



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC MAY 2007

President's Prerogative


Joe Rees

This will be a very short column due to the early deadline and the fact that I will be departing the country in a few hours. But there are a couple of good things that have happened over the last month. One of the good things is that Spencer Annear has agreed to bring his experience back to the Board to take the place of Eric Litt who decided that being chief tow pilot along with his commitments to the Civil Air Patrol would prevent him from fully contributing to the board. We are sorry to see Eric go but welcome and very much appreciate Spencer and all of the skills he brings.

Another piece of good news is that the airport commission and the board have entered into discussions to keep Skyline Soaring at Front Royal for the next 25 or 30 years with a long term lease for yet to be built hangars west of Front Royal Aero Services. It is unclear at this time whether it will be a long term land lease where Skyline will build the hangar or whether the airport will build the hangar. The key element, however, is that a hangar for gliders will be on the Airport Layout Plan and the engineering studies for land preparation will begin. It will be several months before all of the numbers and options come together, but the key is that both the airport commission and the club are on the same wave length.

The next item is a bit mixed. The up side is that Steve Lander has graciously agreed to donate his Ford Taurus to the club as a replacement tow car. This is a car that Steve is driving to work on a regular basis and I told him that, as grateful as we are, I thought it important to get the right tow car meister to ensure that it would

not go the way of the vehicle that the Hazelrigg's donated. About two weeks ago Chris Groshel solicited the membership for a tow car meister and received ZERO responses. This should make us all reflect on the underlying philosophy of the club and is of no little concern to me and the board. Everyone has an assigned duty but those of us who are not tow pilots or instructors we all should contribute beyond the occasionally DO or ADO duty day. A season's commitment to taking care of the tow car or being in charge of the hangar or planning a social event should not be too much to ask if we are truly a club. I just ask that we all think about whether we should contribute just a little more to the welfare of the club.

Enough scolding. Enjoy the season and fly safe. 

Significant Events:

May 19, 2007

Skyline Soaring Club's Second "Away Day"
At a Grass Strip

We have a new pilot in our midst. Congratulations go to Mike Ash after passing his PPL checkride Thursday, April 19.

Skyline Soaring Club's Second "Away Day"

Jim Kellett

May 19, 2007, Skyline Soaring's Second "Away Day" At a Grass Strip—Thanks to Craig Hageman, owner of High View Farm Airport (61VA) near Summit Point, WV, Skyline Soaring Club will have the opportunity to take its operations to a new airport for the day. High View is a privately owned airport just over the WV/VA line in Virginia. This is a great opportunity to take the family for a picnic in a truly rural, 'back to basics' airport! And to get some experience flying at a 'new' airport. (This is particularly important for members who are interested in using Club gliders for Cross-Country soaring—see the requirement in the Club's Operations Manual Section 5.7.1(a) for a landing at another airport.)

High View is located at 311 Swimley Road, Berryville, VA 22611-1705. You can Goggle or Mapquest directions, but to give you a rough idea as to where it is, it's ca. 60 miles NW of Fairfax,

VA, estimated driving time ca. 1 1/4 hours. For more information about the airport, see <http://www.airport-data.com/airport/61VA/> and/or <http://gc.kls2.com/airport/61VA> .

The staff for the day includes Steve Wallace (Towpilot), Jim Kellett (CFI), and Dan Noonan (DO/Gopher), but may be expanded. The Club will provide its towplane and our K-21. The current plan calls for the K-21 to be aerotowed from KFRR in time to arrive at High View about 1000 hours. Up to four private gliders are invited to trailer up for flying from this site.

When you arrive, there will be markers or signs or people indicating where to park —**IMPORTANT: REMEMBER THIS IS A PRIVATE FIELD/RESIDENCE AT WHICH WE ARE GUESTS!** Park **ONLY** in designated areas only, and do NOT drive on the runway or any other area! The owner has graciously provided an ATV which can be used to move gliders around the field. All members get a briefing at the field on the operations procedures to be used before flying!! (They are DIFFERENT from KFRR!!)

So, mark your calendar, pack a picnic, bring the family, and enjoy an outing at a REAL airport!

Left: the runway at High View Farm Airport.


Below: High View from the air.


Inset: Host Craig Hageman.



Next Generation Soaring Pilot...


Vern Kline

 One sure way to find new soaring pilots is to grow your own. Vern Kline sent us this item and his photos from a recent good day with his son Richard. We all know how to do it, so you younger than the Editor pilots are encouraged to grow the next generation of our unique sport!—Editor

Here is Richard walking the ASK-21 back from his first flight to over 5K feet. On Sunday 22 April, we released from a 2K foot tow after encountering numerous 'bumps'. A couple minutes of searching around and we were heading up. A few more minutes in 4, then 6, a few really tight turns in 8 knot lift and we over 5k feet. After several more minutes surveying the Shenandoah Valley, we headed down to give the next Skyliner a chance. 




