



## Monthly Newsletter of Skyline Soaring Club, Inc. May 2016

# SKY LINES

Masthead photo: Jimmy Corey

## President's Message

*Dan Ernst*



Dadgummit boys and girls we gotta be more careful with the equipment! After hauling the Grob all the way up to and back from Erie, PA and spending lot of dollars on fixing the gel coat, somebody tore up the tail boom with the tail dolly. That tail dolly was custom made for the Grob and it fits perfectly. Don't force it. If it doesn't latch easily, it isn't in the right spot. In general, forcing anything on an airplane is a bad idea. Please be careful of the equipment that belongs to all of us. Let me direct your attention to the tutorial on how to use the Grob dolly by John Noss on the following page. On a better note, I hope you will take a moment to read the wonderful biographies of new members Theo ten Haaf and Jeff Armentrout. Theo and Jeff have led a very interesting aviation careers both in soaring and as multi-rated military pilots. Welcome to the club, Theo and Jeff!

I want to make a couple of plugs for upcoming events and urge you to mark your calendars. First up in May is the XC

camp being offered by the Tidewater Soaring Association at Emporia, VA on the first and second weekends in the month. The dates are 6/7/8 May concentrating on thermaling and 13/14/15 May specializing on cross country flying. The Emporia airport is enthusiastically supporting this event and it is a great place to hold it with a long runway and plenty of land out fields around. <http://virginiasoaringxccamp.weebly.com>

Second up is our own Burner Away Day on the 29th. I can't say it enough: if you haven't been to Bill and Sharon's field you are missing out. Keith Hilton is currently filling volunteer



Photo: Tom Motinger

slots and the response has been good. He needs some more help so please consider volunteering.

And third, we will have this year's Week of Training the week of 4-8 July. This is another great opportunity you should take advantage of. There is nothing like concentrated flying to learn and to sharpen your flying skills. This is more than worth a few days of your vacation time. Besides, it is just plain fun. I also recommend staying in Front Royal a couple of


nights. There are some nice places to eat dinner and the little downtown is a nice place to walk in the evening.

Congratulations to Max Fisher who has soloed at 14 and to Joe Lingeitch who has become our most recent CFI-G. And finally, John Noss has reached the significant milestone of 2,000 tows. Wow! We have all been on the end of the rope with John up ahead so on behalf of the whole club, congratulations and thank you John!



## As the Grob Turns...

*John Noss*

 As you should all know, the Grob recently came back from some expensive refinishing and repair work. Today I noticed that the nice gel coat repairs to the tail have already been torn up by careless use of the tail dolly.

Please, if you don't know how to put on the tail dolly, ask. If you do know how to put it on, be careful! It's easy to slam the tail dolly hard shell against the glider if you try to slap the top piece on first, especially aft end low. Also, if you try to slide it too far aft, it doesn't want to close and lock, and you force it the hinges or hinge bolts on the dolly break. I put a red mark on the tail boom where the front of the dolly should go. If you center the forward edge of the dolly on the mark, it is in the right position. Please take care of YOUR equipment!



Photos: John Noss

*John Noss starts his 2,000th Tow. Photo from Bill Bank*



## Family Day: Sunday, 29 May

Bill and Sharon have authorized reprinting their notice for last Spring's fly-in. They advise that the airport has not moved any from where it was last year. Bill has been trying the driving directions out almost every weekend, and they work every time.

### **We are having another Woodstock Fly-In Family Day.**

For those of you who have not been to one it is a bi-annual event designed primarily as a chance for us to share our love of soaring with our families. Unlike most flying days, when the families stay at home, this one is a chance to bring the families along with you. No promises that they will get a ride, but there will be a bunch of other families, picnics, fellowship, open country to roam around in, etc. Bring your own picnic lunch or maybe just a side dish or desert, to supplement what the Master Chief, Steve Zaboji, is planning to rustle up. There is a bathroom on the field, and there are plenty of fast food establishments just two miles away in Woodstock. There is shelter from the sun in the hangar but, like most soaring events, it will be a day spent outside.

A second purpose for the event is to give our newer pilots a chance to fly off a different field than Front Royal - and to fly a left hand traffic pattern. Plus the runway at Woodstock is a grass runway. Landing on it is a delight, more like plopping down on a soft bed than a hard top runway.

