

SKYLINE



SKYLINE SOARING CLUB NEWSLETTER

June 2008

Boarded?: News from the SSC Board of Directors

Summary of discussions and decisions from recent SSC Board of Directors meetings.

Volunteers

The board is looking for volunteers to form a Social Event Committee. Currently we do not have any planned social events for this flying season and we need people to come up with good ideas and help organize some activities. Please volunteer and help make 2008 a fun year.

The board is also looking for a volunteer to be the Cirrus meister that will be leased by the club.

The volunteer should be someone who is qualified and plans to fly the Cirrus.

Tow Plane

The Pawnee VHF radio was checked out and found to be bad and was replaced with a new one. The Bose headphone power connection has been installed. Recapped tires were installed and will be monitored for wear.

Sprite

Chris Groshel grounded the Sprite on April 25 when they noted significant buckling in the box-like structure in the fuselage that supports the main wheel. It was probably caused by a hard landing. Chris is currently looking for someone to have the Sprite repaired.

Grob

Several small dings and a small hole in the surface of the horizon-

tal stabilizer were found. The cause is unknown but the aircraft was inspected and found flyable.

Tow Vehicles

The three-wheeled motorized bikes are operational. Club members should understand that there are potential safety issues with ATCs if they're not operated properly, but there is a need for additional tow vehicles during the summer months and the ATCs have worked out well. The Tow Vehicle Meister has been asked to put out instructions to the club members on the proper use of tow vehicles and club operating limits—for glider retrieval only, keep speed below 15 mph, no fast turns, stay on paved or flat terrain and wear the provided helmet. Placards will be placed on the ATCs with safety information.

Second Tow Plane Committee

The committee is searching for a second tow plane and is currently looking primarily at Scouts, Super Cubs or Maules.

The committee has checked into several possible aircraft but is working to find the best candidate for our needs and budget.

Due to the higher cost of the few good aircraft on the market and the status of the club's available funds, the board voted to increase the maximum funds that would be made available for a second tow plane purchase to \$75,000 with up to \$40,000 in member loans.

Cirrus Lease

The board worked out a lease agreement with Dan Noonan for his single-seat Cirrus. Depending on the results of the aircraft inspection we hope to have all the

paperwork complete and the aircraft available in early- to mid-June. Club members will be notified by e-mail when everything is complete.

The club instructors recommended the following as the minimum requirements for flying the Cirrus: Seventy-five pilot in command or solo glider flights, of which 12 were in the last 12 months, a Glider Private Pilot Certificate, an endorsement in the member's logbook by a club CFI that he has received ground instruction in the operating characteristics and control systems of the glider and is deemed proficient for safe flight, and an endorsement in the member's logbook by either a club CFI or a non-CFI club member experienced in the assembly/disassembly of the glider and use of the trailer that the pilot has performed those tasks under supervision and is capable of directing those actions.

Operations Manual Update

The club secretary has been running behind in the operations manual update, but a fair amount of new issues, and errors in the old manual, have required more revisions. Currently the updated manual is expected to be ready for posting in mid- to late-June.

ASK-21 Ballast

The board has looked into getting additional weights for the ASK 21 for the lighter pilots. After discussing it with the owner it was determined that due to the high cost it would be cheaper for the club to make its own. The club is now looking for someone willing to make additional weights that can be bolted into the aircraft.

Copy That

Civil Air Patrol

Currently there is no formal agreement between SSC and CAP and the board is looking into what kind of agreement we may be willing to enter in the future. Under our insurance policy CAP members flying a CAP glider can buy tows from SSC without being a club member or a member of SSA. To fly in an SSC glider they must be a club member or a guest. To receive formal training or a CAP check ride in an SSC glider they must be a club member.

Sprite Land-out

One lesson learned from the Sprite landout was that the club didn't have a tow ball and tongue combination for towing the Sprite trailer which uses a 3/4 inch ball. This caused the recovery to be longer and more complicated since a member's tow tongue had to be taken apart and rebuilt. The board has requested that the Sprite Meister have a ball and tongue made for the Sprite trailer to make recovery easier in the future.

Off-field Day

The board has asked Jim Kellett to schedule an off-field flying day at Craig Hagerman's grass strip north of Winchester in September or October.

This is a great annual event for everyone and provides a great off-field learning environment. Once a date is set we will be looking for volunteers to help set up and coordinate this event.

Upcoming Events

June 14 - Air & Space Museum Family Day (members will participate individually)

Sept. 12-14 - Front Royal Airport Air Show (club will participate)

Board Meeting

The next board meeting will be held Thursday, June 12 at 6 p.m. at Shane's shop in Manassas, Va. Members with issues for the board should send them to the SSC directors' e-mail address: directors@skylinesoaring.org.

