



*Monthly Newsletter of Skyline Soaring Club, Inc. April 2017*

# SKY LINES

Masthead photo: Jimmy Corey

## *President's Message*

Dan Ernst



As I write the Petersburg Wave Camp is in full swing. There have been some good flights reported, but no diamond climbs, yet. The weather hasn't been great so far, but let's hope it improves.

Down days have been filled with ground training and hangar flying. Sounds like a little bit of heaven. I want

to extend recognition and a big Thank You! to Pete Maynard for doing an admirably thorough job of organizing Skyline's participation in this camp. Also to Evan Dosik for getting the club's oxygen bottles tested and the Mountain High regulator refurbished ahead to the camp. And thanks to all who have participated because nothing like this gets done without everyone pitching in—in ways great and small.

Our own 14-year old Maryam Ali soloed this past month. The next weekend she celebrated her new instructor-less freedom with a 1:10 flight from a low tow in the Grob. Way to go Maryam!

Our next Burner Away Day has been set for the 28th of May. Folks new to the club should try to make this event. Bring your family and enjoy the bountiful hospitality of Bill and Sharon, fly off grass, and get a taste for what it like to own your own airport.

It is not too early to start thinking of your participation in this year's Week of Training. Could be only three months away depending on what dates we pick! So now is the time to wrap your head around spending some time at the field whether you are a student, instructor, tow pilot or rated pilot. This is always a rewarding experience for all involved and students, you can't get the kind of concentrated flying WoT offers. Start thinking about it and details will follow.



Photo: Tom Motinger

Another training opportunity I heartily endorse is the spin clinic with Shenandoah Valley Soaring. This year it will be held at SVS's temporary home of Grant County Airport in Petersburg, WV (same place the wave camp is occurring this week.) Dates are 5 May and possibly another session 12 May. We have four Skyline members signed up for May 5 and another might be accommodated. There is at least one member interested if there is a second session on the 12th. If you have an interest in either session, please contact Jim Kellett. (jim@kellett.com)

For those of you that remember the "club" parachute that is hanging around the hangar, I wanted to let you know that its owner, Mike Hatfield, is going to arrange to have it picked up. Two separate riggers that we tried to get to repack it declined. But in the course of all that, the board took a close look at the concept of having a club parachute and decided it was not warranted. With our only acro-instructor leaving soon and no one else on the horizon, the need for a 'chute is much less. Moreover, cost of a new rig, maintaining the rig and ensuring it was repacked twice a year made it seem prohibitive for the few people that would use it. That said, Thank You for the loan, Mike.

In case you missed Steve Rockwood's email on the subject, the club computer (not the field computer) was hacked with ransomware and many of the files were encrypted. The club declined to pay and had to buy a new computer and some software to get back up in operation. I want to thank Ertan Tete for jumping in and providing support to analyze the breach and the best course of action and then helping to set up the new computer and getting Steve back in action. Be suspicious

of attachments!

This next part is special for all of the ladies, young and older, in the club. The Women's Soaring Pilots Association is offering a wide range of support to women pilots, from student glider pilots to aspiring tow pilots. Please see more details in other pages of this newsletter. The WSPA web site is: <http://www.womensoaring.org/?p=home>

Mid-Atlantic Soaring Association is in the early planning stages of another western safari to either Hobbs, NM, or Nephi, UT. Participants from Skyline and Shenandoah are welcomed. It's early so they're staying flexible as the details emerge. They need to have 5-6 people do the trek to make it worthwhile for the people at the site who would support us. The time-frame is mid-July with these tentative dates:

5 July - 7 July: Travel

8 - 18 July: Fly

19-21 July - Return

Please let Rick Fuller know if you're interested at rick.fuller@cox.net or 703-200-6029. Reviews of each site can be seen at <https://sites.google.com/site/nephisoaring> and <http://hobbs.qtsolutions.com>. Shine up those wings and tune up your trailer and join us!

And finally, I will close with a plea for everyone to be safe. We had a couple of incidents last month that while they turned out OK, we hope don't start to be a trend or lead to bigger problems. Please make sure you bring your A-Game when you come out to the field to stand your duty or to fly. And fly often!