Woodstock, Virginia (county seat of Shenandoah County) is at Exit # 283 of Route 81 - which is 17 miles South of where Rte 66 Ts into Route 81. That makes it 30 miles from the Linden exit (Exit 13) which is the one most of us take when driving on Route 66 to Front Royal from Northern Virginia. It works out to only about 15 mins more driving time, as you avoid the Front Royal traffic by staying on the highways.

**Directions:** The property is just 1 1/2 road miles West of the Woodstock exit of Rte 81 (Exit # 283) in the Shenandoah Valley.

For those traveling from Northern Virginia via Rte 66: Head West on Rte 66 until it Ts into Rte 81. Bear Left at the T and go 17 miles South on Rte 81 to the Woodstock exit.

For those driving from the Front Royal Airport the best routing would be the back roads to Rte 55 and then Rte 55 West to Strasburg. In Strasburg continue straight thru the town center on King Street. Make no turns. The road changes to Rte 11. Follow Rte 11 South about 4 miles to the signs for Rte 81. Proceed South on Rte 81, etc.


Exit Rte 81 at the Woodstock exit (# 283); turn Right at the stop light onto Rte 42 South (Senedo Road). Go 1 1/2 miles on Rte 42 to Coffmantown Road which is a small, easy to miss road that goes off to the Right. That will be at the bottom of a hill, immediately after crossing Narrow Passage Creek. Caution: the turn feels like more than 90 degrees and it is at the bottom of a hill. It is only about 50 feet past the creek and comes up quickly. Turn Right onto Coffmantown Road. Go 0.3 miles to the airport gate on the Right, just past some stables which are on the Right. Take the gravel driveway up the hill. The airport is not visible from Coffmantown Road.

**Driving Summary:** 66 West to 81  
81 South to Woodstock (Exit 283)

Rte 42 South to Coffmantown Rd (1.5 mi)

Right turn onto Coffmantown Rd to airport (0.3 mi)

By air the coordinates are: 38 - 52 - 55.379 North; 78 - 33 -

28.041 West. *Things to note:* Aside from planes on the ground the hangar is the best landmark. It is red - when seen from the ground. But from the air what you will see is the silver roof - not much red is visible from the air. Runway is oriented North/South. Both ends of the runway slope down, especially the North end. Don't try to touch down in the first several hundred feet when landing to the South because you will be diving into a hole, only to meet a rapidly rising runway. Instead plan to touch down somewhere close to the hangar. Runway is smooth, firm, and drains well after a rain. On a typical day we land to the North, take off to the South. Windsock is directly opposite the hangar, on the East side of the runway. CTAF will be 123.3. 

*The right turn onto Coffmantown Road - just past the creek:*



*The right turn onto the airport gravel driveway - the white streamers will not be on the fence:*



Photos: from Bill Burner

*As pilots see it:*



Burner Cell Phones: 703-906-6455 (Bill) 703-906-6262 (Sharon)



## Safety Corner

*Chuck Stover*


**Safety Tip**—A recent event brings this thought to mind. “Aircraft Hygiene”.

Back in the day when I flew corporate, our hanger floor was painted almost white. When I entered the hanger in the wee hours of the morning and flicked on the lights, if there was one drop of hydraulic fluid, fuel or whatever, it would be immediately obvious something was not right.

I was proud of the fact that our jet was in a perpetual state of preflightedness. Not exactly FAR, but you could just push that jet out the door and go with confidence.

Wheel wells, cockpits, cargo decks, nooks, crannies all can harbor things that prevent things that move from moving, things that should be stationary start moving or leaky things not being seen.

We may not have that pristine white hanger floor at FRR, but we can take that extra time to look into the deep dark unmentionable places in our gliders from time to time. Not just before the annual inspection!

Waxing. It should be done twice a year. (1-26 guys bear with me) If done properly, you will see and touch every square inch of your glider. What a great inspection. 



## Tow Talk

*Steve Zaboji*

Chris, my consummate photographer son, snapped the picture (right), one that prods me to write this short introductory paragraph on having been asked to be SSC’s new chief tow pilot. As any new chief of anything will tell you, a beginning is always daunting.

