



SKYLINES

The Skyline Soaring Club Newsletter | September 2019

President's Message

Dick Garrity

There is an ever-changing list of current, in-planning and proposed activities that the Board is reviewing. In an ideal world, the list would be posted on a displayed board so it could be seen at a glance in any single moment. But the Board exchanges many thoughts by ever increasing email strings.

One item on that board (before the Board) is the coming Burner Family Away Day on October 6th. Held in the Spring and Fall, the two Burner Family Away Days are the most concentrated days of treating the family and friends to a glider flight during the entire year. Should we have more of these kinds of events?

Another item on the board is a potential Fall WoT. When first suggested, the thought was to go back to

Petersburg, but then alternatively why not stay in our own backyard at FRR. The time of year may not be conducive for the big logistics move and the normal 5 days of flying. So, it may not be a WoT but 2 to 3 days of pre-planned ad hoc days. Using long range weather forecasts, watching the cold front advances, roll the dice and add in a Thursday and Friday to the Duty Roster Schedule and get a Duty Crew lined up well in advance. Don't wait until the last minute as we do with current ad hoc scheduling. These extra planned and flown days during the generally better Fall weather could mean making those extra flights needed for solo, or get on the ridge and completing a cross country flight this year.

Also, on the board and currently being reviewed is an updated and revised SSC Aerobatic Manual. This update could lead to changes in our flight training curriculum, giving new pilots added experience earlier in their training. The revised manual could en-

courage those 'experienced' pilots to review their abilities to fly and recover from not usually seen flight attitudes. This is not an all-out aerobatic program but rather flying very basic accelerated maneuvers not very often practiced or flown anymore.

Back to the board, the most recent pop up discussion involves a proposal to allow an ASK to be taken to the contest at Fairfield, PA next month by a club member experienced in contest flying. The Club has allowed on several prior occasions members to use club gliders to fly SSA sanctioned contests. What's unique about this proposal is that taking a two-seat glider means someone else can fly the back seat and participate. This is a very unique opportunity for our members to get firsthand exposure and experience with contest flying. You should have seen the offer sent out to all members and great interest has already been expressed. Interested? Details are being worked out to make this happen. Now looking into the future, I can imagine taking both ASK's and the Discus to a contest as a Club Team effort. (SSCX-CRT) Looking in the rear-view mirror I'd expect to see a caravan of private gliders following the lead. This would be a big leap to get us out of the traffic pattern and out of site of the airport.

Ah the Board. What else do they do? Quite simply they manage the Club. An example is that they appoint all the Appointed Officers (Ops Man 1.7). Really, you thought these members just volunteered? They did but were also invited. Read about this in Member Categories and Key Personnel in Chapter 1

of the Ops Man. Reading this chapter now will be a timely refresher for you to better understand the workings of our Club.

So, the Board manages the Club per the mandate that comes from the Articles of Incorporation of the Skyline Soaring Club, Inc. You as a member elect the Directors to the managing Board, which is done at the annual Membership meeting by attending members. That same day, at their Annual Meeting, your elected Board of Directors vote to elect the Corporate Officers – the President, Secretary and the Treasurer. Stick around and watch the action. Really...Want to be a corporate officer? You don't have to be a Board member (Director) but you do need to petition the Board. More on this subject in the next newsletter. But for now, think of and remember that each year at the Annual Membership Meeting two new Directors will be elected by the attending members. At the January 2020 meeting there will definitely be two Directors seats open. While each year two new directors are elected often a director runs for a second three-year term, if eligible, and usually has run unopposed. In 2020, there are two term limited directors.

Earlier, I mentioned and encouraged you to read the Ops Manual, but importantly EVERYONE should notice and read the latest revisions to ensure they have the latest understanding of club operations.

Hope to see you all at FRR and at BURNERS...

Dick

Family Day at Burner's Field

October 6, 2019

Bill Burner

Sharon and I again invite everyone - flyers and their friends and families - out for the next Family Day Fly-in at Woodstock on Sunday, October 6, with a rain date of October 13. No change in the format from previous ones. Sharon and I hope for a large turnout. If you are new to the club ask some of the members what it is all about. It is a chance to share your love of the sport with your family, fly off of a

grass runway, and enjoy a day being out in the country side of the beautiful Shenandoah valley.

