



Masthead photo: Dick Otis

From the President

John Noss

Well, we at least had one great day in October – 36 glider launches on a single day from KFRR was an all-time club record. Jim Garrison ran an efficient operation as DO, the forecast was great so lots of members came out to fly, we had 3 instructors and 4 towpilots on hand, all the club aircraft and a lot of private gliders were flying. The rest of the month, the weather really didn't cooperate so much, the totals were about average at best, a weather shutout and some days cut short by winds or rain set us back a bit.

Thanks again to Bill and Sharon Burner for opening up their grass strip for another great 'family away day'. The weather was challenging to say the least, but the turnout was good, and everybody seemed to have a nice time. The SSEF folks grilled up a lot of great food, and everybody else brought plenty to share, nobody went hungry. Those members who ferried gliders to and from got to see some really unusual conditions, a valuable experience. By the way, if we had waited for the backup 'rain day' the following week, there would have been no flying at all, strong crosswinds would have prevented it.

If you didn't already read it in the SSA e-News or our e-mail, please congratulate Chris Zaboji for winning this year's Kolstad Scholarship Award! That's a really big deal—he and his family, and the club, should all be proud.

Many thanks to Steve Rockwood for driving the Grob down

to Shenandoah Regional Airport for its long-awaited transponder installation. Thanks also to the crews who disassembled the Grob and got it into the trailer, and then reassembled it the following weekend. This was probably the least painful Grob reassembly drill I've seen, all the manpower made a big difference. The new transponder is the same model (Trig-21) that we have in the ASK-21. Please remember that in your before takeoff checklist, 'Instruments' includes checking the altimeter, radio, variometer, and transponder. The transponder should be set to 'Alt' before takeoff, and turned to standby or off before you get out of the cockpit. The transponder installation is another step forward towards responsible club operations, increasing the chance that air traffic control and commercial air carriers will know where we are, and can avoid us beyond visual range.

On Wednesday 29 Oct., Greg Ellis managed to herd a bunch of wet cats and we pulled off a very successful day of 'Soaring Beyond Limitations' for a deserving group of young people. I'm sure there will be pictures to accompany, but my thanks to all the volunteers who pitched in on a weekday to make this happen!

As I mentioned in previous e-mail traffic, we need to make it clear that external cameras may not be mounted on club aircraft, this policy will be documented in the next revision to the ops manual. Internal cameras are rou-



Photo: Kaye Ebelt

tinely used by students, and found to be useful, but please be careful to ensure that they are safely secured and will not be likely to cause damage to the canopy or occupants. When you remove a camera, clean the canopy if the suction cup left a mark. If you damage a canopy by not being careful with a camera, you will have just paid for an expensive mistake.

Several members have commented that they have recently found the hangar doors unlocked upon arrival at the airport, or that batteries have not been connected to chargers. If you are around at the end of operations, please be extra careful about security and other put-away tasks. Keith Hilton volunteered to create a closing checklist and post it on the exit door, when that happens please use the checklist.

We are still missing one of the club FRS radios, please check

your bags and if you find it, return it to the hangar. Remember that the FRS radios are supposed to be used as a way of communicating between the DO and the ground tow vehicles, so they need to be in the tow vehicles and turned on. Additionally, any time a tow vehicle is on the taxiway, it also needs to be monitoring the airfield frequency (123.0) on a handheld VHF radio.

Looking a bit further ahead, mark your calendars for the club Holiday Party on Saturday 6 December, same nice vineyard setting as last year. Bruce Zivic will send out e-invites and details in a week or two.

Way ahead on the calendar, you can mark Saturday 24 January as the likely date for the annual membership meeting, and Saturday 21 February for the annual safety meeting, both mandatory.

Fly Safe, Fly Often, Have Fun!

Burner's Fall Family Day

Gordon Roesler, D.O.

Despite the rain, I'd have to say that our latest Burner Day was a great success. Safety was paramount throughout, with some concerns for visibility on the ferry flights to and from KFRR. 14 flights total during the day, including instruction by Paul Seketa and Charles Norman; two or three passenger flights; and a Bergfalke flight by Vern Kline and Bob Gray.

