



Masthead photo: Dick Otis

FROM THE PRESIDENT

John Noss

Wow, down to the last few weeks of the flying season, hard to believe! November went out with an insulting whimper in the weather department, but overall we are still roughly even with where we were last year on total flights for this date. A few nice 3-day weekends at the beginning of the month pushed us ahead, the ad-hoc Friday flying days make a big difference (when weather and level of interest allows, and a tow pilot and instructor are available). Even with only a couple of decent soaring days, we still had 5 flights with more than 100 OLC points, including Mario Simula's first trip down the ridge in JS. We did get in a lot of good training flights.

Congratulations to the big handful of newly rated/upgraded Skyline members, and thanks to Piet Barber for exercising his new examiner qualification to make it possible. The Soaring Magazine editor will wonder what's going on when I send in milestone checkride pictures for Jeff Windham, Mike Heinz, Joe Lingeitch, Nik Kruhmin, and Evan Dosik, all within two consecutive weekends. Seriously, we have had entire years go by without a new rating, this is really encouraging progress!

Next Saturday is the Skyline holiday party at Aspen Dale Winery, I hope to see a great turnout there. Many thanks to Bruce Zivic for doing all the coordination to make it happen.

Photo: Martin Gomez

We successfully got confirmed on the calendar for the Samuels Library in Front Royal to hold the annual membership meeting on 23 January 2016. Doors open at 1000L, meeting begins promptly at 1030 and ends by 1230. We are still looking for members interested in running for the two slots on the board of directors, for which we will vote at the membership meeting. Please contact any board member if you think you might be willing to step up for one of these important positions. It's really critical that we find motivated and active members to represent the organization as a whole in managing the business of the club, and in formulating policy that shapes how we operate and where we go in the future.

Thanks to everybody for a safe year of flying so far, don't drop your guard, winter weather is full of surprises!

Fly Safe, Fly Often, Have Fun!



“CLIO WHISPERS”

Jim Kellett

Clio, the Greek muse of history, inspired a blog and series of columns written by Raul Blacksten for the Vintage Sailplane Association’s journal some years back. The columns contained a trove of interesting desiderata about old sailplanes (and, occasionally, old sailplane pilots!). Here’s a sample: <http://home.earthlink.net/~raulb/clio-1.html> That may serve as an indirect incentive for Skyliners to (a) read the biographies of their fellow club members on the “Membership” page of the private members-only website, and (b) for those who haven’t done it yet, write an autobiography of their own (there’s a link for you to do

that built into the website).

Skyline is much more than just a service for people to fly gliders—it’s band of brothers (and sisters) with the common passion for flight, and with a fascinating set of personal stories! Of course, all are of superior intelligence and character (else they wouldn’t be pilots, right? <gr>). Get to know them. You may be surprised. And see if you can find among them the story of the Hungarian who flew ME109s and Ju87s during WWII...

And while you’re at it, take a look at the “club history” section of the website. We stand on the runway of history.

(See you Saturday at the Club holiday party—Jim.)

To continue with Jim’s theme here’s Dan Ernst’s biography of Bill Vickland who has been a member of SSC since shortly after the founding and for certain, one of our most accomplished members.—*Editor*

Member Profile

BILL VICKLAND

Dan Ernst

Recently, Bill Vickland received the FAA Master Pilot Award honoring his 50 years of flying. (See *October Skylines*). It is fitting to profile Bill at this milestone. His story is unique in that his many soaring accomplishments came while flying just one glider, one that he built himself. He and his late wife and soaring partner, Joan, also forged an extraordinary partnership as she supported in his badge and contest flights.

Although Bill holds commercial pilot privileges for power planes, his first love is gliders. While growing up he was always interested in airplanes and like most of us, he built models; stick and tissue paper miniatures powered by rubber bands. School-aged during the Second World War, Bill made silhouettes of Japanese and German aircraft in shop class.

By his own admission, he was not much of a student in high school. While he loved the idea of flying, flying was out of reach. At 65 cents an hour and almost \$300 to get a license, it was more than he could afford. So he thought he would be an aircraft mechanic. In one of those life changing moments, his mother asked why he wouldn’t want to design airplanes rather than fix them. Bill was motivated, but could not immediately overcome his lack of attention in school. He started at San Francisco Junior College, but scheduling and the hour round trip quickly wore on him and he went into the Air Force. He got his first choice of schools, aircraft maintenance, and went to both power plant and engine schools. That’s how he found himself working on V-12 Allison engines in the North American F-81, a fighter aircraft that was two P-51’s grafted together. Although not produced in great numbers, it was successful in its role until inevitably it was replaced by jet fighters.

