



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC FEBRUARY 2011

Masthead photo by Dick Otis

From the President

Curtis Wheeler

As your incoming President, I want thank Craig for his excellent leadership over the last year and re-emphasize the areas he stated at the Club Annual Meeting on January 22nd:

- ✦ More volunteers to help run the activities
- ✦ More planned social events
- ✦ 2 off field days
- ✦ 3rd Annual week of summer flying
- ✦ More inter-club activity
- ✦ Add a transponder to a Club glider

In support of and in addition to these items, I wish to pursue the following goals on behalf of the club:

- ✦ Make progress on the numerous items set forth in the Club Strategic Plan
- ✦ Promote a solid club financial foundation to allow confident execution of future plans
- ✦ Fill the Assistant Treasurer position
- ✦ Continue to work with the Warren Country Airport Commission to take advantage of hangar opportunities when the time is right
- ✦ Formally define the roles of the various Meisters in the operations manual and call on those Meisters to work together with the BoD on a monthly basis

- ✦ Promote higher levels of soaring proficiency through accomplishment of checkrides, badges, and Day Away opportunities
- ✦ Challenge each SSC member to set and pursue their own personal soaring goals in 2011
- ✦ Create an Emergency point of contact list on the secure side of the club webpage
- ✦ And have no losses on my watch.

I appreciate the opportunity to serve and look forward to the 2011 soaring season.

See you at FRR, Curtis



SSC 2011 Annual Meeting

Craig Bendorf

The 2011 Annual Membership meeting was held on 22 January at the Front Royal library. At this meeting, the Club Directors and Officers provided a detailed update on how the club did during 2010, current status and where we would like to go in 2011. The full briefing presented to the members will be posted on the SSC website in the Documents folder under the Members Only section.

Tom Park, the Club Treasurer, provided an excellent detailed briefing on the club's finances at the end of 2010 and a projected budget for 2011. Overall the club is doing well financially, but we expect some of our costs such as hangers, insurance and fuel to increase in 2011. The Club's planning budget includes paying off the Husky loan and if needed overhauling the Husky engine and prop in 2011. Steve Rockwood went over the current status of the club membership and a breakout of how many members are performing instructor, DO, ADO and tow pilot duties. Compared to last year, the club had a little over 9 percent drop in membership which was also reflected in the amount of individuals performing each of the duties. The biggest drop, 36%, was in ADOs and may require that some DOs be occasionally scheduled ADO duties to balance the workload.

Craig Bendorf presented the overview of 2010 operations report. The club flew 1319 tows of which 1075 tows were for the four club owned gliders which flew a total of 523 hours. The total hours flown by all club and member owned aircraft was 1299 hours which has continued to grow every year. The top glider fliers were Carlos Trancoso with 70 flights and Gyoergy Gulyas with over 47 hours. The On Line Competition (OLC) participation by club members increased in 2010 to 10 participants with 57 flights posted and over 4300 miles claimed. The winner of the club 2nd half of 2010 OLC challenge was Dave Collier with the club aircraft winner being Curtis Wheeler.

Piet Barber went over the instructor accomplishments and status. The number of instructional flights has remained nearly constant for the last three years at just under 600/year. He also discussed new upgrades to the Student Progress System (SPS) that allows better logging of ground training. The club had 13 active instructors during 2010 with the top instructor honors going to Bob Sallada who flew over 100 training flights. Piet also covered the benefits of using inexpensive GPS technology for recording and displaying of training flights.

Curtis Wheeler covered the tow pilot activity for 2010. The Club had 14 active tow pilots (more than 10 tows) with over 510 of the 1319 tows given by Bill Burner and John Noss. The club helped train two Midshipman tow pilots for the US Naval Academy soaring program and provided a tow plane and pilot to support the Region 4 soaring competition sponsored by M-ASA. Bill Burner was named the 2010 Tow Pilot of the year.

