

# SKYLINE



SKYLINE SOARING CLUB NEWSLETTER

August 2008

## STAR Struck - Or How to Not Be

**R**ecent NTSB recommendations in the wake of the Reno midair collision of a sailplane and a corporate jet have stirred considerable debate within the soaring community. One of the outcomes of this accident may be a requirement for transponders aboard sailplanes. And one of our best defenses against such equipment requirements, and the events that precipitate them, is awareness of where such collisions may occur.

STAR is the abbreviation for Standard Terminal Arrival Route. In the vicinity of Front Royal Airport there are four STARs that could be of concern. The STARs of interest are the ELDEE and WZZRD arrivals into DCA (Washington National Airport) and the ROYIL and SHNON arrivals into IAD (Dulles International Airport). Although IAD is closer to the Linden VOR (LDN), its arrivals have legs which lie farther east of FRR than those leading to DCA.

Traffic flows into IAD and DCA from west to east on these arrivals. Normally, jet traffic will cross DRUZZ or DOCCS intersection at 15,000 feet MSL, with continued descent to cross Arnel VOR (AML) at 8000 feet MSL. Nevertheless, Minimum Enroute Altitudes (MEAs) are the lowest MSL altitudes to which arrival traffic can be assigned for that leg of the arrival. For example, jet traffic could

be as low as 7000 feet MSL over LDN before turning east. Although jet traffic will normally be higher than the MEAs, slower turbine traffic could be assigned to these arrival procedures and given the lower altitudes to provide separation for faster traffic above.

Oddly, the Washington Terminal Area Chart shows jet departures from the Washington Class B airspace in the FRR area (i.e., it's backwards). No Standard Instrument Departures (SIDs) at DCA or IAD are factors for operations at FRR.

Additionally, there are two Victor airways in the vicinity of FRR: V-3 and V-144. Although these are more likely to be used by slower piston traffic they're still important, with their MEAs at 6000 and 5000 feet MSL, respectively.

Jet traffic need not be exactly on the published legs of the STAR at all times. Aircraft may vectored off the published arrival for weather or traffic separation and then be returned to the arrival via a published fix or a vector to intercept a leg of the arrival - so bear in mind that being on or off the line could still put you fairly close to jet traffic.

These procedures are subject to periodic change, although they do tend to remain substantially the same for long periods of time. Always consult current publications for operational information.

Hopefully, awareness of the location of the fast movers in our area will enhance safety and improve relations with jet traffic in the ever-shrinking sky.

**Happy soaring.**

— **Curtis Wheeler**

### Copy That

#### Cirrus Flying

I just wanted to take this quick opportunity to thank all those members that took their time to help work on the Cirrus and get it ready for the membership to fly: Frank Banas, Vern Kline, George Hazelrigg, Steve Rockwood, Shane Neitzey and Chris Groshel all come immediately to mind.

Also I wanted to thank ahead of time Gordon Roesler for taking on the Cirrusmeister duty and our club instructors who will be additionally worked to help the members transition to flying her.

Best Regards,  
—**Dan Noonan, SSC Treasurer**

#### Lost your Marbles?

I was told today that the ASK weight shot bag broke on the taxi approach to runway 27 at Front Royal last week. Spencer Annear took it up on himself to sweep up as much as he could. Spencer found also that the round shot made the surface treacherously slippery.

As the shot is lead and the right size to interest birds it could be distributed into the environment.

Please look for and remove the shot pellets when found.

—**Richard Freytag**  
**SSC Safety Secretary**

*Copy That - continued on Page 2*

# Copy That

## Say Again

We took the Pawnee to New Market to have the radio checked. We adjusted the squelch, checked two SSC handheld radios (as well as another, non-SSC brick) for range and did two test flights to try to determine what the problem is with the Pawnee's radio reception.

After consultation with Shane it was decided that a new antenna would be procured and that the coaxial cable would be changed. At that point there will be no radio equipment in the Pawnee that is not completely new.

For now, the airplane is safe to fly; however, everyone should be aware that the Pawnee cannot reliably receive all transmissions and that some repetition may be required. The Pawnee does transmit well.

Aviate, navigate, communicate.

—**Curtis Wheeler, SSC Towplanemeister**

## Who's that Pilot?

Just what do you really know about your fellow club members? They're kind of interesting. Who built an airplane, a glider? Who flew in the Korean War? Who was a nuclear submarine officer? Who were airline pilots, missionaries? Who was born in the Middle East? It's quite a crowd.

And the best kept secret in the club ... there are a few self-composed biographies on the membership page, available for viewing only by members. If you haven't written one for yourself, you can do that now, here's how.

