



Monthly Newsletter of Skyline Soaring Club, Inc. February/March 2016

SKY LINES

Masthead photo: Jimmy Coray

President's Message

Dan Ernst



In my first column for the newsletter since being elected president by the other board members, I want to once more (I'll stop after this one, John, I promise!) acknowledge the leadership and contributions of John Noss as president for the last four years. I speak for every member of the club when I say thank you for everything you did for the club during your long tenure. As I take over the position of president, I note that the club is in outstanding fiscal shape, we have a great safety record, we trained and certified a record number of new glider pilots last year and we are just a fun bunch to be with! I am looking forward to another great year in 2016.

I am pleased to welcome to the board of directors Dick Edge and Evan Dosik. I know that they have already made, and will continue to make, positive contributions to not only the day-to-day running of the club, but also to our future direction. In addition to John, Martin Gomez is also leaving the board. In addition, Martin has turned over the stewardship of

the tow pilots to Steve Zaboji. Thank you Martin, for all you have done. Members, please contact me or any handy board member if you have a question or concern.

As you know the annual Membership Meeting was held in January. We had a good turnout, although there were some empty seats. We received a thorough look at the past year to include figures on the finances of the club, operational statistics for all gliders, tow planes, instructors, pilots, private ships and more. We also had reports from Chief Instructor



Piet Barber and our new Chief Tow Pilot Steve Zaboji and reports on glider maintenance from Keith Hilton and tow plane maintenance from Shane Neitzey. The take away is that we are in good shape financially, we have good procedures and processes to operate efficiently and safely, and we are well prepared for the future. That doesn't happen by accident, so a hearty thanks to past boards for steering the ship so well. Lastly, John presented Steve Rockwood with the Bela Gogos Service Award for his long history of contribution to the club as Membership Officer, Treasurer, and ad hoc DO on occasions too numerous to count and many other things both large and small. Thank you for all you have done for the club, Steve!

Likewise, the annual Safety Meeting was just held and it marked the passing of the safety baton from Charles Norman to Chuck Stover. Thank you Charles for all you have done for the club during your tenure. Charles is leaving the area and joining a new club. All the best, Charles! And welcome to Chuck who is a captain for United Airlines and has over 20,000 hours of flying time. Most of us can only image that many hours and all the more reason for the club to have a high-time professional pilot and longtime glider pilot to bring his perspective and experience to bear on helping us operate safely. But no matter how good they are, the safety officer isn't in the glider with you. In the final analysis, it is you who is responsible for your safety in the air. And ground safety is important, too. This past year at another club in Virginia, a brand new club member and student pilot, pulling his first duty, prevented an accident by insisting, over the objections of the pilot who said it wasn't necessary, that a positive control check be accomplished. They discovered that the elevator was not hooked up. Life saved by following the correct procedure. There was a good turnout for the safety meeting with only a few empty seats. If you are one of the few that missed the meeting, please remember that you must review the slides (RESTRICTED-DOCS link in the members-only section of the club website.) and let Chuck Stover know you have done so before you can fly with the club.

The first and a very significant milestone for the new year has been accomplished. Under the guidance of Keith Hilton, the ASK-21 was taken to Gehrlein in Erie, PA and received a number of finish improvements. The glider looks beautiful! Let's try to keep it that way. Please do not go excessively low on a wake box, don't let the seat belt hardware bang on the side of the glider and avoid pulling the glider with your hands on the newly painted stripes. All of the dings and scrapes and general hangar rash were entirely preventable. When the K was retrieved, the Grob was taken up to Erie for a spoiler bell crank inspection as per an Airworthiness Directive. It will also get an annual inspection, and general touch up of the gel coat. Once again when it returns, please do everything you can to avoid damage and preventable wear and tear. It will be a few weeks before we have the Grob back so we will have to soldier on with just one two seater for a little while. Steve Rockwood did the delivery and pick up at Gehrlein and was accompanied by Hugh

McElrath on the first trip and Mike Christensen on the second. Thank you gentlemen!

We have much to look forward to in the coming year. Once again we have been invited to operate from Bill Burner's field at Woodstock. If you haven't made it to one of these away days hosted by the Burner family, you have missed a real treat. It takes a little bit of extra effort and manpower to make this happen so please consider stepping up to help when the call goes out for volunteers. The board will set the date for this activity soon.

