



Masthead photo by Dick Otis

From the President

John Noss

April turned out to be good month for us – we still lost a few days for weather, but the good days have been very very good. I see 7 club OLC flights in April with over 100 km credited, 8 flights over 3 hours, and Shane's notable 7 hour flight. We are about a hundred flights behind last year's record-setting pace (344 so far this year vs 446 last year), but 2012 was just an astonishing streak of perfect weather, and other than that we are now ahead of any previous year. Congratulations and thanks to everybody for pitching in to make a successful and safe month of operations.

A few items of interest:

Away Day at Burner International: Don't forget we are planning to operate out of Bill Burner's beautiful grass strip near Woodstock on Sunday 19 May, if you haven't done this before it's an event you should experience. Expect more info to follow shortly.

New Gazebo Canopy: When we operate from runway 10, it's nice to be able to get out of the sun, especially when the weather turns hot. The last few pop-up canopies have not lasted very long, so this time we invested in a nice heavy-duty model. Please help us take care of it. If you have not seen how it goes up, please wait for somebody who has, or read the instructions in its bag. It's best



done as a four-person operation. Also, since the reason we go to runway 10 is always because of significant winds, the canopy will last a lot longer if we take the load off by staking down the upwind top corners using the provided ropes, secured to a ground stake or the base of a taxiway light (there is one in just the right place). There are also pins to stake the base of each leg to the ground, just push them in as far as you can by hand, don't try to hammer them in.

Pilot in Command: I thought it was well-understood, but perhaps not... As a non-profit club, with an insurance policy tailored for our operation, we are covered to fly our own equipment within FAA regulations, including the privilege of carrying passengers. That does not include allowing non-members to fly our aircraft (manipulate the controls), no matter how experienced they are. A different situation, if you have a passenger who is a club member but is a student, and you are not a club-approved instructor, then the student/passenger should not be on the controls. When you take the aircraft, you as pilot-in-command are responsible for following the rules. Another fuzzy case is when two rated and qualified

pilots are in the aircraft (even two instructors) – decide before you fly who is really in charge, there have been fatal accidents when a problem occurs during a critical phase of flight and the discussion about what to do isn't finished until after the damage is done.

Grass Safety Area: For a number of reasons, operations at mixed-use airports have been coming under increased Federal and State scrutiny lately, and one of the hot-button issues is unauthorized 'turf runways'. To make sure that the airport rules and our club operating rules are not taken out of context, and to preserve our ability to operate, please remember that there is only one approved runway at KFRR, and it has always been that way. Never make mention of a 'grass runway'. The grass 'safety area' is available when we need it as a safe alternative place to land because of other aircraft blocking the runway, since we do not have the option to go around. If the runway is available, use it for all landings, and if safely practical, time your entry into the pattern to minimize conflicts. If you need to practice precision landings, then land precisely on the runway.

Fly Safe, Fly Often, Have Fun! ✈️

FL 220

Excerpts from Piet Barber's blog

took off a week from work to experience the thrills of flying over West Virginia. The fixed base operator at Grant County airport in Petersburg, West Virginia hosts an annual event, inviting glider pilots to bring their gliders out and experience the excellent soaring conditions....

The highest I have ever been in a glider was on 4 September 2011, a nice summer-like day, when I launched with sandals and shorts, and promptly climbed to as high as I could stand. On that day, we didn't have an activated wave window near Front Royal, and I didn't shave the night before. My cannula was only good up to 18,000 feet, so I aborted a steady climb at 17,600 feet.

On this March day near Petersburg, I was clean-shaven, wearing my full oxygen mask (instead of the cannula), and ascending into the wave window. As I approached 18,000 feet, I dialed my altimeter from 30.13 In Hg to 29.92 In Hg. Once I made this change on the altimeter, the altitude is no longer referred to as 18,000 feet, but now Flight level 180 (FL180). This distinction is important as my climb approaches the top of the wave window, FL230. As the air pressure might be different than the standard 29.92, I could be at 23,000 feet, but be several hundred feet above FL230. The FAA would not appreciate me flying into class A airspace, so I made no plans to get any higher than FL220.

Right before I changed my altimeter, I made a short video, and

got this picture (below left) of my instrument panel. 17,800 feet, and well within the wave window.

