

SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

APRIL, 2004

President's Prerogative

George Hazelrigg

Filling the Instructor Gap

Two years ago, we were in trouble. Each year, about 15 percent of our members leave the Club or go inactive. This isn't a statement about the Club, it's a statement about life. People move, priorities change, children are born, jobs change, and so on. And each year we make up for this loss by gaining new members. But two-thirds of our new members are student pilots. What this means is that our instructors are the lifeblood of our Club. They are the ones who make it possible for our membership to sustain and grow. Two years ago, we had only four active instructors—just not enough to keep us going. I hate to say it this way, but the Club benefited enormously from Dave's mishap and subsequent extended grounding of his ASW-27. With his ship grounded, Dave carried a huge instructional burden.

Then, as is usual in our Club, people stepped up to fill the gap. Piet Barber proposed BIG, a program to grow instructors from within our membership. And Spencer Annear stepped forward to do the necessary ground instruction. Within a few months, people

were prepared for their written exams (two written exams are required for the instructor rating—one on the fundamentals of instruction and one on general aeronautical knowledge). Of course, being prepared and feeling prepared are two different things. So it was a while before the BIG students began taking the exams. But, one-by-one, they did. Geoff Hazelrigg, Piet Barber and Fred Mueller got their commercial ratings. I had mine, and headed straight for the CFI-G. But it takes time and it takes flight instruction.

Finally, after two years, this is all beginning to pay off. Early in March, I got my CFI-G. Piet and Fred are poised to take their practicals as I write this. But more than that, Judah Milgram took it upon himself to renew his CFI-G, and Fred LaSor and Brian Collins joined our instructor ranks. As a result, we now have a full cadre of instructors, and we can expect at least one, and usually two or more, instructors on the field every flying day. This is a boon to our students and to our Club. It means that we can continue to exist and even grow. Of course Piet, Fred and I would like to thank all our instructors, but especially Dave and Spencer, for their efforts to make the BIG program successful. More than just the three of us, however, the whole Club owes a big THANKS to our instructors for this success. It means that we will, once again, have happy students, actively pursuing their ratings and keeping alive the wonderful sport of soaring.

Way Cool Trip to the Air Force Museum

Frank Banas

It all started early Saturday morning 20 March, after going to Denny's for breakfast, and took 6:30 driving time to get to Wright Patterson AFB in Dayton. Upon arriving we found new hangar was open and all the planes have been rearranged since the SSA convention two years ago.

You have five hangars full with everything from a Wright replica to a B2. The B2 is plane number 4, the Air Force stress tested until the right wing broke at the wheel well. Northrop-Grumman gave the B2 to the museum stating it should only take 6 months to repair the break. The museum workers put externally visible metal braces to repair the plane and put it on display in a record two months.

You can go up to a third floor balcony and look down over the B2, RB47, B36, and a number of other planes, it's awesome. A

trivia question for you'll, how many spark plugs are in the B36? I'll give you the answer next month.

Early Sunday morning is the best time to take photos. I took about 150 pictures and hope to be able to upload some of them as soon as I have time to clean them up and convert them from raw digital to JPG. To do the museum justice it will take two days of walking to see every plane.

Don't forget the Presidential hangars, you have to take the bus. Most of the planes there are experimental like X24A&B flying bodies. The Presidents 707 26000 is on display, and you can walk through it. You only have 17" clearance between the plexiglass protecting the interior.

The IMAX theatre on building the space station is awesome. It took my breath away and made wish I were young enough to start flying all over. I'd be working with all my might to go into space. The movie started with an astronaut walking outside the station, he loses his grip and floats into space. His partner instructs him to use the safety space belt pack. He reaches for the controller and



moves himself back to the handhold and then you pan out to find out this was all a virtual reality simulator. If the movie doesn't get to you then you must be dead.

I could go on and on but I highly recommend a trip to everyone. Just make sure you wear good walking shoes and plan on two full days of planes. ✈️

Towing in High Winds

Dick Otis

It has been a winter and spring of cold, high winds and turbulence. Time for some tow pilot reflections on windy conditions.