The planning for another unique experience is gelling as I write. The Tidewater Soaring Association is going to hold a cross country camp in May operating remotely at the airport at Emporia, VA. Jim Garrison will hold a cross country clinic there. Emporia has a long runway, lots of grass, good land out fields, and there is enthusiastic support from the airport manager. Soaring conditions should be decent at that time of the year to make some miles. If you have not operated away from Front Royal before, this might be a great opportunity in a low traffic, welcoming setting. Keep this in the back of your mind as we wait for further details.

We are also planning for a Week of Training July 4 through the 8th, 2016. Please keep this in mind as it is a great opportunity for intensive flight training to build upon and solidify your experience. If you aren't seeking a rating, consider volunteering to help run the operation. These are always fun and a great investment of a week of vacation.

I recently attended the biannual Soaring Society of America convention in Greenville, South Carolina. This was great experience for me and I was pleased to note that the club was very well represented. Shane and Val Neitzey brought their amazing glider simulator and had a steady stream of pilots flying the simulator and comparing notes. It was truly a highlight of the convention. Please see all the convention coverage and photos starting on page 3.

We are off to a great start this year with two good flying days the very first weekend. Guido Kramp turned in a nice 3:30 for flight-of-the-day Saturday in the Cirrus to open the season. Great start, Guido! There were other three hour and two hour flights as well. Sunday was decent, too with John Noss giving instruction and spring checks. Spring is in the air today and another soaring season takes off. What could be better?

See you at the field!—Dan



Photo: Phil Jordan



Skyliners Impressions of the SSA Convention

Photo: Gary Adams

Curmudgeon's Convention—Jim Kellett

I am personally aware of fifteen Skyline members at this year's convention! (me*, Shane Neitzey*, John Noss*, Dick Edge*, Tim Collins, Chet Collins, Jim Garrison*, Dan Ernst, Piet Barber, Marty Walker*, George Hazelrigg*, Charles Norman, Mike Hatfield, Reynolds Renshaw, and Bill Vickland; (* indicates they were accompanied by spouse/SO). Several for the first time at an SSA convention, some who'd been to several, and at least a few (like me) who'd been to dozens. It's no surprise that these different participants, who have vastly different interests and backgrounds, will see and experience very different things at a meeting like this. If you talk to any of your fifteen fellow club members who were there, you might be reminded of the old joke about how several blind men, each allowed only to touch an elephant, differently described its appearance...Some were shopping for gliders, some were looking to learn something from the expert presenters, some were looking for bargains in accessories, some were coming to be recognized for their accomplishments (congrats to Bob Sallada, recognized as the most productive CFI(G) in Region IV!), and some were coming just to schmooze with those members of our band of brothers they ordinarily get only to read about. There was something for everyone, without regard for their experience or particular interest.

That's me in the latter group.... I can recall two dozen people from all over the US that I either met for the first time or had a chance to renew acquaintances with because the convention provided the only face-to-face time we can get. Like most 'professional' conventions, a lot (most?) of the 'business' gets conducted in the bars over drinks or in the halls or on the floor of the exhibits ...for sure, that's by far the most important part of an SSA convention to me!

I enjoyed one peculiar "small world" epiphany that was the result of our newly discovered digital universe. On Facebook, I wound up 'friended' to a chap in Kentucky who happens to also own an ASW-20C. He flies usually out of Caesar Creek in Ohio. But because of the weird intimacy of digital social media, I followed his travails in 2015 through a perfect personal storm—his wife died in the late summer, and in December his sister died. Part of his personal journey of recovery included coming to Greenville to submerge himself in the company of fellow passionate soaring pilots, and it worked. We had several really nice face-to-face chats (with my wife, who accompanied me) and I joked that it was nice to confirm that he was real, not just a Facebook avatar...

I felt like I was, reluctantly, 'coming home' to this convention, held in Greenville, SC. It's only about 30 miles from Spartanburg, where I was born and grew up, and both my grandparents were dirt-poor farmers in Greenville county,

Concordia showing off its incredible wingspan.

Below: Skyliners "correspondents" Jim Kellett, Dick Edge and Piet Barber.



Photo: from Dick Edge



Photo: Jim Kellett

On the Concordia, of all places. Still good advice I think!

in Simpsonville which is now a bedroom suburb of Greenville. Went to college in Columbia (the state capitol) and was married in Charleston. Full disclosure: I left South Carolina in 1957 and discovered there was a totally different world out there! And I also began to understand the truth in James Petigru's* comment, shortly after SC seceded from the Union, that "South Carolina is too small for a republic and too large for an insane asylum."

