c) while the final size of the owed funds is not accurately known at this time, we have good reason to believe that we have funds in hand to resolve the problem without reducing essential member services; and (d) we are working with the Society's insurer and other authorities in an effort to recover at least some of the diverted funds.

The Society's full Board of Directors will meet in Albuquerque on September 30 – which means that, by the time you read this, we will probably have more, and more accurate, information on

our progress to put this issue behind us. Meanwhile, 'business as usual'. The convention in Memphis is on schedule; badges are being processed; SOARING magazine is being published; and we're continuing our efforts here in Region IV to boost SSA membership.

On a personal note, I am rather more optimistic today than I was a month ago that we will not only resolve this issue, but may very well wind up with a stronger Society than we had a year ago. I have been really impressed with the quick and thoughtful action brought to bear by the Society's ExCom, and even more impressed with the Board's candor and speed in keeping the entire 13,000 members of the Society informed. Truly, no soaring pilot need rely on the chatter of the RAS newsgroup to be informed!

## Bound for Glory

*Phil Jordan*

Recently Ann and I were watching a cable show on WWII color photography. We were remarking about how strange color photos from our childhood years and WWII seemed when you just expect to see it in B&W a la Walker Evans and the WPA-type projects.

Shortly thereafter I was doing some image searches on Google relating to an upcoming aviation project. The voodoo that often accompanies these online searches produced the glider image below. Since it was totally unexpected and unrelated to my search (except for two wings) I explored the site out of curiosity—what a treasure. This stuff will be especially meaningful to members old enough to remember an entirely different world.

<http://www.loc.gov/exhibits/boundforglory/glory-exhibit.html>

**Bound for Glory: America in Color** is the first major exhibition of the little known color images taken by photographers of the Farm Security Administration/Office of War Information (FSA/OWI). Comprised of seventy digital prints made from color transparencies taken between 1939 and 1943, this exhibition reveals a surprisingly vibrant world that has typically been viewed only through black-and-white images. These vivid scenes and portraits capture the effects of the Depression on America's rural and small town populations, the nation's subsequent economic recovery and industrial growth, and the country's great mobilization for World War II.

The photographs in *Bound for Glory*, many by famed photographers such as John Vachon, Jack Delano, Russell Lee, and Marion Post Wolcott, document not only the subjects in the pictures, but also the dawn of a new era—the Kodachrome era. These colorful images mark a historic divide...between the monochrome world of the pre-modern age and the brilliant hues of the present. They change the way we look—and think about—our past.—**Library of Congress**

Alfred T. Palmer, Marine glider at Page Field, Parris Island, South Carolina, May 1942 Library of Congress



## Downwind Landing Day

Gordon Roesler

Originally, my choice of title for this article was, “My First Downwind Landing.” But then I realized that I MUST have had another one, back at Harris Hill in August 1973, with the instructor watching my reaction to a simulated tow rope break. Also, that title wouldn’t have done justice to the fact that on September 23, Skyline actually had TWO downwind landings on the same day.

I arrived at the field with my friend Eric, who was very excited about the chance to experience gliding. We saw that flying conditions were less than ideal. The concern from the weather reports had been the ceiling; while that turned out not to be a problem, winds were over 10 knots with a considerable crosswind component, so the duty instructor and DO were not in a rush to begin flight ops. But by 10 AM, winds had slackened, and things looked pretty good. No hope of thermals, 100% overcast, but for instruction and demo flights things seemed reasonable. The weather continued to change throughout the day, and will play a big part in this story.

My first flight, with passenger Eric in the back seat of the Grob, really began well. The tow behind David Dawood in the Pawnee was very smooth, and we got up to 3000’ quickly and easily. I had warned Eric how the tows can often be exciting; unnecessary statement in this case. The predominant characteristic of that flight, though, was SINK, often 10 knots of it, and never less than 3. The flight lasted 18 minutes, and I had to fly a very foreshortened downwind leg to have a safe geometry for final approach.

Shortly thereafter, our beloved chief instructor, Piet took up the Sprite. My friend Eric and I were in the tow car, bringing back the ASK, when we heard, “Front Royal, glider on final runway 09 for downwind landing.” Eric, although not a pilot, astutely observed that the landing was in the reverse direction from the others. I didn’t have an immediate explanation for him; but Piet provided one while pushing the Sprite back to the apron. “Ten knots of sink,” he said. “I entered the pattern and saw almost instantly that I couldn’t complete a normal pattern. So I reversed course and landed downwind.”

