



Masthead photo by Dick Otis

From the President

John Noss

More Congratulations – We started off the month of August with more good news, congratulations to Robert Gray on a successful private pilot checkride with Marv Holland. With a good long first flight, Marv apparently saw enough that the checkride was over after a practice rope break on the second flight. With the two other checkrides just two weeks before (Chris Zaboji and Keith Hilton), that makes three new private pilots, and two more queued up. We're happy to see all the training pay off!

Pace of Operations – We finally got a bit of a break from the weather, and with the Grob back in commission, we have had a good month of August, slightly ahead of the recent 3-year average. As of 26 August, we're sitting at 1040 flights so far in 2013, roughly equal to where we were at this time in 2011. Those of you who were at the field on Saturday 24 August saw a booming operation, at 33 flights the biggest weekend day ever from KFRR. Even with a late start due to low clouds, it just all came together with lots of people that wanted to fly, all club aircraft operating, plenty of towpilots and instructors, and a highly qualified and motivated duty crew. There were 10 flights by private gliders alone! Please remember, though, that when things get really busy, it takes extra and deliberate effort to step back occasionally, and ask if everything is being done as safely as possible. Everybody has a part in keeping our operations safe.

Communications – Phil Jordan does an outstanding job of

putting this newsletter together, I was surprised to find that not everybody reads it. We depend on all members to read this, we use it as a way to get the word out on things that everybody needs to know! So please, consider it a required part of membership to read the newsletter. There is a lot of information that we would rather just get to you efficiently and in writing, without adding another paragraph to the Operations Manual every time we discover something that needs to be communicated. Last month, I made a plea for better radio discipline in the newsletter, and Martin Gomez followed up on that with some additional guidance via e-mail, with a subject line that starts out "Skyline Operational Guidance, Required Read: " – we will try to use something like that to get your



attention by e-mail in the future. We will also try harder to keep non-club-business subjects off of the general membership e-mail traffic, and need your help and discipline in that area as well. Elsewhere in this edition of the newsletter, you will see some information on the new FRS radios for use by the

ground crew, something we hope will help keep nuisance traffic off of CTAF frequency 123.0, an area where we absolutely have to do a better job. Additionally, Jim Kellett has offered to contribute regular newsletter articles covering specific topics that everybody should know, even if they are already spelled out in other club documents. There are a lot of moving parts to a club operation of the size we attempt, and doing it at a mixed-use airport makes it as challenging as it can be. We ask a lot from members to keep up with all the guidance, I know it can be frustrating. But please, be serious about knowing our rules and procedures, and read the guidance that comes out, whatever form it is in.

Fly Safe, Fly Often, Have Fun.... ✈️

Radio Discipline

Martin Gomez

In recent weeks, it's become apparent that we need to tighten up our use of the VHF air-to-air frequency assigned at Front Royal. 123.0 MHz is the CTAF (Common Traffic Advisory Frequency) used not only at KFRR, but also at several nearby airports. "Nearby" in aviation is a fuzzy term: the higher you are, the farther radio signals travel. Since VHF signals propagate only in a straight line, and higher altitudes have a more distant horizon, you can affect a pretty big swath of real estate if you transmit from 6,000'. Even from 2,500' the LOS is about 50 nm!

The Skyline Board of Directors has therefore drafted the following radio guidelines:

123.0 is only to be used as a traffic advisory frequency near KFRR. It is not for Club logistics, or for glider air-to-air use (unless it involves traffic pattern communication between gliders.)

Glider pilots that are not in the KFRR traffic pattern should switch to 123.3. Without making a hard-and-fast rule, consider switching to 123.3 when you're off tow, and switching back to 123.0 when you are returning.

Air-to-air communications between gliders for purposes of finding lift, collision avoidance in a gaggle, or "Has anyone seen the Sprite recently?" should be on 123.3

Note that if you're just on a local sled ride, as many of our training flights are, it's OK to stay on 123.0—but please limit your transmissions to air traffic-related calls. On a related note, if your front-seater is not someone you trust to operate the radio, it's best to not change frequencies.

The ground crew is reminded that the best radio available to them is the one in the tow car. It has a powerful transmitter and a good antenna with a solid ground plane. If they really need to contact a glider or towplane while it's airborne, that's the most likely to succeed.

If you're requesting a tow vehicle, or asking someone to bring something from the hangar, etc. use the new Family Radio Service (FRS) radios. The club spent a few hundred of your dollars to relieve the load on 123.0, so please use them.

The intent is to have one FRS radio with the DO, one with the ADO, one with the tow car, one with the ATV, and one at the hangar.

We will brief a version of the above at every morning briefing. This is mostly about being good neighbors...as any ham radio operator will tell you, the radio spectrum is a shared resource, to be used sparingly, and then only for its intended purpose.

Thank you for reading, and fly safely and often! ✈️

New FRS Radios for Skyline Ground Crew

John Noss

As part of our recent push to emphasize radio discipline, and keep club non-traffic-related discussions off of CTAF frequency 123.0, the board recently approved the purchase of six FRS radios for use by the ground crew. These are already in use, the picture below shows the six radios in their three double chargers on the battery table in the hangar, with one of the simplified instruction cards.