After one day towing this year, I determined that 30kts of wind down the runway is just about my limit in the Pawnee. With high winds and gusty conditions, I taxied slowly from the hangers to the flight line wondering if my tail would be blow up with a resultant prop strike. It seems unnatural to push forward on the elevator, but that is exactly the right thing to do, because it creates the maximum surface area for the wind to blow on top of, holding the tail down. Remember to cross control when the wind is behind you.

While sitting in the parked plan waiting to tow, a gust caused the Pawnee to weathervane into the wind, with the result that I almost pranged my old C152 parked along side. I called for a ground crew to completed a three point tie down with chocks. Later, I was sitting in the Pawnee on the now forbidden grass next to the FBO, engine off, brakes set, waiting for the now 30G35 KTS winds to abate, when the Pawnee did another 45 degree weathervane—at this point I declined to launch any gliders.

I launched three private gliders prior to securing, two of them disappeared down the ridgeline to the south—where they stayed all day until the winds died off. The third returned immediately due to severe turbulence. After landing, there he sat, stopped but with wings level until the six member ground crew came to rescue him. Food for thought, how would you deal with a 90 degree, 30 knot cross wind landing (answer—go somewhere else).

Last week was not as bad—at least on the ground. The winds were from the NW at 15G22 (about 30 degree cross wind). A glider launch into a 20 knot quartering wind is challenging for both the tow and the glider pilots.

Ground roll for the glider is minimal, and once off the ground an aggressive crab is necessary to say lined up behind the tow plane and tracking the runway (to which the tow plane is still attached). After the tow plane breaks ground, no one is going up immediately. Consequently, the tow plane must also aggressively crab. And the pair proceeds with both planes crabbed into the wind and the tow rope at an angle off both planes. Once the tow plane achieves climb speed (80-85 MPH) and begins a climb (~400+ fps), the tow pilot allows the plane to drift downwind 15-20 degrees and the glider can drift into trail position.

We've had several demonstrations lately of why this is important. If the glider elects (or is required) to release at low altitude, especially in a strong cross wind, a turn into the wind is critical if you wish to return to the field you just left. Likewise, the departure offset from the runway, allows for a 180 degree turn back. Otherwise, a 270 degree, followed by a 90 degree is required—which requires more altitude and/or skill.

Finally we're on our way, hopefully Upwind of the field. I always turn into the wind with the tow, for the same reason as above. I doesn't do any good to tow you into the correct position for a return from 200 feet, and then to turn downwind away from the runway.

In theory, if climbing at 500 FPM, the tow plane can not tow the glider out of range of the airport (500 FPM climb, vs. 200 FPM no sink glide). However on a hot day we don't climb at 500 FPM, and from downwind into a strong wind, you don't achieve 200 FPM decent. So better the tow always proceeds upwind of the airport.

Finally the return to the field, in either the tow plane or glider. On downwind you are going fast, very fast. Normal pattern speed plus the tail wind, which more than likely, is stronger than on the ground. Expect a wind sheer in the decent. Your turn radius is greater (and/or your bank angle higher) at high ground speed, so a little wider pattern may be called for. On the other hand, once on final with a 25 knot head wind, your chances of overshooting the runway are nil, your touch down will be slow (relative to the ground), and your ground roll short. Keep your base extremely close in; remember, you could probably land OK from 800 feet over the numbers on final with no problem, even with 10 knots



extra approach speed.

Once on the ground, your major risk is a weather vane resulting in loss of directional control. Land as slow as possible, and at any indication of loss of directional control break hard. If all else fails, a ground loop is usually preferable to running into something.

There is a reason we takeoff and land into the wind. Should

you find yourself landing the other direction with a strong quartering tail wind, leave plenty of room in front of you, and expect loss of directional control as you slow down.

The best advise is to know your limits, decide on them ahead of time, and take someone more experienced with you if you want to probe your limits. And if it ain't fun, don't do it. 

Report On Soaring In The Highlands

Dave Weaver

I have recently returned from holiday in Scotland. We stayed at a beautiful resort on the southeastern shore of Loch Lomond, in Central Scotland, near the ancient town of Balloch. Balloch is located about twenty miles north of Glasgow where we arrived via British Midlands A-320. Included in our tourist plans was a trip to Stirling Castle, about thirty miles to the east. After carefully consulting the British Gliding Association web site, I noted that the largest gliding club in Scotland was located only another thirty minutes beyond Stirling. I love it when a plan comes together; Tour the Castle, make the ladies happy and then on to the important stuff.

