



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC JANUARY 2007

President's Prerogative


Joe Rees

The New Year is always good for lots of things not the least of which, is the New Year's resolution. My resolution this year is to not let work interfere with flying or with club business (it will be interesting to see if there is an up tick in contraband). But it remains that I need to do a better job of communicating and that is the second part of my resolution. In the future, I will use this venue on a monthly basis to keep the members informed about board activities, critical dates and general information on what is happening in the larger community.

2007 promises to be a good year, we can start flying earlier thanks to the efforts of Kolie Lombard and Craig Sutherland who arranged for a M-ASA tow plane to be based at FRR through a joint operating agreement while our Pawnee's engine is being overhauled. And, while we are flying, this is a good time for all of us to think about our individual contributions to the club. Conventional wisdom has it that in any organization about one third of the members do most of the work. While we require everyone to pull some regular duty for the club, there are always additional contributions we can make whether it is organizing after flying cookouts or taking the lead in organizing flying at another field; added effort by you will pay big dividends in added enjoyment and camaraderie. Make this the year you volunteer to do something that you have not done in the past. (Let me qualify that by adding—for the club). I don't want to encourage you to do anything that might get your name in the newspaper.)

January also brings the deadline for early registration for the SSA Convention in Memphis the 8th, 9th and 10th of February. This promises to be a good convention and I encourage you to attend

if at all possible. Craig Rodarmel and I will be giving a presentation on how to get along with your local airport commission. Which, it just happens; we seem to be doing pretty well right now. Having Craig on the Commission along with other members, who recognize the value we bring to the airport community, has made a huge difference in our relationship. We are getting ready to negotiate a long-term lease on a couple of hangars but, more importantly, these negotiations will ensure a stable situation in Warren County which will help us in growing the club.

Fly safe. 

Significant Events:

Skyline Soaring Annual Meeting

Saturday January 20, 10 AM
at Shane's Signs

From Rt66—Go to Rt28 South approximately 3.5 miles, just past the CVS at Yorkshire Lane, make the next RIGHT onto Rugby Rd. Shane's Signs is on the Right behind the gas station. MapQuest will misguide you. Bring your own chair.

Shane Neitzey
8280 Rugby Road
Manassas VA 20111
local: 703-335-8185
fax: 703-335-2874
cell: 571-259-0042



Training Ops at W99

Craig Sutherland

Ever wonder what to do when the wave doesn't make an appearance at wave camp, but weather conditions are perfect for training, there is holiday time to burn, an under utilized club trainer in the hangar, and scheduled tow pilots are available? What else but recruit new members into the club and into the sport, secure a club instructor, and conduct training ops?

Matt Putz and Bruce Codwise joined the club as introductory members and began glider training on the 29th and 30th of November, respectively.

A big thanks and welcome are also due Marvin Holland—regional FAA DPE, Chief Instructor at Cumberland Soaring Group, and provider of many check rides for SSC members—whom the SSC Chief Instructor and Board of Directors invited to join the club as a Service Member (Instructor). Marvin lives between Cumberland, MD and Petersburg, WV and has graciously agreed to provide instruction for club members as his schedule permits and if other club instructors aren't available.

Marvin provided 6 instructional flights for Matt in calm conditions on the 29th of November and 4 flights between Bruce and Matt in good steady crosswind training conditions on the 30th of November. The wave machine started up again and Matt had an additional flight with Shane Neitzey on the 2nd of December, during the last weekend of wave camp.

Training operations mostly idled down until the 28th and 30th of December when excellent training weather arrived for the holidays. Surface conditions remained calm on both days, per the forecast. Since tow services were not available at FRR, we trailered the ASK-21 back out to W99 with Board permission.

On Thursday, Matt flew 5 dual flights with Marvin, joined the club as a probationary member, and subsequently flew 4 perfect solo sorties.

A big thanks to Bill Vickland for coming out to fly the tug. Aside: Bill Vickland's 180 hp Cessna 152 performed very well on climb out with the ASK-21 in tow (even when measuring out 3000 ft. of runway) and he was able to collect good rate-of-climb data, albeit for low-density altitude conditions.

