



Monthly Newsletter of Skyline Soaring Club, Inc. August 2016

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst



I am very excited to let you know that we are going to have a very special party to celebrate the 25th Anniversary of Skyline Soaring Club. Save the date of November 5th for this important event. The party will be held at the Stone Wall Golf Club in Gainesville, VA, just a short distance from I-66. There will be a nice dinner, music, photo displays and after dinner speakers. The cost will be \$60 per person. There are more details elsewhere in this newsletter. Please RSVP as soon as you can. Don't miss this! We will not have a holiday party later in the year.

I want to congratulate everyone who organized, supported and trained at this year's Week of Training. Another great effort thanks to instructors Tim Collins, Jim Kellett, Joe Lingeitch, John Noss and Bob Sallada. And to those indispensable dispensers of altitude, tow pilots Craig Bendorf, Dick Otis, Chuck Stover, Sebastian Teunissen, Steve Wallace, and Steve Zaboji. And especially to Organizer-in-Chief, John Noss.

And it was nice to have Kaye Ebelt back from Montana for the week. Welcome back, Kaye, even if it was briefly. We hope that life brings you back our way sometime!

Matt Linger passed a significant milestone in his soaring career, first soloing in the K on the 2nd of July and then built on that achievement on the following weekends going on to fly the Sprite multiple times, once for 2:36. Well done, Matt!

I also want to recognize Teo ten Haaf for getting his US commercial glider ticket with DPE Piet Barber. Teo is a long time glider pilot, and Apache helicopter pilot in the Dutch Air



Photo: Tom Motinger

Force, who is updating his US credentials. If you missed it the first time or are new to the club, Teo's profile in the May issue of Skylines is worth a read <http://www.skylinesoaring.org/NEWSLETTER/2016/May/201605news.pdf>.

We have a new Chief Duty Officer, Bruce Zivik. Bruce is taking over from Craig Bendorf who has been the CDO for a few years now. Many of you know that Craig is an active tow pilot and owner of Whiskey Victor, but he has also served on the Board of Directors, including two years as President. Thank you Craig for all of your contributions to the club!

Since Bruce is moving into the CDO position, we want to find a replacement for him as the Hangar Meister and Hydra-

tion Meister. Any takers?

According to the latest stats, we are a bit behind our best year, but not doing too badly considering the poor weather and absence of the Grob on two occasions. Hopefully we can muster up some ad hoc days to help fill the gap and the weather will cooperate.

With the summer about two thirds over we can look forward to the Warrenton Soaring Center reunion on the 3rd of September, Burner Away Day on the 2nd of October, and the 25th Anniversary Party on the 5th of November.

Fly safe and have fun!



Note: more electronic VooDoo at play—cut and paste the link please.

Skyline Soaring Club's



25th Anniversary Gala Celebration

When:

Saturday November 5, 2016; 6:00–11:00 pm

*** Please Save The Date ***

If you attended our 10th Anniversary party then you will remember how spectacular it was, and how everyone agreed that it truly marked our club's "coming of age." Your 25th Anniversary Gala Committee guarantees that this party is going to be even better!

Our nationally known speaker will be (to be announced) as well as other VIPs and more.

Where:

*The Stonewall Golf Club, Magnolia Room—with the beautiful lake view
15601 Turtle Point Drive, Gainesville, VA 20155*

*From I-66 take exit 43A to Route 29 South. Go 2.1 miles.
Turn left into Lake Manassas Drive. (0.2 miles before traffic light)
Go to end and turn right into Turtle Point Drive. First left into club parking.*

Price: \$60 per person. Children's buffet 5–12 years: \$25

Includes elegant dinner, dancing and more!

*** Black Tie Optional ***

Your friends and family are most welcome.

Please RSVP and send check by October 15th to:

Miriam Ellis

6918 Birkenhead Pl., Gainesville, VA 20155

ellis.miriam@comcast.net

Make Check payable to:

Skyline Soaring Club





Photos: Kaye Ebelt

Best Twelve Minutes of My Life

Mathew Linger

My interest in flying began after attending the Front Royal Air Show, September 11, 2012. I noticed a glider in the corner and told my mom I was going to see it. She told me to go ahead. That's where I first met George Hazelrigg. He asked me some questions and told me about the scholarship for students. I decided to apply and won it! I then became a member of the Skyline Soaring Club.

