



Monthly Newsletter of Skyline Soaring Club, Inc. May 2017

SKY LINES

Masthead photo: Jimmy Corey

President's Message

Dan Ernst

Change can be hard, and Skyline is in the midst of quite a lot at this moment. First, Eric Litt has become an inactive member. Eric was an active tow pilot at one time, but most people will remember that he did the annual inspections on the club gliders for free and provided very low cost annuals to many



Photo: Tom Motinger

people who owned private ships. For a quite a few years now Eric has paid his Skyline dues just for the privilege of inspecting our gliders for free. Time catches up with us all and the effort involved in maintaining his check airman status was a burden. Best wishes to Eric and a big thank you for all he has done for the club.

Second, Steve Rockwood has stepped away from his position as membership officer after many years. I am sure there are many Skyline members (and I am one) who cannot remember anyone other than Steve as membership officer. In addition to all the paperwork that went with the job, Steve co-hosted the monthly New Member Orientation Sessions and dealt with the SSA front office. This was a big job and combined with his Treasurer duties, Steve has put in an incredible amount of time for the club. He was deservedly recognized in 2015 with the Bela Gogos Service Award. Many thanks for all that you have done, Steve.

Tim Moran has stepped up to be the new Membership Officer and he has already scheduled his first NMOS. Thank You Tim for taking on this critical task.

Finally, this newsletter bids farewell to Phil Jordan as its editor. Phil is a founding member of Skyline Soaring Club and our newsletter editor for a substantial part of our 25 years. Phil has done this job continuously only taking several short

breaks to tend to his family. For much of our 25 years he has gathered your inputs, information gleaned from emails and newsworthy items from the world of soaring and aviation and packaged them into a great newsletter. Surely we have had the best newsletter in all of the soaring world. Phil was honored with the Gogos Award in 2004. I found out recently that Phil used to be design director of the Air and Space magazine. I've been culling my substantial holdings of A&S and peaked at the masthead of the January 1997 issue and sure enough, there was Phil's name. You have big shoes to fill, Vern! This club owes a debt of gratitude to Phil we can scarce repay.

As I said Vern Kline has volunteered to take over editing the Skylines and I ask you to support him as he transitions to the new role. No matter how good an editor is, they need something to edit! Skylines relies on the inputs of you, the members. So keep the content coming!

As you may have seen, the Sprite has a new covering on its rudder. Many thanks to Sprite Meister Pete Maynard and to Bill Vickland for stripping it, making some minor repair and recovering it. Although it may sound simple to those that have never done it, aircraft fabric work is time consuming and requires a pretty narrow set of temperature conditions to turn out right. Not to mention a lot of priming, sanding, priming, sanding, you get the idea. Thank you, Pete and Bill!

The Springtime Burner Away Day is approaching! We will operate from Bill Burner's field on Sunday the 28th of May. For all of you new folks, don't miss this opportunity! This is always a great time. It is also a great place to bring family as Bill's hangar is spacious and faces the runway and provides a very comfortable, shaded place to sit. There is room for the kids to play away from the operation and although the details aren't set, there is usually some food and drink.

Our annual Week of Training (WoT) is going to be from July 10th to July 14th. Chief Flight Instructor Piet Barber is thinking outside the box again. He is proposing that this year's WoT be held at Grant County Airport in Petersburg, WV. The long runway and light traffic at W99 could allow for greatly increased operations and more flights per student than at Front Royal. This is still in the proposal stage so if you are interested, you need to go to the club website and sign up now so we can decide to go to Petersburg or not. Petersburg is a great place to fly, so I hope you will come out.

We now have on the website both an ADO test and a DO test. This is an open book, can't fail test. We should all take the test(s). Duty Officers should do both and ADO just the ADO test. Chief Duty Officer Bruce Zivic has asked for 100% participation and we have fallen short—way short. Please go here: <http://members.skylinesoaring.org/RESTRICTED-DOCS/DutyOfficer/> to take the test and check the answers provided. Then let Bruce know when you have completed them. A lot of thought and effort went into the tests and the least you can do is take them so we have a safe operation.

