



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC DECEMBER 2007

Masthead photo by Dick Otis

Club Webmaster in Exile—Flying in Switzerland

Piet Barber

Now that I'm settled in here in Switzerland, I have had some time to sign up with the Segelfluggruppe Bern. If you don't know German, you pronounce that like ZAY-gull-flook-groop-uh Bern. The club is also known as "SGBern" for short. I am quite fortunate to have such a large and capable flying club so near to my apartment in Bern. It is a 15 minute train ride, or a 30 minute bike ride from the apartment to the airport. With this kind of convenience to the airport, it's a wonder how I can stay away from it!

This is a glider club with a problem that is unknown to any club in the US. I have heard from many people in the club "We have too many gliders, and not enough members." I have a hard time agreeing that it's a problem, though!

They don't skimp on the quality or the quantity of the gliders. Among the selection of two place gliders, SGBern has two ASK-21's for most of their primary training. For advanced and cross-country training, they have two Duo-Discus, and one brand-spanking new Duo-Discus X. If you prefer the "classic" gliders, they have an old-school glider named the Rhönlerche. It's quite possible you have not heard of this glider, think of it as more similar to the Ka-7 than to the SGS 2-33. There also motorgliders to rent.

For single-seat rentals, They have many excellent gliders to choose from, too. They have a pair of DG-300's, a pair of Discus "B"

models (with a wide enough cockpit to fit any of you Americans). There even is a DG-800S for rental, too. The prices are the hardest part to believe. I can fly any of these gliders (except for the DG-800S) for a yearly flat rate of about 900 dollars. I'm just getting started with the club, so I'm looking forward to enjoying all of these gliders.

My training in the club included four airfield familiarization flights in the Duo-Discus. Two in the "regular" Duo-Discus, and the other two in the Duo-Discus "X". The X is the latest model that Shempp-Hirth has released that includes better airbrakes (in conjunction with flaps when the spoilers are fully extended), better landing gear, better cockpit usability, and other minor tweaks. But the biggest advantage I can see is the increased ability of the revised airbrakes. My instructor, Kurt, says (in the local dialect) "Äs isch wie ein Troum!" (It's like a dream).

For aero-tows, they use a towplane unlike any you have seen in the U.S. They have two towplanes, each a four-seater single engine airplane named the "Robin". One of them sports a colorful orange "Breitling Chronograph" paint scheme. In comparison to the Pawnee, they are underpowered, but appear to be easier in finding tow pilots, as they are tricycle gear airplanes. As a result, they have no shortage of towpilots, and getting a tow is not hard to find.

Every day at precisely noon, they break for lunch. Everybody reports to the clubhouse for sandwiches and soft-drinks and friendly conversation. It is unthinkable to begin a flight between noon and one. It might be thought that the Swiss favor a

Our Man-in-Bern climbs in the Heidi-high country.



All photos © 2007 by Piet Barber

good lunch over flying, but this is not the case. The local ordinances prohibit any take-offs from the airport between noon and one, unless the flight has a flight plan filed for a distance of more than 100km. Before you smart-alecs try to find a loophole in that, saying that the gliders do 300km flights or other long distance flights, remember that the tow plane is making the noise, and the towplane is returning to the airport.

The Bern-Belp airport is an airport operating with a control tower. The airport is shared with regional jets, and has scheduled service to at least Munich and Brussels. The control tower operates in English, and uses feet, knots, and miles. The glider club operates in “Bärndütsch”, meters, kilometers and kph. All of the



Breitling Chronograph Robin (top) Bautag 2007—the annual volunteer day, included all sorts of round-the-club cleanup, including cutting down the local vegetation.(above) Duo Discus XL (below).



gliders have instruments which read meters for altitude, kph for velocity and m/s for the vertical climb rates. Starting in 2007, all of the gliders had to be radio-equipped and get permission from the tower to land before entering the pattern. And oh, by the way, they have to report their altitudes in feet, speed in kph.

You would think that operating with an English speaking tower with feet, miles, and knots would be dead simple for me, right? It turns out that I’m having an incredibly difficult time with communicating with the control tower. As a native English speaker, I am actually at a disadvantage. There is a specific script to be used here for all communications with the tower. Ad-libbing the dialog is not welcome or permitted. I have not mastered the script yet. For instance, responding to the tower with “I’m landing on the grass” would not be a responsible part of dialog. I joke that I only speak American, and not English, and this is my real problem. Sadly, this pilot has still much to learn.

