



# SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC      OCTOBER 2013

Masthead photo by Dick Otis

## From the President

John Noss

Well, September was an interesting mix of weather – we had a few days with over 25 flights, and a few scheduled days with almost no flying; no spectacular soaring weather, but some good opportunities to get a lot of student training done. Congratulations to Trevor Roskind for completing his Private Pilot Glider checkride, that makes 4 new rated pilots in three months, quite an accomplishment for the pilots, their instructors, and the club in general.

My thanks to all the club members who completed the online ‘student survey’, which will help us shape discussions at the instructor caucus. We are always trying to adapt to student surges, and find creative ways to more efficiently handle the scheduling and instruction within our limited resources, while still respecting the needs of non-student members. We’ll let you know what evolves from the instructor caucus discussions, and subsequent board meeting, and from the survey results.

Many of you have already observed the construction of the new AWOS facility south of the east (28) end of the runway. The work is behind schedule, due to weather and bureaucracy problems, but they hope to complete the project soon. Until then, please use care and be mindful that there will be vehicles crossing the runway centerline, and personnel working near the runway.

I hope everybody knows by now that Bill Burner is opening

up his beautiful grass airstrip near Woodstock for another Skyline Away Day / Family Day, scheduled for Sunday 20 October. There will be no local flying at KFRR that day other than launching and recovering ferry flights, and we will have both towplanes in action. If you have never taken off from one field and landed at another, or operated from a grass strip, this is a great opportunity to do that with an instructor for the first time. The SSEF crew will be hosting a cookout there. Bring the family, bring a dish, have a great time.



Further ahead, Bruce Zivic has done a lot of good work setting up a nice venue for our holiday party, scheduled for Saturday 7 December at the scenic Aspendale Winery, it promises to be a first-class event, you will hear more on that later, mark your calendars now.

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



## The 2013 Front Royal Air Show

Dick Otis

Photos by the author



*Bill Finagin's Pits dances the skies and jumper Jim Schorfheide opens the festivities. Our resident photographer circles the crowd in our trusty Husky. The opening cavalcade includes a pristine Cadillac with Justin Carrier waving to the crowd.*

*Be sure to visit Dick's site ([link on the next page](#)) to see all the great photos of the hardware and flying.*

Putting a new low in Skyline Soaring Journalism, the editor asked the Duty Photographer to write an article. Really, I paint pictures with photographs...not words. What in the world is he thinking? I trust the editor will select instead from my 271 Air Show photographs and file this report in the circular file!

The 2013 Front Royal Air Show dawned early on September 14, I arrived late at 0730 to find things well underway. The Pawnee and both gliders were en-route to the flight line, along with the Pawnee, so I queried our President on bringing out the Husky for display as well. John and I took to the air for a short circuit around the field for an airborne view. By that time the Pawnee and ASK-21 awaited first flight by the taxiway, the Grob was on display and the Duty tent was pitched next to the fuel farm. I parked the Husky next to the Grob and began a day of photo essays.

Soon a plethora of aircraft began to arrive, and before long the taxiway sported a whole line of Stearman from the Flying Circus, Scott Francis with his unlimited performance category MXS aerobatic show plane, International Aerobatic Club Hall of Famer, Bill Finagin, with his Pitts S2. Many other performers, military aircraft, antique aircraft, SSC gliders and tow planes, model aircraft, an ubiquitous Piper Cub, hot air balloons antique autos, military equipment, para-sails, helicopters and even a wing walker were all on hand to excite the crowd.



The friendly FAA was on hand to ramp check each and aircraft and performer and aircraft. I was just as happy they arrived after my short Husky

flight! One of the Flying Circus pilots had lost his wallet (and hence his license and medical). A mad

phone scramble resulted – which must have had a happy ending, as the performance went on!

While the long list of Skyline Soaring Club members regaled the crowd at the club's display (later in the day, the club launched the ASK for the crowd's enjoyment, while Reggie narrated to the crowd) I sauntered out to the Pawnee which was parked mid-field, and in the middle of the excitement. I settled down beside her to photograph the events. What a view! What an experience to be in the middle of everything!

