



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC    OCTOBER, 2005

## President's Prerogative

*George Hazelrigg*

### Decisions, decisions...

There just ain't nothing easy. And so it goes with decision making in the Skyline Soaring Club. So many choices are just so plain and simple that you would think there is nothing to them. And yet, for some reason, they remain elusive. Let's take the Pawnee. First, there was the matter of the headset. There was no argument that the old headset was, well, old. It needed to be replaced, there is the matter of safety and, of course, the comfort of our treasured tow pilots. So the Board approved the purchase of a new one. Now, about three months later, after a firestorm of e-mails, a few minor explosions and a small rebellion, we have a new headset. It's quite nice. If you haven't seen it, take the time to look. Unfortunately, it hasn't cured all our communications woes. That will take some additional decision making.

Then there's the little item of noise. There is no question that we need to be good neighbors, and this includes keeping our noise footprint small (look at the two houses going up under the departure path for 27, and less than 1,000 feet from the threshold of 09). If you didn't already know, most of the noise produced by small planes comes from the propeller. So we have been looking into a quiet, four-bladed prop for the Pawnee. You might think that you could look up the specs on the prop and, from them, make an informed decision on whether to buy it or not. Not so. Some people say that the prop degrades performance so much that noise actually goes up—it's that the Pawnee is louder when it flies through your living room than when it is 1,000 feet overhead. Safety becomes an issue. But there are more stories, both bad and good, about the quiet prop than there are tow pilots who have flown with it. Some claim no degradation in performance. So we continue to investigate. After all, this is a \$7,000 decision.

Next is the issue of an engine overhaul—a \$20,000 decision. We have a bit over 1,800 hours on the Pawnee engine. That's good! And, to my knowledge, all the cylinders have gone the distance. So, should we overhaul the engine in January, or wait another year, particularly if it checks out fine during its annual? Every additional hour we can put on the engine helps to keep our costs down (by the way, the cost of engine overhaul is about \$2 per tow). But, if

we need to overhaul it during the middle of the soaring season, it would take a month out of the season, and that could cost us up to \$5,000 in lost revenue. Can we get access to a backup tow plane?

### Decisions, decisions...

Hangars—now that's a tough subject! The new Commission is about to restructure hangar fees. I think the Based-Aircraft Fee (BAF) is not long for this world. But the Commission is reluctant to simply set a price for the hangars. They want to charge fees for "additional" aircraft stored in the hangars. And so the hangar fee becomes very complex, and all sorts of "what if" issues need to be addressed. What if we disassemble the Grob and K and store the 1-26s in the hangar for the winter? What if we have trailers outside for gliders in the hangar? What if we bring the trailer into the hangar? It appears that we might be able to get Hangar 5 back, but at a higher price than I had planned. Should we take it? If we don't take Hangar 5, do we limit our growth? Do we lose devoted soaring pilots who own their personal ships to that "other" club where the hangar fees are lower? Do our better soaring conditions make up for the added hangar fees? **More decisions...**

Well, chin up! It's that time of year again. You can become a part of this decision making process. Think about joining us on the Board. Elections will be in January, and we are looking for a few good men—women too. I would welcome a woman on the Board. We need to make a lot of decisions in the coming year, decisions that will shape the future of the Club. Luckily, we have a lot of resident expertise in the Club. I have been eternally grateful for the help that I have gotten over the years from members of the Club who are highly experienced pilots, A&Ps and Inspectors, lawyers, bureaucrats and others. It's great that we have this expertise. But we need more, we need you to help shape your Club into what you want it to be.

**Don't be bashful.** ✍️

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## Significant Events:

Congratulations to Rachel and Richard Freytag on the birth of Henry Christopher James Freytag on Sunday, August 28, 2005. and

congratulations to Mike Brewer, our newest Tow Pilot as of September 24, tutored by Dick Otis, CTP.

Vitals on the last page, "Copy That". ✍️

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Figure 1

## IVSM Harris Hill

### Judah Milgram

I took a day trip up to Harris Hill Thursday 8/25 to have a look at the IVSM (Int'l Vintage Glider Meet). The weather was great. The earth looked like a giant sectional (even the VOR radials were plainly visible). You could see a whole checkpoint ahead. I checked with Harris Hill before going but that hardly prepared me for the Battle of Britain that was going on there. It actually was kind of easy, just pick a towplane on its way down and follow it in. The radio antenna to the SE of the field made it a little bit spooky though.