The area around Bern-Belp is referred to the pilots as the “Flachland”, the flatland. There are still hills that are higher than anywhere along the Massanutten ridge system. To put it into perspective, the pattern starts at 1500’ above the airport, but only 300’ over the local terrain. To the south, lie “die Voralpen”, always frosty from snow, the highest mountain in that area is the Jungfrau, towering to 11,332 feet. In response to my experience of flying around mountains of Virginia, the chief instructor of SGBern responded, “It is not the flying high that is the problem, it is flying too low between the mountains that is the concern.” After a review of my logbook, I was given clearance to fly all gliders in the club
Continued on page 4



Skyline Holiday Party



Who: Skyline Soaring Club members and guest

When: Saturday, December 8, 2007 - 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,

<http://www.canarycottage.com>

Please RSVP by December 3, 2007 via email, lghassoc@erols.com

Or call (703) 322-1811.

We look forward to seeing everyone!

Lynne & Bill

after four flights in the Duo with an instructor. I'm permitted to do cross country flying, with the exception of flying over the Alps. I'll need an instructor-sign off for that. I still think I need a few more dual flights to be really comfortable there.

I have only managed five flights with SGBern in the short flying season I had, starting in August and ending in mid-October. The club shuts down for the winter, unable to muster a reasonable number of flying days in the foggy winter. With the flying season here ending so early, you can only imagine how hard it is for me to watch all of you having fun doing ridge flying in October and November. The year ends off with the "Bautag", a day of clean-up, grass-cutting, shrubbery trimming all-hands affair to end out the flying year.

You may have wondered why I have only had five flights with this new club in this new land. I have to admit that My lack of flights has not been due to the lack of a suitable flying club, or flyable gliders. It's simply a matter of logistics. Moving a wife and four kids to a foreign land is challenging in its self, but doing so with a company that has no experience relocating employees makes it positively pioneering. I really plan on fixing this in the 2008 flying season.

I am complimented by many people with, "You speak German very well.... for an American." (they always manage to add that last bit). The conversation that the locals use is not the sort of German that is taught in high schools, universities or that you would

learn from computer software. The German they speak is a Swiss Dialect called "Bärndütsch". When people call it a dialect, they really mean "a completely different language from German that Piet can't understand."

Although people can speak with me in High German or English quite capably, all day long, I am unable to break into a conversation in the local dialect. There are many times when I sit at the lunch table, unable to comprehend more than 4-5% of the lunchtime dialog, leaving me quite isolated. Once I'm excluded, I can't really butt back in very easily. It's not that they are willfully trying to exclude me; but I'm definitely the outsider here. To bridge the gap in understanding the local dialect, I have started receiving private tutoring in learning the Swiss Dialect; so hopefully this situation will only get better.

The club here doesn't get together at a restaurant after a day's worth of flying to lie about their flying exploits. Once the day's flying is done, everybody just goes home. I suppose this is one of the disadvantages of being so close to the members' homes. At Skyline, I really enjoy hanging out with the gang after a day's worth of flying. I miss the big valley, and the fact that wave almost never happens here is kind of depressing. Despite all the cool places to fly, and great equipment to choose from, I'm not so sure SGBern is the better club for me.

Yes, I guess I'm kind of homesick.



The Jungfrau, taken when I was a tourist, not a pilot:

