

# S K Y L I N E S

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

AUGUST, 2004

## President's Prerogative

*George Hazelrigg*

I am happy to report that we have reached the end of uncertainty. On July 23, Shane and I negotiated a lease with the Warren County Airport Commission that will enable us to continue to operate at Front Royal Airport through the forthcoming year. There are some good aspects of this negotiation, and some not-so-good aspects. Let's focus first on the good stuff. Certainly, it is good that we came to a positive conclusion in this matter. We were able to resolve many of our differences with the Commission-many of which, I must say, were matters of miscommunication-and I hope that we all can focus now on the future.

I know that a number of people have taken their private ships out of the hangars and relocated to that other glider club. And I know that there may be some lingering resentment at what has happened. But I would like us now to put any such feelings aside and work toward a productive year and toward the making of a more friendly environment at the Airport. As with all negotiations, there are two sides, and we don't always see both with an unbiased perspective. As it turns out, the Commission cut a deal with our Club when we came to Front Royal in 1998, enabling us to remove hangar walls and store multiple aircraft in a hangar without an additional charge. These things actually represented a benefit to the Club. Now, the Commission has decided that we will not get this benefit any more. Initially, there was talk of us having to put the hangar walls back up. This would have forced us out. However, Shane was able to get approval from the hangar manufacturer to have the internal walls down, and the Commission has allowed us to keep them down. So the hangars continue to work for us. The bottom line-a good thing-is that we can stay where we are and enjoy the wonderful soaring location that we have. It probably is better than that other soaring club's location. A caveat, however: we must be cautious to abide by the rule (long since in place) that hangar doors only on one side of the hangar may be opened at one time. Never open the doors on the south side if a north side door is open, or visa versa.

Now a not-so-good thing is that we are paying more, quite a bit more, than we had been. The remaining private hangared aircraft will see this increase the most. Each aircraft will be subject

to a monthly Based-Aircraft Fee (BAF) of \$52, and that will about double the storage fee for private ships. The increase, on a percentage basis, is much less for the Club ships. It will take time to see if we need a dues increase but, even if we do, I expect that it will be relatively modest. A second not-so-good thing is that we have given up Hangar 5. This is the more easterly south-facing hangar. Some people just didn't want to pay the increased fees, and some had already left fearing the uncertainty that loomed over us for the past months. But a good thing is that the airport recently acquired a barn off the west end of the runway, and less expensive storage for trailers and trailered gliders may be available there for those who might want it.

In preparation for our lease, we also became requalified as a flying club. It took a lot of paperwork to get there, and I thank everyone who helped me put it together. In the process, I became a bit anal retentive about seeing that every aspect of our operation is legal. I have asked Rick Harris, as part of his job of Hangarmeister, to oversee the aircraft in the hangars to be sure that all are properly licensed, inspected and insured, and to maintain a file of relevant paperwork, which we must provide periodically to the Commission as proof of such. Also, I expect to work out a hangar agreement with private ships stored in our hangars. This needs to be formalized. We cannot afford to have private ships moving in and out without proper notice and we need the security of a commitment on the part of the people who use this space.

A good thing that has come out of the turmoil surrounding this negotiation is that we have had a chance to meet many of the people with whom we share the airport. We seem to have established a pretty good rapport with many of them, and it is important that we continue to keep this good rapport. We will continue to work with Reggie to streamline our operations, and to blend as well as we can with other airport traffic. You can expect this. But we have all been working pretty well together lately. So let's try hard to keep it up, and let's do our best to be sensitive about the needs of others.

On this happy note, let me wish you a continued happy soaring season.

## Fairy Tales do Come True If...

*Frauke Elber*

From its foundation until 1975 Tidewater Soaring Society flew at South Norfolk Airport, a general aviation field where we often encountered conflicts between the power pilots and the gliders. The airport now sprouts apartment buildings and is part of the ever growing City of Chesapeake.

When we realized what was going to happen, some of our club members started scouting the area for a new home of TSS and came upon Garner Field, a one wingspan wide, crested grass strip and an old cinderblock hangar dating back to WWII when this strip was used as a Navy training field.

