



Masthead photo: Dick Otis

From the President

John Noss

As hoped, May has provided some great soaring days! I count 29 Skyline OLC entries for the month so far, 21 of which were for over 100 km, including some really impressive long flights. Congratulations to Shane Neitzey for another great showing at the Mifflin contest. Thanks to Bill Burner, we had a great family day / away day and lots of nice flying, more to follow on that!

Clearly, hot humid weather is now upon us. Please be very mindful of the risks of heat exhaustion and heat stroke. It can sneak up on you, and before you recognize the problem, you are unable to solve the problem. Don't wait until you are thirsty to drink, and watch those around you for signs that they may need help.

It's time for another reminder about your personal responsibility to work with the duty officer before and after you fly. The DO needs to know in advance what you intend to fly, that you are current and qualified, and who is in the airplane with you (if you have a passenger). After you fly, you are responsible to confirm that your takeoff and landing times, and tow release altitude, are logged correctly. Settle payment before you leave the airfield. It is not the DO's job to chase you down and find out how you intend to pay. DO duty is the hardest thing we ask any member to do, and the DO needs to be focused on ensuring safe and efficient operations, not guessing what you flew or where you went when it's time to pay.

Fly Safe, Fly Often, Have Fun!



Photo: Kaye Ebelt

Up, Up and Away and Family Day, Burner Field

Dan Ernst, DO

It was another away great day as Bill and Sharon hosted the club at their field the Soar-Inn. The turnout was great with lots of family members, adults, children and dogs attending.

The weather was pleasant and in the afternoon very soarable as attested to by Charles Norman accomplishing the silver distance. You can't ask for a better setting nestled in the Shenandoah Valley and Bill's grass runway looks better than most of the front lawns I see around.

There was plenty of action and many people to thank, so I will hit the highlights. The day started with Keith Hilton launching the fleet from KFRR...at the end of the day, Keith returned to Front Royal to recover the gliders and put them to bed. Thanks, Keith.

We had takers to ferry all of the club gliders over to Burner and

return. In addition to the club ships, Charles Norman (3B), Chuck Stover (RW) and Robert Gray (470) trailered their ships in.

We had a bit of excitement when Chris Carswell was returning to the Burner in the Sprite and lost sight of the field and went "Aux Vaces" as the French say. He was able to get on downwind leg with the help of overhead tow planes, but was too low to make it back safely. Using sound judgement, he executed what was described as a very pretty off field landing by the tow pilots (Martin Gomez and Steve Wallace) that watched him. At this point I pressed the hard working Keith Hilton to go and get the Sprite trailer at Front Royal. He and Rob Creedon went there while Shane and George Hazelrigg went in search of Chris. The four of them and Chris returned to Burner where Shane led the reassembly of the Sprite, something we don't do often. So I chalk that up to a great learning experience all around. My thanks to all who pitched in.

The two-seat Bergfalke got a nice work out with Bill giving a number of rides and checkouts. That's a beautiful ship. Chris Zaboji

Photo: Martin Gomez



Above: John Noss and Bill Burner give the Bergfalke a workout.
Above right: team work; DO Dan Ernst and ADO Evan Dosik.
Right: Family Day for Ellodie Kutella, Claire Ash and friends.



Photos: Kaye Ebelt



Photo: Kaye Ebelt



was the only taker in the open cockpit 1-26, or sport canopy as it is known in 1-26 circles. You could see the wind in his hair on takeoff and his sun glasses stayed on the whole flight! Between the Berg-falke and the club two-seaters, many family-and-friend non-pilots got a taste of soaring.

I must certainly mention the SSEF food, it was great. And many thanks to Josh Kutella who manned the hot grill all day. I don't think anyone went away hungry.

Above: Guin, Ellodie and Grillmeister Josh Kutella. Below: Sprite assembly... and the crowd goes wild! Right: it wouldn't be a party without SSC icons Pat Kellett and her Curmudgeon

New member Erik van Weezendonk came for the day and got a flight with Piet. Erik is a former military pilot, now airline pilot and he has glider experience and tail wheel experience! He jumped right in to reassemble the Sprite and disassemble Robert's 1-26. Welcome, Erik!