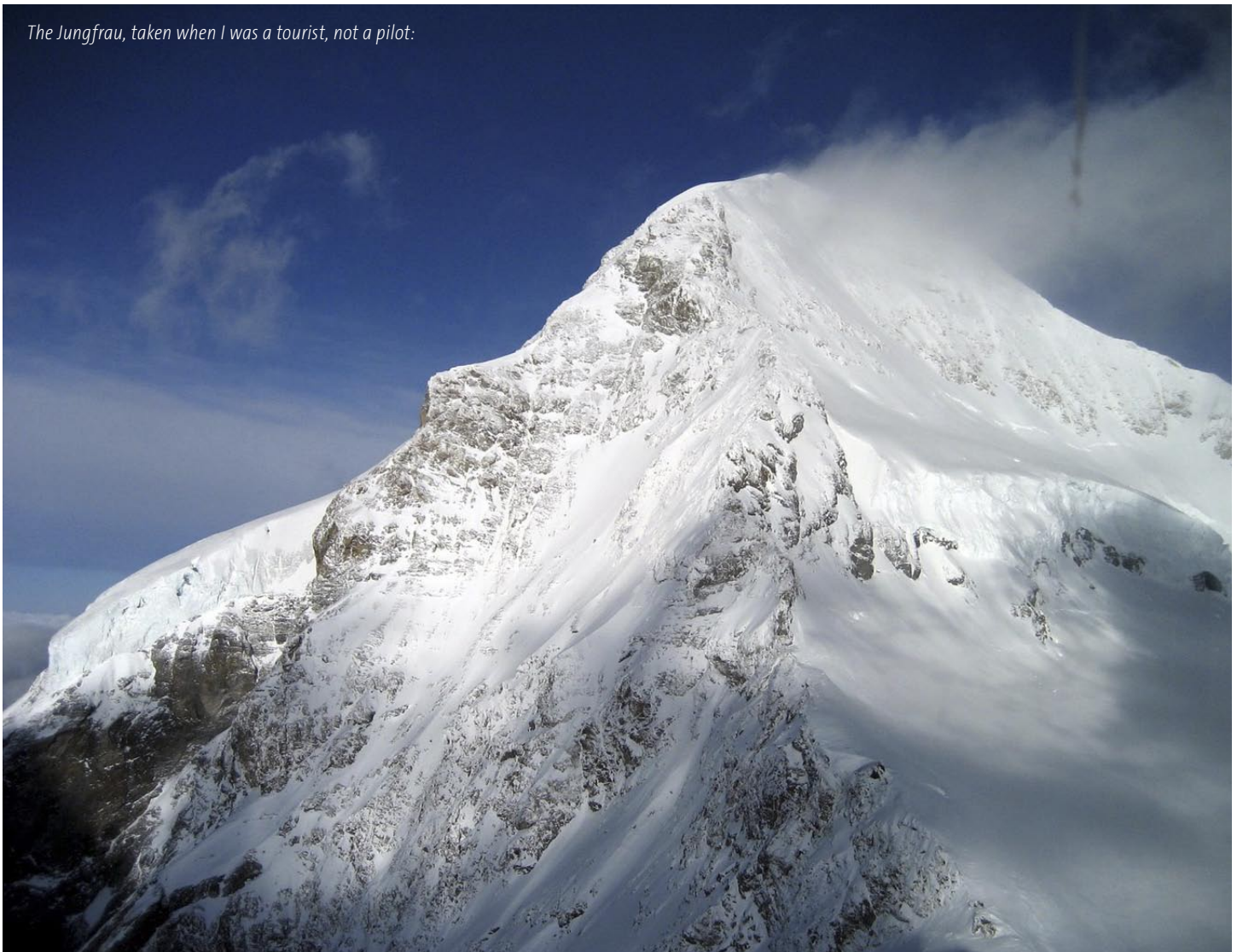




Photo by Craig Bendorf

Additional Tow Plane Discussion

Spencer Annear

When SSC started in late 1990 the first aircraft it purchased from Warrenton Soaring Center (WSC) was Pawnee, N90866, as it could not soar without tow capacity. The second aircraft it purchased was WSC's 2-33. SSC, also, leased the ASK and Sprite. SSC started with 23 members and grew shortly to about 40 members. There were about four privately owned sailplanes in SSC initially.

Today, with nearly ninety members and private ownership of about a dozen the original Pawnee remains SSC's only tow plane. N90866 was purchased new from the factory by a glider club in Florida for use as a tow plane. It was purchased by WSC in the mid-80's to increase WSC's tow fleet to 4 tow planes, two Pawnees and two Super Cubs. By the time SSC acquired it, the Pawnee in 1990 it had probably made several thousand tows. In the seventeen years since SSC acquired it, the Pawnee made about 16,000 tows. Since it left the factory SSC's Pawnee has done about 18,000 tows.

As mentioned above SSC started with one owned sailplane and two leased sailplanes. It since sold the 2-33 and bought the Grob. It, also, bought the Sprite. In other words, while SSC's sailplane fleet has not increased SSC has gone from owning one sailplane and leasing two to owning two and leasing one. These two sailplane purchases increased SSC's sailplane ownership but not the size of its fleet.

