



Masthead photo: Dick Otis

From the President

John Noss

Seems like just last month we were complaining about the snow –oh wait, that was last month. Weather continues to surprise us, and we’ve lost a few days of flying, but overall we are about where we were last year in terms of total glider flights for this point on the calendar. We’re actually even slightly ahead of where we were last year for instructional flights.

We’re still on track for Family Day at Bill Burner’s place near Woodstock on Sunday 4 May. We will continue to monitor the weather, the NOAA forecast I just looked at said mostly sunny. The rain-day backup would be a two-week slip, hopefully that won’t be

necessary, but monitor the duty roster and your e-mail for an audible. Keith Hilton is the duty officer and project officer, contact him (or me) if you have any questions. Bill and Sharon are most generous and gracious hosts, their beautiful grass strip

is a great place to bring the family out and meet the extended club family that we don’t often get to see.

A few people have observed lately that we are flying the Husky more than we used to, and asked why. We discussed it a bit at the annual membership meeting, but the main reason is that we should be able to delay the Pawnee engine overhaul to this coming winter instead of the peak Fall season, if we just fly the Husky more. For the last few years, the Pawnee has been flying about 3 times more than the Husky. So far in 2014, the Husky is flying slightly more than the Pawnee, which is just perfect. So thanks to all towpilots for helping out with that, and keep it up. If every towpilot flies slightly more tows in the Husky than the Pawnee, we should be in good shape.

An appeal to help with aircraft maintenance issues—if you find something that needs work on a club glider or towplane, please make sure that it gets written down on the whiteboard in the hangar, reported to the DO, and e-mailed to the responsible meister. Also notify the next-day duty crew if it might impact operations. If you don’t report it, it won’t get worked on.

We’re finally seeing people at the airfield in shorts, warm weather is slowly becoming normal again. This is also pollen season. If you’ve been out working in the yard all day on a Saturday, and planned to come out and fly Sunday, but your head is all stopped up, please think twice before reaching into your medicine cabinet. A lot of prescription and over-the-counter allergy medications may seem harmless enough, but are not. In fact, if you look at the list of FAA-approved medications (on the AOPA site, for



Photo: Martin Gomez

example), something as common as Benadryl (diphenhydramine) calls for a 60-hour interval between taking the pill and flying. If you're not sure, look it up!

One last request, when we operate off of runway 10, the airfield managers usually unlock the gate so members can drive outside the field and park in the small lot on that end. When that happens, we are responsible for locking the gate when we are fin-

ished. If you are the last car out, lock the gate. If we don't do that, we could lose the convenience of driving down there and being able to park private vehicles.

May is my favorite month to fly—mild weather, long days, good combinations of soaring conditions, high cloud bases. Let's hope it's a good month, I look forward to seeing everybody at the field....

Fly Safe, Fly Often, Have Fun 



Photo: Phil Jordan

Spring Family Day at Bill Burner's Field

Bill and Sharon Burner

Just a heads up to the membership at large about the next fly-in at Woodstock, 4 May, with 18 May as the rain date:

This has become a club tradition. The club flies all the gliders about 15 miles west to our grass strip at Woodstock, Virginia, and operates off of grass all day. (Grass is a much more forgiving surface than asphalt, if you have not experience it. It can make your landings look a lot better.)

What has made this event more special than the venue is that it has turned into a family day. A lot of members bring their family including kids. Pack a lunch, enjoy the country side, see first hand what the aviator in the family is doing on those weekend days away from home, meet other families, etc. Soft drinks and chips will be provided, but plan on bringing your own lunch. There is a bathroom and electricity at the hangar on the field. Two miles away there are plenty of fast food restaurants.

For those who won't be flying in, the field is less than two miles off the Woodstock exit (exit # 283) of I-81. If you are coming from the Washington, DC area that exit is 30 miles further than the Linden exit of I-66. (13 miles further west, to I-81, and then 17 miles south on I-81.) It works out to about 15 minutes longer in driving time. (see map on page 3.)