Now, having said THAT, South Carolina (and Greenville) really did things right for this convention! One of the best I've seen, including the HUGEST exhibition hall of any SSA convention I'd ever attended! And, to be fair, the culture of Greenville today is totally unrecognizable from that of the city I once peddled buttermilk and eggs to, door to door, in the forties... well done, Greenville!

* https://en.wikipedia.org/wiki/James_L._Petigru



SSA Convention Second Day

Piet Barber

I missed the earliest morning session because I slept in a bit. I managed to make it to the second session to hear a very technically intense presentation about the design and building of Schempp-Hirth's newest racing glider, the Ventus 3.

The Ventus 3 had its first flight a few months ago. The flight testing hasn't been going very well, simply because the weather hasn't been very good for flight testing in Germany. <http://www.schempp-hirth.com/en/company/latest-updates/latest-updates-details/news/detail/News/the-new-ventus-flies-102.html>

...Later in the afternoon, I really enjoyed the "Concordia Lessons Learned" presentation by Dick Butler. The Concordia was designed as a one-of-a-kind racing glider with the most outrageous wingspan that could ever be built.

When you design a glider that has a 55 to 1 aspect ratio (that means the wing span is 55 times as long as the chord length), you're going to have wiggly wimbly-bimbly bouncy wings, unless you do some serious engineering to solve that problem. So they had to consider how to resist the twisting, find a way to keep the wings from bouncing around so much that they flutter in high-speed flight. They had a really neat solution. They sacrificed a small bit of slow speed performance to maintain the high speed performance by doing a special type of lay-up that resisted stretching on the skin of the wing.

They still have to have water ballast, in order to get the wing loading they needed to make the racing glider fast, so they had to make water ballast tanks in front of and behind the main spar. They needed extra wing strength, so instead of using Styrofoam in their composite, they used balsa wood. ... with a very specific mass.

They had to consider the size of the horizontal stabilizer: It couldn't be too big, because that would reduce the performance of the glider by making extra drag. So they started with a Schleicher ASW-27 horizontal stabilizer, shrunk it by 10 centimeters on each side, and ended up with a what seems to be "way too small" horizontal stabilizer. The advantage of



Photo: Piet Barber

A good view of the Concordia's super long wings

this is to make the empennage more efficient. The downside of this, however, is that there is a lot more sensitivity to the center of gravity. The center of gravity range is only 2.5 centimeters. Everything is OK, so long as the pilot (with parachute) is exactly 85 kilograms.

The results of this amazing achievement in aeronautical engineering is a glider that can cruise with unbelievable performance. It has a maximum glide ratio somewhere around 70 to 1. That means for every thousand feet of altitude lost, the glider is going to go about 13.3 statute miles. My Duo Discus usually sits around 7 miles per thousand feet.

Even more amazing, the glider has a 50:1 glide ratio at 115 knots. It has a better glide ratio at 115 knots than most high performance gliders have at 50 knots. ...

I attended a luncheon "SSA Focus on the Clubs". I sat next to Mark Wilson. The name seemed familiar. He's the guy I bought my old LS-4 from back in 2002. Frank Whiteley hosted the discussion. Subjects covered were things like "How does a club schedule flying operations, tow pilot, instructor availability and glider usage?" One club in Canada uses "Click'nGlide" a utility very popular in France. ... There was a smaller discussion about how clubs are now sharing notes on a Google Groups discussion group called "Chapters-SSA." It's an invitation-only group that shares notes similar to the discussions that were held during this meeting.

See all Piet's SSA Convention experiences at: <http://blog.pietbarber.com/>



DUDE! That Arcus M has a jet engine installed in it!

Photo: Dick Edge



Photos: George Hazelrigg

The SSA Convention or It's Amazing What You Can Buy with Lots of Money

George Hazelrigg

For those of you who live on the back side of the moon, the biennial convention of the Soaring Society of America was in Greenville, South Carolina, during the week of February 18. If you've never been to an SSA convention, you should consider going at least once. There was plenty to do, not the least of which was ogling the hardware. It is truly amazing what money can buy. It seems that the real emphasis this year was on motor gliders. Now you can go pretty much anywhere when it comes to finding the right motor glider for you. There were single seaters with jet sustainer engines, two-place ships both propeller-driven and jet, and more. One custom two-place had a 250-pound thrust jet engine that provided enough oomph for takeoff and a healthy climb rate. Hmm, 250 pounds of thrust in a small and not-so-efficient engine, that will burn about 35 gallons of jet-A per hour. But I was reminded that you'll only need the engine for a short time. The display included a Pipistrel Taurus—somewhat interesting.