Members, and DOs especially

We need to take better care of our equipment. As Fred notes, the canopy cover costs \$200, and it shouldn't be left gathering dirt, soft side out. This is one more, expensive, piece of equipment that you need to know how to use. Further, if the K is to be left out in the sun for any period of time between flights, it would be good to put the canopy cover on. This prevents the cabin from heating up and causing sun and heat related damage. DOs, you are responsible for this equipment.—George Hazelrigg, Chief DO 


The SSA Future Restructuring Task Force...

now has a home page— <http://www.ssa.org/myhome.asp?mbr=3192254900> The first FRTF survey is posted and SSA is seeking your feedback and opinions.

This task force is charged with examining the present governance and management structure of the Society and the related SSA Foundation, identifying their deficiencies and proposing such alterations as seem necessary for the Society and Foundation to be able to support and foster the sport in the decades that lie ahead. 

Skyline Soars at Randolph-Macon's "Springfest 2007

Jim Kellett

 On April 21, the Randolph-Macon Academy held its annual "Springfest" for its Middle School, and this year was combined with a dedication of the installation of a unique piece of military statuary and a color guard review attended by local and national dignitaries.

At the invitation of Col. David Rickert, Chief of Services at RMA, Skyline provided a glider (the Happy Three Group's ASW-20C), informational brochures, a video (the same video all Club members get upon joining), and – the biggie! – a drawing for a free glider ride!!

Jim Kellett and his wife (and former crewperson) Pat manned



the exhibit, and Club Treasurer Dan Noonan provided the muscle to help set up and dismantle the display. A really nice sign (see the pictures!) that Shane Neitzey made up was used as a backdrop of the display.

DOZENS of kids got the chance to sit in a real glider, the parents of the RMA Cadets enjoyed talking aviation, and quite a few of our neighbors – people who live around the airport – got a fascinating close up view of that they'd been seeing for years circling over their homes! Without exception, they were excited by the experience, and we can expect to see some of them visiting the airport to get a closer look at the operations.

The highlight of the day, for me, was a delightful 12 year old 7th-grader from Suffolk, a boarding student at the Middle School, who hung around the glider asking intelligent questions all afternoon. As we were preparing to dismantle the glider, he looked up with a grin and said "will you adopt me"??

It's good to make friends—of ALL ages!



Let's Get Soaring Moving Again

Jim Kellett, Director, SSA, Region IV

Let me share with you a note I got this morning from a Region IV pilot that really set me to thinking. It's from Tim Long of the Cumberland Soaring Group, and he says, in part:

I recently made a small donation to the Society to aid in the recovery from last year's financial problems... It also occurred to me, that if a everybody in the SSA ponied up \$20 (basically the cost of one tow), we could be nearly instantaneously out of debt. When all the griping, finger pointing, and gnashing of teeth is finished, there isn't anybody who belongs who shouldn't be able to forego

one tow this season and send the money to the Society. For better or worse, it belongs to all of us, and it's worth saving. I would just like to see the debt retired quickly, and not allow it to drag on for years. These thoughts are probably not original, but they are sincere. It's time to quit whining and head on down the road!

I couldn't agree with Tim more. Some time back, when SSA made an appeal for the Eagle Fund, I sent in a similar small (\$25) contribution. And Tim's right—there were 12,093 SSA members at the end of February, and if each member just gave \$25, we'd raise \$302,325 – or \$42,325 MORE than our currently projected recovery debt (see the latest financial report on the SSA website).

Please think about it. Give yourself a gift by giving to the SSA's Eagle Fund. Let's get moving again.



A ship in harbor is safe— but that is not what ships are for.

—Admiral Grace Hopper

U.S. Navy Blue Angels Flight Demonstration pilot, Lcdr. Kevin Davis, a native of Pittsfield, Mass. was killed April 21, when his F/A-18 hornet crashed into a residential area outside Beaufort Marine Corps Air Base, South Carolina. The crash took place in the final minutes of the air show as the pilots were doing a maneuver, which involved all six planes joining from behind the crowd to form a Delta triangle. The cause of the crash remains under investigation,