We hope that as many as possible can come. 



Photo: Phil Jordan

Photo: Dick Otis



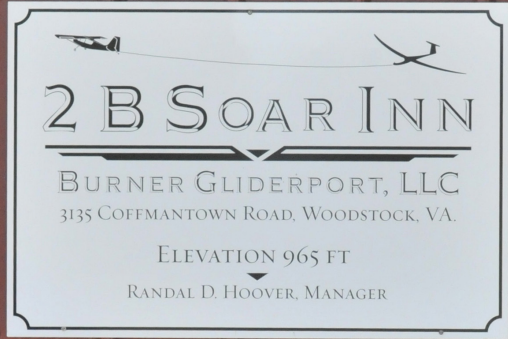


Photo: George Hazelrigg



SSC's always gracious and generous hosts: Bill, daughter Guin Burner, Kutella and Sharon Burner

Family Day Burner Field Directions

Turn off I-81 South at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South (Senedo Road). Go 1 1/2 miles on Rte 42 to Coffmantown Road. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Turn Right onto Coffmantown Road, 0.3 miles to the airport gate on right (a gravel driveway that goes up a hill). The airport is not visible from Coffmantown Road, but will be marked by flags, a banner, and/or ballons. Do not attempt to navigate to the airport by entering the street address in a GPS device - the street address is not in the GPS data base and the driving directions it generates are only approximate. Follow the above verbal directions - Bill has been using them for three years and they have worked every time."



Parking

Cars: Continue down the driveway past the hanger and park in the open area to the north of the hanger

Glider Trailers: Trailer parking and a glider assembly area will be located adjacent to the driveway before reaching the hanger. It is best described as the area where the road twists to the left. The area will be marked by cones

Glidern: The area in front of the hanger and to the north of the hanger is where gliders will be staged

Ridge Flying and Landout Adventure

Piet Barber

April 26: The winds were forecast to be 18 knots out of the west—a perfectly westerly heading of 270. The winds were forecast to increase with altitude, becoming more northwesterly with increasing altitude. The low altitude winds weren't forecast to be ideal. Normally, I like to see the winds at 300 to 315, but a due-west wind of 270 has provided good ridge soaring days in the past. Conditions seemed to be "good enough", but not ideal for ridge soaring.

The winds were considerably strong, but the thermals were projected to be quite strong too. I expected the thermals to be able to maintain their shape and consistently climb to altitude, but there is certainly a risk of the winds shredding the bubbles of rising air, making the thermals more like turbulence, and less like usable lift.

John Noss set out for an early launch, and came back within 20 minutes—having discovered that there was no lift on the ridge. He reported winds at a less-than-ideal heading of 250. Generally, the Massanutten mountain range doesn't work when the winds are anything more southerly than 270 degrees.

A few minutes later, I decided to give it a shot. With my GoPro Hero 3 mounted to the right wingtip, I configured the camera to take a high resolution photo every 5 seconds. Immediately off tow, I found a very strong thermal to take me up to 800 feet above my release altitude. With the knowledge that the thermals are strong, and my flight computer telling me that the winds were now a much more favorable 293 degrees at 23 knots, I headed west toward the mountains to do some ridge soaring.

I have done ridge soaring many times on this mountain range while the winds were not very favorable for the conditions. I've flown with weaker winds from 270, and been able to eek out a good ridge day. Today should be no different! Or so I thought.

I descended along the ridge, with no appreciable lift along the way. There was some lift along the way, but the overall trend was downward, not level; as I was expecting.

As I descended ever lower, I started trying to grab any piece of lift that I could get my hands on. Unfortunately, the turbulence was gusty enough that I couldn't slow down sufficiently to properly exploit what weak lift I could find. I had to maintain a comfortable speed (70 knots or so) to maintain controllability in the face of the biting gusts that were rocking me around. Theoretically, I could have slowed down the glider to a more efficient 50 knots and make better use of the weak lift. I didn't think it was worth the risk.

