

Newsletter of the Skyline Soaring Club for June, 2021

SKYLINES

FROM THE PRESIDENT'S DESK

Stephanie Zilora

In my not-so-humble opinion, one of the perks of learning to fly gliders as part of a club, rather than a commercial operation, is the camaraderie—everyone pitching in to pull out the gliders at the beginning of the day, helping to stage and launch gliders, and enjoying dinner and a cold beverage together at the end of the day. A unique opportunity to enjoy this aspect of the club is coming up later in June—the Week of Training. While the WoT is nominally about flight training, the social aspect is just as big of a component. You spend an entire week of 12-hour days with the same (awesome!) group of people, which provides ample opportunity to get to know each other! This year's Week of Training is Monday, June 21-Friday, June 25 and will be held at KFRR, so it should be convenient for most of the club's membership. During past WoTs at KFRR, the days have run similarly to weekend ops, in terms of start times

and morning safety briefings, but we always make sure to have a hot wash together as a group at the end of the day, and most of us go out to eat together afterwards. The evenings frequently involve sitting around a campfire at the stone house next to the FBO, recounting the day's stories over a couple beers (or hard seltzers or glasses of wine). It's an all-around enjoyable time.

But what if you can't come out for a whole week? Or what if you're not looking for instruction? Come out anyway! If nothing else, hanging out at an airport is probably more fun than your day job. But beyond that, with two tow planes and at least four tow pilots, we can definitely fit in some non-instructional launches in the Sprite, the Discus, or private ships! If taking a day off isn't in the cards, stop by in the evening to say hi and hang out for a bit. WoT also provides an excellent opportunity for more seasoned club members to mentor new student pilots and new club members, too. Many past WoT students got their first taste of ADO'ing at the WoT—myself included! Having seasoned

members around to show new students the ropes (literally and figuratively) is crucial. If you're a member of the club, you have stories and skills to share, and you'll find plenty of eager listeners at the WoT. Tell them about that time you landed out or that close call on the ridge—listening to other pilots' stories is one of the ways we learn! I especially invite our Emeritus members to come hang out for a day or two (or a week!), shoot the breeze with the new students, and pass along some of your ample hard-won flying wisdom. After all, as John Hermes Secundari once said, "When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."



SKYLINE SUMMER SHIRT SPECIALS!!

Stay cool, show off your colors this summer with a custom long-sleeved Skyline Soaring Club shirt!



And while you're shopping, check out the Skyline "flight bags" to carry your paraphernalia to the field, or even tote your groceries!

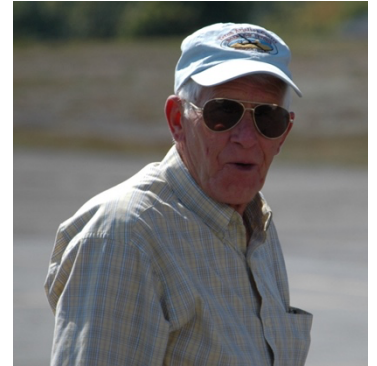


Check with your Duty Officer for these items, all in our hangar. (Note: they are NOT for sale to non-members!)



ANOTHER LOCAL LEGEND IS GONE

Many club members remember Marvin Holland, long-time CFI with the Cumberland Soaring group and a DPE who examined many Skyline club members (including at least two current CFIs) 'back in the day'.



Marvin made his final glide early in May. A really great guy who will be missed by all who knew him. Condolences can be sent to Ocie Holland, 125 Lever Ridge Road, Keyser, WV 26726.

Seems eerily appropriate to share this poem now:

LAST FLIGHT

I hope there is a place, way up in the sky,
Where flyers can go when they have to die.

A place where a guy can buy a cold beer
For a friend and a comrade, whose memory is
dear,

A place where no doctor or lawyer can tread,
Nor a management clone would ere be caught
dead,

Just a quaint little place where a lady could go
And be safe and protected by the men she would
know.

There must be a place where old flyers go,
When their pain is finished and their airspeed
gets low,

Where the whiskey is old and the women are
young,
and Songs about flying and dying are sung,

Where you'd see all the fellows who'd flown west
before,

And they'd call out your name as you came
through the door,

Who would buy you a drink, if your thirst should be bad,
And relate to the others: "He was quite a good lad."

And then through the mist you'd spot an old guy
You had not seen in years though he'd taught you to fly,
He'd nod his old head, and grin ear to ear,
And say; "Welcome, my son. I'm pleased that you're here."

For this is the place where the true flyers come
When their journey is over and the war has been won.
They've come here at last to be safe and alone,
From the government clerks and the management clone.

Politicians and lawyers, the Feds and the noise,
Where all hours are happy and these good 'ol boys
Can relax with a cool one, and a well-deserved rest,
"This is Heaven, my son . . . You've passed your last test."