Craig Bendorf then went over the many 2010 accomplishments which included another safe and accident free year, great support to the Front Royal Air Show, another successful week of flying, having Tom Park step up as the new Club Treasurer and the many activities described by the Club Officers. However the Club does have things that need to be improved in 2011 including everyone showing up for duty, better care of equipment and more volunteers to support all the club activities. The Bela Gogos Club



Service award was presented to Piet Barber for his years of dedicated service as the Club Webmaster and Chief Flight Instructor. Craig also reviewed the Board's rationale for increasing

the Club dues \$36 /year (\$3/month). He requested a vote by the club members on the dues increase and 2011 fee schedule which the members approved.

Spencer Annear provided an update on the Skyline Soaring Education Foundation (SSEF) and Jim Kellett provided an update on the Virginia Soaring Association which SSC is a member. At the end of the meeting, Mike Christensen and Steve Rockwood were nominated and voted in as the new members of the Club Board of Directors.



Top: Shane Neitzey and Piet Barber.

Above: Steve Rockwood, Membership Officer and newly elected Board member.

Right: Piet Barber, Chief Flight Instructor receives the Bela Gogos Service Award for 2010.

Photos by Craig Bendorf and his magic telephone.



SSA Annual Convention

Jim Kellett

In spite of the horrible weather and outrageous hotel and meal prices, there were LOTS of Skyliners at the SSA meeting in Philly!! I thought I'd share one man's impressions of the meeting, even though it's not over as I write this (on Friday). . . . and I can say with great certainty that, if you talk to everyone from the Club who was here, they will have VERY different impressions!

This was the first SSA convention in the more than twenty that my wife and I have attended that did NOT have a huge exhibit hall. I was concerned about how much I'd miss it, since one of the high points for any SSA meeting I've been to in the past has been "kicking the tires" of some really, really neat state-of-the-art sailplanes, and chatting with the vendors of state-of-the-art soaring toys. And I do miss it, but am surprised to discover that all the other good reasons to attend are still quite valid and interesting.

Kicking off the 2011 SSA meeting was the SSF Safety Seminar, with Rich Carlson, Burt Compton, and Ron Ridenour.

I've been to a couple of the presentations already that I found very interesting - the first was a report from the Philadelphia Glider Council here in Philadelphia about their experiences in making the decision to install transponders in all of their Club gliders, how they went about it, and their experiences after the first year with the results. (They installed a total of nine of the instruments, which put one in each of the Club-owned gliders and several of the member-owned ones as well.)

Another was the review by Gary van Tassel of Tidewater Soaring about their in-flight fire accident, in which a Club 2-33 endured an electrical fire in flight! The pilot escaped with minor injuries, demonstrating excellent presence of mind, situational awareness, and good stick skills. It was a most interesting cau-

tionary tale, with lots of good ideas for anyone who flies sailplanes with electrical systems.

But as usual, my most valued experiences at SSA meetings is the chance to chat with those of whom we generally only read about but see every year at this "gathering of the clan" - the luminaries and the ordinary pilots who have, over the years, become good friends. I can't even think of all of them right now, but at every meeting it's a joy to find that this sport is populated by so many accomplished and friendly people from all over the world - truly a global brotherhood!

Here are just some of them: like *Pete Brown*, a CFI/towpilot and Trustee of the Soaring Society of America Foundation who flies out of several gliderports in Alaska, near where he lives in Anchorage. (Many years ago, he was kind enough to invite me for a couple of weeks doing flight instruction in Alaska - an experience like none other, which was a high point in my flying career!)

Another is *Karl Streideick*, the guy who set a really cool world record decades ago by pioneering ridge flight in the Alleghenies, flying a Ka-8 of all things!! And Karl also used to be the Schleicher dealer, from whom several groups at the Warrenton Soaring Center purchased two K-21s "back in the day". I also recall Karl, an avid birder, bringing a falcon to an SSA meeting and "flying" it against a lure in the meeting hall!