- Log on to the members only area of the SSC website.
- Click on "Membership."
- Find your entry and click on the little pen icon on the right of your entry.
- Scroll down to the item "Is his bio online?" and change the value to "yes."
- Click on "Update Member" at the bottom of the page.
- Click on "View entry for [yourname] [Go]."
- Click on "Edit" in the top box ("Biography is Online").
- Write your bio on the self-explanatory screen that then appears, click on "commit" at the bottom of that page and you're done.

In addition, our Skylines editor will publish any biography you send, with pictures if you have them, and they make really interesting reading.

Don't be shy.

—**Jim Kellett, Resident Curmudgeon**

## Capstan for Sale, or partnership

To defray expenses, I promised Valerie I would get a partner or two. It has been a year and no partners. Lots of fun, but regrettably, the Capstan is for sale. N7475 1968 Slingby T49B "Capstan" side-by-side two-place, 480 lb. payload, wood construction, one man rigging, terminal velocity dive-brakes, world's largest Cobra trailer, 30:1 L/D, U.S. Standard Airworthiness Certificate, Current annual May 2008. \$20,000



to club member, I will advertise at \$24,000. For information call: Office: 703-335-8185 Home: 703-753-3806 Cell: 571-259-0042.

—**Shane Neitzey, SSC President**

## Grob Damaged

The Grob suffered damage to an aileron from striking a runway light on landing July 30. It will take a few weeks to repair.

## Sprite Still Down

The Sprite has not returned yet from its repair of the main landing gear. Hopefully it will be back flying in Front Royal within a few weeks.

## Text and Photos Don't Mix

When submitting your stories and photos for Skylines send the text in a Word document or as straight text in an e-mail. Avoid any fancy formatting such as underlining or bold text, large title fonts, etc. Do not embed any smart tags or images. These all need to be stripped out before going into the document layout software.

Start paragraphs with a three-space indentation and in-

**Copy That - continued on Page 3**



**Skyline Soaring Club, Inc.** is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. airport and is an affiliate club of the Soaring Society of America. For information about the club go to [www.skylinesoaring.org](http://www.skylinesoaring.org) or e-mail [welcome@skylinesoaring.org](mailto:welcome@skylinesoaring.org).

**President** — Shane Neitzey

**Secretary** — Craig Bendorf

**Treasurer** — Daniel Noonan

**Membership** — Steve Rockwood

**Chief Tow Pilot** — David Dawood

**Skylines Editor** — Dennis Johnson

**Directors** — Robert Creedon, Spencer Annear, Paul Seketa



dicate where photos, maps, or graphs need to be inserted if the piece is technical in nature. Write separate cutlines describing the photos or explaining graphs, charts or diagrams.

Send all photos and graphics as separate files; jpg's are probably best for sending by e-mail. Remember to give credit to the photographer(s) if different from the story author.

Thanks.

—*Dennis Johnson, Skylines Editor*

## Operations Manual Updated

The SSC Operations Manual has been updated to version 6 (dated 4 July 2008) and has been posted to the SSC website in the documents download area. This new version contains items approved by the board of directors over the last year, clarifies memberships, tow pilot requirements, Runway 09 operations, wave window information and fixes many errors. Take time to download and go over the new manual. I would like to thank those who contributed to the update, and to Judah Milgram for typing in all the corrections.

—*Craig Bendorf, SSC Secretary*

## Tost Reel System Down

The Tost reel system is down and will be for awhile. The aluminum guide duct for the rope has been compromised. The rope has sawn through the side walls of the aluminum guide duct in two places (at the bends). It is very sharp and will cause a premature termination of your tow.

Bill Bentley tells me that there was a "horn" inside the ship that wore to a knife edge as well. Let's look at all the parts and see what else might be abrading the rope.

I hope to have a new tube fabricated but it will take some time. This is not a part from the Tost System, we had it custom made by Winchester Aero Services.

This may be the cause of some of the PTTs. However it will reoccur if the guide is not built with something less prone to wear. In the meantime, we should be able to use the built-in conventional Tost release system.

Be careful that the conventional Tost catch closes securely. Several years ago I was running the line when Shane and Fleet had a 400' PTT. It turned out the tow-plane release wire was pre-tensioned so the catch would look to be closed but was actually only a bump away from releasing from the tow-plane end.

Please make sure the tow-plane Tost release closes completely when hooking up.