The Pawnee was parked next to Bill Finagin's Pitts Special. Bill





is a regular unassuming guy and we chatted like he was a next-door neighbor about a son down at Patuxent River where I worked until recently, his Navy career as a dentist and love of aerobatics. Of course he sort-of forgot to mention he retired from the Navy as a 2 star Admiral, that he owns Dent Air Ltd, and a Pitts dealer for 30 years, has 10,000 hours as a Pitts instructor, and is one of the top 30 acrobatic pilots of all time. Then Bill climbed into his Pitts and went off to fly one of the best air show demonstrations I've seen in my 50+ years of going to Navy air shows.

Right next to Bill's Pitts was Scott Francis's beautiful MXS, N1XF. Bill is also a regular guy, Boeing Senior Systems Engineer and a Flying Circus regular who just happens to enjoy advanced level aerobatics in his \$400K+ limited production aircraft. I was admiring his instrument panel, which consists of two flat screen Dynon Avionics displays, a Garmin SL40 GPS, an intercom box, and 6 rocker panel switches. Scott also gave a fantastic show with lots of photographic "moments".

I could go on at length about this fantastic show, but better I don't. If you missed the show, you missed a first class act. Make sure you come next year!

Well, now you all know why I'm a photographer and not at writer! I hope you enjoy my photographic Air Show essay at

<http://dickotis.smugmug.com/KFRR2013>



*Top right: Bill Finagin. Above right: Scott Francis. Below middle Teresa "FiFi" King loses her cover-alls to a D.VII wanta-be and consorts with the enemy Joe Bender Baron. Below left: Scott Francis smoking. Below right: the daring crew of wing-walker Jana Leigh Mcwhorter and pilot Bryon Stewart.*







Photo: Paul Pruitt



Photo: Paul Pruitt

*Some other Air Show scenes—Can't have an Air Show without some guy telling you what you're looking at. The Curmudgeon tells the soaring story while John Noss and Michael Yecies demonstrate real flying and Chris Edwards explains the noisy and smelly kind.*



Photo: Dick Otis



Photo: Paul Pruitt



*The crowd is always mesmerized by the incredible skills of Bill Finagin and the many pilots and aerial players that make the Front Royal Air Show an annual delight for the community.*



Photo: Dick Otis





Photo: Dick Otis

*One of the real perks for the editor* is reviewing so many photographs. I wish we could use them all. Our club is blessed with some darn talented photographers.

Here's a selection from some of the contributions for the October issue. Somehow I just couldn't leave these beauties out of the lineup.—*Phil*



Photo: Paul Pruitt

Photo: Martin Gomez





## Dan and Marie's Excellent Adventure

Dan Ernst

Taking a 1-26 across the country on an open trailer is a unique experience. My wife Marie and I found it brings out the best in people and sometimes the worst.

When I decided to go to Moriarty, NM for the 1-26 Championships I wondered if Marie would come along or not. But when I asked she said, "I've never been to New Mexico. Why not? Let's go!" When I mentioned pulling the glider the whole way, she was not phased in the least. That was my little thing to worry about, not hers. But never one to waste an opportunity, Marie suggested that since we were headed west anyway, we ought to visit a few people on the way. That is how we went to New Mexico via Ohio, Illinois, and Colorado and returned via Oklahoma, Kansas, Mississippi and Tennessee. So I borrowed Bill Vickland's great homemade 1-26 dolly and trailer and made the necessary preparations.

The appointed day arrived and we departed. We weren't a half a mile from home when we got our first spot of help from a passerby. A guy in a very cool restored Mustang pulled alongside at a stop light and said something had fallen off the trailer. My homemade elevator batten had let go and was on the road. Luckily all the pieces were there and we headed back home and with a little duct tape we were good to go. It lasted the 4,825 miles to and from New Mexico and is still on the plane.

After lunch the second day out Marie tried her hand and we shared the driving every day thereafter. In fact she was at the wheel when we pulled into KFRR as Friday ops was wrapping up.