I kept checking my oxygen system. It's still flowing. I'm still hearing puffs of air fill my oxygen mask. I am still thinking clearly. (I think). I checked the picture of my aircraft relative to the wave window. I checked the altimeter. I checked the rate of climb. I switched pages on the flight computer to see which way the wind was coming from, and how fast the computer said the wind was trying to blow me Southeast. These tasks kept my pretty well occupied until I approached 22,000 feet. I mean FL 220.

By this time, my feet were quite cold. Those two layers of socks and sneakers with mesh breathable top weren't the best choice; but I managed to survive. I kept flexing my feet whenever they got painfully cold, crunching the toes together, letting them relax. Doing this every 3 seconds until my feet got tired. I checked the flight computer for the outside air temperature at 16,000 feet, but never remembered to check again as I got to my maximum altitude. The NOAA predicted -20C at that altitude. I think that's close enough. The sunshine was keeping my torso and face warm. The full face mask of the oxygen system served to keep my face from feeling cold. I never put on my gloves. It was not completely inhospitable.

At 200 feet before FL 220, I made a quick video, got a picture of my instrument panel, (below right) and no longer actively sought the lift....

For the whole story visit Piet's blog at:

<http://blog.pietbarber.com/> ✈️



The Chronicles of Hugh

*Across the continent by
small white bat*

Hugh McElrath

*Pipistrellus-pipistrellus bat photo
by Barrocuda1983*

In-flight photos by Greg Read

Pipistrel and route photo by Chiwami Takagi Read

Greg Read and I flew N126BF, a 2006 Pipistrel Virus touring motor glider, coast to coast over 5 days (30 March - 3 April; 3 full days and two half days - 2500 nautical miles/24 flight hours) this week. We benefited from a strong tailwind generated by the storm that was coming across the country, staying just ahead of it. The plane performed well; everything worked.

The Virus has a 40 foot 10 1/2 inch wingspan, 24:1 glide with prop feathered, an 80-horsepower Rotax 912/ULS engine that burns 3.5 gallons per hour in cruise and achieves 105 knots at low altitudes - more like 90 knots at our preferred cruising altitude of 9500 feet, where we found 25-30 knot tailwinds. Gross weight is 1290 pounds, there is 26 gallons of tankage, so endurance exceeds bladder strength - and comfort in the rather snug cockpit with minimal seat padding - not much room for more padding given the proximity of the spar and other cross braces to one's head. I read various versions of the operations manual which gave different numbers for the behind-seat baggage weight allowance (volume was adequate) with the installed whole-airplane rocket-deployed parachute, so I went with the most-restrictive number and mailed home my luggage along with the wheel pants, wing covers and other paraphernalia. We wanted to have easy access to and in-flight viewing of the brake lines - Greg does speed mods for racing planes and he doubted the fairings really helped much and they may have actually induced MORE drag. We carried our reduced inventory of spare underwear and toiletries in plastic shopping bags!

The panel is rather well equipped with the Brauniger flat panel (RPM, airspeed, altitude, cylinder head, oil and exhaust gas temperatures, fuel management, voltage and temperature alarms), EFIS with internal GPS, Garmin GPS 396 (this was my primary navigational instrument), Garmin transponder and separate NAVCOM, autopilot and altitude hold, Borgelt vario, and round manifold pressure and liquid coolant temperature



Shipmates Greg Read and Hugh McElrath

gauges. I carried a hand-held aviation radio as back-up and a dozen sectional charts and dead reckoned my butt off the whole way in case the GPS quit... N126BF is registered "experimental - air racing" I guess because of the controllable-pitch prop. Pipistrel sells LSA versions wherein the prop auto-feathers when you shut down the engine.

I was really fortunate to have Greg along to monitor the condition of the plane and to assist me with the flying, as he has made several such flights. Greg is an A&P (he did the most recent annual inspection), well-regarded composite air racing plane constructor and crewman at the Reno air races, judge at Oshkosh, surfer, diving instructor, paragliding pilot. (My Wills Wing hang-glider ball cap - and the fact that we discovered we had both served in the same submarine 35 years ago - were responsible for

*Despite the title, this is GROUND SPEED (top left)
in knots.*

Greg's dropping his backlog of work and taking me on.) As normal, there were several issues that had to be dealt with before we could leave - I spent 2 weeks at Reid-Hillview airport in San Jose working through them, got to know all four mechanics on the field - and Greg left me with a punch list of items to attend to here. I needed new tailwheel steering springs, which had to be ordered from Pipistrel in Slovenia and airfreighted. Then we had to definitively resolve a problem with the right brake, which was dragging. Greg fixed it with some locally-sourced jury-rig parts (hey, it's experimental!). We strongly suspect this was the root cause of a ground loop two owners ago - it was actually an instructor who had that embarrassment. A low-voltage alarm on the Brauniger engine management system caused us to tear open the panel, replace the battery, rip out another old dead battery that had been jumpered around - only to discover it was a fuse - duh.