(Right) Atlantic City, N.J. (Aug. 21, 2006) - Blue Angels' pilot, Lt. Kevin Davis shakes hands with local ABC reporter Matt O'Donnell just after the two landed from O'Donnell's media orientation flight. Davis and took several local media representatives for a 45-minute ride over the Atlantic City coast to give them a taste of what a ride in a Navy jet is like. The Blue Angels and Air Force Thunderbirds

aerial demonstration teams are both appearing at the Atlantic City air show, "Thunder Over the Boardwalk." U.S. Navy photo by Chief Mass Communication Specialist Monica Hallman

(Top) The Navy's Flight Demonstration team, the Blue Angels performs their delta formation over San Francisco Bay. U.S. Navy photo by Photographer's Mate 2nd Class Ryan Courtade



The club urgently needs to fill two very important positions. The first is "Hangarmeister". I don't have an exact job description but this person will assure our hangars don't have any issues that affect the safety and security of our equipment, make sure the trailers owners are happy, provide Reggie with info about tenant changes and building issues and generally oversee the cleanliness of our space.

Rick Harris was the Hangarmeister and wanted to go inactive this year due to personal / work business. We convinced him to stay on and he is going to try to fly more than he has and he also agreed to help with the SCC owned hangar project. He did a good job so let's give him a break.

Second position is "Tow Car Meister.". Steve Lander has graciously offered his 98 Taurus as the club's towcar but we need someone with a little mechanical aptitude and attention to detail to watch over this vehicle and keep it from suffering the same fate as the Chevy. Also, I plan to bring out a Honda ATV trike to use on the airport and that will also need a little upkeep.

I don't see any reason why a position couldn't be filled by more than one person. Let me know if you're interested by email.

Come on everybody—Please consider these positions—It's "your"club.—Chris Groshel, Director, SSC

Neat photo site: <http://www.whiteplanes.com/gliders5.htm>

Everything you wanted to know about the WWII Glider Program...and then some:

<http://www.pointvista.com/WW2GliderPilots/index.htm>

FAI Sporting Licenses—The responsibility for issuing FAI Sporting Licenses in the United States rests with the National Aeronautics Association (NAA). Under an arrangement with NAA, SSA has been distributing Sporting Licenses for Soaring to SSA members as one of our member benefits. At the time of the arrangement, NAA required applicants for FAI badges to hold Sporting Licenses. Recently, NAA has dropped this requirement.

Under a new arrangement, NAA and SSA have agreed that a Sporting License is required for participation in international events, world records, and US national records only. Please note that YOU MUST HAVE a Sporting License BEFORE you take off on a record attempt. A Sporting License is not required for badges, diplomas, US contests, state records, US trophies, lennie pins, nor the Hilton Cup.

In 2005, fewer than 25 members participated in the events listed above requiring Sporting Licenses, and for this reason, SSA has decided to stop paying NAA a per-member fee for Sporting Licenses and to stop issuing licenses to members. SSA members who need to renew their Sporting Licenses should contact NAA directly (www.naa.aero, 800-644-9777). The effective date of this change is January 1, 2007, and SSA will stop issuing Sporting Licenses on that date.

We are continuing our discussions with NAA, and we will

strive to reduce the cost of Sporting Licenses (currently \$45 per year) for our members. For further information, contact the Hobbs office (feedback@ssa.org).

How I built an ASK-21 of my Own Over a Weekend!—Everyone probably saw this interesting feature in the April issue of Soaring and may recall the similar subject we did in the September 2005 issue of Skylines. I have discovered Revell of Germany also has a great LS8-a/18 model kit available. http://www.hobbylinc.com/cgi-bin/s7.cgi?cat_s=SAC&p=2&sort_i=0&show_i=3




...my apologies to anyone that was charged \$260 instead of \$250 for the first half of your club initiation fees. My bad. The initiation fee to join SSC is \$500 total, not \$510. I will be refunding anyone charged that extra \$10 dollars and that will be reflected in this Weekly Account Balance.

To eliminate any further confusion and to repeat myself, there is no 'special' fee structure for anyone in our club. Your yearly SSC and SSA dues are due, in advance, at the beginning of the year. This year, because of changes to our rate structure our President asked that the mailing of invoices be delayed until after our annual meeting; this has stretched out our account balancing, and we won't be doing that again.

Now, when you get your account balances and you have a balance owed the club, PLEASE send me an email telling me you are sending in the money.

Thanks for your cooperation. Please contact me with any questions.—Dan Noonan, SSC Treasurer

Congratulations to our towpilot/staff photographer and CFI-G Dick Otis whose photo of 6-E graces the centerfold of the April issue of Soaring. Way to go, Dick!

Why do they lock gas station bathrooms? Are they afraid someone will clean them? 



Skyline Soaring Club, LLC

<http://skylinesoaring.org/>

pjordan@skylinesoaring.org