Please use these for all ground crew club communications on



Photo: John Noss

the airfield. One should be the DO and one with the ADO regardless of where they are, one should be in the tow car and one with the ATV (in black pouch on the handlebars, zipped partially closed so only the antenna sticks out). One may be assigned by the DO as he sees fit, and other should remain (turned on) in the charger for use by anybody in the hangar, including pilots who wish to call for a ground tow to the ramp. There is a black canvas bag to be used for carrying 5 radios to the ramp, inside the bag there are also additional instruction cards and a plastic bag with copies of the detailed operating manual, and the voice-activated headsets (though not needed).

Each morning, the DO just needs to make sure all the units are accounted for, turn them on, confirm all are set and locked to channel 11 and sub-channel 11 and the volume turned all the way up. At the end of the day, make sure they are all accounted for, turn them off, and ensure they are all in the chargers and charging (red lights on). ✈️

Photo: Martin Gomez



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

Jim Kellett

This is the first of what will probably be a monthly series covering some really basic topics that every Club member should know, and which all Duty Officers are required to know. Today's Topic:

“What Do I Do When Disaster Strikes?

OK, let's get started. (1) *The tow car bursts into flames on the ramp or in the hangar.* WHERE'S A FIRE EXTINGUISHER WHEN YOU NEED ONE? So, do you know where to find one quickly? Here's a test. Look at these pictures of just a few for them...and identify where they are located (answers are on the next page).



Where is Number 1?



Where is Number 2?

Photos: Jim Kellett

Where is Number 3?



Where is Number 4?



Where is Number 5?



2. OK, next question. A wing-runner slips and falls while running a wing. His elbow and knee are bleeding profusely. What do you do?

3. Now, the last scenario . . .one which we hope never happens, but . . . One of our towplanes suffers a catastrophic engine failure (blows a cylinder off) just as it is breaking ground on takeoff. It overruns the runway, ground loops, and bursts into flames. People are screaming. The EMT ambulance rolls onto the field. The local and State police arrive. Then a television crew from Washington, DC shows up. What do you, as the Duty Officer (and “safety officer du jour”) do NOW?

Yeah, no one likes to think about these events, but remember we’re on a public airport engaged in a somewhat dangerous sport, and we have a responsibility to be informed and capable when bad things happen.

Here’s the answers: 1. Images 1 and 5 show fire extinguishers on two different outside corners of our hangars. In fact, there’s a fire extinguisher on all four of the corners! Plus two more on the outside corners of the “barn pole” hangars to the north of us.

Image 2 is of a unit inside the Pawnee hangar Image 3 is of a unit just inside the ‘people door’ which our lock box opens. (Appropriate, don’t you think, that it’s sitting next to some gas cans?)

Image 4 is just inside the hangar door where our Cirrus is stored.

2. Moving right along, do you know what THIS is, and where it can be found??



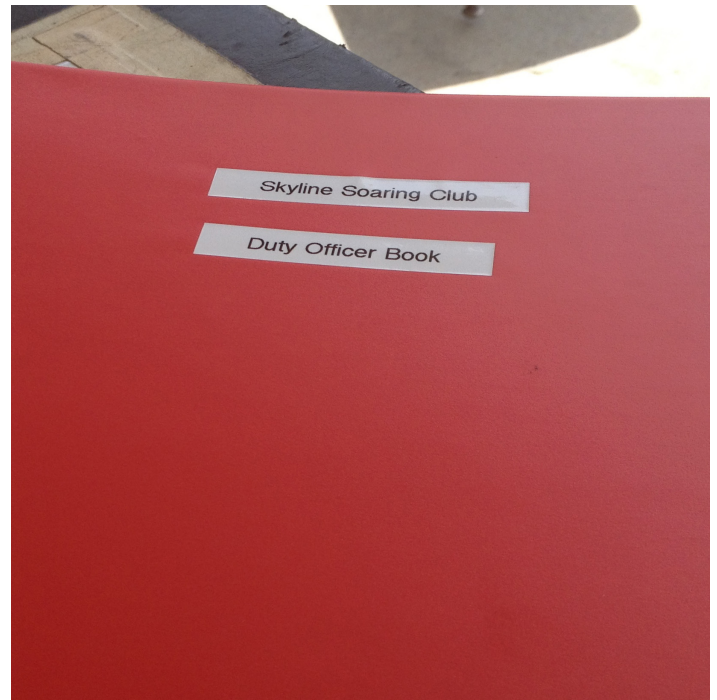
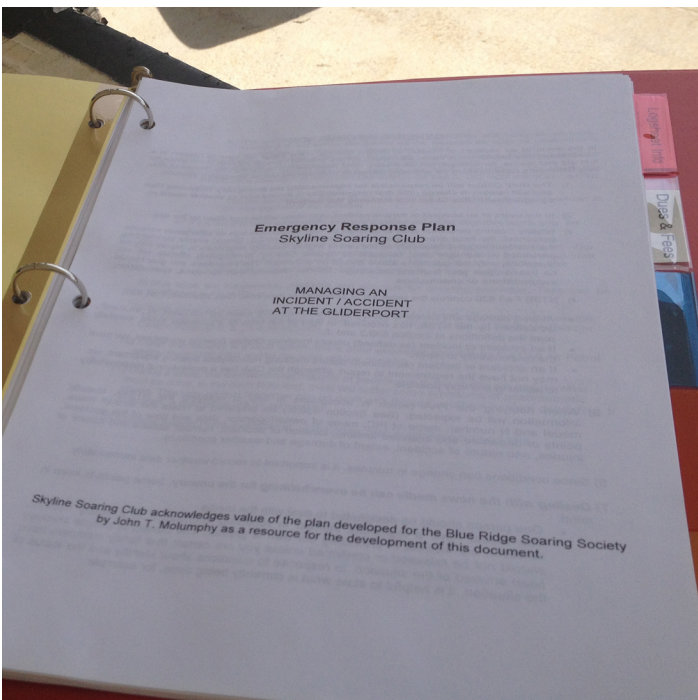
Yep, it’s a fully stocked first aid kit, and it lives in the trailer we keep at the DO station! Note: when you USE something out of this kit, REPLACE IT IMMEDIATELY!!