But the real star of the show needs its own paragraph. The glider arrived in a trailer and was assembled by a crew of many. Then blue lighting was installed on the floor to illuminate the glider. Next, a florist arrived with plants and flowers to make it look as though the glider had recently landed out in the Garden of Eden. Finally, the audio crew installed a sound system that piped in baroque music to heighten the effect. The glider was a Stemme S-10. The one on display was used. It had about 80 hours on it, so you could have walked off with it with a mere \$295,000 less in your checking account. If you think this is a bit more than you want to take out of your account right this moment, just consider that a new one will set you back some \$400,000. It's actually quite a solid aircraft. It felt very well made, with no corners cut anywhere. With controls that felt smooth and solid, it is powered by a miserly Rotax engine sipping a mere 3.5 gallons per hour whilst cruising at 145 knots at 15,000 MSL. And its service ceiling is FL320. Of course it can go higher in lift, the service ceiling is a number that relates to climb in calm air under power. Alas, despite its miserly engine, it's not going to be the cheapest glider to fly.

The Stemme S-10 in the Garden of Eden—tempting Jim Garrison.

What makes airplanes fly high and fast—money. It's the same no matter what.

This was the first time that the displays included used gliders for sale. Pick your price range, from the affordable to the... whatever. Again, it's amazing what money will buy.

Speaking of what money will buy, after you fly home in your new Stemme, you'll surely want to sleep next to it at the airport. Not to worry. No need to rough it. For a mere \$300,000 more you can indulge yourself in a mobile castle and become the most popular person at the field. Adventure Motor Homes (look them up at www.adventuremotorhomes.net) provided a display of mobile homes that spanned the range from the ridiculous to the sublime. The deluxe model was truly an incredible machine. Park it in a large puddle, and you'll even have a moat around you. A spacious living area with a full kitchen, dish washer, full-size refrigerator, three TVs, a fire-

Time to drive to the airport for a weekend away.





Tell me this isn't luxury

Photo: George Hazelrigg

place, a his/her bathroom with two sinks, and even a laundry facility. And it's bigger than Reggie's old airport house.

There were about 45 talks over a three-day period on subjects ranging from the flight of the Perlan to collision avoidance and ADS-B to soaring with birds of prey. The talks were, by and large, very interesting and quite informative, with lots of tips on improving things such as your cross-country soaring skills and getting old just a bit more gracefully.

The hit of the whole show, however, was provided by our very own Shane Neitzey, who brought his Illudium Q-36 simulator. Throughout the convention, there was a steady line of glider pilots waiting to try their hand at real virtual soaring. Shane got praise from all corners of soaring society and many requests for assistance by would-be simulator builders.

I could go on at some length, but to see what an SSA convention is really like, you'll just have to attend the next one.



Photo: Val Neitzey



Photo: Dick Edge

Above: Shane's Illudium Q-36 simulator. Throughout the convention, there was a steady line of glider pilots waiting to try their hand at real virtual soaring.

Above: Shane instructing Rus Howard in his simulator. Rus flies with Coastal Soaring in Elsanor, Alabama. Rus has built a simulator as well albeit a bit less elaborate than Shane's.

As if he doesn't already have a nice toy!

Illudium Q-36 simulator

Shane Neitzey

The SSA called and invited me to bring my simulator to the convention. Val and I happily agreed. Setup was Wednesday, in which Chris & Leanne Groshel, George Hazelrigg and Marty & Wanda Walker helped.

Many thanks to Val, Marty, George and Charles Norman for helping to man the booth while I attended a few sessions.

I can't tell you how many flew the sim over three 8 hour days, but it was a lot, and most enjoyed the experience. Many took photos and spoke of plans to make their own.

Valerie and I both enjoyed the convention, it was a fun and rewarding road trip.



Photo: Val Neitzey

Safety Corner

Chuck Stover



Our Skylines editor has asked me if I'd be willing to write a safety related column for the newsletter. I won't promise a monthly feature and maybe it doesn't need to be. If something of interest comes along I'll make note of it in the "Safety Corner".

Credit this month goes to Bill Bank. In a conversation after the Safety Meeting, Bill made a very important point about the last bullet point on the slide titled "Suggestions and Random Thoughts".

"If trapped on top with lift and daylight, don't rush. The undercast may open back up."

How much daylight you have should be based on published local sunset. At high altitude you may be sitting in sunshine while on the ground directly below the sun has set and the area is in darkness.

