



Masthead photo: Dick Otis

From the President

John Noss

Looks like we closed out 2014 with a strong month of flying in December, the weather deities must have felt sorry for the lost days in October and November. The last day of scheduled operations was 14 December, and the weather was great, with a sampling of all varieties of lift. Chuck Stover and Vern Kline had remarkable long flights that day. Then, with mild temperatures and mild winds, and lots of people who wanted to fly, we were able to put two more ad-hoc ops days on the board. It was quite amazing to be flying on a balmy day without a jacket on 27 December! We ended the year with 1832 glider flights, just short of the all-time record, and done with much worse weather. The year also saw great progress in moving members through the training process and to checkrides, more of those than we've seen in quite a while.

Thanks to Bruce Zivic for setting up the holiday party at Aspen Dale Winery, and to the Zaboji clan for the great food. This was another great gathering, and it didn't happen by accident. Please say thanks to these folks for the work they put into it.

Congratulations to young Andy Delgado, he flew a beautiful first solo flight on 13 Dec, just after he turned 14! I don't think I have ever seen a 46-minute first solo, quite an accomplishment.

If you have not looked at your personal data in the members-only section for a while, we request that you click on the magnifying glass to the right of your name on the membership listing, and check to make sure that the qualification icons accurately reflect

what you have been signed off to do. This is the primary way that Duty Officers are able to check and confirm that members are qualified to do things like fly passengers from the back seat, or take the Cirrus out for a spin, or be a wingrunner unsupervised. If you see something that needs to be updated, any instructor can do it through the online SPR system, but you have to ask. I will be happy to do it for you if you send me a private e-mail, and if the qualification is documented in the SPR or your logbook. Also, check your emergency contact information, and if it needs to be updated, or if there is nothing there at all, let us know what you want it to say. It's a matter of safety and common sense that we be able to notify somebody on your behalf if needed.

If you have been out to the field lately at all, you will have noticed that Keith Hilton donated a very nice coffee machine setup, this really sets the bar high for being civilized at the airfield. Thanks Keith! This won't take care of itself, however, so please if you use it, help keep it clean and contribute to the supplies of cups, coffee, hot chocolate, and water.

Just to test the waters, on the last day of scheduled ops (the 14th), we resurrected the gas grill and put out free food. I donated the hot dogs, Kaye Ebel brought all the 'fixins' and chili, it seemed really successful.




Photo: Kaye Ebel

There's no reason we shouldn't do this more often, could be done routinely if simple and not depending on donated food. We'll work on that.

As we head into the new year, it's surprising how fast the schedule fills up, even with scheduled ops suspended until the end of February. For all instructors, you are invited to attend the Virginia Soaring Association meeting in Charlottesville on Saturday 17 January, where the six Virginia glider clubs will meet to discuss topics of common interest, focused this time on instruction and instructors. Our Skyline Soaring annual membership meeting is at

the Samuels Library in Front Royal at 1030L on Saturday 24 January. This is where we will review operations, membership, and financial status, discuss future directions, and elect two new board members. The mandatory annual safety meeting is now confirmed for the same location, at 1030L on Saturday 21 February. On top of all that, we will be watching the weather and when it cooperates and there is sufficient interest, there is always the possibility of more ad-hoc days for flying.

Happy New Year.....

Fly Safe, Fly Often, Have Fun! 

2014: What a Year!

Photos: Kaye Ebelt



Chris Zaboji was awarded the Kolstad Scholarship by the Soaring Society of America!