We had our only spot of unpleasantness in Colorado Springs early on Sunday morning. Going through town on the Interstate, doing the speed limit in the middle lane I might add, a large SUV roared by on the right and as it pulled into the middle lane I could see in her side mirror a young woman's face contorted in anger and she yelled some unheard curses and gave me the finger. It was hard to understand. Perhaps she was late for church and did not want to miss the sermon. Or may be a 1-26 pilot done her wrong. After that, all went pretty smoothly on in to Moriarty. Google maps took us on a short cut between I-25 and I-40 avoiding Albuquerque which looked like a good idea on the map until we got on NM route 3 which is a barely paved road with many turns and hills. Several times we pulled over to let faster traffic go by. The combination of the 6,000 foot altitude, the steep grades and the switch backs made this the only time during the trip that my four cylinder Tacoma was only barely adequate. A couple of times I was afraid it would stall out and I would never be able to get going up the grade again. But it made it.

New Mexico is a beautiful place and everyone was very friendly and welcoming. The 1-26 champs was a great experience and we both enjoyed all of the new folks we met. The locals were disappointed in the soaring conditions saying they were less than average during our stay. Still, it was a pretty place to fly. The sky and the clouds are beautiful and Moriarty is in flat valley surrounded by distant mountains.

First day out of Moriarty on the return trip, we were at lunch at a Wendy's in Amarillo, TX when a woman came up and asked, "Is that your 1-26 out there? We used to own a 1-26!" Turns out they were on their way to Moriarty for a visit not knowing the Championships were still going on. We told them the names of a few pilots at the Championships and said they would stop by when



Photos: Dan Ernst

*"A little duct tape and we're good to go."—official motto of the 1-26 Association?*

they got to Moriarty.

It was in Kansas the next day that we got the nicest piece of help. Coming out of a rest stop building a woman asked me if that was my glider on the trailer. When I said yes she said, in the sweetest twang, "Well, it sure is purdy! Have fun flyin' it." Then as we approached the truck a serious looking man was surveying the trailer and approached me. "I don't want to stick my nose where it is not welcome, but do you know that your trailer has three cracks in it?" No, I didn't know that. He showed me the three places, all in the front corner of the trailer that had separated. We put our heads together and using a ratchet strap I had and one that he lent me, we shored it up. I don't think he expected to get that strap back, but I took his business card and mailed it back to Wisconsin where he and his wife manufacture lathes especially made for turning wooden bowls, which if you do any wood working, you know this is all the rage these days and people are turning out (a natural pun!) awe-inspiring pieces.

The rest of the trip was uneventful and we arrived home the Friday before Labor Day. In the course of the trip we drove 4,825 miles and burned 220 gallons of gas. Never in the entire time whether at a hotel or a restaurant or rest stop did we have a problem parking the trailer. And we rarely had to back it up. And people loved the plane. From a mother bringing her young sons over to see it while we waited in line for gas to a woman asking to take a picture of the plane saying, "Oh, thank you, my husband will love this!" We had many friendly and curious people enjoy the glider. I can't count the number of camera phones that were stuck out car windows and at least twice people passed us, then slowed down, then passed us again taking video. And except for the woman in Colorado Springs, we got thumbs up and smiles from everyone. It was a really fun trip. So get out there and soar someplace other than Front Royal!







cross-country in 2007 after purchasing my 1-26. While soaring in the eastern U.S., I gained my Silver Badge and competed in a couple 1-26 Championships. However, I'd never flown cross-country in the southwest. I set two personal goals for my first year of New Mexico Soaring – to complete a one-way flight from KALM to Moriarty (approx 140 miles direct), and to earn my Gold Badge. This was going to be exciting!

White Sands Regional Airport (KALM) was a very different airfield. With an elevation of 4,200 feet MSL, the field was uncontrolled and had a 7,000-foot paved runway as the primary operating surface. This long

