



SKYLINES

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC JUNE 2013

Masthead photo by Dick Otis

From the President

John Noss

My thanks to everybody for another fun and safe month of soaring. May has been 'interesting', with an unusual mix of dismal weather and spectacular weather. At 125 glider flights for the month (as of the 29th), we were a bit behind the previous 3-year monthly average, but still looking good for the year. As with last month, the good days were very, very good. We had 14 flights over 2 hours, 5 of those over 5 hours, and 9 OLC flights with over 100 km credited, 4 of those over 300 km. Vern Kline has submitted paperwork for his flight in the Cirrus for 5-hour duration (which would finish his Silver badge), plus his gold distance leg. You have to trust in Kellett's Law, sometimes the

weather is a whole lot better than forecast, and if you aren't at the field you will miss some grand flying opportunities.

If you went to the amazing 'Family Away Day' at Bill Burner's place last Sunday, please take the opportunity next time you see him to say thanks. As you will see elsewhere in this edition of Skylines, the weather was perfect, the grass strip was perfect, the turnout was great, and the food was wonderful. Also say thanks, please, to Steve Zaboji for the super sausage extravaganza, and to everybody else who brought food. Nobody went hungry, that's for certain! We could not have asked for a better day of flying, with ridge and wave and thermals all day long. My personal thanks goes to the augmented duty crew that worked hard and put in a long day to make it all happen smoothly and safely. If you didn't make it there this time, I highly encourage trying to attend the next event, Bill has offered to attempt another one this Fall and we hope to



Martin Gomez



make that work.

Last month, I wrote about the need to stay low profile and not abuse our privilege of using the grass safety area for landings, beyond when really needed. Thanks to everybody for doing a nice job of that. This continues to be a high-interest item with State and

Letter From Brussels (Almost)

Joe Rees

As many of you know, I am being deployed to Brussels in June to be the Customs and Border Protection's Attache to the World Customs Organization for the next two to five years. I intend to find a club in Belgium to continue flying as a break from the constant round of meetings, two-hour lunches and cocktail receptions (no, no, don't thank me, it is a sacrifice I am willing to make for my country). Your intrepid editor and I thought that it might be interesting if I were to write about soaring in Belgium as I go through the process of finding a club and getting a European license and experience the thrill of flying in (very) unfamiliar

Membership Report

Steve Rockwood, SSC Membership Officer

Our membership remains steady as we proceed into the summer soaring season. Two members went inactive and several new members join the club. Oddly, no Probationary members joined this month.

Joe Rees has accepted a two year overseas assignment in Europe and requested inactive status effective the end of May. Joe will be missed but will return to the fold shortly. Enjoy your assignment Joe. Don't forget to keep us informed about your soaring experiences in Europe.

Say goodbye to Grover McCall. Grover joined the club with a Transient Membership as he waited the orders for his next assignment. Early May he finally got his orders for West Point and will be relocating to New York in early June. Good luck at West Point.

FAA officials, we are doing the right thing and it appears officials are settling into acceptance of the system that has been working at Front Royal for many years. Reggie has been strongly supportive as the airfield manager, and has been a good ally in this process. So keep up the good work, we are hugely dependent upon a favorable outcome.

Need WoT Volunteers!

Lastly, we are now within just a few weeks of our Week of Training effort, scheduled for 24-28 June. We have plenty of students already signed up, including some hoping to top off for check-ride proficiency, but we really need to get more instructors and towpilots on the schedule, firmly committed so we can plan on it. We need at least two towpilots each day, are shooting for overlapping shifts of 0800-1500 and 1100-1800 each day, a third towpilot would be appreciated to give the others a break. Jim Garrison is also planning to be there leading the cross-country clinic, which will include ground instruction and a quick launch of flyers mid-day, for which we absolutely need to have both towplanes in the air. Four instructors are really needed each day to meet the student demand we already have, we currently only have two or three. We haven't seen any nasty hot days yet this year, but they could easily arrive by then, we need to be careful not to ask too much of our duty crews. So please, instructors and towpilots, if you can free up even one day, let me and Bruce Zivic know, and we will get you on the roster. Let's make this the best Week of Training ever!

Fly Safe, Fly Often, Have Fun....

surroundings.