In 1975 the field was used by crop dusters and the hangar housed farm machinery. Mr. Garner, the owner, agreed of letting us use the field and we got to work improving it and making it suitable for a glider operation. Mr. Garner did not charge us any rent in exchange for maintaining the hangar and field and for keeping the grass cut around the house where he was born ( he lives in Richmond and very few of our club members have ever seen him).

The club always worried what would happen once Mr. Garner passed away. He has three sons. We started to put money aside just in case we had to look for a new home one day. Then, I think it was in 1999, we got word that Mr. Garner was disposing of his estate, that the local church was getting some of his land and that we were getting the airport, the hangar and the adjoining fields to the east side, more than tripling our previous field.

There was only one problem: we had to form a tax exempt organization which Mr. Garner could donate the land to. That we did. Tidewater Soaring Foundation now owns the land and leased it for 99 years to TSS, which owns the planes. TSF, to comply with its tax-exempts status provides 3 scholarships for young people which add up to over \$3000/year. TSS pays that money to TSF (can you still follow that?) And they live happily ever after and we are the king of the roost.

We built a new hangar and bought two brand new sailplanes and now are talking about a club house. We have only a club room now. Why don't you guys come down and visit and have a look?

Wolf&Frauke Elber—FandW@cavtel.net

<http://www.tidewatersoaring.org/>



## Tow Pilot Reflections

*Richard Otis, CTP*

I don't write these ponderings just for fun. The newsletter editor is constantly pinging on me for tow pilot inputs. So you can either thank or blame him for my ramblings as you deem appropriate:) Feel free to respond via e-mail or writing in the following month's Skylines as well.

Did you ever wonder what the tow pilot is thinking or doing during the long decent after glider release (in addition to looking for traffic of course)? Every once in a while I reflect what I would do if I had a catastrophic control link failure. I put control link failures into three categories; pitch (elevators), roll (ailerons) and yaw (rudder). Of the three, rudder would be the least critical, and elevators the

most. In addition to aileron failure, split flap deployment is also a potential roll problem.

While I'm descending after a glider release, I have time to experiment. I like to see if I can fly the Pawnee to final approach without touching the control stick. This is not as hard as it might seem. The Pawnee has bodacious rudder control, and a hard rudder input results, fairly quickly, in adverse yaw yielding a bank in the same direction as the rudder input. With a little practice, I can balance the heading fairly well using rudder input alone. Turns to a heading are more challenging but well within an average pilot's capability.

Pitch control using the trim tab is also effective, but more difficult than heading control. The pitch control is very sensitive and small inputs result in fairly large attitude changes. As a result, it is difficult to make large pitch changes quickly. My tendency is to overshoot my intended pitch attitude resulting in pilot induced oscillations as I try to correct. But with practice, I can fly pitch attitude

fairly well using the trim tab. Pitch is also controlled with power changes. Using power to control pitch attitude seems beyond my ability. However one must change power settings to descend to land, so judicious use of trim during power changes is also

required.

I have little doubt I could land the Pawnee at Dulles International without the stick. Whether I could do it at Front Royal or not is questionable. Try it sometime, and see how you do. ✈️

## Women Soaring Pilot Association

Frauke Elber

In 1972, Bertha Ryan sent out a questionnaire to the female SSA members with the purpose of getting the few and far spread women soaring pilots of the US in contact with each other. The response was so great that Bertha from then on published a small newsletter later named *Hangar Soaring*. SSA saw a high in female activities in the 1950 until the 1970. Names like Virginia Schweizer, (1st Silver C) Elizabeth (Betsy) Woodward (first Gold C) and Helen Dick (1st completed Diamond badge) are for ever embedded in the US soaring history. Add to these names Doris Grove (first female 1000 km diploma for a flight that's still in the books as an unbroken Out and Return World record) and Sabrina Jackintel setting the absolute altitude record and altitude gain record in the female category. (The first one has never been broken). Up to the mid seventies several women represented the US in international competition. Since then, only Liz Schwenkler has flown in the Junior World Championships. Bertha Ryan so far has been the only US recipient of the Majewska Medal, the highest honor for a woman soaring pilot world wide. She received this medal for her tireless work for soaring.