3. Finally, for the worst case scenario, where confusion, concern, and even disputes as to “who’s in charge”—which can make an already bad situation worse. That’s why the Club has a carefully crafted “Emergency Response Plan” which spells out in detail how to deal with the emergency, other SSC staff, the FBO, the police, the emergency responders, and—not to be ignored at your peril—‘news’ personnel.

The plan can be found in the Duty Officer’s Guide (see images) in the trailer. Better yet, here’s a link to the Plan on our website:

<http://members.skylinesoaring.org/docs/Emergency%20Response%20Plan.pdf>. (Members only link—paste in your browser)

Download it for yourself, and read it now before you have to! 





Photos: Michael Bishton

The Other Pacific Soaring Pilgrimage

Michael Bishton

My wife and I drove along Dillingham Airfield's 9,007ft length on Sunday afternoon July 21. The airport is along a beautiful stretch of Oahu's North Shore on one side, and a sheer ragged-edged cliff on the other. The view aloft from aircraft using the field must be even better. There was everything water/wind-related going on that you could imagine.

The runway is sooo long, it's almost like two airfields, with skydiving at one end, and gliding at the other. Both ends were very active. In fact, "A 5000 X 75 FT RWY FOR LGT POWERED ACFT HAS BEEN PAINTED IN THE CENTER OF EXISTING 9007 X 75 FT PAVED AREA FOR CIVIL USE STARTING APPROX 2000 FT FM EACH RWY END." (from skyvector airfield remarks section). We watched two

glider tows. The first was towed out over the ocean, where it proceeded to do a cuban eight, barrel roll, and inside loop. The second was towed just up over the ridge line, where it rode the 12kt ridge updraft out of sight and around the point. There were about five gliders and one paraglider up at the same time. You can see the red, white, and blue parafoil in one of the pics. Here is some info about glider costs.

Ride costs: <http://www.honolulusoaring.com/price.html>

Rent costs: <http://www.honolulusoaring.com/pdf/>

Price2k9-%20i%20-Aug-147.pdf *

Then we went up to the other end and watched one bunch of skydivers ride up and plummet down from "20,000ft guaranteed!" (says their banner); about 1/2 of it free-fall. I took a pic of the turbo-prop that carried the skydivers, a pic of some of them landing, and a pic of others, waiting for their turn. They were almost all Japanese. About 1/2 of them were buddy-diving. The turboprop





came down so fast it landed before the last 1/2 of the jumpers and started loading for the next jump!

Lots of people were flying all kinds of ways at Dillingham. Vicki pointed out a dive buoy float not far from the shore line. I wondered how the scuba divers would ever surface safely. There were many windsurfers and kite boarders flying along the coast. Some of the windsurfers would hit a wave and use it to launch an airborne 180 flip to land going the other direction. Other kite borders lifted themselves 30+ feet into the air to do somersaults and other aerobatic maneuvers. All of them threading themselves around the occasional surfer sitting out there or riding one in. It was crazy synchronicity of motion.

I'll have to add a few days on the North shore to our next trip to Honolulu. I mention all of this to my friends at Skyline because you might wish to consider a visit to Dillingham Airfield and it's environs as well.