Brussels does not have the extended flying season that we enjoy here so I might have to write about some of the flying history of Belgium and may even have to extend my travels beyond Belgium to find additional, interesting topics (no, no, don't thank me, it is a sacrifice I am willing to make for my club). I expect that whether I appear in every newsletter or not will depend on how desperate the aforementioned editor is for copy.

There are a lot of things I am going to miss about Washington over the next several years and chief among them will be the days I have spent at the airport. Although I am sure I will find another club, I am just as certain that it will not be able to replicate what the members of Skyline Soaring have created at Front Royal. As John Noss reminds us, fly safe and fly often.

We have six (6) new Introductory Members for May; Scott, Laurie and Carolyn Cain, Anders Nelson, and Brandon and Christopher Snow. Welcome all to the club and we hope you decide join the soaring club as Probationary members in the near future.

Looking for Cirrus Meister

We are looking for a volunteer for the rewarding job of Cirrus Meister. No, you don't need to be a Cirrus driver! This is an opportunity to be intimately involved with a high performance single seat glider without having to own one. If you are interested send Steve Rockwood an email Steve.Rockwood@aerojet.com.



Martin Gomez



A Very Special Day of Family, Fun, Flying @ Friendship



Carlos Troncoso

Photos by
Phil Jordan
except where
noted.



Family Away Day at Burner Field

Dan Ernst

What a day at Burner Field! Beautiful weather, good food, family fun, soaring camaraderie and very big smiles after some great flights were the order of the day.

The duty crew was at KFRR early (continued on page 4)



Dick Otis



and the hard working Tommy Childress assisted by Dick Garrity, Chuck Stover and Matt Linger had the equipment loaded up and gliders staged and in three quick launches we had Steve Rockwell and Paul Seketa (aka The Wave Whisperer) in the Grob, Carlos Troncoso and Piet Barber in the ASK-21 and Vern Kline in the Sprite headed toward Burner. Enroute to Burner Steve and Paul sniffed out the wave and ascended to 10,000. Full spoilers were required to get down.

After the gliders were all at Burner a lively tempo of operations commenced with the club ships, Bill's open cockpit 1-26 and two place Bergfalke getting a good work out, Guin Burner Kutella flying her Mistral and Shane Neitzey, Chuck Stover and George Ha-

(continued on page 5)



Dick Otis



Martin Gomez



George Hazelrigg





Dick Otis

zelrigg in their ships. Ertan Tete, Rob Creedon and Hugh McElrath flew with their wives. It was Shane who had the longest duration flight of the day at 2:44. When he called into the pattern for landing, one wag allowed as how the only reason he came back was because he smelled the good food on the grill!!

The Zaboji family put out the finest spread imaginable with all kinds of meats, salads, desserts and drinks in great quantity. It was a real treat!

After a great day it was finally time to put away the Burner toys and ferry the club ships back home. One the way back Piet and Matt Linger flew the K and Vern Kline brought back the Sprite.

But once again Paul directed Carlos Troncoso into the wave and they had an outstanding flight judging by the big smile on Carlos' sunburned face. Paul looked pretty happy, too.

Thanks to John Noss and Martin Gomez for 31 tows between them and to Bruce Zivic who took over the ADO duties and brought all the gear back and got it stowed.

Lastly, but most importantly, thank you to the Burner family for opening their airfield and their arms to embrace the Skyline family and for being such darn nice people! Away Day at Burner is always a fun event and today the weather was wonderful and we were blessed with crazy lift all over the place.



Carlos Troncoso

2B Soar Inn is quite a partnership that Bill and Sharon were kind enough to share with us on Family Away Day. I look forward to sharing another memorable day this fall. Here is a very small tribute to you and everyone else who made this memorable, magical day possible. <http://www.youtube.com/watch?v=Mr6voXwVHfU>
—Michael Bishton



Oh 2 Be Soar Inn *Rob Creedon*

This year's Off-Field Day was a success for sure,
no bad weather, no clouds, no heat to endure.

Together the Burners as we knew,
gathered at Burner Field and all day we flew.

Sharon and Bill offered each member a grin,
"Welcome Skyline Soaring at '2 B Soar Inn!"

Away from Front Royal Skyliners spent the day,
leaving Reggie and Megan to ponder away.