Woodstock is the county seat of Shenandoah county. If you are coming down Rte 66 from Northern Virginia, the airport is only about 15 - 20 mins further by car than FRR.

Keep tuned to email for additional details, directions, and to sign up to bring a ship over or back to KFRR!





A Gliding Family History

Joe Revelli

My dad was assigned to the 317th Troop Carrier Squadron of the 2nd Air Commando Group as a glider pilot in WWII. The 317th TC Squadron was based in Kalaikunda, India, and consisted of C-47 and C-54 transport aircraft as well as CG4A transport gliders. Its mission was to transport allied troops and war materiel to forward areas in Burma and across the "Hump" into China.

The CG4A glider can accommodate an incredible 3700 pound payload. In addition to the pilot and co-pilot, it was capable of carrying thirteen fully equipped soldiers, or a ¼ ton truck along with four

men and their equipment, or a 75 mm Howitzer along with men and equipment. Needless to say, it was not very graceful in the sky.

I came across the excerpt below from Dad's 1942 Army Air Corps Glider Training Manual. I'm guessing that adding a CG4A to the SSC fleet is out of the question!

3. PERFORMANCE. - a. The glider is designed to be towed behind an airplane. Normal towing speed is 120 to 140 miles per hour. The maximum towing speed is 150 miles per hour. Stalling speed is 41 miles per hour. Gliding speed will vary between 50 and 70 miles per hour.

b. The glider is not a sail plane and will not use rising air currents and thermals to stay aloft. When the glider cuts loose from its tow plane its minimum rate of descent is approximately 300 feet per minute.

4. GLIDING RATIO. - a. The glider CG-4A has an optimum gliding ratio of 15 to 1, that is, it can go forward 15 feet for each foot it sinks down. For example, if the glider cuts loose from its tow plane at an altitude of 1,000 feet, it can glide forward 15,000 feet before landing. This distance will vary according to wind velocity, and whether the glider is bucking a head wind or riding a tail wind.

Region 3 Contest Harris Hill

Piet Barber

In July of 2019, I ventured to Harris Hill, located in Elmira, NY. I volunteered to take QQ up to this regional contest to support the US Juniors. The SSA allows for many members to fly with experienced cross country pilots (I guess that's me), at one regional contest per year. The planning for this contest was rather late, and the turnout was smaller than it was last year. In 2018, I attended as a pilot for the Juniors up in Michigan, flying as a guest in the Region 6 contest. I took young Joshua Barber along with me; he registered as an SSA Junior, too. Josh had recently performed his first solo at the Week of Training two weeks before this contest.

The Juniors camped at the campgrounds just outside of the Harris Hill Soaring Center. Juniors from M-ASA and Aero Club Albatross were also in attendance.

13 July 2019 Practice Day

The practice day didn't look promising. We all assembled on the grid. Since I was flying as a guest, I lined up at the very back of the grid. We launched, we scratched around in very weak thermals, and landed. I had a 45 minute flight and went nowhere.

14 July 2019 Day 1, Sunday

The weather was much better for this day. The forecast was for a great soaring day. Blue skies and the perfectly-shaped white puffy clouds. I was flying with Brady Reisch, a rated PPL with M-ASA. We left the

start cylinder, headed northwest into the wind, toward Corning, NY. We followed Interstate 390 and its valley up to Dansville, NY. Conditions were looking great ahead, so we kept going, even further into the turn cylinder. The plan was to have a nice downwind dash home, maybe after a few more turns under some good looking clouds ahead, just to the south.