My first flight in the glider was with George on September 29, 2012 and I was 16 years old. George said in my SPR that I was very timid. I think he was probably right. Over the next 3 1/2 years I flew with every SSC instructor in the club. Each time improving my skills and confidence. I never gave up. I set my goals high and dreamed of soloing one day.

That day finally came on Sunday, July 3, 2016. Prior to the week of training, Shane Neitzey told me I might be soloing the weekend before the week of training. He told me he wanted it to be a surprise to everyone. I was ready and nervous at the same time. I was happy that I was not having to have anyone instruct me from behind.

Prior to my solo, I took two flights with Shane. The first was a rope break and the second was a box, wave off, stalls, slip, no spoiler approach to 5 feet. Shane told me I was ready and I could solo. However, I noticed I didn't have my student certificate with me. I had to call Piet to fax me another one. Then about 1:30 in the afternoon, I got my certificate signed and was ready to go. I couldn't stop smiling.

Shane instructed me to take a 2000' tow and stay below the ceiling. I ran through my checklist twice. Shane and Rufus pushed me out. I made my radio call and made a radio check with tow pilot, Martin Gomez. Shane and Rufus told me to

have a safe flight.

I was heading down the runway just like I had done for 3 1/2 years. I lifted up and was prepared to land straight ahead or turn back to the runway if I needed to. I didn't have to though. I released at 2000 feet and was flying alone!! I carefully watched my altitude and entered at right 45, downwind, base and final and finally landed. It was a perfect landing. Even though the flight was only 12 minutes—it was the best 12 minutes of my life!

Six days later, I transitioned into the Sprite. My first Sprite flight was a 23 min. flight to 3000'. The first 1000' were the turbulent and nerve racking. The second was a 17 min flight also another attempt to get my B badge. The third flight was a 15 min flight. All three flights I landed in the grass.

I want to take this time to appreciate ALL of the Skyline Soaring Instructors and ALL SSC members who made this day possible. I am extremely thankful and want to thank each and everyone one of you for helping me out. I also want to thank you for believing in me.

My special thanks to Shane Neitzey for taking the time out of his day to help me prepare for soloing. He sat me down and talked to me about the dos and don'ts. I appreciate Shane and Val letting me stay with them while I work in the shop.

I would also like to thank John Noss for driving me to the DMV in Warrenton where I took my leaners test and got my drivers learners permit. He has been a real help to me. Thank you, John.

I am so thankful to Michael Christenson and Keith Hilton for their financial support and making it possible for me to attend college. They are determined to get me through college. I realize this kind of opportunity doesn't just happen to everyone. I promise that I will do my best to keep my grades up and have a positive attitude about everything.

A special thanks to Kaye Ebelt and Michael Bishton for their contributions to Mat's big success story—ed.



Photos: from Kaye Ebelt



A big thank you to John Noss for stepping up as the WOT Director. I think we can agree that our week of training was a huge success. One example was his preparation to line up enough instructors and tow pilots to ensure that each student received the needed time and attention. Another was his effort to create a daily schedule that matched students with instructors who could focus on their particular stage in the process. A third was his effort to follow the daily training results and create/adjust the next day's schedule accordingly. John, also started and finished earlier than typical summer weekend days so that we took advantage of the cooler morning and didn't fly into afternoon heat exhaustion. I swear he must have called on a couple of doppelgangers during the week, because he seemed to be everywhere; setting up, towing, instructing, pushing out and retrieving gliders, and putting them away. It was magic.



In addition to John's organizing this week, Steve Rockwood was the acting DO and outside in the heat all day for all 5 days without getting to fly. Each morning Steve gave the briefing and provided the latest flight assignments for the day. The WOT participants seemed to really enjoy all the diverse training featured during this five-day adventure. I heard nothing but positive comments from the participants. Bruce Zivic jumped in for the last two days to round out a great team.

*Above: Ralph Vawter, Dave Nystrom, M. Bishton, Tim Collins.
Left: Steve Rockwood, tireless DO.
Below: Chuck Stover and Tim Collins.*

Rain showers and low ceilings grounded the flyers on Monday. In anticipation of this, John provided an intro to logging and use of glide computers. For Pete Maynard and myself, and under the guidance of John Noss, we were able to use the NANO and XC Soar to fly a short task the following day.