Many thanks to several people, including our two tow pilots Steve Wallace and John Noss; ADO Paul Nassetta; ATV-driver Matt Linger (who never did get in a flight because of deteriorating weather conditions); and the many cooks, chefs, grillmeisters (SSEF's supply of burgers and hot dogs was totally consumed—lots of donations were made to SSEF) and aircraft-pushers. Thanks especially, of course, to Bill and Sharon Burner for their hospitality.



Left: Col. Alan B. Renshaw, USAF (ret.) presents his first pilot's wings to his granddaughter, Eleanor S. Renshaw, in recognition of her first solo in June 2014.

Below: Scenes from a good but gray Family Day.

Photos by Kaye Ebelt.





Soaring Beyond Limitations

Text and photos by Kaye Ebel

The Sky is the Limit

When Josh Basile first experienced a glider adventure in the spring of 2014 at the Skyline Soaring Club, he immediately knew that he needed to share the same sights, the same feelings of excitement and joy, and the same lifelong memory with others in the spinal cord injury community. "Through my nonprofit, *Determined2Heal Foundation*, Incorporated, I brought together a special group of quadriplegics and paraplegics to do just that and to promote the foundation's important message that with the right attitude and determination anything is possible," Josh said. "A glider adventure is a perfect rehabilitative effort to let the spinal cord injury community know that there is no limit to how far one can soar or dream because the sky is the limit!" he added.

Skyline Soaring Club—*Skyline Soaring* and the *Determined2Heal Foundation* teamed up to support the Soaring Beyond Limitations day at the Front Royal airport. Forty people gathered together in support of five willing fliers who each had suffered spinal cord injuries. The day started out with a ground school for the entire crowd put on by John Noss. It was an excellent overview of how gliders fly, what the instrument do, and what will happen when they get into the air. The students' excitement about flying in a glider erupted when ask if they were ready to fly.

Although Mother Nature decided light rain was in order the fliers proceeded on, watching the radar and hoping things would eventually clear. Club members created a staging area on the pavement and assembled a tent to provide shelter from the rain. That worked out great. Each individual could be loaded and unload into the gliders without getting wet.

The Washington Post sent a photographer and two reporters to write a story regarding the event. The news reporter told us that the story would appear in the Post early next year. (If you see something in the paper or on their website let everyone know.) Josh also hired Kian McKellar to film everything and interview the new pilots before and after their flights. Lots of GoPro cameras, three to be exact, were positioned in the cockpit to record every flight. Hopefully we will soon have access to video footage.



First Glider Adventure—Diego Mendoza was selected as the first one to venture into the clouds. With a low ceiling and light rain only an 1,800 foot tow was possible. Mackenzie Clare was next, but only reached 1,300 feet before bumping up against the clouds. For a few minutes the ceiling lifted and Ricky Chang was able to achieve a full 3,000 foot tow. Alex Pitts was next up and off to a good flight of 21

minutes, followed by Brittany Beth at 27 minutes and Josh Basile at 17 minutes. The participants left with incredible sights, feelings and memories that will be cherished for years to come. They will never forget their first glider adventure at the Skyline Soaring Club!

By early afternoon, the rain had stopped and blue sky was visible to the north. Steve Wallace took Keith Johnson, his good friend and past drummer for the Venturer's (you 50 and 60 something's should remember this group – remember Wipe Out?) for his first soaring adventure.

Greg Ellis gave guest rides to Ryan Pitts and Phil Jordan. All-in-all it was a great day and a wonderful event. Nervousness and apprehension before the flight turned into huge smiles when they arrived back at the terminal to the cheers of loved ones.



Diego Mendoza



Ricky Chang



Brittany Beth and Josh Basile



Mackenzie Clare and John Noss



Alex Pitts and John Noss



Ryan Pitts and Greg Ellis



Above: Steve Wallace and Keith Johnson.
Right: Old friends Keith Johnson and Steve Wallace prepared for flight by part of the duty crew. Left to right: Evan Dosik, Dan Ernst, Bill Bank, Ted Stewart, Greg Ellis and Dick Garrity.



Below: Diego Mendoza and his family.

Parent's Perspective—The enthusiastic willingness the members who supported the project and made it happen, the outpouring of “giving of themselves” to these seriously injured young people brought tears to the eyes of the many parents and friends who came in support of these fliers.

In an e-mail Martin Gomez had this to say, “Thanks for leading the charge on this. You did good, in every sense of the word. I’m glad it worked out. As a parent of a wheelchair-bound daughter myself, I would love to see her up in a glider!”