A number of you have reached out to me with an interest of becoming a tow pilot. As an active CFI I will address, early on, the training pathways that lead to tow pilot certification and duty. Please stay tuned.



Those that have served in the capacity of chief tow pilot before me, have amassed enviable safety and service records for our club. I perceive there is nothing to fix or correct, so I will be sensitive to maintaining our excellent safety record through training and equipment vigilance, all in the context of seeking enhancements to make things even better. Please feel free to contact me with questions, concerns or needs. 



Photo: Dick Otis

## Week of Training—2 Months Out

*John Noss*

We are now two months out from this year’s Week of Training, scheduled for Monday 4 July through Friday 8 July. In last month’s newsletter, I laid out the general concept, and asked that anybody contemplating participation please contact me by email. I’ve only received 3 inquiries so far. So please, again, if you would like to participate, drop me an email and we can begin the dialogue on what you hope to accomplish and how best to structure WoT activities. There is a link to the evolving WoT schedule at the top of the duty roster page on the club website, every time I update it the current version is posted, with an ‘as-of’ date at the top of the sheet. 



*Frank Reid owner of Bermuda High and the Examiner for Joe's practical test congratulating SSC's newest CFI-G.*

## ***Becoming a Flight Instructor***

***Joe Lingeitch***

When George Hazelrigg offered a ground school for pilots interested in Commercial and Instructor ratings in January 2015, it sounded like a good opportunity to work on advancing knowledge and skills. I remember George commenting that the class preparation was more work than he expected. He did a great job. We studied the FAA Fundamentals of Instruction (FOI) and the commercial glider material from an instructional perspective. There were assignments to prepare lesson plans, and practice teaching in front of the group while getting evaluated by the others. The FOI covers material specific to learning, teaching methods, psychology, human behavior and student evaluation that are all part of instructing. It contains a lot of helpful background theory, but like flying, teaching also requires practice to become good at it.

The commercial rating requires written aeronautical knowledge and practical test which I was able to finish last Fall at the club. The instructor rating requires two additional knowledge tests (FOI and aeronautical knowledge) and a practical test. I was able to knock off the written tests early this year. When I looked at the calendar and some upcoming work commitments, I decided to plan a trip down to Bermuda High Soaring in South Carolina for some intensive preparation, and the practical test.

After getting weathered out on a first try at the end of March, the next opportunity that opened up in April happened to coincide with my wife's birthday. Being the awesome wife that she is, Sue was very supportive and gave me clearance to go down South and cross the finish line.

I had my first solo down at Bermuda High way back in No-

vember 2001. For those who have never been there, it is a beautiful private gliderport with a long grass runway, several Pawnee towplanes, and Schweizer 2-33 two-place trainers. On Thursday, I flew with instructor Ledell Steele which gave me some time to become familiar with the area and flying from the back seat of the 2-33. To my surprise, there were no instruments in the back seat, but I could look over the shoulders of the front seat passenger. We

took 5 flights and I got signed off by Ledell for the practical test.

On Friday, I did an all day ground school with Frank Reid, one of the owners of Bermuda High Soaring. Frank is a long time CFI-G and has a passion for glider instruction. He has put a lot of thought into his craft, and it was very interesting to talk with him about training methods and techniques. I took lots of notes as we talked throughout the day. Here are a few of the memorable gems:

- Students are generally very motivated to learn and are trying their best. But, due to communication mismatch and experience differences between the instructor and student, the student response can be surprising. This lines up with what we learned about communication in the FOI, "The effectiveness of communication is measured by the similarity between the idea transmitted and the idea received." (This is evident in marriage as well.
- For learning students, it can be more beneficial to use objective statements as opposed to subjective ones. For example, "If you tell a student to fly the next pattern higher, that might mean 100 feet to one student but 1000 feet to another."
- We talked about terms that are intuitive to an instructor such as "spoilers open/closed" which might not be as intuitive to a student. Using "spoilers forward/back" might be more helpful.
- We talked about thought processes that must be learned to fly safely and that the human "lack of flying instinct" must be overcome with training.