At this point, I'm crossing back and forth on the ridge looking for a thermal to be kicked off the ridge, and also eyeing some of the landing fields below.

I passed the hang glider launching point in Woodstock VA. three times, doing a turn-around at that point on the ridge. People in the watch tower were clearly looking at me. I'm sure they noticed that each time I passed the watch tower, I was lower than the last time I passed by. On the final pass, I gave up, and headed to the field that I had been looking at on the last northerly trip.

I pulled the spoilers and did an abbreviated pattern (just a base and final leg) onto the longest, flattest, straightest field I could find. I was on the ground two minutes after I decided that this flight was going to end in that field "over there."



The Woodstock hang-glider launch area. The road up to the top of the mountain has several switch-backs. The place where the hang-gliders launch can be seen just to the right of the last switch-back near the top of the mountain.



Taking the last turn onto my final approach, landing in the bright green field seen on the right of the photo. Altitude is about 300 feet above the ground.



The longest, flattest field I could find looks pretty darn good from 100 feet on final approach—to the smoothest golf-course-like grass that I've ever landed on.

I did an uneventful touchdown and landing, with a pretty short roll-out. I breathed a huge sigh of relief that it all turned out OK, and promptly started calling people back at the airport with my cell phone. I informed the glider operations officer that I needed a crew to come and get me and my glider out of this field.

Photos: Piet Barber



Safely landed and parked in the field. The mountains I just came from can be seen in the distance.

I secured the glider, made some phone calls, posted my land-out picture to Facebook, and found a crew. I walked along the gravel road just next to the glider, looking to find a way off of this property. A quick review of the map on my Google Maps application showed that it was a state park that I landed on, so I didn't have to worry about private land owners ventilating me with their shotguns.

Instead, as I exited the state property, I noticed that there were several derelict buildings, which appear to have been unoccupied and unmaintained for the last 20 years. There was a collapsed barn, collapsed house, and a collapsed structure that is hardly recognizable. Next to the house was a horse pen—gated, locked. There was a gate to the property, locked with three padlocks, set up in series. Any one padlock could release the chain and open the gate. If it wasn't so green, this kind of looked like a ghost town from the old west.

I walked over a small bridge crossing the Shenandoah River, to the outskirts of Woodstock, VA, and made acquaintance with a local who was working on his yard. After a discussion about my emergency landing and the nature of the locked gate, they suggested that the Sheriff's office would probably have a key to the gate. I made the call to the local Sheriff's office, and within a few minutes, a deputy showed up.

While discussing how we were going to get the glider off of the property, the deputy said, "I got a problem" Uh oh. "I don't have a key to that gate." Whew. The neighbors suggested that there might be a back way onto the property. I was pretty sure that there wasn't, since I had looked at the maps and satellite imagery pretty carefully on my phone. The deputy suggested I get in the back and we go explore for an alternate route onto the state park property.

GoPro on a Wingtip—Last fall, I bought a GoPro Hero 3 from a co-worker. I didn't have the chance to make any use of it until recently, when I attached it to my glider's wingtip with the Go Pro suction cup attachment.

The suction cup is rated to 250 mph (much faster than my glider can fly). I wasn't so concerned about the velocity as I was about the altitude. On my flight, I got the glider up to 100 knots along the ridge tops of the Massanutten mountains, near Woodstock, VA. I flew south of Route 211, and headed west toward New Market. There, I connected with wave lift, and climbed above the

A few miles riding along in the back of the Sheriff's cruiser (and a purposely-vague Facebook post about being in the back of a police cruiser), the deputy got a call about a much more urgent issue—some sort of domestic abuse that required his immediate attendance. I've seen enough episodes of COPS to know what that means! That means I have to get out of the cruiser. He drove back, and dropped me off at the park, and sped off to his call. I'm still in the same position I was before I called the Sheriff's office.