## New Mexico Soaring Lessons

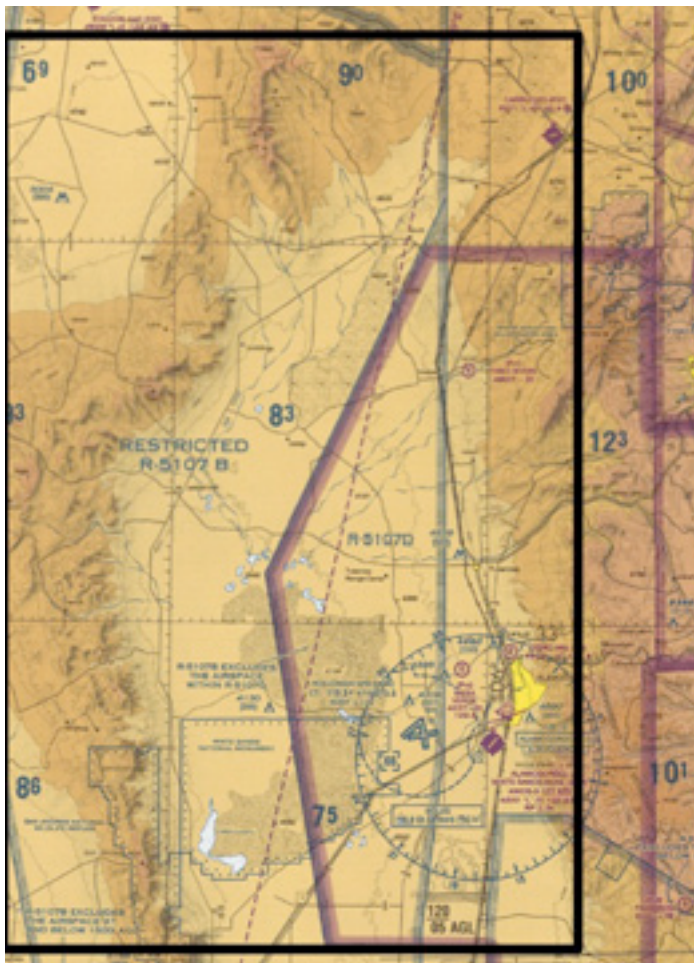
Ken Ekman

In the summer of 2012, the Air Force reassigned me from the D.C. area to southern New Mexico. The transition to the western U.S. brought some new soaring opportunities. In this article, I'll describe some of the steps I took to safely take advantage of the different environment. I hope that some of my lessons learned will forearm you should in the event you fly in a location distinctly different from Front Royal.

My soaring experience helped me make the transition. I've gained the majority of my sailplane time performing basic flight instruction. After soaring for almost 20 years, I started exploring



Top left: Sacramento Mountains Above: Sierra Blanca Peak, Elevation 11,973 MSL. Left: KALM Location Map



runway, along with the club's 180-horsepower Cessna 152, helped overcome the 7,500 density altitudes encountered during summer months.

Terrain was a significant factor. The airfield was located just outside the town of Alamogordo approximately 5 miles from the Sacramento Mountains and nestled in the Tularosa Basin. The mountains rose to the east in a series of steps or ridges of increasing height, and Sierra Blanca represented the highest peak at 12,000 MSL located 40 miles to the north. Descending too low over the flat areas of higher terrain, or becoming too low behind a ridge, risked impeding recoveries to the valley below.

With thermal heights reaching to at least FL180, I had to install oxygen. A friend loaned me his Mountain High EDS system. I found it very reliable and easy to use. I flew using the "Demand-10" setting which provided oxygen pulses whenever the system was above 10,000 MSL and appreciated the extra alertness supplemental oxygen provided me at altitudes below those mandated in the FARs.

The next challenge I faced involved understanding the surrounding airspace. The White Sands Missile Range sprawled 5 miles west of the airfield and measured about 150 miles north/south by 60 miles east/west. Furthermore, restricted airspaces to the south constrained flights to 5-mile wide VFR corridor linking Tularosa Basin Class G airspace with the El Paso terminal area. All of these airspaces were active continuously, and most extended from the surface to FL600. Cross-country flight to the west and south would not be possible.

Photos: Ken Ekman



Alternate airfields and landout areas posed the next challenge. Only a handful of airfields existed within a hundred miles of KALM, and their spacing challenged my 1-26's performance particularly in the presence of winds or sink. A couple of the mountain airfields had such high elevations that they weren't accessible from significant distances. Much of the desert was not really landable and featured sage brush, steep slopes, and few dirt roads wide enough to support a sailplane's wingspan. Some agricultural areas helped. These considerations led me to fly more conservatively, ensuring I had ample altitude to proceed on course, and leading me to turn back when conditions warranted. Ultimately, I landed out once during the year, recovering into an alfalfa field 10 miles from home when thunderstorms precluded my return.


The potential for landing out in remote areas led me to place more emphasis on my landout kit. I added stakes and rope allowing overnight tiedown. I also added a credible first aid kit, utility knife, glow sticks, and a space blanket.