Expanded membership and private ownership are stretching resources causing complaints about long waits and members not getting to fly. Part of the solution can come from re-allocation of resources. However, part of the solution will, ultimately, require increasing resources, both tow and glider. One way to view the problem is: if pilots are waiting for a tow when sailplanes are available the operation is tow limited and if pilots are waiting with no sailplanes on the ground the operation is sailplane limited. Which problem to treat first is something of a chicken and egg problem.

SSC launch capacity is currently limited to aerotow. Aerotow involves a tow plane and a tow pilot. It is axiomatic that if there is either no tow pilot or the tow plane is down for maintenance no sailplane flies. While our single tow plane is in the air, sailplane

pilots wait on the ground for a tow. Therefore, adequate tow capacity is critical to SSC soaring operations.

The question is what to acquire, a second tow plane or another sailplane? The last time the issue was raised SSC purchased the Grob to replace the 2-33 which was a hangar queen, in part, because some instructors didn't like to use it (note that SSC is currently working on leasing a 2-33). The question this time is whether you spend more time waiting for a tow or a sailplane. My limited observation is that the tow plane spends most of the time in the air while pilots with sailplanes are waiting for it to return for their tow. Adding a second tow plane and pilot would better assure that everybody who wanted to fly got to fly.

The 2000 Strategic Plan sets as a goal acquisition of a second tow plane. Such an acquisition would, if done right, meet four goals: increase tow capacity; give tow redundancy; give tow pilot check-out capacity and; increase the pool for check-out as tow pilots. Adding any two seat tow plane would accomplish the first three goals. A tri-cycle gear tow plane would, also, accomplish the fourth goal as tail dragger pilots are a small part of the single engine land pilot population.

Example of Added Tow Plane Financials

Purchase price- \$60,000

Down Payment- \$30,000

Financed- \$30,000 for 5 years at 7.95% (commercial rate)

Loan Payments~\$607.58/month or \$7,291/year

Insurance~\$2,000/year

Hangar~\$2600/year

Property Tax- ?

Known fixed costs~ \$11,900/year

Known fixed costs/member (@90 members) ~\$132/year for
5 years
after 5 years~\$51/year

Board of Directors Summary

Craig Bendorf, Club Secretary

Summary of the discussion and decisions from recent SSC Board of Directors meetings.

1. Tow Plane

- Pawnee annual inspection is scheduled for mid-December after the last scheduled flight ops on 16 Dec 2007. The Inspection should be completed by mid January

2. Ground Operations

- The Board has requested that the FRR FBO to announce “gliders do right hand traffic” when aircraft call in for airport advisor. This request was made to preclude an incident two weeks ago where a Diamond aircraft and the Grob converged on their respective base legs. Based on radio calls it appears the Diamond pilot did not hear the radio calls made by the Grob pilot and was not aware of the published right hand patterns for gliders.
- The Club Operations Manual is currently being revised and the proposed revisions are being reviewed by the Board and the Club officers. If anyone one has any issues or proposed changes for the current Ops Manual they will need to get them in quickly by emailing the information to the Club Secretary or the Board of Directors.
- The Front Royal airport will soon start construction of a new set of hangers east of our current hanger. All glider trailers stored on the east side of the hanger are required to move to the west end of the aircraft ramp near the large fuel tank.

3. Winter Operations

- After the last scheduled flight operations for the year on 16 Dec 2007 and the Pawnee completes its annual inspection the Club will only conduct Ad Hoc flight operations until the 2008 Annual Safety meeting and start of scheduled operations on 23 Feb 2008.
- Members are reminded that anyone organizing any flight operations must comply with Section 4.2 “Staffing for Nonscheduled Days” of the SSC Operations Manual.

4. Second Tow Plane Committee

- A discussion paper (see copy in this issue of Skylines) was presented to the Board that covers some background on how the club has developed and how a second tow plane fits into helping resolve some of the Clubs current issues.
- The Board will present a proposed plan to the membership at the 2008 Annual Membership meeting for their commitment

5. Delegate of Authority

- The Board reviewed and decided that they would delegate the authority for appointing Duty Officers (DO) to the Chief Duty Officer. The Ops Manual section 2.2.8 will be changed to: “Duty officers are appointed by the Chief Duty Officer. They must be full members of the Skyline Soaring Club and possess a minimum of a Private Pilot Glider certificate. The Board and the Scheduling officer shall be notified when a member is approved for this duty.”
- The Board determined that the authority delegated to the Chief Tow Pilot for appointing tow pilots needed to be modified slightly to cover insurance issues. The Board agreed that the following sentence be added to the Ops Manual section 2.2; “The Board must approve any tow pilot that doesn’t meet mini-

mum insurance requirements and requires an insurance rider.”