Speaking of new guys, our newest tow pilot, Tim Kreiner, completed the requisite number of two seat tows in the Husky with Martin Gomez. And speaking of Huskys, Chris Groshel came down from State College, PA in his beautiful Husky. And speaking of drop in pilots, Hugh McElrath, dropped in with his Pipistrel motorglider.

I want to thank Evan Dosik for being my tireless ADO. The list of people who helped out in ways great and small is very long so I won't list you, but I know who you are and I appreciate it.

So in summary it was another great away day with a great turn out, lots of fun and safely concluded. Can't ask for more than that. Thanks once more to Bill, Sharon, Guin and Josh.

And Martin Gomez adds: Once again, for one day Burner Field was the happiest little airport in Virginia. Thanks to Bill and Sharon for being such graceful hosts, and in particular we thank them for arranging such great weather! Good food, good friends, good flying, and even a good landout.

Doesn't get any better than that.

And then there's the landout story...



Photo: Keith Hilton



Photo: Kaye Ebelt

Family Day Landout

Chris Carswell

As I replay my flight over in my mind, I'm not sure if it becomes clearer or more muddled, but there are clearly lessons learned from my experience. This was not what I had expected as a first landout and wasn't textbook in any way. As glider students, we are taught to consider a landout when we lose lift during a cross-country flight, but not when we are close to our airport. When flying cross country, we should always be considering where we are relative to potential landing spots, with a view and understanding of how far we can glide at any point in time. We should be picking potential fields by 2000 AGL, and have one picked at 1500, and running a full traffic pattern starting at 800-1000 AGL around the field. My Sprite landout on May 24, 2015, was completely different!



One Man's Landout Is Another Man's Landing

Evan Dosik

Bob Sallada and I took the Grob up right after Chris Carswell landed out in the Sprite. I wanted to share the following with Chris, but he needed to hit the road once the equipment had been retrieved.

From my perspective Chris did a great job of decision making, which is the most important thing to staying safe and protecting others and the equipment. Also, I thought Chris would like to know how his landout helped others as well:

I caught sight of the Sprite while on tow. I then promised myself to stay aware of the field, and intently proceeded to get a "lay of the land" in relation to the field for the remainder of the tow and for at least the first ten minutes of our glide (as was Bob). Then we did some thermalling, and within maybe 5 minutes, yep, I had lost situational awareness of Burner. (So did Bob!). While circling in some spotty lift I had one eye on the vario and one eye on the ground trying to reacquire the field. I had imprinted some sight pictures and landmarks in my head to direct me to the IP, but I (we; remember Bob was with me) just could not find the field.

With some advancing tightening of the buttocks, I never-the-less trusted my memory and kept flying around and between my landmarks (the three large parallel steel buildings to the west of the field, Rt 42 to the south, and 81 to the east) tried to find the south end of 03.

Now, at about 1200 AGL, while Bob was quietly looking for a spot to land out for ourselves and me still looking for the field, do I find it? No! But, I *know* I must be south of it so I keep looking and what do I finally see? That beautiful white Sprite contrasted against the brown earth south west of my base leg! No time or altitude for a downwind at this point! So, thank you, thank you, thank you, for helping us get back to Burner and not needing to land out ourselves! It would not have been fun to disassemble that beast Grob, with those lead-like wings, trailer and then reassemble her without at least 6 people!

After we landed Bob shared with me that he never saw the field until I got ready to turn final! So even the best of 'em lose it sometimes!





Above: The Comanche arrives at FRR: Chris Zaboji, proud owner Keith Hilton, Steve Zaboji. Photo: Kaye Ebelt. Below Keith picks up the Comanche at Barrington, MA. Photo: Chris Zaboji

Skyline Soaring Club Community

Steve Zaboji

There is no doubt that the focus of any SSC operational day is flying and flying safely. How high, how long and how far seem to be the working conversations. But beneath all that there is an unending exchange between members that explore all aspects of aviation, and at times, politics or any number of life's other survival themes.

