



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC DECEMBER, 2006

Skyline Soaring Club's – 15th Anniversary Gala

“Magic Was in the Air”

Lynne Garvey Wark

Over 75 handsomely coiffed members and guests of the Skyline Soaring Club enjoyed an evening that will be longed remembered! On Saturday, November 4, 2006 “magic” filled the air as the evening was filled with fun, memories and much laughter! The 15th Anniversary of the Club’s founding was celebrated amidst Jim Kellett’s H3 glider (replete with active radio signal) festive hors d’oeuvres, beverages, delicious dinners, a dessert buffet and prizes for a club trivia game. The ballroom at The Heritage Hunt Club House in Gainesville, Virginia was beautifully decorated with centerpieces designed by Miriam Ellis – ethereal visions in blue and silver – topped with silver stars and small handmade silver glittery gliders (over 22 beautifully assembled by Janice Farr!) and balloons. None other than our own Joe Rees was our dapper Master of Ceremonies for an evening that included drinking, dancing and a most informative and entertaining presentation by National Glider Champion, Doug Jacobs. A stunningly beautiful dance demonstration followed by Marta Dziadek (whose hubby was officially checked out the following day at the field) with her dancing partner, Todd. The planning committee consisted of Jim Kellett, Dave Weaver, Joe Rees, Carlos Roberts, Dan Noonan, Miriam Ellis, Lynne Garvey Wark, and Janice Farr. The “prize” for the guests who came the furthest went to Byron and Sharon Lowry- who came in all the way from San Diego, California – barely beating out Jim Kellett’s brother-in-law, Larry and wife, Jean – who is no doubt Pat’s sister! Bela and Susan Gogos were in attendance and Susan even won a trivia quiz gift!

Doug’s presentation was entitled “Return to Kitty Hawk” which was 45 minutes reviewing the 100th Anniversary of Human Flight – which, of course was begun with gliders! It was a cross-county flying expedition beginning in Los Angeles, California to

Kitty Hawk, North Carolina – including 12 stages, a total of 2,500 miles with a maximum achieved distance of 1,700 miles and an incomprehensible driving distance for the accompanying crews. The touch down in Kitty Hawk was on July 4, 2003 and more than 50 permanent participants made it all the way – representing eight countries - even Slovakia! The crew mobiles included cars, SUV’s, monster motor homes dragging trailers and many, many loyal crew members. Nearly one-third were motor gliders and 3-4 tow planes were brought along – C182’s or Pawnee’s as well as the use of local towing. Each stop was planned at a local gliding club or glider port – and all participants enjoyed unbelievably gracious hospitality. The Racing consisted of speed over a defined course – what was known as “Free Distance” in the old days but as performance increased, the distances got too great. The racing is now only closed circuit with the crews leaving the airport for retrievals. In the Return to Kitty Hawk experience, straight out distance flying was something everyone enjoyed everyday!

Doug also spoke of the International Glider Championship in Sweden this past June. It was a challenging competition with a limited contest area, with much water below and restricted sir

Significant Events:

Congratulations to Verne Kline who became our newest PPL-G when he completed his practical exam at Petersburg, Sunday, November 26. And congrats to Sobek Dziadek for getting his U.S. PPL-G. Thus we add two good pilots to our membership.

Congratulations to Curtiss Wheeler who did his CFI-G also at Petersburg.

Holiday Party— see page 6

space. Heavily forested to the North, there were numerous remote starts and finishes and the reality of Swedish weather to contend with: lots of rain during the practice period, quite cold for the initial week – hot and stable for the rest of the contest!

On soarable days the lift was better to the north 4-5 knots to 6000msl, weaker to the south – 1-2 knots to 3000msl or less and non-existent in “lake shadow” areas. The highly variable weather caused lots of gear changing and the influence of all the water was a tremendous challenge – as well as the airspace avoidance with many gliders to watch out for. However, most races were won or lost at the Start or Finish line. The start area was a small “toe” surrounded by restricted airspace and water with only one way in and out. Each Class started from a different remote point to cut down on gaggles, but often the participants would not get

Lynne has provided a large number of photos to accompany her wrap up of the Gala. Here's a few pages that capture the night for those members who couldn't attend. Unfortunately that number included your Editor and his wife who were both sick with the bug and with regret for Nature's bad timing.

much above 3,000 msl. Starts were slow and so the results were not what everyone had hoped for. A few positives included two pilots new to the world competition and with more experience the future potential for Mockler and Ittner seems hopeful. There were many top ten finishes and a thrilling and perhaps final, win on the last day. Dave Weaver presented Doug with a beautifully framed montage of Skyline Soaring area photos and a commemorative “Thank you!”

