



Skylines

Say "Thanks" to Phil Jordan.



Phil volunteered his fantastic publishing and editing skills to the Club by making his magic with *Skylines*, and getting it mailed. If you didn't already know, it's Phil what makes *Air and Space* magazine so pretty! He also designed the new Priority Mail and Express Mail stamps.

Meet the Member....



Here's the first of a series in which we introduce a Skyliner to the membership. It's curious how glider guiders often "know" each other - sometimes for years - but wouldn't recognize them in a suit/dress and have no knowledge of them other than their love of soaring. This month, it's Jan Makela...

Jan was very small when he was born prior to the Korean Conflict but after WWII. He was born in Seattle Washington where he grew up to graduate from college (California U.) and served as a U.S. Army company commander in the Ordinance Corps during the Vietnam Conflict or police action. He has forget what they termed the event. He now lives in Annandale, VA; is married to a surgical nurse at Fairfax Hospital; and has a daughter who is a junior at James Madison U. Jan holds a Masters Degree in Business from George Washington U. and has spent time at the London Business School in international Business. (Still can't balance a checkbook though.) Jan's "day job" is the Mid Atlantic, Associate Director of Business Planning and Development for Searle Pharmaceuticals out of Chicago IL. That global pharmaceutical company that has brought you such memorable products as the first birth control pill and Equal the artificial sweetener. Jan's currently preparing for his FAA Checkride as soon as Joe Parrish gets done beating him up over density altitude, pressure lapse rate (1 inch per thousand) temperature lapse rate (3.5F or 2-C), dry adiabatic rate (5.4F), temperature dewpoint convergence (4.4F) and other information that any normal person would call a weather briefer for if they were so inclined to know. Jan's been flying with Skyline for 1 year and looks forward to the day that Bela, Shane, Jim Kellett, Jim McCully, will take him for a ridge or wave soaring lesson.

Congratulations!



To *Curtis Phillips*. Curtis, who is 16 years old, passed his private pilot (glider) exam at the Bermuda High Soaring School in Lancaster, SC in July! He passed with flying colors, which is a result of his native genius and/or the brilliance and dedication of his Skyline instructors.... Welcome, Curtis, to the realm of eagles...

I Learned About Soaring From....

By *Spencer Annear*



When engaging in a risk taking activity such as flying, the question "is it better to be smart or lucky?" is often asked....

While luck can let you down at bad moments, smart only works if you have all of the necessary information at the right time. I suspect that some of both is helpful in avoiding a

crunch. Accidents almost always occur at the end of a chain of events which includes bad decisions or bad luck or some of both. For instance: you stay in a thermal too long, enter a short pattern low at midfield, hit 1,000 fpm sink, find on base that the runway is fouled by the tow car pulling a sailplane across the runway, and as you turn to final the tow car runs out of gas giving you the option of hitting a ditch or the car or the sailplane.

Sometimes the lack of adequate information isn't so obvious....like in the following example of one of my flights at a gliderport (now closed) near Lexington, VA. I ended up doing the right thing for the wrong reason and, probably, saved myself from a serious accident.

After flying the Schweizer 1-23 "Mach Buster" on a 15 mile circuit upwind of the airport, I found myself about a mile downwind of the field, out of lift, and running out of altitude. Field selection was easy as I could see a flat field ahead with a short crop, near a highway in a small valley. The field was aligned with wind direction at takeoff an hour or so earlier, and there had been no indication of a change of direction. Approaching the field, I saw that a landing could be made upwind over a narrow line of tall trees, or downwind over a low telephone line. There was no indication that wind velocity was over about 10 mph, so it wasn't a big factor in selecting the direction to land. Coming in high over the trees meant I would have a long pull back to the take-off area if we towed out. On the other hand, a low approach over the wires to a downwind landing would mean a shorter ground pull. I realized that a downwind landing would require closely controlled approach speed to avoid hitting the trees, but the size of the field indicated it could be safely done. I opted for the course of action requiring the least post-landing work; the downwind landing toward the trees.

On short final, it became apparent the "flat" field was really a rolling hillside; the magnitude of the deception became obvious as I bounced from hillock to hillock, finally stopping safely several hundred yards short of the trees. A VMI cadet cycling by the field allowed as he'd "never seen a landing like that"....and I don't think I had either! The landing was also the highlight of a boring day for three children who soon appeared to inspect this wondrous machine. They directed me to their mother, the owner of the field.