## DO/ADO Test Reminder

**Bruce Zivic**

*Due date COB April 7, 2017.*

As discussed at the SSC Safety Meeting it was requested that all DO's and ADO take the tests provided in the club website. As of this date only a couple of people have complied. There are numerous questions which will greatly assist in making the club's record keeping as accurate as possible.

There have been some challenges by test takers to the published answers, however after reviewing these with the authors of the questions the answers are to remain as published, at least for now.

Remember, this is an open book, self-grading exercise. The only reporting required is to inform me that you have taken the test(s). It will take about an hour to complete.

Note, these tests are living documents which need to be reviewed and updated periodically and your input is much appreciated.

Duty Officers: take the DO Test and the ADO test.

Assistant Duty Officers: take the ADO test.

Find the exam at: Skyline Soaring Club/Members-Only/Duty Officer/Duty Officer Training Exercise 20150831 & ADO test

(I can't help with your login password)

Report completing exam to: [bruce.zivic@gmail.com](mailto:bruce.zivic@gmail.com)

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**Mark your calendars: The next Woodstock Fly-In/Family Day 28 May, which is the Sunday of the Memorial Day weekend**

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# KFRR'S Very Own Angus MacGyver

Jim Kellett

Many of you already know Rock Skowbo, a United Airlines pilot who has a hangar on the south side of the building where Skyline currently stores its aircraft. His hangar is an aviator's garden of delights, with a Smith Miniplane (a very compact biplane that looks a lot like a Pitts) and a Wilga, cabinets full of thousands of tools, posters, and a pair of first-class airline seats to lounge in. (He is also a partner in a Cessna 310 which is hangared at KSHD.) Oh, and also there are the wings for a Stearman (the plane in which Jane Wicker and Charlie Schwenker died in 2013) which Rock is restoring (see <http://www.saveaurora.org/>).

First a 'backstory'. Almost two years ago, Mike Ash and I discovered that the gas strut that holds the canopy and instrument panel up in our ASW-20C was giving out - and in cold weather, you were at a real risk of getting cracked in the head when it falls on you while working in the cockpit. So we ordered a new strut, which was shipped in an already compressed state (which is a good thing, because this strut is VERY strong!)



But we never got around to installing it until this January. Neither of us were overly enthusiastic about the job, because the strut is located in an amazingly inaccessible position, way up in the nose of the glider. And I DO mean inaccessible. It is quite impossible to both see and touch either of the attach bolts! But in early February we did manage to get the old one out . . . and even get the most forward bolt on the new one in.

And THEN discovered that in the compressed state, it would not reach the OTHER bolt hole! We were going to have to figure out a way to 'slightly' decompress the strut, a non-trivial task! So, we decided to seek professional help. We consulted Todd Ott of Classic Aviation at KSHD, who said he could fix it, but that he was certain that his partner in the 310, Rock Skowbo, could do it without having to drag the glider to KSHD. So, we called Rock.

Now, back to the Angus MacGyver analogy. Rock did it, in an all-day session. But the way he did it was a symphony if improvisation that would make MacGyver's accomplishments pale!

First, he carefully measured the length the strut would have

to be to fit. (Measure first, the mark of a true professional!) Then, using an adjustable carpenter's working table, several two-by-fours, some odds and ends wood blocks, and some flat tools used as shims, he created an 'expansion tool' that was spaced exactly right for the expanded strut; placed the strut in the tool, loosened the wire holding the strut compressed, and allowed it to expand to the right position.