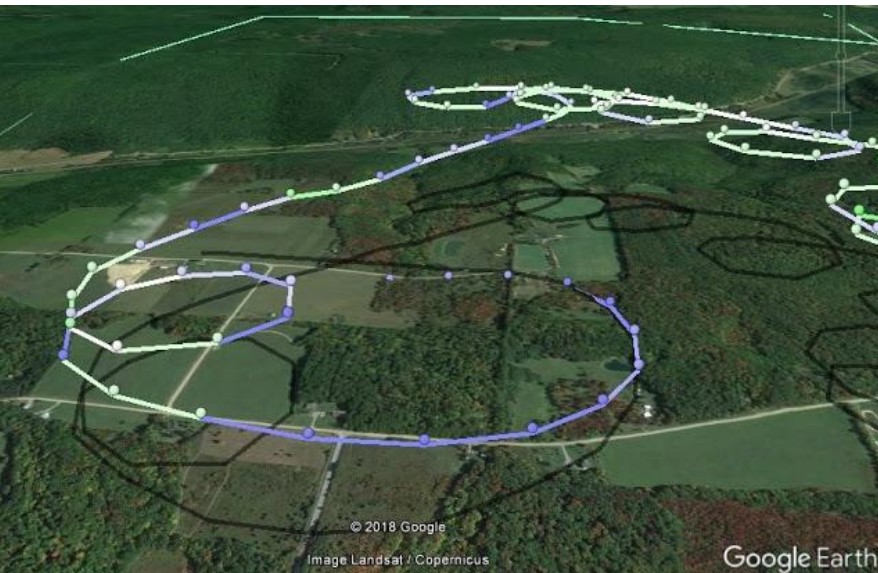


I let Brady do the flying at this point; I figured that the day was good enough for me to dig us out of any holes; that's probably my one good skill in cross country flying -- digging myself out of messes. Brady took a lift line that didn't look that great. We went South. Nothing. Maybe that cloud. Nothing. Maybe this field. Nothing. "OK, Brady, I'll take over. I'll dig us out."

Lots of left turns, no really usable lift anywhere. Brady and I spotted what looked to be a long field, the longest flattest field around. "If this turn doesn't work, we're landing in that field" "Which field?" That field with the one lone tree right in the middle of it. "The lift didn't work. We were landing.

The KML file above doesn't really show the landing like it should; Follow the black lines to show the ground track.

I set the landing approach so that we would land to the left of the lone tree in that field. I flared, held it off,



waited for the wheel to touch down. That was the plan, at least. At about the time I expected the wheel to touch terra firma, the glider kept descending. It was like jumping into a swimming pool. Soon the grass was above the canopy, and the wheel still wasn't on the ground. The sound of a zillion blades of grass scraping the fuselage, wings, empennage, wheel wheel... everything... that sound was a soft rushing noise. We experienced a soft deceleration. The glider started to turn left. I had no control of what happened after that. Before I knew it, we were turned more than 90 degrees to the left in slow motion. The glider rolled down a gentle hill, backwards, about 150 degrees to the left of the original landing heading.

"Well, that was unexpected" Maybe it was Brady who said that. Maybe it was me. I don't know. I winced with the mental imagery of the tail boom being busted off. Most modern gliders with that horizontal stabilizer in T-Tail configuration will get into a twisting motion when the glider is in a ground loop. If the tail wheel hits the ground while the glider is rotating, the sudden stop at the bottom, in combination with continued motion at the top, causes a twisting motion and breaks tail booms right off of the glider.

I couldn't bear to look at the tail to see how things were. Eyes closed tightly, in exactly the same manner if I had cut myself on the hand and didn't want to look at the blood, I asked Brady, slowly, "Could you look at the tail boom and make sure it's still on?"

"Yep, looks good!"

We got out of the glider. The grass was up to my waist or my chest, depending on the spot. I slowly opened my eyes and looked at the tail. Looked good. What a relief! I called the retrieve office to let them know we



landed safely, where to get us, who was getting us, etc.

We looked up the hill to see a bunch of kids running down to greet us, and Dad following behind them. I go straight to Dad: "Sorry I had to land in your field!"

"Are you all right?"

"Yeah, no damage from what I can tell. We're all right."

There were about 6 kids there, all excited about the 'airplane crashing in the field.' (their words, not mine). "Hey would you kids like to go sit in the glider!?"

They all excitedly loudly and simultaneously screamed YEAH!

"I want to sit in the front!"

"Will you sit with me?!"

One little girl looked at the flight computer, still on, "This is the radar that says the tornado is coming!" I got to the master switch and shut it off before any of the kids could broadcast to the whole world on 123.3 by pressing the mic switch.

Since the glider was already a mess with grass jammed into all sorts of places that grass doesn't belong, I didn't really mind that the kids were pawing all over the canopy, opening and closing it, getting their greasy little fingers on everything.