About four weeks ago, in a conversation with Keith Hilton, we got into the subject of powered airplanes and Keith's interest in finding an airplane that he could buy, train in and utilize for personal transportation. Understandably, Keith's curiosity centered on Cessna 172s, Cherokees and a number of other possible candidates considered by first-time buyers.

Since Keith is already an accomplished glider pilot, my suggestion was that he step up to an airplane with considerably more performance i.e. a Cessna Cardinal RG or Piper Arrow. But wait, as a former Piper Comanche owner and currently an instructor in the Comanche Pilot Proficiency Program, why not explore Piper's Comanche family. First thought was an economical 180 HP Comanche 180. We noticed an exceptional one for sale but by the time we called, it was sold.

Seize The Opportunity—Keith found a Comanche 250 - N8394P (250HP) in Trade-A-Plane and I recognized it as being, given its extensive upgrades, remarkable and one to go ahead and tie down with a deposit for further scrutiny. Keith did just that and we had the plane go into an annual inspection to serve as a pre-buy. Unbelievably, the plane was perfect. Not a single squawk. In fact the mechanics jokingly disparaged the airplane with the hint that they would like to buy it themselves. Two weeks later, Keith became the plane's new owner and on May 23 my son Chris flew us to Great

Barrington, MA where we picked up the Comanche for its trip back to, where else, KFRR to be greeted by our SSC circle of friends. The congratulations, Oohs and Aahs ensued.

Keith's Comanche training will start the weekend of May 30 in Harrisburg, PA where the Comanche Flyer's Foundation will be conducting a CPPP event. There Keith will learn the Comanche's systems and traits from seasoned Comanche instructors and mechanics. Stay tuned for updates on Keith's journey into the world of powered flight. I look forward to working with Keith on his mastering of his gorgeous Comanche while at the same time earning his SEL rating.



Margot's First Soaring Flight

Charles Norman

As a pilot and the proud father of three children, nothing would make me happier than to see my kids enjoy flying and maybe even become pilots someday. As a family we fly often and until our third child was born, my wife and our two girls would take our V35A Bonanza to see family and go on vacation. Our first daughter, Margot, flew her first flight at twenty-three months on a short flight from Warren-Sugarbush (OB7) to Montpelier (MPV) Vermont. From the picture, you can see Margot enjoyed herself. Soon after, with her mother's concerns assuaged, the entire family including Margot's four month old sister, Caroline, traveled from Montpelier back to base at Manassas. That flight to Manassas began a long series of successful flights as a family of four over the years. When our third child, Charlie, was born in 2014 things changed. We were short a seat in the Bonanza, but Charlie and I still did some flying together before we sold the Bonanza late last year (his first flight was at three months).

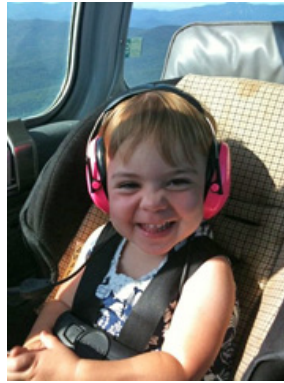
While the kids have been around gliders too, I wasn't sure about when I should bring them up for their first glider flights. I was concerned they might open the canopy in flight or block the flight controls. I was also worried they just might not have a good experience on a bumpy day or may not enjoy making countless turns in a thermal. That said, Margot had been asking to go glider flying for a long time and she is a fairly mature seven year old who has been blessed with the self-preservation gene – Margot understands what things she should and shouldn't do. I was fairly certain that if I gave her a good pre-flight briefing she'd be on the program and we'd have a great flight.

Finally the day arrived when I decided we should go for that first glider flight. It was going to be a great soaring day and I originally was looking to fly my Libelle. Over breakfast Margot pleaded with me to let her come along, and I jumped at the chance – we would go for a flight and probably get to do some actual soaring. Once we got to Front Royal things fell into place relatively quickly and before I knew it I was giving Margot her safety briefing while she got accustomed to the five point harness and the spacious rear cockpit of the Grob. I focused the safety briefing on the key items: Don't touch the canopy latch or the red emergency release,

I showed her the tow rope release and asked her not to put unless instructed, I asked her to not touch the stick unless I asked her to take the controls, and I told her not to ever undo the seat belt till we landed and stopped.