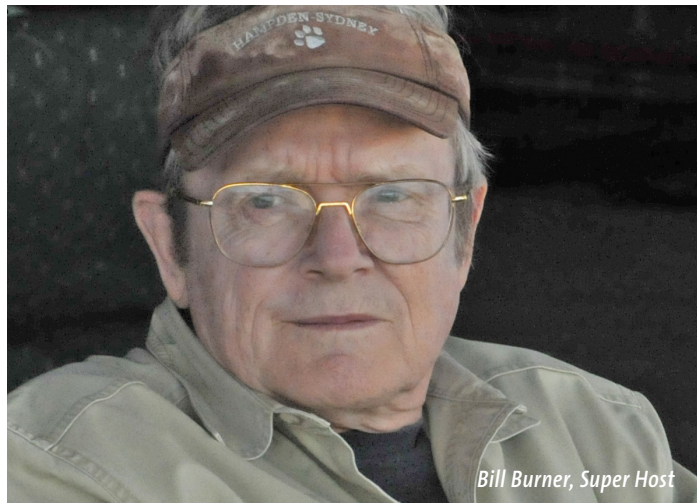
Last week a washout left everyone sad,
the reschedule proved the best day we've had.

Morning broke beautiful with winds at mere five,
with clear skies, thermals, and wave to be tried.

Two found wave on the flight from – RR,
couldn't have done that had they taken their car.

Due west from the water tower and you'll see,
a red barn and grass strip running at zero-three.

In came the Pawnee the Husky and gliders,
each soon was filled with pilots and riders.



Bill Burner, Super Host

A special note of thanks goes to the single person who was most responsible for making the Spring Family Away Day a success —Dan Ernst. He is the guy who stepped into the breach at the eleventh hour, on short notice, and made the whole day possible. Then we really piled it on him with 31 tows to keep track of, and a waiting list for 5 aircraft. Plus getting organized at FRR to start the day. He did it as a volunteer—in addition to all the other things he does behind the scenes for the club: assistant treasurer (if ever there was a thankless job that takes gobs of personal time which none of us are aware of) and hangar meister. None of May 26th would have happened without Dan. We owe you one, Dan, a big one!

Also, thanks to everyone who showed up. It's hard to throw a party when no one comes. You guys sure know what to do on an airport! And thanks for cleaning up—the place was spotless when you all left. No discarded cans or junk lying around.

And... thanks for being safe.

Anyone vote for a Fall Family Away Day? —*Bill Burner*



Everyone lent a hand pushing planes to and fro,
making sure all was ready before letting go.

The Pawnee and Husky towed this way than that,
all seemed to find lift no matter where they were at.

With many flights taken and with all the tows,
thermals were lifting well beyond crows.

Some rode the wave to ten thousand plus,
others found thermals without much fuss.

Up went the gilders into broad skies of blue,
thirty-one launches before this day was through.

Some flew the Bergfalke that's what they did,
others flew the Schweizer without even a lid!

Not many enjoy beauty soarin' like this,
it was surely a view you don't want to miss.

Pilots spied the river meandering around,
and hills of lush green adorned all the ground.

For those who stayed grounded and all a'chillin',
Steve worked hard on the food he was grillin'.

Ernst kept the tally Noss and Gomez towed away,
absent these gents it would be a slow day.

To Martin and John a big "Thank You,"
as well as to Dan and the whole Duty Crew!

Sharon and Bill as always so gracious,
hosting the event at their field so spacious.

"2 B Soar Inn," is all you need say,
to have an awesome Skyliner day!

Our club is special to have events such as this,
if you missed it today add it to your list.

To our hosts on this day now that it's through,
Skyliners send a big "THANK YOU!"



Dan Ernst, Super DO

Charles Norman, SSC Safety Officer

Ok, so maybe we'll do this column monthly and not quarterly. I received a number of very positive comments from members who enjoyed last month's column. I'll try and keep the pace up and meet the monthly deadlines.

In 2013, there have been two glider accidents that have reached the NTSB as of the end of April. That compares to six during the same period in 2012. Sometimes there is a lag in reporting so this number may increase as the year continues.

The decline in the number of accidents may seem promising, but unfortunately both accidents reported this year have involved fatalities – three fatalities for the year so far. This is not a positive trend.

This month's accident involved a Schweizer SGS 2-32 flying out of Shirley, NY – a general aviation field on the south shore of Long Island. The SGS 2-32 is a three place metal glider. The glider was occupied by only the pilot at the time of the accident.