In the meantime, home-base has assembled a crew of two (Robert Gray and Mario Simula to whom I am very grateful)

to come get me. They got into my Ford Escape (4x4), attached my trailer, ejected my ElliptiGo from the trunk, and headed out to get me. On the way, they got stuck in a traffic jam caused by an accident. Really, there's no rush.

I decided to see if any of the owners of the property at the other end of the state park can be seen. I was a little nervous about going up and knocking on doors (for fear of the rural shotgun!). I ran along the gravel road for a 1.25 miles, looking at the properties, and decided that I didn't want to get visited with a shotgun. These people live behind a locked gate and are probably easily startled. I'll take my chances with the gate and ran back.

By the time I got back to the gate, my retrieval crew arrived. They knew about the locked gate, and were prepared to hacksaw the last link in the chain to gain our freedom. (There was also a spare lock that would have been left in place to prevent the riff-raff from having newly-gained access to the field.

Before we started hacking away, my retrieval crew and I surveyed the possibilities of finding another alternate route. We found an alternate route off-road. ('nuff said.) There was no property damage as we got the Escape (in 4x4 mode!) with trailer in-tow onto the state park land. The crew helped me disassemble the glider, stow all the components in the trailer, and pack it up for the trip home. I made extra special care to ensure that the grass had no skid marks (the grass was in great shape). I also made sure that there was no trash left lying about.

We left the property through our newly-discovered detour, leaving hardly a trace of our path.

The rest of the flying crew called it quits for the day. The remaining glider flight operations were suspended due to the high winds and gusty conditions. Everybody headed to our local favorite restaurant to lie about their day's flying. And they all told me about what stories they imagined about me being in the back of a police cruiser after my land-out.

clouds, topping out at 12,000 feet.

It was the high altitude I was more concerned about than the high speed—suction cups lose their effectiveness when the ambient air pressure is significantly reduced. How much effectiveness is the suction cup reduced? I don't know. GoPro doesn't have any statistics on how well the suction cups work at high altitudes (or colder temperatures!).

All of the flying club members (the peanut gallery) kibitzed "You trust that suction cup? I'd tape the heck out of it, if it was mine." "Don't you want to put some sort of lanyard on it?"



I put two pieces of wing tape on the leading edge of the suction cup, but decided that a lanyard would be more risk than I could afford. Losing a camera off the wingtip, having a random farmer below find an unexpected gift from above—that doesn't seem so bad. I think it would be far more favorable than having the GoPro flap around and banging on my wingtip, leaving very expensive dents in the fiberglass.

In any event, flying fast on the ridge would have made an excellent video. The GoPro would also have made excellent video while flying above the clouds in the smoothest air you could imagine, while climbing at 700 feet per minute. (A smoother flight than if you were sitting in the cockpit with the glider in the hangar).

All of that would have been nice to see from the Go Pro cam-

era, but the battery on the camera gave out shortly after takeoff. While setting up for the initial recording of video, my iPhone app showed a red bar for the GoPro's battery capacity. I managed to only get 11 minutes of video.

The first 7 minutes of video and battery capacity were used up with pushing the glider out onto the runway, and hooking it up to the tow plane. I cut out all of that to give you this short video of a takeoff sequence and aerotow. I hope you enjoy the video. View full screen and high-def for the full effect. <https://www.youtube.com/watch?v=kP-LXIQszMo>

Here's a link to the GPS recording and visualization of my flight <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsid=3514878>

SSC Safety Corner

*Charles Norman, SSC Safety Officer
and
Martin Gomez, SSC Chief Towpilot*

Last fall I spent an afternoon flying in California at a well known gliderport. There were lots of gliders flying that day, and an active general aviation field a few miles away. I flew with an instructor in one of the operation's Grob gliders and to my surprise there was no radio in the glider and no handhelds available. I sure did miss my radio that day. Normal tasks like communicating with the tow plane and acquiring traffic near the airport(s) became manual affairs and I felt my situational awareness (SA) was significantly reduced. Next time I visit I am packing my handheld radio for the trip.