We had one tow pilot on Tuesday, so we established a 2K AGL release standard to get as many people in the air as possible. It was great having two or more tow pilots on each of the last three days to provide a quick turn-around and allow for a 3K tow. The tow pilots were John Noss, Chuck Stover, Curtis Wheeler, Craig Bendorff, Steve Wallace and Steve Zaboji.

The weather cooperated the rest of the week and the training resulted in many firsts for the student pilots and those needing advanced training. The enthusiasm and energy and





*Above: Kaye Ebel with John Noss - getting final instructions of how to set up NANO and XC Soar in the cockpit.
 Left: Bob Sallada and "The Natural", 13 year old Maryam Ali.
 Below: Another "natural" Elise Wheelock with Joe Lingeitch and Pete Maynard.*



expertise provided all the participants with a wonderful week of training experience.

Mark Schababerle has been with the club for a year with the ultimate goal to fly the Cirrus. He finally completed his dream on Thursday, July 7th completing flights of 21 and 34 minutes in marginal soaring conditions. Mark also spent 1.3 hours with Steve Zaboji in the Husky on tow pilot training.

Syed Ali was able to make his solo flight on Thursday. He has trained extremely hard to get to this point and his excitement was overwhelming at his first solo. Additionally, it turns out his daughter, Maryam is progressing very quickly. After only several flights she is doing the take-off, tow, and landing pretty much unassisted. I could see the confidence build in her as the week progressed. Meek and quiet at the first of the week and by the end of the week belting out radio calls and helping to stage gliders for operations with the best of them. She is only 13 years old.

Elise Wheelock completed all ten of her solo flights required and caught so much lift on one of her flights she had a hard time getting down. Elise is a natural and gifted pilot.





*Elise Wheelock on final approach - working on getting her 10 solo flights.
Below: Kaye Ebel, Tim Collins - backseat training.
Bottom: Dinner at Blue Wing Frog - Chuck Stover, Steve Zaboji, Mark Schababerle, Michael Bishton, John Noss.*

At nineteen she already has a private SEL rating and as an SSEF scholarship recipient, ready to take her glider practical very soon. Elise indicated she wants to fly rescue missions but some of the members are encouraging her to join the Air Force ROTC and become an Air Force pilot. She seemed interested. We are extremely glad to have her as a member of our club. Her excitement of flying is very contagious.

John also demonstrated and assisted me with five unusual attitude recoveries from spiral dives following spin entry. We did a total of five which progressed to comfortable smooth recoveries from almost straight nose down to nose above the horizon without exceeding Va.

On Wednesday, I provided the instructors with an extendible Montana Grizzly Claw backscratcher that could be used to get the student's attention from the back seat. One tested it out and declared it worked. Another asked if it were sharp enough. A third asked where the batteries went to provide an electric shock. Hmmm. Does that mean there's a market for that? I don't know, because everyone laughed and moved on.

This was a working vacation for a number of instructors, tow pilots, and students. But so much work was even more fun. The week of training demanded a lot of juggling of the schedule due to weather and student availability. The flexibility and willingness to adapt the schedule to fit with the week's goals was greatly appreciated. I think the added bonus of spending time together and share the whole experience with each other makes it so much more enjoyable.

The WOT participants would like to acknowledge all who made this week possible. Thank you to Steve Rockwood and Bruce Zivic for serving as DO throughout the week. Thank you to tow pilots John Noss, Chuck Stover, Curtis Wheeler, Craig Bendorff, Steve Wallace and Steve Zaboji. We appreciate

instructors, John Noss, Tim Collins, Jim Kellett, Joe Lingeitch and Bob Sallada, who worked tirelessly imparting their wisdom and expertise. THANK YOU!! THANK YOU!!

WOT Stats: 112 flights (78 dual, 34 solo), 15 pilots, 5 instructors, 7 towpilots, 2 DO's.



***Around the Pattern
and Beyond***



“I got my wings at Warrenton Soaring Center— a couple of Doritos and half a hotdog too!”

Photo: Phil Jordan



Congratulations to Brian Clark (right with DPE Piet Barber) for passing his private pilot glider add on checkride July 23!

Photo: from Piet Barber



Photo: from Jim Kellett

Right: Syed Wasim Ali (right with CFI-G Jim Kellett) slipped the surly bonds of earth by himself for the first time, earning his “A” badge on July 7.