>Author Unknown, Submitted by Dick Otis



THE BOOMERANG WAS BACK HOME!



May 15, 2021 - - after making ten tows for other pilots, Tom Ward took off in the Club's Discus to retrieve the Boomerang trophy from Merlin Aerodrome in Amelia, Virginia! Congratulations, Tom!!

Tom joins the distinguished list of Skyline pilots who have retrieved this trophy from other clubs, including Shane Neitzey (**SEVEN** times!), Chris Zaboji, Piet Barber, Jim Garrison (**TWICE!**), Fred Mueller, Dave Weaver, and Bill Vickland.

Late breaking news!! Erik Lambert from Merlin has already re-taken the Boomerang!! Now . . . we gotta go back to Merlin!



FAMOUS AIRPLANE AT KFRR



Piper U-3A

I think most of us know that the world's highest performance motorglider, the U-2 spyplane, was hard to land. It had to have either a chase car or chase plane to zip alongside it on landing and tell the pilot when he was about to touch down.

One of FBO Rock Skowbo's airplanes is the Piper U-3A that you often see on the ramp at the airport. Yep, the U-3 . . because **this very airplane** was once the chase plane to help a U-2 land!! (Rock wasn't flying it at the time, though . .)

And now you know the rest of the story.



MEET YOUR FELLOW CLUB MEMBER: GREGORY ELLIS

Marcelo Morichi

1. When did you join SSC? How did you learn about the club?

A: I heard about Skyline Soaring Club in 1998 by searching online for a soaring operation.



2. How long have you been a glider pilot? Where did you learn to fly gliders?

A: I got my Student Glider Pilot certificate in 1967 and got my Private License in 1968. All my student training was done at Sky Sailing Airport in Fremont California. My instructor was Bob Fisher (not the chess prodigy). At that time, I had no car, so I rode my bicycle a bit over 20 miles each way to take instruction.

3. What ratings do you have?

A: I have a Private Pilot Glider license, got my silver badge Skyline Soaring in a 1-26. The distance portion was a flight starting 2 miles north of the field to the airfield at New Market where the club was previously based.

4. How long and what is your commute like to the airport (routes you take, time you leave home, any favorite places to stop along the way?)

A: I live just off Route 66 in Gainesville VA, the drive to the club takes about 45 minutes.

5. Who were/are your mentors are SSC?

A: My mentors are all of the SSC instructors. Also, I am willing to learn, and do learn from any pilot I talk with. My motto on this subject is "always a student".

6. What do you like the most about flying in the Front Royal area?

A: I like the friendships and easy-going relationships with club members, and like

that we have three types of lift available: thermal, ridge and wave. The countryside around Front Royal is quite beautiful.

7. What is your more memorable glider flight? When did it happen? Why do you remember it?

A: Silver distance, Silver Duration & Gold Altitude. All three from Front Royal. On the distance flight I had a "hard time" leaving gliding range of the airport, but once I committed it was a lot of fun. The 5 Hour duration was an endurance contest, toward the 4 hour mark I had enough and was ready for the flight to be over. Both were in a 1-26. The Gold altitude flight was in the clubs ASK-21 and topped out at 14000 MSL. I got partly "frozen" toes that took a few days to recover. And all three of these flights were exhilarating experiences. I remember these flights because they demanded performance from me and because there was recognition attached to success.

8. Any close calls? If so, please provide a brief description.

A: As a student pilot I was rushed on the pre-flight and started the take-off with external control locks on the wings. Release at 15 kt. saved me and the glider from damage and I learned the lesson to take the time for a thorough preflight regardless of the circumstances. This incident was published by Stephen du Pont in Soaring Accidents that Almost Happened. I had to perform an extreme crosswind landing at Dillingham Field in Hawaii due to my inattention to incoming weather. I was lucky to successfully land a 2-33 in 25 – 30 kt. crosswind blowing at 90 deg. angle to the runway. When flying Cadet orientation rides for the Civil Air patrol at Winchester VA, an inexperienced wing runner whose daughter was my passenger held on to the port wing "as long as possible to give me a good launch". I was aimed 20 degrees off centerline and

reaching for the release knob when he finally let go & we completed a normal launch.

9. What do you do for a living?

A: I am retired and don't do anything for a living. Most of my career I worked in the management of computer techs and computer system applications as the "bridge" between technical staff and larger organization that needed IT support. Management of requirements analysis, application development, overall project management and network management.

10. Where did you grow up?

A: In California. As a teenager I remember visiting a lab where they were mapping the surface of the Moon in anticipation of robotic and eventually manned landings. Seemed like audacious science fiction at the time.

11. What do you like the most about SSC?

A: I like the friendships and easy-going relationships with club members, the focus on safety, and the professionalism & competence of our members.