And speaking of Safety, if you did not attend the Safety Meeting this year, you are supposed to review the charts from the meeting and inform Chuck Stover that you have done so. Before you fly or stand the duty. This club has an enviable safety record and that doesn't just happen. If this requirement isn't met, we may have to bring the hammer down in the form of a "no fly" list. We are serious folks! You can find the charts here: http://members.skylinesoaring.org/RESTRICTED-DOCS/SSC_Safety_2017_Final.pdf

And last, but certainly not least, I want to thank Dick Otis for taking on the position of FAST Instructor. People seeking FAST rides will contact the membership officer, Tim Moran as usual, and then Tim will turn them over to Dick to schedule the ride. Dick will coordinate with the Duty Officer to let them know when he will be giving a FAST ride. This will significantly relieve the pressure on the instructor cadre. We get a lot of FAST requests and this will help reduce the impact on training. Thank You Dick!

As I spoke to at the annual Membership Meeting, the capital fund is increasing and we are seriously considering additional glider purchases. Also at the meeting I mentioned the need for a strategic plan and had many volunteers in about 48 hours. That plan is being finalized and the board intends to use the recommendations of the strategic plan to inform our decisions. Unless we want to wait a number of years until we have the whole purchase price of a new glider, we need for the members to commit to internal loans. So this is a heads up that we will shortly be soliciting the membership for their willingness to loan the club money which will be repaid with a small amount of interest. So please give it serious thought and watch your inboxes.

The soaring season is ramping up, so as always, fly safe! 



Photo: Kaye Ebelt

Week of Training Proposal

Piet Barber

Every year, Skyline Soaring Club hosts a Week of Training during the summer. The aim of the Week of Training is to give an intense week-long training period for students to get the number of flights in a short period of time. This intense week of training has given students great gains in their piloting skills. In the past, I've been the Self-Appointed Chief Ayatollah-Week of Training (SACAWoT). This year, I want to go all-out. I want no half-measures. I want to make this the greatest WoT we've ever seen. I've participated in 3 Civil Air Patrol flight encampments in Mattoon, Illinois. With that experience as a model, I believe that we can put together a truly awesome operation. I'm really excited about this, and really would like your participation.

This year's WoT is planned for the week of Monday 10 July to Friday, 14 July. In order to serve even more student flying members, with even more flight operations, I have done several weeks of planning behind the scenes. I have been planning for an off-site Week of Training to be located at Grant County Airport, located in Petersburg, WV.

Why Petersburg? At first, it seems like a huge amount of effort to uproot Skyline's familiar operations, move to West Virginia. I believe that there are advantages that vastly outweigh the perceived effort of uprooting Skyline's ops.

Anybody who has flown there knows that the airport is huge! Pork-barrel politics at its finest had Federal government money pay for this huge airport in the middle nowhere. This location is prime-soaring-country. It's daily airplane traffic is approximately zero. What's even better is that Grant County Airport boasts an outrageously long 5000 foot runway, including a very landable grass strip immediately adjacent to the runway. There is no need to call this grass area a "safety area." Students doing pattern tows can land on the first quarter of the runway (on the grass, or on the pave-

ment), come to a stop at or near the taxiway, get hooked up by a ground crew, and get launched for the next flight in less than 2 minutes. I think that we can serve between 12 and 16 student flyer pilots for the week, and I believe that the club can very easily attain a stretch-goal of 40 to 50 flight instruction operations every day during the Week of Training at Grant County.

The chief advantage is that flight training will not squander daylight on "operational overhead." When we operate at Front Royal there is a huge amount of time that the glider is not in the air and not being used for flight instruction. Every training flight requires a quarter-mile of walking for the instructor and student. In addition to the walking, every landing requires the student and instructor to get out of the glider, tow the glider back to the starting point, get back in, start a whole new launch procedure. Every flight has between 7 and 10 minutes of downtime that can't be used for student training. Because of the length of the runway at Petersburg, that won't be an issue. As a bonus, the flight instructors won't have to exert nearly as much physical effort through the day. As any Skyline instructor can surely attest, It gets really hard to do all that walking along the taxiway during the hot month of July! At Petersburg, student and instructor stay in the plane with a minimum amount of positioning, and are immediately ready for the next flight.