—Craig Bendorf, SSC Secretary



Capstan Share Available

Is anyone interested in partnering or syndicating the Capstan with me? It's a 1968 Slingsby Capstan T-49B two-place side-by-side, 30:1 L/D, and includes a one-man rigging system and the world's largest Cobra trailer. Partner must have at least a private pilot glider license to keep insurance costs reasonable. If you're interested call me at: cell: (571) 259-0042, office: (703) 335-8185, home: (703) 753-3806.

—Shane Nietzey



Tow 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 6-cylinder engine, automatic transmission, CD/radio, and plenty of storage space for your glider parts and parachute. It has just 16,000 miles and is in mint condition. \$19,500. Call me at (703) 344-8380 or e-mail dj@denniskjohnson.com.

—Dennis Johnson, SkyLines editor

SSA Regional Directors Nominations

Nominations for the election of SSA Directors representing Regions 5, 8 and 12 must be postmarked by July 30. Terms for these directors will be from January 1, 2009 to December 31, 2011.

SSA members may nominate a member from their region to serve on the SSA board. Candidates must be nominated by at least three current SSA members from their region. Nominations must be submitted in writing to the Soaring Society of America, P O Box 2100, Hobbs, NM 88241-2100 or by fax to 575-392-8154. Nominations must include the name of the nominee and the nominator.

After the deadline nominees will be notified and asked to send a photo and short biography. Each candidate is responsible for supplying the SSA with this information by August 10. Ballots



and biographical information will be mailed to voting members in those regions in August with a deadline of August 30. Candidates will be notified of the results in early September and the results will be published in the November issue of Soaring. For more information contact the SSA office at 575-392-1177.

From Dick Otis Skyliners,

I'm happy to report that, three weeks after my heart surgery, I'm doing just

great. I met with the surgeon yesterday, and he tells me all my vital statistics, except for my hemoglobin (red blood cell count) are back in the normal range ("eat more steak").

He sent me back to the cardiologist next Friday for a follow-up during my rehabilitation period (8 weeks). He has promised that eventually I will be able to exercise, dance and fly without restrictions.

Anyway, other than a little soreness in the chest bone, I'm feeling great and I'm walking up to a mile, three times a day.

See you at the field soon.

—Dick Otis

SoaringNV

SoaringNV ("Soaring Envy" get it?), a new outfit in Minden, Nevada and managed by Fred LaSor, a former Skyline member, instructor and tow pilot, is open for business as of May 1.

For those who don't know Fred, he's a good friend of many club members and went inactive from the club in mid-2005 when he moved to Minden to retire into the soaring biz.

Experience world-class Sierra wave soaring year round and incredible thermals in the summer season, peaking between June and September. Beginner, add-on rating and cross-country soaring instruction is available from highly qualified instructors in advanced equipment such as a Duo-Discus and

ASK-21. Earn badges or just go for a spectacular solo cross-country soaring flight in a well-equipped LS-4 (after check-out of course).

I've flown out of Minden in the Sierra wave several times and in the truly spectacular thermals on a half dozen occasions. As Mike Ash, Richard Freytag, Bill Vickland and plenty of others can attest, it's a world-class soaring site and well worth a visit.

For more information go to www.soothingnv.com.

—Craig Sutherland

Weather Website

If you've not seen this weather site, www.xcskies.com, have a look. It'll help your understanding of soaring weather a great deal. It appears to have been created by hangglider and paraglider pilots. It integrates NOAA WX models and overlays the information on Google maps. It also provides a significant amount of graphical information about wind and surface observations on one screen. The basic display is similar to Dr. Jack with more clickable information available. It also provides forecasts.

—Jim Garrison

Women's Soaring Society Seminar

The 2008 Women's Soaring Society Seminar will be hosted by the Central Indiana Soaring Society at Alexandria, Indiana June 23-27. This is an opportunity to meet with other women (and a few men) who share an interest in soaring, explore other soaring sites, and expand your own soaring skills.

As usual, building additional flying skills will be a focus of this year's WSPA seminar. Class sessions focusing on thermalling and cross-country techniques in flat terrain are planned as well as other topics. Expect visits from some WWII airplanes, parachute jumpers and other surprise guests.

The best flight options will be either Fort Wayne International Airport or Indianapolis International Airport. Both are about 90 minutes drive by interstate highways. A rental car will be necessary to reach the field. You may want to communicate with other attendees to share a ride.

Register by logging onto the WSPA website at <http://womensoaring.org/Seminar/seminar.html>.