In 1978, the first Women Seminar was and enthusiastically received by its participants. The WSPA was founded June 11, 1986 in Tucson, AZ. The charter meeting was the result of a year's effort and input by the pilots who attended the 1985 Women's Soaring Seminar at Airsailing near Reno, NV. Our current membership is at about 200 pilots including International pilots. The purpose of the Women Soaring Pilots Association is to promote all aspects of soaring for women glider pilots.

The highlight of each year is the 4 day Annual Seminar where members from all over the country and foreign countries meet to encourage and support each other and to soar. The seminar rotates through the different regions in the US and is depend on clubs willing to host the event.

WSPA offers several types of scholarships for our member pilots. All WSPA scholarships are for \$500 and are available only to female members of WSPA. (Yes, men are welcome as members) U.S. applicants are asked to be members of SSA. Foreign applicants are asked to be members of an equivalent organization in their country, if they have one. The scholarships are:

## Flying with the CAP in Illinois

Fred LaSor

If you'd like to guarantee the future of our sport, and if you'd like to get energized by the enthusiasm of a bunch of youngsters trying their hand at gliding and soaring, and if you'd like to spend whole days at a time just doing glider stuff, check out a Civil Air Patrol cadet glider camp.

One of our own members A.J. Dunn was enrolled in a glider camp this past June, and one day in April while I was talking to



Ginny Schweizer and the 2004 seminar participants at the NSM  
Photo by: Colleen Koenig

**Flying Montegues:** To be used at the Women's Soaring Seminar. Applicant may be an initial glider student or may be a licensed pilot working on an add-on glider rating. There is no age restriction.

**Briegleb:** To be used at the Women's Soaring Seminar. Applicant may be of any age, but must be an initial glider student.

**Sky Ghost:** The applicant must be under the age of 25 and an initial glider student. This scholarship can be used at any glider port.

**Competition Award:** To be used for expenses of participating in a sanctioned glider competition. Applicant must be a licensed glider pilot and meet all the requirements of the competition they are planning to fly in.

In addition WSPA provides \$300 for The Eileen Collins Aviation Camp Scholarship, a \$300 stipend for a young woman to attend this National Soaring Museum camp. The NSM is responsible for selecting the recipient. E-mail the NSM for an application. [www.soaringmuseum.org](http://www.soaringmuseum.org)

To encourage women to fly cross country, the Anne Morrow Lindbergh Challenge Trophy was established. For the rules see the WSPA home page at [www.womensoaring.org](http://www.womensoaring.org)

Presently WSPA is a very vibrant and active organization. It encourages any woman sailplane pilot to join the organization. The annual dues are \$10. *Hangar Soaring*, WSPA's official newsletter is published quarterly.

Beth Dunn about her son's summer plans she let slip the fact that the CAP camp needed another instructor.

I've heard about CAP before, and I know that several Skyline Soaring Club members are also CAP members, but I really didn't know anything about it. Wanting to learn, and being happy to spend all day giving instruction for an entire week, I wrote the camp commandant and asked if he was still looking for instructors. He was.

So in mid June I drove from Ohio to the dead center of Illinois (Mattoon), where the national glider camp was operating. Brian Collins was there from SSC too (hey, no surprise: where else can

you spend 8 hours solid in the back seat of a 2-33 and never even have to get out for a soda?)

In addition to Brian and me there were 5 other CFI's, 4 tow pilots, 3 ground instructors who handled all the classroom work, 6 administrators, and 21 cadets of varying levels. The administrative staff manned the runways, kept times, monitored safety, ordered pizzas for lunch and kept the papers flowing to CAP headquarters in Alabama. A handful of the cadets were there for their second year, but the majority were at their first glider camp.

Instructors were matched with cadets by weight ^ Brian got heavyweights and I got the smallest ^ and we started flying with mighty crosswinds and generally marginal weather the first two days. But by the fourth day we were doing concentrated pattern work and rope breaks, and by the 5th day the most advanced cadets were going solo.

A.J. Dunn from SSC was the second to go off on his own. He would have been first if he had not needed a waiver from CAP

headquarters because this was his first camp. By week's end I soloed 2 of my 5 students and would have soloed a third if he had remembered to bring a student pilot certificate from home. Brian soloed 2 of his students, and one other instructor soloed one for a total of 5 solos from 21 cadets.