The flight was a blast, Margot was hooting and hollering as soon as we broke ground. She felt safe and really began to enjoy the flight. Off of tow we were fortunate to find a series of strong thermals and flew around the valley, ultimately making it to 6100' where we had a good view of the mountains around us. Margot seemed to enjoy turning in the thermals and she really did very well controlling the glider when I gave her the stick. It's uncanny how quickly kids pick up on things – and to see her intuitively pitch up and down to control her speed and turn to the left and right was amazing. After fifty minutes it was about time to go home so we decided to use some of our altitude to have some fun with some positive and negative G maneuvers. Margot enjoyed every minute of it up till landing.

In the end it was great to walk the glider back to the flight line with Margot by my side as we recounted the great flight we had just had. Other members did some great cross country flights that day, but my flight with Margot will be one I always look back to in my logbook.



Photos: Charles Norman





One More Time for 289

Dave Collier

arrived at the field hearing Chuck Stover & Joe Lingeitch planning to fly to Buena Vista and back so I thought a reasonable plan for me would be to fly south as far as I could and turn around and head for home at 1:30 -2:00. It was a little before noon when I got my tow to the ridge only to get off in heavy sink that chased me back to the 28 end of the field at 1500'. I found a 5-6 knot thermal to 5500' that put me at the end of a long dark cloud street to the south. I charged off not having to circle much until about half way down the street it seemed like I couldn't find the sweet spot under the clouds anymore.

I kept thinking the next one will be good to me, the next one will be good..... I guess the thermals were on the decaying end of the cycle and everywhere I looked I found sink. I started looking for a field and found one that looked like last year's corn stubble bordered by weeds but not this year's crop. I circled over the field to the south of my chosen field to bleed off altitude all the while keeping my eye on the cell tower in the adjacent field I felt was crowding me. I did my last 360 and started my final approach and clearing the trees with more altitude than I would have liked. As the field went by it was starting to look like I might not be down before I would have to cross the little ditch like farm lane that was cutting me off from more runway.

As luck would have it, the field was gaining elevation and I touched down just beyond its peak and rolled 40 yards or so until weeds ground looped me to the right. The nose was down and the right wing was down so most of the fabric parts were up and clear of the corn stubble hidden down in the weeds. It was like sliding

into second base.

I called Ertan to let him know I was down and OK and he assembled a volunteer retrieve crew consisting of Keith Overstreet, Jim Perlmutter, and Mathew Linger. I made the mistake of giving him the coordinates from the location of the plane and not going out to the end of the driveway and giving him those coordinates (or the street address).

That was the start of the goose chase because the coordinates from the plane were in the middle of a U-shaped road with 2 different names on each side. The GPS was trying to take them through a field on the other side of the U. Anyway they found me – no thanks to me. I really appreciate all the effort from everyone to retrieve me, especially in the middle of the day; it's a comfort to know that someone will come get you. Thanks Skyline Soaring!



Photos: Jim Perlmutter

Circling the Statue of Liberty

Kaye Ebelt



Skyline Soaring's Chris Zaboji, a private pilot, recently completed a round trip cross country flight from Leesburg, Virginia to Essex, New Jersey with a side excursion down the Hudson. Chris first took flight in a Comanche with his Father, Steve Zaboji, in the late 90s. Since then he has earned a private pilot rating in both a glider and powered aircraft, he is currently working towards his commercial and CFI-G ratings. His ultimate goal: professional pilot.

The Musketeer crew was dead silent for several moments after the circling of the Statue of Liberty. Finally, pilot Chris Zaboji broke the silence. "We just circled the Statue of Liberty!" he exclaimed. This was the highlight of a round trip journey on April 6, 2015 from Leesburg to Caldwell, New Jersey and was part of the longer aviation journey that Chris had begun over five years ago at Skyline.