Evan Dosik reflected on the day, “Next to the joy of soaring the reward of helping these young adults experience the freedom of flight has been the most important gift I’ve received as a member of Skyline Soaring Club.”

Heartfelt Gratitude from Student Pilots—“We would like to thank everyone at Skyline for making our first gliding adventure such a success. Our smiles were made possible because of the incredible volunteers and your special community. The *Determined2Heal* participants will remember yesterday for the rest of our lives. We will now be able to tell each friend and family member for weeks, months and years to come how amazing one special day in October 2014 was because of you! Thank you so much!” with heartfelt gratitude Josh, Ricky, Alex, MacKenzie, Diego, Ryan and Brittany.

Profound Appreciation to Skyline Soaring Board—Thank you for your trust and for supporting this project. Know that by opening the assets and facilities of our club for this project you have made an extraordinary and unique difference in the lives of these young people.

Extraordinary Contribution—A special thanks to Greg Ellis and Josh Basile for creating and coordinating this event. They are both hoping this event will serve as only the beginning. At the conclusion of this extraordinary day, Greg Ellis remarked, “Thanks to all SSC members shown below for coming out to support this day of soaring. I have been a soaring pilot for my entire adult life and feel very privileged to participate in our sport. Sharing the experience

that we love with those young people who would otherwise have no access is an extraordinary contribution to those young lives. It is also a contribution from our club to the community at large and helps to build the recognition and support that we need in the long run to ensure our continued access to airspace, favorable regulatory decisions, and a continuous influx of new members as some of us can no longer fly or leave the area.” Success of the Soaring Beyond Limitations project depends on club volunteers.

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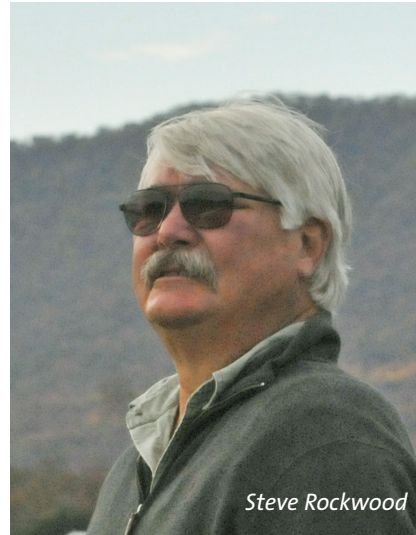




"Our family also wanted to pass on a special thank you to all the club members and board of directors as well as Josh Basile. Alex and Ryan had a fabulous time gliding Wednesday. This opportunity probably would not occurred for my sons had you all not dedicated your time and effort. It was especially fun for Alex (regardless of disability) to experience this the "same way" as Ryan. This will be memory they will keep with them always. Thank you so much!"
Melissa Pitts

A very special thanks to everyone that came out and support this wonderful event.

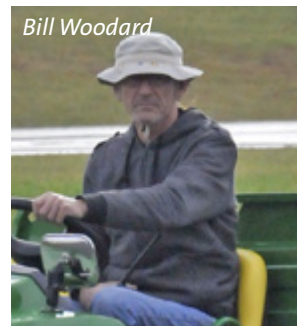
Reginald Cassagnol – Airport Manager
Greg Ellis – Skyline Soaring Club event coordinator
Josh Basile – Director, Determined2Heal Foundation
Dick Otis and Steve Wallace – Tow pilots
John Noss – Duty Instructor
Steve Rockwood - Duty Officer – Event Reporter
Evan Dosik, Bill Woodard – Assistant Duty Officers
Dick Garrity and Bill Bank – Passenger, comfort, safety monitoring and loading assistance
Dan Ernst and Ted Stewart – Assistants to the ADO
Kaye Ebelt – GoPro Videographer & Photographer
Phil and Ann Jordan – Newsletter Editor team
Kian McKellar – Photographer
Washington Post (3 representatives)