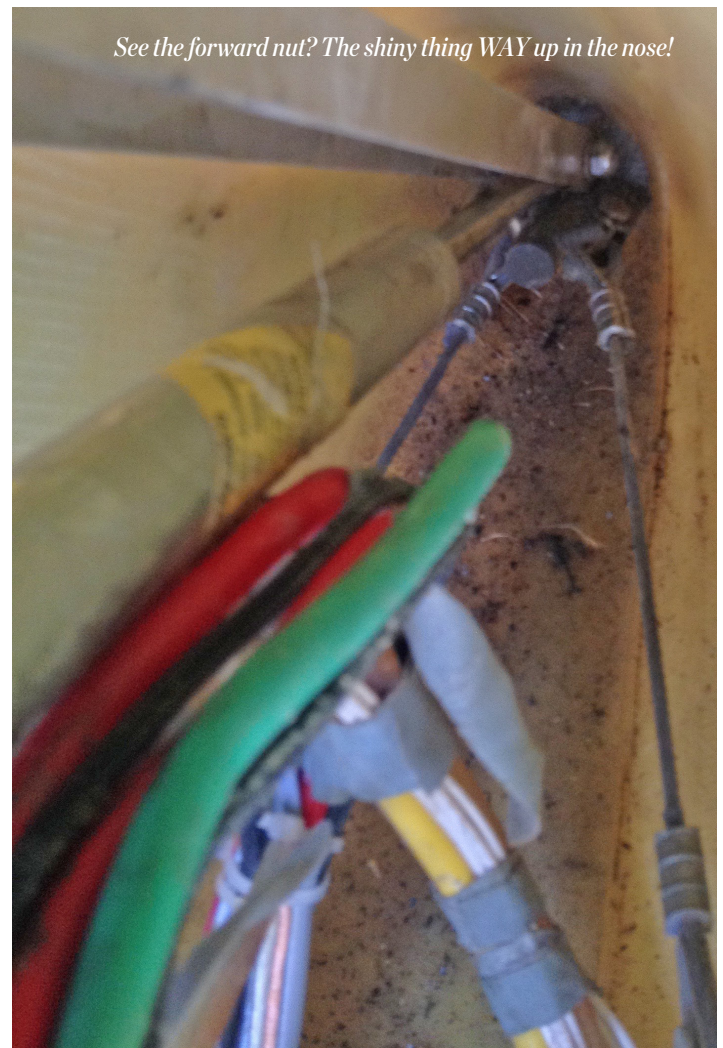
The wire that came with the strut was too short to re-install in the extended position, so he improvised again by using multiple strands of safety wire to firmly hold the strut at the proper length. So far, so good!

Back to the glider, get the forward bolt in place, and discover that - surprise! - safety wire could stretch!! While we watched, the strut was getting longer . . .and longer . . . and longer.

Back to the expansion tool. Much pushing and shoving on wood block levers got the strut back to the proper length, and he cut off the safety wire. NOW...to find some wire strong enough, he scrounged through the trans cans at Aero Services, and came up with a piece of stranded control cable out of an airplane! Then on to improvised tool two. Using a drill, he expanded the gap in the wooden tool to allow threading the new cable through, took a large turnbuckle off his camper-truck, and wired it in place on the strut so that he could firmly tighten the cable. (And to do that, he had to secure the cable on the turnbuckle with cable-clamp stolen from another application in his hangar!)

Back to the glider. Rigger a tie-down strap to hold the instrument cluster up while he installed the strut. It fit!

Six hours, tools made from trash and trailer parts, and technical creativity wins the day!



## A Win/Win Opportunity for SSC

**The Women Soaring Pilots Association**, a Division of SSA, offers scholarships for flight training to women who are members of WSPA and SSA. If you have women in your club this can be of benefit to both the club and the women who receive a scholarship.

Do you have beginning women students in your club who could use some financial help and encouragement? WSPA has scholarships for them.

Do you have women who want to get a commercial rating? Does your club need more instructors? WSPA has scholarships for them.

Are you encouraging your women members to try for badges, go cross country, or compete in competitions? WSPA has scholarships for them.

Do you need another tow pilot? Yes, WSPA even has a scholarship for a woman to get a tow plane endorsement.

Additional information on these scholarships is available on the WSPA web page: <http://www.womensoaring.org/?p=home>. Applications are due by May 15. Once the recipients are chosen the club is contacted by the WSPA Treasurer to make arrangements for direct payment to the club for training expenses.

WSPA offers encouragement and motivation to women pilots. Scholarship recipients are mentored by experienced



gliders pilot who are WSPA members. A quarterly newsletter keeps all members informed of women's soaring experiences from around the world. A women's soaring seminar is held in a different location every year and provides an intense week of soaring for women of all skill levels. If the women in your club are not yet members of WSPA they can easily join by submitting the membership form found on the web page. Annual dues are just \$20.00.