The evening ended with dancing, song dedications and a door prize of a one night's stay at Bill Wark's Bed & Breakfast, the Canary Cottage in Clifton, Virginia (home of the Annual Holiday party for the past 2 years, and again, this year). For all who attended, the anticipation of more “magic” in the air at the 20th Anniversary is certainly something we all will look forward to!



Marta Dziadek, wife of new member Sobeck Dziadek (see Significant Events) and Todd Borzych gave a stunningly beautiful dance demonstration.



Dave Weaver prepared and presented Doug Jacobs with a beautifully framed montage of Skyline Soaring area photos and a commemorative “Thank you!”





Better part of the planning committee. H3, Lynne Garvey Wark, Janice Farr and Miriam Ellis

Master of Ceremonies Joe Rees, Speaker Doug Jacobs and his wife Martha



Marta Dziadek, Miriam Ellis and Sheryl Collins.

Kevin and Denise Fleet



(above) Rick Harris, Lianne and Chris Groshel.

(below) Greg Ellis, Bill Wark, Jim Kellett, Jim Garrison, Piet Barber, Steve Wallace and Joe Rees.





(left) Joe Rees, Doug Jacobs, Shane Neitzey, H3, Rick Harris and Chris Groshel.
 (below) Stacia and Gordon Roesler, George Hazerlrigg and Marianne Bachmann.



(above) Helen Weaver, Linda Roberts and Sharon Lowry.

(right) Susan and Bela Gogos

(below) Bill and Lynne Garvey Wark, Miriam and Greg Ellis.



(above) Brenda Phillips, Karen Ridings, Chuck Ridings, and George Phillips.
 (left) Larry and Jeanne Fortune Pat Kellett's sister and brother-in-law, visiting from Jacksonville, Florida
 (below) Pat and Jim Kellett, Ray Warshaw.



Meet the Member

Steve Rockwood

My name is Steve Rockwood and I have been given the nod as the new Membership Officer for the Skyline Soaring Club. For those who don't know me, I have been married to my beautiful wife Becky for 30 years; have two adult children, Danielle and Jeffrey, a son-in-law, Tuna, and a cat named Leo. For those who know me, and contrary to popular belief, I am working on my landings and I think they are improving.

I want to thank the board for allowing me the opportunity to assist the club as the Membership Officer. I also want to recognize Joe Lingeitch for his service to the club coordinating membership for the last several years. Joe was my point of contact when I joined and helped me arrange contacts and schedule time with instructors. A contact with a club member is very important if you are a new member totally unfamiliar with how things run in a soaring club. Thanks Joe.

One of my goals as Membership Officer is to make it easier for members to learn about the Skyline Soaring Club and meet the members that make to the club what it is. I also want to understand why 30 day trial temporary members do not elect to become full members of the club in order to improve our club and boost membership levels.

When I became a new club member earlier this year, each time I would arrive at FRR the same questions would inevitably be asked. Who are you? Are you a member of the soaring club? What is your experience level? This is a great way to meet other club members, but wouldn't it be nice to have an introduction to all members precede you? I would like to encourage all SSC members, established and probationary, to submit a photograph and a brief glimpse into your attraction to soaring. For me it was watching Steve McQueen soaring in the movie "The Thomas Crown Affair". What is some of your soaring history? I started when I was 23 years old and took flight lessons from a glider-port in Heber City, Utah. After obtaining my solo certification, the responsibilities of life consumed all flying



funds. Marriage, college education, kids to support, a mortgage, blah, blah, blah, I am sure you know the story, caused me to put soaring on hold. Now at 53, the opportunity to soar again is here and I plan to take full advantage of this second chance. Photographs and short articles from new members would be excellent supplements to the monthly Skylines newsletter.