Thank you,

—*Richard Freytag, SSC Safety Secretary*

## SSA Rules Subcommittee Election

The annual election for a position serving on the Rules Subcommittee will be held in September in conjunction with the annual pilot poll. One position is open for a four-year term which will begin at the annual fall meeting. Nominations, which must be made by an SSA director, will be open until July 31. These nominations should be sent to Ken Sorenson, SSA Competition Committee Chairman. If you are interested in serving, or know someone qualified, contact your regional director.

—*SSA News*

# Evangelizing

Today an unfamiliar fellow showed up at our operation, and I was volunteered to greet him. He turned out to be a friendly Bulgarian fellow by the name of Ertan (I think). Anyway, we got to talking and it turns out he has a fair bit of glider experience, trained and soloed at an operation around Cincinnati and is now considering joining our club.

But he was trying to decide whether to fly gliders or powered planes. We talked for a bit about the relative advantages of each, my reasons for choosing gliders, how the club operates, how much it costs, etc. He was still unsure. Then I thought, "Hey, I'm going to be taking a two-seater up for some fun with an empty back seat, why not fill it?"

He accepted immediately.

Well, it was a great day out there and after an initial struggle we spent most of an hour above 4000 feet hopping from one five-knot thermal to the next. We flew with some other gliders, did some sightseeing and when the duty officer called us back in at 5000 feet I pulled airbrakes and stood on the pedals until we got to the pattern. After we landed, I asked him what he thought.

"I want to start instruction tomorrow!"

He probably won't start tomorrow, he told me later, as he has a vacation coming up shortly and wants to wait until after that, but it sounds like a certainty that we'll be seeing him back at the field, and soon.

I don't expect to do this with every single prospective member who shows up, but what a way to convince a guy.

—*Mike Ash, SSC Rostermeister*

## Find-a-Plane Help

Your Mission: find, for sale, an American Champion/Belanca Scout 8GCBC 180 HP with metal spar, with a tow hook would be nice, in the U.S.A., current annual, \$70,000 or less.

Alternate aircraft—Aviat Husky A-1 180 HP. If you find one, please let me call them.

The \$52,000 plane for sale in Turkey won't do, Turkey is too far.

I'm scanning Trade-A-Plane daily. You can search Barnstormers, Wings & Wheels and who knows what else?

Seek and ye shall find ... a second towplane.

Regards,

—**Shane Neitzey, SSC president**

## Summary of Discussion and Decisions From Recent SSC Board of Directors Meetings and Discussions

### Volunteers

The board is still looking for volunteers to form a Social Event Committee. We need people to come up with good ideas and help organize some activities. Please volunteer and help make 2008 a great year. The board is looking for a volunteer to be the club merchandise manager. We need someone to take charge of our current books and merchandise and develop a plan to support club needs for relevant and affordable club merchandise.

### Tow Plane

The tow plane had its starter replaced, fuel gauge replaced, and rotating beacon repaired. The aircraft radio is still being

diagnosed to determine why it has problems receiving radio calls. The Tost rope retrieval system is currently broken and is having its rope guide rebuilt.

After discussing the recent increase of tow rope problems, the board reemphasized that the tow rope should be changed every six months.

### Instructors

Bill Codwise received his instructor rating and has joined the club instructor corps. An updated Training Materials List has been posted on the club website under "Documents."

### Gliders

The board agreed to have the Sprite repaired by Gehrlein in Pennsylvania and it should return in mid- to late August. The Sprite is an important club asset that allows solo students to obtain required hours and earn badges without tying up a two-place aircraft. Additionally it will provide a good stepping stone for transition to the Cirrus and gaining the required 75 pilot-in-command or solo flights.

The Grob is currently grounded for aileron repair due to a landing incident.

The ballast weight bags have started to leak and the board is having them recovered and re-weighed. The club is still looking for someone willing to make additional bolt-in weights for the ASK-21.

### Ground Operations

The board agreed to continue paying the annual \$50 fee for the FRR Blipspot on the SSC website. For those who may not be familiar with it, the Blipspot provides an excellent daily Front Royal specific soaring forecast.

The club laptop computer battery was replaced since the

**Copy That - continued on Page 5**

---

## SSA Region IV's Second Letter-of-Agreement with Air Traffic Control Facility Signed

---

Congratulations to Gary Van Tassel (President of the Tidewater Soaring Society) and his team on their signing, on May 28, a letter of agreement which establishes communication procedures (and separate, unique discrete transponder codes for gliders and towplanes) with Norfolk Tower (ORF). The LOA was effective July 1, 2008.

Tidewater operates near the approaches to several airports in the Tidewater area with "heavy" (airliner) traffic, and the procedures established will markedly reduce the risk, which has been increasing in recent years, of an unfortunate interaction between an airliner and a glider. While there has

never been an airliner/glider mid-air collision in the United States (and only one in the world, in France), it's not rocket science to understand that it could only take one to put an end to soaring, at least as we know it, here in the U.S.