And finally, the Editor of our society's journal, SOARING magazine, *Charles Coyne* - this is the guy to puts together our magazine every month. (And he used to be the editor of a cycling magazine that catered to recumbent and tandem cycles as well, so we have two wonderful sports in common!)

Sorry, by the way, for the quality of the pictures - not up to Phil's usual high standards, because all I had was an iPhone with no flash! (Another magic telephone! — Ed.)

I'm sure you'll hear more, different things from the dozen or so other Skyline members who are here!

Pete Brown



Karl Streideick



Charles Coyne





Cirrus Trailer Repaired to Safe-to-Haul Status

Steve Rockwood, Cirrus Meister

As you remember a wind storm last year picked up the Cirrus trailer, rolled it several times in the air and deposited it on some of the adjacent trailers parked nearby. In the process several trailers were damaged, but luckily no major damage occurred. Some things needed to be repaired on the Cirrus and Grob trailers, however. The Grob trailer vertical stabilizer portal was repaired by an outside repair shop, but the Cirrus trailer repair was something the club needed to perform itself.

Inspection of the damaged trailer made Cirrus pilots very concerned about the safety of the trailer should it be needed to retrieve a land out. Potentially some pilots even cut their cross country flights a little short to increase the margin of safety for a Front Royal airport return. Fortunately we made it through the 2010 soaring season without having to struggle with a Cirrus retrieve.

With a little prodding and coaxing Shane Neitzey agreed to help a team of volunteers repair the trailer. He also provided the work space and tools to do it right. By the way, if any of you out there think you have every tool known to man, you are wrong. We can all vouch that Shane has every tool known to man there in his shop, truck or garage; including welding equipment, metal bending machines, propane soldering guns, etc.

As it turns out the trailer was in far worse shape than anybody had imagined. There was minor damage to the skin and wooden bulkheads due to the roll and the age of the trailer, but major sections of the frame were rusted completely away. I think it is safe to say the trailer may have collapsed with the weight of the glider inside or if it took a hard jolt on the highway without the repairs being made.

I wanted to recognize the members that gave up their Saturdays and Sundays on the weekends of January 8-9 and 15-16 to support the club in this effort:

Mike Hatfield welding handles on the tiedown stakes with Shane Neitzey. Below: it takes a village, more or less, when all that's holding the trailer together is rust. Photos by Martin Gomez

- ✦ Mike Ash – floor and track reinstallation, skin-to-bulkhead tacking
- ✦ Frank Banas – floor removal and trailer rewiring
- ✦ Mike Christensen – cutting, sawing, pounding, expert direction
- ✦ Thomas Gainer – tires and wheel bearings
- ✦ Martin Gomez – photographer, track/floor installation, riveter
- ✦ Mike Hatfield – welder, riveter—photo above with Shane
- ✦ George Hazelrigg – supervision
- ✦ Joseph Lingeitch – disassembly, reassembly, painting
- ✦ Hugh McElrath – disassembly, painting, running to Lowe's for hardware
- ✦ Shane Neitzey – welding, supervision, engineering, woodworking, purchasing, tooling
- ✦ Valerie Neitzey – food and drinks to keep the teams going
- ✦ John Noss – reassembly and painting
- ✦ Steve Rockwood – coordination, transportation, painting
- ✦ Craig Sutherland – supervision
- ✦ Ertan Tete – disassembly and repair
- ✦ Curtis Wheeler – quality assurance, disassembly, reassembly
- ✦ Bill Woodard – wheel bearing repack, skin repair



Flight Instructors Refresher Clinic (FIRC)

Curtis Wheeler

Our FIRC is almost here, and it is time to pass on the details. Please have a look at the following information.

Contact Info – You are already registered for the FIRC, but I want to make sure you have received this e-mail, and that I can contact you at the last minute if necessary. Please respond to this e-mail, and give me your cell phone number. Please tell me who you fly with. Tell me if you are a Certified Flight Instructor. Tell me if you are a glider pilot.