Front Royal is a busy mixed use airport, with gliders, private aircraft, the occasional charter airplane, ultralights, and a medevac helicopter service all sharing the same field and airspace. Although

aircraft are not required by the FAA to have radios in order to use the airport, radio communication can go a long way towards keeping aircraft separated from one another. The club believes radios are an important safety tool and Section 3.1.7 of the Club's operating manual requires that members always have a radio on board: "Any club member or visiting pilot, whether flying a club glider or private glider, must have on board (and use) a fully functioning VHF aviation-band transceiver. A hand-held radio will suffice.

A successful radio check with the towpilot is required before every takeoff."

However, radios are only a good tool if we know how to use them (and not abuse them). A saturated radio frequency with people talking over each other, extraneous conversations, and bellicose radio calls can be distracting and render our radios useless at times. On the following page our Chief Tow Pilot, Martin Gomez, has some great observations and tips on how to responsibly and effectively use your radio at Front Royal.

If you have any questions or want to enhance your skills with radio communications feel free to reach out to any of our great instructors.

Fly Often, Fly Safe
Charles Norman, SSC Safety Officer

My fellow aviators—While towing last weekend, I noticed that the 123.0 MHz frequency was pretty crowded. There were a couple of occasions when I wanted to make radio calls but couldn't, because of chatter on the CTAF. Not all of this was from Skyline people—we are not the only offenders—but we do make our share of unnecessary transmissions. Sharing the runway, the airspace, and the frequency are part of being good neighbors, and part of staying safe. I would like to offer a few suggestions for reducing the congestion:

- The CTAF (123.0 MHz in our case) is primarily a safety measure intended to prevent collisions in the pattern and on the runway. If you think of it as a safety measure rather than as a convenience, it may help you decide which radio calls are worth making. You wouldn't use a parachute as a backpack, after all.
- Just because the frequency sounds idle to a listener on the ground doesn't mean it's actually idle...it just means you're not hearing distant transmitters because they're below your horizon. When our members are at 4,000' near KFRR, they hear signals from many distant airports (60 nm away!), from airplanes calling those airports, dropping skydivers etc...and they'll also hear people on the ground at KFRR.
- Please don't use 123.0 to call the tow car to come and get you at the hangar. Use the FRS radios for that. Avoid unnecessary instructions to the tow pilot over the radio. Try to brief the tow pilot face-to-face before either one of you boards his aircraft.
 - Towpilots, please make it a habit to walk by the glider and ask the crew what they'd like to do. This is a great opportunity to save a radio call.
- Be crafty about your radio checks. Try to use your tow request (i.e. "three thousand feet, fishponds") as your radio check. If the tow pilot doesn't acknowledge your request, you failed your radio check! But if he does, we just saved two radio calls.
- It is not necessary for both the glider and the towplane to announce they're taking the active runway. Let the glider do it.
- I encourage all airplane pilots to avoid the "clear of the runway" call. Anybody who is in a position to care is also in a position to see.
- As always, if you're soaring away from the pattern, switch to 123.3 MHz and free up the CTAF for those who are taking off or landing.
- Ditto if you're in a gaggle...please switch to 123.3 for that.
- Learning how to use the radio is part of becoming a pilot...we make allowances for students who stumble through their calls, because we all went through that. Don't be shy about practicing on the ground with an instructor so that the words come out more smoothly when you're in the air. Eventually, you'll all learn to sound like Chuck Yeager...until then, practice without a radio, and keep it brief.
- Finally, lest it sound like I'm only bashing our own pilots, here are a few examples of bad radio use I heard from airplane pilots last weekend:
 - A bizjet called a nearby airport, with no request whatsoever. It may have been unnecessary, but at least it was long. "This is Hawker 34 Tango, we're, uuuuhhh...reading 38 nautical miles out...call it, oh, say, about 8 minutes. We have a rental car from Hertz, or should have, and it's for two people, and then we'll drop them off and leave. It'll be a drop off and go."
 - That drove me nuts because I was on downwind and trying to call my base turn in case there was an unseen glider doing the same thing!
 - "Uuuuhhh...reading 38 nautical miles out, call it, oh, say, about 8 minutes" ...the uhhh leads me to believe he should've thought about it some more before keying the mike. The nautical miles is unnecessary...what other kind of miles would one be reporting? And if anybody cared about anything, it was about how long they had to prepare for Mr. Big's arrival...the eight minutes and the 38 nm were not both required.
 - The rental car is either there or it's not. If it's not, nobody is going to make one appear in eight minutes.
 - A rental car for two people is exactly the same size as a rental car for one person.
 - And the "drop off and go" was so important that it had to be said twice? This was to get them to warm up the fuel truck? Make a fresh pot of coffee?
 - Again, he didn't actually request anything. This class of aircraft is usually flown by **two experienced professional pilots**. So it's not just us!
 - Countless airplane pilots call from 5 or 10 nm away, announce their position and then ask "Is there anyone in the pattern?" or the equally annoying "Any traffic, please advise." Just announce your position and intention! If anybody is in a position to care about you, they'll let you know. Silence does not imply absence, either, so you still have to look around for traffic.
 - Brother Steve was in the Grob, landing on 28 on the grass, while the K, which had just landed on 10 after a simulated rope break, rolled to the east end of the runway. The K's crew, hearing and seeing the K on approach to the grass, stopped on the piano keys at the east end of 28, and announced their intention to wait for the Grob. Just to be sure, Steve wisely said "Don't taxi onto my runway" as he turned final for the grass. That's three Skyline pilots doing everything right, even under unusual circumstances. However, a wiseass airplane pilot who had called from 5 miles away chimed in with "Oh, so you own the runway?" A waste of bandwidth injected into what was clearly an important conversation.