After the Air Force he was able to get into Cal Berkeley and study mechanical engineering. While at Berkeley he earned BS and MS degrees. In the summer of 1960, while waiting to start his masters program, he was delivering papers for the Oakland Tribune and his route passed Sky Sailing glider field. A 1-26, landing somewhat short of the runway, skimmed right over top of his truck. He was intrigued and returned the field after finishing his route. He was fascinated, but there was school and flying went on hold.

Bill’s first job out of Cal was in San Diego, and their home was just a 25 minute drive to the glider port where he and Joan would fly on weekends. In 1964 they bought the 1-26 kit that would



Above: Bill (center) working on a model in shop class. Below: Bill maintaining V-12 on P-81 Dual Mustang



become #238 from Schweizer. Costing \$2,300 for the kit (a factory ship cost \$3,000) Bill and Joan entered on a shared hobby building the glider. Advertised to take a year and 1,000 hours, it ended up taking twice that. And any cost savings were eaten up by supplies like fabric, dope and paint. Not to mention accidents like their son crashing his tricycle into it and ripping the fabric or “help” they received when he discovered a can of paint and a brush. But it was

a labor of love in many different ways.

After the ship was completed Bill and Joan both flew it (Joan more than Bill for a while) and Bill entered a contest at Tehachapi and flew a cross country. Joan gave up flying herself to raise their boys and started her amazing career as his crew.

Then Bill left industry and joined the Peace Corps. He and Joan went to Guyana for three years where Bill was the program manager for volunteers in that country. Arriving in Guyana with all of 5 hours of power experience, Bill none-the-less received a British Commonwealth pilot's license and became secretary-treasurer of the Guyana Flying Club which entitled him to free use of the club's planes. He also got access to a new Cessna 172 if he would only teach the owner to fly it! He went on to have many flying adventures in Guyana that included delivering polio vaccine to bush strips in the interior.

Bill and family returned to the United States and settled in Northern Virginia. It was two years before Bill could bring 238 east and start soaring again.

Bill soared from Jan Scott's field and then the Warrenton Soaring Center. There was a gang of five that often flew together supporting and pushing each other. In addition to Bill there was Bob Collier, Al Dresner, Dudley Matson and Dick Mott. They launched and picked a direction and flew until they could go no further. There was no pursuit of badges, they did it for just pure fun. But eventually, they turned to earning their badges.

Bill earned all three of his Diamonds in #238 and all in the northern Virginia area. His first was the Diamond Distance. It took four or five attempts, but on the fateful day he launched with Bob Collier and proceeded down the Massanutten Ridge and back. His battery died and he lost contact with Bob in the air and Joan on the ground. Flying alone, he continued on to High Rock near Camp David in Maryland and then on to Elkton. With some thermalling



Above: Bill delivering polio vaccine in the interior of Guyana. Below: Joan expertly pulling the spar pins as a storm approaches. Bottom: Bill and Joan at Blairstown.



and several low saves, he made it back to Front Royal. By this time his crew thought he had landed out hours ago and had rented a plane to go search for him!

For his Diamond Altitude Bill went to Petersburg, WV to fly the wave. He was towed aloft by his friend and flying partner John Ayers. The ride in the rotor was so wild that Bill lost sight of the tow plane and popped off, thinking he would not make it back to the airport. But he broke through the rotor to a climb rate of 1,800

feet per minute! He quickly climbed to 18K. However, the wind was some 80kts at that altitude and he had to drive forward and drift back to gain altitude. The last 2,000 feet took two hours. He was too cold to stand once he landed. After the ordeal it appeared that he had not made the required altitude gain. Then he and John realized that the barograph was calibrated in meters and not feet. He had his Diamond.

Bill started his unprecedented run of 1-26 Championship

Bill with his new found friends after a landout in Maryland



contests in 1973 at Black Forest, CO. He has since competed every year with the exception of '74, '92 and '93. And Joan crewed for him on everyone but a couple. Del Blomquist, longtime 1-26 competitor, coined the term STAR for Sociable Tenacious Aircraft Retriever for those long suffering crew that gladly supported their pilots. Joan was the epitome of a STAR.