I will inform Schempp-Hirth that the pilot payload should be revised upward from 2 to 4 pilots.



"How are you going to get that thing out of this field?" the father asked.

"You wouldn't happen to have a tractor, would you? Do you have any rope? Maybe a chain-link?"

He looked around for a suitable chain link. We hooked it up to the CG hook, and the other end to the tractor. Slowly, we towed QQ out of the tall grass.

Chris Schrader from Michigan showed up with the QQ trailer and my pickup truck. Another neighbor came over to watch the disassembly.

As we were all driving back, Chris Schrader commented that all of the fields around look terrible. "I don't think you should be so hard on yourself for ground looping on this land-out", as he

pointed to the marginal field after marginal field. All of these fields look terrible. If you landed in that field, your wings would have been broken off.

Landing out is a part of flying contests. However, the game really changes when you land out on the first day of a contest, when the conditions are really great. When you are flying as a guest, and not a full competitor,

and land out on the first day, you tend to fly a lot more conservatively for the rest of the contest. And I did. The weather was OK on the next day, and never really had a good day after that. Most of the days ended up with rain. Karl Striedieck went home after the good flying on Tuesday. Noah Reitter went off to represent the US Junior Soaring team in Europe. It was just me flying the juniors around.

For the next few days at the contest, the local pilots would come up to me. "I heard you landed out near Swain."

"Yep"

"Where?! There's no place to land around there."

There's that valuable local knowledge I didn't have. They were right. There were very few landing opportunities. All of the good land-out spots are on the plateaus. The valleys were swamp land, or not suitable landing locations.

Tuesday, Day 3

Tuesday was not looking like a good soaring day. There were rain showers moving through the area. I watched a rain shower approach Harris Hill as we sat on the grid. QQ was the last to take off, and as soon as we got off the end of the runway, we were towed into a rain shower. While on tow, we turned left and headed toward the clear weather. We got into a thermal, climbed to the top of that pathetic thermal, and set out on course. Josh Barber was on board. I made the first turnpoint, headed north and got low. We hadn't seen a thermal for a while. Oh no, not again.

I got down to about 1200 AGL (I have a fancy flight computer that will tell me how high I am above the terrain, at any given moment) (Maybe this is information I really shouldn't have). I found the slightest breeze, and held on tight to that thermal. "Josh, start looking for a field." I rejected most of the fields he selected, but he insisted on his field of choice. "OK, I guess you're right. It's the longest one around. I really don't like the slope on it, though." All of the fields in this area have a slope. The sun broke through the overcast and was shining on this field directly above us. If we can just hang on long enough...



50 feet a minute turned into 150 feet per minute. Within 15 minutes we were no longer desperate for anything, and had enough altitude to make it back to Harris Hill.

The only problem: There was a huge shower right in between us and the airfield. We had to divert around the shower to make it back to Harris Hill. Divert enough to the north to stay away from the rain, but not so far to the north that I don't have sufficient glide to make it back to Harris Hill. Getting rain on the wings would be a disaster, the performance on those wings drops off significantly when there's rain on the wings. It would be like flying through 300 feet a minute sink the whole way back.

Josh wanted us to divert to the west. We were only a few miles from the outer ring of the second turnpoint. "No way we have enough to make it to the turn area cylinder AND make it home. I'm not landing out again!"

Once we got back to Harris Hill, there was a thermal that prevented us from squeaking into the pattern at minimum height. We landed uneventfully.

Later that evening, we reviewed the IGC. I think the field Josh picked out would have worked OK. At least the grass was cut on that field. There might have been cows, though.

QQ Makes the News

Waiting for us on the ground was a news crew, taking video for the local TV station's evening news.

The cameras kept rolling as QQ came in for a landing. The ground crew rushed me out of the glider, so we could get out of the way of other gliders landing behind us. After we got out of the way, I waited for the ground crew to bring me the tail dolly. In the meantime, we were good background as the news crew interviewed Moe Acee.

Glider pilots join at Harris Hill for Region 3 competition

Tuesday, July 16th 2019, 7:05 PM EDT by Isabel Garcia



After the contest, I drove QQ to Gehrlein Products in Erie PA. I wanted them to give a very thorough annual inspection after that land-out. They found QQ in excellent condition. What a relief!