But the satisfaction for me was seeing youngsters learning so quickly and being so enthusiastic about gliding. I always take pleasure in passing this sport ^ the poetry of flight, in Jim Kellett's words ^ on to others. And passing it on to this bunch of youngsters was a real treat.

I recommend it highly. Look up a CAP program (ask Jim or Greg Ellis) and see how you can help: instructing, giving ground instruction, running wings, whatever.

The Designated Examiner who signed my CFI certificate handed it to me with the words: "now you have a license to learn." No truer words were spoken, and they counted double this summer in Illinois.

*A cadet clears left before turning downwind at the CAP camp in Mattoon, Ill, June 2004. Safety is the first priority in CAP training. (right)*

*They sure paint those CAP gliders up nice and fancy! (below)*



*SSC member A.J.Dunn being congratulated by CFGI (and SSC member) Fred LaSor after his first solo, at the CAP National Glider Camp, June 24, 2004. (above)*

*SSC member A.J. Dunn finishing the check list prior to launching on his first solo at the CAP glider camp in Illinois, June 24, 2004. (left)*

## Steep Turns

Dick Otis

While some people subscribe to the notion that you don't have to understand the physics behind a flight maneuver to effectively perform one, I've found some scientific understanding is often useful. My case in point is teaching/learning/performing the steep turn maneuver. For purposes of this discussion, I'm defining a steep turn as being at least 45 degrees of bank, and not more than 60 degrees (where by definition, the maneuver is aerobatic).

When entering a coordinated banked turn, rudder is required to offset adverse yaw. Yaw results from the differential between: the increased induced drag on the upper (outside) wing caused by the increase in the angle of attack generated by the downward deflected aileron; and the decreased induced drag on the lower (inside) wing caused by the decrease in the angle of attack generated by the upward deflected aileron.

After entering a shallow bank, slight aileron deflection in the direction of the turn may be required to hold the desired angle of bank constant. This is due to the positive dynamic stability required by the FAA in all certified (not experimental) aircraft. Medium bank turns usually do not require aileron deflection in either direction. Steep turns (over 45 degrees) often require opposite aileron deflection to inhibit the tendency of most aircraft to increase bank angle and enter a graveyard spiral. At all times, rudder should be applied in the same direction as the aileron deflection to offset adverse yaw and to keep the ball or yaw string center.

Lift is primarily a result of the angle of attack of the wing (whether you describe lift as a result of a moving inclined plane or the as a result of the Bernoulli effect). As the aircraft banks the lift vector is split between lift (opposite gravity) and the turn vector. Consequently as bank increases, lift decreases. In order to prevent a descent (and a resultant increase in airspeed) lift must be increased by increasing the angle of attack; angle of attack is

increased by back stick (up elevator) and/or increased power (or I suppose lift in a glider).

At some point (unless a stall occurs) the stick reaches the limits of aft travel and consequently no further increase in angle of attack of the wing is achievable. At this point, if bank is increased further the nose will drop, airspeed will increase, and a spiral descent will occur. For training purposes, when a student can no longer maintain the reference point on the horizon due to lack of elevator control (for whatever reason), angle of bank must be adjusted (usually decreased) to maintain a coordinated turn without entering a downward spiral.

Lastly, don't forget that a stall can occur at any angle of bank or any airspeed depending on the wing loading. So go ahead, give it a try on your next flight. And let me know if this discussion was helpful or not.

### **Richard the Instructor (works in the tow plane too)**

After reviewing my article on steep turns, CFIG Judah (Milgram) questioned my statement that a bank exceeding 60 degrees was, by definition, an aerobatic maneuver. I was taught this definition by the esteemed flight instructor, CDR Gordon R. Otis, USN (Ret). While I never saw it per se in the FARs, my daddy is rarely wrong when it comes to anything aviation. So I felt obliged to conduct further research on this topic.