Flying attire was something I'd taken for granted when soaring in the southeast. After concluding a couple of summer flights in NM shivering and with numb feet, I started taking warmth seriously. An average cross-country flight involved spending two hours or more at altitudes between 12,000' and 17,000' MSL

#### *Landout in a Tularosa Alfalfa Field*

continuously. Couple these altitudes with a cloud street, and the shorts, synthetic polo shirt, and running shoes providing comfort in 100-degree airfield temperatures led to mild hypothermia in flight. I started flying with wool socks and hiking boots, and brought a fleece or sweatshirt for donning once I'd completed my initial climb.

Higher thermal altitudes, desert heat, cold at-altitude temperatures, and longer sortie durations posed some significant physiological challenges. I hydrated deliberately, including drinking sports drinks until launch, and I always carried a 100 oz Camelback filled with water plus a bottle or two of sports drink or soda. I normally consumed all the fluids in the airplane on flights longer than three to four hours. The relationship among dehydration, hypoxia, hypothermia, and impaired judgment demanded it. I was able to make multiple safe, enjoyable 6-hour flights once I accounted for these factors.

Overall, I enjoyed a great year soaring in southern NM. Changes to my eastern U.S. habit patterns made flying more enjoyable and safer. Ultimately, I did complete my one-way trip to Moriarty totaling 165 miles, and earned my Gold Badge with a flight totaling 210 miles, both distances per OLC. If you ever have the opportunity to soar in the western U.S., I encourage you to jump at the chance. Hopefully, one of the ramblings contained in this article will influence your preparation. 





**Twenty-two distinguished STEM educators selected to serve next school-year at four federal agencies**—The Triangle Coalition for Science and Technology Education on March 26, 2013 announced 27 science, technology, engineering, and mathematics (STEM) educators who have been selected for the 2013-2014 Albert Einstein Distinguished Educator Fellowship Program. Selected educators will serve in Washington, D.C. for 11 months beginning September 1, 2013 at sponsoring federal agencies which include the Department of Energy (DOE), National Aeronautics and Space Administration (NASA), National Oceanic and Atmospheric Administration (NOAA), and the National Science Foundation (NSF). Einstein Fellows provide practical classroom insight in guiding education programs and policies, especially those related to STEM education.

Founded in 1990, the Albert Einstein Distinguished Educator Fellowship Program is a paid fellowship for K-12 science, technology, engineering, and mathematics educators with demonstrated excellence in teaching. Fellowships aim to increase understanding, communication, and cooperation between the legislative and executive branches of the government and the STEM education community. The Albert Einstein Distinguished Educator Fellowship Act, authorized by Congress in 1994, gave DOE federal responsibility



for the program. The Triangle Coalition for Science and Technology Education administers the Program for the DOE Office of Science in partnership with the other participating federal agencies.

The 2013-2014 Einstein Fellows were selected through a rigorous application and interview process from a competitive, nationwide pool of nearly 200 applicants. Triangle Coalition recently announced the names of the 22 newly selected Einstein Fellows. —*provided to Skylines by Kaye Ebert* ✈️



Anne Artz and CFI-G Ken Ekman

**Several Einstein Fellows** have been spending their time at Front Royal Airport learning to fly gliders.

**Anne Artz**, a teacher at The Preuss School UCSD in La Jolla, Calif., will serve as a Congressional Fellow sponsored by the Department of Energy's Office of Science with program support from Brian O'Donnell.



Kaye Ebelt and CFI-G Scott Graham

**Kaye Ebelt**, a teacher at Target Range School in Missoula, Mont., will serve at the National Science Foundation's Directorate for Engineering (ENG), Civil, Mechanical and Manufacturing Innovation Division (CMMI) under the guidance of George Hazelrigg.



Natalie Harr

**Natalie Harr**, a teacher at Crestwood Primary School in Mantua, Ohio, will serve at the National Science Foundation's Computer & Information Science & Engineering Directorate (CISE), Information and Intelligent Systems Division (IIS) under the guidance of Janet Kolodner.



Sheryl Sotelo

**Sheryl Sotelo**, a teacher at McNeil Canyon Elementary in Homer, Alaska, will serve at the National Science Foundation's Directorate for Education and Human Resources (EHR), Human Resources Development Division (HRD) under the guidance of Marilyn Suiter.