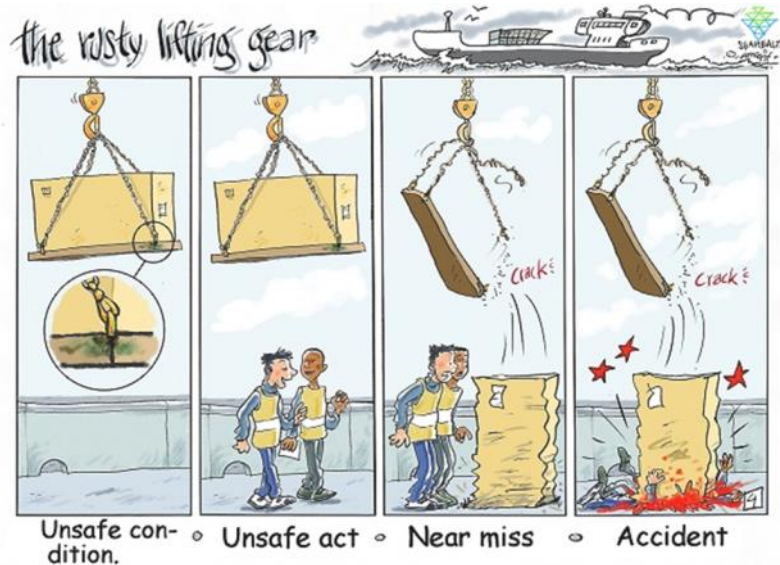
Skyline Safety Corner

Time to “up the game” — discuss safety at a higher level. This will please the erudite, the fastidious, and me (the verbose). Okay, seriously, let’s have another discussion about safety. We’re going to talk about the evolution of aviation safety and use three methods, from the older method to the latest in the airlines.

Breaking the Chain

Look at our first comic. Skip straight to the right, and look how our tragic sailors have been smashed by a box. Now start the comic from the left side...and see the rusty hook in the lower right corner? By itself, an unsafe condition that anybody that spotted it could have said “STOP” and the accident would never have progressed. Next frame, our future statistics are walking under the box. Willfully, or ignorantly, it doesn’t matter. Either of them or a bystander could have said something. If they were lucky, they end up in box number three...a near miss. The danger of near misses is that if not reported, they won’t get corrected. Number four can result when bad maintenance, broken rules, bad attitudes, etc. all come together.

From a Skyline perspective, with regards to BREAKING THE CHAIN, there are two quick takeaways:

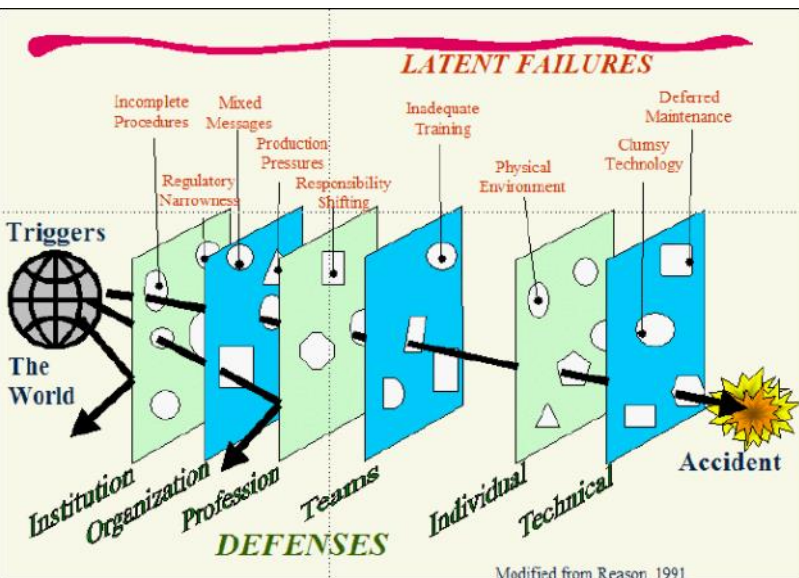


1. **Anybody can say STOP!** This should be encouraged. It starts when we’re taking equipment out of the hangar. It means knowing the rules in our Ops Manual (like, for instance, not driving the Gator into or out of the hangar) and also the etiquette of soaring ops (like, for instance, not interrupting an assembly, a positive control check, or a checklist).
2. Reporting the times we’ve avoided an accident or incident are how we make ourselves better and safer. We can’t wait to be reactive, we need to be

proactive with safety.