6. Emeritus Membership

- The Board agreed to change the wording in Section 3.10 of the Ops Manual to better clarify Emeritus Membership. The wording was changed to; “Emeritus Members are named at the discretion and initiative of the Board of Directors. Emeritus Members are inactive members who, because of their past service to Skyline Soaring Club, have been granted the privilege of voting by the Board of Directors.”

7. Volunteers

- Help needed. The life and blood that keeps a club going is its volunteers. Everyone is required to perform a minimum amount of duty to support the club, but a lot of additional effort is needed to keep our club running smoothly and professionally. With that note, we put out another call for volunteers to fill some key positions.
 - a. **Skyline Editor** - Phil Jordan has done a fantastic job of ensuring that our monthly newsletter has been a class act and provided great stories, information and enjoyment to our members and many others across the country. However, it is now time for him to pass the baton to someone else and we need a volunteer to step forward. Because of the effort required the Skyline Editor is not required to perform any other additional club duties.
 - b. **Board of Directors Members** - Every year at the annual membership meeting we elect two new members to the Board of Directors. Once again we are asking for nominations to serve in this critical position that directly influences the daily operations and future of our club. Please submit any nominations to the Club Secretary or the Board of Directors by the end of December.
 - c. **Sprite Miester** - This position requires someone who can watch over the health and well being of the Sprite and help facilitate repair activity.

8. SSA Regional Club Meeting

- The Board has been invited to participate in a SSA Region 4 (DE, DC, MD, VA, WV) meeting of Club officers. Our Club President Joe Rees and several members of the Board will attend the meeting that is planned for February 2, 2008 near Richmond. The proposed agenda should include:
 - a. Presentations by each club about their respective clubs – problems, advantages, disadvantages, etc.
 - b. Reciprocal agreements between clubs.
 - c. Wave camp participation

9. Upcoming events

- **8 Dec 2007, SSC Holiday Party.** Bill and Lynne Wark have graciously volunteered to again host the annual SSC Holiday party at their beautiful home. More information can be found in the November issue of Skylines.
- **19 January 2008, Annual SSC Membership meeting.** The meeting will start at 10:00 AM at a location that is to be determined.
- **23 February 2008, Annual Safety Meeting.** This is a mandatory meeting for all members and will start at 10:00 AM at the Front Royal Airport.
- **23 February 2008 (Tentative),** Start 2008 normal flight operations


The next Board meeting will be held on 15 Dec 2007. Any members who have issues for the Board to discuss please send them to the SSC Directors email address directors@skylinesoaring.org

Out and Return

Mike Ash

If anyone would like to follow along at home, this flight can be viewed here:

<http://tinyurl.com/28pten>

 Our story takes place on Thursday, November 15th. Like all good stories, it begins with the protagonist waking up to low ceilings and rain. Vern Kline had organized operations and Eric Litt had graciously volunteered to tow, but the weather looked terrible. METARs from the Shenandoah Valley looked better but still poor. TAFs predicted slowly improving conditions throughout the day, but still with a dense overcast and scattered rain. The wind was definitely howling though, so I held out some hope for a good ridge day.

My planned 9:00 AM departure came and went as I fretted over the weather. I got so desperate I even called a weather briefer, the first time since my checkride. Finally I called Vern, who was already at the airport, and he assured me enough that I was convinced to head out the door. On the road things looked even worse, as I hit patches of rain which made it difficult to see the other cars, but I knew things should improve as I continued, and indeed they did.

I met up with Bob Collier at the airport and we assembled 289, and I took off into light rotor at about 1:30. I'm a big guy and I'm squeezed tight into the cockpit of the 1-26. I hit my head on the canopy four separate times as Eric and I worked our way around to the north side of Signal Knob. The ride got a little smoother as we moved out from behind the mountain. I hung on until I was sure I had enough altitude to reach the ridge, then released at 4200ft indicated and dove for it.

