

SKYLINES



Newsletter of the Skyline Soaring Club for August, 2024

CLASSIFIED ADS

K Meister Trainee – (2 positions open) Unique opportunity to tutor under the current K Meister to keep the Skyline flagship gliders operational. The current K Meister has expressed his desire to retire in 2025. Step forward now to take advantage of this opportunity to get on the ground floor of club service. Contact Keith Hilton (kahilton1@outlook.com) or the Board of Directors (directors@skylinesoaring.org) to get started.

Trailer Meister – Skyline Soaring has several trailers used to house and transport gliders. The club is in need of a dedicated member who will monitor the health and viability of the trailers. Duties include trailers are functional: tires inflated, inspections are current (for trailers with brakes), lighting works; and other needed maintenance and repairs. You may not necessarily do the repairs, but more importantly see that they are completed. Apply now to the club President.

Merchandising Meister – Skyline Soaring seeks motivated marketing person to produce other

income streams for the club. Duties include inventory maintenance of current merchandise (t-shirts, log books, patches, etc.) as well as keeping the drink supply current. New inventory items can also be suggested to increase the visibility of Skyline Soaring. Apply now to the club President.

Wing Runner – The Soaring Safety Foundation provides a Wing Runner course for all members. Got to the SSA website (SSA.ORG) and click on the Online Learning. On the left is a link to the Wing Runner Course. Complete the course and show your certificate to your instructor to get a Wing Runner Pin.

Assistant Duty Officer (ADO) – All members are expected to provide service to the club. Where to start? The club has a syllabus for ADO training, check with your instructor to get started.

Congratulations:

From the July issue of Soaring Magazine:

A Badge – Marcelo Morichi, Andrew McGowan

B Badge – Marcelo Morichi,

C Badge – Mark Moran, Hugh McElrath

Bronze Badge – Hugh McElrath

Congratulations to these members upon completing their PPL Flight Reviews
Mark Moran, Marcelo Morichi, Andrew McGowan



NEW MECHANICS AT KFRR

Hugh McElrath

Rudy and son, the A&P mechanics occupying the former F.R.A.S. shop at FRR, did some excellent structural composite repair on my Pipistrel. The tailwheel had essentially collapsed, causing the tire to be scored by protruding bolts. Rudy gained access by removing the rudder, extracting the bent hex-head bolt that the tailwheel swivels on and a couple of big washers that had “mushroomed” under compression, installed new hardware from Pipistrel, determined the fiberglass where the washers bear was weakened (one could see a little “oil canning” in the tailboom near the tailwheel), glassed in a 2”x 2” piece of aluminum to beef it up and repainted the small area. The tailwheel now sits proud with no interference with the tire. The repair involved only a couple of ounces of material, so no impact to weight and balance. Rudy used to work for Agusta Helicopters. He’s a good alternative to two roundtrips to Gherlein up in northern Pennsylvania for composite repair. (Rudy also did the field repair to the canopy on one of our ASK-21s.). He and his son are polite and interested in more business - they are currently reskinning a Bonanza. Rudy does not yet have his Inspection Authority for doing annuals, but has a relationship with an IA who can sign off his work. His shop rate is \$85/hour (1/3 less than my car mechanic charges). There’s a 10% discount for cash.

P.S. In case of any invidious animadversions about the quality of my landings causing the tailwheel collapse, it’s been that way since I bought the plane in 2013, so there. Heavy wrenching on the nut associated with the hex-head bolt would elevate the tailwheel assembly, but that’s also what crushed the washers...

KFRR WCAC SAFETY SEMINAR RECAP ON JULY

11, 2024

Erik van Weezendonk

On July 11th, the Warren County Airport Commission (WCAC) presented seminar #2, this time focusing on tenant operations, loosely divided by types of operations. First to go was the SkyDive Front Royal parachute folks, presented by Albert. He praised the current teamwork amongst the entities and really what it comes down to is three things as far as they’re concerned. First, their parachutes, when under canopy, are directly over the field as they can “control” where they go, but they have no glider ratio to speak of. Basically, fly a normal glider landing pattern and we will be well displaced laterally from parachutes under canopy. Second, their biggest fear is folks overflying the field while skydiving is IN PROGRESS...aka parachutists are out of the airplane, regardless of free-falling or under canopy (parachute deployed). Third, when a parachute is within 100’ of the ground, they are extremely vulnerable to prop blast, so definitely need our tow planes to be cognizant.

Next, Skyline Soaring briefed normal ops via Ron Wagner with an extensive overview of our ops, backed up by Andrew Neilson talking about aero-tow operations and normal pattern. As we don’t have a “defined” place that we tow to (though, we acknowledged that Fish Ponds and Rocks are probably 80% of what we do) there needs to be communication via radio to let others know our plans. Most in attendance acknowledged that we use the radios and our intentions are typically obvious. There were 1-2 comments about taking up time on runway while we’re setting up for launch even though inbound powered aircraft announced on the 45 (before we took the active). So....listen for inbounds and judge whether you have time to get a glider staged, hooked up, and launched, as to not preclude a go around.

Helicopter folks briefed their operations. There biggest thing was that they're aware of all the others around the airport and try hard not be of impact. They have training flights and actual emergency flights. If you see them running out to the helicopter and it looks like an emergency is in progress, your intuition is spot on-Please hold off all glider launches....and obviously inbound gliders cannot do anything, but keep them apprised.

Paul Kosubinsky briefed normal AIM and FAR landing pattern ops, comm's, and altitudes. Remember, the "ideal" leads to knowing your part, their part, all of our expectations in the landing pattern. However, it is a non-towered airport and therefore: 1. Inbound pilots are expected to be predicatable, but it is NOT required. 2. Radios certainly help with communications, but also, are NOT required. Bottom line, be predictable, but expect the unexpected, especially from transient pilots!