The ship is tied down at College Park (Maryland) airport - the oldest continually operating airport in the world (!) - the Wright Brothers taught the first Army pilots here. It's 5 minutes from my house. Nevertheless, I am on a wait list for a hangar at another suburban airport not much farther away. I will ask Iris Streideck (wife of former national champion Karl) to either use the sunbrella material that came with the plane to finish up the wing covers or



Above: High over an unnamed (in case the Darlington County police read Skylines) nuclear facility. Below: Crossing the Mississippi River.

start from scratch.

I used a SPOT2 satellite beacon for emergency SOS/tracking and Chiwami, Greg's wife - also an accomplished pilot (airplane, helicopter, MEI, CFII) - monitored the non-emergency tracking and posted the positions describing a "smile" across the U.S. on her Facebook page and shared it to mine. Another interesting aspect was the last short flight into the Flight Restricted Zone around the Capitol/White House. Several years ago, I was peeved about the post-9/11 bureaucratic procedures required to be allowed into the FRZ and, just to clog up the system and make FAA/Secret Service do more work, went ahead and got fingerprinted and background checked to receive a PIN allowing me to file such a flight plan - but the trike I was flying at the time had no transponder, so I never exercised it. Wednesday was the first time! The black helicopters didn't come, so I guess I did it right...

Both instructors I worked with for familiarization and to get the motorglider endorsement taught the technique of carrying some spoiler right to touchdown. This resulted in a high sink rate and mul-





Hugh —“Greg’s a great guy but he obviously had no idea where this is—either the Potomac or the Rappahannock”. (Either way it’s close to home-ed.)

tuple bounces on landing. I got signed off, but my landings were not pretty to say the least. Over the course of the journey, Greg persuaded me to abandon that technique and to fully close the spoilers in the round out, which arrested the sink rate and allowed me to land more smoothly. (C.F. adding a touch of power in the round out to slow the Husky’s sink rate...). Once on the ground, I fully deploy the spoilers to keep it there. The Pipistrel control ergonomics are a bit interesting, since the spoiler handle comes out of the overhead (high wing configuration) and fully-deployed involves pushing the handle back over your shoulder, which is unfamiliar but not really bad. There are also full-span flaperons with two notches of flaps, a neutral position and a reflex

position for cruise.

An early high-light of the trip was our first stop near Mojave/ Edwards AFB at Rosamond airpark. There are \$500k homes there with large hangars and very well-equipped workshops inhabited by engineers at Scaled Composites and Lockheed Grumman who build spacecraft during the week and their own planes on the weekends.

This trip was a bucket-list item, but of course, I now have to add a couple more items to the list. I’m really happy with my purchase (the price was right!), the plane performs very well - but my wife will be happy if I find a partner or two to share in the adventure of aircraft ownership and maintenance. ✍️

Weather Fortune Telling

Jim Kellett

It really is hard for folks scattered out over a 50 - 75 mile radius of Front Royal to make decisions about whether to go or not on any given day. It’s frustrating to be looking forward to a nice day of flying only to find fog, rain, wind at the airport after driving over an hour to get there (and facing another hour getting home). It’s equally frustrating to miss out on a fine flying day . . .

So, here are some tips to help.

1. The valley has a micro climate that is created by the barriers to both the east (Blue Ridge) and west (Alleghenies). This makes it very hard for forecasters to make accurate forecasts here.

2. GENERALLY the weather east of the Blue Ridge is quite different, and GENERALLY the atmosphere to the east is more moist (yes, there are exceptions!) which translates into poorer.

3. There are now AWOS (Automated Weather Observation Service) units at Winchester (15 miles NE of KFRR) and Luray (17 miles SW of KFRR). (There is also one further down the valley, Shenandoah Valley Regional, about 70 miles SW of KFRR) These are NOT forecasts, only reporting conditions that instant. You can reach these at OKV (540 662-6970), LUA (540 743-1148) and SHD (540 234-0110).