Judah quoted FAR 91.71, Acrobatic Flight, which states "For the purposes of this section, acrobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, or abnormal acceleration, not necessary for normal flight." I am forced to conclude that Judah is correct in that, in fact, FAR 91 does not define specific pitch or bank angle as aerobatic. However, I found lots of case histories on this topic. The relevant statement in the attached NTSB case histories is:

"Board precedent has established that 60-degree bank angles are aerobatic. See, e.g., Administrator v. Lynch, 3 NTSB 3442 (1981)(55 to 60 degrees); Administrator v. Willison, 2 NTSB 1131 (1974)(60 degrees)".

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## Mammatus Clouds Over Mexico

The following was sent to occasional reader, Steve Lane

Perhaps the baby water droplets are those so ardently pursued by Roy McMasters and his *NY Times* passenger?

When do cloud bottoms appear like bubbles? Normal cloud bottoms are flat because moist warm air that rises and cools will condense into **water droplets** at a very specific temperature, which usually corresponds to a very specific height. After water droplets form that air becomes an opaque cloud. Under some conditions, however, cloud pockets can develop that contain large droplets of water or ice that fall into clear air as they evaporate. Such pockets may occur in turbulent air near a thunderstorm, being seen near the top of an anvil cloud, for example. Resulting mammatus clouds can appear especially dramatic if sunlit from the side. The mammatus clouds were photographed last month over Monclova, Mexico.

<http://antwrp.gsfc.nasa.gov/apod/ap040607.html>  
also check out their photo index—outstanding!

**Mammatus Clouds Over Mexico—Credit & Copyright: Raymundo Aguirre**



## Speak Up and Out

Dick Otis

Anyone who reads a NTSB or military accident report, will invariably find a constant theme; accidents usually occur at the end of a chain of events. Breaking that chain at any link would have avoided the accident. However people are often an inattentive or reluctant to speak out.

Recently I was towing in hazy conditions. As the Pawnee and Sprite (under tow) approached release altitude, the K-21 was observed slightly below, climbing in a thermal. Being the nice tow pilot I am, I called the traffic (several times) proceed to the thermal to release the Sprite in the same vicinity as the K-21. I was being very diligent, announcing my position (above the K; wide of the thermal) and keeping a sharp eye on the K-21 below.

Releasing the Sprite, I meandered for a few moments retracting the rope, and then departed towards the South. Meanwhile, the Sprite which had cleared to the south, and was returning North

to join the K-21 in the thermal. Suddenly, I heard "Pawnee glider traffic ahead, break..." or words to that affect, and the Sprite appeared going the opposite direction, on my nose, slightly offset in altitude (20-30 feet) and slightly right.

I broke left, clearing with a wide margin which might not have been there without the warning. Subsequent discussion with the Sprite pilot indicated he has me in sight for a long time (pulsating landing light—thank you Judah), believed I had him in sight, was not overly concerned. The interesting thing is the K-21 pilot had called the warning. My discussion with him indicated he had almost NOT called a warning, as he could not really tell from his position how close the Pawnee and Sprite were closing.

From my perspective, in this case I probably would have been OK due to the marginal vertical and horizontal separation, combined with the fact the Sprite clearly had me in sight. But on another day, the K-21 pilot's warning might very well have saved two lives and two aircraft. Moral of the story, err on the side of caution. If at any time, in the air or on the ground, you see a situation which gives you concern—speak out immediately. The life you save may be my own.

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## Glider Near Mid-Air Over Frederick, MD

The following is a listed summary from an airline crew arriving into Dulles Airport 17 July, 2004. Baltimore Flight Standards District Office is conducting a follow-up.

NARRATIVE SUMMARY: On approach to IAD ILS 19 L, we were inbound on the LOC at 5000' MSL. Visibility was poor due to Haze (3 or 4 Miles). The ceiling was broken at about 5500'. I looked down at my chart and in my peripheral vision noticed what I thought was a bird. When I looked up, I saw a glider about at 10 o'clock 300' below my altitude, 500' left of course, heading SSW in a left climbing turn at about 30 deg bank angle. It was obvious that we would not hit them and we didn't perform any evasive maneuvers. It was so close when I noticed it that my FO never saw it...

