



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC OCTOBER 2010

Masthead photo by Dick Otis

President's Message

Craig Bendorf

October has arrived and hopefully the hot summer is behind us and the cool air of the fall should make for some great soaring. We only have about 2 months left of the 2010 scheduled soaring season. So far the club has been doing well with over 939 tows accomplished. Soon the leaves will be changing and the air will be crisp and clear. The beauty of soaring over the ridges near Front Royal in the fall is something I look forward to each year since the season normally brings some great flying weather. If you haven't been out to the field lately this is the time to come out and enjoy the beauty of the sport.

I would like to thank everyone who helped out at the Front Royal air show. It was a big success and our gliders, flying and on display, were a big part of the event. We had great chance to meet a lot of people from the local communities that have watched our gliders flying high above them for years and give them a close up view of our exciting sport.

I would like to remind everyone that the club can still use some volunteers to help in a few projects. The Board is currently looking for someone to take on the project of disposing of the old metal Grob trailer that was damaged last winter. The trailer has not been used for many years, is in poor shape and is not needed by the club anymore. If you are interested please contact any of the club Board members.

It is also not too early to think about next year. In January we

will also be voting for two new Directors and will be looking for individuals who want to get more involved in the running of the club. The Directors meet regularly and are responsible for insuring the club operations and finances are running smoothly, club issues are



Phil Jordan

addressed and to plan for the club's future. Anyone interested in one of these positions please contact me or one of the other Board members. Additional information is also available in the club By-Laws posted on the club web page in the documents section.

One last note, I am currently updating the club Operations Manual and request that anyone who has noted any things that need to be changed or rewritten to make them clearer please let me know by send me an email.

Folded Wings: Remembering a Friend from the Greatest Generation

Captain Leo Meacher, USN (retired), died 4 September 2010 in New Mexico. He was 89 years old. He is survived by his wife Linda, daughter Delaine Walker, sons Eric Meacher and Steve Meacher, two grandchildren and three great grandchildren. Leo's first wife, Thalia, predeceased him.

With an early passion for flying, Leo learned to fly in his teens and in 1941 became a Navy carrier pilot. He served for 25 years in the U.S. Navy. He flew combat missions in WW II, and the Korean War. Highly decorated, he received The Distinguished Flying Cross, Silver Star, Air Medal (seven stars), Navy Unit Commendation for the USS Cowpens and the USS Badoeng Strait (one star), Asiatic-Pacific (nine stars), WWII Victory Medal, China Service Medal, National Defense Medal (one star), Korean Service Medal (three stars), United Nations Service Medal, Philippine Liberation (two stars), and the Korean Presidential Unit Citation.

After retirement, Leo spent many happy days flying sailplanes in Virginia, Colorado, California and New Mexico. He will be sorely missed by his many friends and relatives.

Interment will be at Arlington National Cemetery, 25 October 2010 at 9 am.

Leo was my second partner in a sailplane. We owned a Schweizer 1-23H, nicknamed 'Bluebird' because of a unique blue paint scheme created by Scott Callander, a forensic artist. Leo's passing leaves a big hole in my life, not only my soaring life.

For example, when Leo and I were engaged in the hugely labor-intensive job of peeling off many layers of paint and sealer from our glider one summer, I dragooned my two then tween-aged sons to helping us. They were not exactly enthusiastic. However... during our lunch break with him and his wife Linda, they discovered that he was a WWII Navy combat pilot - and THAT was something they WERE enthusiastic about. He kept them enthralled with stories of flying through a cloud of incendiary bombs that had inadvertently released from his wingman's plane over Japan. But their eyes really bulged when he sort of got off the subject, as when he got in a fight in a brothel in Korea during some R&R leave. It was an eye opener to a pre-teen male that some of Dad's friends were NOT really dull and boring old fogies. .

Leo allegedly made over 400 carrier landings in combat zones (Pacific theatre) during WWII and Korea. He also flew a torpedo bomber that sank a Japanese cruiser during one of the critical WWII battles... and decades later, had an amicable dinner with the Captain of that same ship!

After a career in the US Navy, he retired and was for several years a civilian employee of the Navy, working in the Crystal City complex in Alexandria. He married his second wife, Linda, on Valentine's day, and they soon after moved to a farmette in Marshall, VA, not too far from the Warrenton Soaring Center, where they lived until the moved to Placitas, NM in the early 1990s and where they remained until his death (and where Linda still calls home).

Leo was one of the major contributors to both Warrenton and the early Skyline years. Both Leo and his wife Linda [Lawrence] were towpilots and CFIs. Leo was a founding member of SSC and



later primarily responsible for developing the move to 8W2 (New Market Airport) in 1991.