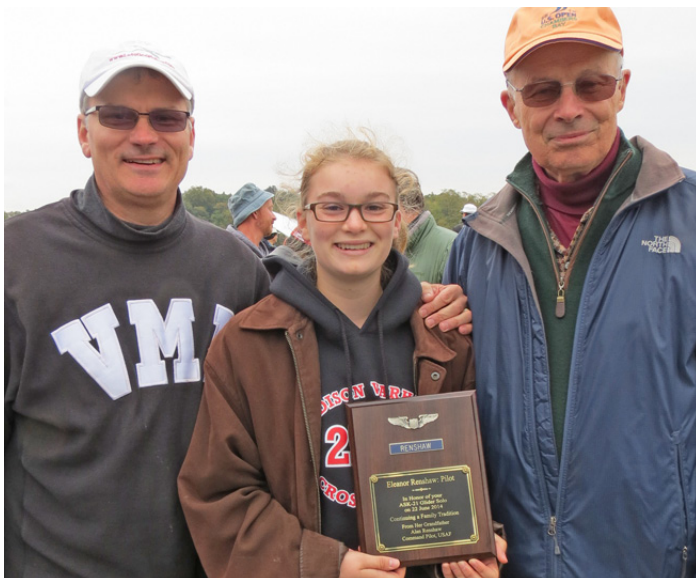
Magan Patch and Reggie Cassagnol got engaged.



Photo: from Magan&Reggie



Andy Delgado flew a beautiful 46 minute first solo flight on 13 December, just after he turned 14.



Reynolds, Ellie and Alan Renshaw—one of the many enjoyable Family Day moments courtesy of the continual generosity of Bill and Sharon Burner.



The FRR Air Show had its dry moments.



Skyline Soaring loses a dear friend, Bob Collier.. *Photo: Dan Ernst*



Soaring Beyond Limitations—two great days arranged by Josh Basile and Greg Ellis—enjoyed by many.. *Photo: Kaye Ebelt*



Chief Flight Instructor Piet Barber earns his Gold Badge and brings home the Boomerang—well done. *Photo: Selfie by the man himself*



Josh Morgan receives The Skyline Soaring Educational Foundation Flight Scholarship Award. *Photos: George Hazelrigg*

A memorable Annual Meeting thanks to Martin Gomez.



So many students—so little time. *Photo: Rick Hagen*

2014—last one out turn off the lights. *Photo: Chris Zaboji*



...and who can forget the Zivic/Zaboji Holiday party...

Holiday Party—Great Success

Bruce Zivic

Photos: Matt Linger, Kaye Ebelt, Phil Jordan

It was a cold and rainy night to drive, not fit for man nor beast, but the in-climate weather only enhanced the warmth of the converted rustic barn, the people and the faire making it worth the trip. Gauging by the many smiles and laughter demonstrated throughout the night I would put this party in the books as a joyous celebration. Happily all those who signed up showed up bringing the total of spiffed up gals and guys to 61. It was good people having a good time.

A very special thanks to the Zaboji's who supplied all the vitals...and good they were. Lots of the Zaboji's time and money was represented with a plentiful and delicious buffet spread including appetizers, entrees and dessert as well as table decorations and





music. This is going to be tough act to follow. As bad luck would have it after all the preparations made by Susan Zaboji (the queen of logistics) she was unable to attend due to a nasty cold..

Due to an early flight Sunday morning I was packing it in around 9:30 and as I was saying my goodbyes I noticed Ertan serenading on his acoustical guitar to an appreciative audience around the fireplace. Nice touch Ertan!

The general consensus is that the Aspen Dale Winery is an exceptional venue for the clubs yearly party. As for location, it's similar to FFR, not close to anyone but in the middle of everybody. However, I am wide open for other suggestions, but until we can come up with something at least nearly as good, it looks like we will be on track for a return engagement next year. ✍️



Are we maximizing soaring for our club members?

Michael Bishton

Three of the many elements that make our club work are that; we love to soar, it takes a group of us to make it happen, and we have a good board that works hard to look after the groups' interests. Lifting a quote from Kellett, "If flying were the language of man, soaring would be its poetry." The poetry comes from maximizing flight time and limiting time on the ground.

On the good days, we'll have two tow pilots and two instructors cycling through the students in the morning, and towing private aircraft in the afternoon. On average days, we'll have one instructor and one tow pilot working through the students. People who have their own gliders get there in the morning to sign up for their spot and then wait for their turn in the afternoon. People who don't have their own gliders wait patiently for the students to finish if they want the two-seater.

- The club's single place aircraft do not appear to get full utilization.
- The Sprite has a rather low weight limit while the Cirrus requires a pilot certificate and 50 PIC flights.