—Olin Kinney

A few comments on Olin's report:

1. Do you guys routinely alert Potomac Tracon of glider Ops at FDK? If by some chance not, it's an easy set up with them, and it puts the controllers "on alert" as well as putting the info on the appropriate ATIS. (We've been doing this at Skyline since 1999). In the truly worst case scenario, it at least provides another (albeit very thin) layer of insulation on liability, but at best, may help keep

airline pilots' eyes out of the cockpit more when in "our" area...

2. Like several M-ASA members, my personal gliders have had Mode C transponders for nearly a decade now. (In fact, I have a spare, an old Terra 250, that I'll sell an interested party for \$300.) It will light up the TCAS in an airliner and SSA has been recommending since 1996 that gliders "who operate in high traffic areas" consider transponder installations!! (A brand new Becker 175 can be had, installed, for less than \$1500.) These days it's at least as (or more) important for flying around here than a flight recorder...

3. There is a fascinating study at the Cranfield Aeronautical Institute (UK) about glider conspicuity, and one promising result was the use of highly reflective Mylar on the control surfaces of gliders. May not be all that effective, but has the potential of being a truly cheap-and-easy add on.

4. Finally, the actual distances in the airline pilot's report (500' off course, 300' below altitude) are such that it's POSSIBLE that the glider pilot had the airliner in view "all the time" and had already concluded that no response was needed. Those distances are so common to many glider pilots, used to thermalling wingtip-to-wingtip, that many don't realize how freaky many power pilots get when they can **see** another aircraft... there's a small possibility for an opportunity for some mutual education among affected pilots here.

—Jim Kellett

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## Superior Gliding Certificate

Wolf Elber

I want to get you folks involved in the ideas suggested here, before they get anywhere, so that more than one club in the region gets to make their input along the way.

Recently I talked to John Molumphy at BRSS about advanced pilot training, after their BRSS Board had discussed the Visiting Membership Program. All of that of course is in response to the ever-increasing insurance rates. It is my opinion that the clubs need to work the other side of the insurance claims growth by working on ever more knowledge and accident prevention.

I also recognize that serious accidents with non-involved

people leads to million-dollar suits, while the run of the mill material loss is of the order of 10,000 dollars or near there. But, many of the airplane losses are preventable and that is most of the claims TSS has had. We in fact have had but a few, but region-wide it does add up.

I therefore propose to create an education process for pilots that goes beyond the skills asked for by the FAA that could result in a club-driven **Superior Gliding Certificate**. That program should be developed outside the scope of the government and be self-steered by interested glider supporters in the region, ultimately under the support of the SSA.

The goal of this program should be to force the Insurance Underwriters to accept the Superior Gliding Certificate as a 10, 20 or 30% premium reduction incentive whenever the statistics show

the value of such training.

I have talked to Peter Bacque about the subject and recommend that TSS allow us the opportunity to experiment with a number of solutions that will lead to an experimental syllabus that will extend to instructing beyond the FAA requirements. We propose that any number of experienced pilots be allowed to contribute, and that any deviations from normal procedures be cleared by the OO before they are ever practiced.

In the beginning we are talking about simple problems like flying behind short ropes, doing spin entries and recoveries with CG

locations at the end of accepted locations, downwind landings, in other words nothing that is outside the rules, but sometimes at the edge of the rules; those are the very areas at which preventable accidents tend to happen.

It would be my plan to get BRSS and SSC to cooperate with this concept, so that in the first year we can get regional cooperation and get the SSA to watch what we are doing, and ultimately get full SSA support for such a program.

Wolf Elber F&W@cavtel.net, Tidewater Soaring Society

## The Spirit of Trbovlje

The scariest moment—so far—for round-the-world flyer Matevz Lenarcic was when he looked out from the cockpit of his little Pipistrel Sinus motorglider to see a pair of Russian MiGs. “The communications are not so good in Russia,” he told AVweb at Oshkosh on Saturday, in a bit of polite understatement. Despite two years of preparation, Lenarcic has been dealing with lots of paperwork hassles and various communication glitches as he travels around the globe from his home country of Slovenia. “But the world is very beautiful,” he said, “and flying in a little airplane is the way to see it.” The little motorglider, built in Slovenia, has been modified for the trip, but in its standard form would qualify as a Light Sport Aircraft.