He was also a superb glider pilot and towpilot. For several years, he also was the "weekday guru" manager of the Warrenton Soaring Center, serving as Duty Officer, towpilot, instructor, and general man-in-charge. It was a devoted service to the company which everyone appreciated.

And he had a personality that, even though somewhat salty, and one that definitely did NOT suffer fools gladly (or at all!), everyone found him engaging.

When the Warrenton Soaring Center went belly-up in 1991, it planned to move to Front Royal. But before we could start operations there, it was Leo who made friends with Ed Raney, then the owner of New Market Airport - which had empty hangars - and as a result we started flight operations there.

I will miss Leo on so many levels. As a friend, a mentor, an advisor, as a war hero, fellow pilot...

Jim Kellett

Leo was one of my early flight instructors and Linda the pilot of my very first flight in a glider. Both encouraged me to fly and commit to it unconditionally at a time in my life that was both economically and professionally challenging.

I was fortunate to be able to say "to hell with the business" and take off on weekdays and spend the day at WSC. Leo was always there. I was an avid listener when he and Dick Ault swapped war stories. Leo's were always more spirited (for want of a more descriptive word)!

Leo will be sorely missed by his friends and those of us who were fortunate to call him friend and fly with him and join with him in founding Skyline Soaring. Fly on in peace, Leo.

Phil Jordan





...and done a hundred things you have not dreamed of. ...

Photos courtesy of Linda Meacher and Jim Kellett

Membership Report

Steve Rockwood, SSC Membership Officer

Our membership has grown slightly over the last month. The club now has a total of 103 active members, including one new Probationary Member, one Family Member and eleven Introductory Members in September. Welcome the following members who have recently joined with Probationary status:

- **Ernie C. Benner:** Ernie lives in Berryville and is a power rated pilot looking to obtain a glider rating to add to his accomplishments. He holds an SEL certification. Ernie and his son Ernie Jr. signed up at the Air Show on September 11, 2010. Welcome to the club Ernie Sr.
- **Ernie P. Benner:** Ernie P. is the fourteen year old son and SSC Family Member of Ernie C. During the festivities of the Air Show Ernie was able to take his first glider lesson and has been out several more times for additional training. Both father and son are very enthusiastic about soaring and the club. I expect great things from this dynamic duo.

We have eleven (11) new Introductory Members for September; Leonard and William Addiss, Mikhail Bogdanov, Craig Corl, Robb Hohmann, Linda Kacsev, Fed Kamensky, Sergey Kulyagin, John

Westenhoff, Brandon Whittaker, and Christopher Zaboji. Susan Corl and family came out to enjoy the Air Show and stayed over to soaring the next day. Her husband Craig, brother William and father Leonard were impressed with the club and had a great two days at the airport. Fed, Mikhail, and Sergey are all from St. Petersburg, Russia. Since Fed flew with us last year on a FAST voucher, he decided to bring some friends along to enjoy the experience. After the touch of the queasy stomach went away they all had a great experience. Brandon Whittaker was one of the winners of a FAST voucher provided by the Skyline Soaring Education Foundation at the Air Show. John Westenhoff and his friend Christopher Zaboji are also fourteen years of age and been receiving extensive glider training during their 30-Day Introductory member. I hope they decide to continue with the club, work toward their solo and eventually pilots licenses. Three new fourteen year old members to the club would be great for the club and the sport of soaring. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future.

Mike Christensen and Bill Woodard have successfully completed their one year of probation and were approved by the Board of Directors for Full Standard Membership. Both Mike and Bill are great people to be around and great for the club. I am happy to see they will be permanent members.

Would You Like Your Own Skyline Soaring Labeled Clothes??

Jim Kellett

Not only can you purchase really practical and pretty long-sleeve T-shirts with Skyline's logo on them directly from the Club, but we also have a long-standing deal with Land's End clothiers that I don't think a lot of current members may know about. Perhaps you've noticed, particularly in the wintertime, members wearing insulated jackets, polo shirts, sweatshirts, etc., that have the Skyline logo embroidered on them? I've got a dress shirt, long-sleeved polo shirt, and a squall jacket - other members like sweatshirts or polo shirts . . .