I look forward to working with existing and future members to make membership in the Skyline Soaring Club a great and hassle-free experience. We are not just a club of fliers but a family of people all with the same goal, to soar with the eagles. If you need to contact me or know of anyone interested in our club, please try any of the following:

- Home phone number - (540) 349-5113
- Cell phone number - (703) 577-9414
- E-mail address – steve.rockwood@skylinesoaring.org

Social Agenda Proposal

Miriam Ellis

I am writing this letter to bring a new idea to your attention. The recent Gala and the upcoming holiday celebration point out the interest and value of social events to our club's growth and success. We must do more than fly in order to progress. We need the active support of spouses and community. This involvement is best gained through social events where we develop and build the relationships that can enhance the club and make it a more vital and more desirable organization.

We could have a more active social agenda. For instance: regularly scheduled 4th of July and Memorial Day cookouts, in addition to the traditional December holiday party and every 5 year Anniversary parties. The idea is that we should have something of interest for those family members and friends who are not pilots, to bring our non flying community members out to the field, and provide an opportunity for more spouses to help.

Regarding our every 5 year Anniversary Gala, our 10th and

15th anniversary celebrations were great events. They would have been even better if more members had participated. I suggest that in order for us to have most or all members participate we should consider establishing a "social event fee" added to the annual club dues. This would make it possible for almost every one to be at the 20th. I believe that adding a \$25 per year to the annual dues would provide for each member to participate at our 20th and to bring one guest (spouse, family member or friend)

I would like the club and the board to consider these proposals, and the benefits they would bring. This is my opinion, I hope that you will give this some thought and take action.

I hope to see you all at Lynn's place for the holiday party.





Skyline Holiday Party



Who: Skyline Soaring Club members and guest

When: Saturday, December 16, 2006 - 7:00pm -??

Where: The Canary Cottage, home of Bill Wark & Lynne Garvey Wark
7153 Main St., Clifton, Virginia 20124 (703) 322-1811

Come join us for this festive get-together & opportunity to visit with other Skyline Soaring Club members & their spouse or friend/significant other.

Heavy hors d'oeuvres & soft drinks will be provided.

Feel free to bring a favorite dish & BYOB, if you'd like.

Directions: I-66 to the Fairfax County Parkway (Rt. 7100 - head to Springfield, NOT to Reston...) to 1st exit, Rt. 29, Lee Highway.

Right on Lee Highway South to

Left onto Clifton Rd. for 5 miles into the heart of the Historic Town of Clifton, Virginia.

(please note cell phones do not work as you approach Clifton)

Please park on the street or at the Post Office parking lot (on Chapel Rd.—1 block away).

For additional information, feel free to visit our Bed & Breakfast web site,

www.canarycottage.com

Please RSVP by December 9, 2006 via email, lghassoc@erols.com

Or call (703) 322-1811.

We look forward to seeing everyone!

Lynne & Bill



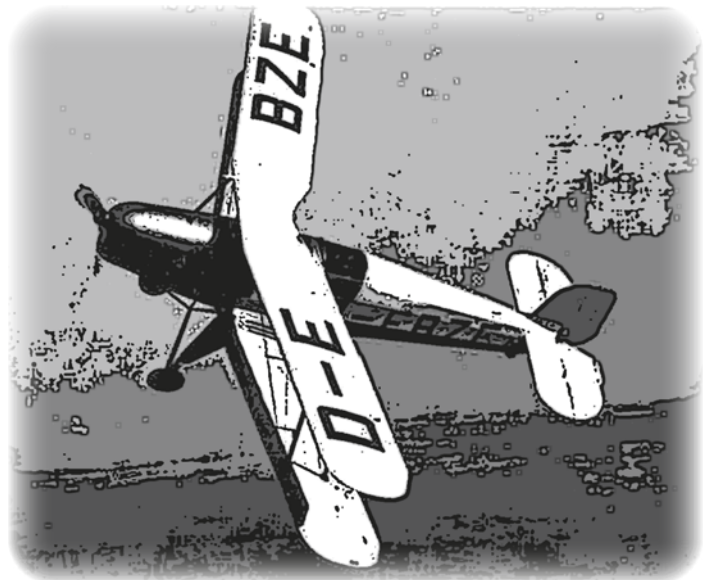
The Most Memorable Christmas Day in My Life

Bela Gogos, Emeritus Member of SSC

The night before Christmas of 1944 I took a train to Budapest to visit my girlfriend. On Christmas morning I learned that the Russians had encircled Budapest. Transportation to and from the city was nonexistent. I learned from my girlfriend's neighbor that there were two Bucker Jungmans in Heroes Square in the center of Budapest, fueled up and ready to take off.