Contact information for WSPA:

*Scholarship Chair:* Phyllis Wells: [pwells1634@gmail.com](mailto:pwells1634@gmail.com)

*Board Liaison to Scholarship Committee:* Lora.Lewis@womensoaring.org

*President:* Mary Rust: [president@womensoaring.org](mailto:president@womensoaring.org) 

## "I can't imagine how I could have been more blessed"

*Martin Walker*

I hate to do this but I need to go inactive. I was diagnosed with cancer (colon that has spread to my liver) and severe anemia and other blood problems. I am receiving chemo for the cancer and drugs for the blood disorders but right now the oncologist and hematologist are trying to extend my life. If I respond well to the chemo I may see some improvement, but it seems unlikely that I will ever be able to soar solo again.

This is entirely my fault. I ran almost every day and saw my times slowing ridiculously (on 2 hour training runs) so I should have gone in for testing far sooner. Over the past year my times should have been improving; I was slowing down. I thought I had the flu when I finally went to the doctor.

Thanks to everyone for the friendships and encouragement I've received through Skyline soaring. If God decides, I may get to see some of you again as I will try to get out to KFRR if/when my health allows.

None of this information is sensitive and I don't mind anyone knowing about my health problems. Perhaps my situation will encourage other guys my age 68+ to watch their health more closely and catch problems earlier.

*Good news.* I'm finishing my first week of chemo and I'm taking it well according to my uncles who all have stage 4 and are alive 10 years later. My wife is terrific and I have friends nearby so I'm really in good shape.

Keep the dues etc. as I'm not sure God is calling me yet, and if I get better, I could fly with an instructor.

I'll be out to visit in any case. You can share this information with anyone/everyone. Just don't feel sorry for me as I can't imagine how I could have been more blessed in life. How many of us really get time to forge an even closer relationship with God before we go.

Feeling better as the chemicals wear off, get my second dose Tuesday thru Friday. Hope to get to KFRR next month for a visit. Best regards, hope to see you guys again, fly safely.

*Thanks to Steve Rockwood for sharing Martin's message—Ed.* 

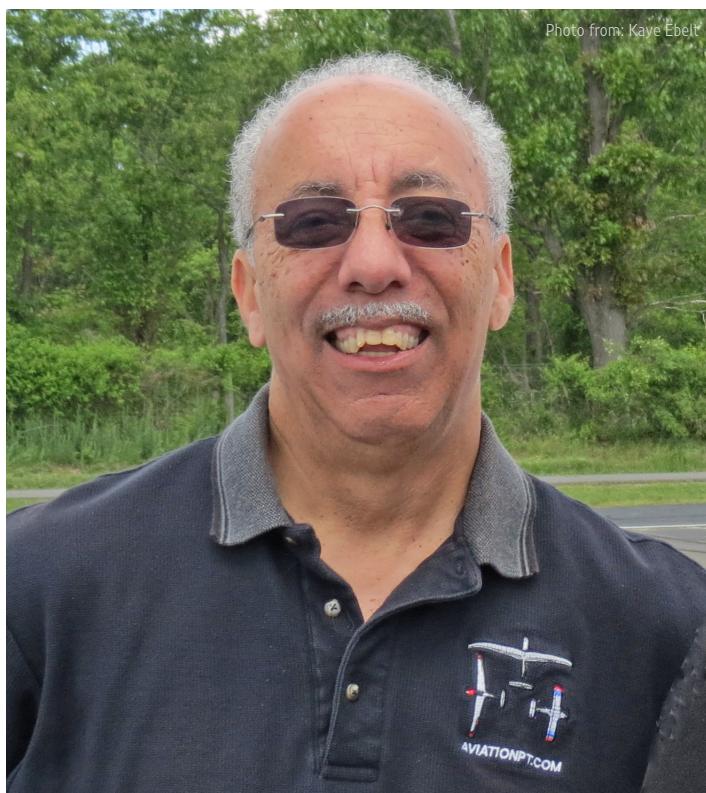


Photo from: Kaye Ebell

All Photos: Brian Collins

## Winch Training at Eastern Soaring Center

*Piet Barber*

Recently, a commercial gliding operation has opened up within a [relatively] short driving distance from home.