You can purchase any item in the Land's End catalog with this logo. However, it's strongly suggested that you stick to black, white, navy blue, or dark green since those are the best colors that avoid compromising the colors in the logo itself - this is how it looks on a navy blue squall jacket:

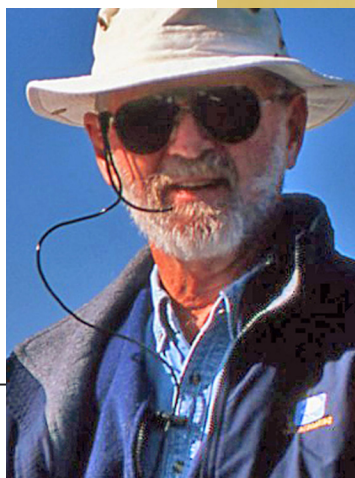
You can purchase the long-sleeved T-shirts from our stock in the hangar (only \$15 each!), and here's how to get the custom made Land's End clothing:

Go to the Land's End Business Services website <http://ocs.landsend.com/>.

The first page that will often pop up lists specials - and some are very useful!

Select the item(s) you want, note the article number, and then call 1-800-587-1541. Tell them your Customer Number (3622564) which identifies the Skyline Soaring Club logo, and place your order after providing whatever other information is necessary.

Adding the logo adds \$5.95 to the item cost; you MAY find substantial discounts on the website for shipping, certain items, etc. Any of these items make great holiday gifts!



Warren County Front Royal Air Show Report

Steven Rockwood, SSC Air Show Coordinator



Photos by Martin Gomez



The Flying Circus, hot air balloons, hang gliders, para-gliders, tiny helicopters, tail-draggers, planes with big radial engines, planes with no engines, antique cars, food, a wing walker and a parachutists; that and more was at the Warren County Air Show. The show was a great success and Skyline Soaring was a big part of that success. Nearly one-quarter of the SSC active membership supported the event, twenty-three members, and with a few exceptions all membership had on their official Skyline Soaring shirt. I think we sold five shirts to members that wanted to purchase a shirt. It was impressive to see everyone there supporting the show with our shirts identifying us as Skyline members.

I wanted to recognize the members that gave up their Saturday to support the club, the airport, and mostly Reggie. Reggie personally told me how impressed he was with our commitment to support the show with people and aircraft. If you want to improve soaring club/airport manager relations, this is the way to do it. We had a total of five club planes on display, including both the Pawnee and Husky tow planes, the ASK-21 and the Grob 103, and the Cirrus. George assembled 6E for display as part of the Skyline Soaring Education Foundation exhibit. The following should be congratulated for supporting the Air Show:

The Flight Line Crew:

John Noss (Tow Pilot), Shane Neitzey (Duty Instructor and Demonstration Pilot of the Husky), Hugh McElrath (Duty Officer), Bugs Forsythe (Assistant Duty Officer), and George Hazelrigg Jr. (Instructor).

The Skyline Soaring Education Foundation Crew:

Spencer Annear and George Hazelrigg Jr. who awarded two FAST

vouchers to youth with the best written responses to the questionnaire.

The Show Support Crew:

Mike Hatfield, Bob Gould, Bill Woodard, Mike Christensen, Guin Kutella, Craig Bendorf, George Hazelrigg III, Carlos Troncoso, Joe Clark, Bruce Codwise, and Robert Jullien. These folks spent all day pushing powered and un-powered aircraft around, talking to spectators about soaring, lifting kids in and out of gliders, helping with



crowd control, and doing whatever else we were asked to do by the Aeroboss (Reggie).

The Photography Crew:

Martin Gomez documented the entire event with photographs, loaded them to flickr, and sent out the link to all club members. Here it is again if you did not get it <http://www.flickr.com/photos/xferner/sets/72157624935967168/>. The pictures show how exciting the show was, particularly to faces of kids when they sit in a glider for the first time.



Garmin ForeRunner 405

Piet Barber, Chief Flight Instructor

I have been running regularly for the last year. I happen to be training for my first marathon on Halloween this year. As a reward for all my hard work, I indulged myself with a super-cool gadget. I am now the proud owner of a Garmin ForeRunner 405 -- a nice running watch that has a GPS logger that I got to track my long distance runs more accurately. The wide range of features that this watch boasts are stunning, but I'll stick to the GPS features for now.

I was curious to see if the functionality of the GPS could work well for flight instruction, so I configured it to record a whole day's worth of instruction that I did on a day in August. I exported the day's recordings and managed to export the proprietary Garmin format (which is essentially XML) into a usable format for Google Earth. Once I successfully converted it into a kmz file, I extracted some really nice 3-D views of this day's instruction in Google Earth.