On Saturday, it was a beautiful sunny day and I passed the CFI checkride. The thought of finally becoming a flight instructor seems a little surreal now, but I look forward to the opportunity of practicing the craft of flight instruction. Thank you to all of the instructors who have helped me along the way.





## Meet the Member

### Jeff Armentrout

I had an early interest in aviation and began flying at age 15. I attended a BSA Explorer Aviation camp at Edwards AFB where I learned to fly and soloed the venerable Schweizer SGS 2-33. From there I continued flying the Grob 103 at Caddo Mills airport in NE Texas until heading off to the US Air Force Academy.

I spent my Air Force career flying the C-5 Galaxy, both on active duty and in the Air Force Reserves up until last year. Throughout my Air Force career I have been extensively involved in Aviation Safety at the squadron, wing, and Major Command level where I helped implement some of the Air Forces first forays into proactive safety.

While serving in the Air Force Reserves, I began flying commercially for American Airlines as both a 727 Flight Engineer and an MD-80 First Officer. I took an extended leave from American in 2004 to work for Lockheed Martin on the F-22, C-5, and C-130 programs. During that time, I spent some of my free days flying light aircraft in the Lockheed Flying Club,



primarily the Cessna 182RG.

Currently I am on a three-year active Air Force tour in the Pentagon. Being tied to a desk most days had me itching to get out flying and brought me to the SSC. Transitioning back to a glider is interesting (use the rudder again!) and I am excited to get back to my flying roots. Fly safe out there!



### A new kid on the block

As several of you already have noticed there is a Dutchman walking and flying at the club. Who is that glider pilot and new club member from the land below the sea where a young boy years ago stuck his fingers in the Dike (so the story tells)?

**My name is Theo ten Haaf.** I am 57 years old, and as of mid-January I moved with my lovely wife Giete to Fairfax, VA. We have three children (25,23,20) who stayed in the Netherlands. I am in the active military (Air Commodore (Brigadier General) Royal Netherlands Air force, Apache helicopter pilot) and I work in Washington D.C. at the Dutch Embassy as the NLD Defense Attaché.

Now how about flying and gliding? I consider myself one of the few lucky guys who was able to transform his hobby into his work. Apparently when I was 4 years of age my late parents took me to an airfield and the only thing I cried out that day was: Airplane! Airplane! Airplane! It was the start of that great disease called flying fever!

As of that day I was crazy about flying. I started playing with and building aircraft models, devouring aviation magazines, watching aircraft movies and visiting airshows. When I was 13 I watched a Disney movie about glider flying. After the film my father told me that there was a glider field not far from my hometown and on a Sunday we went there and I made my first flight as a passenger. And boy what a lucky day! It was a winchlaunch, but the cable broke so I was allowed to fly a second time. And boy even more luck: I found out that one had to be only 14 years of age to start glider flying! So when my father asked whether I would like to fly the next year it was like asking a bear whether he likes honey!

So in 1973 I started glider flying early in the spring and I soloed the summer of that same year after 47 winchlaunches.

My instruction flights were flown on the Slingsby Sedbergh (open side by side cockpit) and Ka-7 and I soloed on the Pre-fect (half open cockpit). As with all pilots one never forgets one's first soloflight. Boy it was fantastic and I sang aloud in the cockpit!

In 1976 I got my glider pilot license and that year I also made my first cross country flight. I landed 52 kilometers out so I got my distance in for my Silver badge. And how well prepared I was: flying in shorts, in a T-shirt and barefooted. Well that teaches you when you reach 7000 feet of altitude (boy it was cold!). And (in a time when a smartphone was still something from outer space) after setting my Ka-8 down in a field (black clay) and walking to the nearest farm it was quite embarrassing when the farmer's wife told me that I could pull my shoes off before entering and I had to tell her that I did not wear any.

*My last Apache flight as Commander NLD Defense Helicopter Command (2012)*



Over the years I discovered all the beauties of our sport. The shift from wooden aircraft (Ka-8, Ka-6) to plastic aircraft (Libelle, Cirrus, Astir, ASW19, ASW20, LS6, LS8, Janus, Duo Discus, ASG-29 etc). The shift from the MacReady ring and homebuilt final glide computer to electronic variometers, GPS nav and GPSdisplay/Final Glide computers like LX8000 and LX9000. The shift from 1:28 glide ratios to 1:55 and with much higher speeds. Uploading flights on the worldwide online Contest. What a development and what a joy to explore!