I rushed over and saw from the markings the two planes belonged to the Horthy Foundation. Since nobody was there to claim responsibility for the planes, I started the engine of one with the help of two bystanders and jumped into the pilot seat. After a brief engine warm-up the two bystanders turned the plane toward Andrassy Street and I took off. I knew the distance for takeoff was short and I had to maneuver the plane between tall buildings with wires between them.

I cleared the buildings and the wires, ascended to 4,000 feet and headed towards Szombathely, about 120 miles west of Budapest. As I was crossing the Russian line I was shot at but cleared the danger zone without injury and flew to Szombathely where I landed two hours later. This was the most interesting and eventful Christmas Day of my life. ✍️



Heroes Square photo by Hannah Gleghorn

Meet the Member

Michael Ash

My first experience with general aviation came in the form of a glider ride out of New Market in 1990 or so, when I would have been about ten years old. I loved the ride but I was a little intimidated by it. When the pilot offered to let me fly the plane, I was afraid to touch the controls.

A bit later my parents thought it would be good to indulge my growing interest in aviation and I began taking lessons out of Shenandoah Valley Regional in powered planes. Finances and the fact that I wasn't going to solo for years due to my age made them a monthly event at most.

A while after that, my family moved to Wisconsin and I got to witness first hand the effect that unbelievably bitter cold has on airplane climb performance. I also discovered that blown snow is remarkably effective at hiding dropped airplane keys.

For whatever reason, it never quite clicked for me. I enjoyed flying and even soloed not too long after my 16th birthday, but I wasn't hooked. Well before I was 17, I had quit.

The next few years involved lots of school and no flying. I obtained a B.S. in Computer Science from the University of Wisconsin, then followed that up with three years of teaching and school in Caen and Orleans, France, where I ended up with a Master's in Computer Science and a wife from Beijing.

A few months before I finished school I was hired by a company called Rogue Amoeba Software. Those of you who use Macs may recognize us as the makers of Audio Hijack. Those of you who don't probably have no idea who we are, but suffice it to say that we make computer software and our logo is an anthropomorphic amoeba in sunglasses and a bandana firing an automatic weapon. This job is entirely a work-at-home affair and gave me almost too much freedom in deciding where I wanted to be. I finally decided to return home to Virginia in the spring of 2006.



I never lost interest in aviation and I had long been a fan of the X-Plane simulator. At some point I discovered that X-Plane does gliders, and as I tinkered with them I started to think that maybe this was something I could get into for real.

One fine day in June I visited the SSA's web site and discovered that Skyline Soaring was the closest place to fly. I sent an e-mail to Joe Lingeitch which culminated in meeting Bob Sallada for my second glider flight and first glider lesson. Before I was even back on the ground I knew that this was my kind of flying. I was well and truly hooked.

The next few months went by quickly. I got a sore arm from being tense on tow, ballooned high on my first takeoff, and reacted slowly on my first rope break. I got to soar with the birds, fly fast, and have fun. And on a beautiful Sunday in September, Piet Barber sent me up all alone.

I'm still in one piece (and the glider too), a testament to the wonderful Skyline instructors. For now, I'm having fun, getting my ten solos in, and looking to take my checkride sometime in the spring.

I continue to be impressed with how knowledgeable, helpful, interesting, and kind the people I meet at FRR are. Joining the club has been wonderful not only for the flying, but also just to be a part of a great organization. Thanks to everyone for welcoming me here, and happy flying. ✈️

Skyline Soaring Club's 15th Anniversary Gala

Trivia Quiz

Lynne Garvey Wark

- (1) What Skyline member was a crewman on America's first nuclear submarine? —(Gordon Roesler)
- (2) What Skyline member glided in a flamed-out F-86 to a safe landing? —(Jim McCulley)
- (3) What Skyline member flew the famous U-2 spyplane? —(David Weaver)
- (4) What Skyline member flew against the allies in WWII? —(Bela Gogos)
- (5) What Skyline member makes a good living protecting the internet from Microsoft software? —(Piet Barber)
- (6) Who was the first President of Skyline Soaring Club? —(Jim Postma)
- (7) How many glider pilots are there in Virginia (choices: 250, 800, 1700, 2500)? —(1700)
- (8) Who is the current Chairperson of the Soaring Society of America's Board of Directors? —(Dianne Black-Nixon)