It's not just us, but let's do our part. Thanks for reading. —*Martin Gomez, Chief Towpilot* 

Randolph-Macon Academy Students Visit SSC

Dick Otis

Early on the morning of April 16th they came, two (small) bus loads of students from Randolph-Macon Academy. The 18 students in their sharp Academy uniforms represented High School juniors, seniors and post graduates with aviation plans for their future. The Skyline Soaring Educational Foundation (SSEF) Board of Directors (most of them), the FBO staff (Reggie and Magan) and other Skyline Soaring Club members, including the Curmudgeon himself (Jim Kellett), were on hand to present a brief on soaring.

These kids represented the ideal audience for any aviation presentation. Despite sitting in a darkened FBO room for 45 minutes while this retired old Navy Captain droned on about flying, soaring and the difference between Navy and Air Force pilots, the students remained alert, engaged and attentive as they listen and talked about their future plans for the academies and commercial aviation market. Hopefully, this was the first step for the students in becoming educated about and attracted by the sport of soaring.

The lecture portion of the trip ended with a pitch to the students to apply for a SSEF scholarship award. These awards are presented to selected high school and college students and are sufficient for them to gain the knowledge and experience necessary to solo a glider.

Ah, then the really fun part of the trip began as we moved to the hangers to explore the gliders and tow planes! By the time we cleaned up the FBO office and joined the party in progress at the hanger, the Curmudgeon was in his element and surrounded at the ASK-21 by a cast of inquisitive minds. It's been a while since Jim had so many admiring fans at the same time!

For another 45 minutes we shuffled the fledgling aviators in to the various gliders and both tow planes, answered questions, posed for photographs and generally had a great time.



To wrap up the event, SSEF President Spencer Annear gathered the group around the Pawnee and said “Guess the number I’m thinking of between 1 and 50”. Eighteen guesses arrived simultaneously but fortunately they were an honest group and as Spencer whittled the answers down toward the correct response (17) the nearest guess (15) which came from 18 year old Ye Eun Jung—a delightful young lady (pictured at the right) who received a FAST™ Certificate from the SSEF.