While I'll give the NSTB time to develop conclusions about what caused the accident, it is clear the pilot was on approach to land when the glider crashed. Second, this was the pilot's second flight of the morning in the glider. Given that the pilot had taken two flights that morning, early in the gliding season, it raises a number of questions: Was the pilot knocking some rust off with some local flights? When was the last time the pilot flew in the glider prior to that day? When was the last time the pilot had flown with an instructor?

As you prepare for your next flight give some thought to the conditions that led up to this accident. Think about how you plan to fly the traffic pattern given the current weather conditions: What speeds will you use? Will you need to correct for the wind? Where will you plan to turn to your base leg so that you have

adequate altitude to make a normal approach? Then think about your currency: if you're current, are you proficient? Would you be more comfortable flying with an instructor for your first flight of the day?

As I write, I am reminded of this all to relevant quote: "You must learn from the mistakes of others. You can't possibly live long enough to make them all yourself."

Date:	April 27, 2013
Location:	Shirley, NY
Aircraft:	Schweizer SGS-2-32
Registration:	N9857E
Report No.:	ERA13FA215
Severity:	Fatal (1)
Description:	About 1150 eastern daylight time, a Schweizer SGS 2-32 glider, N9857E, operated by the Long Island Soaring Association, was substantially damaged when it impacted a road, following a loss of control in flight during approach to Brookhaven Airport (HWV), Shirley, New York. The private pilot was fatally injured. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the local flight that departed HWV about 1130. The glider was based at HWV and witnesses reported that earlier during the day of the accident, the pilot had completed a local flight in the accident glider uneventfully. The second flight also appeared routine; however, as the glider approached HWV, the left wing dropped and the glider spiraled nose-down toward the ground. The glider impacted an access road to an abandoned New York State Department of Transportation lot, about 1/2 mile prior to the runway 33 threshold at HWV. The glider came to rest upright, on a magnetic heading of 120 degrees, with its empennage suspended in trees and the cockpit resting on the road. No debris path or damage to nearby trees was observed. The forward cockpit area was crushed; however, the instrument panel remained intact. The glider was not equipped with a transponder or global positioning system receiver. A handheld radio was recovered from the cockpit and no distress calls were received from the pilot. The pilot's seatbelt and shoulder harness remained intact and were removed by rescue personnel.

Feel free to send me your ideas, questions, and lessons about this accident.

Fly often and fly safe!

From the SSA

Member Question of The Month

To help improve our communication with you, and to answer your questions, we are beginning a Member Question of the Month. If you have a question you want answered, simply send it to Kayla Owens, kowens@ssa.org. If you recently learned something and would like to share it with other members, please send that also to Kayla. We hope this is beneficial to you, and we encourage you to share your wisdom with others.

“Can I take my BFR flights in my single seat self-launch sail-plane or motorglider and have a CFI observe my three takeoffs and landings from the ground?”

No, you will need to provide a two-seat glider or motorglider because FAR 61.56 (the FAA regulation for Flight Reviews) states that you must receive “flight training”, therefore a CFI could not endorse a pilot's logbook as flight training without the CFI actually being inside the aircraft. FAR 61.56 (c) (1) also states “in an aircraft for which the pilot is rated, by an authorized instructor.”

You may accomplish your Flight Review in any aircraft category for which you are rated (airplane, glider, rotorcraft, lighter than air.) When you take your Flight Review in a glider you must also have the applicable launch endorsement for aerotow, ground or self-launch in your logbook or meet the “grandfather rule” of FAR 61.31(j). By the way, you do not need a self-launch endorsement to fly a glider with a

sustainer engine because it cannot launch itself.

Your “authorized instructor” for a Flight Review in a two-seat glider or two-seat self-launch glider must hold a glider rating and must have the applicable launch endorsement as well. For example, a certificated flight instructor who is rated in airplanes but not in gliders cannot conduct a Flight Review per FAR 61.56 in a motorglider even if you never turn off the engine, because that CFI does not have “glider” as a rating on their Flight Instructor certificate. In the FAA “aircraft categories” a motorglider is certificated in the glider category.

Some BFR Trivia: No longer called a “BFR” by the FAA as now it is called a “Flight Review.” Why? Perhaps some instructors could not spell “biennial” (meaning every two years) so they were endorsing it in writing as a “biannual” flight review, which means twice a year! Further, you do not need to wait 24 months to take a Flight Review. Please don't forget to log the minimum of one hour of ground training required by FAR 61.56. (Note the term “minimum.”) Train to proficiency, insist on a thorough review and take as long as you need.