Bill, thanks for the great tip, a very important one that should have been mentioned.



Photo: Phil Jordan



Photo: Steve Zaboji

Safety Meeting Observations:

We had a substantial turn out of approximately 72 members as outgoing Safety Officer Charles Norman turned over the safety reins to his successor Chuck Stover. Dan Ernst's President's Message covers the meeting thoroughly in detail and substance.

What follows are some of the sidebars, highlights and images from a very dynamic and informative gathering. **Friendly reminder:** the 2016 annual safety meeting is available to view in the restricted documents section of the club web site. You have your choice of PDF or Power Point. If you didn't attend, view the material on the web site then let a CFI know.



Photo: Phil Jordan



Bill Burner

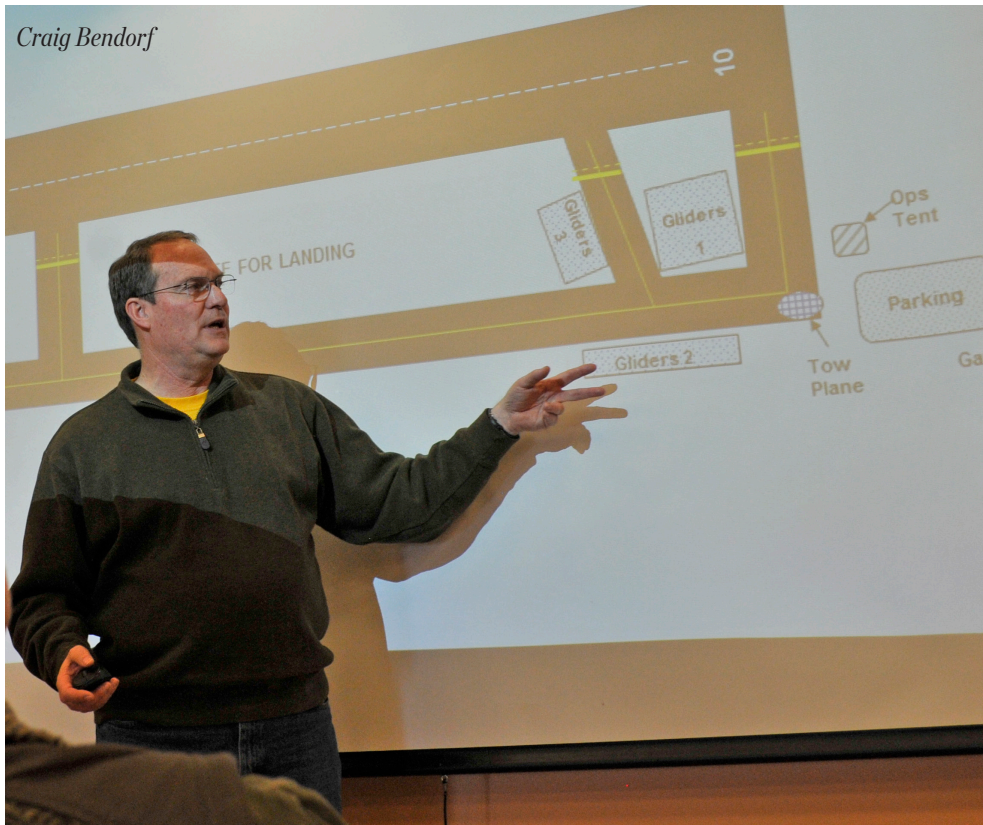
Take home points from Bill Burner's brief parachute demonstration at the Safety Meeting:

1- Parachutes are extremely reliable, as demonstrated in part by the perfect opening sequence of a military parachute that had been left packed and unattended for at least 35 years. All the pilot of a disabled aircraft has to do is clear the airplane and pull the ripcord - that will assure him a safe descent to the ground.

2- It is very important to land with one's feet together, so that the landing shock is absorbed as equally as possible by both lower extremities. Landing one foot first, or with one foot reached out, is a good way to buy an injury to that extremity.

Sandwiched between new President Dan Ernst's introduction and Chuck Stover's parting synopsis were outgoing Safety Officer Charles Norman's 2015 safety report, Chuck's safety highlights, Bill Burner's parachute demonstration, Chief Duty Officer Craig Bendorf's report and Pete Maynard's very helpful detailed review of his Sprite landout.

Pete gave us a helpful understanding of his thought process eliminating the drama some of us associate with landing out.