Lenarcic, a photographer and author, said the trip is his own personal project, and will take him about two and a half months. Everywhere he’s gone, people have been very kind. “The world is not so terrible, not so ugly as some people might want to show us,” he said. “It makes you wonder why all the wars are necessary.” From Oshkosh, Lenarcic plans to head south toward Brazil, and then decide whether to head for home via the South Atlantic and Africa, or head back north and cross from Canada. For your own taste of Lenarcic’s view of the beautiful world from his Pipistrel, check out his online photo galleries.—**AVflash 10.32a**

**From Matevz Lenarcic’s website:** To fly around the world is at once a big adventure and a great achievement. To date, no one has rounded the globe in a microlight aircraft without a co-pilot and without airborne support. The pilot has to rely entirely on himself/herself when flying over wild and hostile forests, over the rough terrain of Alaska and Canada and over freezing Arctic seas without the possibility of landing. He has to battle the weather, winds, his own fears, and illusions that sometimes can cause panic and irrational behavior. Pipistrel Sinus 912 is the first microlight motorglider with very low fuel consumption and a good glide ratio of 1:28. This will help overfly or overglide large distances with a relatively small amount of fuel.

Matevz Lenarcic is a photographer and adventurer with a rich experience of alpine mountain-climbing, paragliding and aviation.

He has climbed peaks in Greenland, Patagonia and the Himalayas. He has also paraglided from several peaks, including those in the Himalayas. In the recent past, his interests have mainly been photography and aviation. .

Last year, he attempted to fly around the world in the ultralight aircraft, Zenair CH-701, but was stopped in Montreal by Canadian bureaucrats after he had flown 24,000 km, 75% of the route over Slovenia, Austria, Czechia, Poland, Belarus, Russia, Alaska and Canada. Check [www.worldtranssiberia.com](http://www.worldtranssiberia.com).

Although he possesses a university degree in biology, for the last 14 years he has worked as a photographer. His work has led him throughout the world. He has flown—and photographed—in Alaska and Kamchatka, as well as in many other remote countries and is the author of six photo monographs and a book about Patagonia.

All interested parties can take the co-pilot’s perspective from their homes and enjoy the adventure live over the internet and other media.

<http://www.rtv slo.si/protisoncu/pro-project.php>

<http://www.lenarcic.net/main.htm>

Motorglider: <http://www.mcp.com.au/pipistrel-usa/>

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*Sinus Sweden*



## SSA Wing Runner Course

Safe soaring operations depend upon good coordination between the glider pilot, tow pilot, and ground crew. <http://www.soaring-safety.org/dl.asp> has a web-based course on wingrunning—from ground handling through the actual launch of the glider.

The final section of this course is a quiz. Successful completion of this quiz will earn the student a certificate which can be presented to soaring operations as evidence of the knowledge training

required to be a safe and efficient wing runner.

This course is based on the standard signals and operating procedures of the Soaring Society of America, which may be found in the Soaring Flight Manual, available through the SSA and many U.S. soaring operations. Newly certificated wingrunners should receive practical instruction on wingrunning at their particular soaring operation before putting their knowledge into practice, as special circumstances often require unique signals and procedures.

**Dear fellow members,** you may feel that I deserted my good friends in my beloved SSC. It is not the case, but shortly after my 80th Birthday I was diagnosed with CHF (congestive heart failure). Currently I am on medication and hopefully I will be able to regain my physical fitness I had before. This of course had effect on our daily lives but we are hanging in there. We are going to keep you posted from time to time. The medication makes me very tired and exhausted – I am still “kicking” though. We keep up with the news from the Club in the monthly news letter, and e-mails. Warmest regards to all of you from both of us, **Bela and Susan.**

To those of you who think the Editor is hopelessly out of date, we offer the following: August 1, 2004 is the 60th birthday of **Smokey the Bear** and In July, Austria issued a postage stamp with a portrait of native son **Arnold Schwarzenegger.** It should be available for your orders soon at your favorite Stamp Collector's store.