These restrictions eliminate a significant percentage of the membership from flying single seaters. Thus the Grob and the ASK are the only other alternatives. The up side is that we have plenty of time to visit. The down side is that we fly less than we'd like, as a percentage of each member's commitment of time for the day.

How do we solve this conundrum? I suggest that it is time to reexamine our membership model so that we can continue to grow and prosper within the constraints (of hanger space) that have been imposed upon us. Our current model:

- We can't get additional hanger space for club gliders.
- It takes a group of four to six to launch a single glider.
- It primarily limited to the weekends when we can use up an entire day, even for a single 20 minute flight (with no lift).
- Ad-hoc days are sprinkled in that take one to three days to organize and gel.

Perhaps we could look at the range of interests of our club members and see and what that could bring to the club, which has enough:

- Members with flexible time who can get away for a weekday or two with good lift or wave if there were a way for them to fly on their own (without bringing out four people to make it happen).
- Solo students and other certificated members who just want to get up and have fun or build experience puttering around the neighborhood between the Shenandoah and the Massanutten. This would be analogous to a sailing club that has a bunch of sunfish stacked up on racks that beginners can drag out to sail inside the protected bay.

Another aspect of this range of interest is reflected in what club members are exploring to do on their own to increase soaring time outside of the auspices of the club.

- The ones who are looking at flying during the week or for an extended period are looking at a group purchase of a decent two person motor glider with folding wings that can be handled by one person and put in a large trailer, like a Diamond, Ximango, Phoenix or similar.
- The ones who are looking at puttering around the neighborhood are looking at inexpensive ultralight gliders, like a Goat, Pig, Swift or similar, that can be taken apart and taken home or stored in a corner of a hanger.

Both alternatives get around the hanger problems and provide a wider range of gliders for people to experience their poetry.

How do we meet the broader needs of all of our members moving forward? The weekend/ad-hoc model may not meet the needs of a measurable portion of our members. We have four gliders at our disposal. The ASK and Grob are the obvious trainers. The Sprite and the Cirrus are the only shared aircraft; each with its own limitations. I pose the following questions for our members.

1. Do the two alternatives (ultralights and motor gliders) in addition to the traditional private gliders better reflect the range of aircraft that can meet the club members' needs for soaring while living within the current constraints of hanger space?
2. Should we look at replacing the Sprite and Cirrus with one or more of these alternate means of committing airborne poetry?
3. Should we rethink our business model to embrace spontaneous poetry during the week as well as more inexpensive and fun neighborhood gliders to provide more stepping stones from beginning to expert?

There are a lot of single and two-seated motor gliders. I have included some examples of relatively inexpensive ultralight motor gliders so that members can start to have a sense of the variety; some basic, some slick, some high performers, some adequate performers, all fun.

Name *Youtube vids of how they fly*

Goat (can be motorized) https://www.youtube.com/watch?v=IUM172s_iS4

Zigolo motorglider <https://www.youtube.com/watch?v=nfVolGYJYRo>

Song motorglider https://www.youtube.com/watch?v=t7_YlthuPVo

Swift motorglider <https://www.youtube.com/watch?v=aOlo8GoO52Q>

Soaring Gull motorglider <https://www.youtube.com/watch?v=XDoEAZbBWtw>

ATOS Motor Glider M <https://www.youtube.com/watch?v=UAWgKeREp4>

<https://www.youtube.com/watch?v=6AjLxatI7JI>

Editor's note: for some reason, electronic voodoo or something, these links have been the number one PITA for 2015. If any don't work, just search YouTrouble with the names.

