

SKYLINE

SKYLINE SOARING CLUB NEWSLETTER

October 2008

I Will Be A Better Pilot Because ...

Along with Craig Bendorf, David Collier and Ryan Hatfield I recently participated in a day of spin training at Shenandoah Valley Soaring Club. The club is part of the Eagle's Nest aviation community in Waynesboro, Virginia. It boasts a very nice club house, several aircraft and gliders and a 2,000 foot grass/asphalt runway oriented along a 060/240 degree axis.

Bob Sallada briefed our group on the field operations, the plan of the day, and the peculiarities of the Blanik L-23 glider we would fly as compared to the more familiar ASK-21 and Grob-103. Our hosts, Bob Lacovara and Graham Pitsenberger and company, were most gracious - putting up a tent, serving drinks and sandwiches, and regaling us with grandiose stories of aviation.

The field operations brief included an off-line initial start point for the glider tow to be initiated from the grass; a few prominent geographical features for orientation from the air, a left-hand traffic pattern for all aircraft, and a sharp ground rise up to the grass touch-down and roll-out area for landing which would cause pilots to overestimate their approach height.

The Blanik L-23 is a Czech-made, metal, tandem-seat, T-tail, tail-dragger with a free-castering tail wheel. The cockpit layout includes standard instruments but a much taller stick than we are accustomed. Most unusual is that the spoilers, trim and wheel brake are on individual controls and, therefore, the spoilers and wheel brake cannot not be engaged simultaneously. The Blanik proved to be a fine aircraft to fly.

The general consensus is that a fully-developed spin is difficult to perform



reliably in a normally-loaded ASK-21 or Grob-103; nevertheless, it's a maneuver that every glider pilot should understand and experience firsthand. Each student received one 5,000' tow. In order to take maximum advantage of the available height, upon releasing from the tow plane Bob immediately demonstrated a normal spin with all the characteristics of a stall and then gave control of the aircraft to the student. At Bob's command each student eased the stick straight back and then abruptly applied full rudder causing the glider to skid - stick back, nose up, speed slows, noise reduces, mushy controls, slight buffet ... skid and stall entry. This combination caused the glider to snap over

onto its back along its longitudinal axis while simultaneously pivoting along its lateral axis into an extreme nose-down orientation rotating at about 70 degrees per second and losing about 400 feet per revolution while engaged in a spinning descent at an indicated airspeed of approximately 45-55 knots. One ... two ... three ... four ... five revolutions.

Fitting the definition of a spin, the speed and G-loading remained constant throughout the maneuver. The stick was neutralized and full rudder was applied in the opposite direction of the spin to counteract the uncoordinated maneuver. Upon recovery the

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aircraft resumed coordinated flight and immediately entered a steep dive. With its sharp nose-down position the speed almost instantaneously increased to over 100 knots. A steady and deliberate 3-G pullout exchanged speed for altitude and the aircraft zoomed up 100-200 feet and with a level attitude attained the maneuver was complete.

Pilot awareness that the aircraft is spinning and recognizing in which direction it's rotating is essential to recovery. In fact, according to the AOPA website, "The long-term accident record makes it clear that a large number of pilots do not respect or recognize stalls well enough to recover at the low altitudes at which they typically occur."

While the normal spin was entered with conviction, the turning-entry spin maneuver took a bit of coaxing for the Blank to execute. As the latter spin is more likely to occur close to the ground, such as when in a low, slow, overshooting landing approach, it is potentially far more deadly. Although textbooks refer to the "incipient" spin, in its place I would substitute the word "insidious" due to its rapid, unexpected and unforgiving onset.

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Bob's on-site post-flight discussions under previous training from our flight instructors, enabled me to competently execute the spins and recovery.

It's easy for Skyline Soaring Club members to nonchalantly dismiss spins as, "Why bother? It's something neither an unmodified ASK-21 or Grob-103 can easily do." Even if that's true, the experience of recovering an aircraft from a potentially fatal maneuver is invaluable and will make us all better pilots – and besides that, it was a blast. This experience pushed my personal flight envelope well beyond where I would, or could, take it without potentially catastrophic results - an unintentional spin - for which my only previous training was what I read in a book. I have now translated book-knowledge into knowing and understanding by doing. I feel that in the future I will be quicker to sense the onset of an incipient spin and more importantly I'll intuitively understand how to stop and recover from it precisely because I've now "been there and done that."