Stirling Castle was great. A must see tourist attraction and we logged our first castle of the trip. Then we were off to the Scottish Gliding Center (SGC). The SGC operates from Portmoak Airfield

near the village of Scotlandwell on the eastern shore Loch Leven. Loch Leven has its own castle, actually located on an island in the middle of the Loch. Unfortunately, the boat to the island does not operate during the winter months so it was on to the airfield.

Although the SGC is a club, it is probably one the biggest and most active clubs that you will ever see. Weather permitting, they fly 363 days per year and the Scottish weather is much better than you might think. The club fleet includes a couple of ASK-21's, two Juniors (a single place Grob), a Pegase and the DG-505 that I flew.

We arrived late on a cold and windy Monday afternoon and the operation was in full swing. We walked into the clubhouse and met Irene, the club manager for the day. Their clubhouse has big picture windows facing the flight operations area and includes a canteen where you can order anything from a cup of tea to full meals and a pint o' bitter.

I really didn't expect to fly since we arrived unannounced and late in the afternoon. However, after sipping a cup of tea and watching the operation for a few minutes, Irene informed us that



an instructor was available to fly with me. His name was Santiago. Although of Spanish heritage, Santiago spoke with a British accent (not Scottish). San is a basic instructor, which is somewhat equivalent to our commercial pilot certificate. He's allowed to give rides and let people fly during free flight but he's not supposed let them do the takeoff or landing.

SGC is predominantly a winch tow operation but they also have a Pawnee. The winch is a powerful diesel, twin drum design and I was pretty psyched because I hadn't done a winch launch in about fifteen years. We dragged the DG-505 out to the launch point, strapped on parachutes (Required in the UK) and climbed aboard. As we hooked up and prepared for launch, I felt certain that San would offer me the controls. But no. I found out later that the guy who hooked us up was their equivalent of a DPE and as



San put it, "He's rather abrupt". They are definite sticklers for the privileges bestowed on the various levels of instructors. Therefore, San executed the takeoff and I enjoyed the view. I expected to get about 800–900 feet from this tow but with the 20-knot headwind and some aggressive technique we climbed to 1,400' AGL (Watch that 76 knot ground launch limit speed). Note that the BGA trains their pilots to set the altimeter to zero instead of field elevation for local flights.

After we released, San turned the controls over to me and we ran downwind toward an excellent cliff face for a little ridge running. It looked as if the wave might be working so we jumped on the

ridge and tried to climb into it. The best part of the cliff face is only about two miles long so we flew figure eights until we milked it for all it was worth and then headed out under a promising cloud. However, the wave failed to materialize and we turned back toward the cliff.

The cliff has a bright orange marker on it, which San informed me, is a warning to return to the airfield if you find yourself at or below the mark.

We shared the ridge with three other sailplanes and it was getting on toward sunset so we really had to be heads up about clearing. It was also getting pretty cold in the cockpit.

I like the cockpit of the DG-505. It's pretty comfortable even with chutes and winter clothes. The control harmony is not quite as good as the ASK-21 and the ailerons are much heavier. DG has incorporated a modern speed trim system, which makes trimming a breeze. Although the landing gear is retractable, they have been having some trouble with it so we were compelled to leave it down.

After about an hour on the ridge we headed back to Portmoak Airfield. The layout of this field is quite surprising for the average American pilot. The field is an oddly shaped polygon with no well-defined runway. You simply point the glider into the wind and land in that direction. Considering how strict they are with instructor privileges, they seem to be pretty loose about traffic pattern procedures. They fly whatever sort of pattern looks good and although the gliders have radios, they don't make any calls in the pattern as we do.

All told, this flight was the highlight of my trip to Scotland and I highly recommend the Scottish Gliding Center to anyone interested in soaring in Scotland. *Photos by the Author.*

Accidents I Have Witnessed

Bill Vickland

In my 41 years of flying gliders, I have witnessed several glider accidents. I have also participated in a few and almost all of these accidents provide lessons learned. These have been valuable for me in reminding me of the various ways one can get into trouble, and thereby possibly avoiding such incidents in the future. I am sharing these thoughts because I think they are valuable lessons for all glider pilots. I will attempt to write up one event for each issue of the Newsletter.