Finally, general consensus was a helpful seminar and a little bit of pilot whining, but progress being made. If you'd like to see a Safety Seminar or something else from the WCAC, please let me know. In meantime, communicate when you can and when something doesn't look right, ask the questions.



COFFEE WITH A NEW PILOT– ANDREW McGOWAN

Marcelo Morichi

1. When did you take your practical test?

A: I took the practical test on Saturday, 6 July 2024, just over one week after conclusion of the "Week of Training" in Petersburg, West Virginia.

2. How long did it last?

A: We officially started the oral portion at 10:01 am. We finished that around noon and then transitioned to the PT part outside after lunch. By the time the three flights were done,

it was almost 4:00 pm. Despite being a great soaring day, pilot attendance had petered-out and we pushed the ASK-21 back to the hangar.

3. Who was the tormentor (Designated Pilot Examiner)?

A: The DPE was Piet Barber. All aspects of his questions and inquiries were straightforward....there was no tormenting (except the self-flagellation associated with not knowing complete answers to his questions!).

4. What were the flight conditions that day?

A: It was a hot July day (like many this past month) with light winds, but not as bad as many other days. That said, conditions were ideal for thermalling and soaring. There were big fat cumulus clouds everywhere. More than once the DPE wondered aloud where all the club members were on such a day.

5. How many flights did you complete? What do you remember most vividly about that flight?

A: I completed three flights with the DPE. The most vivid memory was a simulated rope break on my first flight at 800'AGL in the vicinity of Stokes Branch Creek, after launching from Runway 28. In all fairness, I likely prompted the release after I (prematurely) verbalized that I would do a modified pattern if the rope were to break (800 feet? I should be abeam the numbers on downwind at that point - what was I thinking!). After hearing that, Piet must have thought, "Oh hell yeah, I want to see this." I realized that a "modified pattern" would be a stretch and instead of turning right for a 28 downwind leg, I turned left to return to 10. Unfortunately there was an airplane on the runway. I was slightly south of the centerline, so I made a radio call for left pattern downwind for Runway 28. Happily, the airplane exited the runway and I made a new call for being on final for Runway 10. It all worked out. Lots of lessons learned.

6. How did you prepare for the oral portion of the practical test? What was difficult about that part of the test and what advice

would you give other students preparing for it?

A: I wish I had prepared for at least another week. There are plenty of prep guides out there. I relied on Bob Wander, the GPGS FAA knowledge exam guide, Google, YouTube, and the Ron Wagner compendium. I spent too much time psyching myself out...anticipating some trick question or detailed calculation related to wing loading. There were no trick questions or gotcha questions. For stuff I was hazy on, Piet wanted to ensure I knew it, or could find it. Advice: I would start studying early (weeks, months...or right after the FAA exam) going over the specifics of the PT standard, and review each part in detail. It is important to start early, because once all SPR tasks are completed, confidence by the CFI-G grows, and you get the PT endorsement, momentum to cross that finish line will only increase.

7. Who was (or will be) your first passenger after you became a pilot?

A: My daughter Genevieve, if I can bring her up before she heads out as a freshman to Michigan State University.

8. What is your most memorable flight since you become a pilot?

A: Either my first solo on Father's Day in 2023 (a pattern tow that lasted 42 minutes) or my first sustained thermalling (solo) during the 2024 WoT (also about at 40 minute flight).

9. What are your goals as a glider pilot for the next two years?

A: Build knowledge, continue to reinforce flying acumen and airmanship, be safe.

10. If you met with Andy when he started his flight lessons, what advice would you give him?

A: Hang in there, it's a learning marathon not a sprint.

11. What are the two things that Skyline Soaring Club does well in developing new

pilots? What is the one thing that could be improved?

A: The best thing about SSC are the people. One of the best things that SSC does is bring so much aviation knowledge and experience to a group of learner (student) pilots who range in age from teens to 60s (70s?). Teaching and demonstrating flight to that diverse group of students is challenging. Thanks to every member who gave me some nugget of aviation knowledge. Second, as an organization, it is well structured. That framework of scheduling, safety meetings, digital logbook (SPR), and volunteerism contributes to the success of the club, the members, and the students. As for improvements...ground A/C units for the gliders on the ramp in summertime! Thank you!





**Skyline Soaring
Club, Inc.**
is a private,
501(c7)
non-profit

organization, dedicated to the
enjoyment and promotion of
the sport of soaring. SSC is
based at the Front Royal-
Warren County, Va. Airport
and is an affiliate club of the
Soaring Society of America. For
information about the club go
to
www.skylinesoaring.org

Stephanie Zilora - President
Directors
Robert Jacobsen
Carlos Troncoso
Jim Perlmutter
Peter Ross
Erik van Weezendonk
Stephanie Zilora

Keith Hilton - Secretary
Ralph Vawter – Treasurer
Marcelo Morichi – Asst. Treasurer

Ron Wagner - Safety Officer
Tim Moran - Membership
Officer Shane Neitzey – Chief
Towpilot John Noss – Chief CFI

Ken Ring - Hangar Meister
Ertan Tete - Field Computer
Meister
Carlos Troncoso – Chief Duty
Officer
Mike Ash - Duty Roster Chief
Piet Barber - Webmaster
Brian Clark - Assistant
Webmaster
Jim Kellett - Newsletter Editor

Evan Dosik - ASK-21 (N321K)
Meister
Rob Jacobsen – Discus Meister
Steve Paris – Tow Vehicle
Meister
Andrew Neilson – Towplane
Meister
Keith Hilton – ASK-21 Meister
Matt Vosika – Organizations
Liaison Officer