- (9) Who holds the club record for a land out from the highest altitude closest to the field? —(Kevin Fleet and Piet Barber) landed out in the K just off Signal Knob west of the ridge. They had been at 12,000 ft MSL in wave about 4 miles west of the field and didn't make it back. Kevin or Piet can give the full story.
- (10) Who is the current SSC member who retrieved Bela Gogos and his ASW20 from the Bellhaven, PA cemetery (Bellhaven is near Tyrone, PA) back in the 1990s ?? —(Jim Garrison). The answer was in an article Susan Gogos wrote for Skylines this past summer - so it is sort of recent info...)
- (11) Skyline Soaring Club had an older-style two seat trainer, which had an affectionate name. What was it? And how did it get the name? —(Miss Daisy)-- but, I have no idea about the answer for the second part of the question, I'd like to know!
Actually your Editor named the plane deriving inspiration from "Driving Miss Daisy". You'll recall the movie was about an elderly Southerner driving an Old Lady around!
- (12) What Skyline member proposed to his wife while soaring above Front Royal? —(Bill Wark) ✈️

Region 4 Town Hall Meeting

Jim Furlong

On November fourth, Region 4 Director Jim Kellett opened a meeting at the Udvar Hazy Smithsonian Air & Space Museum at Dulles International Airport in Virginia. In a well prepared slide presentation he laid out the number of Soaring Society members compared to non-member soaring pilots and power pilots in the United States. It seems we are small and getting smaller, in everything but waist line; and on average we are getting older! Jim related the efforts that he and others have initiated to counter this decline in our Society and our sport, and ran thru the facts and figures relating to Region 4; such as the fact that there are no more commercial glider operations in our region. He also named the clubs and their location and size. Kellett opened a discussion on how to stop this decline. The message brought home to us is that if soaring as a sport is going to survive, each of us has to become involved in getting new members into our clubs.

Having wrapped up his presentation, Jim Kellett then introduced Dianne Black-Nixon the Chairman of the SSA, who had come to this meeting on her own dime to update us on the current status of the problem at the Soaring Society's headquarters at Hobbs, New Mexico. Briefly put, the Society is not broke, but took a serious financial blow. Alan Gleason, the Chief Financial Officer had been arrested and is now out on bail pending further investi-


gations into this matter. Dennis Wright has resigned. The officers have been working hard to get to the bottom of this problem and have taken great pains to appoint an impartial committee of skilled and dedicated SSA members to complete this work. Efforts are underway to recover as much of the missing money as is possible. Dianne made no excuses for this debacle and said that the officers will step down as soon as they can do so without causing further harm to the Society. The people present at the meeting questioned Dianne at some length and got their questions answered in a straight-forward matter of fact manner.

Afterwards, Jan Scott, the founder of the Vintage Sailplane Association, took us out on the museum floor to examine the two Horten flying wing sailplanes that hang there. Using a laser pointer he called our attention to the many unusual features of these aircraft such as the unique prone pilot position and the non standard control use and setup. Without a thorough check out, a pilot would be unlikely to fly one of these gliders and return it to the ground in one piece. One of these gliders was the highest performing sailplane in the world back in the forties, having a glide ratio of forty to one. Jan's interesting and informative talk attracted other museum visitors who also listened appreciatively. The Udvar-Hazy museum at Dulles airport is well worth visiting by anyone who has any interest in aircraft. Everything seems to be there, from biplane, to Blackbird, to the Enterprise space shuttle and the Concorde.

Skyline was well-represented by Kellett, Rees, Groshel, Banas, Roberts, Weaver, Warshaw and Sallada.

Skyline and M-ASA members and Jan Scott deep into the Town Hall meeting. Photo courtesy of Jim Furlong



Copy  **That!** *Selected flotsam and jetsam from the editor's daily Tsunami of email*

The Board offers its apologies if the membership is confused on what date we planned on stopping operations for this year.