Eastern Soaring Center has opened for business. They offer a dedicated environment to help students work on all of the fundamentals of soaring, except for aerotowing.

This operation is run by Brian Collins. Brian is retired Air Force. He has been flying gliders since his days at the Air Force Academy. He has been giving glider instruction at many different glider clubs across the US, including the Civil Air Patrol encampments in Mattoon, Illinois. In 2013, Brian was also the first or second US citizen to get the 1250 kilometer distance flight badge.

I made an appointment to get my winch launch certification. I've never done a winch launch before, and I've never seen a winch operation in action before. Back in the old days, most glider pilots had the words "Glider-Aero Tow Only" printed on their pilots certificate. In 1997 this certification was obsoleted. Since 1997, all you need is a logbook endorse-

*Eastern Soaring Center's Winch. The pickup truck is a mass anchor that helps keep the winch in position.*



*Eastern Soaring Center's Twin Lark climbs out on a winch launch*

ment for any of the launch methods: Aero-tow, winch, or self-launch.

For all of the 1800 glider flights I've done in the past, it's been on the end of a 200 foot rope connected to an airplane with a strong enough engine. The acceleration on takeoff is slower than the acceleration you'd experience in a car merging into traffic on a freeway. Once the glider has enough airspeed, the glider gets airborne usually just before the tow plane starts to climb. The tow plane and glider climb to release altitude, where the glider pulls a release knob, and lets the tow plane go. This usually takes about 6 minutes to climb to 3000 feet.

In contrast, a winch is a power plant that stays on the ground. Hook up a 300 horsepower engine to a spool of 5000 feet of cable on one end. Hook up the glider on the other end. When the glider is ready, gun the engine. The majority of that 300 horsepower is dedicated to the glider's acceleration. Within 1 to 2 seconds, the glider is off the ground. Within 40 seconds, the glider has climbed to its highest point, and released to start its free-flight.

When launching with the winch, the acceleration is really hard to describe. The closest thing I can use to describe the acceleration is when sitting in a Tesla that is accelerating in ludicrous speed mode. After the slack is taken out, the winch's engine RPM is gunned to maximum. The glider has accelerated to flying speed within 1 to 2 seconds.

The next 2 to 5 seconds, the glider increases its climb angle. Not too quickly, and not too slowly. Too quick of a increase in pitch, and the glider risks having an acceleration stall and crashing into the ground. Too slow of an increase in pitch and the glider doesn't climb as well.

This critical phase of the launch is also when a break of the rope could be disastrous. If the rope breaks, the pilot must immediately recognize it and immediately lower the nose well below the horizon. We practiced this emergency release several times at varying altitudes. Here's a video of one such break, from the Netherlands. <https://www.youtube.com/watch?v=tkDSfuxJAmc>

In the United States, a winch launch is a relatively rare procedure. This is much more common launch method in Europe. The British Gliding Association recently had a safety initiative to improve the safety record of winch launching. After their initiative (Safe Winch Launching at the BGA's web-

site) the accident rate dropped significantly. The safety record of winch launching has improved to a lower accident rate than what is seen with the aerotow launch method.

One of the best advantages of the winch is the lower operating cost. With an aerotow, all of the glider pilots who use the tow plane for launches are sharing the creeping costs of the tow plane. Every hour the tow plane flies, it is ticking ever closer to the eventual overhaul. Every airplane that has an engine needs to have its engine removed, and essentially is totally rebuilt every thousand or 1500 hours. Also adding to the cost of an aerotow is the training required for a tow pilot. The cost is mitigated by using a volunteer work force in a club environment. At a commercial establishment, the tow pilot is going to expect to be paid. The cost of fueling the tow plane is rather unpredictable. Fuel that is suitable and certified for an airplane is much more expensive than that used in your car.

The advantage I'm most interested in is availability. Sometimes I see the weather forecast and know that it is going to be one of the best flying days of the year. Unfortunately, that day is a Tuesday. One of the disadvantages of being a weekend-only flyer is that there is a poor chance that the good flying day is going to end up on a weekend. About 28% chance, that is.