Wind Shear and Wind Curl As a student, I had been lectured by my instructor about all of the risks associated with landing out. However, there is nothing like experiencing one right out of the text book to really bring it home to you. I knew the possible risks of wind shear, but when you are landing out for your first time on a windy day, the instructor's lectures seem remote compared to the attention given to getting the glider down without clipping trees or wires or avoiding other hazards.

I was flying in a small regatta out of Jan Scott's Airpark in 1973 on a day with winds of 20 to 25 knots from the north on the ground. The task was from Scott's Airpark to Westminster Md, 45 degrees into the wind. Thermals were prevalent but the winds broke them up by the time they reached 3500 feet. Several small thermals got me to Mt. Airy Md., but the winds and the performance of the 1-26 restricted motion toward the turn point. Leaving Mt Airy with enough altitude to make about 5 miles, I attempted to climb in several ragged thermals while alternately pen-

etrating directly into the wind. Each forward attempt brought about a lower entry point into the next thermal, until it became clear that it was time to land.

My choice of the landing spot continues to amaze me even today. There were literally dozens of places that I could land, but I chose the convenience of a new corn patch immediately adjacent to the farmers driveway coming from highway 28. The others would have meant parking the glider out in the wind several hundred feet from the access roads. My choice also required that I fly into the wind under a set of high tension power lines, then making a left turn after passing under the power lines in order to line up with the long narrow landing site. Parallel and just north of the power lines was a row of trees not quite as tall as the power lines.

As I entered my turn, with plenty of speed, the glider suddenly dropped the remaining fifty feet, and only began to flare as I hit the ground. I hit in very soft and damp plowed earth which softened the impact, and I skidded only 16 feet before stopping. I then use the standard Schweizer four-point harness which has a tendency to creep up, loosening the shoulder straps and permitting the lap belt to shift upward. Because it was not a five-point harness, I found myself stuffed down in the nose of the 1-26 with the seat belt up around my armpits, but I was unhurt. I touched down with my left wing low and its impact with the ground resulted in a slightly bent rear spar.

Although I had read about, and fully understood the implications for wind shear, or more to the point, the wind curl over the trees, they were not on my mind as I selected this site. The strong north wind curling over the trees not only blocked the 25 knot wind, but the down draft right behind the trees slammed me on



the ground almost instantly.

OK, what choices could I have made that would have prevented. First of all, any place away from the tree line would be favored, but I made a choice for convenience. That choice avoided vast fields of new corn which would not have hurt the glider. Generally, it is not advisable to land in corn fields. Secondly, I chose to extend my glide to a less desirable site in order to accumulate more competition points. Both were bad choices and you can be certain that I am cognizant of these factors whenever I land out now. For the new pilot, these risks are known, at least on an intellectual basis, but not really internalized. That was my biggest failure. One needs to visualize the circumstances of these risks,

rather than merely telling oneself, “yeah I know about that.” It is my hope that through articles like this, our new pilots can “internalize” the possible consequences of these risks without having to experience them as I did.

As an additional point, I now strongly recommend a five point harness. It will keep you from sliding under your seat belt, and more importantly, it will keep your shoulder straps tight as well. This can make the difference between a head injury resulting from your hitting the instrument panel with your head. It will also help to prevent your head from breaking the canopy in severe turbulence. More on this subject next time, when I talk about consideration of wires and landing terrain in landing out. 

Ridge Running

Bob Collier “289”

Friday, March 12th, Bill Vickland and I decided that, since it was my turn to fly, that I would run the Massanutten Ridge down, back and down again continuing onto Waynesboro hopefully for a lengthy 1-26 Sweepstakes flight and possibly to retrieve the Boomerang, if it was still there. We were off at about 1:15, just after the glass had launched and were beating to windward enroute to Petersburg. Safe passage to the ridge was provided by the Tow Meister, Captain Dick Otis, himself.

The Ridge turned out to be working fairly well except for occasional lulls. I could tell it was going to be all right to get down on it, because it required about twenty degrees of crab to stay even with it. By the time I got to Mt. Jackson I had settled down to ridgetop level. Most of the way I could maintain 70–80 mph, but the lulls slowed that to 40 once in a while—a little puckery—but the wind

would always seem to pick up and save the situation.