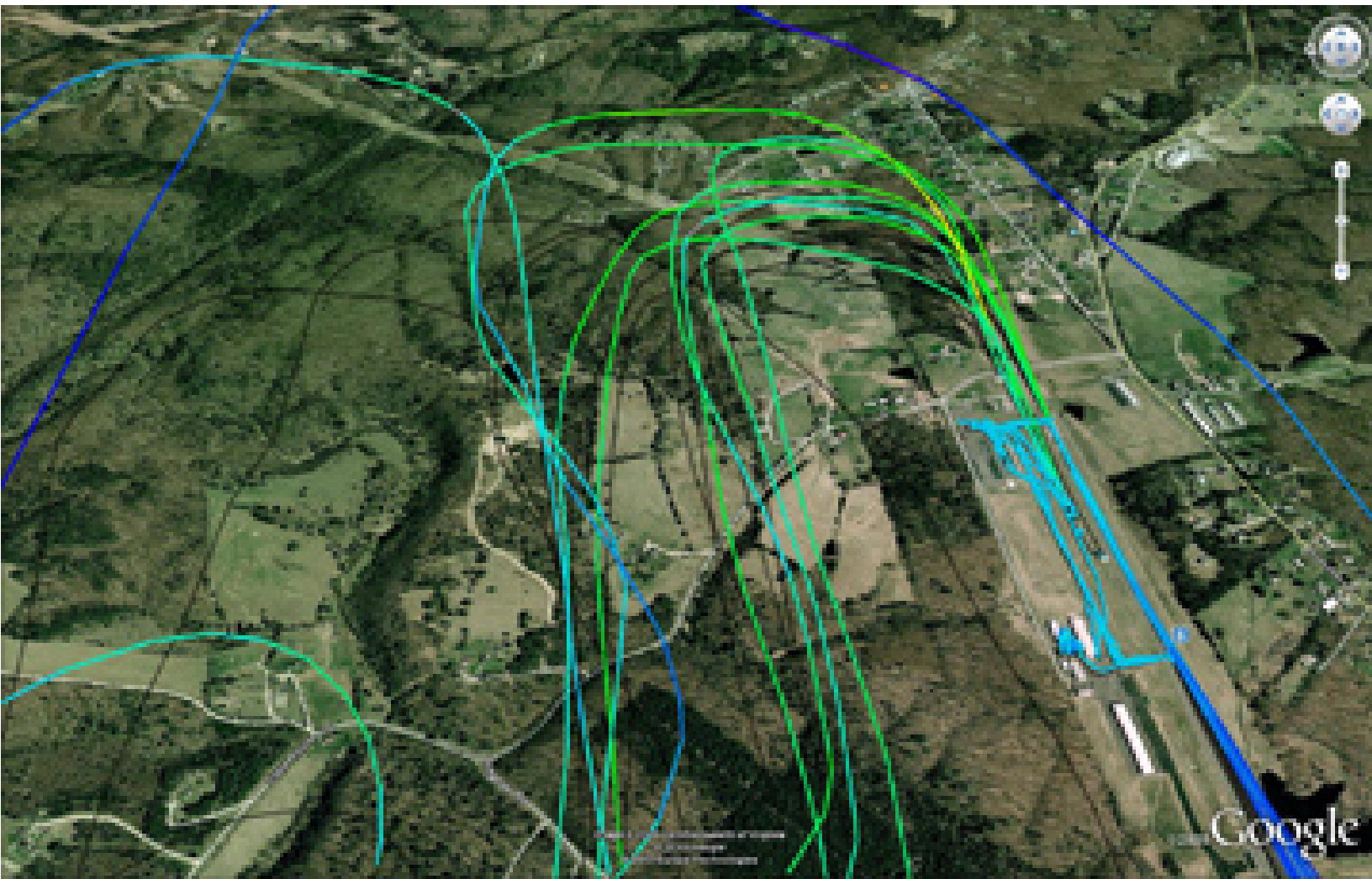
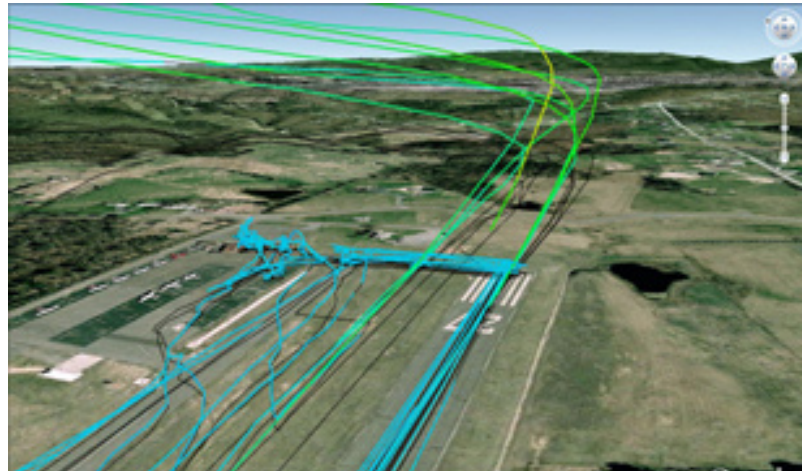
After viewing these flights in Google Earth, I made some screen-shots of the day's flying, and included them below. There was one spot landing approach that was just barely above the ground during the flare, that it appears to have gone underground. This is possibly due to the proximity to the ground was smaller than the GPS's accuracy, or the Digital Elevation Model (DEM) data that Google uses for Front Royal's airport is slightly inaccurate at that location. Rest assured, most of the landings were on the grass, some were beyond the expected landing area, some were right on target. (Also note there was a tailwind that day).