Originally, you may have seen Shane's email stating the 26th of Nov., George Jr's email about the Dec.10th. or have noticed that the Roster is planned out to Dec. 31st.

This weekend, the Board decided to make Dec. 10th our last day of ops. The background on this.....

The board originally decided (unanimously) back in October to shut down on the 26th of November, with the possibility of Wave Camp being the biggest driver on the decision.

As time went on other factors caused some Board members to take a second look at this date. We had to weigh our running the Pawnee engine past recommended TBO and the comfort level our towpilots have with this, The Pawnee annual inspection and engine overhaul scheduling issues, checkrides coming up, member feedback and wave camp participation.

In the end, two Directors (Neitzey / Harris) held firm with the original date and the remaining voted for Dec 10th.

The Pawnee will be going into the shop on Dec 11th with an expected downtime of at least 6 weeks.

The Board thanks the membership for their patience with this issue. —Chris Groshel, Director, Skyline Soaring Club

Best wishes for a speedy recovery—DO Jonathan Kans has suffered a torn knee cartilage.

Toys for Tots—Thank you very much for contacting us with your interest in volunteering with the Toys for Tots program. This year we are seeking help from the community to assist us in the Toys for Tots warehouse. There we unload toys, separate them into gender and different age groups, then we get orders together for specific individuals. We are in the warehouse from Dec. 1 through 22: Monday to Saturday from 8 a.m. to 4:30 p.m. and Sundays from 8 a.m. to noon. Currently we need the most help during the week. The warehouse is located in the Aquia Town Center on Garrisonville Road in Stafford. If you are able to help in this way, please show up at the warehouse whenever you are available. —Cpl. Susan E. Smith susan.smith@usmc.mil

Try to Tie This One—I took this picture on Friday, November 17th. After towing John Lozinyak and Bob Sallada in the ASK-21, Bill Vick-



Janice Farr and Bob Sallada photo by Dick Otis

land returned in the Pawnee and we noticed that he was dragging a significant amount of rope. After he shut down, we went over and took a look, and found this sticking out the tail. Jim Kellett was holding it up for all to see when he said I should take a picture and send it in for the newsletter, so here it is. —Michael Ash

In my opinion, it's a one-time or otherwise very rare fluke. The knot APPEARS to have been formed w/o having the end of the rope



involved—i.e., got involved in a very complex 'whip' that created a wave that, in turn, managed to insert itself into another loop in the rope! —Jim Kellett Resident Curmudgeon

How to prove that soaring is fun...? Well, I guess the Austrians have figured that out....Will SSA's calendar follow...?

<http://www.soaringchillies.com/index.php?main=kalender07&sub=vorschau> —Sobieslaw Dziadek

For the second year in a row, a Region IV Chapter will be making a presentation at the SSA convention about their success/problems in acquiring and maintaining gliderport facilities (in 2006, it was Tidewater Soaring and in 2007 it will be Skyline Soaring.) Thanks (big time!) to those two clubs for sharing their experiences! —Jim Kellett, Director, Soaring Society of America, Region IV

Soaring Safety Foundation Flight Instructor Refresher Clinic

Location: Frederick, MD Date: January 27-28, 2007

Registration: Glenn Collins (703) 335-6778 or pwrlessflt@msn.com

The Soaring Safety Foundation (SSF) provides US glider flight instructors the ability to renew their FAA flight instructor certificate in a class tailored to the need of glider pilots and students. Class will start at 8:00 am on both Saturday and Sunday. SSF FIRC's are open to any and all glider pilots who are interested in learning more about the art of Soaring. Instructors can renew anytime during their 24-month period. Instructors renewing their certificates in the 3 months preceding their expiration will retain their current renewal month. If you are outside that window, your renewal month will be changed to January. You do not need to be a flight instructor to attend an SSF FIRC.

Even if you are not an instructor, or don't even want to be an instructor, I recommend that you consider attending this meeting. It is chock-full of information, and will certainly be a learning experience. —Piet Barber

I **second Piet's recommendation** that non-instructors attend. Two other SSC members (Freytag and Ellis) and myself, who are not instructors, attended the FIRC that SSC (Kellett/Groschel) hosted in Spring 2005 along with a half dozen of your SSC club instructors.