Thank you, Bob Sallada, Jim Kellett and Shenandoah Valley Soaring Club.

I will be a better pilot because ... of Skyline Soaring Club's efforts to work with Shenandoah Valley Soaring Club to provide our pilots with spin training.

—Rob Creedon

"The long-term accident record makes it clear that a large number of pilots do not respect or recognize stalls well enough to recover at the low altitudes at which they typically occur."

significant step to a better pilot. Spin first opportunity experience abnormities. This training comfort level well I've experienced ing career at Front

brief, Jim Kellett's ground school dis-the tent, and the ing I've received

Copy That!

A New Page in Club History

SSC Board decisions and discussions for August and September

As you read through the information below I hope you will realize that September 2008 is an historical month for the club. As of this month the club now has two tow planes and four gliders. With the addition of the Husky and Cirrus the club made a significant step to increasing its capacity for meeting members' needs and to support our future growth. I would like to thank everyone who has helped make this happen, and the members for their continued support.

Tow Planes

The Pawnee Tost reel is still down for the rope guide tubing. The aluminum guide tube was locally manufactured for the Pawnee about four years ago and the tow rope retraction had slowly cut holes in it at the bends. New aluminum tubing has been purchased and we hope to have a new rope guide and spare built soon.

The Husky is now being flown for checkout flights. We are waiting on parts and the installation of the new tow release before it can start towing. The tow release will be an external version and the rope will have to be dropped before landing.

Tow Pilots

Martin Gomez's has been approved by the board as a service member and by the Chief Tow Pilot, Dave Dawood, as a new tow pilot. As soon as he completes tow training in the Husky he will start flying normal operations with our daring band of tow pilots.

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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 welcom@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



Gliders

Grob

As everyone probably knows the Grob has been repaired and returned to service. Additionally the Grob and ASK batteries were replaced.

The board is looking for a new Grobmeister for 2009. Frank Banas has done an outstanding job as the Grobmeister over the years but would like to step down at the end of the season. Anyone interested should contact the board or Frank Banas to learn more about this rewarding position.

ASK-21

A ding on the right side of the fuselage was noted recently and the glider was inspected and cleared for flight. It's very important that any damage to the aircraft be reported to the duty officer immediately to ensure that it's properly inspected for flight safety considerations. Additionally a written accident report is required to be submitted to the SSC Board within seven days of any accident or incident that damages equipment

Sprite

The Sprite has returned and is back flying. The landing gear box was repaired by Gehrlein and the horizontal stabilizer was recovered by Chris Groshel. The damage was the result of what appears to be multiple hard landings that finally caused buckling of the aluminum gear box area. It's important that if anyone has a very hard landing in the aircraft they inform the duty officer so that the aircraft can be properly inspected.

Cirrus

Dan Noonan's Cirrus is now fully under lease with the club, and interested qualified individuals will need to get with Jim Kellett, Paul Seketa, Shane Neitzky, or any other Cirrus-experienced instructor to get trained and signed off.

The following are the minimum requirements for flying the Cirrus:

- Glider Private Pilot or greater certificate.
- Seventy-five pilot-in-command or solo glider flights, of which twelve were in the last twelve months.
- 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.
- An endorsement in the member's logbook by either a club CFI or a non-CFI club member who is experienced in the assembly/disassembly of the glider and use of the trailer, and that he has performed



Dan Noonan's Cirrus is now under lease with the club and ready for proficient pilots.

those tasks under supervision and is capable of directing those actions himself.

Airport Issues

The board and club representative, Craig Rodarmel, are working with the Front Royal Airport Commission to have the electrical box in the grass area between the runway and taxiway replaced with a box flush with ground to increase landing safety for our gliders. The box is not considered a safety hazard for normal flight operations by the FAA or county; however the commission understands the issue and is willing to try to obtain funds and split the cost with the club.

Finances

Club members are reminded that they can not have the DO charge flights to their account unless they have the full amount already in their account. If your account will be short you need to leave a check with the DO. Additionally you can always give the DO a check to add funds to your account. All accounts in the arrears are reviewed by the board at the board meetings to determine if any action is required.