The color coding is the rate of climb and descent. If you carefully look at the areas that aren't for takeoff or landing, you can see me walking around, dragging the glider back to the staging areas, doing positive control check, etc. These approaches were all done by solo or nearly-solo students, with no interaction from me about where to be in the pattern.

After seeing this form of display, I'm pretty sure this visualization could be used as an excellent opportunity as a reflection and review resource for students -- especially for the situations when the student doesn't realize that they were out as far and down as low as we said they were. I wonder what kind of utility we could find in buying a cheap flight recorder, and coming up with a system to upload that to the system with the Duty Officer and log sheets.



Images provided by Piet Barber



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

Congratulations to Mike and Sandy Ash on the birth of their brand new daughter, Claire Ellyn; specifications:
DOB: 9/10/10 Time: 6:46AM Weight: 9lb 5oz
Length: 21" (Mike says "Yes, she is huge".)
Location: Inova Fairfax Delivery duration: about 22 hours total.



Congratulations to Curtis Wheeler—Curtis did Silver Distance "the hard way" - e.g., fly to OKV for a remote start; fly silver distance to 8W2 (New Market) for remote finish; fly home! He actually FLEW 161 km in order to claim the 50 km Silver Distance!!

Jim Garrison



Skyline Soaring Education Foundation is moving forward with its program of flight scholarships, orientation rides and, public presentations about soaring. In August it received IRS recognition as a public charity which means, among other things, that donations to SSEF are tax deductible.

Thanks to Dick Otis, our web site, www.ssefva.org/SSEF/Home.html, is up and operating, with a connection to PayPal to make giving easier.

George Hazelrigg and Spencer Annear manned the SSEF table at the Front Royal Airshow. The table was set up next to George's sailplane so we had many people stop by to talk about soaring. A number of children were thrilled to sit in the cockpit. Of course, we told them and their parents about SSEF. Eleven filled out applications for a chance to take one of the two orientation flights we awarded. The winners were two children from Front Royal, an twelve year old girl and a fourteen year old boy. Each was given a FAST certificate.

Prospectively, SSEF plans to attend the Aviation Expo at Leesburg October 22 to tell participants about our program.

SSEF is dependent on public donations so if you think has a program you can support send a donation, either through our web site or by mail to:

SSEF Donations

2022 North Kensington
Arlington, Virginia 22205.

Notes on the K-21 trailer—In addition to fixing the damage from the windstorm, I also replaced the 4-pin flat wiring connector for better reliability and appearance.

3 points to keep in mind :

- 1) The trailer is wired for EITHER 4-pin flat (American) OR 7-pin round (European, amber turn signals)

There is a switch inside the front hatch to select.

- 2) The lock for the tailgate must be locked closed to prevent the tailgate from opening in travel. The key is in the Zip-Loc pouch inside the front hatch. Use the bronze key. The lock arm is VERY tight, my procedure is to put extra pressure on the top latches by putting the hook of the latch on the edge of the U-channel before trying to unlock or lock the tailgate.

- 3) There are eye bolts and bungee cords to restrain the fuselage and wing dollies during travel without the glider. Please use them to prevent the dollies from becoming loose cannon.

I hope you don't need this info, especially on a rainy night somewhere in the Shenandoah valley !

Fred Winter

Skyline Soaring Club, Inc.

is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va.. Airport and is an affiliate club of the Soaring Society of America.

For information about the club go to

www.skylinesoaring.org

or e-mail welcome@skylinesoaring.org.



President—Craig Bendorf

Secretary—Jim Kellett

Treasurer—Thomas Park

Membership—Steve Rockwood

Chief Tow Pilot—Curtis Wheeler

Chief Flight Instructor—Piet Barber

Safety Officer—John Noss

Skylines Editor—Phil Jordan

Directors—Craig Bendorf, Jim Kellett, John Noss, Joe Parrish, Paul Seketa, Curtis Wheeler