



Masthead photo by Dick Otis

## From the President

Craig Bendorf

As you all know, 2010 is now in the past and we are now into 2011. Looking back on over the last year I can say it has been a good year overall with many challenges that we managed to overcome. The weather last year was a bit out of the normal and the Spring and Fall months which are normally the best flying months were somewhat of a dud and the late summer months which are normally flat turned out to be pretty good. In December normal operations ended a day earlier for weather and we were only able to get one ad-hoc operation day on the very last day of the month. However we managed to end the year better than the previous year with over 1300 tows.

Our biggest challenge was finding a new full time Club Treasurer after Dan Noonan went inactive at the end 2009. Tom Parks stepped in and took on the job well into the year and had tough job of getting up to speed and getting everything caught up. Due to his hard work and dedication things are now starting to get back on track. The Board of Directors learned an important lesson and we realize that the Job is too big for one person to do as a volunteer and we now are looking for a second person to stand up and become the Assistant Treasurer to spread out the workload and to ensure we have more than one person up to speed on this critical job. Yes the job is a bit more demanding than some other club jobs, but it comes with a few incentives. The Club Treasurer / Assistant Treasurer are exempt from all other duties (i.e., DO, ADO, etc.) and they only pay half of the annual Club dues. Please

contact Tom Parks for more information.

On 22 January at 10:30 at the Front Royal Library we will be holding our Annual Membership meeting. This is when the Board of Directors and Club officers will go over in detail the Clubs current status, accomplishments from last year, objectives for next year, present awards and hold elections to fill two Board of Director positions. This is a critical meeting where you have an opportunity to learn more about the Club and provide your input for the Club's future direction. We are still looking for individuals we really want to get involved and make this a better Club by putting their name in for becoming a Director. If you are interested please contact any Board Member.

On 19 February at 10:30 at the Front Royal Library we will be holding our Annual Safety Meeting which is mandatory for all club members. After the safety meeting, normal flight operations for 2011 will start. As we do every year, we ask that everyone start the new operations year with a flight with an instructor to help get back up to speed and get rid of the cobwebs.

**Don't miss Skyline Soaring's most important meetings of the year.**



Phil Jordan

## All Good Things Must Come to an End

Vern Kline

On the 31st day of December,  
The DO reports to thee  
Seven flights a-soaring,  
Six just a-sightseeing,  
Five flew to three,  
Four saw birds,  
Three with more coverage than CNN,  
Two aerobatics,  
And a curmudgeon harassing meee.

*Happy New Year to all.*

It was really a nice day at Front Royal, hikers all over the trails of the Massanutten ridge, and some incredibly smooth air for sight-seeing and other kinds of flights. Mike Peterson showed up with his SZD-59 Acro, and everyone else just took turns in the ASK-21. The car needed a jump to get it going but then everything ran super smooth thanks to everyone helping out where ever it was needed.



*Mike Peterson and his SZD-59 prepare to commit aviation behind the Husky on the last day of 2010 Ops. photo by Dick Otis*



*Below: Some members can do it all. Thanks John Noss. photo by Dick Otis.*



*Left: Shane prepares to inflict instruction upon our youngest member, Chris Zaboji, 13. Chris is progressing very rapidly with a promise of solo on his 14th birthday. photo by George Hazelrigg.*

**To All Members**—Shortly the Treasurer (Tom Park) will be sending out invoices to all Active club members for payment of the yearly dues and SSA fees for 2011. If you are contemplating changing your membership status in 2011 to Inactive, now is the time to act. Below is the section from the SSC Operations Manual regarding the requirements for Inactive status for your review.

### 3.3.7 Inactive Members

Current members in good standing may request in writing to the Membership officer to be placed in inactive status. Inactive members have no voting privileges and may not fly Club gliders or be towed by a Club tow plane. Inactive members will not be assessed annual dues if the request for inactive status is made and granted prior to the due date set for the payment of annual dues. No refunds will be made for dues paid prior to the request for inactive status and an inactive member will pay full dues for the year in which he/she requests return to active status.

#### Key points:

- Request in writing to the Membership officer for Inactive status.
- Inactive members will not be assessed annual dues IF the request is made before payment of annual dues.
- No refunds will be made for a change to Inactive status mid-year.

If you are planning to go Inactive next year your quick action on this will ease the burden on Tom and me and eliminate a lot of the confusion typically associated with the start up of a new soaring season.

Thank you for your support and have a great holiday season!  
—Steven Rockwood, SSC Membership Officer



## Woodstock Purchase

Bill & Sharon Burner

**O**n Wed 15 December, my wife Sharon and I bought the Woodstock airport from Danny and Tami Niblett. We are still pinching ourselves, not really believing it! We will be exercising a great deal of caution until we get more comfortable with the responsibilities of owning an airport. It is shown on the sectional as Woodstock (Restricted). Any use of the field will continue to be by prior arrangement and on an at-risk basis. It will not be open for transient power aircraft.