Where –

Revivals Restaurant
4 South Ridge Rd (Rt 563)
Perkasie, PA 18944
215-258-3463

http://www.revivalsrestaurant.com/Revivals_Restaurant/Welcome_to_Revivals_Restaurant_Wedding_and_Banquets_in_Perkasie_Pennsylvania_2_3_2.html

When –

Saturday February 19th and Sunday February 20th.

Time –

The FAA dictates that a FIRC is 16 hours long, and that there are appropriate breaks. If you do not attend the entire session you will not be able to use the FIRC for revalidation. Class will start promptly at 8:00 AM on Saturday, and we will be out the door at 5:30 PM Saturday evening. Class will start promptly at 8:00 AM on Sunday, and we will be out the door by 7:00 PM Sunday evening.

Cost –

\$150.00. Please make out a check to the Philadelphia Glider Council and mail it to:
Phil Klauder
100 Gillin Road
Ambler, PA 19002

Parking –

Revivals asks that we park in the extended lot behind the building so that we don't make the restaurant look to full and scare off the regular guests. Please follow the signs for banquet parking.

Food –

Revivals will be providing coffee/tea/juice service and danishes available at 7:30 both mornings. They will also be providing soft drinks during the breaks. They will be providing us with a buffet lunch both days. The cost is \$19.00 per day for each of us. In order to move the line along and get everyone served, please bring a \$20 bill each day to pay at lunch.

Lodging –

Some of you are joining us from out of town. The easiest lodging alternatives are the three hotels at the Quakertown exit of the North East Extension of the Pennsylvania Turnpike (Route 476). These are all about 10 minutes away from the restaurant. They are:

Comfort Inn

1905 John Fries Highway
Quakertown, PA
215-538-3000

Hampton Inn

1915 John Fries Highway
Quakertown, PA
215-536-7779

Best Western

1446 West Broad Street
Quakertown, PA
215-536-2500

Certificate –

For those of you who are flight instructors, Tom Knauff will be able to revalidate us all through IACRA, so we won't have to make an appointment to visit our friendly FAA office. This FIRC can be used to revalidate ALL flight instructors whether you are Glider pilots, Airplane pilots, Helicopter pilots, etc.

If you are not a certified flight instructor, congratulations. This will be one of the most interesting weekends you have ever spent. You will receive a certificate of completion. Be sure to show that to your Flight Examiner when you go for your Instructor Check Ride.

Snow –

Don't even think about it. There is no back up plan. We plan the FIRC for winter because there is snow, and it keeps us on the ground. Unless the governor declares an emergency and closes the roads, the FIRC will go on as scheduled. Be there on time. Don't call me. I'll contact you if anything changes.

Space still available –

Tell your friends, we still have room for more.

Thank you. I am thrilled that we were able to talk Tom Knauff into presenting a FIRC for the first time in a decade, and I am looking forward to spending the weekend with you. We should have a larger crowd than we have ever had in the past, which should provide interesting points of view from instructors from different backgrounds.

Phil Klauder

Home 215-643-5853
Cell 215-870-5136



Phil Jordan

Don't miss Skyline Soaring's most important meeting of the year—the Mandatory Safety Meeting, Feb. 19 at 10:30, Samuels Library, 330 Criser Road, Front Royal, VA.

2011 OLC Challenge

Mike Ash

Club participation in the Online Contest (OLC) grew dramatically in 2010. We had ten participating pilots and about 60 flights posted, with a total cross-country distance of well over 4,000 miles.

With the success of the 2010 OLC Challenge, I want to do the same thing for 2011. Like 2010, it will be divided into two halves. The first half runs from now through the end of July. The second half will run from August until the next club annual meeting.

Like the previous one, the challenge is open to all club members. It will be based on OLC points, which means that it is a handicapped contest. The winning flight for the second-half 2010 Challenge was flown in a 1-26, so you can be competitive no matter what you're flying.