CFI-G Shane Neitzey and 13 yr old Maryam Ali, SSC’s youngest member and daughter of Syed Wasim Ali. Checkout Shane’s comments and inflight video <https://www.youtube.com/watch?v=6G9xwlm5fEo>

Photo: Kaye Ebel



Wright Brothers “Master Pilot” Award

Phil Jordan

On July 30, our own “Resident Curmudgeon” joined three other Virginia glider pilots—Bill Vickland, Graham Pitsenberger, and John Molumphy—as a recipient of the Federal Aviation Administration’s Wright Brothers Master Pilot Award

The award recognizes fifty years of accident-free flying. At a brief ceremony in the conference room at the Dulles Flight Standards District Office, FAA officials presented this most richly deserved award to Skyline founding member Jim Kellett in the presence of his numerous family members, friends and fellow SSC members.

Jim’s wife Pat received a commemorative pin for her many years of support. Jim, in his brief acceptance speech, recognized the many gifted pilots that soaring had introduced him to over his 50 year flying career.

Having been one of the hundreds of students, pilots and friends who have been recipients of Jim’s generous wisdom sharing, I know I speak for many in congratulating him on this most prestigious and well deserved award.

Ann and I were privileged to join Jim and Pat and their family, friends and a handful of fellow Skyliners in fellowship at a dinner in the nearby Hilton.

Photos: Phil Jordan and Jim Kellett

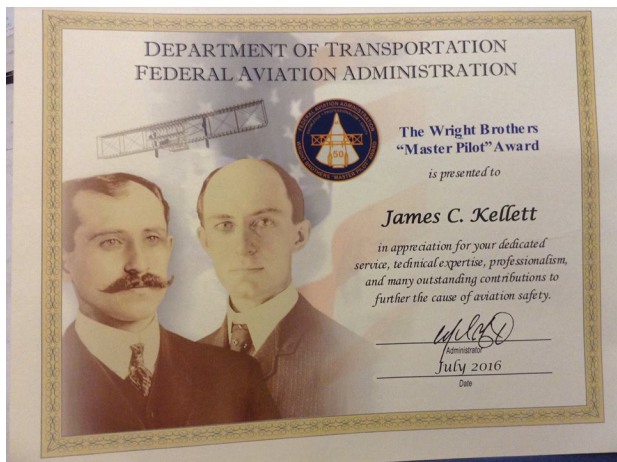




Photo: from Evan Dosik

and described the unique and experimental gliders of that time frame.

Mr. Hulstrunk has been an aviation advocate and enthusiast his entire life. His parents directed a model club for over 40 years and were avid glider fliers and he followed in their footsteps. During WWII he served as a combat glider pilot. After leaving the military he received an

A Bit of History

A collection of random sources provided by Evan Dosik, Val Neitzey, Ken Ring and Shenandoah National Park

On July 15 Shane and Val Neitzey displayed XZ at Big Meadows in the Shenandoah National Park to augment a talk by Lt. Col. Al Hulstrunk

Lt. Col. Al Hulstrunk, a WWII glider pilot, spoke about his experience during the 1930s as he attended the glider competitions at Big Meadows. Mr. Hulstrunk will discussed the search for better aircraft and better flying sites in the late 1930s. Hulstrunk will examined the methods of getting gliders into the air, such as, shock-cord and the first “winch” system

undergraduate degree in Science Education and a graduate degree in Biology. To mention just a couple of his accomplishments, he worked for the American Geographical Society in Antarctic as a glaciologist, worked for NASA as a space science engineer, and spends his time now doing research in Paleobotany. Mr. Hulstrunk is an amazing speaker and brings history to life. ...

In 1934 from September 20 through September 30 the Soaring Society of America held a gliding meet at Big Meadows. The nation’s foremost pilots and glider planes were assembled in the heart of Shenandoah National Park. The pilots were excited to try for world records while gliding from the crest of the Blue Ridge Mountains. This glider center rivaled the world-renowned German Camp in Wasserkuppe. The Civilian Conservation Corps made improvements to the natural glider area at Big Meadows.



Photo: from Evan Dosik



Photo: from Shenandoah National Park



Left: Col. Hulstrunk with a CG-4 model. Above: Big Meadows during the 1930s competition. Below: Al with a bigger model!

<https://www.army.mil/article/56415/one-way-ticket-pandemonium----wwi>

Photo: Jay Mann, Fort Rucker Public Affairs



Skyline Soaring Club Educational Foundation

Dick Otis, Chairman, Fundraising Committee

Just to be right up front, yes, we are asking for contributions to SSEF from SSC members.