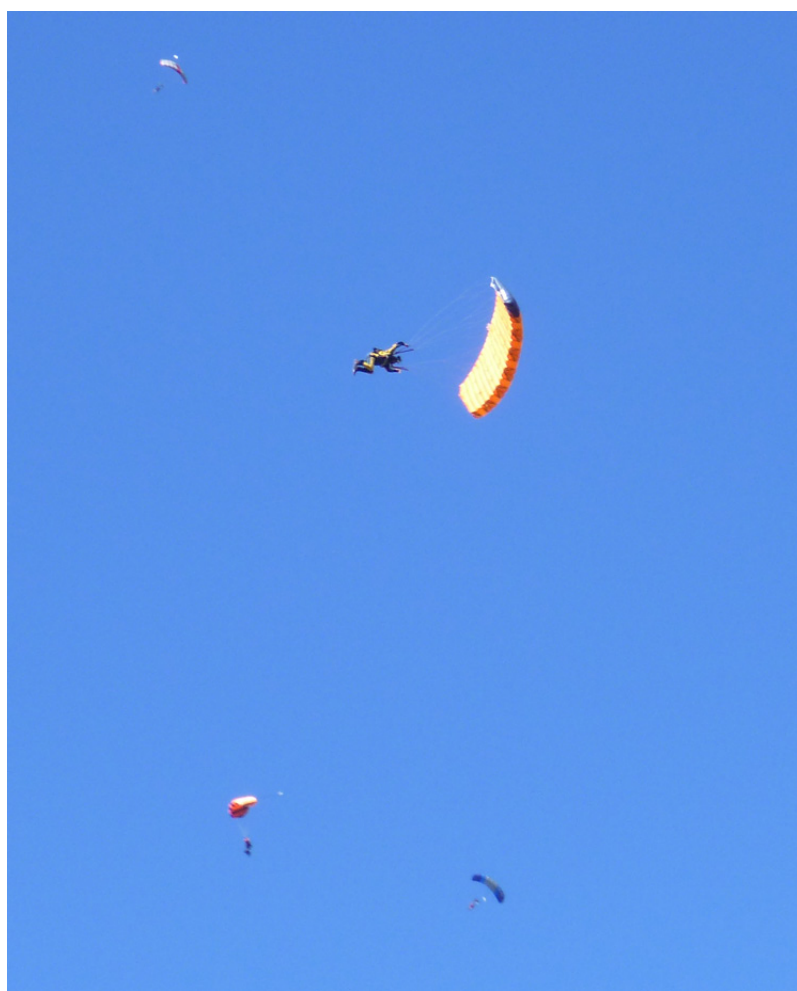
Background: http://en.wikipedia.org/wiki/Dillingham_Airfield

Airport Info: <http://skyvector.com/airport/HDH/Dillingham-Airfield-Airport>

Omarama: <http://www.glideomarama.com/>

While Omarama, NZ probably remains the number one Pacific soaring mecca, many SSC members have experienced the unique flying at Dillingham. Here's another satisfied customer.

**For some reason known only to electronic Gods and perhaps Piet Barber, some links will work only by pasting in your browser. Your editor is a country boy; we don't cotton to this stuff—ed.*



Flying Sugarbush

George Hazelrigg

During the first week of August, I drove to Maine to spend a few vacation days in Weld. Weld is quite remote in the western Maine woods. On the way, I drove through Vermont with a stop at Sugarbush. Bela Gogos always raved about the soaring at Sugarbush, so I thought it would be good to take the opportunity to fly there. The airport is in a somewhat remote location, with access via dirt road. So, if you plan to tow a glider there, be prepared. I called in advance and made a reservation to fly their K-21. It's a fine ship, but not as well equipped as ours—no audio vario, no transponder. The runway is paved, but takeoffs are from the grass, which undulates a bit at a frequency that is perfectly tuned to the porpoising frequency of the K as you approach takeoff speed. That makes the takeoff somewhat interesting. The day didn't look promising, but turned out to be quite a bit better than forecast, with thermals and wave, though I only achieved zero sink in the wave at about 5K MSL. Nonetheless, I did about 45 minutes and gained some familiarity with the area. With mountains all around, there is plenty of opportunity to do both wave and ridge when the winds are blowing appropriately.

The paved runway is 2575 by 30 feet, 04/22, with a significant up-slope at the threshold of 22. The picture shows the airport as the open area near, but not at, the right edge and slightly below the middle. You can almost see a row of hangars to the left of

the runway. It's a pretty place to fly with interesting conditions and, of course, nice people. Also, there is a good restaurant on the field—good thing, there's not much else around. Remember that it's a commercial operation, so bring your wallet. The price is about three times what we pay. Still, I rate it as a good experience and recommend that you stop by if you can. We always learn from flights at new locations.

As an aside, I thought I would add an interesting input from Weld. I met a man there who had two Stanley Steamers, vintage 1910 and 1914. They seemed in better condition than the day they came off the assembly line. So I thought I would share a picture. These are steam engine driven cars. If you can drive this, you can climb into your local Pennsy K4 railroad locomotive and drive off. The controls are the same. The car in the picture is worth about \$250,000, is 30 hp, and will cruise at about 70 mph. It uses one gallon of water per mile.



Photos: George Hazelrigg



Flight of the Day

Dave Collier

Friday, August 16th, 2013—We got a late start and arrived at the field around noon. We assembled and started to make our way down to 28 when John Noss (in 866) informed us they were about to switch ends. So we headed for 10 and logistically ended up next on the rope.

At 1:07 as we were climbing off 10, I noticed that my yaw string was pinned under the canopy—again. I thought briefly about returning to fix it but that would mean the back of the line and probably an hour or two wait to get a re-light. I decided against aborting and stayed on tow up to 2500' MSL and released SW of the field in 5 knots lift to cloud base (5500' MSL).