The property totals 68 acres. About half of it is in cultivation. We will continue the farming for the property tax break. This limits the space that would be available to build additional structures, but that is OK with us as we do not want to turn it into a busy airport. The property has been subdivided into nine lots, each with cited locations for a septic tank and well. So theoretically a developer could walk in and build nine homes. The land use laws in Shenandoah county now block any more subdivisions. But developing it is not our intention; we want to keep it just the way it is. That pleases the neighbors too, which is a major consideration for us since we will be mostly absentee owners - at least for the foreseeable future.

The basic airport is ideal for soaring, but it lacks the infrastructure (restroom, shelter, enough hangars, shaded areas, etc.) which would make it suitable for fixed base club operations. It is located about two road miles to the West from the Woodstock interchange of Interstate 81. Coordinates are 38. 52". 58" North; 78. 33'. 28" West. There is locked access to the property from both Coffmantown Road and St. Luke Road. Both ends of the field are monitored by watchful neighbors who take pride in the property as if it were their own.

There is an excellent, sturdy, all metal, industrial specs hangar on the property. We will have it full of our equipment. The office on the South side of the hangar will not be open to the public. Nothing is heated or air conditioned. There are a few other dilapidated structures on the property, either not usable or in use by neighbors.

The neighbors are aviation friendly and absolutely delighted

that the change of ownership will not result in a bunch of houses springing up in their back yard. They enjoy the open space and views which the runway provides their rural neighborhood. One of them, Randy Hoover, has been maintaining the grounds for the previous owner and will for us. He keeps the runway mowed, roads cleared, etc. He really watches out for the place. I think there has only been one time that Sharon or I flew or drove in that he did not show up within a few minutes to find out what was going on. A neighbor on the other end, Joe Rathband, keeps watch over that part of the property. All the neighbors are wonderful. We will bend over backwards to maintain the good standing that the airport has in the community. That is our first priority regarding any use of the field.

It would be a piece of cake to do an aerotow retrieve for any glider that landed-out there. If you should get a case of the shorts and land on the property you would likely be approached by someone who wants to know what is going on. Just say; "You must be Randy, or Joe", mention our name and tell him you are glider pilots. That would probably satisfy either. The runway is smooth. It would be no problem for just about any tow plane.

The single runway is ~3,000 ft, North-South, at least 100 ft wide, sod, drains well. The approaches are good, but a little bit deceiving because the runway slopes down fairly steeply at each end - i.e. up when approaching it on final from either end. There are 60+ foot trees immediately off the North end. Just past the trees is a rapidly up-sloping runway. So when landing to the South it is impossible to touch down in the first 300-400 feet of runway. For take off to the South it does not do much good to taxi all the way to the North end, because the first part of the takeoff roll will be up a steep hill. The same considerations apply when operating to the North from the South end, but to a lesser degree because on the South end the runway slope is not so steep and there are no vertical obstacles to fly over. There is plenty of usable runway between the down slopes at each end. See the photo, below. Additional photos are posted at <http://burnerphotos.shutterfly.com/> They were taken Summer 09, when we first started negotiating with Danny.

In getting this property we have realized a cherished dream that actually dates back to the year we got married. It will be a lengthy process, but we are looking forward to gradually improving the field. Once we have a more permanent presence there perhaps we will be able to open it up for occasional use by the club.





## 2010 Christmas Party

George Hazelrigg

Skyline's 2010 Holiday party had a turnout of approximately 50 members and guests, and a good time was had by all as the photos show. Unlike 2009 we were spared the snow this year. Once more Shane and Valarie graciously hosted our party, right.



Left: SSC's newest rated pilot, Ertan Tete and his lovely wife enjoying the holiday treats.  
Right: Shane and Valerie Neitzey hosts extraordinary.



Plenty of food and drink for even the most discriminating Curmudgeon.

Reminiscing around the round table.

Photos by George Hazelrigg

## The Virginia Soaring Association

Jim Kellett

The VSA, composed of the six SSA Soaring Clubs in Virginia and the three soaring foundations associated with those Clubs, was established in the spring of 2010. Its purpose is to promote soaring in the state, and to represent Virginia soaring operations to the State's Department of Aviation. The six Clubs carry out nearly 20,000 flight operations a year, and are home to nearly five hundred active soaring pilots.

Their first meeting with the Virginia Department of Aviation (VADOA) was held on Saturday, December 11, 2010, in VADOA offices in Richmond. Issues facing soaring in the State (with which the VADOA may be of assistance) and opportunities for coop-

eration were the topics. The meeting was very productive, and resulted in the group's obtaining financial support for the printing and distribution at Virginia airports of a promotional flyer for soaring in the state. The group has also registered the domain for its website ( [VAsoar.org](http://VAsoar.org) ) which is still under construction, by Peter Pfortner of BRSS, as I write. The group will meet again in March, 2011 to follow up on the several initiatives under way.