Anyway, I was able to run the Ridge down, back and down again as planned except for a little bump in the road on the second run south. I got a little low transferring on to Mount Jackson, and found myself out of the ridge lift. I left the ridge with the intention of landing over near the town with the mountain’s name sake. Just prior to setting up for the landing, I ran into a thermal which allowed transit back to the ridge lift again and continuing the flight as planned. At the ridge’s south end I cut to a thermal right at the end of the Ridge which seemed to be there waiting for me. After a few thermals, one over five thousand feet, my luck ran out and I put it on the ground a couple miles south of Grottos around 4:30.

Vick was able to stay pretty close to me; so, we never lost radio contact even after I had landed. The farmer was very nice, and helped hold off the cows that seemed to come out of nowhere. Cow #104 got aggressively curious, and when we tried to shoo her away, damn if she didn’t jump over the wing...hind hooves landed about a foot away—close, but “289” escaped undamaged.

Got back to the field about 6:30. 



Skyline Soaring Club

Minutes Board of Directors Meeting

February 16, 2004

1. Call to Order

The meeting was held at George Hazelrigg’s home immediately following the 2004 Annual Meeting and was called to order at 7:30 PM. Directors in attendance: Hazelrigg, Williams, Freytag, Neitzey, Lombard, Banas.

2. The minutes of the last meeting

on 11/22/03 were approved unanimously.

3. Treasurer’s report

Treasurer Robert Collier reviewed the Club’s financial status.

4. Purchase of the SGS-136 Sprite

George Hazelrigg reported on negotiations he had conducted with the Piet Barber and Joe Rees, the owners of the Sprite. They have agreed to sell the aircraft to the Club for \$12,000, in 3 equal installments over 3 years. The first payment would be due immediately.

A motion was made and seconded to purchase the Sprite according to the above conditions. The motion was passed unanimously. George Hazelrigg will proceed with the purchase, and notify the Treasurer when the transaction has been completed and authorize payment of the first installment of \$4,000.

5. Sprite Operations

There was a discussion regarding ways to encourage club members to use the Sprite more often. Options discussed included lowering the hourly rate, increasing the rental time allowed per flight, and requesting instructors to transition qualified students into the aircraft.

A motion was made to leave the rental rate at \$21/hour. The motion was made and seconded, and passed unanimously.

A motion was made to change the weekend rental time limit per flight to 2 hours and 15 min, to allow unlimited rental time on a weekday, and institute a maximum rental fee of \$63 in any one flight. Reservations for badge and or cross-county flights could still be made 24 hours in advance as described in the Operations Manual. The motion was seconded and was passed unanimously.

6. Membership issues

Eric Litt, a tow pilot and A.I. requested permission from the Board to go inactive. Discussion of this request indicated that his frequent

duties as a tow pilot had limited his ability to gain his glider certificate, which had been one of his primary reasons for joining the Club. The Board felt that Litt had been a valuable addition to the Club and discussed measures that might entice Litt to withdraw his request.

The Board frequently has to respond to requests from Club members for transfer to inactive status. Action on these requests often takes several weeks or more due to the time interval between Board meetings. These delays are inconvenient for the members making the requests, the Membership Secretary and the Treasurer. The Board asked Membership Secretary Joe Lingeitch to draft a proposal regarding guidelines that would enable decisions on inactive status to be made without input or approval from the Board.

New temporary membership forms need to be printed. However, the Board decided that this might be a good time to investigate the addition of a liability waiver to the form. John Lewis has a draft of the waiver of liability. Steve Wallace will be asked to review the waiver.

Richard Freytag is to draft language regarding low activity members. He will try to draft a proposal an intermediate form of membership between "inactive" and "full" so that we can keep otherwise departing members connected to the club.

The Board discussed a variety of issues regarding the recruitment of new members and the retention of existing members. Richard Freytag will send out a questionnaire to the membership to assist in the revision of the 2000 Strategic Plan. The questionnaire will address some of these issues. In addition, the Board felt that it was important to conduct "exit interviews" of members who leave the Club in order to gain a better understanding of the reasons for their departure.