*SSC is honored to have these distinguished educators with us. From left to right: Anne Artz, Kaye Ebelt, Sheryl Sotelo, Natalie Harr. Photos: provided by Kaye Ebert*





# What Everyone Should Know... (Especially the Duty Officers!!)

Jim Kellett

Today's Topic: **“Show Off” Your Club Membership**

**Y**ou are already one of a small, elite fraternity of ca. 100 Skyline Soaring Club members and one of only about 12,000 soaring pilots in the entire United States! Might want to tastefully wear your badge of this privilege both at the field and out among the poor groundlings you know.

For flying, you may have noticed club members with long-sleeved T-shirts emblazoned with Skyline's logo on it when flying. Did you know those are available for purchase (by members only!) from our supply in the hangar?? They're only \$15 and are particularly appropriate for flying because they protect the arms from sunburn.



*Also for carrying all your soaring stuff* (maps, beverages, glasses, phones, manuals, logbooks, etc.) there's a very nice carrying bag available, again for members only, for only \$15!



**Note to Duty Officers:** You should enter any charges for Skyline clothing on the logsheet program at the “Charges” sub-tab under the “Finances” tab. Note that sales may be made **ONLY** to Club members!!

**Now...that's just what you, as a Club member,** can purchase right at the field. We've also made arrangements with Lands End clothiers to put our logo on **ANYTHING** they sell!!! It only adds \$5.95 to the cost of the item, and that means you can put it on caps, hats, jackets, sweatshirts, polo shirts, even dress shirts. On **ANYTHING** at all!



Some of these items make great holiday gifts for your family and friends.

**Or order the Lands End items,** go to the Land's End Business Services website (<http://ocs.landsend.com/>). The first page that will often pop up lists specials - and



*Note: regardless of appearances, no Club member or British subject was harmed in the production this advertisement.*



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

\* Because the logo is copyrighted, and because this newsletter gets distributed outside our membership, and because the use of the logo is limited to Club members, the Customer Number will be distributed separately via secure e-mail to Club members.





**Glow with the Flow**—Researchers at NASA’s Langley Research Center in Hampton, Va., use all sorts of tools and techniques to learn more during the development of aircraft and spacecraft designs. In this photo, engineers led by researcher Greg Gatlin have sprayed fluorescent oil on a 5.8 percent scale model of a futuristic hybrid

wing body during tests in the 14 by 22-Foot Subsonic Wind Tunnel. The oil helps researchers “see” the flow patterns when air passes over and around the model. Those patterns are important in determining crucial aircraft characteristics such as lift and drag. Image Credit: NASA Langley/Preston Martin

**Bob teaches Veronika Basic Fighter Maneuvers**—a classic moment in time thanks to Martin Gomez.




**Chris Zaboji giving our house guest from Hungary, Daniel Vertessy** a third year pharmacology student at a university in Budapest, a preflight on his first glider ride. The ride coincided with a demo at the FRR air show and it was Daniel’s last event of his trip since he was departing for Hungary that afternoon. It was a thrill for him and we need to thank Reggie and the DO to make it all possible. —Steven B. Zaboji





We all know “Lennies”...well here’s their daddy “Big Leonard the Elder”:

*Aerial view of Strath Taieri*, near Middlemarch, (New Zealand) showing the cloud formation known as the Taieri Pet, taken May 1951 by Whites Aviation. credit Whites Aviation Collection, Alexander Turnbull Library <http://mp.natlib.govt.nz/detail/?id=82371&l=en> 



### *My flying lesson plan.*

Thinking about gliding Sunday.  
Eyes front. The tow plane roars. The glider roles.  
Stick back. Just a touch. The bird wants to fly anyway.  
She lifts off and follows the tow plane skyward with a little finesse from me.  
Pull the cord at 3,000 AGL to release the tow line.  
Bank right 90 degrees as the plane banks left to ensure safe separation.  
Then it’s just me, seeking and sailing the thermals.  
There’s the occasional coaching coming from the back of my head.  
I’m not alone after all, dancing in the sky until it’s time to land.  
*Sigh.*  
The hardest part is coming down.  
It’s not the most difficult part.  
Just the hardest part, because my time is up and it’s someone else’s turn.