As soon as I hit the ridge I knew I'd made the right choice to come fly. With a strong northwesterly wind blowing right across it, the lift was fantastic. I wasn't in a huge hurry and elected to minimize the turbulence by staying high, and it was a simple matter to sustain about twice the ridge height.

With things mostly under control and 289's nose pointed towards Harrisonburg, I could relax a little and look at the scenery. The mountains were covered with mottled red and orange trees as far as the eye could see. The overcast was dense and dark, with a few visible breaks which sent fingers of sunlight streaming down into the valley. I'd never flown under an overcast quite like this, and certainly never attempted a cross-country flight in such conditions.

In not much time at all I reached the gap at the north end

of Mount Jackson, which I jumped effortlessly and soon found myself at the south end. Here I hesitated a moment, as I knew I would have to cross that big gap going upwind on my way home. But I hadn't done all this work only to stop halfway, and conditions were so great that it ought to be easy, so I pressed on.

Twenty minutes later I found myself crossing the last gap on the Massanutten, the one which had defeated me this summer and led to my first ever landout in a hay field near Keezletown. It was easy to find that field again, and I took great pleasure in flying past it. To my surprise, I also located a golf course about half a mile away, full of long, broad fairways which would have accommodated 289 with plenty of room to spare. I chose a fairway as my out in case the gap got me again, but I was easily maintaining my altitude well above the ridge and was confident that it wouldn't be necessary.

Soon I was at my goal. The south end of the Massanutten range and the ski resort of the same name, just east of Harrisonburg. I had visions of hopping off the mountain here, fading down-

wind, and picking up the Blue Ridge to the east for further adventures down the valley. However I was eager to return, and I was also starting to get cold, so I made a 180 and turned back.

The trip back proved to be just as easy, despite having to jump the gaps. As predicted, the first one went by with almost no comment. I was nearly twice the height of the ridge at this point, and having all that extra altitude made the short

interval with no lift a non-event. Half an hour later I was back at the big, scary gap at Mount Jackson, which didn't look very scary at all as I approached it with well over a thousand feet to spare, and I got to the other side without even getting near the ridgetop level.

By this time I was starting to get extremely cold. I had done almost all of my winter flying last year in the ASK-21 and the Grob, which insulate well and are well sealed. I hadn't anticipated how much colder it would be in a leaky aluminum glider and didn't dress properly. With temperatures on the ground in the low 40s and temperatures at altitude well below freezing (confirmed by several sightings of snow virga), I was shivering constantly by the time I got to this point, but I knew that my best option for getting warm was to press on and return to Front Royal. No sense in diverting when the goal is less than half an hour away.

Soon I was back to our old familiar stomping grounds, Signal Knob fast approaching. I heard the Grob on the radio, and found out that Bob Collier and Craig Sutherland were hanging out on the knob at about my altitude. Despite a lot of scanning I never did see them.

As I neared the end of the ridge, I faded in to the slightly taller inner ridge to gain some altitude, then turned straight toward the airport and announced on CTAF that I was four miles west and inbound for landing. I love making that announcement from a glider.

With a hefty tailwind and plenty of altitude I had no trouble



making it into the pattern, and even pulled spoilers a bit to get down. As I did my landing checklist I saw the wind socks on the ground pointing straight out. With all the rain that had come through the grass was soaked, so I elected to land on the pavement. With such a stiff wind and 3000ft of asphalt I knew there was no way I could overshoot, and being paranoid of the 1-26's poor penetration I turned base almost immediately after passing abeam of the numbers. Full spoilers and the stiff headwind got me down and stopped right at the midfield turnoff.

Safely back on the ground, I struggled out of the cockpit and tried to push 289 off the runway. I was weak from the cold and only got it halfway off before I just couldn't make it go anymore. Luckily, Steve Rockwood came running out to help and together we moved it all the way off.

I was freezing and exhausted but I was also tremendously pleased. The final tally was just under two hours in the air, just over one hundred miles flown, and pilot and glider returned safely to where they had started.