7. Hangers

a) Rick Harris and Chris Williams each brought a draft of revised hanger policies. After some discussion about waiting lists, de-

mand for hanger slots, hanger rules, etc. Harris and Williams were requested to discuss this issue via e-mail and return to the next Board meeting with a proposal regarding hanger policies.

b) Jim Kellett described to the Board a series of conversations and e-mails he has had with members of the Warren County Airport Commission (WCAC) regarding the possible future construction of a separate hanger at FRR by the Club. He suggested that there "may" be county funds available to support site preparation and is continuing these discussions with the WCAC to determine their level of interest and commitment. Kellett is also gathering information from other clubs regarding the legal agreements that have been used to support such arrangements.

c) The hangers currently under construction to the west of the hangers used by the Club are nearing completion. The Board was concerned that the Club has not yet been asked by the WCAC to make a deposit to reserve space in these hangers. A motion was made to immediately send a \$1,000.00 deposit to Reggie Cassagnol along with a letter requesting the leasing of 2 additional hangers to the Club, such that all of the Club's leased hanger spaces will be contiguous. The motion was seconded and passed unanimously. The Treasurer was requested to prepare the check and George Hazelrigg was to write the letter.

8. Long-term capitalization plan

The Board discussed ways to develop a fund to support future capital expenditure(s). The Board recommended that such a plan should be developed as part of the revision to the 2000 Strategic Plan currently being spearheaded by Richard Freytag.

9. Safety Officer

The position of Safety Officer is vacant now that Stan Pawloski has resigned from the Club. The Board felt that it was imperative that this vacancy was filled as soon as possible, and that the position required an individual with extensive aviation experience.

Of News and Newsletters

Frauke Elber

The e-newsletter looks great. Just send me a note when it goes on the net since I am now collecting newsletters like other people collect stamps to find material for the (Soaring) clubnews column.

As you probably noticed (Tidewater Soaring's) *FLYPAPER* died a slow death due to lack of material. I suggested to the club that I put a newsletter together once in a while and post it on the home page. But I haven't heard from our Board of Directors. I am very busy with *Hangar Soaring* and the clubnews column. Haven't gotten used to tight deadlines yet.

We just came back from the Seniors and had a great time in Florida. The weather, the contest and the people were outstanding. Derek Piggott was there and flew a DG1000 during the contest. One of our Women Soaring Pilots Association members came all the way from Texas to have one flight with Derek.

A comment to the Convention report: the Klaus Ohlmann video is available as video only (not as DVD). Tom Knauff is selling the film. I bought it and also bought "A Fine Week of Soaring", two outstanding soaring films.

Remember the WSPA Paper Glider project last year? We now have greeting cards from 10 out the 46 decorated gliders we got

back. They come in a box which has the story of the paper gliders on the back and on the cards are the names of the "artists" and the countries they came from. The boxes cost \$12+shipping. This will help WSPA.

The cards can be ordered via my address. Best regards
Frauke Elber
FandW@cavtel.net



DVD Review: “Redline Sky”

Carlos Roberts

I recently bought a copy of a DVD called “Redline Sky”, a collection of gliding short films assembled by Paul Naton. I thought I’d share my comments on the disc, in case anyone is considering it.

First, this is not in the same league as “A Fine Week of Soaring”, Juan Madelbaum’s recent video shot at Mifflin, PA, and featuring cameo appearances by several of SSC’s finest. If you don’t have that DVD, you need to get it, in my opinion. Enough said.

“Redline Sky” is much more uneven. Since it includes basically 5 different short ‘films’, shot at different locations and times, and in some cases by different filmmakers, I guess that is to be expected. The segments included, and their official descriptions, are:

Going The Distance

“A visit to the U.S. Open Class National Championships. Highlights include extreme high cross wind landings and beautiful photography of open class sailplanes. Includes a X-C flight in an ASH-25 over Mt. Shasta California.” This one sounds much better than it is. Except for the flight in the ASH-25, it mostly consists of shots of gliders taking off, and gliders landing. After about 20 of these, it gets a little boring. (Although the last day featured some strong crosswinds that made for some pretty exciting landings. Open Class ships are BIG!)