These can produce interesting reports! For example, right now OKV is reporting mist, poor visibility, and fog, while LUA, only 30 miles away, is reporting clear skies, 4,700’ scattered, and good visibility and SHD is reporting 3,600’ scattered, 9,000’ ceiling and visibility 10 miles. (And, of course, Tom can see what’s happening

at Front Royal right outside his window!)

Some of us think the large differences we encounter in these reports is due, in part, to the fact that Luray and Front Royal are in the smaller valley between the Massanutten and the Blue Ridge, which has an even smaller microclimate that the Shenandoah Valley as a whole, while Winchester and Shenandoah Valley lie in the broader valley, about 8 - 10 miles wide.

4. Another factor affecting both these differences in reporting and the overall forecast is the general direction from which the weather is coming. The vast majority of weather fronts important to us (cold fronts) move through our area roughly from west to east, and a common system is a “line” running from the SW to the NE and moving east. So it is quite common to see post-frontal weather several hours earlier in the valley than in NOVA, and it’s not uncommon to see weather clearing as it moves from the SW to the NE here in the valley. Sometimes you can see these phenomena unfold by watching real time radar on sites such as The Weather Channel, Intellicast, or, if you have a mobile device, MyRadar.

Finally, a generic rant from The Curmudgeon. For flight instruction, one does not need “soaring conditions”—In fact, for much of the training curriculum, training is best conducted when the weather is NOT particularly conducive to soaring (e.g., when it’s windy and/or turbulent). Some of the best days for intensive flight instruction are with ceilings of 3000’ AGL (sometimes even less!) and light winds.

Bob Gould adds: Speaking of AWOS, barring infiltration of sequestration gnomes, KFRR’s very own AWOS installation will begin this spring. ✍️

Spring is in the Air

Photo essay by Martin Gomez



One Day at KFRR, April 27, 2013



Spring is in the Air

Photo essay by Martin Gomez



SSC Safety Corner

Charles Norman, SSC Safety Officer

Thank you to all the Skyline members who attended the annual safety meeting in February. Turn out was great. I received some very constructive feedback from members. One comment from multiple members was that reviewing every NTSB report during the meeting was time consuming and that time during the Safety Meeting could be better spent focusing on relevant safety topics. It is a valid point.

For 2013, we'll switch flap positions, and I'll provide a quarterly summary of accidents from the NTSB files in Skylines. Members can review the accidents on their own and we can reserve more time during the next Annual Safety Meeting to discuss issues and some of the more relevant accidents of the year.

The first quarter of 2013 was a relatively quiet one from an NTSB standpoint. There was only one glider accident in the database, compared to four during the same period in 2012. Unfortunately, that one accident claimed the lives of two people. The accident aircraft was a Schleicher K7. The accident occurred at a curious portion of the flight: not during takeoff or tow and not during landing, but during the cruise phase. From our previous reviews of accident reports, we know a relatively small percentage of glider accidents occur during "cruise".

For those unfamiliar with the K7, it is a two-seat training glider with fabric-covered wings and a wing structure of wood. The K7 went into production in 1960 and 550 were built before the model was replaced in production with the K13. The K7 and many other gliders of that era relied on wood and steel and not modern materials such as fiberglass, aluminum, and carbon fiber for the primary structure of the glider.

Since the NTSB has only issued a preliminary report, I'll intentionally not share my theory on what happened in this accident. However, I ask that you think about what could have caused the accident, and more importantly, how this accident could have been prevented. The data from the preliminary NTSB report is listed below. If you're interested, a Google search will yield eyewitness accounts and photos which will add color to the NTSB report and provide some potential clues as to what may have happened in this tragic event.

Date:	March 30, 2013
Location:	Littlefield, Texas
Aircraft:	Schleicher K7
Registration:	N12053
Report No.:	CEN13FA213
Severity:	Fatal (2)
Description:	On March 30, 2013, about 1600 central daylight time, a Schleicher Alexander K7 glider, N12053, impacted terrain near the Littlefield Municipal Airport (KLIU), Littlefield, Texas. The commercial pilot and passenger were fatally injured. The glider was destroyed. The glider was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and no flight plan was filed. The local flight originated from KLIU about 1545. According to witnesses who observed the accident sequence, they heard a loud sound and then saw the glider spinning to the ground. During the descent, a portion of the glider's right wing separated from the rest of the wing and fell to the ground.

Feel free to send me your ideas, questions, and lessons about this accident and the ones I introduce in future articles.

Fly often and fly safe! ✈️



Tango Oscar makes a new friend!!