... I don't know for certain that the FIRC made me a safer pilot, but I did learn several new things about soaring and soaring safety, and I did hear some interesting new perspectives from the Soaring Safety Foundation instructors who operate the FIRC. ... it is a great way to prepare for safer soaring season in 2007.

—**Craig Sutherland**

Petersburg, Weekend One—The move went pretty well considering we loaded the K into the old trailer just find out it does not work. Then to covert the new trailer from Grob rigging to K took about an hour. Good thing Dave Weaver was there with the experience to assist in the conversion or it would have been longer. Vern Kline, Steve Wegner, Sobek, myself and Piet Barber w/ H3 in tow, all arrived at W99 at 12:30. K Assembly was very smooth, say 20 minutes.

The Shenandoah club was operating their L-23 and towing with their beautiful Pawnee. BTW, they left Sunday afternoon and will not be back till the next wave camp. Ray and his LAK-17 was already there, Craig Sutherland his wife and child arrived soon thereafter. I field checked Vern and Sobek. We later installed a very secure tiedown, taped/sealed the spoilers, pitot & canopy, made and installed the rudder lock. Had just enough time to set up camp.

.... Sunday, up at dawn, Jim Kellett flew H3, I checked out Steve & Craig while DPE Marvin Holland checked out Curtis and Vern. Congratulations guys.

The K is currently in the large hanger. Trailer behind the East hanger. K battery left wing, Battery charger right wing. O2 & rudder lock in the trailer. Oh, I have the barograph, so if someone wants it this week, come and get it. The new Rt55 H Corridor from Wardenville to Moorefield is a 65 MPH autobahn, really cuts the drive time. Two hours home with holiday traffic Sunday night. Departed W99 5:30, arrived home near Haymarket 7:30. Very nice weekend, I may go out for one day this week if the weather looks good. I will be there Saturday afternoon after SSC Board meeting, camp overnight and stay all day Sunday.

Registration: \$10, 3K: tow \$45, Hanger: \$10 per night Tiedown: \$free, Camping: \$free

Please keep an accurate log of all your time in the K.

—**Shane** 703-335-8185 off 703-753-3806 hm 571-259-0042 cell

New hi-res real time weather tool —<http://www.weather.aero/hems/>

XC Camp Announcement—What we're offering: A cross country/ racing school run by experts to be held in the week preceding the Region 5 North competition at Perry, sponsored by the US Soaring Team organization — read more about past camps here: http://www.ssa.org/UsTeam/ust_camps.htm

What you'll achieve: Improved cross country and competition skills through an intensive six day course in a relaxed atmosphere of learning, feedback, and guidance. Even if competing is not your objective, learning to fly efficiently utilizing racing techniques will improve your cross country abilities. If you're

planning to fly the Perry contest, we'll continue with task briefings, flight analysis and debrief each day.

Dates: Arrive (or fly in!) during the day on Saturday, April 7th for an evening kick-off cookout, class/ flying /debriefing from Sunday April 8th through Friday April 13th.

Target Groups: Pilots with limited cross country or racing experience who would like to improve their skills under expert guidance in a less pressured environment than a full racing competition.

Minimum Qualifications: Silver C badge, 150 hours, capable of 150km+ cross country flights in reasonable weather. Must able to bring your own or a club glider with 30:1 or better performance.

Ground School Option: Can't meet the minimum qualifications? — Join us for the ground school portions only, and fly locally on your own. You'll still get lots out of the course.

Perry International Airport Perry, South Carolina April 7-13, 2007

Number of Participants: Flying: 20 maximum. Ground School only: 10 maximum Mentors: Doug Jacobs, 1985 World Champion, 8 time US National Champion Sam Zimmerman, 2006 US Team Member to Sweden Tim Welles, 2006 US Team Member to Vinon Sam Giltner, top notch South Carolina XC pilot Other US Team Members as available— **Doug Jacobs**

I **thought I would share this striking photo** of a Minden morning with my friends at Skylines. Wave season has been going strong for the past three weeks and we have two people trying for world records tomorrow in what promises to be very good wave.



More at www.soarminden.com

Best to all at SSC. —**Fred LaSor**

I don't know the key to success but the key to failure is trying to please everyone—**Bill Cosby**



SKYLINES

December 2006

Phil Jordan, Editor

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