In order to achieve this dream of peak efficiency, I really need a volunteer workforce to step up and volunteer. I'll need at least 3 other flight instructors, and at least two tow pilots for each flying day. I'll need some Duty Officer volunteers for Wednesday, Thursday and Friday. Most of all, I need students who really need 10-20 flights in a week's timeframe. We wouldn't do this if it weren't for you!

I have created a special section of the members-only website's Restricted Docs for this WoT. Please go to the WoT-2017 directory at this [URL http://members.skylinesoaring.org/RESTRICTED-DOCS/WoT-2017/](http://members.skylinesoaring.org/RESTRICTED-DOCS/WoT-2017/) and look over the WoT-2017 Bible. If you are interested as participating as a student, tow pilot, instructor, or as "adult supervision", please fill out the WoT 2017 Activity Application in that directory.



I'm really excited about this, I have put a lot of effort into planning this. I've spoken with Larry Stahl, and there are no conflicts with this week during July. All I need now is for YOU to participate as a student, tow pilot, instructor, or as a duty officer! Camping is available at the airport for \$10 a night at a really beautiful campground. The campground boasts lots of open space, real toilets and hot showers. Cheap hotel accommodations are available in the neighborhood for about \$50 per night. I'll be camping! It's a great place to pitch a tent.

Thanks for your attention, and I hope to see you there.

—*Piet Barber*, SACAWoT-2017

Piet: My first read on this yielded very little enthusiasm for the WoT relocation idea. But, the more I thought about it the more I became attracted to the brilliance of your suggestion. In fact, if you can pull this off I will make a vacation out of it, perhaps utilizing a rented motor home (my minimum camping standards) for Chris and my wife to share. In fact some of my wife's family live not too far from Petersburg so the proverbial multiple bird scenario for credit could become a reality. Between our family we could pledge 2 tow pilots, one instructor and some good meals with music. I like it. Press on and please let me know how we can help.—*Steve Zaboji*

I would like to strongly endorse Piet's Audacious proposal to move our WoT off-site to Petersburg WV. Having recently coordinated the SSC participation in the wave camp held at Petersburg, I have direct knowledge of the airport, the personnel and the operations at Petersburg. Piet's analysis of the vastly improved efficiency of the operation and the resultant tremendous increase in number of effective student

sorties is right on. The operation Piet talked about, take-off, fly, land, hook-up and go is the key to that vast improvement in efficiency. In fact, this is the way many flight school operations that have the luxury of a long runway and a cooperative airport management operate. I experienced this type of efficiency at Bermuda High soaring. I was provided with a dedicated tow pilot and a dedicated ground crew man. No other students were scheduled for the days I was there. With that set-up, I was able to fly 29 flights *in one day!* I don't think Piet will beat us up that badly, but the opportunity to get literally months worth of training in a single week can't be overlooked. It *WILL* take a lot of support from the students, IPs, tow pilots and other "adult supervision" members to make it a success, but that is what makes this such an outstanding club. We care! We volunteer, we participate and we do it safely and have fun. In addition the flying, the opportunity to socialize in the evenings, actually meet and talk to other club members you know by face, but know nothing about personally is another tremendous opportunity we don't normally get at FRR. I have volunteered for Sunday July 9th for positioning and deployment to Petersburg and volunteered to be DO for Monday and Tuesday July 10 & 11. (Family vacation to Oregon starts on the 12th and I've been told well, you know.)

If anyone has any questions about the Petersburg operation, airport, personnel, local hotels (I know which one has an awesome ice machine and which one doesn't) etc, call or email me (directly, not reply all) and we'll chat.

Please consider participating in whatever capacity you can to make this Audacious proposal a success.

Thanks—Pete Maynard (703) 798-5597



M-ASA Summer Safari

M-ASA is in the early planning stages of another western safari to either Hobbs, NM, or Nephi, UT. It's early so we're staying flexible as the details emerge. We 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. Participants from SSC and SVS are welcomed. 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!



Photo: Kaye Ebelt

Spring Family-Away Day

Bill and Sharon Burner

Save the date: Sunday, 28 May

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 hang around and see if the Skyline Soaring Education Foundation cooks some hamburgers and hot dogs, which they usually do as a fund raising event for their worthy cause. 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. Windssock 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:



As pilots see it:



Burner Cell Phones: 703-906-6455 (Bill) 703-906-6262 (Sharon) Looking forward to seeing you!