Two prizes are available. For the best overall flight, Curtis Wheeler has donated a copy of Bela Gogos's book. For the best flight in a club glider, I am offering Argentina - Gliding in the 5th Dimension - 3,000km in a glider. In the event that best flight is flown in a club glider, that pilot will get his choice of prize, and the remaining one will go to whoever is in second place.

Check out onlinecontest.org for more information about the OLC. If you have questions or need help getting started with OLC, please feel free to contact me, and I'll be happy to assist.

Semi-official rules follow. Aside from the dates, they are identical to last time:

- ± The qualifying flight with the highest OLC score from January 2011 through July 2011 wins.
- ± Qualifying flights must be flown by an SSC member and with "Skyline Soaring Club" set as the club for the flight on OLC.
- ± Qualifying flights must either take off, land, or fly within 5 miles of an airport where SSC has operated within the previous month. (So you can fly from a nearby airport as long as you tag FRR, or another airport where we've recently operated, during the flight or land there. But you can't go off to Minden, bang out a 500km flight in the desert, and call it a win. Although that would be really cool.)
- ± As before, don't violate any regulations or club rules on your flights!
- ± Posting flights with club gliders using the club recorder is allowed and encouraged, so long as you follow club rules while doing so

The Journal for Our Global Community

Jim Kellett

Do you read SOARING magazine every month when it comes? Do you enjoy it? I know I do, and for decades I've been reading it within hours of its arrival. Most of the articles are about things I'm interested in, and even the ones I am not particularly interested in broaden my understanding of the sport even more.



Recently, thanks to a gift from a fellow Club member, I was introduced to a English language global version . . . and in many ways, I find it even better reading than SOARING! It's the bimonthly "Gliding International", published in New Zealand by the famous John Roake. Like SOARING magazine, most of the

articles in Gliding International I enjoy - and there are also many that I would have never thought about until they appeared in the magazine! I particularly enjoy learning about how the issues we think are interesting and unique to the US are dealt with all over the soaring world!! A serious broadening of one's perspective! Here's a sample of the items in the January, 2011 issue:

- ± An in depth examination of the best 18 metre self-launching sailplane. Best because of price for performance on the market.
- ± The best new training aid we have seen in a long time and it will only cost your club \$200.00
- ± The 'Electric Winch' is now a reality and available for early delivery.
- ± The Chairman of European Air Sports says Gliding has to accept that (EASA) European Aviation Safety Authority is here to stay and we had better get used to it.
- ± An all-electric tow plane to first fly this month. Battery power now available to keep it flying for two hours without a re-charge.
- ± Boeing Company announces a major break through in solar cell technology. A jump to 41.5% conversion rate coming to a hardware store near you.
- ± The best address (lecture) we have ever read on the problems of the sport, the problems with competitions and the stupidity of the class structure.
- ± The history of the Swift - (the sailplane accident we covered in depth and with series accident photos last issue). A report from the designer/manufacture.
- ± Club Blanik owners are pleading for some support and help from IGC and OSTIV.
- ± Unique radio controlled model sailplane with 13.5 metre wingspan. Yes 13.5 m!
- ± A report on the German Sailplane Convention at Ulm (Southern Germany). Big change in governance of the sport in Germany.
- ± Two reports with suggestions for gliding holidays in Europe.
- ± List of Schleicher's 2010 successes. Impressive!
- ± History says it was possible to soar 10,000 miles non stop in pre-historic times.
- ± New source of cheap instruments.
- ± Analysis of training methods and costs. Aerotow versus winching.
- ± U.S. Navy acknowledges that there is a collision risk between U.A.Vs and gliders.

Plus an additional 40 other stories covering the world soaring scene and aviation items of interest for glider pilots. You will enjoy reading this section. The subscription is \$69 for one year, \$125 for two years - more information at <http://www.glidinginternational.com/>

Many Skyliners may be interested in the next Wave Camp

to be held nearby, in Petersburg, WV. SSC members have often participated in these camps, and occasionally Club gliders have moved over for an extended "away day" as well.