I walked up and down the line for a couple of hours. First observation: these aren't just vintage gliders, they come with genuine vintage glider pilots. I was looking for Jim Kellett, and about every fifth glider pilot looked like him (Jim actually left before I arrived). I wonder why there aren't more of "us" young folk interested in this stuff.

I'd say there were around a dozen or two gliders there for the meet, somehow not as many as I expected. I hope others who attended (Chris Groshel—I saw your name on the sign-in sheet at the FBO at ELM!) will send in more photos and details, but meanwhile, here are a few.

(1) one of the two SGS 1-21's that were present (2) a Ka-2 (I think) (3) the flight line. That's 1-26 S/N 003 hooking up, with a T-49 right behind it. (4) Maybe Bill Vickland can tell us more about this ship.

Figure 2



Figure 3



Figure 4



(5) Friend of the club Jan Scott taking a visitor for a ride in the T-49  
 (6) A beautifully restored Frankfort glider, I confess I don't remember which one (probably because of all the lead paint I ate as a kid). (7) This fascinated me. I wonder if they make electrical tape wide enough to seal up this gap. (8) This is a Morelli M-200, a fairly high-performance two-seater with staggered seating. I've flown one—this is a very nice compromise, almost as convenient as side-by-side. (9) Bowlus Baby (10) Kirby Kite (11) A Sis, the very one that Dick Johnson flew to fourth place in the 1963 Worlds in Argentina (just behind Dick Schreder in his HP-11). The "Ti" sticker is authentic, apparently Dick J. was an instrumentation engineer there at the time. The owner told me that he actually had first place in the bag but on the last day his crew mistakenly called him back for a bad start that actually wasn't bad. He got a later start and didn't make it all the way around. In the background is the other 1-21 that showed up (it's S/N 1)

The best part: everything was flying! Nothing sadder than an airplane consigned to a museum. It's weird seeing a gaggle of vintage gliders thermalling a few thousand feet up—at first glance, something just looks wrong, but you can't put your finger on it.

Thanks to Dick Otis for reminding me about this! Also Sikorsky friend Bryan Cotton, who took the time to come up and meet me for lunch.



Figure 5

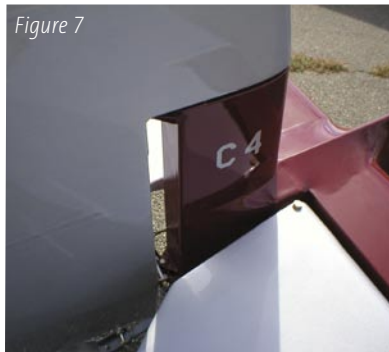


Figure 7



Figure 6

Figure 8



Figure 10



Figure 9



Figure 11



## Chief Tow Pilot Corner

Dick Otis, CTP

### Twelve steps to minting a new SSC tow pilot.

**Background.** Tow pilots are key members of the Skyline Soaring Club (SSC). Lacking an auto or winch launch capability, SSC tow pilots are an essential element for any planned operation. Since SSC operates 11+ months a year, with planned operations three times a week (Thursday, Saturday, Sunday) plus ad hoc operations as desired, our requirements include the need for a tow pilot 150+ days a year. There are currently twelve (12) qualified SSC tow including:

|              |               |                |
|--------------|---------------|----------------|
| Bill Bentley | Eric Litt     | Dick Otis      |
| Mike Brewer  | Jim McCulley  | Bill Vickland  |
| Kit Carson   | Judah Milgram | Steve Wallace  |
| Dave Dawood  | Shane Neitzey | Curtis Wheeler |

Of these, two are not actively towing, one is living predominantly out west, and several prefer towing only on Thursdays. Additionally, several tow pilots are also glider instructors. As a result each pilot tows all day, an average of two days a month. While our tow pilots like to tow, they also like to soar. The Chief Tow Pilot (CTP) is always conscious of the club's need to be aware and sensitive to the need for our pilots to get adequate soaring time to retain their interest in the club. As a result, **MORE TOW PILOTS ARE NEEDED!**

Consequently, your CTP encourages new and current club members, who have adequate qualifications, to join the ranks of the SSC tow pilot community. You need not even be a club member to tow, as long as you are willing to commit to at least one day per month on duty. Club tow pilots and instructors are available, ready and willing to help you meet your goal.