If you haven't surfed the LetsGoGliding website recently, refresh your enthusiasm by checking it out and clicking on the video in the top left hand corner. The Academy of Model Aeronautics (AMA), our new partner, has placed this video on their website under their partners section. It's a great video and one you will enjoy. Go to www.letszogliding.com.

2013 Skyline XC Camp

Jim Garrison

General Plan

The Board has approved holding a cross country camp for Skyline pilots during this summer's "week of training". This camp will run in parallel with the week of training but will not use any resources (instructors or 2 place ships) needed for the students. In order to accommodate participant's work schedules and not waste time on bad days, the camp will be held on three selected days during the week selected to take advantage of the best soaring days that week. The days will be chosen based on the weather forecasts during the week. The number of flying days could be expanded if the participants wish to take advantage of a favorable weather pattern.

Course Format

The XC course will feature both lectures and XC flying in a group of about 5 gliders.

Lectures - Each morning will start with lectures / discussions about weather, gaggle flying, efficient cross country flying, final glides, and landing out. Lectures will be presented by Jim Garrison and perhaps others as needed. Certificated pilots who do not own a glider are welcome to attend the lectures.

Flying - Each afternoon with good soaring conditions, we will fly a cross country course in a group, starting with shorter courses around FRR to gain confidence, progressing to tasks with longer legs and final glides. All flights will begin at Front Royal Airport; flying will be done in a lead and follow format. This format will allow lots of feedback and discussion during the flight. At the end of the day, we will analyze the day's flights with "See You".

The flying part of the course will be limited to about 4-5 pilots who own their ships and wish to gain experience for XC soaring. As many of the private ships in the club are owned by 2 or more pilots, we will try to accommodate the multiple owners. I will have a Duo at the camp to lead the flying and the owners who are not flying that day may fly in the Duo to gain some cross country experience. With the current plan, Duo flying might be limited to 3 such pilots (days).

The XC camp will be held during the week of June 24-29 to run in parallel with the week of training. A venue for the lectures has not been selected yet, but the Front Royal library would be a good site.

Pilot / Glider Requirements

- Private glider pilot certificate or higher
- Some documented cross country experience (A Bronze Badge or some OLC postings)
- Cross country capable glider with 35:1 performance and a legal parachute
- A good 360 channel radio (and battery capable of supporting a 4 hour flight)
- Flight logger capable of producing standard IGC files for analysis
- GPS based flight computer would be helpful, but probably not required
- A good, road legal trailer and tow vehicle (and a plan for ground support).

Registration

If you are interested, please send an email to Jim Garrison at jcg8w@virginia.edu. Please include information about your pilot experience and your ship. Also note if you are interested in attending just the lectures. We can only accommodate 4-5 pilots in the flying group but more can attend the lectures. Spots in the flying group will be offered to the first 4-5 pilots who sign up. No charge for the course, but you will pay for your tows. If you like, I can be reached by phone at 434-978-1299 or 434-996-3033.

Message from Bill Bentley

When I moved out here in 2006, I had ideas of spending my time floating up and down the face of the Rockies in the mountain wave, but instead I fell into flying the tow plane lots and my glider very little (sound familiar). The thermals here are big, but far apart which made me hesitant to head out on any cross country and the mountains are 15 miles West of the glider port, into the prevailing winds. The thing I really enjoyed here was flying 470 off the winch that we operate in the winters when the aero tows are less in demand. The sudden rush of being pulled silently up to 2000ft in a few seconds is a real "hoot".

When Robert agreed to buy 470, I was delighted it would be going to someone who will use it much more than I did, and it would be returning to skies more friendly to 1-26s.

—Bill Bentley, formally of 470

Distance Record In A Blanik

How to set a US National Open Class Multiplace 3-Turnpoint Distance Record in a Club Trainer!

Bill Elliott and Rand Baldwin

The first key to accomplishing such a feat is to recognize that a record is just sitting there that needs to be set. We realized about a month ago that this record had been re-instated and that there was no minimum distance required. So, all we need was to wait for a good ridge day and go for it! Of course, there was some preparation to be done to get the club trainer ready--well, not much.