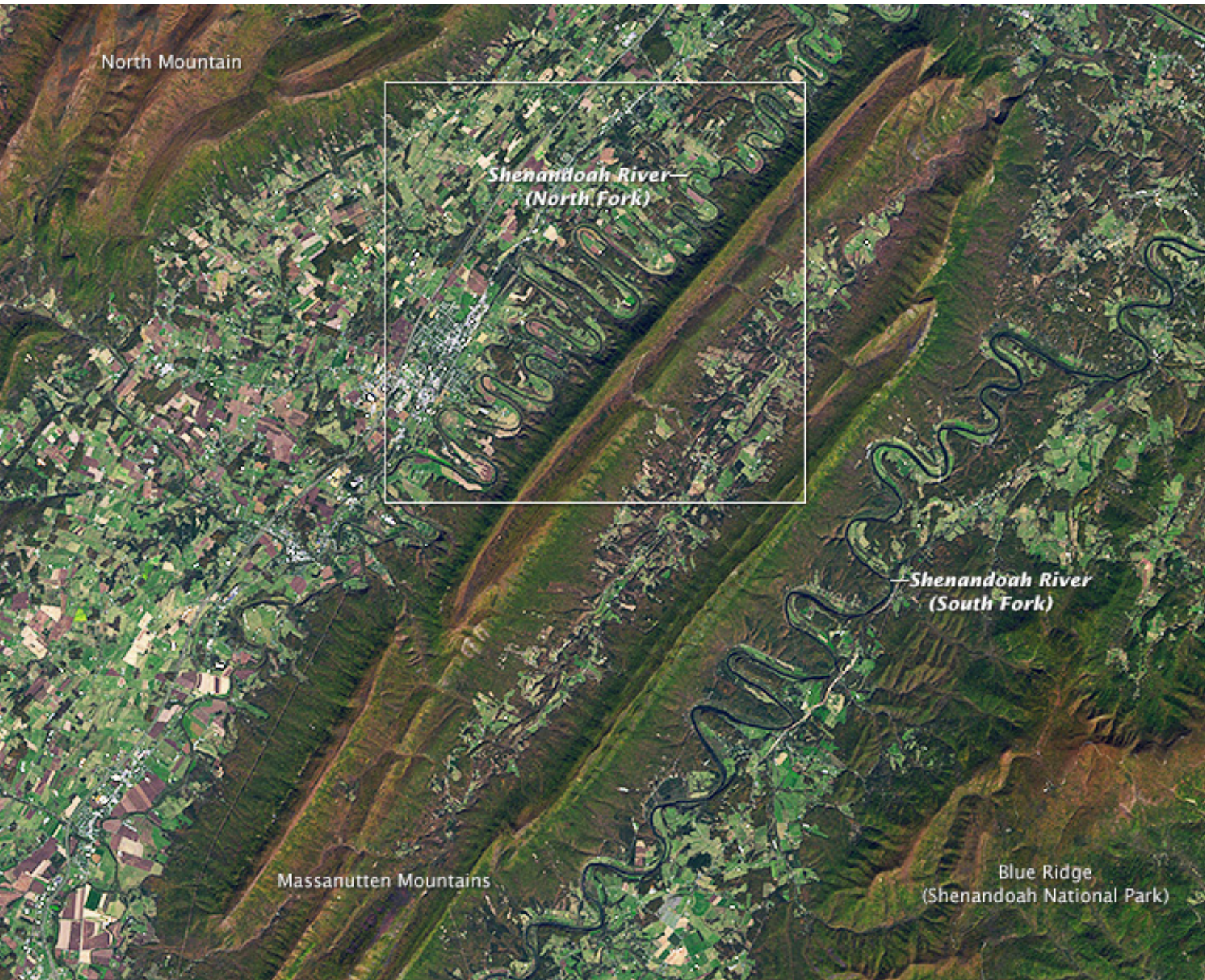
Diamond HK36 Super Dimona Photo: Stahlkocher





Piet Barber and Michael Bishton, December 27... "I got more thrill out of flying before I had ever been in the air at all—while lying in bed thinking how exciting it would be to fly."—Orville Wright
 Photo: Chris Zaboji

From Chuck Stover's iPhone*
 *if you believe that I've got some Arizona ocean-front property for sale—<http://earthobservatory.nasa.gov/IOTD/>



North Mountain

Shenandoah River—
 (North Fork)

Shenandoah River
 (South Fork)

Massanutten Mountains

Blue Ridge
 (Shenandoah National Park)

Fellow SSC members—Remember the Special Operations Day we held in October? A team of Wednesday volunteers made it possible for several spinal cord injured youngsters to experience gliding—something that would otherwise not have been available to them.