To learn more about Skyline Soaring Educational Foundation and hopefully make a small tax deductible donation to our non-profit, public charity promoting aviation education for young adults, please visit our website at <http://ssefva.org/Home.html>

Enjoy all the photographs at: <http://dickotis.smugmug.com/RMA/>



Photos: Spencer Annear and Dick Otis





always considered himself to be of sound body and relatively sound mind ... the sort of thing that happens to ‘other people’, not me!

I had a second ‘procedure’ in late March which put my innards back together (minus an eleven inch section, which I didn’t think to have put in a jar for me), so to speak. So far, all functions seem fully back to normal. To say that this is a major relief...or that what I experienced for two months was both humbling and scary ... would be the understatement of the year! In every respect—from the ‘messy’ to overall morale—my oldest daughter was an absolute heroine throughout the entire ordeal.

So, what now?? It’s pretty amazing how quickly I’ve lost stamina and just general muscle capacity in close to twelve weeks. Even the mind sometimes feels a little foggy (maybe nothing new there!). Also, there are interesting side effects to deal with, all of which now seem to be on the right track. In spite of a few ‘residual’ smaller surprises (I spent much of Easter afternoon in the ER), it feels like there’s a solid pathway back to my old smiling, life-is-good viewpoint.

Sure hope to be at least an ‘observer’ at FRR within the next month or so!—*Bob Sallada*

Flying Level Again—Over a couple of months ago I sent the membership a rather mysterious e-mail stating that I’d had an unpleasant medical ‘surprise’ on the 3rd of February and would be out of action for some time. I owe a follow-up and will elaborate a little:

The ‘surprise’ was an overnight transformation of an initially moderate stomach ache (which I thought was caused by swallowing too much water during a morning swim) to an emergency operation which resulted in my need to immediately learn to manage a very important and natural bodily function in an ‘unusual’ manner. Needless to say, a severe shock to someone who has

I am bipedal, therefore I am—I fly. I have to be in the minority, though. I fly, but don’t fly planes with engines.

I run. I have to be in the minority, though. I’m one of those 1 in 10,000 runners who does the majority of his miles on the road with no shoes on. Yes, barefoot. Weird, huh? Don’t worry, I’m used to weird looks.

I bike. For this too, I must be in the minority. I’m one of those 1 in 10,000 bikers who doesn’t ride what would traditionally be called a bicycle; except that it has two wheels and a handlebar.

I just have to be special, don’t I?

I recently purchased a non-traditional bicycle to use as a cross-trainer for my running program. Those who have ever been in a gym and seen the “elliptical machines” are familiar with the movement. This contraption is such an elliptical trainer converted into a bicycle. Combining the movement of an elliptical trainer and the propulsion of a bicycle, we find this odd vehicle, the “ElliptiGo”

I use the ElliptiGo to commute to and from work, while getting some exercise and avoiding the aggravation of driving during the peak rush hour periods. The ElliptiGo was designed for former runners who still prefer the running motion, but don’t like the jarring or impact of running. It’s also used by some runners to act as a cross-trainer, to add in miles while doing something slightly different. In fact, the guy who just won the Boston Marathon uses one of these contraptions for cross-training.

As you may have read from Carlos Troncoso’s Duty Officer Report on 20 April 2014, I brought

the ElliptiGo out to the airport, and rode it around to show it off, after operations were completed. While I had it at the airport, Carlos and Matt Linger took it around for a spin. It’s quite a lot of fun to ride, and doesn’t hurt my sitting muscles like bicycles do. It definitely turns heads and makes people stop in their tracks, trying to figure out what this weird thing is.