Gold Altitude Awarded

Gordon Roesler's gold altitude attempt made Feb. 28 — read the complete story in the April Skylines—was officially acknowledged. **Congratulations Gordon.**

Citabria For Sale

John and I have decided to sell the Citabria. It's a 1974 Belanca 7KCAB Citabria which is aerobatic (SN 479-74). The engine is a Lycoming IO 320-E2B which has a two-minute inverted flight capability, including both fuel and oil system. It is fuel injected which makes for easy starting. The price is \$55,000, which is consistent with the AOPA aircraft appraisal price for the year and model but does not account for the 160 HP conversion, which is a major plus. The aircraft has about 1650 hrs TTAF and the engine has less than 60 hours since major overhaul. The fabric was new in 2002. It has



Hooker Aerobatic five-point harnesses in both seats. Instruments include standard ASI, altimeter, vertical speed indicator, electric turn and bank, CHT/EGT indicator, oil temp, oil pressure and Valcom 720 transmitter. It has wing tip strobe lights and a standard Schweizer tow hook. It has the earlier high-lift low-speed airfoil rather than the symmetrical airfoil.

The Citabria would be ideal for a group of up to five guys who want to accumulate tail dragger time and tow experience. In this case, I might participate. I am not sure that we are really limited to five but I think there are insurance restrictions in partnerships. There would not be such limitation if a fully designated club was formed around it. Towing for the club on a commercial basis is not feasible, but that would not limit its use for towing gratis to accumulate tows and tail dragger time. Insurance restrictions on owners are not as tight as towing for the club, so a lower time taildragger pilot would have better opportunity to gain experience. The use of the Citabria as a Skyline tow plane in the hot summer months would need to be evaluated. In any case, for the rest of the year it would meet the club's needs for backup towing and for training tow pilots. I have no doubt that the Citabria will tow any single-place glider out of FRR with as much tree clearance as the Pawnee. If the club is interested we could conduct tests at Petersburg in warm weather and determine if it would have any limitations.

It is important to note that the rate of climb is not the most important factor in clearing the trees at FRR. The power-to-weight ratio of the tow plane is a better indicator of its ability to clear the trees at the end of the runway. Likewise, for the glider, the ratio of the nominal glide ratio to weight of the glider with passengers is a good indicator. Therefore, a given tow plane can tow an 800 lb. glider with a 40:1 L/D faster than it can tow a 600 lb., 20:1, S1-26 to 3000 feet. However, because both the 1-26 and the Citabria can lift off sooner, together they can clear the trees with more margin than other configurations. Therefore, to really determine how well the Citabria can do we would need to test the heavier gliders.

If the club is interested in considering this option I would be willing to spend a hot day at Petersburg towing, free of charge, any pilots, hopefully including the ASK and/or the Grob. Let me know your collective or individual interest.

—Bill Vickland

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 or e-mail 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



Volunteering

The club functions entirely through the efforts of volunteers—you already know that, of course, because everyone works as a DO, ADO, CFI, tow pilot, etc., and some serve in “super-volunteer” roles, e.g., treasurer, secretary, hangarmeister, aircraft godfather, chief tow pilot, chief CFI, and Skylines editor.

Over the years there’s been another function that has been accomplished, with varying degrees of zeal, by individuals who recognized the need and “just did it.” For example, a CFI has organized and managed the bulk purchase of training materials for re-sale to members at a significant discount (that inventory is depleted at the moment, but will soon be improved). Phil Jordan took it upon himself to establish a really neat arrangement with the Land’s End clothiers to put Skyline’s logo on pretty much any piece of clothing Land’s End sells. Have you ever noticed the tow pilots’ jackets? From time to time I ordered and stocked cotton long-sleeved T-shirts (excellent for summer soaring—keeps the sun off the arms) for sale to members. We also obtain and redistribute soaring promotional videos. Recently, the club’s instructors determined that there were a couple of other items of Skyline merchandise that they’d like to see available to members, such as carry-bags for books and training materials, and small toy gliders. A couple members are researching sources for these items as I write.

But what seems to me to be missing is responsible oversight for the whole function of managing club purchases and “sales” (that’s in quotes because we can’t legally “sell” to the public, just to ourselves). Such a focal point could help determine just which products we really need or want, find competitive providers for them, manage an inventory, coordinate with other club functionaries (e.g., the board of directors, the CFIs, the DOs, etc.) about how to select products, price them, and manage the inventory and sales. A marketing manager of sorts to bring coherence and discipline to this valuable but somewhat haphazardly managed function.

Any thoughts? Volunteers?

—Jim Kellett,
Resident Curmudgeon

Changes in Training Procedures

At the May 10 meeting of the club’s instructors there was agreement that more emphasis needed to be placed on the use of student progress reports” to help students move through the program efficiently toward their glider pilot certificate.