This Guy Can Fly

“Aerobatic expert Manfred Radius performs his daring inverted high speed ribbon cut and night time pyrotechnic performance at the Oregon International Air Show.” This was quite nice, if a little repetitious. If you’ve never seen a glider do aerobatics with wing-tip mounted smoke-generators, this is for you. It is set to some nice classical music that really makes the performance very enjoyable. The best part is the nighttime aerobatic show, with the glider lit up from the brilliant sparkling trails left from each wingtip. That alone is almost worth the price of the DVD. White Planes”World renowned

aviation photographer Neil Lawson shares some of his best glider shots in a unique presentation set to music.” Some very, very nice glider pictures here. Unfortunately, I think there are too many, but some of these shots are real knockouts. They might even give Richard O. a run for his money!

Beach Run

“High performance cliff soaring at world famous Torrey Pines. Spectacular wave top speed runs with Stemme S-10, Jantar, and I-34.” This is great. Many of you have probably seen shots of this on the net or elsewhere, but here they are much longer, and of course, in much better quality. Watching a glider skimming along the waves, at a height where it almost becomes one with its shadow, is pretty exciting. So are some low passes the Stemme makes at the filmmaker.

Extra Features on the DVD:

A Day At The Races “Highlights from a race day at the U.S. 18 meter and Sports Class Nationals including Kenny Price’s daring low level aerobatics in his ASK-21.” This is a total waste, unless you want to see what kind of aerobatics our K-21 could be capable of. The “day at the races” is just a bunch of sailplanes lifting off and landing. (again)

Heritage Tour

“Tour the famous National Soaring Museum at historic Harris Hill in Elmira, New York.” This is OK, but I didn’t find it particularly well organized. And too much time is wasted watching some fairly normal gliders landing and taking off from Harris Hill. The total run time of the DVD is 1 hour and 58 minutes. You can see previews of it over the net from these links:

<http://tinyurl.com/364sl> (for Windows Media Player clips)

<http://tinyurl.com/3x79b> (for a QuickTime clip)

And if you like what you see, you can buy it from several places, but I’d suggest giving the business to the SSA:

<http://tinyurl.com/28js5> (you can also get “A Fine Week of Soaring” from this same link)

X-43A Soars on Scramjet Power

Gray Creech, NASA’s Dryden Flight Research Center

NASA’s second X-43A hypersonic research aircraft flew successfully today, 03.27.04, the first time an air-breathing scramjet powered aircraft has flown freely.

The unpiloted vehicle’s supersonic combustion ramjet, or scramjet, ignited as planned and operated for the duration of its hydrogen fuel supply. The X-43A reached its test speed of Mach 7, or seven times the speed of sound.

The flight originated from NASA’s Dryden Flight Research Center at Edwards Air Force Base, Calif. Taking off at 12:40 p.m. PST, NASA’s B-52B launch aircraft carried the X-43A, which was mounted on a modified Pegasus booster rocket. The booster was launched from the B-52B just before 2 p.m. PST. The rocket boosted the X-43A up to its test altitude of about 95,000 ft. over

the Pacific Ocean, where the X-43A separated from the booster and flew freely for several minutes. During the free flight, the scramjet engine operated for about 10 seconds.

A modified Pegasus rocket ignites moments after release from the B-52B, beginning the acceleration of the X-43A over the Pacific Ocean on March 27, 2004.



The ASK Manual has been scanned and is on the SSC website in pdf— <https://members.skylinesoaring.org/docs/ASK-21Manual.pdf>
If anyone doesn’t have the means to print it out, send me a note and I’ll print one for you. Phil

**Blue Ridge Soaring Society 2004 Cross-Country Camp
2-6 June 2004**

The Blue Ridge Soaring Society will host a Cross-Country soaring camp at New Castle, Virginia, from June 2-6, 2004. The purpose of the camp is to prepare students to leave final glide range of the home field through a combination of classroom instruction and flying experience in both single seat gliders.

We have lined up four very experienced X/C Instructors for the camp: • Ray Galloway—SSA Master Instructor • Dan Cole
• Jim Smiley • Dave Cole

The camp will be limited to 12 students. All flying, with the exception of off-field landing practice, will be done in single-seat gliders.