This is our one time a year, approved request to the SSC membership list.

We are extremely grateful for the members who have made past contributions, either directly or via the Combined Federal Campaign (CFC). Unfortunately, we don't have a CFC number for this year.

Why should you consider financial support to SSEF? The best reason is that this is our sport, which obviously we love. It's not only the soaring itself, but the comradeship we share with our fellow members. While we all contribute to the Skyline Soaring Club in various ways with our time and talents, what better—or easier way could there be than to help young people join our very special community of soaring pilots by helping to fund their training?

Since its inception in 2010, the SSEF has provided four FAST certificates to potential students and ten scholarships for students to pursue glider flight training. Recently, the SSEF has extended funding to help a few students get to their Private Pilot–Glider check ride. These are great accomplishments not only in support of the individual students, but also the sport of soaring.

Your donation in any amount you can afford will be very much appreciated. You can donate

(1) via our website, <http://ssefva.org>

or (2) by a check to our Treasurer, Bruce Spinney, 3229 Gunston Road, Alexandria, Virginia 22302.



Congratulations to SSC's newest private glider pilot, Elise Wheelock, multi-talented SSEF scholarship recipient who received her new rating on Sunday July 31, with pilot examiner Piet Barber in blue.

You will receive a tax deductible receipt via email from our Treasurer.

Your contribution will help ensure the future of Soaring in general, and of Skyline Soaring Club specifically.

Another method of contributing can happen if you purchase from Amazon.com's Smile program details here: https://smile.amazon.com/gp/chpf/about/ref=smi_se_abtpo_r_about_smi

Thank you for your consideration.

Keep open Virginia Aviation Museum

All of you, not just Virginia residents—the Virginia Aviation Museum and the Virginia Aeronautical Historical Society need your help.

The Historical Society founded the Virginia Aviation Museum with the help of generous donors. To manage the museum in perpetuity, the Society transferred the Aviation Museum to the Virginia Science Museum for management. Now, the Science Museum has closed the Aviation Museum and is planning to “disperse” (ie, sell) the collection. This is a violation of the trust and agreement. We need a show of support from the public to force re-opening of the museum and/or return of the collection to the Historical Society.

Please sign the petition. If you are a Virginia resident, please also contact your state delegate and senator, asking them to investigate the mismanagement of the facility by the Virginia Science Museum and to support a return of the facility and collection to its donor.



Petition Link: https://www.change.org/p/virginia-general-assembly-keep-open-virginia-aviation-museum?recruiter=570111803&utm_source=share_petition&utm_medium=email&utm_campaign=share_email_responsive

Thanks to fellow 1-26er Kristin Farry for alerting us to this happening. Also see : <http://virginiaaviationhistory.org/>

Not to be missed! Opening September 9 in a theater near you.

<https://www.youtube.com/watch?v=mjKEXxO2KNE>

*“Gee, our old 2-33 flew great!
Those were the days!”*



Photos: Johnny and Phil Jordan

Party at the Birthplace of Skyline Soaring: Warrenton Soaring Center

Jim Kellett

This November marks the 25th anniversary of the creation of Skyline Soaring, which sprang from the remains of the Warrenton Soaring Center (a commercial operation) at Warrenton Airpark in Fauquier county. (This is an airport once described by Derek Pigott as “you can’t fly gliders at this airport”, and once you see it you’ll understand why!

Last year, several people who flew at WSC convened for a potluck picnic, and this fall, the owner of Warrenton Airpark, Thomas Richards, has agreed to host a second Warrenton Soaring Center reunion, this time which can serve as a two-fer celebration of the Club’s origins!! If you’d like to come, or get updates on the planning for this picnic, please let me know.

The time/date for the potluck picnic will be 1100 hours on Saturday, September 3 (the first day of the Labor Day week-



end). No rain date—if the weather is inclement, we can convene in the hangar of the skydiving company that’s now operating there. Last year’s event was a lot of fun— and to jog your memory of what it was like “back in the day”, here’s a slide show (mostly Charlie Lee’s and Ernie Klimonda’s pictures) as a reminder: <http://tinyurl.com/Warrenton-Memories>. (Remember the weekend cookouts we used to have there??)

There will be grills if you bring meat to cook. Might want to bring something to sit in as well, although there will be picnic tables and some benches there.