Craig Bendorf

Photos: Phil Jordan



Pete Maynard



Chuck Stover

Around the Pattern and Beyond

Congratulations to Bob Sallada, recognized as the most productive CFI(G) in SSA Region IV. Bob is pictured below with Skyliner Carlos Troncoso in the ASK21, who like a substantial number of his fellow members, has benefited greatly from Bob's expert tutoring and guidance.



Photo: Martin Gomez

I guess that Bill Burner made it difficult to avoid noting that I was recently designated as **the 2016 recipient of the Donald C. Burnham Manufacturing Management Award**, presented by the Society of Manufacturing Engineers. The award goes to a person who has exhibited outstanding leadership in manufacturing management. Given that I do not work in a manufacturing environment, you might question how I got nominated for this award. The answer relates to my job of managing a portion of the nation's manufacturing research at the National Science Foundation, where I have worked for the past 33 years. Since I've been at NSF, I've played a key role in the emergence of the fields of MEMS (micro-electro-mechanical systems) and nano-engineering. For those of you who have never heard of MEMS before, MEMS devices are in your car (airbag sensors, for example), DLP projectors (the DLP chip, about one-by-two centimeters, typically has about two million microscopic motors, each driving a mirror), a wide variety of consumer products, and some of your avionics



Photo: Phil Jordan

At the membership Meeting, on behalf of the Board of Directors, John Noss presented **the Bela Gogos Award for Sustained Service to Steve Rockwood**. Steve (above) is both our Treasurer and Membership Officer and has done an outstanding job at both for some years now.

It is fitting that Steve receive an award that honors a founding member and the longtime treasurer of Skyline Soaring Club. You can read more about the incredible life of Bela at the link below.

<http://members.skylinesoaring.org/MEMBERS/?member=bgogos>

If you haven't seen it, there is a wonderful history section on the Skyline website.

Photo: Martin Gomez



devices. My research program funded much of the original MEMS research.

For about 15 years, I ran NSF research programs on engineering design, systems engineering, and manufacturing. Over time, the things we do have a way of accumulating. In my case, the work that I managed has resulted in new devices and products leading to somewhere around \$40 billion of

new business annually. If you can believe all of this, the result is about a quarter of a million new jobs. But I didn't do the work, I just decided what we should be working on and saw to it that the best researchers got the money. When I reflect on the past third of a century, I see that my grants have supported hundreds of students who today are starting new businesses, teaching, department chairs, deans, and a few university presidents. It's been a fun ride.

Thanks everyone for your recognition.—**George Hazelrigg**

Please welcome Elise Wheelock (the one on the right). She will be joining Skyline Soaring Club as a student member in March and flying with us as the latest **Skyline Soaring Educational Foundation scholarship awardee**. Elise is a senior in high school while also attending Lord Fairfax Community College, and she earned her PPL-A last August flying the Cessna 162. Her power flying was supported by a scholarship from the Ninety-Nines. She has a bit over 70 hours and looks forward to adding her PPL-G rating. Her aspiration is to become a career pilot, but not for the airlines. She says that she would prefer to do rescue flying.—**George Hazelrigg**



Like grandfather, like father, like son: just carrying on an old family tradition.—On Friday, February 5th, 2016 Skyliner **CAPT Richard Otis USN (Ret)** had the pleasure of swearing his son, Skyliner **Ensign Bryan R. Otis** into the Navy. Bryan received a direct commission as a Reserve, Aeronautical Engineering Duty Officer assigned to an Air Systems Program unit at the Naval Air Station, Patuxent River, Maryland. Bryan is a 2003 graduate of South Lakes High School, a 2007 graduate of Old Dominion University (BS Mechanical Engineering), a 2013 graduate of Navy Post Graduate School (MS Systems Engineering) and is employed by the Naval Air Systems Command as the F-35 Joint Strike Fighter Class Desk Engineer.

In November 1972 CDR Gordon Otis USN (RET) and after having completed 30 years of active duty, swore his son Richard Otis into the Navy. After earning his commission and Naval Flight Officer wings in 1973, Ensign Otis followed his father's footsteps as an Anti-Submarine Warfare Officer.

Bryan's Grandfather, CDR Gordon Otis USN, was commissioned an Ensign in July of 1942. CDR Otis's career as a Naval Aviator spanned 29 years and included over 10,000 hours of flight time.