Monday's Montanan:

Target Range teacher Kaye Ebelt inspires with love of learning

Chelsea Davis

Kaye Ebelt's love for education is infectious. Her students at Target Range School have caught the bug, becoming so inspired that last year they even 3-D-printed a hand prosthetic for a classmate who was born without one.

Ebelt wears several hats, including leading the Gifted and Talented program, STEM (science, technology, engineering and math), robotics and aviation.

The Cut Bank native got her bachelor's degree in education from the University of Montana in 1984 (you may remember her as a member of the Griz tennis team), and did her stint student teaching at Target Range. She now has two master's degrees and her resume is jam-packed with recognition and community service.

Her teaching career kicked off with second-graders in St. Regis, followed by second- and third-graders in Chester. In 1990, she came back to Target Range, teaching nearly every elementary grade – and earning a slew of awards along the way – until 2013, when she was named an Albert Einstein Distinguished Educator Fellow at the National Science Foundation in Washington, D.C.

For two years, she learned about engineering, 3-D printing and more – all lessons that she brought home in fall 2015. That September, her father died after battling cancer, a blow that brings tears to her eyes today.

He held on doing treatments until she returned from D.C., Ebelt said, not wanting her to end the opportunity early.

"I teach like my parents taught me," she said.

Ebelt appears to be the perfect mixture of her parents: her mother Kathy, a lifelong teacher who also inspired her students with creative ideas, and her father Jerry, a U.S. Forest Service member and Lutheran pastor with a love of flying.

"They promoted creativity," Ebelt said.

Her uncle was on the investigation team for the Challenger explosion. Today, Ebelt's own interest in aviation – and a boss in D.C. who got her hooked on gliding – can be found in her classroom. Her students chatted about the model airplanes they were making. They recently studied Harriet Quimby, the first woman to fly across the English Channel (a feat overshadowed by the Titanic sinking).

The family would go camping in the summers, each aspect of those trips its own lesson in science and innovation. This year marks the second year Ebelt will do a "grand finale" trip with her students, this time to Glacier National Park.

"When something is hard, she helps us, and when something is too easy, she challenges us," said fourth-grader Marin Seielstad.

The kids detailed project after project they've done with Ebelt, each with a twist. There was learning high school chemistry by baking cookies, crafting a space mission and building model aircraft, creating superheroes whose superpowers are related to math – and then inviting seamstresses to help them sew costumes.



Photo: Tom Baurer Missoulian

Kaye Ebelt talks recently with some of her students at Target Range School, where she leads the Gifted and Talented program, STEM, robotics and aviation. Ebelt said she's glad to be back at Target Range, where she taught nearly every elementary grade, after a two-year stint as an Albert Einstein Distinguished Educator Fellow at the National Science Foundation in Washington, D.C., from 2013-15.

It was "Pi Day" recently – March 14 for pi, 3.14, the ratio of a circle's circumference to its diameter – and the quiet classroom exploded as each student raced the other to say as many digits as they knew in the famous number.

"The hardest part is trying to keep up with them," Ebelt said, laughing.

Third-grader Samantha Symington put her love for Ebelt simply: "You're a nerd."

That's high praise, Ebelt pointed out.

"You teach me new things every day," she told the kids.

Ebelt is one of the remaining teachers who worked in the original Little White Schoolhouse.

But returning from D.C., it was as if she was a new teacher all over again. The school saved her position, but switched it. She had never taught Gifted and Talented before.

"In those two years, 14 teachers retired," she said. "There was new staff, and I was in a new program."

She fell right back into the fold, tearing up again as she talked about how welcoming her colleagues have been.

"These teachers are amazing," she said. "I go into their classrooms with my cart, I make a mess. I'm so lucky to be in this school."

She quickly deflects praise and awards to her fellow teachers and students.

"When a teacher gets an honor, it's really for the whole school," she said.

"I don't come up with these ideas on my own."