There’s a CHANCE we might be able to arrange for a skydiving adventure for people in our group as a ‘walk-on’ (as Christine did last spring!) but as of now, no guarantees on that.

Just in case your memory’s as bad as mine, here’s directions to Warrenton Airpark: http://www.flyingclub1.org/directions_airpark.php If you can think of others who might be interested, please forward this to them (and send me their email address). *Cut&paste above link:more ectronic VooDoo-ed.)*



Copy That



*Flotsam and Jetsam
from the Editor's
Daily Email Tsunami*

Good news about our fellow Skyliner Martin Gomez:
<https://www.fastcompany.com/3062043/facebook-aquila-internet-drone/9>

It has always been the goal of the organizers of the New Members Orientation Session (NMOS) that each participant have the opportunity to get at least one instructional flight for putting up with the presentation presenters. If you look at the Roster for the normally scheduled NMOS on the 6th there would not likely be many opening for additional student flights. So with consensus of the members already signed up to participate we have move the session to Sunday, August 7th. Same time, same place. If you have not attended one of these mandatory meetings now it a good a time as any. RSVP if you plan to attend the Sunday session and indicate if you would like an instructional flight after the meeting. Those that have already agreed to move to Sunday need not RSVP.
—Steve Rockwood, Membership Officer

How late in the day one can soar is incredibly dependent on weather, time of year, whether somebody is waiting on your club glider, and skill. But there is all the data you need already available on the club website at the Stats link > Best Time to Fly, with data going back 11 years all on one list. You can copy and carve that up in endless ways on a spreadsheet.
—John Noss

As with all things probabilistic, these data are conditional. It generally turns out that the more experienced pilots try to launch from about noon to 2 PM. I would argue that experience is the dominant factor here....The real way to have longer



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—Dan Ernst
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership—Steve Rockwood
Chief Duty Officer—Craig Bendorf
Chief Tow Pilot—Steve Zaboji
Chief Flight Instructor—Piet Barber
Safety Officer—Chuck Stover
Newsletter Editor—Phil Jordan
wingup126@gmail.com
Directors—Evan Dosik, Ertan Tete, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst

flights is to hone your thermalling skills. An additional factor is that the people who launch from noon to 2 PM are generally flying higher performance gliders. Higher performance gliders do not thermal any better than a 1-26, but they allow the pilot to make more mistakes in searching for lift.
—George Hazelrigg

https://www.aviationweather.ws/095_Thermal_Soaring.php

One observation I would like to pass to all members. Drinks, for hydration or enjoyment are provided on an honor payment system. We completely filled one cooler this morning and at the end of ops it was less than half full. That's good, people are hydrating properly. Sadly, there was only one dollar bill (thanks DO) and one dollar in change left as payment for the drinks.

Please pay for what you take. If you cant find a money jar or bag, please pay the DO directly. He still wears pants with cargo pockets.—Pete Maynard

The board has voted to impose temporary restrictions on new members. For the next 90 days, no more FAST flights will be accepted. FAST flights already accepted by the membership officer or already scheduled will be honored. Likewise, for the next 90 days, we will not accept new members who are not already rated glider pilots.

At the end of this period the board will take stock and decide whether or not to lift these restrictions.

The number of people that will come out to join the club and learn to fly at any one time is impossible to predict. We are pretty popular right now and our resources are stretched. Students are the life blood of our club and the sport and this is not a decision we take lightly, but we believe it is in the best interests of our current students and all members.

—Dan Ernst

I have been involved in testing some systems for the FAA (through a contractor) that will provide data intended to enhance planned weather products.

They have a shortage of test subjects that are PVT, SEL, not instrument rated to perform testing.

The effort involves flying a couple of simulators and doing some computer based tasks at the FAA TECH CENTER in Atlantic City NJ. They pay for participation but do not cover travel.

If anyone is interested in participating please shoot me an email and I will send you the contact information.

—Jeffrey Dorwart jdorwart@gmail.com

David Reitter is selling his Standard Cirrus LY and asked me to blast this out to the NE/Mid-Atlantic crowd prior to putting an ad on Wings&Wheels. Feel free to pass along to others in your club.

Details: <http://cc.ist.psu.edu/personal/Cirrus/index.htm>

Please contact David directly: reitter@psu.edu

Note: more electronic VooDoo at play—cut and paste the above link please.
—Jim Garrison