Well, our partner in that project was Josh Basile—himself a quadriplegic, and also director of the Determined2heal Foundation that financed that day's adventure. The flights were documented by no less than three go pro cameras in the cockpit, and the results of that videography have been incorporated as highlights into a short video presentation.

The presentation is an information & promotion piece for the Determined2heal Foundation and it prominently features what we did that day for those children.

Please take a look. The gliding segments occur at 0:55 and at 4:10 into the presentation.

<https://www.youtube.com/watch?v=Jotdyhizfkg>

Thanks - Greg Ellis

Members—I hope everyone had a nice holiday and wish you all a happy 2015. In preparation for the new soaring season invoices for dues and SSA fees were sent out to all currently active members several weeks ago. This is a friendly reminder that payment for these invoices are due by January 15th. I have received payments from one-third of the membership and I thank you for that. I am sure the remaining checks are in the mail, but if not please submit them as soon as possible. If you have misplaced your invoice and need another copy let me know. Also, if you have decided to go on inactive status please let me know so I will not continue to bug you.

Thanks to everyone for your support in this activity.
—Steve Rockwood, Treasurer



Photo: Phil Jordan



Photos: Martin Gomez



Photo: John Noss

Watch for details <http://www.womensoaring.org/>





details we'll be sure to share them.

The new trailer can be accessed here:

<http://vimeo.com/88283001>

And if you haven't seen the original piece please click here:

<http://www.cloudstreethd.org/Home.html>

CloudStreet: Soaring the American West is produced in association with PBS affiliate KNME in Albuquerque, New Mexico.

— *The Soaring Society of America E-News*

The new FAA Knowledge Test study guide—was published October 2014. Here is the link. The glider test starts on page 83. — *Ken Ring*

https://www.faa.gov/training_testing/testing/test_guides/media/FAA-G-8082-171.pdf

Cambridge, Boeing Build Little Hybrid—A joint effort by Cambridge University and Boeing has created a hybrid-powered version of a Czech single-seat motorglider. The aircraft is powered by a 10-kilowatt (14-horsepower) electric motor and a 7-kilowatt (10-horsepower) four-stroke gas engine that work together when lots of power is needed. The motor becomes a generator driven by the gas engine in low-power circumstances to recharge the lithium polymer batteries. Dr. Paul Robinson, of the university's engineering department, said the aircraft is about 30 percent more fuel efficient than a gas-only version and has much better range than if it was flown on electric power alone.

Robertson said the technology is scalable so it could be used in larger aircraft and his team is also looking at alternative fuels and power sources. Although the Cambridge project has attracted some attention it's far from the first exploration of this technology. Flight Design showed its first hybrid design in 2009 and Diamond Aircraft and Siemens flew a prototype hybrid aircraft in 2011. Several manufacturers, including Pipistrel and Flight Design, have active development projects for hybrid-powered light aircraft.

— <http://www.avweb.com/avwebflash/news/Cambridge-Boeing-Build-Little-Hybrid223305-1.html>

<https://www.youtube.com/watch?v=VAjbfvvgDo>



Cloudstreet—We deeply appreciate the patience of the “Cloud-Street: Soaring the American West” fans - thank you for believing in the project. It has been a long journey, and from the beginning we recognized the musical score as one of the most important parts of the program. Truly, it seemed unrealistic to hope that a composer could capture the joy, the grandeur, and the adventure of cross-country soaring. So we thought - until we heard Matt Pavolaitis and Colleen Grace's powerfully beautiful score. (Loud cheers went up in the editing room when we heard it). It's exquisite.



The piece also features narration by Dave Pettitt - who you may recognize from his work with National Geographic and The Discovery Channel. His full bodied voice brings a level of depth and intensity that elevates the project to an entirely different and wonderful level.

We are targeting a Spring air-date on PBS stations, followed by availability on-line and via DVD/BR media. Once we have firm



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
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,
Richard Garrity, Keith Hilton,
Ertan Tete, Martin Gomez