On Saturday, Bob Sallada kindly agreed to provide instruction. Matt flew his Luscombe to FRR to pickup Bob in the early morning and Bob returned by car with member Kevin Barrett in the late afternoon. Bruce Codwise flew 5 dual flights with Bob, joined the club as a probationary member, and on his first solo in gliders



Above: Training crew on 30 November. L-R: Craig Sutherland (Duty Officer), Bruce Codwise (Glider Student, Tow Pilot), Marvin Holland (Instructor), Matt Putz (Glider Student), Tom Hoffman (Tow Pilot). Below: Bruce Codwise (Glider Student, Tow Pilot) receives instruction from Marvin Holland.

quickly climbed up in thermals and light rotor and connected with light wave up to 8000 feet before pulling the brakes and executing a perfect landing. Matt flew 3 more solos and then a dual flight with Bob after which Bob endorsed Matt in the glider category under the FAA Sport Pilot rules. Matt plans to complete his PPL-G and will probably submit just one set of paperwork. Kevin Barrett made the drive, helped out with operations, and flew a couple of training flights with Bob before calling it a day.

Thanks to Bruce Codwise for towing in Larry Stahl's tug when he wasn't training in gliders, and for supporting many wave camps in recent years at W99. Bruce flies for Midwest Airlines and his schedule often allows him to be available for weekday operations (at either FRR or W99). Bruce plans to begin towing for the club as well as instruct once he completes his CPL-G and adds a CFI-G to his other instructor ratings.

Matt Putz is enthusiastic about the new dimensions opened through soaring flight and plans to continue working on his PPL-G when he isn't working at Grant County Airport as Assistant Manager, running his trout hatchery business, or flying his Luscombe.

Please welcome our new members, and thanks to everyone who chipped in: Bill Vickland, Marvin Holland, Bob Sallada, Shane Neitzey, Steve Lander, Kevin Barrett, Bruce, Matt, and Tom Hoffman.

Students, look for announcements regarding additional ad hoc training days at FRR or W99 in the future, especially as long as warm "winter" conditions hold.

A New Year Begins

Dick Otis

It's the first day of the New Year 2007. Piet Barber just called to ask me if I wanted to go run the ridgeline in the morning, in honor the federal holiday honoring the pasting of our 38th president. I can think of no better way to do so, but since I've been bedridden for a week with my worst cold of the decade, I had to demur.

I can't believe how long ago it's been, but in the Spring of 1999 I ventured out to New Market to checkout Skyline Soaring Club. I'd been to another nearby club the weekend before, where after looking for a club member for some time, I finally found someone only to receive a rather cold welcome. This was followed by the advice that I'd need to work all day many weekends if I wanted to be soaring club member.

When I arrived at New Market, I walked down the grass field towards SSC Ops. Bob Michael, seeing me come, walked the other direction from the flight line greeting me half way. By the time we reached the ops tent, Bob was ready to start my Commercial/CFI glider instruction and simultaneously introducing me to the tow pilot as a new tow pilot candidate. Between Bob, Joe Parrish and Shane Neitzey the trio of deeds was accomplice in short order.

Going on eight years later, I've logged a fair amount of tow time. Not as much as a few stouthearted members, but a fair amount. I love flying the Pawnee. It is an honest, simple stick and rudder kind of bird that takes me back to my youth and my J-3 Cub. Recently however, I'm finding 6-9 hours at a time to be somewhat physically stressing. I'd love to tow in the morning and soar in the afternoon, alas there are insufficient tow pilots for this to be practical as a regular practice. As your Chief Tow Pilot, I've reflected on why this is—certainly the club needs more tow pilots, but despite the number of SSC certified pilots, there is a disproportionate workload occurring.

By now most members of the Skyline Soaring Club are intimately familiar with most, if not all, of your club's select group of Tow Pilots. We grew from 11 to 14 authorized tow pilots between 2005 and 2006. A small subset (4) of these gentlemen (alas no ladies at the moment) are also Certified Flight Instructors (CFI), or in the parlance of FAR 61.1B2 an "Authorized Instructor" in airplanes and gliders.