My objective for the day was to just stay up since all of my flights this summer have been sub-par. I visited most of the local cus and headed North out past Rt.66 to a cloud I thought looked good only to find 5 to 7 knots of sink. I had lost a significant amount of altitude en route and searching for lift and found myself too low (about 1800 MSL) to make it back to the field. I headed out into the sun to look for lift and in the direction of some good looking fields to land in. Once out there the vario came up to -1, then 0, and I circled in zero sink until the thermal got going. Twenty minutes later I had climbed out and was back to cloud base.

Back towards the field I noticed a high overcast developing, but to the north was clear blue skies dotted with clouds. I headed north towards Winchester west of 81 and then out N 522 over Lake Holiday towards Berkley Springs, WV. I stayed on that course until the fields along the road thinned down to just the road only.



Above: view heading North.

Left: Rt.522 out of Winchester

Below: view west of 522.






Left: Omps Field aerial. Above: Omps Field and Dave's legendary father, Bob.

It was getting late (about 5:00) so I looked around for places to land but decided to head back toward Winchester hoping to re-establish radio contact with Dad. He was parked at the Shawnee Springs Farm market where we last agreed would be a good spot to wait. He told me of a grass strip that Larry Omps owns in the area and gave me road directions which I followed until I spotted it. I spent the next 45 minutes or so just trying to maximize

my time aloft enjoying a stress free feeling that I had a nice place to land (6:07). Ten minutes after landing a guy showed up and started mowing the runway—great timing.

That was my fun day in the air on Friday, August 16th. It wasn't fast or any great distance covered, but it was quality time in a 1-26. Thanks to Steve Rockwood for organizing the day (I was sorry to hear that he didn't fly), John Noss for towing me to yet another good start, and my father Bob Collier for enabling me to enjoy the cross country aspect of soaring. Who knows, maybe someday I'll make it back to the field. 

Moriarty 1-26 Championships Update

Bill Vickland

Dan Ernst got two flights at Moriarty. Weather was not too kind to new pilots. He and Marie had fun being here and sharing the camaraderie of the 1-26 Association pilots.


1-26 Championships are going pretty well except for a few

problems in scoring. Our scorer is new to the game but learning fast. Today (August 27th) we had our third successful day which means we have a contest, but we don't know yet, who is in what position because the scoring is not too accurate. I think it will all be fixed tomorrow.

If anyone is interested, they can follow the contest flights on the following web site.

<http://glideport.aero/map?p=GlidePort:439>





*I depart as air, I shake my white locks
at the runaway sun, —Walt Whitman*

Goodbye, Charlie

Flying Circus, August 3, 2013

photo by Evan Dosik

2013 Virginia Air Show

Steve Rockwood, Airshow Coordinator

It's that exciting time of year when Warren County and the Front Royal Airport put on an air show. The show will be held Saturday, September 14th. Go to the following link <http://www.virginiaairshow.com/> to read all about it. They have enjoyed our participation in the past years so much that they have asked us back again. Typically, we display the ASK-21, Grob 103, Cirrus, Pawnee, Husky and one or two private ships. There will be glider demonstrations throughout the day. Not to mention the Flying Circus, vintage aircraft fly ins, a strongman, hot air balloons, lots

and lots of food, and loads of fun. We need SSC members to help directed aircraft traffic, display our equipment, talk to show goers about the beauty of soaring, etc. It's a very fun and rewarding day.

If you would like to participate send me a notification as soon as possible. I will take any and all members that want to participate. Usually we have about a quarter of the members volunteering. Everyone that has an SSC shirt should plan to wear it. Admission to the show is free to volunteers whose cars may be parked inside the hanger to keep them out of the way for the show.

Let's have another great SSC showing at the air show, it is extremely important to support Reggie and the County in order to solidify the club as active and important members of the Front Royal community.



Photo: Johnny Jordan

WSPA's 2013 Scholarship Winners

Mary Rust, WSPA Treasurer

The Women Soaring Pilots Association has nine (9) scholarships that it gives out. This year's WSPA Scholarship Winners wish to tell all of the WSPA members and Donors what it has meant to them to receive a WSPA Scholarship.

1. WSPA Flying Montague Scholarship - Li Yang

"With the scholarship I was able to finish my glider rating within 6 days! It means the freedom to soar and explore. It is important because I gained the confidence I needed at this piloting stage."

2. WSPA Briegleb Scholarship - Phyllis Ko

"The support from the seminar scholarship allowed me to gain valuable training experience. I am grateful to be part of the WSPA community and am looking forward to next year's seminar in Toronto."

3. WSPA Donor, Kathy Taylor - Beth Stavelly

4. WSPA Maria Faber Scholarship - Maja Djurisc

5. WSPA Sky Ghost Scholarship - Eleanor "Ellie" Renshaw

"This scholarship means that I can continue exploring the spectacular world of soaring that has opened up to me."

6. WSPA Mid Kolstad Scholarship - Pamela Grandin

"This wonderful scholarship means that I'll FINALLY get to finish my certification and share this sport with my loving husband! Thank you WSPA!"