W99 has an FAA wave window to well above 20,000', so those who might like to take the trouble to use the Club's oxygen equipment might want to take a shot at some seriously high altitude flying.

Petersburg is a lovely place to fly gliders. 5,000' paved (wide!) runway, 5,000' grass runway, plenty of safe alternates on the field itself. Friendly and supportive FBO (Larry and Joan Stahl), cheerful atmosphere, friendly small town. —*Jim Kellett*



Photo Credit: LBL in wave over Shenandoah Valley, Copyright 2010 by Michael Higgins, used with permission.

W99 Wave Soaring

Please plan to participate in winter wave & ridge cross-country soaring, high-altitude climbs, and camaraderie at Grant County Airport (W99) in Petersburg, WV, USA between the last weekend of February and the first weekend of March. All individuals and all clubs are welcome. Please spread the word and encourage club members in the Mid-Atlantic region to organize group safaris to this ideally situated soaring site within the Ap-

palachian ridge & valley system.

Scheduled Operations: Tow service has been confirmed at W99 between Friday, February 25th, and Sunday, March 6th, 2011. Ad-hoc unscheduled operations according to interest.

Many thanks to Shenandoah Valley Soaring for their continued support of W99 wave camp operations and as well to Bill V., Graham P., Bruce C., Tom H., and other tow pilots for their support.

Forecasts, Alerts, and Updates: this message represents the only general announcement for the season. All soaring weather alerts, operations confirmations, schedule updates, and flight reports will be distributed via the W99 operations mailing list / discussion group and posted online at wave99.info in the News section (blog.wave99.info). Please visit the discussion group and sign-up for alerts or reply to announcements@wave99.info and include the word SUBSCRIBE.

Many Thanks to LBL, WM, LRV, and others for their contributions towards high-quality wave, ridge, and convective soaring weather analysis and alerts for the Mid-Atlantic region and the tailoring of forecasts for specific locations such as W99.

Contact: for additional information, to announce your intentions, and for ad-hoc operations inquiries, please contact the following outlets:

WAVE99 Operations Discussion Group & Mailing List
<https://groups.google.com/group/wave99-info>
wave99-info@googlegroups.com

WAVE99 Coordination <info@wave99.info> <http://wave99.info/>

Stahl Flying Services <larry@stahlflyingservices.com>
Grant County Airport (W99), Rt 33, Box 55, Petersburg, WV 26847
304-257-4435 <http://stahlflyingservices.com/>

Speaking of Wave: Sobek Dziadek in the front seat of the Grob with John Noss at 12K over the always beautiful Shenandoah Valley. Photos by John Noss



January 23, 2011

Dick Otis, Duty Tow Pilot, Photographer

As the volunteer duty tow pilot, I awoke to 10 degree temperatures. Enroute to Front Royal Airport to conduct three tows to support a flight check for Doug Hiranaka, I'm wondering WHAT was I thinking of, volunteering for duty on such a day.

An empty field greeted me upon my late arrival around 1100 - but wait! What is this, the Chief Flight Instructor is arriving wearing some gosh awful orange survival suit! Piet wants to go fly wave! I help him assemble his L4, and soon a similarly clad ex-Chief Flight Instructor and Resident Curmudgeon arrives as well. Jim however, is only there to help.

I heat up the Pawnee (such as you can with a big hole on the floor) and launch Doug with Marv in the aft seat. By the time I'm back from on tow, my toes are frozen and I can't feel the rudder peddles. The Curmudgeon digs some tow warmers out of his bag (WOW, everyone need to carry these things). And I launch Piet off into wave. Last I hear, he is at 5500 feet and climbing at 8 kts.

I finish the rest of Doug's tows. But wait! What is this? Piet is back on the ground after only 90 minutes or so. What gives? I rush over to document the event and query why the early return.

Ah, apparently the weird space alien with fuzzy ears, orange eyes and skin in it doesn't have his toe warmers....