Swiss Cheese

The evolution continues as this safety model describes how an incident or accident has a chain, but if there are enough layers of safety, we can hopefully avoid incidents and accidents. I think we do okay here



at SSC by our structure with daily ops. We've got a DO, the ADO, the Tow Pilot, and the Duty Instructor. Then we've got the students and rated pilots helping to push. Don't fool yourself — as much as he sometimes barks, Reggie is also a part of our team. We have aircraft-meisters, we've got a dedicated instructor cadre, and we've got our Board as well. Let's all endeavor to fly safely and responsibly, but also to remember that the ground ops and attitude we bring to the Morning Ops Meeting is probably the key. Every member can and should be a layer of safety. There is a wide range of experience in our club, but just like the Breaking the Chain concept, anybody can say "STOP".

Threat and Error Management

Okay, the latest in Human Factors and aviation safety. Is Threat and Error Management, TEM for short. The basic idea is that before you go flying, you do an honest assessment of what challenges you'll be facing for that flight and what are your plans to mitigate them.

For an all-night cargo operator, the threats could be fatigue, challenging weather, unfamiliar crew members (captain and co-pilot that have never flown together), maintenance issues, and issues at departure

and arrival airports. The key is to PREPARE by bringing them out in the open, prior to walking out to the plane.

The chart also talks about Undesired Aircraft States (UAS) when the plane isn't doing what you want. An unintended stall, a skidding turn to final, or a slack line while on tow are all examples. The pilot must RECOVER through proper airmanship to remedy the situation. Aviate, Navigate, and Communicate is the old axiom, but the key is this: Fly the glider! Why do we practice these things like slack line, stalls, etc.? Because the recovery must be instantaneous. In a perfect world, you'll never see those for real, but only in training. Which means, we should always be training ourselves (that's why flight reviews are meant to polish skills and why airline pilots have to go to the simulator so often).

The remaining element in the model is ERRORS. Quite simply, we're human and we make mistakes. We need to catch these errors, which is easier when there are two pilots (instructor and student). It's why, when I was a CFI (airplane) I encourage my students to talk their way through a procedure, because then I could see if their knowledge, and more importantly, their thought process, was where it needed to be. Recognizing an error (like doing the wrong checklist, or having it interrupted) is the key to fixing it. To bring the TEM to a close, remember that when you're solo, that can be a threat in and of itself. You used to have an instructor who could catch your errors...now it's on you. For the rated pilots that don't fly with an instructor, acknowledge the fact that your threat might be a complacent attitude.



Okay, lots of stuff this month, and I hope it wasn't too overwhelming. If there is something you want to see from the Safety Corner in the next newsletter, please send me an email. I'm always looking for a fresh idea!



How to Prepare for A Contest

Shane Neitzey

Why fly contests? To chase the never-ending quest to enhance your skill. To learn to fly farther and faster. To set goals and have a ton of fun on the path to obtaining them. And finally, the social side, to meet lots of interesting people who love the same sport.

Select a Contest & Class

The first thing is to decide which contest and class you want to fly. I chose Sports Class at Caesar Creek in Waynesville, OH, for my first contest. Caesar Creek was all about the terrain. Miles and miles of landable fields with low or no crops in them. And many suitable airports in the task area.

There are other good contests within easy reach... Fairfield, PA, is a good second choice. Mifflin, PA, is technical but doable, however, New Castle, VA, is challenging. Perry, SC, usually has a waiting list since the SSA limits regional contests to 65 contestants. To bypass the wait list requires a ranking of 80 or higher. (You will be ranked after your first contest.)

Once you select a contest, you need to choose the class in which to participate (generally, contests include multiple class groups). Sports Class was my first because it allows a relatively high number of entrants and the tasks are a little less demanding.