My friend Eric wasn’t feeling so chipper after that first flight (something about the previous evening’s entertainment), so I took a second flight solo. Again the tow was smooth; again there was strong sink; but I applied the law of conservation of air or something, thinking, “With all this sink, there has to be lift SOMEWHERE.” Sure enough, north of Signal Knob, I found a weak wave, with 4 knots of lift. I radioed back to Skyline Ground with my discovery. Unfortunately I flew out of it after about two minutes, couldn’t relocate it, and was at too low an altitude to poke around. So back to the field, again in strong sink, and another very short downwind leg resulted. A few minutes later, Piet took up the ASK with a student, found the same wave, and got Flight Of The Day.

Friend Eric recovered after lunch, and was eager for another flight. And I wanted to get in that wave. Right after the tow plane was off the ground, though, I knew that things had changed. The bouncing and jouncing was incredible. I was working overtime to stay behind the tow plane. That wasn’t successful for long. I’ve made a diagram to show the rest of the flight.

At about 500’ above the ground, David began a turn to the left



Photo by Dick Otis

(south, then east). When we were headed nearly east, a gust took the tow plane down below my vision, threw me to the outside of the turn, and the whiplash effect increased our airspeed to over 80 knots. That was enough for me. I pulled the release, making the prescribed turn to the right to clear the tow rope, and radioed the tow plane that I was off. I then reversed the turn, heading back north to the field, and called “Front Royal, glider 94E, taking runway 09 for downwind landing.” Two things were in my mind: all that sink we’d been having all day, and a timely demo of how to land downwind.

I’m not sure what happened to that sink; it truly would have come in handy. What I did encounter, though, was really, REALLY high speed over the ground. All that turbulence on tow was evidently associated with a very fast westerly wind. As I turned right to line up with Runway 09, it looked like the runway was disappearing beneath me. (David Dawood, from the towplane, saw the same thing, telling me later that he was “very concerned” whether I could land without overshooting the runway. I shared that concern.) I had already opened the spoilers during the first turn; now I had them full open, and wasn’t descending nearly fast enough. I pointed the nose down, increasing air speed to 90 knots, and determined that my aim point was about midway down the field. I remember thinking, “Three thousand feet of runway, and I’m going to need all of it,” knowing that I would have to do a lot of energy dissipation near the ground to achieve a normal touchdown speed.

I flared a little high, about 20 feet, due to the high airspeed, and Nature added to the excitement a little bit. A crosswind gust took me from the runway centerline to over the ditch on the south edge of the runway. I used skidding turns to ease back over the runway and get lined up. I noticed the taxiway going by, and calculated that it would be good to be on the runway soon. Still going fast, I stayed in ground effect with full spoilers until the speed bled off. I eased off the spoilers to ensure that the main wheel would roll instead of skidding on touchdown. Rollout was normal; in fact, I joked to Eric, “Look, we’re going to stop right where we took off

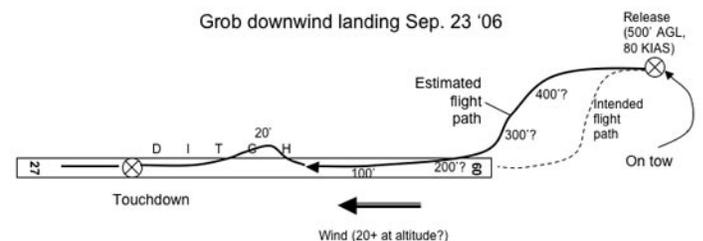


Diagram by Gordon Roesler

from, so we can turn around and go right back up!"

Various people came up and said complimentary things about the landing. One instructor, when I described the gust that made me release early, asked if I routinely used spoilers on tow to maintain position; I don't, but I intend to practice that from now on. I don't think that would have changed my release decision in this case; the geometry changed so rapidly that I think releasing was a good call. Someone else asked if I had considered a slipping approach; in retrospect, I think that could have reduced the excitement of the landing considerably. Again, though, I've only practiced slips at high altitudes, and I was comfortable with flying the Grob at a high speed with full spoilers. I certainly intend to practice

some slipping approaches in the near future; the high speeds I flew would be completely unsatisfactory at a shorter field. Over a beer with David afterwards, he suggested that an upwind turn prior to lining up with the runway could have gotten rid of some of that excess altitude. I agree, but being pre-conditioned that there was heavy sink, it hadn't occurred to me. I hope others of my fellow pilots will think about this landing and offer other observations.