Sometimes the really good flying days mean exciting takeoff and landings for the tow pilot. While I only have to endure one take off and one landing on the really good flying days, our tow pilot must subject himself to as many takeoffs and landings as there are brave pilots willing to fly that day. Sometimes when I come in for a landing on those days, I'm just happy I made one landing. To think that the tow pilot has to do this a dozen times on these days is commendable. Many times, the tow pilot will cry "uncle" after a few launches, when conditions are too sporty for him. While there are times the winch operator is going to call it quits because of sporty flying conditions, I don't think the number will be as high.

There were only three people involved in this operation. The winch operator, the instructor, and me. For all winch launches you need to have a wing runner. If the glider's wing


tip ever drags into the ground, the glider violently cartwheels and is destroyed. These sorts of accidents are often fatal. The only solution is an immediate release of the rope.

To do this operation without having a wing runner, Brian created these cool wing skids. They are the right height, covered with soft carpet, and steady the wings better than a wing runner can.

After 9 flights with Brian, training me to do a winch launch, he was ready to solo me. We had covered all of the emergency procedures. We practiced most of these, varying from 20 feet of altitude to 400 feet of altitude. Depending on the point of release, we would do S turns, a 360, or a straight ahead landing after the rope break. Brian let me go for a solo flight, and I was excited as I was when I had my first solo at age 15, back in 1988.

On the second day, Brian and his son Marshall worked to get me 5 solo flights in the Twin Lark. The airfield at Petersburg is long enough to stage the glider at 2/3rds down the runway. I launch to a satisfactory altitude of 1700 feet above the ground. I circled around, landed, and stopped within 10 feet of the previous launch. Brian hooked me up, and I was off again. I've never done 5 takeoffs and landings so quickly before!

My next challenge is to do a winch launch on a good ridge day, and then go out and do a diamond altitude climb ( 5000 meters of altitude climb, 16,404 feet), or a 500 kilometer diamond distance course. Now that I'm checked out, I'm looking forward to the challenge.

I'm going to recommend that some of my students come visit Brian. Especially the students who can't figure out that last few moments of flying phase. If you need landing practice, doing the winch launch is a great way to pound out some flights really quickly. 

*Eastern Soaring Center's Twin Lark is ready for launch (yes, without a wing runner) See page 8 for a link to Eastern Soaring.*



# Wave Camp Petersburg 2017

Evan Dosik

5,500 feet of grass.

Photos by Evan Dosik except where noted.

As a first-time participant in Larry Stahl's Wave Camp, <http://2017wavecamp.weebly.com/> I was pie-eyed when I pulled into W99 with 6E attached to my hitch, and saw the expansive airfield with long, paved and grass runways from which glider pilots from SCC, SVS and several other clubs including Cumberland, Pittsburgh and Kansas would soon take to the air and head towards the wave.

Today is Friday 3/31 and we are standing down today to wait for the rain to pass, in anticipation of a second weekend here

to soar. Right now there are only 3 gliders taking cover in Larry's huge hanger, but earlier this week we had 6 or 7 ships strategically "shingled" in there!

The camaraderie of all the principals and pilots is impressive with everyone lending a helping hand whether it be for advice, guidance or grunt. SVS (Shenandoah Valley Soaring) currently based here at Grant County Airport (W99) has provided the tows and ground support and has generally been spoiling us all with their incredible "curb service". The run-



Photo: Bruce Zivic

Some of the SSC participants l to r: Ertan Tete, Steve Rockwood, Tim Moran, Joe Engevitch, Piet Barber, Theo ten Haaf, Dave Dawood, Jim Garrison, in front: Pete Maynard and Evan Dosik.



*Cramming them all in.*

Photo: Piet Barber

way is so long here (5,000') that we get completely ready and buckled into our gliders at the ramp next to the first turnoff 1600 feet from the runway threshold, get pulled out with a SVS club car, hooked up and launched. At flights end we land and stop at the same spot, and are quickly removed from the runway by the ground crew all before we can even get out of the glider! Now, that IS curb service!