For both contest and class selection, read the contest rules once and don't try to memorize them. There are plenty of people there for guidance and they always assign a mentor for those who have never flown at that contest area.

Log into www.ssa.org and fill out the online registration for your contest of choice. Then mail the contest manager copies of your pilots license, aircraft insurance certificate, SSA card, signed registration form & Waiver-of-Liability and a check for deposit. Take an extra copy of this package with you to the contest just in case.

Practice at Your Home Airport

Do some mini task flights at your home field. Use the contest scoring program "Winscore" to analyze your flight. It is free to download from the SSA site.

Prepare Your Equipment

Make sure you have a reliable method of recording a valid GPS track in an IGC format and ideally act as a flight computer in flight. The device should have your name and contest ID embedded. I argue that ClearNav is the best, but currently use an Oudie IGC. An LX Nano will work but not doesn't provide much in-flight guidance. I like to bring current Sectionals and Chart Supplement's covering the task area. Paper is a pain but a tablet is a large loose object in the cockpit.

Download the waypoints and special use airspace files for that contest and try to become familiar with the task area. The mandatory pilots meeting on day 1 usually covers changes to waypoints or SUA's. Available for download for your device on the Worldwide Turnpoint Exchange.

This one is a big deal for me. Making and using a checklist/load list for everything I will need; Glider, dolly, GPS recorder, hat, money, documents, clothes, toothbrush, food, tie-downs , on and on.

Plan Your Stay

Where to spend the nights. Some people rent a hotel or house for the week. After having done hotels, I switched to tent camping, then upgraded to my truck camper. Staying on the field makes for a more social atmosphere which I really like. And saves a chunk of change.

Note: Perry is the largest regional contest in the U.S. Everyone camps, no hotels within any reasonable distance. Second to airport owners Al and Rhonda Tyler, I believe staying on the field is major factor for its popularity.

I suggest flying at least one practice day at the contest, but will fly two days if they allow. It is good for testing your recorder/systems and getting to know the area/people/facilities/etc. Makes for a less stressful experience, at least it does for me.

Try Before You Fly

Last bit of advice in prepping. Spend some time helping at a contest. Among other things, crewing is very good at introducing you to the contest atmosphere, potentially getting a ride (if a 2 seater is available), and helping out your fellow club members.

Do a ride along if you can. Before my first contest I did 2 contest flights as a ride along at Fairfield. The pilot won both days with apparent ease, but that was the birdman himself Karl Striedieck.

“Have Fun, Be Safe, Finish the Task or Land Out Trying.” - You can't be safe if you're not having fun.



Ad Hoc Days and Other Photos

Jim Perlmutter



The Perlan Project Follow-up

Bill Burner

If you enjoyed my article re-run from the July 2019 newsletter and want to keep up to date on the Perlan Project, you can sign up for updates on their website or social media sites. One of their recent updates was...

The Perlan team is in El Calafate, Argentina preparing to do research in rarely visited regions of the stratosphere.

In 2018, the Perlan 2 research glider became the "highest flying, manned, subsonic aircraft in history" when we exceeded the maximum altitude of the U-2.

This year our research may take us even higher. While we are flying, you can follow the flight through the Virtual Cockpit. It shows the glider location, altitude and onboard telemetry data. You will see the live data just a few moments after the engineers in CapCom receive it.

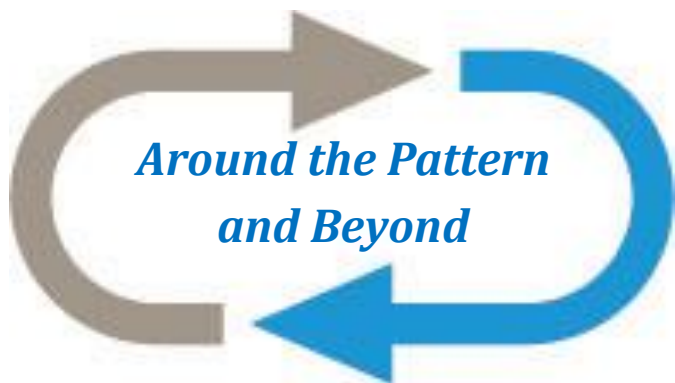
In the U.S.? Text the word "Perlan" to 57682 to get notifications when the Perlan 2 Virtual Cockpit is live.