Taxiing Club Gliders off Runway

The board has decided it is necessary to prohibit taxiing club gliders off the runway at the intersections due to the multiple occurrences over the years of hitting the runway/taxiway lights. Instructors are required to teach taxiing procedures but this can be done into the grass where the lights are spaced further apart.

Tow Fee Increase

The board voted to raise the basic tow hookup fee by \$2 effective Oct. 1. Since the last time tow fees were raised a couple years ago aircraft fuel has gone up over \$1/gallon and has reduced the funds available to pay for aircraft repair or replacement. While \$2 per tow won't make up for all of the fuel cost increases it will help.

Upcoming Events

Dec. 14 – Last day of scheduled operations for 2008

Jan. 17, 2009 - Annual Membership Meeting

Feb. 7, 2009 – Annual Safety Meeting (mandatory to fly)

Feb. 7, 2009 – First day of scheduled operations for 2009

—**Craig Bendorf, SSC Secretary, Secretaryctzaben@earthlink.net**

Chilhowee Oktoberfest

The annual Chilhowee Oktoberfest will be held Oct. 10-12 and promises to be another great flying and social event. We'll meet to relive the highs of the season, appreciate our racing sailplanes,

What did I tell you about taxiing off the runway? Now let's see ya dance, you lame Lindbergh-wanna-be!

SSC flight instructor, Bob Sallada, aka "Old Blood and Guts," encourages new students on the tarmac at Front Royal.



play with the old-timer gliders, enjoy old friends, make new friends, fly the ridge and drink in the breathtaking backdrop of the Hiawasse River and Tennessee Appalachians in the fall. Don't forget that Oct. 13 is Columbus Day, so if you can, make plans to stay for an extra day of flying; tows will be available.

For more information contact Sarah Kelly, Chilhowee Gliderport, at cell: (423) 506-9015, work: (423) 338-2000, or go to www.chilhowee.com.

ADIZ Special Awareness Training

Pilots must receive ADIZ Special Awareness Training if they plan to fly in the DC area effective Feb. 9, 2009. ADIZ-related Safety-Education events and tours are periodically offered at the Potomac Consolidated TRACON in Vint Hill, Va. Take advantage of this opportunity to learn more about the new ADIZ and receive a tour of a TRACON facility, see www.faa.gov/ato?k=pct for registration and information.

The FAA is requiring "special awareness" training for any pilot who flies under visual flight rules within a 60-nautical-mile radius of the Washington VOR/DME. This training has been developed and provided by the FAA on its www.FAASAFETY.gov website and focuses primarily on training pilots on procedures for flying in and around the Washington, DC Metropolitan Area Defense Identification Zone and the Washington, DC Metropolitan Area Flight Restricted Zone. The rule is expected to reduce the number of unauthorized flights into the Washington, DC Metropolitan Area airspace and FRZ.

Under this final rule, each pi-

lot who is required to complete the training should print and maintain a certificate of training completion; the certificate can be downloaded from the www.FAASAFETY.gov website.

When requested, the pilot must present the certificate to an authorized representative of the FAA, National Transportation Safety Board, Transportation Security Administration, or any Federal, State or local law enforcement officer. Completion of training will be recorded in the pilot's registered account on FAASafety.gov.

For more information contact Karen Arendt, FAA Safety Team Program Manager, 13873 Park Center Road, #475, Herndon, VA 20171. (703) 230-7664 ext. 206, karen.arendt@faa.gov.

Hangar Happenings

The Sprite elevators are back on and the paperwork done. The field battery was checked and found to be charged, but the in-line fuse was blown. The fuse was replaced and the Sprite is back in service.

The chip on the side of the ASK and nose wheel tire were inspected and are not problems at this time. For those who are new to the club you should know that we have a bunch of rags to clean the airframes and a special bin of flannel rags with polish to clean the canopies.

Use a clean piece of flannel only on the canopies and if it falls on the ground, throw it away. We don't need a small piece of grit scratching the Plexiglas. Do not use the rags



in the big gray bins to clean the canopies. The rags in the tall gray trash bins are used with water or cleaner to clean bugs from the leading edges. When they are dirty put them in the adjacent bin so they can be washed when someone has the time. By the way, when is someone else going to take up that task? And don't let the rags lay around, especially on the dirty floor; again, they pick up dirt and can scratch the finish.

Thanks,
—Chris Groshel

AIG or DUO

Since putting your money in the stock market or certain U.S. financial institutions is a really bad idea right now, how about German fiberglass as an alternative?