12. What's on your gliding bucket list?

A: I do not have an intentional Bucket List but take opportunities as they become available.

13. What do other members might not know about you? (i.e., you are fluent in another language, lived overseas, a hobby, etc.).

A: My wife Miriam and I put together the club's 10th, 15th, 20th & 25th anniversary party, with the help, assistance & participation of many other members at each event. She has a talent in putting people and events together and in "creating community". Until we retired, she was an aerobics & fitness instructor for seniors. The 10th anniversary party was the club's first formal event with table decorations, entertainment and a glider

assembled inside the ballroom as a static display. As Joe Parrish, our club president at that time later remarked: "That was the club's coming of age event." If the club is going to consider a similar event this year for our 30th anniversary, then it would have to be a masquerade.

In addition to the article in Steve Du Pont's booklet, I have published articles in SOARING magazine: "Soaring Beyond Limitations", August 2014, about a special paraplegic and quadriplegic ride giving day that I organized and "Pilots Choice", August 2000, about my silver badge distance flight.

Soaring is a lifetime interest, hobby & passion. It is an extraordinary privilege to fly gliders, to be a member of the club and I am grateful to every club member that we make soaring happen for each other.

14. What would you tell a student pilot who struggles to see the light at the end of the tunnel?

A: I would want to listen to that student pilot and hear what they are dealing with, then offer something appropriate from my experience that might be encouraging. I would also let that student know that they are joining an international fellowship of soaring pilots that will be both supportive and encouraging.

15. You are known for your sense of humor. Can share your favorite riddle with our readers?

A: When Noah's Ark landed on Mount Ararat he told all the animals to "go forth and multiply." Which animal was unable to do so and what did Noah do to resolve that situation?



The New SSA Website

Jim Garrison

I am sure you know that the SSA has a new website. This site is much more visually attractive than the previous one and will be able to do much more for the SSA, but it is still getting some functions sorted out. Last month, Jim Kellett asked if I could provide some comments about navigating the new website, but I had been told the Hobbs office would send all members some updated information about using it. This information should be coming in an eNews soon, but until this happens, here are some tips for navigation.

An important thing to understand is that the old website contained a large database of information about SSA members, awards, scholarship winners, contests results for many years, trophies, awards, archives of Society minutes and the like. It was deemed very difficult and expensive to move all of this information to a new site, so the decision was made to keep the old site for member use and make the new site a more modern, attractive site for the general public and member recruitment. The developers intended to connect to the old site and draw in information when needed. To make a long story short – all of the connectivity was not in place at the time of the new site’s launch which has caused a great deal of member frustration. The links are getting better every day but some functions are still being worked out.

However, the old site is still up and running with many important functions intact and it will be for quite some time. What many do not realize is that you can login to it directly and use it as before. The new site can be found at –

www.ssa.org -- It has many features that are better than those found on the old site (for example, SSA badge applications can be sent in electronically via the website). The old site can be reached directly at -- members.ssa.org. You can login to the old site with your SSA member number as your ID and your old SSA password. When you do this and click on “My Home Page”, you will see the usual banner page and the familiar drop down menus. If the information in the menu has been properly transferred to the new site, clicking on the drop down menus will take you back to the new site. Right now, the old site links are a good place to find the SSA member locator (including info about any member’s soaring accomplishments), all contest information, webinar archives, the new digital Soaring magazine archive (which is now searchable), information about Soaring achievement (the badge and records home page), and other SSA awards. Until everything is working seamlessly, I hope this helps.



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

Stephanie Zilora - *President*

Directors

Brian Clark
Evan Dosik
Jim Perlmutter
Erik von Weezendonk
Stephanie Zilora
Jim Kellett

Keith Hilton - *Secretary*

Ralph Vawter - *Treasurer*

John Noss - *Chief CFI*

Shane Neitzey - *Chief Tow Pilot*

Chris Carswell - *Chief Duty Officer*

Ron Wagner - *Safety Officer*

Tim Moran - *Membership Officer*

Ken Ring - *Hangar Meister*

Ertan Tete - *Field Computer Meister*

Mike Ash - *Duty Roster Chief*

Piet Barber - *Webmaster*

Brian Clark - *Assistant Webmaster*

Jim Kellett - *Newsletter Editor*

David Collier - *Tow Vehicle Meister*

Andrew Neilson - *Tow Plane Chief*

of Maintenance

Peter Melenson - *Club A&P*

Keith Hilton - *ASK-21 (N321K &*

N341KS) Meister

Evan Dosik - *ASK-21 (N321K) & Grob Meister*

Guido Kramp / Rob Jacobson - *Discus Meister*

Richard Good - *Sprite Meister*

Matt Vosika - *Organizations*

Liaison Officer