On April 20, Joe Lingeitch took TO to the North Mountain Vineyard over near Maurertown (ca. 10 miles as the crow flies WSW of KFRR) for their flying-themed festival at which they released a new vintage. The owner, Fred Foster, is a pilot, and actually helped us put the glider together! Also at the festival were several hang gliders from the club over near Woodstock (where Skyliner Hugh McElrath occasionally flies), a hot air balloon (although the wind prevented it from flying), and lots of kite flying! And, if you were hungry, a brat and a brownie was available to be washed down with some nice local wines. Joe had a steady stream of interested visitors, including several pilots.

<http://www.northmountainvineyard.com/>

Membership Report

Steve Rockwood, SSC Membership Officer

Since the Membership meeting in January we have had several members go inactive and several new member join the club. The result is our membership remains steady at 102 active members. This month two new Probationary Members and eight Introductory Members joined our merry band. Welcome the following members who have recently joined with Probationary status:

- **Gary Mason:** Gary lives in Newburg, MD. He is an Ear, Nose and Throat specialist. Gary is very excited and enthusiastic about learning to soar. Since joining the club he hasn't missed a week without getting into the air. Please welcome him when you see him.

- **Eric Tarring:** Eric lives in Washington, DC. He started off with a FAST flight and enjoyed it so much he joined as a Probationary member at the end of the introductory period. Without a car, Eric rents a Zip Car to get to the airport. So his car is easy to pick out in the parking lot. I expect you will see a lot of Eric at the airport, welcome to the club.

We have eight (8) new Introductory Members for April; Roland Babcock, Thomas Doray, Alex and Roy Dunbar, Bill Elder, the Fulton brothers Brad and Chuck and Claude Kacser. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future. ✈️

Week of Training Update

Bruce Zivic

The Week of Training is starting to take shape from June 24-28.

In addition to this event Jim Garrison is heading up a XC course which will be conducted parallel to WoT, I will leave all additional information regarding this activity to Jim. But the bottom line is that there will be a lot of exciting club activity at the airport during this week.

Thank you to all who responded with their indicated level of interest in this event. I am happy to report that the student interest is encouraging and we now have an idea on how to proceed. Currently there are about 7-8 students interested which provides critical mass from the demand side of this operation. In my estimation the real shortfall now lies with tow pilots and to a lesser extent instructors.

Help Wanted—Tow Pilots and Flight Instructors

ISO those with the right stuff, you know who you are, those with the highly desirable and sought after skills of tow piloting and

instructing. No pay and lousy working conditions promised, (but it still beats being at work.)

No doubt about it, this could be a tough gig without sufficient help. Being a former WoT participant I know firsthand that the typical weather conditions in June is HOT to say nothing of humid. These conditions take a physical and mental toll on all, especially the tow pilots and instructors. As a planning concept I'm leaning toward the "divide and conquer" approach. As such I think it is quite acceptable to break these tasks up, either into alternating days, partial days or some combination thereof to help ease the overall stress. The goal is for all to have fun and not to be an exercise in physical and mental endurance. So what I'm trying to say is that a full day and/or week commitment is not required, but your participation in some form is needed to literally get this event off the ground.

For those who may still be thinking about attending especially students, the door is definitely NOT shut....yet. The club is interested in accommodating as many participants as possible however if there is a landslide of student interest close to the WoT then we may be faced with the unhappy task of restricting participation on a first come—first serve basis, so sign up early.

As events unfold, updates and details will be issued.



Photo of Bill Bentley by Dick Otis

Return of Old Favorites

Robert Gray



In April 26th I am driving out to Minneapolis to baby sit my granddaughter (Adie) and buy 1-26D #470 from Bill Bentley, (pictured with Miss Daisy) who was in our Club 2000 to 2007 and now lives in CO. Bill has a grandson to visit in Minneapolis, so we are meeting half way to make the sale. At age 79, Bill is retiring from flying. I will be back at Front Royal May 14th, and tying it down next to Dan's 1-26.

Hopefully Shane and Bill Vickland will help get me in the air in my 1-26 on May 18th.

I am getting the 1-26D because it has a pilot weight limit of 240 pounds and it is a forgiving beginner's glider to fly. I hope to take the Practical at the end of the Week of Training.

For those wishing to say "Hi" w.bentley@me.com

For several years, we've displayed H3 at the Smithsonian

Udvar-Hazy Museum's "Be A Pilot Day" at Dulles Airport. This year it will be on Saturday, June 15. At this event, dozens of interesting aircraft fly in to park behind the museum on a "flight line" for visitors to see and chat with the owners/pilots.