7. WSPA SoaringNV Scholarship - Kathleen Mroccka

"I am confident that with the help of this scholarship my goal to become a glider pilot will now be realized. I hope to one day share my love of soaring with all my friends, family and students."

8. WSPA Women In Aviation - Heather Jordan

9. WSPA Eileen Collins Aviation and Space Camp

The National Soaring Museum takes our funding and applies it to one deserving young woman each year.

Over the past two years, we have also set up a special one-time scholarship fund for our member and international competition pilot, Sarah Kelly Arnold, which is called:

10. WSPA Sarah Fund - Sarah Kelly Arnold

Sky Ghost Scholarship recipient Ellie Renshaw

Photo courtesy of Frauke Elber



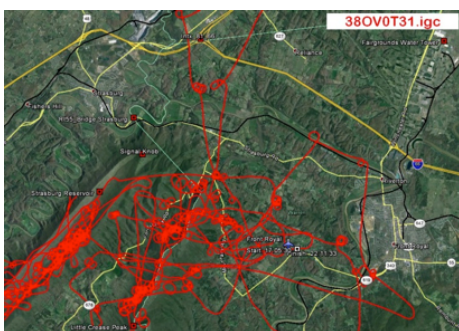
This photo was taken on Monday, Aug. 19th, from 36,000ft. while en route from Dulles to Seattle. This fire, located north of Idaho Falls, took the prize, topping out close to our altitude. We saw at least a dozen other fires, but none of this magnitude.
—Chuck Stover



Shortly after Chris Zaboji received his Private Glider license

last month he headed west to attend one of the Boy Scout's premier events at Philmont, New Mexico. Since he was out west already he elected to visit his uncle (George Zaboji- retired TWA Captain) in Denver. They headed out to a commercial glider operation in Boulder where Chris got checked out in a Grob (see picture of Chris and his instructor and a line facilitator). BTW his instructor commented that Chris obviously had some good training. In any event his uncle became Chris's second passenger and all went very smoothly as he did a number of flights around the Rocky mountains. One flight included giving a young 13 year old aviation enthusiast a ride. Most likely a very memorable mentoring moment for both youths. —*Steve Zaboji*

Photos courtesy of Steve Zaboji



Secret Decoder Ring—Ever wonder what those whacky flight recorder file names really mean? “38OV0T31.igc” means the flight was on 24 Aug 2013, from LXNav Nano flight recorder serial number

Here's another tough one for you—can anyone identify the skinny guy with Valerie circa 1985?



Photo: Charlie Lee

1047(OT3), and the first flight recorded that day. The compact naming convention comes from the IGC GNSS FR Technical Specification, Appendix A 2.5.1:

Short file name style: YMDCXXXF.IGC

Y = Year; value 0 to 9, cycling every 10 years

M = Month; value 1 to 9 then A for 10, B=11, C=12.

D = Day; value 1 to 9 then A=10, B=11, C=12, D=13, E=14, F=15, G=16, H=17, I=18, J=19, K=20, L=21, M=22, N=23, O=24, P=25, Q=26, R=27, S=28, T=29, U=30, V=31.

C = manufacturer's IGC code letter (see complete table, C=Cambridge, K=ClearNav, V=LXNav, X=Unapproved, etc)

XXX = unique FR Serial Number (S/N); 3 alphanumeric characters

F = Flight number of the day; 1 to 9 then, if needed, A=10 through to Z=35 —*John Noss*

Fellow Skyline Members—During our recent mandatory safety meeting a lot of good safety related information was shared. Many of our members contributed their valuable thoughts, observations and suggestions. In more ways than one, meetings of this nature, truly show the essence of our soaring club.

Ten years ago, a tragic low IFR approach accident at Leesburg resulted in three fatalities, including a non-pilot passenger who was the pilot's lawyer. The close proximity of the accident prompted me to search the Internet for details. What I found truly moved me and prompted me to write an article for AOPA's Pilot Magazine. The article is called "There Is No Hope In General Aviation Safety." While the article is aimed at the powered flight community, its premise holds true for many facets of our lives, including glider piloting.

Please follow the link below to my box.com account. You do not need to log in, just simply hit download. This article has been reprinted in several aircraft specific club publications along with other safety related publications. I truly appreciate AOPA's permission to republish the article.—*Steve Zaboji*

<https://balatonmarketing.app.box.com/s/74x62oirrf03kmmrmesr>



Photo: Chris Zaboji

Steve Zaboji, Skyline's newest tow pilot.

Jumping In With Both Feet

Keith Hilton

As you read in the last Skylines, I earned my rating just last month. After much cajoling from Piet, I also made my first flight in the Sprite. For those of you that have not had the "pleasure" of flying the Sprite, it was definitely a unique experience. It actually scared the you know what out of me! I figured if Piet was going to continue to give me a hard time about tying up the K or the Grob, my only option was to acquire my own sailplane.