**The Qualification Process.** To become a SSC tow pilot, you must meet BOTH FAR 61.69 and the club's insurance requirements. E.G. the insurance company mandates more restrictive requirements than FAR 61.91.

FAR 61.69 contain the core requirements required for Pilot in Command (PIC) for glider towing. (Note: FAR 61.91 is paraphrased below for educational purposes only; see FAR 61.69 for legal requirements. Also, note the recurring requirement of paragraph 5)

Otis by Otis and Mike Brewer by Otis



1. Hold a private pilot license with a category rating for powered aircraft.
2. Have logged 100 hours as PIC in category [airplane] and class [single engine].
3. Have a logbook endorsement from an CFI-G certifying the person has received ground and flight training in gliders, and is proficient in safe towing techniques and procedures including: emergency procedures, signals and maximum angles of bank.
4. Have logged 3+ flights as the sole manipulator of the controls of an aircraft simulating towing flight procedures while accompanied by a qualified tow pilot.

(Note: the tow pilot, who needs to provide a Logbook endorsement certifying this accomplishment, is not required to be a CFI, but only need meet the FAR 61.69 requirement)

5. Within the past 12 months have done either (4) OR made at 3+ flights as PIC of a glider.

SSC and Costello Insurance Company requirements for a SSC tow pilot include:

6. Meet the requirements of FAR 61.69
- SSC and Costello Insurance Company requirements for a SSC tow pilot include:
6. Meet the requirements of FAR 61.69
  7. Hold a commercial license with a single engine land rating
  8. Have a minimum of 500 hours total time
  9. Have a minimum of 100 hours as pilot in command of a single engine, tail-wheel aircraft (the 100 hour requirement can be adjusted downward, with the approval of the CTP and the insurance company, plus an additional insurance fee.)
  10. Have a CFIG Logbook certification of instruction including: safe towing techniques, airspeed limitations, local landmarks, emergency procedures, ground and air signals, maximum and minimum bank angles.
  11. Make and log at least 10 flights as PIC in the Pawnee, supervised by a club Tow Pilot.
  12. Prior to towing gliders piloted by club members, have 25 flights towing gliders piloted by either a CFIG or a qualified tow pilot. (For the first 3 actual tows, the glider pilot must be a SSC CFIG).

**Summary.** So there you have a quick checklist for the process of minting a new SSC tow pilot. If you meet these requirements, or even come close, and have a desire to be a tow pilot, contact the CTP (or any club member) and I will be out looking for you soon!

—dotis@skyline soaring.org



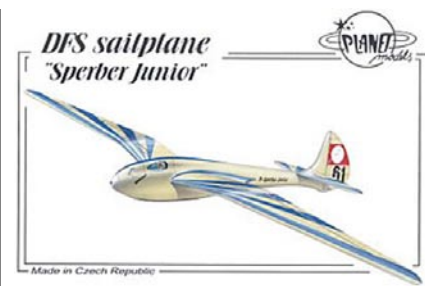
## Model Making

Richard Hazlett

The Sperber Junior was a one modification of the Rhonsperber glider designed by Hans Jacobs. The fuselage was built around the body of Hanna Reitsch. Hanna is one of the great pilots of all time and a famously unrepentant Nazi till the day she died. She became the first person to fly over the Alps in a glider in this aircraft. She set many records in gliders including the absolute altitude record for gliders at the time. She is more famous for testing and setting records in powered aircraft but she seems to have always come back to gliding. She tested the early Horton tailless gliders as well as the Me 163 among others.

The kit is by Planet Models from the Czech Republic in 1/48 scale. It is a resin kit which means that it will be a little more difficult to build than most plastic kits. Resin can be brittle if not handled properly and super glue is the only glue that works with it. The up side is that resin castings can hold more detail than plastic. The castings in this kit are very nice and go together very well. The kit includes a rudimentary cockpit but nothing can be seen through the small windows so I just painted the interior black. The canopy is vacu-formed and two are included in the kit in case of screw-ups.

I used Poly Scale dirty white which is a good match for the specified Federal Standard number. The blue trim is Model Master #4859. The trim is not particularly difficult but does take time. I masked each stripe separately, waited until it dried and repeated the process. I applied a gloss coat (I use Future Floor Wax) so that the decals will have a smooth surface to adhere to. The decals are nicely printed and cover well but are delicate and require careful positioning or else they will curl up and become unusable.