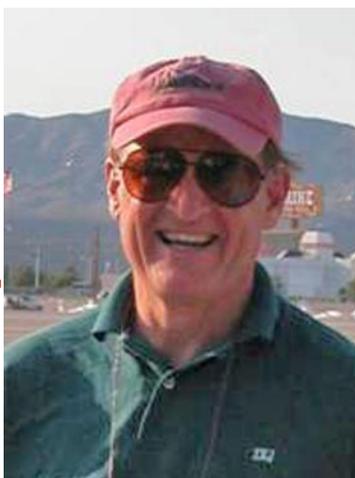
Not surprisingly, mine was the last flight of the day.

Driving us home to Alexandria in his Chrysler Hemi, Eric suddenly increased to 80 mph and started weaving madly between cars. When I asked, "Eric, why are you driving like this?" He said, "Paybacks are hell!"

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**Good call:** on August 13 we all received this message: FYI. Ops from 09 is restricted because of weekly construction. Please use care when operating off 27 *with a tailwind*.—Richard the CTP.

Photo by Dick Otis



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## A Reminder

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.

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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!



*Skyline Soaring Club's 15<sup>th</sup>  
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](mailto:dan@arclt.com); 660 Gillums Ridge Rd., Charlottesville, VA 22903*

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

**First "Air-Port" To Close**—The iconic airport labelled as the first to use that particular term will close next month. Development pressure and what appears to be an almost complete lack of community support has sealed the fate of Bader Airport in Atlantic City. A local newspaper reporter was credited as the first to use the term "air-port" in describing the facility in 1919. The name stuck. Bader has been in continuous operation since 1910, making it one of the oldest in the U.S. (College Park in Maryland opened in 1909) and saw its share of firsts, including being the launch point for the first attempt to cross the Atlantic by air. Development of Atlantic City International Airport 15 years ago shifted interest and business from Bader (though Bader is closer to and a few minutes from casinos and beaches) and there are now only about a dozen aircraft based there. AOPA has opposed the closure, but developers are licking their lips over the potential of the site, which is a stone's throw from the famous boardwalk and is billed as the choicest piece of real estate on the Eastern Seaboard. "The gambling interests were stronger than the aviation interests," said AOPA President Phil Boyer. The city is reportedly asking \$1 billion for the land, which could become the site of a casino or housing. —**AVwebFlash 12.35a**

**Sunday September 10**—At about 3pm, while preparing for take-off from Rwy 27, we managed to burn a small hole in the rear seat headrest fabric of the ASK-21. I was Boy Scout in command of that flight. Please be careful if you put the rear canopy up in mid-afternoon—it takes only a few seconds of concentrated sunlight to get the fabric going.

Of the many things a glider pilot is prepared to hear from his wingrunner—"FIRE!" is not one of them. Apologies to Bob Gould if I was a bit incredulous when he noticed the smoke.

—**Joe Parrish**

**CopyCubs Proliferate**—While the Sport Pilot rule was originally aimed at inspiring new aircraft designs and manufacturing, it's also spawned a renaissance of popular old designs that meet the weight and performance limitations. And it seems like the design many credit with starting the modern GA movement, the Piper J-3 Cub, is leading the LSA charge. There's fierce competition between Cubcrafters, of Yakima, Wash., and American Legend, of Sulphur Springs, Texas, for the CopyCub market. American Legend is holding a homecoming for about 100 Legend Cub owners and pilots Oct. 20-21. It's been building them for 15 months. Cubcrafters is celebrating its first two Sport Cub customer deliveries after three years of development efforts. And in Alaska, a company is reviving one of the most popular bushplane designs. Airframes Inc. of Big Lake, Alaska, and Dakota Cub, of Brandon, S.D., have teamed to create the Super 18 Corp. to build modern versions of the PA-18 Super Cub. This is no LSA, though. With a 180-hp engine the Super 18 will carry 1,000 lbs for a MTOW of about 2,400 lbs. It's a little wider than

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**By now everyone should have received their invitation to our 15th anniversary gala on Nov 4, what a spectacular event we had 5 years ago, and this one will be even better! Please join!—Greg Ellis**

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the original and it comes with the military version's wing, which has a slotted leading edge that further improves the design's legendary short-field and slow-speed performance. The company is aiming for FAA certification by the end of the year. —**AVwebFlash 12.39a**



**Skyline Soaring has been blessed** by having a renaissance man like Dick Otis on board—talented pilot, CFI-G, towpilot and gifted photographer. Dick's photo of the Osprey above resonates the essence of flight and soaring in particular. Besides, it fills a great big ole hole, for which the Editor is immensely grateful!



**SKYLINES**

October 2006

Phil Jordan, Editor

Skyline Soaring Club, LLC

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