Hal Loken, a Shenandoah Valley Soaring instructor, and I are looking at a nearly-new Duo Discus for a syndicate purchase by 5-6 experienced pilots. The intended use would be for two-place fun, cross-country instruction and flying.

This particular Duo was brought into the country in 2005 and has been flown a total of 10 hours, yes, 10 hours. It is with M&H in Elmira, New York, and Heinz says it's like new. It has a metal Cobra trailer and is equipped with most everything, including a transponder. The price is high - about \$130,000 - but it probably could be purchased for somewhere in the \$120,000 range. This is still a lot of money, thus the 5-6 person syndicate would be needed to make it affordable. There are no real arrangements or decisions yet, but if you might be interested, send me an email and we can explore the possibilities.

Best Wishes,
—Jim Garrison

Do you Duo?

A Duo-Discus is an absolute dream to fly - responsive, good performance, gentle, obedient, doesn't do anything nasty or strange. They are truly wonderful gliders. They have three here in the club in Bern. If only the weather wasn't grey and rainy every weekend.

The Duo-Discus X addresses my only complaint about the regular-ole-Duo Discus, the lack of very effective air brakes. The Duo-X drops flaps at around 45 degrees as you go to full spoilers. The Duo-X has better landing gear too, but that wasn't a complaint I had with the original.

Also, you better root for a full recovery for AIG; they are the underwriters of Costello insurance, under which just about every glider you see is insured.

—Piet Barber, SSC Webmeister in Exile
www.pietbarber.com
www.pietbarber.blogspot.com

Pilots Earn Ratings

Skyliners, join me in congratulating Rob Creedon, who obtained his private pilot certificate with a glider rating, and Tom Park, who added a glider rating to his commercial pilot certificate. Rob and Tom flew with Marvin Holland, the Designated Pilot Examiner, at FRR. The mastery of all elements

required was demonstrated. I understand that Marvin walked away nodding his head, saying, "Those guys taught me a thing or two about glider flying."

Well done, gents. Who's next?

—Joe Parrish, SSC Flight Instructor

P.S. Thanks to everyone who helped out.



Could AIG'S Financial Troubles Affect Glider Insurance?

The news media are filled with reports of the financial troubles of AIG Inc., one of the world's largest insurance companies. These reports have been of concern to SSA members because SSA's group insurance program for glider owners is underwritten through one of AIG's insurance subsidiaries.

As of Sept. 17, our broker, Pat Costello of Costello Insurance, advises us that the financial woes suffered by the AIG Inc. are unlikely to affect the insurance policies SSA members have with AIG.

This is not the same situation as in 1989 when Ohio General (the underwriter at the time) went bankrupt.

This time it's a separate non-insurance subsidiary of AIG that's in financial difficulty. All reports are that National Union Fire Insurance Co., the actual underwriter, is financially sound.

As of Sept. 17 Pat Costello informs us that it is "business as usual" for holders of SSA's Group Insurance. Pat will continue to renew existing policies and will assist SSA members in obtaining new policies.

If SSA members still have questions they should contact Costello Insurance directly.

—Pat Costello (480) 968-7746, (800) 528-6483, insure@aviationi.com

— SSA News

Petersburg Wave Camps

Plans are being made for the Winter 2008/2009 soaring season at Grant Co. Airport in Petersburg, W. Va. The plan is to hold at least two long (10 days or more) wave camps in November and December, and February and March 2009, and impromptu shorter (2-3 day) operations whenever optimum soaring conditions are present. At this time the only confirmed dates are February 21 to March 8, 2009.

The impromptu operations will be announced on short notice (7, 4, and 2 days prior) throughout the winter soaring season, contingent upon weather and interest.

Interested pilots may learn more and sign up for updates by visiting <http://wave99.info> and www.stahlflying-services.com/wavecamp. Many diamond altitude flights have launched from W99. When conditions are right, the Allegheny wave (and ridge) system supports long distance soaring flights for the prepared and proficient pilot.

For more information contact Larry Stahl, Grant County Airport, Rt. 33, Box 55, Petersburg, WV 26847, larry@stahlflying-services.com, (304) 257-4435.

This is a volunteer effort and can only continue with the support of interested pilots. Share this information with other glider pilots who might be interested.