Its a review but as enjoyable read as these things can be:  
[http://www.najaco.com/books/indestructible\\_pilot\\_2\\_x/accidents.htm](http://www.najaco.com/books/indestructible_pilot_2_x/accidents.htm) —Richard Freytag

**VRollanden-Schneider LS-6a Partnership Wanted—**

•1985 1170TT. Serial #6011 •ILEC SB-8 vario/speed to fly •Sage mech. vario •Oxygen •Cambridge Model 20 GPS-NAV •Compaq PDA w/ Flight Navigator II flight software • Complete tow out gear •Custom battery box •Next Annual Due: Feb. 2005

Includes Komet II Trailer. Clear Maryland Title.

**1/2 Share : \$19,000**

Highly capable sailplane for competition and badge soaring.  
[jminmd@yahoo.com](mailto:jminmd@yahoo.com) [www.glider.homestead.com](http://www.glider.homestead.com)

**Contact John Mitchell (301) 437-4409**

**A temporary registration certificate** has been placed in the Sprite. It is the pink slip under the seat cushion.

Congratulations to our newest CPL-G—**George Ross.**

**Reggie requests** that when towing a glider down the taxiway, we side step onto the grass on the NORTH side as required to allow power traffic to pass. Please no cars on the taxiway, unless you are towing a glider. Reggie desires to sell my old aircraft, N68221, should anyone be interested in a fine machine. —**Dick Otis**

**Landed in the Desert—**We are getting settled a bit. Moved into the house two weeks ago and are still unpacking box's. The AC failed last week, and we have it limping along until we get it repaired. I've joined the Tucson Soaring Club, and am going

through the process of becoming a tow pilot. Here is my new home address and phone:

**Mark D. Ballinger**

10061 E Prairie Dog Ln

Tucson, AZ 85749

520-760-8956 [mballinger@raytheon.com](mailto:mballinger@raytheon.com)

The July/August issue of our RESCO newsletter, “Southern California Soaring,” is now on-line at <http://www.SoCalSoaring.com>.

*Articles in this issue include:*

*How an LK-10 Won the 2003 Dust Devil Dash—*beating some fancy glass ships *Promoting and Building Soaring—*publicizing soaring at the workplace *Caracole Captures RESCO Egg—*amidst some controversy *A New Convert—*a newcomer's first flights *Soaring at Inyokern—*a brief history *Straight out Cross-Country Fundamentals—*flying with the Crystal Squadron LP *Memorial Day Weekend 2004—*an enjoyable holiday *Organic Variometer—*you think you need fancy electronics? *Wave Clouds—*not always parallel to the mountain range *Scholarships for Youth—*helping young people get started *Soaring News—*first solo, and old glider flies  
—**Southern California Soaring Editorial Staff**

**First Annual Hobbs Fly-In** You are cordially invited to join us in Hobbs, New Mexico for the First Annual Fly-In. Enjoy your summer to the fullest by attending the First Annual Fly-In sponsored by the SSA staff and the Hobbs Soaring Society. The First Annual Fly-In is scheduled for August 21-22, 2004. Come take advantage of the terrific thermals Hobbs has to offer...but this is just the beginning.

Fly in Friday night and join us for dinner, or if you prefer to come to the musical concert and dinner, join us Saturday evening at 6:00 p.m. Your registration fee of \$150.00 will include dinner Friday and Saturday nights, tie downs, prizes and a concert by Ed Kilbourne. You also have the option of attending only the Saturday dinner and concert for \$40.00. For registration ad additional information, call the SSA office at 505.392.1177. Fly in, trailer in, fly your power plane...

**If you have a private trailer in the hangars,** you are personally responsible to pay the Based-Aircraft Fee to the Warren County Airport Commission. The amount is \$52 per month, and it is due the 5th of each month. If you are removing your trailer during August, I suggest you negotiate a rate with the Commission. Pro-rated per day seems reasonable to me. Please mail your BAF payment directly to:

Warren County Airport Commission  
Front Royal-Warren County Airport  
229 Stokes Airport Road Front Royal, VA 22630

If you intend to leave your trailer in the hangar beyond August, please be sure Rick Harris has a copy of your aircraft registration and insurance (I think the one-page form they send out is adequate).



Experience is a hard teacher. She gives the test first and the lessons afterward.—*Anonymous*



**SKYLINES**

July, 2004

Phil Jordan, Editor

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

**Skyline Soaring Club, Inc.**

<http://www.skylinesoaring.org>