Chris isn't your average 17-year-old. He has continuously demonstrated the characteristics of an excellent pilot: incredible judgment, careful planning, ability to take command, and concern about safety. This is someone who also had a lot of hours flying with his father before he even became a rated pilot.

A little more than two years ago and before arriving in Arlington, VA, I received a video from George Hazelrigg that demonstrated Chris' flying prowess in training of an actual in-flight emergency. He sent it to me to try to get me interested in joining the Skyline Soaring Club. The emergency: a rope break at 600 ft AGL.

*George continued to explain, "We train for these emergencies.

Chris had already done training on similar events, but it's always a shock when it happens for real. You can see him jump at the moment it happened, but then he immediately settled down, formulated a plan, and flew it." You could see Chris' moment of surprise in the video, and it was followed by a perfectly calm treatment of the problem and a perfect landing with a rollout to the exact spot where he wanted to stop. "He's a very good pilot," said George.

Chris earned his glider private pilot rating shortly before I met him and at 15 offered me advice on my first ferry flight. He would be making a ferry flight in the Sprite and was hoping not to have an actual inflight emergency like the rope break he had experi-



enced earlier that year.

On April 19, 2014, I first had the chance to fly with Chris as his passenger. He truly has mastered the art of flying with incredible piloting skills and judgment. We flew a series of chandelles until the altimeter indicated it was time to enter the pattern.

For the April 6, 2015 flight, I had needed a ride home from New York. Chris's father, Steve Zaboji, recognized a perfect opportunity for Chris to branch out and gain more experience by completing an X-C.

Chris planned the flight: wheels up out of KJYO by 7:15. Then direct flight from Leesburg (KJYO) - LUCKE-FDK-PTW-ARD- Essex (KCDW). The route would be two hours, depending on the tailwinds. In addition, Chris suggested taking the New York SFRA on-line course so we could fly down the Hudson River to the Statue of Liberty. There were two options: first was a transient flight or Skyline Route at 1300' MSL or higher and required ATC clearance; second was the Hudson Exclusion at 1000' - 1299' and self an-

nouncing at the Alpine Tower, George Washington Bridge, Intrepid Sea and Air Museum, Clock, Statue of Liberty and Narrows Bridge. Chris opted for the Skyline Route, due to the increased helicopter traffic expected circling the Statue of Liberty. Wise choice!

After planning the flight, Chris asked if I minded if his friend Cole Thomas came along. Having taught teenagers for 29 years, my first thought was that this was not a good idea. I've seen too many students piled in cars driving around in Missoula, Montana to know how easily they can get distracted from just driving. So, my initial reaction was this would be a distraction for Chris. Once again, Chris demonstrated the characteristics of a good pilot. "I've taken my friend for a ride before in the Musketeer, and he is of little distraction. He understands the importance of being invisible on such a flight. I don't want him to come along if it makes you feel



uncomfortable, but from my point of view it would work." Who can argue with that? Ok, Cole was in!

The first leg of the flight began at 7:30a.m. Chris sent a text to let me know that they would be departing about 7:30a.m. with a



two hour ETA. They arrived at KCDW airport exactly as I pulled into the parking lot. He had a great tailwind and arrived 30 minutes ahead of schedule. I loaded my bag, took a couple of pictures, and topped off the tanks. Chris briefed me on the flight and confirmed his flight plan for the return home. We discussed being vigilant in looking for traffic, especially flying along the Hudson River and once we got to the Statue of Liberty. We also discussed the clear-

ance needed to fly the Skyline Route and were on our way. Chris obtained ATC clearance to fly down the west side of the Hudson River and circle the Statue of Liberty counterclockwise as required.

Chris usually brings cameras along, as he records many of his flights to then share on YouTube. Other club members have followed his lead. With four GoPro cameras and three still cameras one would think them a bit overkill. However, not one GoPro camera actually filmed us circling the Statue of Liberty. Rats! At the time, safety was the highest priority, and there were several helicopters in the area. Cole did manage to capture a few good still photos though. We grinned and headed for home.