In this article, we will discuss:

The Task and the Stats

[Preparation for the flight],

The weather for the day, and

Highlights of the flight.

http://www.gliderpilot.org/DistanceRecordInABlanik?utm_source=Soaring+Cafe+Subscribers&utm_campaign=a94bo8e7d8-Welcome7_17_2012&utm_medium=email&utm_term=o_66c4a19a21-a94bo8e7d8-59657865





N-8RX is on the Field

Mike Christensen

A 4 year quest to find a glider with >40:1, great gelcoat, good radio and trailer in good condition is successfully over. The quest included countless virtual evaluation of photos on line, followed pre-buy inspections on 6 ships in: Ontario, North Carolina, Kansas, New Mexico, British Colombia, and finally Washington State. On Friday May24th N-8RX and Mike Christensen completed an un-eventful, though bone tiring, four day, 2815 mile trailer tow, KAWO (Arlington WA) to KFRR. Partner Bruce Zivic and wife Jane met Mike at KFRR with cheer, champagne, and tie downs in 25 MPH gusts. Partner Tommy Childress met N-8RX the next day, on the way to retrieve Tango Oscar after a land-out.

This glider quest started in 2009, on a Jantar in Canada with Doug Hiranaka and Mike Christensen flying to Toronto. Doug discovered the tail section had filled with water, froze in the Toronto winter, and expanded beyond structural limits of the fiberglass. Later Mike saw and "tried on", SSC Tom Flynn's "definitely NOT for sale" PIK 20D (The D Model has flaps and spoilers). This is a hull easy to love. Mike wrote letters to every PIK 20D owner in the US. Owners of derelict PIK20s e-mailed and called back. Two PIK 20Ds, in seemingly good shape, made a "short list". Mike went and inspected each for pre-buy. Romeo, Romeo, owned by a Texas oil man, in New Mexico, "boasted" what turned out to be 8 year old "condition photos" that appeared in Wings and Wheels and additional ones sent to Mike via e-mail. Up close and personal, 8 years of New Mexico sand/dust storms and neglect had been unkind to hull and trailer. These, plus a polarity reverse battery hook up, had taken their toll. The condition of the PIK 20D hull and trailer in North Carolina, he too late discovered did NOT warrant, though got the pre-buy trip.

Mike discovered that the Mosquito D is a very nice ship. Automatic control hookups make them very attractive. He repeated the PIK20D process, writing every Mosquito owner in the US. This time he got back few responses, most roughly stating: "Good luck. I love my Mosquito. I am keeping her!" The lone exception was the Mosquito that now appears on Wings and Wheels sporting a fair hull and lackluster urethane coat, rough interior, and rougher panel. The modified tube trailer is very haggard.

After seeing the Hiranaka, Tete and Lingeitch DG303, Tango Oscar, taste improved. When Chuck Stover got DG200, Romeo Whiskey thirst increased. DGs have automatic control hookups and 40:1 glide ratios. Finding one with sweet hull, a good and serviceable trailer was now a goal. Christensen made pre-buy inspections on two DG300s. One in Hope BC and N-8RX in Arlington WA. The DG300 in Hope had obviously been tied out. The interior was shot. The tube trailer was unsavory. In Arlington WA N-8RX exceeded the

set goals.

She has a great, exceptionally well waxed, and well cared for gelcoat (serviceable Metal Cobra trailer with nearly-new tires) and came ready to fly with:

- 1800hrs logged
- Fresh Annual
- Removable: Winglets, and Factory wingtips
- Tow-out Gear
- One-man Rigger,
- Mountain High O2
- New Alum Bottle,
- Power FLARM
- Becker 4 channel VHF
- EW Flight Recorder,
- Vertica V1 GPS,
- Tasman & Borgelt varios,
- 2009 Tefzel Wiring,
- 2010 Tost Hook, and a
- Relief Tube

Come by and meet N-8RX any time Tommy, Bruce, or Mike are on the field. With the addition of N-8RX SSC must have the largest flock of DGs on the East Coast.

Now N-8RX partners, Tommy Childress Bruce Zivic and Mike Christensen start a new and perhaps shorter quest to find a KFRR hangar.



Spread the Word

We are pleased to report that the Soaring Café audience has doubled in size since this time last year. But we need your help to continue that growth. Having more readers means more and better quality posts, coverage of more diverse topics, and more comprehensive coverage of the global soaring scene—in short, a better experience for you.

You can help us by spreading the word. If you see a post you like, let your fellow soaring enthusiasts and club members know about it. Mention it at club meetings and when you're hangar flying. "Like" us on FaceBook. Post links on your club website and mention us in your newsletter. Help us build a truly global community. Thanks for your support!