Larry has been an incredible host and provider as well. The FBO is large with place to brief, plan or relax, and everywhere you look there is food and beverages!

The large open hanger was available to the ASK-21, Piet Barber's Duo, and also accommodated most all the single seat gliders that were not disassembled after daily ops.

The wave has been present on several days although not to the typical strength and abundance as is the norm here at Petersburg (so I've been told), though we've had several pilots tickle 11,000' + or better, but that has not limited the ridge soaring including a flight of almost 6 hours by Chris Carswell in JS on Wednesday. Congrats and well done Chris!

On several days that were only so-so weather-wise, a group of 6-7 SSC pilots opted to get a winch launch initiation provided by Brian Collins who owns and runs Eastern Soaring Center, <https://www.easternsoaringcenter.com/> based here



*Brian and Marshall Collins*

at W99. Brian is a true teacher at heart as well as an incredibly accomplished pilot. We did 3 hours of ground school with Brian and then each of us took at least 2 tows on Brian's winch in his Twin Lark. Now let me tell you, compared to a nominal aero tow, that is an "E" ticket ride my friends! I personally did two launches on his 5,000 line, one to 1,500, and the other to 1,900 feet. (see Piet Barber's winch experience on page 5, 6.)

Many of us plan to come back and complete Brian's course of 10 dual and 6 solo launches to earn the winch launch endorsement. I think the ability to drive here to W99 (about a fat hour from FRR) and get airborne without the necessity of a tow pilot and plane will greatly enhance the opportunity



*Brian readies Ertan for the winch.*



to soar, improve our skills and provide the opportunity to “catch the wave” or run one of multiple ridges here on a more flexible and at will basis.

I’m sure when we all get home we will share much more of our time here in Petersburg, but for now I want to make sure I heartily thank Larry Stahl and his associates at W99, the team at Shenandoah Valley Soaring, Brian Collins and his son Marshall, and all the pilots who kept an eye out for each other a flew a safe camp here in Petersburg. I for one can’t wait until the next one!



*I for one can't wait until the next one*



*Around the Pattern  
and Beyond*

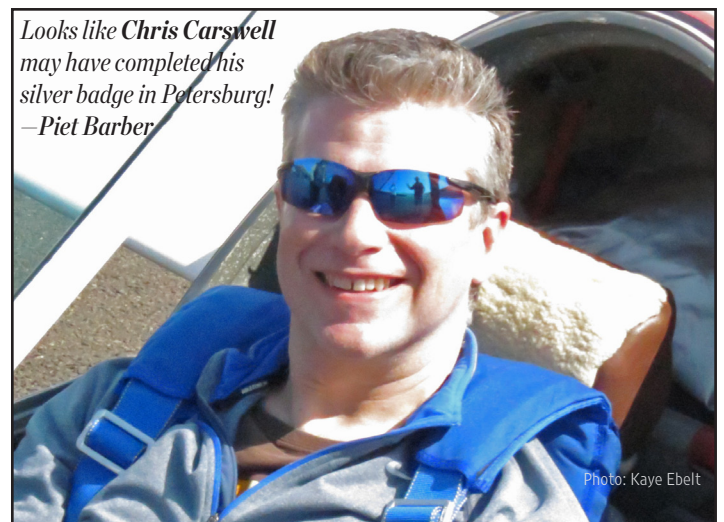
Photos provided by Dan Ernst



*Piet Barber, CFI-G, DPE and Maryam Ali*



***Congratuatiions to Maryam Ali on her solo, March 5.***—A memorable moment was the first solo flight of the 14-year old Maryam. After three instructional flights with Piet Barber, Maryam took the Grob to the skies for her first solo flight. She demonstrated picture perfect takeoff and landing. The proud dad Syed, who had soloed just five months earlier, admitted “Her takeoff and landing were better than mine”. Congratulations, Maryam. Well done!—*Ertan Tete, D.O, March 5, 2017*