Click on the registration button to download an application. Send the completed application along with the \$30 registration fee to the address shown on the registration form.

Download the Registration Form at:
<http://filebox.vt.edu/users/jpokorsk/brss/registration.htm>

Garage Sale—Strong Parachute, safety foam seat panels, excellent condition. Never used. Will guarantee purchaser's first repack. Devoted wife/crew not included. Compare new at \$1500—\$750

Terra 250D Mode C transponder, complete. Will guarantee professional bench check or first required inspection performed by purchaser. Cost new \$1400- - \$500

14V "Smart Charger"—\$65. More reliable than 12V systems!! (Will throw in a 14V gel cell with some useful life in it free!!)

Premium one-man wing assembly rig with electric height adjustment, excellent condition. Cost new \$1500—now \$750!

Contact Jim Kellett, Jim@Kellett.com, (540) 678-4798 (Winchester, VA).



More sale stuff—Strong Parachute, Para-Cushion, mdl. 303, Mfg. July 1999, needs repacking—\$650.00. Print-Technik GR 1000 GPS Position Recorder (Y2K compliant) uses a 12V NC battery. It is DOS based software Version 2.4.—\$ 500.00. contact Phil Jordan, (703) 641-9466, pjordan@skylinesoaring.org

Please change your e-mail information for me to:

fredericwinter@earthlink.net

Due to my retirement, the CBS address above will become void soon.—Fred Winter

What a Terrific Website! I AM A 74 YEAR OLD FORMER FIGHTER: RECCE (U2/RF4) PILOT WITH ABOUT 200 HOURS OF SAIL-PLANE TIME ACQUIRED OVER 30 YEARS. SOARING IS WHAT I LOVE BEST AFTER SEX.

HAVE FLOWN WITH SOME GREAT PEOPLE AND WANT TO SPEND MY SPARE TIME (I HAVE LOTS OF THAT AS RETIRED SECURITIES LAWYER) FLYING OR SAILING.

SOARING IS A BIT DIFFICULT HERE AS WE ARE PROBABLY

3 HOURS AWAY FROM FRONT ROYAL IN ANNAPOLIS.

GLAD TO KNOW Y'ALL HAVE THE WARRENTON RECORDS AS YOU WILL FIND MY NAME IN THOSE RECORDS AND THOSE OF DEEP CREEK AND THE USAFA.

ANYWAY, HAVE HAD A BIT OF TIME AS TOW PILOT BUT NEVER GOT TO BE COMMERCIAL GLIDER PILOT OF GLIDER IP WHICH I WISH TO DO.

AM I INTERESTED? BUT OF COURSE!

KINDEST REGARDS, **SCOTT SMITH** (e-mail to Richard Freytag)

Bird Strikes a Growing Concern—Welcome to migration season. The birds are out there—even (and in some cases, especially) after dark. The conflict between aircraft and birds is a real and growing problem—about 60,000 bird strikes to U.S. aircraft were <http://wildlife-mitigation.tc.faa.gov/public_html/index.html> reported to the FAA from 1990 to 2003, and perhaps four times that many went unreported. A 12-pound Canada goose struck by a 150-mph aircraft, says the <<http://www.birdstrike.org/>> Bird Strike Committee USA, generates the force of a 1,000-pound weight dropped from a height of 10 feet. Damage to aircraft is estimated at \$400 million per year, and up to 400 (human) deaths have been blamed on collisions with birds. During the spring and fall migration, activity levels are high. Now new radar systems, being tested in Alaska, Scotland and elsewhere, might help to ease the hazard. —AVflash

Congratulations to Skyline Soaring's newest CFI (G)s—President George Hazelrigg, Jr. and Web-meister Piet Barber.

And finally, welcome Fred LaSor to the ranks of Towpilot.

photo by Dick Otis



Very good additional weather source courtesy of Dick Otis (you can't have too many weather sources as they never agree with each other and you get to make an informed guess which will be wrong 50% of the time...sometimes!)

http://www.videoweather.com/states/Virginia_weather.htm

Is Skyline Soaring an e-mail Club with Gliders?



SKYLINES

April, 2004

Phil Jordan, Editor

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Skyline Soaring Club, Inc.

<http://www.skylinesoaring.org>