SSF - Flight Instructor Refresher Clinic

Sponsored by Shenandoah Valley Soaring The major goals of the Soaring Safety Foundation include:

- * Reducing the accident rate in soaring
- * Increasing pilot awareness of soaring safety issues
- * Disseminating training information and material

For More information, please see -- <http://www.soaringsafety.org/>

For Glider Certified Flight Instructors - Here is a convenient opportunity to renew Your CFIG Certificate - The SSF provides U.S. glider flight instructors the ability to renew their FAA flight instructor certificate in a class tailored to the need of glider pilots and students.

Unless otherwise noted all clinics will have the same time schedule. Classes will start at 8:00 AM both on Saturday on Sunday. See the Soaring Safety foundation's web site about the content of these clinics --<http://www.soaringsafety.org/events/firc.html>

SSF FIRC's are open to any and all glider pilots who are interested in learning more about the art of Soaring. You do not need to be a flight instructor to attend an SSF FIRC. We welcome all glider pilots who wish to take advantage of this educational opportunity.

Information for the Charlottesville Clinic

Date - Saturday January 12 and Sunday, January 13, 2008

Times - Approximately 8AM to 5 PM Saturday and Sunday.

Location - Charlottesville, Virginia

Clinic will be presented by Rich Carlson (and possibly other instructors).

Fee - \$150.00 for the clinic payable to the Soaring Safety Foundation. Fee includes lectures, handouts and food at breaks both days. Attendees are responsible for paying for lodging and other meals (Lunch and Dinners)

Hotel Information

The Clinic will be held in a meeting room at the Courtyard Marriott University / Medical Center. The Address is 1201 West Main Street, Charlottesville, Virginia 22903

Hotel Phone is - 434-977-1700

Hotel Website is - <http://www.marriott.com/hotels/travel/chodt-courtyard-charlottesville-university-medical-center>

Interactive Map to hotel is --
<http://www.marriott.com/hotels/maps/travel/chodt-courtyard-charlottesville-university-medical-center/>

A block of Rooms will be available at the special rate of \$99.00 per night Ask for the -- "FIRC rooms". These rooms will be held until December 31, 2007

Other Things to do in Charlottesville...

Home to the University of Virginia, Charlottesville is an attractive tourist destination. Your family may wish to come with you to the Flight Instructors Revalidation Clinic to take advantage of the University or other area attractions.

University of Virginia - <http://www.virginia.edu/>
Uva Athletic Events -<http://www.virginiaspports.com/>
Things to do at the University - <http://www.virginia.edu/thingstodo/>

Charlottesville Attractions and the Downtown Mall --
<http://www.charlottesville.org/Index.aspx?page=177>

Ice Skating -- <http://www.icepark.com/>

Skiing at Wintergreen - <http://www.wintergreenresort.com/ski%5Fand%5Fride/>

Restaurants - <http://www.10best.com/Charlottesville/index.html>

Local Contact - The FIRC clinic will be coordinated by the local contact listed below.

SVS member - Jim Garrison

Work Phone - 434-924-5618,
Home phone 434-978-1299
email - jcg8w at virginia.edu

Also the information about the FIRC will be on the Shenandoah Valley Soaring website soon.

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



David Collier Solo Montage by Dick Otis--

Another member becomes the second generation member to fly gliders! (David is Bob Collier's son). George Hazelrigg "updated" the list of "second generation Skyliners" as follows:

1. Bob and Jack Downin
2. George Jr./George III, Geoff Hazelrigg
3. Zachary and Craig Bendorf
4. Matt and Mike Brewer
5. Danny and Dan Noonan
6. (now) David and Bob Collier

I'd take this to mean that, as a Club, we doing something really right!! —Jim Kellett, Resident Curmudgeon

Membership Report

Our membership has grown steadily this year and the club now has a total of 93 active members, including 9 introductory mem-

bers and 34 students. Last month we had no increase in the number of probationary members, however a substantial increase in the number of introductory members.

Most of the new members are husband and wife, including David and Caroll Ambrose, Ron and Cheryl Bittner, Jeff and Trice Cesnik. Also coming out for first flights in introductory membership were Dolly Greenwood, Peggy Kenney, and Quenton Weaver.

David is a very experience flier with approximately 20,000 hours in various powered aircraft. He is hoping to include a glider rating in his repertoire and interest Caroll in soaring also. Ron and Cheryl just planned on bringing there two children up to the airport exchange FAST vouchers, but decided to have the entire family experience a glider flight. Jeff Cesnik has a power rating and is looking to expand to a glider rating with wife Trice. Dolly is a thrill seeker looking her next experience. She, Peggy, and Quenton have had several flights with the club and hopefully will continue with instruction and join as probationary members.