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Recycled
Information
Worth
Repeating

SAY AGAIN



The Members Orientation Meeting that was scheduled for Saturday, June 1st has been postponed until next month. If you have an interest in attending the next meeting it will be held on July 6th.

—*Steve Rockwood & Bob Sallada*

There's an interesting website, <http://www.flightradar24.com/#> that tracks the ADS-B "out" signals from airliner traffic, and displays the results on Google Earth. You can view huge sections of airspace in real time, pick a flight, and then get specific data (flight number, departure airport, destination airport, course, airspeed, altitude, etc.) and even a "cockpit view" of Google Earth from the position of the aircraft!

I just watched an RJ on approach to DCA as it flew down the Potomac from the cockpit of the plane . . .

Now . . . I can see the time when we all have ADS-B in our gliders, so that instead of watching "Spot" tracks in contests, we can watch each contestant from the cockpit! —*Jim Kellett*

At the board meeting, Megan relayed a request from Reggie that we lock the gate to the road at the end of the day if we are operating from runway 10. I had previously thought Reggie had to lock and unlock it, but apparently he leaves the padlock open so it can be closed by us when we finish operations at that end. So, in the future, please lock the gate at the end of the day if it has been opened for our use on Runway 10. —*Thanks John Noss*

The parachute for use with the Circus has been repacked and is hanging in a red carry bag on the wall in the hanger next to the aircraft —*Mike Hatfield*

Note: the hangar will remain clean if the members refrain from opening the hangar doors. —*Greg Ellis, DO*

Based on a few telephone interviews, Brad Fauber of Northern



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

Virginia Daily (which covers the Shenandoah Valley area primarily), put together an article on Skyline Soaring. It's posted online at <http://www.nvdaily.com/sports/2013/05/by-brad-fauber-shane-neitzey.php>, and includes a few photos from the Skyline Soaring facebook page, so probably mostly taken by Martin Gomez and Dick Otis. There are a few things out of context or not exactly right, but overall fairly complimentary, and certainly good visibility for the club—*John Noss*

Anyone who has been a flight student in the last two years is invited to take part in an online poll and share their experience and insight, AOPA said recently. The poll deadline is Aug. 9 and is open to all; you don't need to be an AOPA member to participate. The poll also asks participants to nominate a flight school and instructor for AOPA's Flight Training Excellence Awards.

AOPA said the poll focuses on four key factors:

- educational quality,
- customer focus,
- community, and
- information sharing.

The poll doesn't require you to enter any personal information, and takes about 15 to 30 minutes to complete. AOPA is interested in feedback not just from primary students but anyone who took advanced instruction, a flight review, or any other kind of training experience. Award winners will be announced at the AOPA Summit, Oct. 10-12, in Fort Worth, Texas.

This could get interesting, since I'll bet AOPA doesn't get a whole lot of input from soaring students, given that almost all glider flight instruction is done in non-profit clubs rather than commercial flight schools. If you'd like to give a plug for YOUR flight training and/or an instructor you had with the club, take the poll - see <http://flighttraining.aopa.org/poll/>. Who knows? Might open the eyes of the larger general aviation community about the value of a glider rating not only for the pure fun of it, but to improve their flying skills in any aircraft! (After all, that's what Neil Armstrong said, right? —*Jim Kellett*

I have created a new Soaring News Facebook page. It will replace the Soaring News email newsletter I had sent out in the past. It is much easier to add interesting soaring links to the Facebook page - so it will be updated daily with soaring news and links from around the world. Please check it out at:

<https://www.facebook.com/CumulusSoaring?fref=ts>

The great news is that you don't need to be a Facebook user to view the page and click on the links on the page.

If you are a Facebook user, please "Like" the page so you will see updates on your Facebook news feed as they are posted. Please also email a link to the page to your soaring friends.

I have added quite a few new links and notes in the last few days and will be adding many more over the next few days and weeks. I hope you find them interesting.

Over 4000 glider pilots from around the world have subscribed to my Soaring News email list. I hope most of them will also like the new Facebook page.

For those of you that aren't Facebook users - to keep you "in the loop" I plan to send out an email at the beginning of each month to remind you to see the latest soaring news posts on the Facebook page. —*Paul Remde, Cumulus Soaring, Inc.*