The owner was cordial and, accepting my explanation of events, offered her phone to call the airport. I called Lin Bachtel at the gliderport, who agreed to fly down in a Super Cub to tow me out.

Soon I heard, and then saw, the Cub as it entered a pattern for an upwind landing (over the trees). Turning from downwind to base, it disappeared behind the trees as the sound of the engine diminished with reduced throttle. Suddenly, from the other side of the tree line, came the roar of an engine t full throttle. Looking, I could see the Cub clawing for altitude as it neared the trees. Slowly it gained altitude, barely enough to clear the tree tops. A second pattern was higher, with more power, and a lot of slip to make a steep final approach. This was successful. Obviously, the wind, light as it was, still produced a significant downwash on the downwind side of the tree line! As we speculated what might have happened had I chose to make the upwind approach in the glider, it was clear that the outcome could have been a serious accident had I not been able to clear the trees on short final.

As I bounced down the runway, pulled by a half-length rope, another lesson was learned as dust and dried corn root suddenly blew into the cockpit through the open vent. Was I smart, or lucky? My ego says "smart" but somewhere in the back of my mind is a nagging doubt...

On Scheduling....



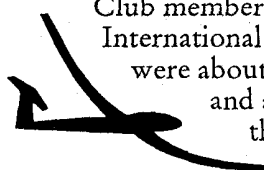
Yours truly has *not* been able to cope with any changes in the schedule of tow pilots and duty officers. And a couple of you have asked for my assistance in workout out swaps. This season, it ain't gonna work....please bear with me and continue as you have in the past to work out your own "swaps" to finish out this season. Suggestions as to how to manage the scheduling without running me or my wife ragged (or volunteers to take it over!) will be very much appreciated...



And on Responsibility...

You've heard this before. But it'll get said again. When it comes to making our Club a success, we have major problems with "getting the work done"... and that's working on planes, working on equipment, hauling stuff around, doing duty officer stuff, and on and on and on. And we've discovered *who's causing the problem... it's US!* Please remember this isn't a commercial operation (that's why we aren't paying commercial prices) and our enjoyment will be absolutely no more than the result of our effort. *Help.* When you come out to the field, don't just sit there....if something needs doing (cutting grass, running a wing, grabbing a rope), do it! And it really is a lot of fun to come out *BEFORE* operations start, help get them started, maybe fly a little, socialize a lot, help put the stuff away. Make a day of it. Remember Dick Rutan's philosophy: "*Any time not spent flying airplanes, working on airplanes, or talking about airplanes is time wasted.*"

Skyliners at the IVSM '95...



Club members Jim Kellett and Shane Neitzey attended part of the first (and maybe only!) International Vintage Sailplane Meet (IVSM) at Harris Hill, NY July 16-25, 1995. There were about fifty machines there, including about a half-dozen from foreign countries, and about 200 pilot/participants. Some amazingly beautiful machines, particularly the lovingly restored Olympia Meise, Shempp-Hirth Minimoa (once owned by Wolf Hirth himself!), a French Breuget, a Go-104, an Orlik, a fabulous L-Spatz (for sale for only \$7,000!!), and on and on. I got to fly a 1-26 with an open "Sport" cockpit, an LK-10 (or TG-4A) that was about 50 years old, and my old "Bluebird", the 1-23H which is now owned by Pierre McLean of Massachusetts. Visitors from Japan, Brazil, Canada, Holland, Sweden, Norway, Germany, France and all over the US were in attendance. Rudy Opitz himself was there! (The designer of glider flying wings and the German "Flying Flea" rocket powered fighter used in WWII.)

And Mark your Calendars...



For the next DuPont Regatta. Traditionally, it's been the third weekend in September at the Waynesboro Airport. but this year it will be September 22-24. It commemorates a flight in the thirties of Richard DuPont who flew from a point on the Blue Ridge near Waynesboro to Frederick, MD, setting a record. Vintage and Classic sailplanes attempt to re-fly the route and usually there are other interesting aviation events... like balloons, spot landings, bombing, etc. More info later, or call the Eagle's Nest Development (1 800 234-2792) there which is sponsoring the event.



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NOT BOTH