Please welcome these new members to the Skyline Soaring family!

Steve Rockwood, SSC Membership Officer



Photos by Craig Bendorf

Thanks!

One of the most rewarding perks for the Editor is reviewing the many great photographs submitted each month by Members. At the end of each issue there is always a few that don't quite fit in the spaces and are left behind. Here's a few left over from this year's extensive file

Top and left are two of Craig Bendorf's warm Fall photos to carry us over the winter and below, two of Bob Gould's Summer fun photos illustrating the great pleasure in sharing our sport with friends and their almost universal excitement..

Bob comments:

The two men are Jim Gray and George Meyers. The woman is Rebecca Myers (coworker of mine), daughter of Jim, and wife of George. The three of them and Rebecca's mother (not pictured) came out to SSC as my guests for their first glider flights. All were thrilled, but immediately upon landing, Rebecca summed up her experience most succinctly with one word, "Woohoo!"



Photos by Bob Gould



Copy



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

For several years, I've been SSA's rep to NCAE (SSA is a paying member of this organization, which promotes aviation through the nation's schools). They meet four times a year, almost always in the NOVA area, e.g., the Air Force Association building in Rosslyn).

Almost all of my representation involves sharing the dialog with SSA's Youth Committee Chair, John Campbell, out in Colorado, although we've been able to elevate soaring's visibility with this community in several other important ways. While it's possible for members to teleconference in, it's obvious that we get more/better information flows by sitting in the same room so . . .

Two weeks ago, I moved from Winchester, VA to Harrisonburg, VA . . . that adds about 1.5 hours additional driving time for me to attend the meetings in NOVA. It's difficult for me to contribute five hours total driving time for a four hour meeting! So we are MOST needful for an SSA member to take this on . . . four meetings a year is not a burden, especially for someone in the DC metropolitan area, and the value of this relationship is critical to SSA's future. Who knows - we might actually have some educators who are SSA members, and for whom this activity would be supported by their employer!!

Please consider serving as a volunteer for this effort; just e-mail me, or call me at 540 437-8911! —**Jim Kellett, Resident Curmudgeon**

I'd like to remind the members again.... that when there is a problem with equipment (Pawnee, Glider or Towcar) the Duty Officer and Duty Towpilot should let someone (equipment meister) know what's going on * _that_ * day or evening.

Please, do not save it for the ops report ...that is usually too late.
— **Chris Groschel**

Please report any Pawnee issue to me immediately. I will do what I can to prevent any down time at all. My goal is zero. A message the next day can be too late. I am easy to get a hold of.

—**Shane Nietzey**

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Danielle Nicole Rockwood successfully defended her dissertation to meet the academic and professional standards required by the University of Delaware for the degree of Doctor of Philosophy in Material Science and Engineering. Her thesis was entitled, *Characterization of Electrospun Polymer Fibers for Applications in Cardiac Tissue Engineering and Regenerative Medicine*. As you might imagine, her parents are very proud of her accomplishment. Danielle is now seeking a Post-Doctorate to continue this research.

—**Steve Rockwood**

John Lewis and Phil Jordan are selling their 1-26B, N126JL, and I'm trying to find some partners to buy it. The glider itself is in great shape, and the trailer needs some TLC. Total asking price is \$8,000, It's currently in John Lewis' garage in Winchester, VA and is conve-

11

Fred Mueller



niently available for inspection for interested parties.

If you're interested or would like more information, please contact Phil Jordan (703) 560-3567 flyingfish2@cox.net or John Lewis johnd11@earthlink.net.



And so it comes down to this: the Editor gets the last word and these will be those.

I thank each and every one who has contributed to Skylines in my long tenure. I hesitate to single out any specific person for fear of overlooking someone to whom I owe special thanks. I will have the opportunity to thank most everyone in person at some future time and certainly intend to do so.

I am grateful to all the Board Members and Of-

ficers who have supported me and allowed me to have this special responsibility for so very long. My name on that little plaque is satisfaction enough for me.

So thank you all, Phil

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return. —**Leonardo da Vinci...**

...this explains all these new bruises and abrasions?



SKYLINES

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