Steve Rockwood



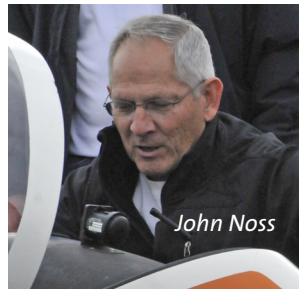
Reginald Cassagnol



Bill Woodard



Greg Ellis



John Noss



Josh Basile



Evan Dosik



Dick Otis



Steve Wallace



Ted Stewart



Kaye Ebelt

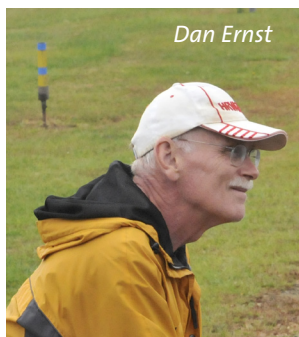


Bill Bank



Phil and Ann Jordan

Kaye Ebelt



Dan Ernst



Kian McKellar



Dick Garrity

Photos: Phil Jordan

Mount Washington Wave Camp

Chuck Stover

The Mount Washington Wave Camp is an annual event each October operating from the Gorham, NH airport. This year the camp ran from Oct. 10 through the 19th. The Gorham Airport is a 2700' grass runway located approximately 10NM north of Mt. Washington. There is no FBO or services and the airport sees little use during the year. Food and lodging is available in the town very near by. The camp is organized by the Mount Washington Soaring Association, which seems to be a combined effort of several New England soaring clubs.

8 of the 10 days were flyable, but no textbook Washington wave days. A textbook wave day is one where everyone in the launch que is very polite "Why don't you go first? Naw you first. etc." and takeoffs could possibly be done without a motor.

Friday the 10th, day one, offered a mix of thermal, ridge and wave. I enjoyed a 4+ hour flight and reached 16,400ft. The cloud deck below was filling in, so I chose to be safe and spiraled down through the ever shrinking hole. Thermaling direction of turn rules applied since several other pilots made the same choice. Meeting at the hole, we anti-thermaled our way to safety.

Sunday the 12th was my only other

flying day. It offered ridge and weak, low wave to the few that managed to make contact. I slope soared for a couple of hours along the Carter range with fall foliage in full glory, the mountain tops dusted with snow.

Not seeing "That Day" in the forecast, I packed up and headed home. Someone did manage a climb to 19K later in the week, but no Diamonds. That textbook day would be an easy Diamond climb with potential for a single Lennie pin for a climb to 25K.

I grew up next door in Maine and this is where I learned to soar. I had a great family reunion, some fun flying, renewed some old and met several new acquaintances. This will surely be a regular event for me.



Photos: Chuck Stover

Letter from Brussels

Joe Rees, SSC European Correspondent

Living in Brussels puts one in the middle of almost all of the important action that took place in WW I and WW II. From Ypres to the Ardennes and the Battle of the Bulge to Normandy. Ypres was completely destroyed in WW I and then rebuilt almost exactly as it was after the war with the help of city plans removed to Paris by the town engineer. Virtually every area where action took place has a monument, memorial or museum dedicated to what took place 70 or 100 years ago. This letter will look at one of those events that was pivotal to the success of the Normandy invasion on 6 June 1944—"Operation Deadstick", an action to capture intact two road bridges across the River Orne and the Caen Canal that would provide the only exit east for British forces landing on Sword Beach. Intelligence reports said both bridges were heavily defended by the Germans and wired for demolition. Once captured, the bridges had to be held against any counter-attack until the assault force was relieved by commandos and infantry advancing from the British landing zone.

The name of the operation, Deadstick, hints at the equipment being used—six Horsa gliders, three for each bridge. With a glide ratio of about 5:1 and each carrying about 26 infantrymen, they took off from RAF Tarrant Rushton, towed by Halifax bombers at 22:56 on 5 June, 1944. Flying over the English Channel at 7,000 feet,



Top: aerial of the LZ post OPs. Above; Horsa exhibit. Left: Pegasus Bridge—note just how close that lead Horsa is to the objective. Below: landing zone markers.



the bombers crossed the Normandy coast at 00:07 on 6 June, 1944 and released their gliders. The first glider landed in the barbed wire surrounding the canal bridge at 00:16 (some accounts say "crashed", but I think the pilot had a Navy background and was using it as an arresting wire). The other two gliders followed at one minute intervals. (see the attached photo for a lesson in spot landing) The number two glider broke in half and came to halt at the edge of a large pond. One of the men fell into the water and drowned, becoming the first casualty of the operation.