Models on stands has been passé for years but gliders, even models, seem happier in the air. The stand I used is from a child's die cast model airplane. A small piece of sheet plastic was added for the name plate.

Test pilot Hanna Reitsch.

A beautiful kit that would make a great first resin kit. You've got to love those great gull wing gliders of aviation's golden years.

## Soaring At St. Mary's

*A spirited exchange between like spirits forwarded to*

*Skylines by Dick Otis*

To: Rusty Lowry

Last weekend I was doing CAP Glider checkrides at Front Royal, VA, and heard a radio call on the local unicom (123.0) from a towplane releasing a glider at St. Mary's.

I'd earlier heard "rumors" of a glider operation there by staff at PAX River, so I asked my good friend and our Club's Chief Towpilot (Dick Otis) if he knew of the operation, and he gave me your name as the chief pooh-bah.

So, as the newly minted SSA Director for Region IV (Maryland, Virginia, West Virginia, Delaware, and Washington DC), I'm totally curious about your activities there! Are you organized as a Club? A Commercial operation? Have you considered membership, as individual(s) or as a Club or Chapter in the Soaring Society of America? Do you have a website? In other words, what's up?

I live in Winchester (about as far from St. Mary's as you can get in Region IV!), but am in the process of visiting, during 2005, all of the soaring sites in Region IV. So far, I've been to Skyline (Front Royal), M-ASA (Frederick, MD and Fairfield, PA), Merlin (Amelia, VA) BRSS (Newcastle, VA) and will soon get to Shenandoah Valley

Soaring (Waynesboro, VA) and finally Tidewater Soaring (Virginia Beach). I'd like to work in a visit to St. Mary's sometime this year, ideally when you might be having some activity or a meeting, etc.

—Jim Kellett, Director Soaring Society of America Region IV

PS: any relation to Byron Lowry, who used to fly at Skyline before being reassigned out west?

To: JimKellett

I'll start with the last question—no relation that I am aware of to Bryon

Now the rest:

I'm the guy who borrowed your 2-33 trailer 4+ years ago and went to VT to fetch a 2-33. We've been flying it since and have something over 450 flights/200 hours on it with 6 people getting their glider ratings in it to this point (4 private/2 commercial).

We also have a 1-26 that came as a broken airplane from Canada which we've flown for the past 2 years (100 fts/100 hours).

Additionally, we had a Silent motor glider on the field for a year or so (gone to Frederick now) and a Zuni (gone to the West Coast). I also have a 1-26 rebuild project that Bill Vickland supplied some parts for and a 1-23 which should be flying this Spring.

We have a Cessna 150 (160 hp) that the local FBO uses for banner towing which was our original, and now back up, tow plane and a Pawnee which you heard last weekend (probably me). I got the Pawnee in Minnesota 2 years ago and it's been great to tow with and to fly.

The 2-33 and tows are available as a commercial operation through the St. Mary's Airport flight school (Piedmont Flight Center) and the other gliders are private/not for rent.

Glider flying here has worked out better than we expected with our local "records" standing at 7500' and 4:20 with something on the order of 20 hour+ flights last year. The field is located between the Pax River restricted areas and the DC ADIZ and we have a lot of water around us, all of which limit XC potential and minimize lift. Never the less, it has been an opportunity to fly without driving three hours and we've taken advantage of it. The gliders have radios just to make it easier to deal with power traffic and to maintain good situational awareness of what's going on at the field.

Most of us are SSA members but we are not organized as a club or other formal arrangement (aside from the 2-33 and tow

rentals through Piedmont). The whole thing came together because several of us wanted to learn to fly gliders and it was simply too hard to get somewhere to do it, so we brought the glider here and made do. It really helped that the flight school owner is one of the interested glider guys and he has the flight school (8 airplanes) running so it was easy to add on the glider.

I'd love to have you come on down sometime and fly with us later this Spring. April is the real start of good weather for us. You can also come visit me at the Naval Test Pilot School if you'd like. We have 2 Schweizer 2-32's and tow with a Beaver (a little bit of overkill I know but it's what evolved over the years) for a high L/D orientation for our Navy pilots. I also fly out at Tehachapi when I'm in CA for business and am a member of the VSA.

Stay in touch and have a great Spring up on the ridge.