*Left to right: Dave Reilly, Secretary,VGA and Merlin Soaring (MSA); Eric Lambert, MSA; Ben Johnson, Shenandoah Valley Soaring (SVS); Spencer Annear, Skyline Soaring Educational Foundation' John Mittel, Tidewater Soaring Society (TSS); Graham Pitsenberger, SVS; Gary van Tassel, TSS; Randy Burdette, Director, VADOA; Peter Pfortner, Blue Ridge Soaring Society (BRSS); John Molumphy, BRSS; Matt Paxton, Springwood Soaring Association; Jim Garrison, SSA Regional Director-elect; Jim Kellett, Chairman, VGA.*







**Dates to Remember—**

2. Annual Membership Meeting and Election of Directors - 10:30 AM, Saturday, January 22, 2011, in Conference Room A of the Samuels Library at 330 Criser Road, Front Royal, VA. THIS IS THE MEMBERSHIP'S ONLY MEETING EACH YEAR! Come "get the scoop" on how we're doing as a club, see who's getting awards, and elect two new Directors.

3. **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!! (There may—or may not—be a video made for your viewing if there's a GOOD reason for not attending!) This is one of the several ways the Club implements its "culture of safety" to keep us all fully involved in fun, safe flying!—*Jim Kellett*



You can help a young person learn how to soar this year with your year-end tax deductible gift to Skyline Soaring Foundation. Use either PayPal on the SSEF web site at: [ssefva.org](http://ssefva.org). Or mail your check to:

**SSEF Donations** 2022 North Kensington  
Arlington, Virginia 22205

**It's getting close** - the first SSA meeting in a long time on the east coast! It's January 27-29, at the Sheraton Society Hill hotel in Philadelphia!

There'll be something for everyone, e.g. a Soaring Safety Foundation Flight instructors' Clinic on January 26-26 right before the meeting (a worthwhile event for ANY CFI, and an interesting one for anyone CONTEMPLATING or PREPARING to be a CFI); a free SSF Safety Seminar on the evening of January 26 (hear safety tips from someone other than a fellow Club member!); an awards banquet on Saturday, a social dinner on Friday, and much, much more!

You can see much more about the convention on the SSA web-site - see <http://tinyurl.com/26uxd62> where there are also links there for online SSA and hotel reservations, and phone numbers if you'd rather do that on the phone. There's also a hard copy of the registration form on page 31 of the December issue that you can mail in, if you prefer! Finally, if even that is too much trouble, attached you'll find a registration form! (No excuses!)

Preparations by both SSA and the Hotel will be facilitated by making your registrations now! Rooms at the SSA Group Rate are limited, and the group rate is available **ONLY** for reservations made through January 4, so sign up now!

Pat and I have already made our reservations for hotel and conference-so, we'll see you in Philly!—*Jim Kellett, Resident Curmudgeon*

**Let's Stay Safe Out there:**

**Medevac Heli And Cessna Collide**—A Eurocopter EC135 and a Cessna 172L collided near Shenandoah Valley Regional Airport, Va., at about 2:30 p.m., Friday, killing both of the Cessna's occupants. The Eurocopter landed with damage to its skids and "it wasn't pretty," helicopter instructor Mark Huntley told NewsVirginian.com. The Eurocopter, a medical transport helicopter owned by PHI Inc. in Lafayette, La., was returning from a successful mission to University of Virginia Medical Center in Charlotte. All three aboard that aircraft did walk away. The Cessna lost part or all of its left wing in the collision and crumpled debris crashed down on two sides of Route 256, roughly one half mile north of the airport.

Huntley, who heard the collision and witnessed the helicopter's landing, said he thought the Eurocopter's pilot was "very professional shutting it all down." Huntley added, "It wasn't until he was on the ground for a little bit 'til he showed signs of what he'd been through." The Eurocopter had been inbound for landing when it made contact with the Cessna. No route of flight information was immediately available about the Cessna. PHI is working with the FAA and NTSB to investigate the midair.

<http://www.avweb.com/eletter/archives/avflash/1806-full.html#203887>

**Jan Scott**, has retired from aviation and plans to soon relocate to his native home in Norway. That means he has for sale his very own gliderport—42 acres, nice home, two dedicated glider hangars, several study other hangars/outbuildings, two ponds, a 3,000 grass runway—you name it. It's airport identified is VA62, located just west of Lovettsville, VA and within easy gliding range of the Blue Ridge. I flew there for several years, and kept a Cirrus in the hangar—a truly lovely place to live and fly! And it's already a legal gliderport, and with good relations with the local community.

For details, contact Jan at [flycow79@gmail.com](mailto:flycow79@gmail.com) or 703 431-1849.

**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](http://www.skylinesoaring.org) or e-mail [welcome@skylinesoaring.org](mailto:welcome@skylinesoaring.org).



**President**—Craig Bendorf  
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