Photos: Piet Barber



***Up Where We Belong***—Erik Van Weezendonk and I took out QQ to the ridge March 4. We've tried unsuccessfully to connect with the wave over Strasburg. We've given up and went down to Massanutten ski resort with XZ coming along. On our way back north, a perfectly lined up street of linnies tempted us to leave the ridge. We connected and climbed to 15500'. Above the linnies. Frozen, we returned after a 4 hour flight. Amazing!—*Piet Barber*





*J.P. Stewart and Jim Perlmutter photo by Katherine Ayres*

***From Skyline] Skyline Operations Report 3-11-17—***

Three pilots flew flights of over six hours! Shane Nietzy in XZ took FOD with 6:40 followed by J.P. Stewart (6:15) flying BW and Piet Barber in QQ (6:02). These flights took the first three

places nationally in the OLC! Thanks to Reynolds Renshaw for providing the OLC link below. Ertan Tete took off later in the day and turned in 2:28 in TO and Nick Kruhmin turned in 1:09 in the Grob.—***Dick Edge***

*J.P. Stewart flying BW photo by Dick Otis*



Copy That



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

**The club computer used by the treasurer** was hacked last Thursday, March 16th. Implanted was ransomware that encrypted all of the Word, Excel, PowerPoint and Acrobat files. It also rendered all Microsoft Office unusable. Thankfully, QuickBooks was not affected. The ransom note required payment of cash via bitcoins to receive the code to remove the encryptions. After considering the option to pay the ransom with no guarantee of receiving the decoder we elected to not pay and live with the loss of the files.

I wanted to bring your attention to this issue so you do not get caught up also. The hacker identified themselves as representatives from UPS. The message indicated there was an issue with a package delivery on March 15th. I was expecting a UPS delivery on that date so I opened the email—**BIG MISTAKE! !**

I urge you to be wary of email hacker that seem to be coming out of the woodwork lately and to backup your files routinely.—**Steve Rockwood, SSC Treasurer**

**Anyone interested in this event in Tennessee?** I'm interested in part for sharing a gliding experience at another club but the eclipse opportunity alone is once in a lifetime.

#### **Solar Eclipse Party**

Event Location: Chilhowee Gliderport, TN

Dates: 8/18/2017 – 8/21/2017

On Monday, August 21, a total solar eclipse will cover a 70-mile-wide swath from Oregon to South Carolina. Chilhowee Gliderport is within the path of totality. Join us for a fun flying weekend and view the eclipse with your soaring friends. Contact: Sarah Arnold (423) 506-9015 info@chilhowee.com —**Chris Carswell.**



#### **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](http://www.skylinesoaring.org)

**President**—Dan Ernst  
**Secretary**—Keith Hilton  
**Treasurer**—Steve Rockwood  
**Membership**—Steve Rockwood  
**Chief Duty Officer**—Bruce Zivic  
**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



Sunday 3/26/17—Headline:

## **SSC tow pilot gets Flight of the Day!**

AWOS reported a ceiling of 2200ft. The pre ops test flight proved otherwise. It was much lower.—**Chuck Stover**

**I've been advised that we have a cirrus mailing list...**did not know this before I spammed the whole club. I guess it's possible others don't know about it either. URL to join is: <http://skylinesoaring.org/mailman/listinfo/cirrus>. Once you follow the instructions for joining, look for a confirmation email in your inbox, follow the link in the email and you are good to go. I will send further emails about the Cirrus to that list only —**Brian Clark**

**April 1st will be the first day** the ASK will be flown after wave camp assembly. The ASK has returned to the hangar, assembled, triple checked and cleaned from wave camp. Regarding the status of the plane, I know of no incidences to report that occurred at wave camp.

Saturday ops note, it is highly advised to conduct a more than casual pre-flight inspection. Confirm the positive connections of the spoilers and ailerons in the inspection port of the fuselage.

Special thanks to Hannah and Bryant Smith and Theo ten Haaf for assembling and cleaning the ASK Thursday night!

We originally planned to return to FRR on Friday, but the weather forecast was grim so here we are.—**Bruce S. Zivic**

**Sunday March 5**—Chris Zaboji received instruction from his dad Steve in the Husky after which they made 6 tows thus helping keep the tow queue short. Later in the day the roles switched and Chris gave instruction to his dad in the ASK.

—**Ertan Tete, D.O.**