A review of our operating data for 2005 and 2006 shows the following tow pilot activity:

| Pilot | 2005 | 2006 | Total | WkDay | Landings |
|----------------------|------|------|-------|-------|----------|
| Dawood | 23 | 16 | 39 | 2 | 369 |
| Litt | 16 | 15 | 31 | 12 | 278 |
| Wallace | 18 | 11 | 29 | 1 | 294 |
| McCulley | 18 | 3 | 21 | 19 | 168 |
| Otis | 12 | 8 | 20 | 3 | 143 |
| Brewer | 7 | 12 | 19 | 2 | 250 |
| Bentley | 16 | 0 | 16 | 2 | 140 |
| Seketa | 0 | 14 | 14 | 2 | 148 |
| Wheeler | 4 | 5 | 9 | 7 | 81 |
| Vickland | 3 | 3 | 6 | 6 | 32 |
| LaSor | 4 | | 4 | 0 | 26 |
| Milgram | 3 | 1 | 4 | 1 | 41 |
| Neitzey | 0 | 1 | 1 | 0 | 1 |
| Thornton | 0 | 1 | 1 | 0 | 24 |
| Total Tow Pilot Days | | | 213 | | |
| Total Revenue Days | | | 176 | | |



Photo by Dick Otis

There are a few trends shown by the preceding data. We have 14 tow pilots, four of which are not active and three of who

exceeded 30 days of towing in two years.

Weekday towing is more critical. Essentially, two to three tow pilots carry the entire load for Thursday training.

In the past few months, I have had only two prospective tow pilots interested in joining the SSC tow pilot rank, each with zero hours tail wheel time but otherwise highly qualified.

It seems intuitively obvious to your Chief Tow Pilot that the future existence of Skyline Soaring Club depends to a large extent upon the availability of our single tow plane, and a very small number of dedicated tow pilots.

Likewise, the club membership of approximately 60-70 (25 of whom are moderately active) cannot grow without additional towing resources. It doesn't take a rocket scientist to figure out there is a dwindling supply of pilots who meet our club requirements.

Right now, we rely on prospective SSC tow pilots to find their own tail wheel training elsewhere, and then we pay a premium to add these low tail wheel time pilots to our insurance policy.

A few weeks ago, I ventured out to the field on an extremely nice soaring day to try and get in a few flights with a guest. There were numerous gliders on the field – more than I'd seen in a long time – and 25+ members on the waiting list for tows. There were innumerable surplus tow pilots and instructors on the field, and no lack of aircraft or ground crew, and the day progressed with 3-5 launches an hour. After several hours of waiting, I (and many other pilots) called it a day and headed off to other endeavors.

The event caused me to reflect that, on any good soaring day, the club typically starts with student training in the morning. Then there is a large crush from about 1200-1400 as the private gliders, interspaced with instructional flights, try to launch for local or cross country flights. Finally, the day ends with more instructional flights as the private ships return.

As we begin the new year, it is my opinion and suggestion to the membership that the club cannot grow in numbers, let alone purchase their own airport, and in fact may not survive as we know it, without a concerted effort to provide tow pilot training within the club, and to purchase a second tow plane with which to do so.

Properly managed, I believe this resource would also be cost effective. More business-attuned members will of course want to see a business case analysis to justify the addition of a second tow plane. I for one, see little alternative.

I believe there are two issues facing the club. The first is a decision on whether to buy a second tow plane. We have had this discussion in the past, and raised \$50K from member loans to do so, but other considerations subsequently resulted in the Grob and Sprite purchases.

Having watched for several years, I am of the opinion the BOD will not act on such a decision without the overwhelming support of the club membership.

The second issue is what kind of tow plane, if any, should be purchased? This is a more difficult discussion, as many club members who would like to tow, but who would not like to become tail wheel pilots, argue for a tricycle wheel plane. Others believe that training tail wheel pilots is not a difficult task, and as our primary aircraft is the Pawnee, we should be training tow pilots with the ultimate goal of being Pawnee qualified. This second issue is moot, until the first decision is made.

Consequently, I will recommend the purchase of a second tow plane be considered by the membership at the annual SSC meeting.

Stick with Plan A

Fred LaSor

At the conclusion of a recent wave flight out of Minden I ended up ground looping a Grob in what should have been a straightforward outlanding. I'm sharing this story in the hope it will benefit Skyline Soaring Club members.

It was a very dynamic day, with moisture pulsing over the Sierras and out into the valley, then receding. We launched shortly after noon with a well defined Foehn gap and towed through moderate rotor to about 4,000' AGL. We were able to hold altitude in rotor, but cloud coverage would not pull back so we could work our way up into laminar flow, so we just held position about 4 miles south of the airport.