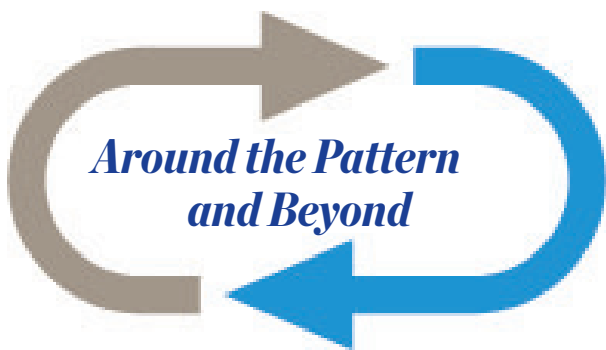
In early March, she earned yet another distinction: Montana AGATE (Association for Gifted and Talented Education) teacher of the year.

"I love to learn. I never stop," she said. "I think that's how everyone should be."



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http://missoulian.com/news/local/article_546903c5-5144-598f-a0f0-4ffc43b1d08.html



Skylines' New Editor Vern Kline—Vern began soaring at Dillingham Field on the North shore of Oahu in 1985. He soloed in the Schweizer 2-33 that same year and then spent his free time soaring back and forth along the North coast in the coastal ridge lift and sugarcane field thermals offered in Hawaii. After a long hiatus from soaring he joined the SSC in November 2005. He received his PPG certification at Petersburg, WV during one of the club's annual pilgrimages to the wave camp in Nov 2006. He has served SSC as an ADO, Director, DO, Treasurer and assistant Webmaster. Vern is a strong believer in the concept of a club that offers members a complete soaring experience. Flying only SSC gliders, he received his Silver and Gold Badges and competed in the Region 4 South soaring contest at New Castle, VA. He declared his independence from the working world on July 4th, 2014 and currently lives in Woodbridge, VA and spends his time enjoying life. *Below: Vern and girl friend Nori.*



Photo: from Vern Kline

Change is, of course, the one universal constant. It's been my pleasure to serve our membership for many years. I am forever grateful for all those who gave of their time and shared their expertise to make Skylines a part of SSC's mission to share our unique sport with a larger audience.

I was only one of several editors. The first was Ralph Wentzel. Jim Kellett, Doug Hiranaka and Dennis Johnson also did great service to the club as editors.

Kaye Ebelt for Skylines: I have officially retired from teaching in Montana and will be moving to West Palm Beach, Florida at the end of August. I will be the new math, science, STEM, robotics instructor at the new Greene Middle School.

However, will keep my house in MT and summer there. Can't give up Glacier or spending time with family.

Treasure Coast Soaring Club in Vero Beach, Florida has welcomed me with open arms. They share an ASK with another club but trying to get one of their own. I talked to Paul Agnew, VP of the club, who also flies for Jet Blue. So, that makes me feel good. BTW, this club frequents SSC website and Facebook to get ideas. A new club as of last December...

So, I will finally get to resume my gliding and extend an invitation to members of SSC to come fly with me in Vero Beach, Florida.—**Kaye Ebelt**



Photo: Tom Bauer, Missoulian

Ebelt credits her parents for her love of learning. Her mother was a teacher, and her father worked for the U.S. Forest Service, was a Lutheran pastor and loved flying.



Photo: Johnny Jordan

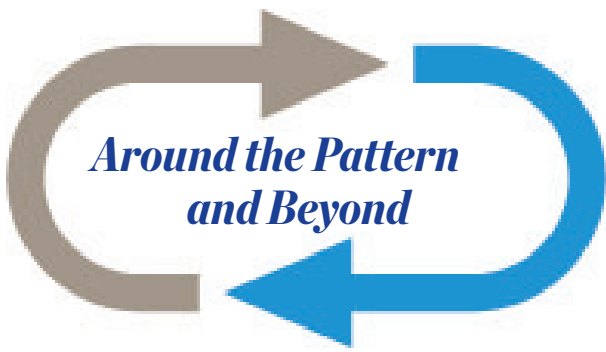
Now Vern has taken on this job and the fun of squeezing information out of you all will be his monthly task; one that will challenge and reward his efforts.

Much like my flying career, Skylines has been a wonder and a pleasure, sandwiched between a few moments of "oh crap!"