In the course of flying contests and badge flights, Bill has logged 265 landouts. He has many stories of landouts. When asked what was his "best" landout, Bill says he was at a championships held at Colorado Springs. As usual, his battery was not able to go the distance and he was out of touch near Ordway, CO. He was low and working some general lift over a ranch hoping it would develop. Below a family reunion was in progress and a large crowd was watching him. He finally landed on the ranch and having dropped in from the sky, he got the royal treatment. He drank beer and played games with the family while waiting to be retrieved.

In the meantime, it was Joan's worst retrieve of all. Not having

heard from him, she headed out with their oldest son in the direction he must be down. First, she had a tire blow out and had a very hard time getting the tire off. Once that was fixed, she wanted to call in for any update on Bill's position, but the phones were not working in the little crossroads where she stopped called Pumpkin Corner. She had to drive 40 miles to find a working phone. Once she got his position and directions to the ranch it was midnight before she arrived. Bill was well fed and his new "family" waved goodbye while Joan was pretty mad. They got back to Colorado Springs at 3:30AM. And flew the next day!

Another 250-300 goal and return to airport flight

According to Bill, nobody does these things without support and is grateful

In recognition of the many times Bill has dropped in on people and made new friends, he received the 1-26 Association Ambassador Award. He also received the Per Ardua Award from the Association for his work as Secretary/Treasurer.

I recently accomplished some cool things flying my glider. —

While waiting for awards/ pins etc. to catch up I happened to score a set of WWII glider wings on Ebay. Here's a photo of everything on my A-2 flying jacket.

From top to bottom (for my non glider friends):

A Lennie pin: for a glider flight above 25,000ft.

Diamond Badge: for a declared distance of 300km (186mi), a distance flight of 500km (314mi) and an altitude gain of 3000m (16,404ft.)

I did all of this while trying to have a little fun flying.

On the bottom:

A set of WWII glider pilot wings earned by a pilot not trying to have fun landing behind enemy lines with little chance of survival.

To the legitimate owner of these wings I raise my cup and wear them in your memory. I hope you learned to soar before your final glide.

Keep me safe brother. —*Chuck Stover*



AROUND THE FIELD...

Below: Joe Lingeitch sporting the SS Club colors with his new outdoor gear from Lands End. Arrived just in time for the cold snap. Joe notes "However, when I told the rep our customer number (3622564), she came up with a tractor company. After some searching, she informed me that the SSC customer number is 3622569. So, if people are having trouble ordering the SSC logo, they might be using the wrong customer number. Dick Otis' photo (right) clearly illustrates why members will soon need those warm clothes.



Photo: Susan Taffyn Lingeitch

Right: Carlos Troncoso sent this photo of himself and newly minted flyboy Evan Dosik taken Saturday, November 28. Below: A few weeks ago the brakes went out on the Grob. Keith Hilton did the leg work with lots of free advice.—Jim Perlmutter



CONGRATULATIONS ARE IN ORDER...



GrinsR'Us—Above right: 14 November 2015: Jeff Windham and Mike Heinz successfully passed their Private Pilot Practical tests, Designated Pilot Examiner Piet Barber proudly reports. Above: 21 November 2015: Joe Lingevitch successfully passed his Commercial Pilot Practical test. 22 November 2015: Nikolas Kruhmin (below) passed his Commercial Pilot Practical test and Evan Dosik (right) successfully passed his Private Pilot Practical test. All tests administered by Piet Barber, our DPE, who was clearly earning his keep this November.

Photos provided by DPE Piet Barber-





AROUND THE FIELD...AND BEYOND

1-26D #470 is offered for sale. The asking price is \$12,000. The initial purchase was \$10,000 for the airplane and trailer in May 2013. Equipment and parts installed cost \$4,600; including a K&L disc brake, a tire, an ICOM radio with push to talk button on the stick, Mountain High O2, cushions, a GT-50 meter and K&L wing tip wheel springs.