About 30 minutes into our flight the tow pilot called on the radio to say a snow squall was moving onto the field from the north. That was a little bit of a surprise as the wind was generally westerly. In any case, I could see we'd have to hurry home so we picked our speed up to about 70 and headed for the field. Two miles out I could see the ceiling dropping in front of us, so pulled the spoilers and descended to an altitude that I thought would get us below the cloud but still allow me to reach the airfield. What I hadn't counted on is that the wind speed was now 45 kts, so about a mile from the runway it was clear we were not going to make it.

I told my student I was going to land in a farmer's field below us. In fact we were lined up with a dirt road in the middle of the field that would have made a nice touchdown point. About 10 feet above the ground I saw a sprinkler riser on the left side of the dirt road and thought I'd slip to the right to avoid it. I ended up touching the right wingtip in the dirt, causing a pretty violent ground



Photo by Sarah King/Nevada Appeal used with permission
<http://www.nevadaappeal.com/article/20061228/NEWS/112280099>

loop. I was able to get out of the glider and call for help, but my student stayed in the seat. He and I both have mighty sore backs, and in fact his X Ray showed a cracked T-12 vertebrae.

OK, what's the lesson from this? First of all, wave in the Carson Valley as often associated with extreme changes in wind direction on the ground. We count on westerly winds to make wave, but the windsock will change direction 180 degrees in minutes at the field. The northerly wind was unusual and a clear message that conditions on the ground were dramatically different than when we took off. Second, on any off field landing the standard procedure is to make a normal pattern and look for obstacles. If I had done that I would likely have seen the sprinklers. I don't think, though, that a standard pattern in a 45 kt wind would have been a good idea. In retrospect, I think the sprinkler (1/2" pipe coming up out of a 6" plastic tube) would have done a lot of damage to the wing. I think I would have been better off hitting that than trying to maneuver to the side when the conditions were as strong as they were. Listen to AWOS, watch your winds, and be prepared for dramatic changes if you see large changes over a short period.

Gala DVD

Carlos Roberts

Those of you who were at the Christmas Party may have seen parts of the DVD of the SSC's 15th Anniversary Gala. It features some informal video of the pre and post-dinner activities, along with Doug Jacobs' two presentations (on the Return to Kitty Hawk and the 2006 World Glider Championships in Sweden). It also includes Doug's slides, and video of the dance presentations by Marta and Todd, plus a soundtrack with a couple of gliding songs by Ed Kilbourne.

I will tell you up front that this is video that was shot on a 10-year old analog camera and then digitized, so the quality (particularly in the beginning) is not great. In addition, this is my first time editing and producing a video, so you have to contend with occasional over-cropped slides, etc. So think of it not as a professional-grade production (not even remotely!), but as a way to remember a fun evening. For those of you who couldn't attend, it's a chance to hear Doug's talks and see what the rest of us were up to.

Using Phil Jordan's artwork, I did manage to produce a nice Lightscribe label for the DVD, so it looks pretty nice.

If you would be interested in owning such a critter to set alongside your DVD's of Oscar-winning films, I will be happy to supply you with one. The best part is the price: free! Just send me email (carlos3@verizon.net leave "DVD" in the subject line) and let me know you want one. I will try to crank them out and bring them to the annual meeting.



SSC Website—A Powerful Tool

Phil Jordan

Jim Kellett forwarded the following email from Ron Miller, former line boy, pilot and CFI-G at Warrenton Soaring Center whose Father, Ron C. Miller, was a partner in WSC operation.

I didn't know the Millers as I started flying at WSC in 1979 after they moved on but knew of their involvement in the evolution of the operations. I initiated a request for more information and photographs from Ron which led to an exchange with his Father who forwarded three nice little learning stories and two photos.

One of the photos was Ron C. Miller in the cockpit of an F3H Demon at the Naval Air Museum in Pensacola, FL. Always curious about aviation history, and having only a vague notion of what the aircraft looked like, I visited the museum online. I found two nice photos and emailed a request to use the photos in Skylines. I received the following approval:

Dear Phil, Permission granted as requested. As indicated, please give credits.

Really enjoyed your web sites!