Up to now I have racked up 1400 glider flying hours in 3775 launches (most of them by winch). I am a rated glider instructor pilot and flight examiner in the Netherlands but I also love to fly crosscountry and fly aerobatics (in the ASK21). I have flown (thermals, ridge, wave) in a number of European countries (eg Germany, France in club summer camps) and I try to fly each year for a week in the mountains (mostly at Saint Auban airfield in the French Alps). Greatest distance so far was a flight of 660km and highest altitude FL 195. So there is still room to improve!

My most harrowing experience was a close call when two F-104 Starfighters passed it front and back of me when I was still on the winch cable. (I saw them coming at the last moment but there was nothing to do then just hang in there.) My most beautiful experience was an evening flight in Belgium where I was on final glide surrounded by hundreds of seagulls (who were also on their final glide) all around me. It was like flying in an gigantic bubble!

I also have sad memories of losing fellow club members in winch and flying accidents. Luckily they are very few but nevertheless it stresses the importance of safety. But most of my memories/experiences are the very enjoyable ones: flying, enjoying and sharing experiences of our sport together with fellow club friends (e.g. nothing beats flying in the Alps during the day followed by cooking a meal and drinking wine with your gliding friends in the evening!). Soloing a student for his or hers first flight!

Professionally I took up flying as well in the Royal Netherlands Air Force. I have flown helicopters most of the time. I started my flying training in 1979 in Fort Rucker, Alabama (flying the TH-55 and UH-1H Huey). In 1980 I got my wings as a military pilot. Back in the Netherlands I started on the Alouette III, flew the Bo-105 helicopter and my last type was the AH-64 Apache (in 1976 I lived a year both in Alabama and Fort Hood, Texas for the conversion). A very nice time was also flying in the RNLAF helicopter demonstration team the Grasshoppers (1 year as nr 4 slot, 3 years as team leader). I also flew three years fixed wing (Sf360 Marchetti) in the Belgian Air Force as a flight instructor (in the joint BEL/NLD jet pilot training). Beside my military papers I also got my civilian licences and flew civilian fixed wing. I did banner towing, touring flights and I towed gliders with the Piper Super Cub and Husky. All in all I spent 6500 military hours in the air and 400+ civilian.

In my military career I have experienced also highs and lows. Highs like winning the International Air Tattoo with the Grasshoppers, starting Apache operations for the RNLAF, conducting a large helicopter air assault on Musa Qala in Afghanistan with US and British comrades, creating and leading the NLD Defense Helicopter Command, leading the NLD Defense effort for the Nuclear Security Summit in 2014.

Lows like losing comrades and friends in flying accidents and in operations, being shelled by mortars and rockets, bringing a badly burnt Albanian girl to a field hospital during the Kosovo War or seeing the grief of families of the victims of the MH17 shootdown. (I was leading the Dutch Defense effort for this, both in bringing back the victims and setting up and conducting the MH17 recovery operations in Ukraine). I did deployments in Bosnia (Bosnia war 1994), Macedonia/Albania (Kosovo war), Iraq (visiting my units) and Afghanistan (where I was commander of a Dutch Air Task Force equipped with F16 fighters, Apache attack helicopters and Chinook transport helicopters). Up until now I find my military work very relevant and very rewarding! All of this I could not have done without the unwavering support of my wife Giete.

*Back to gliding:* why did I chose Skyline Soaring Club? It is because of you and especially the way you all welcomed me! Sure, I looked on the internet to orient myself where to glide in the US and there were several possibilities. But when I drove up to Front Royal Warren County Airport I was very warmly received and I immediately felt most welcome!

Let's keep up that open welcome spirit and let's fly safe and happy! I sure will do my utmost to contribute!