Another way to get notifications of active flights is to subscribe to our Twitter feed: <https://twitter.com/perlanproject>.

For the latest news, please visit our blog: <https://perlanproject.org/blogs>.

Facebook can also be a good source for news: <https://www.facebook.com/PerlanProject/>.

We hope to see you up in the stratosphere!



Newly Soloed Student

The big event for Labor Day Weekend wasn't the hurricane brewing in the Caribbean... It was Andrew Melanson's first solo flight! Andrew made 3 flights with Ron Wagner, before Ron cut him loose. Andrew made a great solo landing and seemed perfectly calm, both before and after his flight. Andrew's parents, Leslie and Peter were very excited to be there as well.

After his successful flight, Leslie doused Andrew with water, and Ron cut his shirttail. As an extra bonus, Keith took Andrew's father, Peter, for a flight in one of the K's, and Ron took Leslie for a flight as well.

ASK to Fly Fairfield Contest

It's official, the Board has approved Shane Neitzey to take an ASK-21 to the Fairfield contest October 5-12, providing opportunities for members to gain contest experience as co-pilot.

Fairfield PA is less than a 2 hour drive north, just short of Gettysburg not far off Rt 15. The cost to co-pilot will be normal glider rental rate. Shane will pay the contest entry fee and tows.

Pilot meetings each day are at 9am, giving enough time to prepare for the grid, when every glider needs to be moved into its assigned spot on the runway.

Get in touch with Shane ASAP to participate as a co-pilot or just to observe and assist .

iPhone Soaring Software

Ron Wagner pointed out that the SSA Soaring Magazine will have an upcoming article about FlySkyHy, an iOS app made primarily for paraglider and hang glider pilots, but low cost and usable for sailplane pilots as well. Much of the information can be found also online at <https://flyskyhy.com>.

Another good iOS software is iGlide by Air Avionics. It is dedicated to glider pilots, but is much more expensive. Check it out at <https://www.air-avionics.com/>.





1985 DG-300 N8RX (SF9) for Sale

Folks we are anxious to have SF9 flying. We have a strong preference for flying by an SSC member in the Club at KFRR. You will simply NOT find a glider in better condition, for a better deal. Make us an offer!

Beautiful, extraordinarily well maintained, A&P owned; \$37,500 Located at KFRR N.B., DG300 is renowned as agile, safe, great climber. One of few single place gliders big/tall pilots fit comfortably. SF9 has: All Automatic hook-ups; Power FLARM; ClearNav II GPS (controls in joy stick); Two Variometers: ClearNav, Tasman; Trig TT21 Transponder; Becker VHF; Tip wheel Winglets; Dual Batteries; Mountain High O2; New Belts. Fresh transponder cert and annual at sale. Cobra trailer: Imron paint + new tires. Full suite of one man rigging, and GHE.

(703) 989-4299

ChristensenMW@verizon.net

NOTES: This is a known SSC plane and known SSC Members. Bruce moved to Maine. Mike bought a tow plane. Erik has two gliders.

1984 LS-4 N370JS (JS) For Sale

Great flying Standard class glider for sale. Perfect for newly minted pilots transitioning to single seat fiberglass ships, this glider flies straight and easy, thermals nicely, and handles itself well in cross-country and contest flying. Basic instrument panel, including an SN10 flight computer with good speed to fly indications and simple moving map. Comfortable and big interior, even for taller pilots, and very easy to rig. Glider comes with a fiberglass Komet trailer and parachute. For sale at \$20,000, this glider needs some TLC to renew its exterior finish and repaint the control surfaces and a couple of touch-up spots.



A long time resident at KFRR, this is a known SSC aircraft, and includes a simple and low-cost ownership transfer.

Chris Carswell | 301-254-3436

chris@carswellbros.com

Skyline Soaring Club, Inc. is a private, 501(c7) non-profit organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America.

For information about the club go to www.skylinesoaring.org



President—Richard Garrity
Secretary—Keith Hilton
Treasurer—Steve Rockwood
Membership—Tim Moran
Chief Duty Officer—Reynolds Renshaw
Chief Tow Pilot—Shane Neitzey
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