Sincerely, Earle

CAPT E. Earle Rogers, II USN (Ret.)

Vice President for Communications

Naval Aviation Museum Foundation, Inc.

Powerful communications tool, this newfangled internet!

Hello Jim,

Just happened to decide to lookup the place I learned to fly and found your excellent writeup of the history of the Warrenton site.

My Dad, Ron (C) Miller, was one of those who kept it going after Gordon and Fran Begora.

Dad towed, I worked as line crew. I earned my CFI-G there during summers of high school and college. Dad and I planned a Silver C attempt for the both of us using two gliders and chase by my mother. We got all 3 legs in single epic flights on the same day. "At that time the major players I recall were Jim and Karen Kranda, Dick Ault and Ernie Klimonda was the designated examiner.

Dad left the DC area on orders to be the C.O. of Sand Point Naval Air Station in Seattle in 1977 while I was in college. He retired from there in 1980 and took a job as the President of the Seattle Building Owners and Managers Association (BOMA). He resumed flying gliders at Issaquah until about 1983. He's still going strong after his second retirement though he's not flying. Mostly he seems to be setting up reunions of old Navy fighter pilots (he's one), keeping the local fly fishing club on track and playing with his grand-daughters.

After college (ROTC scholarship) I served 5 years in nuclear submarines. Since I was stationed in Norfolk I managed to drop by the field once and visit briefly with the Krandas. I worked for Hewlett-Packard in Ft. Collins, CO. for 18 years until the dotcom meltdown of 2001. Now I'm working for Lockheed Martin in Boulder, CO. Collins.

After the Navy I resumed teaching soaring in a Grob 109b motorglider until my wife fell seriously ill in 1985 (she's still quite ill). I stopped flying altogether until 2003 when a co-worker brought me a Piper Cherokee that I couldn't refuse to help him fly



Ron Miller kneeling beside the engine from a B-17 crash in the Olympic Mountains.

and maintain. This past week for instance I dug it out of the big Denver snowfall TWICE!

My current hobby is aviation related in a way:
<http://coloradowreckchasing.tripod.com/index.html>

The Warrenton webpage brought back some pretty good memories. Spot landings were a matter of essential routine there!

Would appreciate being put in touch with the Krandas if possible.

Thanks!

Ron Miller

Ft. Collins, CO.

unimogbert@pobox.com

Ron C. Miller, the Elder, in the cockpit of an F3H Demon at the Naval Air Museum in Pensacola, FL. He holds the record for the second highest flight time in Demons.



Phil,

I am Ron C. Miller in Seattle. Ron G. Miller is my son, and is in Colorado. I'm sending a picture of me, and one of him. Also three stories. Use them as you see fit.

The stories were written as part of a legacy for my grandchildren, and I call them "Life Stories." I am up to number 60 now.

Those were fun times for both of us out at Warrenton. We

both knew Gordon and Fran Bogora and Ernie Klimonda very well. Ron progressed from a line boy to CFI during that time. I wound up with something like 1,300 flights.

The Magic of Taking Responsibility

Ron C. Miller

During the time I was stationed in Washington, DC, I became interested in the sport of soaring. Before long, I found myself a partner in a very small company that operated from a large field near Warrenton, Virginia. We gave glider rides, we gave flight instruction, and we rented gliders to qualified people. Because of my flying and teaching experience in the Navy and because I had written the flight syllabus, I was designated the Senior Instructor.

One of our regular students was a friendly character named "Bill." Bill always wore a Ford Tractor ball cap, and he looked like a local farmer, but he wasn't. He was the editor of a little weekly "niche" paper in DC Bill loved his soaring lessons, and he threw himself into the flying game with great enthusiasm. But, unfortunately, he was not making any discernible progress; he just didn't seem to "get it." We began to feel bad about taking his money when there seemed to be no end in sight. So, at an instructors'

meeting, after much discussion, we agreed that Bill would probably never reach a level of competence where we could allow him to solo. Therefore, we would be doing him a favor by telling him the truth and recommending that he take no more lessons.

They all agreed that it was the job of the designated Senior Instructor to tell Bill the bad news. So, the next Saturday, when he appeared, bright and early with his usual chipper attitude, I took him aside and told him what had been decided.