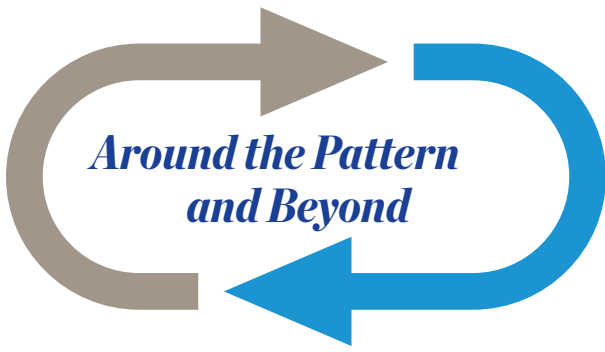


*Saint Auban France 2005: with my son Joep waiting for launch*

*Below: Saint Auban 2009: With my friend Bert awaiting tow. Bert was an avid gliderpilot who was paralysed after a gliding accident with his ASW20. We had an extra rudder control handle in the right side of the front cockpit which enabled him to fly the Duo.*



Photos: from Theo ten Haaf



*Around the Pattern  
and Beyond*



**Sunday April 24 was a big day for 14 year old Max Fisher.** After a “ghost” solo flight with Bob Sallada, Max took the Grob to skies for his first solo flight. Max demonstrated picture perfect takeoff and landing. The “First Solo” water ritual was executed by Rite Grand Master Evan Dosik. Well done, Max!—*Ertan Tete*



2016-05-01 11:20:39 AM  
KFRR Photo: from Dick Otis

*The reverse side of the Kellett Poltergeist Coin?*





# Planting Seeds to Make the Soaring Garden Grow

*Erik van Weezendonk*

I met the Skyline Soaring Club one year ago at Away Day. I was hooked by the camaraderie, the friendliness, the food, and oh yeah...the gliders! I decided to join the club and have not regretted it one single time. I've brought my boys, I've come there solo, and I'm inspired to do more every time I get to Front Royal.

The club, in my very new guy perspective, definitely has a wealth of experience. The young folks (I think I bring the average age down) have a lot that can be learned, most of it while on the ground. This is a key point. We can, we MUST, learn something every single time we come to the airport. I was really lucky this recently. I had a bunch of instructional flights with Piet Barber, our resident DPE. How awesome that we have one in our club. Another tremendous resource at SSC!

What was a really awesome experience was watching the young teenagers fly—motivation, exuberance and great stick skills in action. Hats off to Max and Elise, they made me want to be really young again. And with that in mind, I'd like to thank Piet for the push and especially Shane for the support a few weeks ago. Let me expound...

I'm blessed with two boys. Both show an interest in aviation, I'm not sure where that comes from? Alex's fifth grade class gets special instruction (STEM-science, technology, engineering, and math) every Tuesday. They gather some of the students from each school and they get bussed to Kenneth Culbert Elementary School for a day of instruction. This

year the theme is systems, and each month they concentrate on a particular focus area. How cool that April was "aviation systems" month!

So I was able to link-up with AOPA who sent some flight training magazines and a "pilot careers" brochure. I had a 90-minute block of time and taught a few systems classes (aircraft systems, weather systems, ATC systems) and then the highlight—Shane Neitzey brought his glider out and it was assembled, ready to go, for show and tell. I cannot begin to tell you how excited the kids were to be able to ask questions, to see it, to touch it, to really put together all they had learned over the past month and have an experiential involvement, actually get "hands-on" time.

Sometimes we forget about the magic of flight, the wonderment and the inspiration it creates in young minds. Let us not forget as we age every day that for our club to continue, we need to bring in new members, and hopefully some young ones. Not everybody is as motivated as Max and Elise, but let's find the kids who are, plant the seeds of a love and appreciation for aviation, cultivate their interest, and bring them out to the airport once in a while. Every time we come out to Front Royal, even if it's raining, we can learn something. That learning is what keeps us young. Go out there and plant the seed in some young person's mind!!!



Photos: Erik van Weezendonk



## Copy That



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

**Reggie said he noticed some hangar lights** being left on with no one around last week. He requested that I remind every one to please be diligent in turning the lights out when leaving. Your faithful hangar meister—**Bruce S. Zivic**

**2016 SSA at Oshkosh**—The SSA exhibit at EAA AirVenture® is coming up soon and we need volunteers! Oshkosh® is July 25-31, 2016. Please sign up as a volunteer in the SSA booth. Contact Anne Mongiovi at 618-530-8464 or email [ammongi@gmail.com](mailto:ammongi@gmail.com) for details, and information on finding the slightly relocated SSA exhibit. Any help you can provide is greatly appreciated—you won't regret it!