—Rusty Lowry

## They don't call it the World Wide Web for nothing

More and more Skylines is reaching soaring audiences far outside our immediate range. Once again we are reminded that Soaring is a world wide community and that what we publish can be of value to others literally an ocean or two away.

Several weeks ago I received the following email from cyberspace. With George's consent we were able to provide text and photos to the Krautkoerant within a few hours. Damn this technology is neat!

Illustrating what a small world the soaring community is, Peter even knows Kolie Lombard.

Peter is also putting a link on their site to ours. When I asked for some photos of their site at Worchester, he sent some really

nice shots, a few of which appear here.

So keep in mind when you're writing for Skylines you've got a very wide audience. And by all means visit their website.

Dear Phil

The Cape Gliding Club at Worcester, South Africa, recently commissioned a Tost reel in their Supercub 180hp. It was therefore with much interest that I read the article by George Hazelrigg in the September edition of Skylines. Now my burning question: Would you be prepared to allow us to reproduce the article in our two monthly newsletter, the Krautkoerant? We would obviously give the necessary credits.

Regards,

Peter Wooley (editor) <<http://www.cgc.org.za>>[www.cgc.org.za](http://www.cgc.org.za)



*Just like FRR—A River Runs Through It. Scenes from The Cape Gliding Club at Worcester, South Africa, courtesy of Peter Wooley.*





Henry Christopher James Freytag

**After your spouse** (or significant other) graciously gives you the day to pamper yourself at the airport, how about returning the favor to her (him) and spending some quality time together. That's right, I'm talking about DANCING. October is the month when local Square Dance and Round Dance clubs begin their new student classes. They are cheap, fun, and nearby. And no, they are NOT about country music—we dance to all types! Responsible kids welcome (we have an outstanding 12 year old who can dance circles around any of you :)

Trish and I of course, would prefer you joined us at Beaux and Belles of Leesburg, VA for Monday night classes (1930-2130 beginning 3 October). But there are lots of other clubs in the Washington DC, Maryland, Virginia area.

Check out our website at [www.beauxandbelles.org](http://www.beauxandbelles.org) for more information on our club, or other club classes in the area.

—Dick & Trish Otis.

**Want to help the evacuees from Katrina** with more than a check Go to: [volunteerfairfax.org](http://volunteerfairfax.org) or call (703) 246-3460. Also, our local Red Cross chapter needs volunteers. They are taking care of people who have come from LA and MS needing housing, clothing, medical attention, prescriptions, eyeglasses, hearing aids, etc. These people are mostly staying with families living in the area. The need is for weekday transportation to appointments, shopping, MD's, to pick up prescriptions, etc. If you are available to help, call 703-584-8701.

**It's apparently within FAA regulations** to drive a Jeep under an airplane while a passenger tries to yank the aircraft's stuck landing gear into place. "This is not something you see every day but there were no violations of regulations," FAA spokeswoman Kathleen Bergen told the Daytona Beach News. The incident occurred Sept. 16 at New Smyrna Beach. The plane landed safely after the gear was successfully repositioned from the speeding Jeep—AVflash 11.39b

#### National Landmark of Soaring Information Page

<http://www.ssaregion1.org/NLS14/>

**To all soaring enthusiasts and friends**—You are cordially invited to a reunion, a party, and the dedication of the newest National Landmark of Soaring.

Mount Washington, New Hampshire is a truly historic soaring site. It was here that Lewin Barringer made the first wave flight in the United States, in 1938. Throughout the years, glider

pilots have come to Mount Washington to pursue and develop the unique activity known as wave soaring.

Twenty-five years ago, The National Soaring Museum established the National Landmark of Soaring program for the purpose of recognizing sites, individuals, and events of significance in the history of motorless flight in the United States. On May 14, 2005 the NSM Trustees voted to designate Mount Washington, New Hampshire as the 14th National Landmark of Soaring.

The Landmark will be dedicated at 6:00 pm, October 8, 2005 at the Mount Washington Resort in Bretton Woods, New Hampshire.



Joe Parrish, old SCC President and Mike Brewer, new SSC Tow pilot.



**SKYLINES**

October 2005

Phil Jordan, Editor

Skyline Soaring Club, LLC

<http://www.skylinesoaring.org>

[pjordan@skylinesoaring.org](mailto:pjordan@skylinesoaring.org)