To his credit, Bill said: "OK, I'm disappointed, but I'd like to make one last flight." I said: "Fine, I won't say a word—forget that I am even in the glider—just enjoy yourself." To my utter amazement, Bill flew like a pro. As I sat there watching, I kept asking myself what could have caused this amazing turnaround.

When the glider came to a stop after the flight, I jumped out, shook his hand and said: "Bill, stay where you are and give me your logbook—I'm signing you off as "safe for solo." I stood there on the ground and watched as Bill flew another flawless flight. Yes, it wasn't long before he had earned his private license, and a prouder pilot you never saw.

We concluded that Bill previously had spent far too much of his attention trying to avoid criticism, while on this momentous occasion he had nothing to lose and "took charge."

From that time forward, when a student would ask me that all-important question, "When can I solo?" my answer would be, "Just as soon as you act like you are in command and take full responsibility for the flight!"




Above left: Warrenton Soaring Center

Above right: Ernie Klimonda and the famous low altitude Grey Poupon-Pass maneuver.



Left: F3H-2M Demon photo courtesy of the National Museum of Naval Aviation used with permission.

<http://naval.aviation.museum/home.html>

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

Ad hoc (unscheduled) winter soaring season is well underway with joint operations between Skyline Soaring Club and Mid-Atlantic Soaring Association at FRR. This special arrangement with M-ASA is expected to continue until the SSC Pawnee is fully returned to service. The agreement is expected to terminate no later than March 16, 2007.

All members who wish to participate in soaring operations during this winter season must read and follow the procedures outlined in the following two documents. Especially of interest will be (1) the special procedures for initiating unscheduled ad hoc operations at either FRR or W99, and (2) the particulars of the joint operating arrangements with M-ASA, responsibilities of all participants, and the agreed tow rates.

1. SSC Winter Operations 2006-2007

http://docs.google.com/View?docid=dfs7jm3g_91fqmw8h

2. Joint Operating Agreement between M-ASA and SSC

http://docs.google.com/View?docid=dfs7jm3g_9043999q

)Please review these documents. Any unanswered questions should be directed to the SSC Board of Directors

<http://directors@skylinesoaring.org/>

We're leaving in the morning (Jan. 1) for our long-anticipated holiday in New Zealand . . I'll be in touch via e-mail and a travel blog, though . .

See ya in February!

—Jim Kellett, Resident Curmudgeon

Great new gift idea for Christmas— a soaring calendar produced by the Juniors, to raise funds to support Juniors competing overseas—and it's a good one. I just ordered 4 as stocking stuffers—log on to the web site below and support this important effort! Plus, you'll know what day it is all year long! (important, if you're an old retired guy like me!)

Best for the holidays to all our many friends in soaring, from Martha and I —Doug Jacobs

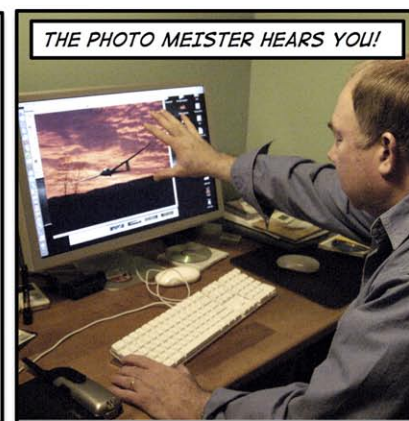
http://www.ssa.org/usteam/ust_jrcalendar.htm

If by any chance you're NOT subscribed to SSA's e-News, or if you're NOT regularly checking the SSA website for news about the Society's recovery from Alan Gleason's criminal activities, please take a quick look at http://ssa.org/members/ExcomUpdate_121106.asp— now!

You'll see that, although the noise about the problems we have has somewhat subsided, the workers are still at it — hard at

FRED WINTER

Montage by Dick Otis



work – and that solid progress is being made. The remaining hired staff is getting the core stuff done, the new FRTF, under Dave Pixton, is getting staffed and ready to ‘renew’ the SSA, we’ve filed an insurance claim to cover part of the theft, we’ve filed a civil suit against Gleason to recover more of the theft, and hundreds of SSA members have already contributed personal funds to keep the momentum up.

But we need to keep the pressure up to see this through, and one of the best ways is to ‘put your money where your mouth is’ and help those of your fellow SSA members who’ve already made extra contributions to SSA’s Eagle Fund right now. Think of it as your Holiday Gift to Yourself! J.