To quote Dr. Seuss (through Patrick McDonnell):

"Don't cry because it's over, smile because it happened.

OK Vern, —"Your plane."



*Around the Pattern
and Beyond*

Photo essay by Jim Perlmutter



The Importance of Cockpit Checks

Gordon Roesler

Momentary loss of aileron control in Cirrus March 18, 2017

This was my second flight of the day in the Cirrus. Positive control checks were performed before the first flight, and that flight was normal (except for some unwanted yaw on the landing roll due to a tailwind).

Photos: from Gordon Roesler

Free and full motion of the controls was checked many times before takeoff. About five seconds into the takeoff roll, the right wing began to drop. Left stick deflection was attempted but the stick would not move past the center position. The towline was released immediately. The glider had not yet become airborne. Brakes were applied, and aileron control was regained while stopping. The glider remained on the runway. There was no damage.

While waiting for the Gator, it was noted that a microphone plug was hanging down near the aileron crank. It is a second plug on the eyeglass-mounted microphone. Its function is unknown.



1-Here it is shown on the seat back. Its length is about one foot including the plug itself.



2-Here it is shown on the fiberglass box aft of the seat. The aileron crank is seen at the bottom of the picture.

3-The plug was able to hang down far enough to jam between the aileron crank and the fiberglass box. This reproduced the same interference with stick deflection as had been noted on takeoff.



4-From the front 5-From the right wing opening



6-As a temporary measure, the plug has been taped to the cable to keep it restrained.



Copy That



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

Ops Report April 15: SAFETY—there was a very close call during a landing. The grip on the stick of the Cirrus came off in the pilot's hand just after crossing the runway threshold.



(see picture) The aircraft was observed to pitch up to a very nose-high attitude (tail wheel much lower than main gear) when about 5 feet off the runway. The nose then dropped and a hard landing occurred, although the nose did not impact. Club leadership needs to make a decision on further Cirrus operations.

A large turkey decided to cross the runway just as 866 was landing, but the pilot was alerted and they managed to avoid each other.

Other than that, it was a safe and enjoyable day.— **Gordon Roesler** Photo: from Gordon Roesler

After a long winter, the Sprite rudder has been reinstalled and the ship should be available for schedule ops this weekend (April 15, 16).

Thanks to Bill Vickland for removing the old fabric, repair-



Photo: from Pete Maynard

ing a damaged rib, recovering the rudder and spraying three coats of fabric sealant, four coats of UV protectant and finally two coats of paint. There was sanding between each of the first seven coats along with drying time.

The weather had to cooperate (temperature and humidity) and Bill drove each time he painted from his home in Arlington to my place out in Berryville.

We are fortunate to have skilled members willing to put forth the time and effort to support our club.

THANKS BILL!!

Even after-the-fact this is always worth repeating—

PS: Since the ship has been sitting for an extended period of time since its last flight, I highly recommend an extremely thorough preflight. Check everyplace for insects, insect nests, webs, animals, animal nests and debris, plugged ports, pitots and probes, wheel wells, inspection panels, etc, etc, etc. Check and check twice. (Ever look up under and behind the instrument panel on a regular preflight—better to find the wasp nest up there on preflight than at 200')?

Enjoy, Happy Flying!—**Pete Maynard**

The next New Member Orientation Session (NMOS) is scheduled for Saturday, May 6th, at 12:30 PM. The NMOS is mandatory for new members, but anyone is welcome to attend. We will provide an overview of how the club operates, discuss your roles as a new member, outline the content of the Skyline Soaring Club website, and explain the system used by instructors to track your flight performance. Please reply if you plan to attend.

This one hour session will be conducted at Front Royal Airport in the terminal building and begin sharply at 12:30 PM.

—**Tim Moran, Membership Officer**



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
- Chief Duty Officer**—Bruce Zivic
- Chief Tow Pilot**—Steve Zaboji
- Chief Flight Instructor**—Piet Barber
- Safety Officer**—Chuck Stover

Newsletter Editor—Vern Kline
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Directors—Evan Dosik, Ertan Tete, Dick Edge, Richard Garrity, Keith Hilton, Dan Ernst



From the Skyline archive: photographer unknown