My reason for selling is to spend more time flying the Cirrus, biking, hiking and kayaking. I would prefer to sell to the Club or club members. The Club needs a single seat trainer that everyone can fly. I purchased the 1-26D because I am too heavy to fly the Sprite, and I was not qualified to fly the Cirrus when I soloed. The K and Grob were rarely available for solo flight before 3 pm and by then I was too hot and tired from pushing gliders to consider myself safe to

fly. The 1-26 D model has a pilot weight of 255 pounds due to the heavier spar, and it has very effective top and bottom dive brakes. The E model has a pilot weight of 238 pounds, while the A, B and C models have pilot weights of 166 pounds.

Members interested in having the Club purchase a 1-26D should contact the Board. An exception would need to be made to the Club's rule that all club aircraft must be stored in a hanger. Many aluminum aircraft owners think that the additional cost of painting more often is less than the additional cost of hanger space.—**Robert Gray, robgray855@gmail.com**

Having owned two 1-26's and enjoyed many flights in 1-26's, I want to say that I flew 470 a few months ago and it is the nicest handling 1-26 I have ever flown. Very smooth and balanced controls. A very good bird.—**Shane Neitzey**

Skyline's Western correspondent Kaye Ebelt sends this photo of the airport in Bozeman, Montana. Kaye will be providing us with an article soon on flying, soaring and skiing (not necessarily in that order) in Montana.



**RECYCLED
INFORMATION
WORTH
REPEATING**
SAY AGAIN



Michael Heinz treated me to my first glider flight and then made a fun video for me. Despite turbulence and wind shear (and him working hard to keep me from getting sick), it was a brilliant experience, and one I'll never forget. Special thanks to ADO Reynolds Renshaw, Tow Pilot John Noss, and DO Steve Rockwood. Hope you enjoy!—*Brandi Carrier*
(Check out the video on SSC Facebook page—Ed.)

Since we are now keeping the Keurig coffee machine in the FBO, and because we have a pack of coffee addicted mice in our hangers, going forward please put all unopened coffee pods, sugars, creamers, UNOPENED chips, etc in the plastic tub that was previously used to house the Keurig machine. Please make sure the lid is secured as these little buggers now have a new mission in life! The other tub w/o the lid (temporarily) should be for non food stuffs.

Please toss any opened leftovers from the days ops into the trash as well. Opened food will invite disaster as these little buggers could very well start enjoying glider soft parts, wiring etc.

Thanks—*Evan Dosik*

Our only exciting moment was at the end of the day when a transient Cessna pulled out onto the runway while Ertan was landing. A side step to the grass and all ended well. It doesn't happen often, but it does. This was a good reminder to have a back up plan ready. *DO Report, Sunday, November 16—Chuck Stover*

As a special note to Chuck's DO Report—I was 1,000' directly over the airport when the Skyhawk pulled out on to the active runway while Ertan was on a short (very short) final. I called to the Skyhawk and told her that someone was on a short final.

Ertan executed the prettiest side step you could have imag-

ined and landed in the grass. He even announced that on the radio. He was calm, collected and in total control.

A beautiful demonstration of the quality of flying and training at Skyline. I will probably incorporate last minute side steps in my training after seeing how effective it was.

Nice job Ertan.—*Tim Kreiner*

Here's a short video about the Vintage Glider Association, an international organization devoted to restoring, maintaining, and flying old gliders. And they have a LOT of fun at their rallies!!

<https://vimeo.com/76203251>

I had a delightful visit to one of their rallies in Schaffhausen, Switzerland some years ago, and was privileged to be invited to fly a German friend's Olympia Meise – see https://en.wikipedia.org/wiki/DFS_Olympia_Meise – a design from the 1930s intended to be used in the first soaring competition of the Olympic Games, which, as you can figure out, never happened because of the war.

—*Jim Kellett, Resident Curmudgeon*

Persistent low ceilings and steady rain prevented glider flight ops on Nov. 30. The duty crew took the opportunity to clean out and organize the utility trailer (see attached) and Pawnee stable. A favorite child was also chosen to get attention. The ASK got its wings waxed and cockpit thoroughly cleaned. Just mention how nice the cockpit looks the next time Piet is your instructor and you will surely get a “two above” flight. With no customers and 400' ceilings, we closed up shop just prior to noon. As a final note, I have a pile of soiled rags that will soon be returned to the hangar in ready-for-use condition. A hearty Thank You goes out to: Craig Bendorf, Piet Barber, and Mike Heinz.—*Your Sunday DO, Keith Overstreet*



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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Photo: Piet Barber