I’ve made MY contribution – it’s easy to do it directly through the SSA website! See <http://www.ssa.clientreadyweb.com/index.asp?cat=97599> and in a few seconds, you can make your own commitment to a new, healthy SSA. Large donations are nice, but ALL donations are needed and welcome!

—Jim Kellett, Director Soaring Society of America, Region IV

Promoting Soaring: YouTube—Jim Kellett, Region IV Director, has passed on another SSA member’s tactic to exploit the Internet for out-of-the-box tactics to expose youth and others to soaring.

Craig Sutherland writes: “Here is how we recruit more youth into soaring. Get “kids” to post soaring videos on YouTube.”

Tyler Scott, of Petersburg, WV, 18, buses tables at a restaurant, and last Friday night saw Craig working (checking the wx/wave forecast) on his macbook pro laptop at the bar, and informed him that he recently purchased a mac pro and a Canon HD cam and was planning to attend film school.

So of course Craig invited Tyler out to the glider port on Saturday and promised him a ride. He brought his HD video camera along. The future professional was at the airport and filming before sunrise. Check out his initial rough cut: <http://www.youtube.com/watch?v=Aovle-ldeJ4>.

Light wave was working all day, and they made it up to 9000’ before pulling the brakes so that Tyler could make it to work at 15:30.

Following the flight, Craig wrote to Tyler: Attached are two photos taken after your wave soaring flight in the glider on Saturday. I was impressed that you actually came out at sunrise with your Canon HD cam and glad that we eventually got you up for a ride in the ASK-21. Hope that you weren’t late for work. Note that Petersburg is situated along one of the longest mountain ridges in the U.S. and is one of the best soaring sites on the east coast. If you are ever interested in flying gliders, check out the following clubs:

<http://skylinesoaring.org/> (Front Royal, VA /DC),
<http://merlinaero.org/> (near Richmond,VA /VCU), and
<http://ssa.org/> (US / National).

Larry Stahl, the Airport Manager at Petersburg, should also be able to provide more information.

I look forward to seeing the video from your HD cam as well as the DV footage from the flight. Send me a note when you finish editing a cut. If it is too big for YouTube and you need some space, let me know and I can post it to my web server. Good luck with your film career.

Regards, **Craig Sutherland**

Tyler emailed Craig: “I had about two hours of footage and cut it down to less than 8 minutes. I just finished uploading it to

youtube.

It is still just a rough draft, but everyone has been wanting to see the footage. Thank you so much for taking me up in the glider, it was one of the best experiences ever.”

—Soaring Society of America e-Newsletter December 12, 2006
forwarded by Carlos Roberts



—CDR Gordon Otis USN Glider Solo

Naval Air Station Patuxent River, MD ~1966

“Comrades of the air I call on you to bear me witness.
When have we felt ourselves happy men?”

—Wing, Sand and Stars, Antoine de Saint Exupéry”

NEW YEAR’S RESOLUTIONS

Resolution #1

- 2001: I will read at least 20 good books a year.
- 2002: I will read at least 10 books a year.
- 2003: I will read 5 books a year.
- 2004: I will finish The Pelican Brief
- 2005: I will read some articles in the newspaper this year.
- 2006: I will read at least one article this year.
- 2007: I will try and finish the comics section this year.

Resolution #2

- 2001: I will get my weight down below 180.
- 2002: I will watch my calories until I get below 190.
- 2003: I will follow my new diet religiously until I get below 200.
- 2004: I will try to develop a realistic attitude about my weight.
- 2005: I will work out 5 days a week.
- 2006: I will work out 3 days a week.
- 2007: I will try to drive past a gym at least once a week.

Resolution #3

- 2001: I will not spend my money frivolously.
- 2002: I will pay off my bank loan promptly.
- 2003: I will pay off my bank loans promptly.
- 2004: I will begin making a strong effort to be out of debt by 2005.
- 2005: I will be totally out of debt by 2006.
- 2006: I will try to pay off the debt interest by 2007.
- 2007: I will try to be out of the country by 2008.



SKYLINES

January 2007

Phil Jordan, Editor

Skyline Soaring Club, LLC

<http://skylinesoaring.org/>

pjordan@skylinesoaring.org