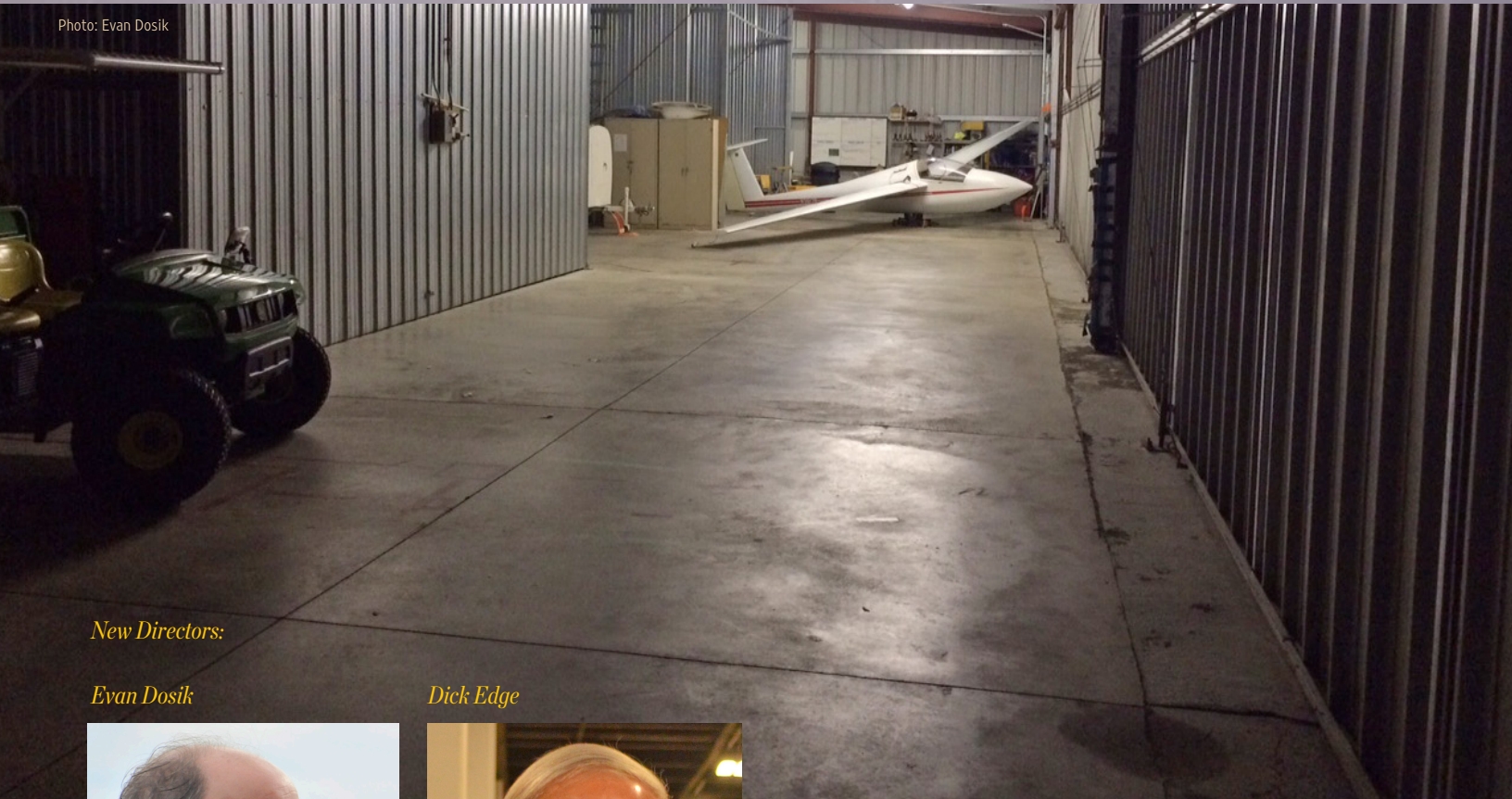
Steve and Chris Zaboji, Bob Gould, Keith Hilton, Jim Kellett, John Noss, Piet Barber and Jim Garrison attended Virginia Soaring Association's sponsored get together January 16th at Liberty University's aviation facility at Lynchburg Regional/Preston Glenn Field. Each club's designated spokesman delivered an overview of their club's 2015 operation including highlights and operational statistics. For SCC's part, John Noss took the reigns and delivered the enviable results for our club. Further, rich ideas exchanged made it a most worthwhile field trip.—**Steve Zaboji**



No winter lasts forever; no spring skips its turn. Hal Borland

FRR webcam photo from Dick Otis

Photo: Evan Dosik



New Directors:

Evan Dosik

Dick Edge



<https://www.youtube.com/watch?v=34ZG2W4RyGQ#t=11>



Piet@20,000 ft.