The LOA benefited from the first such letter in Region IV which was negotiated earlier this year by M-ASA and the Potomac Consolidated Center, and which took almost a year to complete. Tidewater's discussions took much less time. The agreement is also serendipitous to the national interest in such agreements, given that the National Transportation Safety Board made two recommendations to the

Soaring Society of America on March 31, 2008 to "... encourage voluntary transponder installations and emphasize the importance of their use" and "encourage your members, glider clubs, chapters, and glider fixed-base operators to develop working groups with local air traffic control facilities to develop and distribute detailed guidance and information related to air traffic routes, ATC radio communications, transponder use, and other pertinent information to improve the safety of glider and aircraft operations in their area."

Talk about timing.

—**Jim Kellett**

old one no longer held a charge. One of the handheld radios was damaged during operations and had to be replaced. DOs and ADOs need to take care to prevent damage to the radios.

#### Second Tow plane Committee

The committee has been actively searching for a second tow plane and has checked out multiple candidate aircraft. However, due to the limited choices and issues with many of the aircraft, they have not found the best solution for our needs and budget yet. The committee is looking at multiple types of aircraft but is primarily focusing on a good Scout, Super Cub or Husky.

#### Duty Officer Issues

The issue was raised and discussed on the increase of DO and ADO no shows. The problem was still limited but the board agreed that if the problem increased we may have to look at imposing fines similar to those used at another local club.

Concern has been raised by many of the DOs on the training level of some of people assigned ADO duty with little or no training. The board has asked George Hazelrigg to put together a proposal for a workable training program.

The board's biggest concern was how to document the training so that the DOs could easily retrieve the information and enforce the standards.

#### Cirrus Lease

Once the Cirrus completes its annual inspection and the club insurance policy is activated it should be available to members. Thanks to the hard work of many club members the Cirrus will be kept on dollies in the hanger and should be easy to assemble and disassemble by one person. The board approved Gordon Roesler as the new Cirrusmeister and approved a fee of \$24 per hour for the Cirrus with no time limits for flight duration.

#### Operations Manual Update

The SSC Operations Manual has been updated and is available for download from the SSC website's "Documents" section.

#### Website – Duty & Membership Rosters

The board discussed the issue raised by several members about personal information being available on the website. The issue centered on the duty roster. After reviewing the information placed on the roster and the need to have the information easily available to

our members the board determined that the duty roster didn't have very much information on it other than last names and dates and that it should stay on the open area of the website. The board also determined that the membership roster had a fair amount of information that could be considered personal (full names, town of residence, etc.) and should be moved to the members-only part of the website.

#### Board Meeting

The next board meeting will be held at 6 p.m. August 19 at Shane's shop in Manassas. Any members who have issues for the board to discuss please send them to the SSC Directors email address: [directors@skylinesoaring.org](mailto:directors@skylinesoaring.org).

### Retrieve Car for Sale

Due to my move to the New York City metro area I must sell my red 2006 Volvo V50 4-door station wagon. It's the perfect glider tow car with a 5-cylinder engine, 30 MPG, automatic transmission, CD/radio, and plenty of storage space for your glider parts and parachute. It has just 18,000 miles and is in mint condition. \$18,500.



Call me at (703) 344-8380 or e-mail [dj@denniskjohnson.com](mailto:dj@denniskjohnson.com).

— Dennis Johnson, Skylines editor

### Do You Know Airspace?

Last Sunday I did my BFR and sure learned a lot. The flight portion wasn't too bad, a lot of turbulent air but not too bad. Then came the ground school portion. George Hazelrigg gave me a severe interrogation of airspaces. Wow! I learned that I didn't know as much as I thought I did. What a lesson. George told me that I need to study more. I asked where someone could get lessons on airspace and he said he'd be willing to give a lesson lasting about an hour on the subject. I said I'd write up a request for anyone that would like to attend such a lesson. So, if you'd like to attend such a lesson, send me and or George your name. If he gets enough interest he'll decide on a date. Ask yourself the question, "do I really know enough about the subject?" You may surprise yourself with an honest answer.

—Kevin Fleet

## Clean Your Hangar!

**Here's the workbench and glider storage area of a club about half of Skyline's size. The equipment is all freshly painted, cleaned thoroughly after every operational day, and very rarely displays "hangar rash." Think of this when you look at our work area and aircraft in the hangar.**

—Jim Kellett, SSA Regional Director and SSC Resident Curmudgeon