The rest of the trip was uneventful. We had planned a few chicken drops before touchdown but decided against it. It's never a good idea to drop chickens onto property owners who are working in the yard with a chainsaw.

We can be certain we will be hearing about this amazing pilot for years to come.

Congratulations, Chris on your upcoming H.S. Graduation! Best of luck at Virginia Tech!

Chris's Aviation Bio:

First flight: First flight late 90s in a Comanche with his Father, Steve Zaboji

September 2010: First glider lesson, KFRR, James Kellett, Instructor

July 23, 2011: First glider solo flight, KFRR, Joe Parrish Instructor

July 19, 2013: Earned private pilot glider rating, Marvin Holland, Examiner

July 1, 2012: First lesson in C-172, JYO, Buck Smith, Instructor

July 13, 2013: Solo flight in C-172, JYO, Buck Smith, Instructor

November 11, 2014: Earned private pilot power rating, Mark Lowdermilk, Examiner





Contest Flying Needs Your Help, besides it is really fun.

Shane Neitzey, XZ

The number of contestants in glider competitions is dropping down to a near non sustainable level. I suspect due to a combination of retiring pilots and reluctance of newer or younger pilots entering. Having heard of hard core competitors, foul tempers and glass-holes, I carefully tip-toed into contest flying. Starting 3 years ago, I crewed for Jim Garrison at the Mifflin Nationals, a very new and pleasant experience for me. Next I flew in the back seat with Karl Striedieck for 2 contest days at Fairfield. Once again, a very pleasant experience, especially to see how effortlessly Karl won those days.

If you really want to learn how to enjoy soaring farther, contest flying is perhaps the most efficient and fun way to do it. The Sports class is designed for the novice and all gliders are handicapped for scoring. Cost ranges from \$700-\$800 including tows and 2-3 evening dinners, then add lodging and other meals. Camping is encouraged and saves quite a bit of money. On-site showers and the non-flight camaraderie makes this option good for me.

Do not worry about having a crew, crewless pilot's crew for other crewless pilots. The Retrieve Desk ensures no one gets left stranded. Fair enough? Oh yes, partners can fly as a team and alternate days. Many pilots leave their gliders assembled, most with covers. I store mine in the trailer every night.

Trust me, the rules are not as difficult to understand as they appear. Read the rules once and ask contest mentors questions at the contest. By the way, I am willing hold a class if anyone wishes. The farm fields around Fairfield and Mifflin are far more abundant and appealing than what we have around Front Royal. I suggest Fairfield in October as a first contest. It is very close to DC and not as technical as Mifflin. If you have not flown there before, an experienced mentor will be assigned to you.

The CD (Contest Director), task advisors and weather man work very hard to create safe and fair tasks. If you feel the day is too challenging, you can choose not to launch or fly the task. Kudos to those who make those decisions.

All you need is a glider, Silver Badge, mail in your application documents and plan week for fun. This is a highly enriched learning experience, don't get you knickers in knot if you fail come up on top of the score sheet. It's all about learning from your mistakes, like one of mine, don't think you can beat Karl. Not yet anyway.

Below:

Sports Class winners Mifflin 2015

1st—Karl Striedieck, center

2nd—Heinz and Karen Weissenbuehler, right

3rd—Rob Dunning, left.

Photos: Shane Neitzey





Warrenton Soaring Center Reunion

Jim Kellett

Great reunion day at the Warrenton Airpark on May 16 (the home of the Warrenton Soaring Center, from which our Club sprang in 1991). Several current club members, including Phil Jordan, Spencer Annear, Piet Barber, Shane Neitzey, Jim Garrison, and Dave Collier celebrated the “good old days” along with other alumni who went on to two other Clubs in Virginia (TSS and SVS). For more of the Club’s history including the Warrenton Soaring Center days, see <http://skylinesoaring.org/HISTORY/history-3.shtml>

What a great day indeed. Many thanks go to Jim for pulling

us all together, to Tom for sharing his one-of-a-kind aerodrome and to the Collier family for bringing so much to our table—literally and figuratively...and to Piet and Stacy for bringing the real stars.