I had been keeping an eye on, and dreaming, as I looked at the ads for used sailplanes on Wings and Wheels. An LS-3 recently popped up for sale at M-ASA that looked like a great deal. I began asking members of the club for advice about purchasing my first glider. Finally Shane gave me the dose of encouragement I needed to take the leap. I figured what the heck, I might as well jump in to this soaring thing with both feet. So I asked Mike Christensen to ride along with me to take a look at the glider. I also received a bunch of advice and what to look for from Shane (until his wife told him he had to get back to work). Thanks again Mike and Shane! Additionally, I studied the article on the club website about purchasing a used sailplane. Great advice from all sources!

Mike and I gave the ship a good once over as well as assembled it with the owner and looked through mounds of paperwork and the logbook. It is an LS-3 built in 1977 (that is the year I was a freshman in high school). It was flown an average of about 37 hours per year for the last 36 years. We decided it was a pretty good deal, so I made an offer. The next week, a friend of mine and I went up to pick it up and bring it back to KFRR. We found out it will go at least 80 mph about two feet off the ground when towed with a Dodge truck!

I had to promise the old owner that I would remove his "HH" contest ID from the ship. He was pretty attached to the ID since he has had it for over 25 years. I spent several hours scrubbing away to get the ID off the tail. I didn't realize until later that the ID is on the bottom of the wings too! I guess I have some more scrubbing

in my future.

Since purchasing the LS-3 I have received tremendous support from club members. I would like to give John Noss a huge thank you! He has researched and built my performance polar (there wasn't one in my POH), helped me with my cockpit cards, and sent me a flight test article on the LS-3. He also tasked me an assignment to build my own 20 question test (I thought this was supposed to be fun!). I would also like to thank Matthew and Mike Christensen for assisting me in assembling it for the first time.

Like the best days of a boat owner's life, I've been told the happiest days of an airplane owner's life are the day he buys it and the day he sells it. I disagree. I think the best day is going to be my maiden flight in it. I have a few things to take care of before I can fly it, but I can't wait!

Happy Soaring!!



Photo: Chris Zaboji

Romancing a River

Phil Jordan

Imagine a lot of you have shared this experience that I often had over a long soaring career at Warrenton, New Market and Front Royal. As far as you can see everything is blue, littered with puffy white clouds and the scenery is a spectacular green. Gradually the sky becomes all blue and everything in view becomes more green—the runway much closer to the distant horizon. You realize that if you don't leave this idyllic, pastoral wonderland now you're going to be in the river, in the trees or in the 6 o'clock News!

In many of those moments I thought "I wish this glider was a Yellow Cub and I could stay in this beautiful place until sundown".

In the mid-90s I took a BFR with Joe Parrish. We rented a Cherokee at Leesburg. With Joe handling the takeoffs and landings, I flew the Cherokee to New Market. After the BFR I flew the return to Leesburg down the Shenandoah to the Potomac through the

gap at Harpers Ferry. It was a late August, late afternoon and the rivers shined (in the words of Paul Simon) like a "National guitar". It was a magical experience the memory of which has sustained me through endless business meetings in sterile, frozen, concrete conference rooms—for many years. (That grinding noise you hear is the simultaneous rolling of eyes from all the pros in the Club.)

In commemoration of the 200th Anniversary of the Lewis & Clark expedition I designed 3 stamps and a booklet—a project that took 3 years and a staggering amount of research. One of the neatest spin-offs of this project was the discovery of Ron Lowery and Mary Walker's book "Chasing Lewis & Clark Across America".

Ron, who grew up in Northern Virginia, was/is living my dream. Now he's creating a new body of work and a new book—one which I think will appeal to all SSC members and especially to Dick Otis, Martin Gomez, Dennis Johnson and the many other very talented pilot/photographers in the Club. I hope you'll explore Ron's various links and enjoy his wonderful photos. Skyline is grateful to Ron for sharing these neat images. .

We just wrapped up our book "Tennessee River: Sparkling Gem of the South," The first ever photo book about the beautiful Tennessee River. After thirteen years in the making, I can't believe everything is done and ready to print!

I'm hopeful that after you see a preview of this book you will realize and appreciate the thirteen years of work Sue and I put into making this book happen. This is where we ask for your help and support through this Kickstarter pledge campaign: <http://www.kickstarter.com/projects/1294097730/tennessee-river-sparkling-gem-of-the-south>

We've set up a Kickstarter campaign to fund the printing.

What it really boils down to is pre-selling as many books as we can to help offset the greater cost of getting it printed in the United States. Most picture books like this are printed overseas, however we want to make it a 100% American product.