Many of you already know how to access your SPR on the club’s website. You have to log on as a member and select the proper menu item. When you get to your SPR you will find a link to print out an abbreviated version in hard copy. Effective immediately you should bring a current printed SPR to the field on any day you expect to receive flight instruction. If circumstances prevent that you will find a computer in the pilot’s lounge of the terminal building on which you can view, with your instructor, your SPR. At the moment we do not have the capability to print out a hard copy from there, but we’re working on that, too.

—Jim Kellett, Resident Curmudgeon and Interim Chief Flight Instructor

Getting to Know You

In recent years relatively few members have taken advantage of the club’s resources to get to know their fellow members in our little family. Did you know there was a link to a secure section of our website with a list of members where you can find several pictures and biographies? Makes interesting reading.

One member who hasn’t put in a bio’ yet is George Phillips so I’m going to steal a little of what could be his story. George is a retired anesthesiologist who lives on his airport/farm 12 miles WNW of Front Royal, right at the base of the first ridge in the Alleghenies. (The strip is about 2000’ long and quite nice, I’ve landed there in my glider.) A pretty active old fart (I play racquet-

ball with him occasionally). In addition to being a pilot (and glider pilot) he’s also an accomplished sailor who takes his sailboat on occasional long cruises, like to Maine or the Caribbean. And in the summer he occasionally works as a volunteer physician in Africa as part of a church mission.

Today though, take a peek at another of his major projects—the construction, from scratch, of a GeeBee replica. George has a full machine shop in his barn where he’s fabricated lots of interesting stuff, but the biggest project is building an airplane from plans. It’s moving right along now and here’s a picture of it taken in the last few weeks.

—Jim Kellett, Resident Curmudgeon



Photos by Jim Kellett
George Phillips homebuilt Gee Bee replica takes shape at his Virginia farm.

Party On, Jim!

One of the perks of serving as an SSA Regional Director is that you get to know a lot of new and interesting people in this sport, and you occasionally get invited to parties. That’s how I got invited to the Shenandoah Valley Soaring Club’s Spring Fling in late May.

It was a party to celebrate the kickoff of the heart of the soaring season and to open the new home of one of their

members, Hal Loken.

Hal's a recently retired DuPont executive who finished a lovely home perched on the side of a mountain overlooking the Rockfish Valley. Does Rockfish Gap sound familiar to you as a soaring pilot? On September 21, 1933, Richard du Pont launched from Afton Mountain overlooking the gap on the start of his world record 121.5 mile flight to Frederick, Md. in a Bowlus sailplane.

Small world, eh?

As I drove up to the house, it was hard to not notice the Robinson R-44 helicopter sitting in the side yard. No, it's not Hal's, but it belongs to the contractor who built his home and who was also a guest at the party. As the party warmed up, with a selection of smoked salmon, wine, shrimp, beer and cheeses, before the main meal, several of the guests took a spin up the valley in the four-seat helicopter.

At one point all the guests lined up on the second-story deck while a passenger took a picture of us from the helicopter. Not to be outdone we shot back, making photos of the helicopter hovering just off the deck while our picture was being taken.

—**Jim Kellett, Resident Curmudgeon and SSA Regional Director**



Photos courtesy of Jeanne Pitsenberger

Smithsonian Udvar-Hazy Family Day & Fly-In

Saturday, June 14

10 a.m. to 3 p.m.

Smithsonian Air & Space Museum's
Steven F. Udvar-Hazy Center, Dulles, Va.

Admission: Free

Parking: \$12/vehicle

RSVP for you and your family to attend Family Day and you'll receive an update the week before the event, with a list of aircraft, activities, etc., plus directions, parking and logistics details to help you get to the event). Go to: www.afceanova.org/familyday

View photos of the aircraft that are flying in for Family Day at the Smithsonian website: www.nasm.si.edu/becomeapilot/aircraft.cfm

More details about the event can be found at the event website: www.nasm.si.edu/becomeapilot/

Sign your company up to provide an interactive/educational display related to aviation, math, science or engineering, and focused on kids. www.afceanova.org/familyday

More than 50 aircraft ranging from antique to modern military, balloons to un-manned vehicles, will be on display outside the Boeing Aviation Hangar. Pilots will be with their aircraft to answer questions, and in some cases visitors will be invited to sit in the cockpit.

Inside the center will be an array of special "Reach for the Sky" activities for all ages. Visitors can learn what it takes to become a pilot; and youngsters can participate in a living legends art activity, talk to model airplane experts, enjoy hands-on activities, learn about careers in aviation, engineering, math & science, and fly a simulator. Even toddlers are included with "Flights of Fancy" stories and other age-appropriate activities.

Location

Smithsonian Air & Space Museum
Steven F. Udvar-Hazy Center, Dulles, Va.
On Air and Space Museum Parkway off
Route 28, Chantilly, Va.