For me I spent eleven years at WSC. While I learned to fly there, my family, Ann, Johnny and I additionally experienced

a camaraderie that continues to be a rich and rewarding memory. I’m certain each and everyone who attended experienced the same

rewards in their individual ways

As we were leaving Jay Darmstadter said to me “Well Phil see you at the next reunion” — Lord, I hope so Jay.

What an absolute delight seeing old friends and remembering fondly all those who could not attend,—*Phil Jordan*



Open Door Policy

Christine Vincent

I have never ever wanted to skydive before! Knowing I would be in Warrenton I took a look at the Skydiving Center's website a couple weeks ago and watched the YouTube videos of previous jumpers and thought, why not? As the weeks went by though I never called to make the appointment so forgot about it.

When we got to Warrenton on May 16, my dad, (legendary WSC CFI-G Ernie Klimonda) Lonnie and I went over to the center "just to look" and a little while later—after reading very carefully and signing a six page document—I was being strapped up and getting on the plane. They had lots of divers scheduled for the 1:00 and 3:00 shifts so it was a 'now or never' situation. I chose NOW.

I had not prepared clothing wise ...I had on flip flops! They had a box of shoes in a corner so I grabbed a pair, met my tandem partner Ricco and went my merry way. The plane ride was about 7 minutes up to 10,000 feet (there were two other female jumpers on board with their tandem partners) but since I was "last on" that meant "first off"! Ricco gave me a couple instructions on the way up—which I think I only half-heard—but I was still pretty calm...even when he said... "now, when you put your legs outside the plane..." !!

Before I knew it, it was time to jump and we were in free fall for a minute or so—going incredibly fast. The wind was so strong; even with glasses and goggles on it made my eyes water. And even though the wind was loud, I could hear Ricco giving me instructions or just making comments, "woo-hooing", telling me to look at the camera (on his wrist) ...very relaxing.

Then the chute is released and you're pulled up very quickly, followed by...calm. It reminded me of soaring. You take your goggles off, relax and—if you want—you can help control the yellow pulls to steer, making right and left turns. He also showed me how to go into a 'holding' pattern where you feel like you're not moving at all. We had to do that in order to give the other two jumpers some space as they were now lower than we were and they would be



landing before us. (It has to do with the combined weight of the pair of jumpers.)

To land, I had to put my legs out straight in front of me, at right angle to my body so that he could do the 'landing'. It was all very smooth and easy. It took about 13 minutes from the time we took off on the plane to when we landed on the ground.

Before you go up you have the option of having pictures or a video taken, or nothing at all. I chose pictures as I was not sure what words might come out of my mouth during the jump and I didn't necessarily want that to be recorded for posterity. They gave me a disc with the photos after the jump—216 shots!! I'm so glad I opted for that.

I am so happy I took this 'leap'. I turned 56 in March and it's the best present I think I've ever given myself. Of course I may have opened a Pandora's box...my first thought afterwards was "What's next?" Can't wait...

<http://www.dcskydivingcenter.com/index.html>

Photos: Ricco via Christine Vincent



Around the Field...and Beyond

Congratulations to Kaye Ebelt who earned her C Badge May 30 in the K-1 hr. 29 minutes.

Photo: Chris Zaboji



2004, 28 ft Chateaux motorhome for sale. Sleeps four. (we took the over cab bed out and replaced it with storage units to carry all the electronic stuff you need these days for a sailplane). Very clean, all systems are running well. Will sell with pots and dishes and bedding. Trailerhitch Asking \$15,000—*Frauke Elber*, fandw_elber@cox.net

Family Day and Outdoor Aviation Display

Saturday, June 20, 2015

10:00 am to 3:00 pm

Udvar-Hazy Center in Chantilly, VA

Join us for a new program dedicated to past, present, and future innovations in aviation and space.

-- Explore the engineering and design innovations that have taken place since flight began more than 100 years ago.