If you are not familiar with Kickstarter, it's a way of crowd funding creative projects. We offer rewards such as note cards and books in exchange for your pledges. However, it is an all or nothing proposition. If we don't make our goal, we don't get anything and nobody is charged anything. Part of the key is to having a network of "evangelists" that help spread the word to their e-mail lists and facebook to let people know and help get the message out. —*Sincerely Ron Lowery*

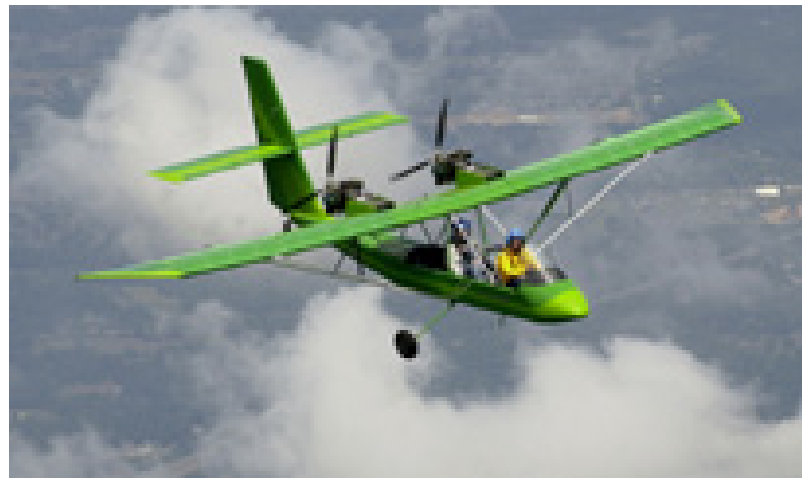
<http://www.ronlowery.com/>

<http://ronlowery.photoshelter.com/gallery/Lewis-Clark-Trail/Goooo2g.ZEB4onS8/>

<http://ronlowery.com/blog/>



Both photos: © Ron Lowery, used with permission



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Monthly Membership Orientation Meeting—Bob Sallada and I will be conducting the monthly membership orientation meeting on Saturday, September 7th. We will begin promptly at 8:30 and run to 9:30 in the terminal building. Anyone wanting to fly after the meeting is welcome to do so, just sign the priority roster. This is a great time for new members to see how the club operations or for legacy members to see what new things have been implemented. If you want to participate send me an e-mail confirming your plans.

See you at the orientation. —**Steve Rockwood, Membership Officer**

We've replenished the two refrigerators in the hangar again. —

At a member's request, we've added THREE new beverages to the inventory! One is diet green tea, one is calorie free sparkling flavored water drink ("Ice"), and one is a flavored vitamin water, also calorie free. Of course, there are adult beverages in the right fridge, and regular and diet Coke, Sprites, a sprinkling of other beverages, and a lot of low-calorie Gatorade in the left fridge.

I'll try to remember to post new prices on the door of the fridge, but for the record here's a reminder:

Adult Beverages - \$1.00 Gatorade, "Ice" - \$0.75

Everything Else - \$0.50 —**Jim Kellett, Resident Curmudgeon**

Relaxing Skyline member's dinner at Joe's Steakhouse after a near record setting 33 flight day on Saturday August 24, 2013.



Photo: Steve Zabojni



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



Paul Poberezny, who founded EAA in 1953 and served as the organization's leader for many years, died on August 22, EAA has announced. He was 91 and living in a retirement village in Oshkosh, Wis. The Poberezny family released a statement: "We deeply appreciate all the support shown to Paul and

Audrey over the past five months. As Paul often said, he considers himself a millionaire because through aviation he made a million friends. He leaves an unmatched legacy in aviation and can be best remembered by all the people who discovered aviation through his inspiration to create EAA. We also thank you for respecting our family's privacy during this time."

Poberezny served as a military pilot and test pilot for nearly 30 years, during both World War II and the Korean Conflict, retiring with the rank of lieutenant colonel. As a youngster, he built model airplanes and at age 16, taught himself to fly in a battered Waco glider he had restored himself. He logged more than 30,000 hours of flight time over more than 70 years of flying, and flew nearly 500 different types of aircraft, including more than 170 amateur-built airplanes. His memoir of his early years, titled *Poberezny ... The Story Begins*, was published in 1996.

<http://www.avweb.com/avwebflash/news/EAA-Founder-Paul-Poberezny-Dies-At-91220479-1.html?ET=avweb:e2614:408919a:&st=email>

Frank Banas and I completed Winch School at Eagle Field last weekend. They had 4 students scheduled but 2 dropped out, so we did everything in one day. I got to fly with Karl Striedieck and Frank with Leigh Smith. Both are very good at what they do. I was impressed with the experience and highly recommend it to any licensed glider pilot.

The next class is on September 7 & 8. The fee is \$350. 2 slots available at this time.

Contact Iris or Karl Striedieck at 814-237-7996 or e-mail karls@uplink.net —**Shane Neitzey, XZ**

Speaking of the Winch Class—last month's snake-bitten article contained an error brought to our attention by a sharp-eyed reader: the Winch Operator was Iris Striedieck—Fred Winter was the Rope Retrieve Driver.

The two silvered canopy covers for the K-21 are for use only on hot, sunny days when the glider is on the ramp long enough for the sun to get the cockpits really hot. When removed, they should be stuffed back in the white bag in the rear cockpit and stashed in the glider. They are not to be used on the glider when in the hangar - then the proper heavy-duty canopy cover (with the soft underside) should be put on the glider. —**Jim Kellett, Resident Curmudgeon**

We are looking for essays regarding benign spirals for an upcoming issue of Soaring. Essays about real-life experiences, pro and con opinions about where/when a benign spiral might—or might not—be advisable. Insights from instructors would be especially appropriate. Contact Soaring editor **Chuck Coyne: editor@ssa.org**