Congratulations to Skyline's newest Private Pilot (Glider)! Doug Hiranaka spent well over an hour in the air with DPE Marvin Holland on a COLD Sunday afternoon (January 23, 2011) proving he not only knew his "stuff", but knew how to commit soaring! Well done, Doug!

Please note in the photo of Marvin and Doug, our new PP-G does *not* have an orange monkey on his back—it's just the "Curmudgeon in Winter".

Photos by Dick Otis





A Date to Remember—

MANDATORY Annual Safety Meeting - 10:30 AM, Saturday, February 19, 2011, in Conference Room A of the Samuels Library at 330 Criser Road, Front Royal, VA. You MUST attend this meeting to continue flying with the Club after that date! Please stop by FRR after the meeting for the hangar cleanup.



Many members have probably never heard of “FLARM”; a device designed and manufactured in Switzerland for providing cockpit alerts warning of threats of mid-air collisions between gliders. There are roughly 15,000 aircraft (mostly gliders) operating with these devices now, most in Europe but many in Australia and South Africa. (They are also popular in helicopters in Europe.) They are currently unavailable in the US (due to US radio frequency requirements), but a unit is currently being developed, by Lee Kuhlke and David Nadler in the US, that will work legally in both the US and Europe; final approval is hoped for by April, 2011.

The device detects ADS-B and transponder signals from suitably equipped aircraft, providing very simple non-directional proximity alerts, much like the MRX that’s so popular in the US now. Those are “fringe benefits”, however, compared to its primary function, detecting and alerting the pilot to collision warnings with other FLARM equipped aircraft. And - here’s the good part - the alerts to FLARM equipped aircraft are tailored specifically to gliders! In other words, the pilot gets directional, altitude, and proximity warnings based on sophisticated calculations that use the projected path of another threatening glider!

Sounds arcane, but at the SSA meeting, you could actually play with one of the instruments, see its interfaces and displays, discuss the operations with the designers. Here’s one of the typical display choices (there are several), this one a small unit that

can be clipped to the glareshield of the panel (or on the cockpit sidewall); you get an idea of the size from the hand holding it:
—Jim Kellett

The Patuxent River Naval Air Museum (of which I’m on the BOD) is hosting John Glenn and his wife for a dinner presentation on base on Wednesday evening, April 13th. Seats are limited (200 total) for a \$100 (of which \$60 is tax deductible) dinner price.

If you are interested in attended, don’t dawdle on responding.—*Dick Otis* otisra@mac.com

Flight Training Included In New G.I. Bill—A new version of the G.I. Bill, which was signed into law last week by President Barack Obama, could provide funding for veterans who want to pursue flight training, according to AOPA. “This bill is a big step forward for both active-duty members of the armed services and for veterans,” said Melissa Rudinger, AOPA’s senior vice president of government affairs. Effective Oct. 1, flight students may be eligible for up to \$10,000 per academic year. However, AOPA noted, Congress will have to pass an additional appropriation bill before any money is made available for veterans, and that may not be easy.

— <http://www.avweb.com/eletter/archives/avflash/1813-full.html#203934>

All of your Editor’s moments are senior—the caption below was omitted from Bill Burner’s article in the January issue of Skylines... sorry Bill.

From the South end, looking Northeast. South end of runway ends where grass turns from light green to dark green. There is a fence at the South end. Property is roughly rectangular, except it includes the large triangle of trees partially seen at Southwest corner, extending to Coffmantown road. Property borders are defined by thin line of trees surrounding the rectangular portion. The hangar is on the West side of the runway. Because of obstacles at the North end, when landing to the South the typical touchdown point will be at about the hangar.



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—Curtis Wheeler
Secretary—Jim Kellett
Treasurer—Thomas Park
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Curtis Wheeler
Chief Flight Instructor—Piet Barber
Safety Officer—John Noss
Skylines Editor—Phil Jordan
Directors—Craig Bendorf (Emeritus), Mike Christensen, Jim Kellett, John Noss, Joe Parrish, Steve Rockwood, Curtis Wheeler