Through what was later described as the "most outstanding flying achievements of the war", the gliders delivered the troopers to their objective. After a brief fire fight at the Caen Canal with about 50 German soldiers who had wired the bridge for demolition, both bridges were captured within minutes of landing, then successfully defended against tank, gun boat and infantry counter-attacks until the relief arrived.

The 1960s movie, "The Longest Day" made the taking of the bridge famous and in 1944 it was renamed Pegasus Bridge in

honour of the operation. The name is derived from the shoulder emblem worn by the British airborne forces, which is the flying horse Pegasus. The bistro in the picture was the first building to be liberated during the invasion. The museum, has the original bridge that had been replaced with a newer, wider model, a mockup of a Horsa glider and a few other implements of war plus a number of stories and artifacts of the gliders and troopers who were delivered in them. All-in-all well worth the visit if you are in the neighborhood.

The use of gliders on D-Day was not the first nor the last time gliders were used during the war. The Germans were the first to use gliders in warfare, most famously during the assault of the Eben Emael fortress. On 10 May 1940, 78 paratroopers landed on the fortress with DFS 23 gliders, armed with special high explosives to attack the fortress and its guns. But that will be a story for another letter.



October 25—The Grob comes back together

The day started early with the reassembly of the Grob back from its transponder installation. That went more quickly than I think most expected and I heard no reports of left over parts. ... A big thanks to all the helping hands, Grob reassembly and flight line. The momentum carried through the day.—*Chuck Stover, DO*

Grob Meister Evan writes—want to thank everyone who came out bright and early on Saturday 10/25 to re-assemble the Grob after her return from Shenandoah Avionics with the new transponder installed. Many hands make for light work, and those abundance of hands got the seat pans, panel covers, other bits, and the big ol' wings and tail plane reinstalled in short time.

Kudos to Steve Rockwood for driving it down to Shenandoah Avionics and back and to Matt Linger who directed the wing handling, alignment and attachment. We had both wings back on and secured in less than 30 minutes due to his great management!

The new transponder is identical to the one in the ASK-21. However, there is no master switch. Please make sure it is off before connecting the batteries. Then power it on or off with the knob on the transponder. Please remember to set to "ALT" before your launch, and return to "ground" when you flight is complete.

Top right: reassembling the nervous system with Bob Sallada and Ertan Tete.

Above right: when you're a vertically challenged Grob Meister it's essential to have a big, skilled assistant who can actually see the joints. Mario Simula, Matt Linger, Grob-Meister, Ertan Tete, Steve Holdcroft, John Noss.

Right: Chris Carswell, Mario Simula, George Hazelrigg, Ken Ring, Steve Holdcroft, Kaye Ebelt, Jim Perlmutter, Bob Sallada, Ertan Tete, John Noss, Evan Dosiki.

Not pictured: Keith Hilton who was the disassembly chief and loader.

Photos: Rick Hagen



Skyline Soaring Education Foundation: Looking for a few good men and women

Skyline Soaring Education Foundation's general mission is to educate the public about the sport of soaring and to give them experience with the sport by awarding youth flight scholarships, giving orientation flights to people not involved in soaring and by making presentations to various non-soaring groups, e.g., schools, civic associations. SSEF can accept donations of cash and property.

SSEF will need two candidates for director for the next year. We have staggered terms and will have one position open for that reason. Also, a director will be leaving the area late this year or early next year and will need to be replaced. The Board meets quarterly now, so it is a low impact position. The next SSEF board meeting

will be 7 PM December 15, at George Hazelrigg's home. The SSC Board elects the SSEF Board members.

The Treasurer position will also be opening soon so we will need a replacement for him. The Treasurer's main job is to make deposits and write checks (about a dozen a year of each), to file a short form report to IRS and to the state each May and to keep the Board apprised of SSEF's financial condition.

Currently the Board and Officers are comprised of: Spencer Annear Chairman of the Board; Bob Gould is Secretary; Mike Christensen is a new Director; George Hazelrigg is Awards Chairman; Charles Norman is a non Director Treasurer and Dick Otis is Fund Raising Chairman. So every director has or will have an officer position

Anyone interested in a position can talk to the Directors and Officers about the positions. — *Spencer Annear*

Chris Zaboji wins the Kolstad Scholarship



My greatest gratitude to all who have supported me in these last four years. I feel as though I have grown exponentially, reaching new heights that were only possible due to the support of the great men and women in Skyline Soaring. Accepting the Kolstad Scholarship is truly an honor and a privilege, but it could not have happened without all of you. Skyline Soaring is my second home, and it has given me great opportunities that reach beyond soaring. The impact that SSC has made in my life will always show wherever I go. — *Thanks, Chris Zaboji*