—*Piet Barber*

Photo: Piet Barber



Recycled
Information
Worth
Repeating

SAY AGAIN



There is a new version of the club Operations Manual online in the public documents section of the website, <http://www.skylinesoaring.org/docs/>. Changes are highlighted in red, and listed on the update summary page at the beginning. Among other items, it formalizes the previously announced two-week window for reserving flight instruction with the duty instructor. There is also a minor update to the cockpit cards, now lists the new AWOS frequency at New Market, though not worth printing new laminated cards for the club gliders yet. Finally, the Dues and Fees schedule has been revised, it reflects the new price for a FAST flight (\$139) through the SSA. —*John Noss*

As most of you know, the Club maintains two refrigerators in the hangar with a variety of beverages, (including some that are not to be consumed during flight operations). All the beverages are to be paid for through an honor system—there are cans in the fridge to put the appropriate payment.

Most Duty Officers have been kind enough to fill a cooler with sodas and water from the fridges and make them available 'on the line' for members, with a smaller payment can in the cooler.

Yes, right now the supply is diminished and will soon be renewed. However, right now the cash on hand to replenish the supply is drastically inadequate! This is a reminder to all members that the drinks are NOT 'free'!!

The club will restore the stocks in the fridge with soda, water, energy drinks (aka, "Ice" an Gatorade or generic equivalent), but please make sure that members compensate the club for any beverages taken or this little convenience will have to be discontinued. —*Jim Kellett*

I will have my glider on display at the Udvar-Hazy event on June 14th. This is at Dulles Airport and I would really like some volun-

teers to help talk about gliders and our club. Lots of aircraft fly-in for this event and thousands of visitors.

Please let me know if you can help. Includes breakfast and lunch. Arrival time would be between 7:30-8:00 and the event is over at 3:00 PM. We will be set up outside and next to the main building doors. —*Shane Neitzey*

The Club has designated the week of June 30 - July 4 as the 2014 "Week of Training" (WoT)— At this writing, it's still tentative, contingent upon the availability of sufficient volunteers to assure that we can have a safe and efficient experience.

For members unfamiliar with this Club tradition, we set aside a full week for student pilot members to concentrate on flying frequently and relatively intensely, the goal being to help speed up the training for student pilot members. Participants selected should expect to fly at least three, and often more, sorties in a single day. Depending on the availability of instructors, some ground instruction MAY be offered as well.

Key points:

1. As I said before, holding the WoT is contingent on having enough instructors, towpilots, and other volunteers to do the substantial 'grunt work' of getting training sorties launched with frequency.
2. Priority for participants are:
 - a. Scheduled Practical Examinations
 - b. Pre-solo students
 - c. Post-solo students requiring dual instruction
 - d. Everyone else - e.g., post solo students building sorties, launches for single place Club ships or private owners.
3. Plan on committing a full day if you are participating. No drop-by-at-11-expect-to-fly-leave-at-2. Everyone is expected to work as "ADOs" all day.
4. Plan on early start (e.g., first launch by 0900) and late stay. The goal is to get as many launches as possible to promote learning.
5. Dual sorties will be limited to 30 minutes each.
6. Acceptance of participants is on a first committed, first served, starting right now. (So, if you are interested, tell me now which days you would like to participate.) I will start building a spreadsheet of participants; when the capacity is filled for any given day, we can accept stand-bys.
7. If the weather doesn't cooperate, don't complain. We will make every attempt to make non-flying days useful with ground instruction.

Finally, if you are qualified and can commit to a half or full day as Duty Officer, let me know! This is a key position for a safe and efficient operation! —*Jim Kellett, Resident Curmudgeon*

Nostalgia time—for those of us who flew at the Warrenton Soaring Center (or have to listen to the musings of those of us who did!), here's a large bunch of pictures from that era (plus a few from later gatherings of the clan) —*Jim Kellett*

<https://www.icloud.com/photostream/#A1JoDiRHGcoGBe>

Wisdom doesn't necessarily come with age. Sometimes age just shows up all by itself. —*Tom Wilson*



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

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