-- View more than 50 visiting aircraft on display for one day only, and sit in the cockpits if allowed — *Ted Stewart*

<https://airandspace.si.edu/events/detail.cfm?id=15961>

Sorry to say we have no one displaying a glider this year. Not too late if you apply before close of business Monday June 1.

I am looking for a couple of people to help me with the simulator display. It will be indoors. I can add your name to the list as a presenter for free parking and lunch. Reply to me directly for the sim display effort. I need to know by Sunday late afternoon.

If you wish to display your glider, then coordinate with Gloria Fulwood, (703) 572-4062, fulwoodg@si.edu. — *Shane Neitzey*



Quick, Henry The DEET: They're Back!

Congratulations to Michael Bishton for earning his B badge, **Chris Zaboji** for accomplishing silver altitude gain and **Charles Norman** accomplishing his silver distance.

VE Day Fly Over: B-24 by Martin Gomez



I've been asked to help out with the Women Can Fly event being held at the Warrenton-Fauquier Airport on June 27th from 9:00a.m. - 3:00p.m.

If any of your would like to volunteer to haul your personal glider over and put on display please send an e-mail to kebelt@msn.com

This is a great event to encourage young girls to think about learning to fly. Participants will get a complimentary flight!

Also, rumor has it that some famous female flyers will be there.... Amelia Earhart, Pancho Barnes and Jackie Cochran just to name a few. — *Kaye Ebelt*

<http://www.womencanfly.org/>



Photo: Kaye Ebelt
Karen Peterson: Pancho Barnes
Kaye Ebelt: Jackie Cochran



The Cirrus seemed to go together easier...probably with the new paint job...or was it that it's getting a little attention? So with some attention and focus the Board hopes that you'll all fly this club asset more often.

Additional assembly work shops sessions will be repeated soon and will be announced. Everyone is welcome! The three will tell you they had a good time and it was time well spent.—*Dick Garrity*—OK, who were they? Robert Gray, Ken Ring, Mario Simula

The next New Members Orientation Session (NMOS) is on the Duty Roster for June 6th at 8:30 a.m. If you have not completed this extremely interesting and mandatory overview of how the club operates, what are your roles as a new member, what's in the Skyline Soaring Club (SSC) website that should interest you, and how can I see how the instructors are tracking my flight performance, this is a must attend for you. The session last for one-hour and we typically make sure each member has a chance to take some training flight afterward. The session is free, so you have no excuse not to attend. Please reply to Bob Sallada and me if you plan to attend as we will be conducting the overview.

The session will be conducted at the Front Royal Airport in the terminal building and begin sharply at 8:30.—*Steve Rockwood SSC Membership Officer*

Dan Ernest completed the last element of Bronze Badge requirements on Sunday, May 3rd, with a two and a half hour solo flight. The necessary validation is en route to the SSA. *Attaboy, Dan!!*
—*Bob Sallada*

May 10, three members participated in the Cirrus Assembly Workshop—Each of them are rated but did not have any prior glider assembly experience so that was their first motivation to participate. All three do plan to fly the Cirrus. We all spent three hours, actually assembling the Cirrus three times, so each had their own hands on experience with all details of assembly. We worked as a team and all recognized that they could do the assembly themselves as needed.

They all had a lot of questions which was great for me as I develop an expanded version of the current assembly checklist for the Cirrus. As a matter of fact they worn me out!



Photo: Gordon Roester

And how did the Cirrus return to this pristine condition?
Lady Liberty with a few helpers!



Photo: from Shane Neitzzy

Soaring Society of America e-News

2015 Oshkosh—The Oshkosh event is just around the corner and we need volunteers! Oshkosh is July 20-26, 2015. Please sign up as a volunteer to help man the SSA booth. You can contact Anne Mongiovi at 618-530-8464 or e-mail ammongi@gmail.com to sign up. Any help is greatly appreciated!

CloudStreet Update—There's been a change in the CloudStreet web address. Previously we had the PressRoom web address listed. This has changed to www.cloudstreethd.org. Please visit this site to find out more information and view videos.

And don't forget to show your support by requesting that your local PBS station air CloudStreet.



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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