Copy That



Flotsam and Jetsam from the Editor's Daily Email Tsunami

There seems to be enough interest and newly joined members that Bob Sallada and I have decided to conduct a New Members Orientation Session (NMOS) next Saturday, March 5th. The session will begin at 8:30 and last for one hour. We will meet in the FBO. Please coordinate with the duty instructor if you intend to receive training flights after the session. Check the duty roster at <http://www.skylinesoaring.org/ROSTER/>. If you are planning to attend the Session on Saturday please respond to Bob Sallada rsallada@aol.com and me so we can prepare for your arrival. —**Steve Rockwood, Membership Officer** steve.rockwood@comcast.net

The Glider Pilots Ground School is back on the road to Washington, DC—Dulles -Saturday April 9, 2016

Private, Commercial, and CFI Glider FAA exam preparation.

Signature Flight Support
Conference Room
23950 Wind Sock Drive, Suite 2000,
Washington Dulles, Virginia 20166

Register with Dave Seymour gpgsmail@gmail.com

303-908-3147 877-FLY-GPGS
Private pilot Glider- \$180, Commercial or CFI -\$200.
All books and study material are included in the price.

Private class 8AM-4:30 PM, COM/CFI class 8AM-6PM

Glider Pilots Ground School, established in 1972, and presented for 25 years by Glider Hall of Fame recipient Edgar D. Seymour, has prepared more than 2600 glider pilots for the FAA Glider Knowledge exams. GPGS prepares pilots for the Private, Commercial, and CFI Knowledge and Oral exams in a one day, 8 hour seminar. Their new PowerPoint presentation makes learning fast and easy, and their students have an

impressive pass rate for the written exams of better than 99%. The GPGS seminar includes all the information needed to pass the written exam presented in one day. A GPGS text book is included. You will be ready to take the FAA exam 24 hours after the course. Some pilots take it the next day. The course covers Federal Air Regulations - Aerodynamics and Glider Operations - Airman's Information Manual-Airport Directory - Instruments and Systems - Weather-Weather Services - Weight and Balance - Performance - Cross Country Flight Planning - Sectional Chart and Navigation -Radio Navigation - Aeromedical Factors- Decision making - Practice questions and correct responses- and much more. The GPGS books are available for pre-study and for those unable to attend class. They include all the information and all the FAA question banks tailored exclusively for Glider Pilots. The three separate books are available from GPGS at 1-877-FLY-GPGS, online at gliderpilotsgroundschool.com as well as from many FBO's and clubs. The course books are great for preparation for the FAA Oral exams, and GPGS carries many products of interest to glider pilots of all experience levels. See the GPGS web site for more information: <http://www.gliderpilotsgroundschool.com/index.html> Family plan-50% off additional family members attending the same seminar date.—**Dave Seymour**.

Bruce Zivik is going to take over the duties of Hangar Meister and the collateral duty of Hydration Meister. Bruce is the single point of contact with Reggie for routine maintenance issues with the hangars.—**Dan Ernst**

To all, please look around make some mental notes on what can be thrown out. I noticed some real junk. Later this year I will be making a list of items I propose to dispose of and distribute for comment before pitching.—**Bruce S. Zivik**

I'm sure some of you saw the thorough review of 'The Soaring Engine', Volume One, in the January issue of Soaring. It intrigued me enough that I ordered the book. It's not inexpensive!

So far, I've spent only about an hour skimming the 140 page content. That's enough for me to very strongly endorse Soaring's upbeat review. I read a lot of books by experts several years ago when I compiled the 'Thermalling Helper'. None of them equal the presentation in this book (which also addresses Ridge and Mountain soaring). For those of you who maintain a soaring 'library', you ought to have this one!

—**Bob Sallada**

The Soaring Safety Foundation has started to post videos of standard glider flight maneuvers at , more to come as they are completed. This is being done by Burt Compton at Marfa with some professional videography help. <http://www.soaring-safety.org/learning/FTvideos.html> They acknowledge up front that these are not the 'final word' on how to accomplish all maneuvers, by the way.—**John Noss**

William Schweizer, December 7, 1917–January 8, 2016

Bill Schweizer passed away peacefully at his home on January 8, 2016 at the age of 98, surrounded by his loving family. <http://www.legacy.com/obituaries/star-gazette/obituary.aspx?n=william-schweizer&pid=177226098&fhid=13269>



Skyline Soaring Club, Inc.

is a private, 501(c)7 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
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