**The SSA's Phone Number**—Recently, several calls have been made to the SSA using the old area code of (505). This area code is incorrect. ....

Please be sure you are calling (575) 392-1177 when trying to reach the SSA Headquarters. It is important to us to get your calls!

Also, if you come across any place that has the (505) area code please let us know immediately. You can do this by calling the office at (575) 392-1177 or emailing Kayla Owens at [kowens@ssa.org](mailto:kowens@ssa.org).

**1-26 Association Seeking Sponsorship**—The 1-26 Association is actively seeking sponsorship for their 2017 Championships. All locations in the U.S. will be considered.

This year, the 1-26 Championships are returning to Moriarty, NM on June 28, 2016!

**2017 Contest Sites Approved**—The ExComm formally approved the recommendations of the Site Selection Committee for the 2017 Open, Standard and 15-Meter Nationals in Cordele, GA, and the 18-meter Nationals in Uvalde, TX.



### **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](http://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](mailto:wingup126@gmail.com)  
**Directors**—Evan Dosik, Ertan Tete, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst

**The NSM is an aviation museum** working to preserve the history of motorless flight. We are open 10 a.m. to 5 p.m., 7 days a week March through December; closed Saturday and Sunday in January and February.

The National Soaring Museum preserves and presents the heritage of motorless flight, and promotes through education, a greater knowledge of soaring, aeronautics, and related physical sciences for everyone.

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

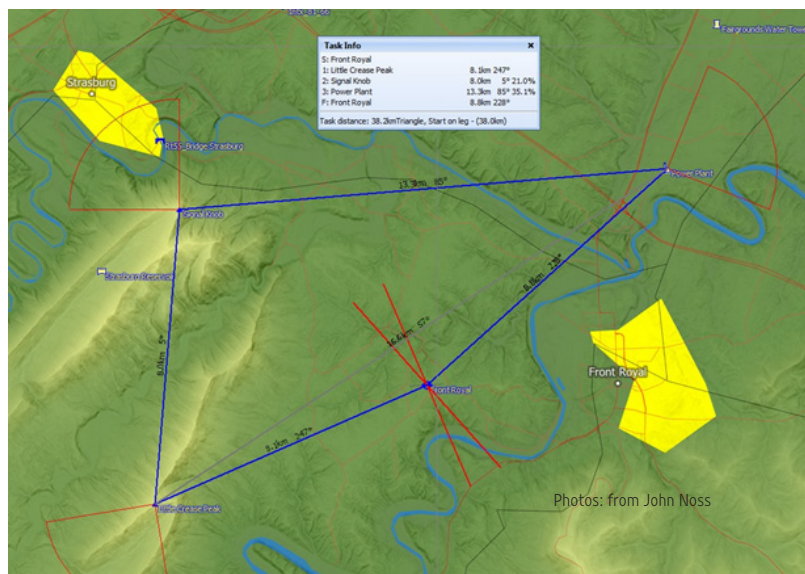


**As I did last year**, I will be happy to make my first-generation Oudie available to anybody who would like to use it. It has the latest software and data updates, a suction cup mount, and an external battery pack. It just has the earlier screen which is not as bright as the newer models. It works better paired by bluetooth to the club Nano recorder for improved GPS position and altitude and a badge-legal logfile, but it will still function without it. I put default profiles for the club ships on it. Like any navigation device, there is a learning curve involved, but the manual is available online if you want to try it out. Contact me if you are interested. I'm doing this in hopes it generates some interest in learning more about cross-country basics such as navigation, start/turnpoint/finish procedures, glide calculations, submitting badge claims, etc.

[http://download.naviter.com/docs/Oudie\\_Getting\\_Started.pdf](http://download.naviter.com/docs/Oudie_Getting_Started.pdf)

<http://download.naviter.com/oudie/Oudie2.pdf> (full manual)

I'll be happy to show folks how to use it in the K or Grob on the mini-triangle task around the airfield. Easy enough to do in under an hour, only 20 miles....—**John Noss**



Photos: from John Noss