The organizers have always given us a prime location - immediately outside the door that all visitors to the "flight line" must use. On a day with decent weather, thousands of people walk past the display, and hundreds visit to chat; this is a pretty popular event! To get an idea, see their website at

<http://becomeapilot.si.edu>

I'm going to need two or three helpers to assemble and disassemble the ship, plus stand around and answer questions

and keep people from damaging something, and to make sure that there are always one or two people "manning" the display so others take breaks. It can get warm. Your reward for a *l-o-n-g* day's work will be the satisfaction of promoting soaring plus a nice free lunch for exhibitors in the museum itself.

And when I say a *l-o-n-g* day, I mean either being in my car (or right behind me in your car) at the exhibitor's gate by about 0630 - 0700 and not getting out before about 1600. The public is allowed on the flight line between 1000 and 1500. (I'm not sure right now, but I MAY drive up the night before and stay in a nearby motel.)

If you're up for this, please let me know pretty soon because I need to supply names, etc., to security by May 15.

—Jim Kellett, Resident Curmudgeon

Recycled
Information
Worth
Repeating

SAY AGAIN



Maria Haas is SSEF's current flight scholarship winner but that SSEF is looking for more young people to apply. Also, SSEF can always use donations toward this worthy endeavor.

Mail your donation to:

SSEF Donations

ATTN: Charles Norman, Treasurer

4020 N. Tazewell Street

Arlington, Virginia 22207.

(Receipts will be provided by return mail)



<http://www.ssefva.org/Home.html>

Please point Maria Haas to WSPA. We have several scholarships available. —*Frauke Elber*

www.womensoaring.org

...From Pipistrel, Future Plans

At Pipistrel, "We are not only thinking short term," said Tine Tomazic at the CAFE Electric Aircraft Symposium.... "We are thinking, what will it take to revive aviation? I think it's important to bring fun and affordability back to personal aviation." Tomazic said it would be great if you could take off and land just about anywhere, fly for 30 minutes or travel 50 miles, and fly quietly and emission-free, just for fun. To fill those needs, Tomazic said Pipistrel is working on a VTOL fun flyer that will sell for less than \$50,000. Details of the design will be released later, he said, but a preliminary concept sketch has been posted on the CAFE Facebook page.

<https://www.facebook.com/cafefoundation>

<http://www.avweb.com/eletter/archives/avflash/2499-full.html#208596>



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

President—John Noss
Secretary—Jim Kellett
Treasurer—Thomas Park
Assistant Treasurer—Dan Ernst
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Martin Gomez
Chief Flight Instructor—Piet Barber
Safety Officer—Charles Norman
Skylines Editor—Phil Jordan
flyingfish2@cox.net

Directors—John Noss, Jim Kellett,
Steve Rockwood, Mike Christensen,
Ertan Tete, Martin Gomez



I took these this morning (April 1) at around 8:30 while departing Dulles for LAX. The first taken somewhere near Gainesville and the other just about to pass over Dickey Hill.

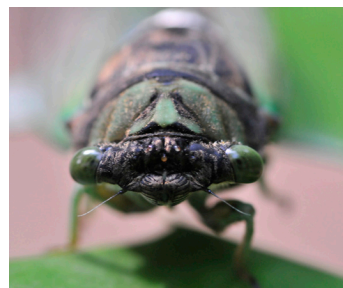
We enjoyed a brief increase in climb rate of over 1,000 FPM as we passed under the leading edge. —*Chuck Stover*

For those who subscribe to National Geographic, in addition to the regular issue, they publish a companion publication called the National Geographic Traveler. The April issue of Traveler has a 4 page article on soaring. Aircraft shown appear to be a Grob and a PW-5. —*Greg Ellis*

I am taking my glider to the Manassas Air Show this Saturday morning. (May 4th) I plan to arrive at 8am. They will supply a 10x10 tent. I will bring a table, some chairs, banner and cooler.

Anyone interested in helping with the questions and answers with the crowds? Let me know. I can set everything up by myself. The crowd help would be between 10 and 3.

Considering this is the only large air show this year, it should be a big crowd. PAX, Andrews, Martinsburg, etc; all cancelled due to sequestration. I bet we can expect an FRR air show in September. — *Shane 703-753-3016*



Another recreational flyer coming to a biome very near you very soon—Be afraid...be very afraid!

Photo:Phil Jordan