Above: Proud Father, Steve Zaboji congratulation Chris on his most outstanding achievement (to date). — *Photo: Kaye Ebelt*

Scott Graham's farewell—On Friday, October 10th Kaye Ebelt hosted a going away party for Scott and Rebecca Graham at the NSF which continued across the street in Kaye's apartment building. Scott played and sang to an audience of Einstein Fellows and his glider students for 2.5 hours.



Photos: Kaye Ebelt

Recycled
Information
Worth
Repeating

SAY AGAIN



Your 2015 SSA calendars are in and at the airport. As before they are in the cabinet on the right side of the Husky. On the outside of the cabinet, there is a list with your name and the number of calendars you ordered. I would appreciate it if you would put a check mark by your name when you pick up your calendars. I have provided a marker on a string for this purpose.

I will be invoicing you this weekend for the amount of \$8.60 per calendar.

Let me be the first to congratulate Piet Barber on his great wing tip shot that appears in February. First a Soaring Magazine cover and now a calendar. Well done, Piet!—**Dan Ernst**

Gator has a mirror now—It is flat and large, which we preferred



Photo: Phil Jordan

after testing a convex mirror.... The mount is a RAM-B assembly (1" ball) attached to the fender, there is some slight vibration there, but no worse than any other location we checked, and the short arm helps minimize the shake. If everybody that drives the Gator

adjusts the mirror on every trip, it won't last long, so if we can find a good average position, please leave it where it is, change it only if you have to.

I also put a new hose and chuck on the portable air tank, which should be kept in the trailer. I put new accurate dial and digital air pressure gauges (one each) in the toolbox kept in the trailer. Please be careful not to drop these, that's most likely how the old gauge died. Occasionally check them against each other, and if they disagree, check against some personal gauges.—**John Noss**

Please welcome new member Walter Litzenburger when you meet him. Walter comes to us with a Commercial Glider rating and Private Power rating. He is a student at a university in the Winchester area.—**Chuck Stover**

Back to the old drawing board—**Bob Gould**

http://www.liveleak.com/view?i=7dc_1414546008

We Need Your Help—For many years the SSA has had an Eagle Fund Campaign to help sustain its daily operations, and fund numerous projects. This year we need your assistance once again to help fund several of these projects. You should receive a letter and donation card in the mail in a few days from Denise Layton asking for your assistance. Please return the card with your donation. We hope you will find our projects worthy of your support. If you do not receive a card, you can simply write "Eagle Fund" on your check and send it to SSA headquarters (P. O. Box 2100, Hobbs, NM 88241). You can also call the office (575-392-1177) and make your tax-deductible donation over the phone.

... When someone becomes interested in the sport, the first thing they do is Google it. It's important we have the latest information posted to attract people and give them correct and current information. Our long-time webmaster extraordinaire, Doug Easton, who totally revamped our website last year, concentrates on the behind the scenes structure of our website. We are hiring someone part time to concentrate on the day to day updating of information of all pages of our site, and to keep current information on the front page.

Another exciting project we will be working on for the coming year comes from the Growth & Development Committee. The Committee has approved accepting the donation of sailplanes to be used at aviation events to help attract the curious to our sport. These sailplanes will be used as static displays and people will have the opportunity to actually climb into the cockpit and take to the skies (in their imagination). The project is called "Kids in Cockpits," but the Committee hopes the opportunity to sit in a cockpit will be of interest not only to kids but adults alike. The Growth & Development Committee has already accepted the donations of two gliders, but they need your help in getting the sailplanes in "eye catching" shape.

If you have never donated to the Eagle Fund Campaign, we hope you will consider making a much-appreciated contribution this year. If you are a veteran giver, we hope you will consider it again worthy of your support. It is through your donations we are able to fund many programs. No donation is too large or too small, and all will be truly appreciated. I hope you will make your donation today to not only help sustain the day to day operations of your organization, but to help fund these two worthy projects. Thank you!—**Chairman, Richard Maleady, SSA**



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—Steve Rockwood
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
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Richard Garrity, Keith Hilton,
Ertan Tete, Martin Gomez