—Michael Bishton 

*Photo: Martin Gomez*



Recycled  
Information  
Worth  
Repeating

## SAY AGAIN



Photo: Dick Otis

**September 6**—The main event for today was Trevor Roskind's check ride with Marvin Holland... We got the ASK-21 out and on the line for Trevor and soon Marvin arrived and they disappeared inside for Trevor to be grilled... Marvin was finally satisfied with Trevor's answers and started the flying portion commenced. After a 17 minute flight Trevor came in for a landing and executed one of the sweetest slips ever seen... I am told there was whooping and hollering and applause at the terminal building—**Dan Ernst, DO.**

**Leonardo da Vinci's Codex on the Flight of Birds**—Open through October 22, 2013 —In the Codex on the Flight of Birds Leonardo outlined a number of observations and beginning concepts that would find a place in the development of a successful airplane in the early twentieth century. Hundreds of years before any real progress toward a practical flying machine was achieved, Leonardo expressed the seeds of the ideas that would lead to humans spreading their wings. This extraordinary document, exhibited outside of Italy only a few times, will be displayed in The Wright Broth-



### **Skyline Soaring Club, Inc.**

is a private, 501(c)7 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)

**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

ers & The Invention of the Aerial Age gallery. The Codex exhibit will be a once-in-a-lifetime opportunity to appreciate the genius of da Vinci in the same space as the Wright Flyer, which made the airplane a reality four centuries after the Leonardo produced the Codex on the Flight of Birds. <http://airandspace.si.edu/exhibitions/codex/>

**Saturday, October 5th** is the next date for the Members Orientation meeting. Bob Sallada and I will be your hosts. Let us know if you are interested. We will meet at the FBO at 0830 and finish up by 0930, just in time for first launch. The meeting is open to everyone. If you just need a quick refresher, some questions answered, or new member orientation please feel free to join us.—**Steve Rockwood, Membership Officer**

**In coordination with the management of Burner Field**, on October 20 Skyline Soaring Education Foundation will grill hamburgers and hotdogs, along with providing the fix'ins, for pilots and co-pilots and such other miscellaneous crew as may attend. If you have a favorite picnic dish you would like to share with the group bring it. Please let the management of Burner Field know what you intend bringing.

Be warned, there will be a container for free will donations to SSEF. Identifiable donations will receive a thank you letter.

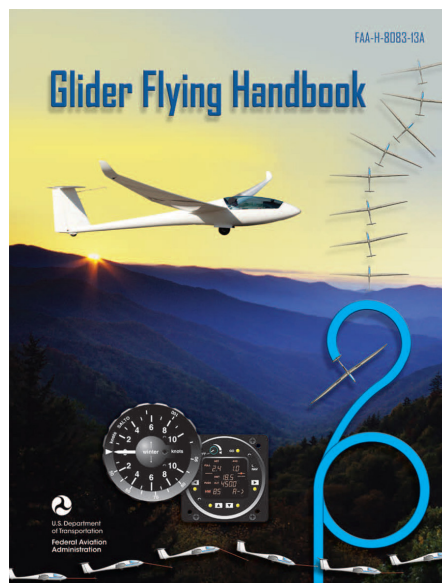
It should be a day of good flying, good eats and, good fellowship.—**Spencer Annear, Chairman, Skyline Soaring Education Foundation**

**Please know that at the Burner Field day** I plan to supplement the Hot Dogs and Hamburgers with a Hungarian Pork Sausage / Sauerkraut dish sided by mashed potatoes. First come, first served, and when its gone, its gone.—**Steve Zaboji**

**The first excellent meal** I have had in Front Royal—**Steve Wallace.** **I'll second your thought and add:** upstairs from Element is Apartment 2G restaurant. Reservations are necessary and they have a varying fixed price menu you may preselect.—**Dick Garrity**

<http://jsgourmet.com/element/>

**The FAA's new Glider Flying Handbook is now available—**



The updated 2013 edition of the Glider Flying Handbook is now available. Highlights include updated graphics, a new section on human factors, and a separate section on towing operations safety.

Get yours now: [http://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aircraft/glider\\_handbook/](http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/glider_handbook/)

—**Charles Bennett Norman**