

Newsletter of the Skyline Soaring Club for October, 2022



SKYLINES

Photo by Ben Johnson

PARTY, PARTY, PARTY!!

Mark your calendar **NOW** for 6 PM, December 17, at the Heritage Hunt Country Club for the Club's holiday AND 30th Anniversary Party!! Black tie optional, dancing, buffet, guest speaker, dancing,



and more!!

Better yet, send your checks, made out to Skyline Soaring, **NOW** to Miriam Ellis, 6918 Birkenhead Pl

Gainesville VA 20155. \$90 per person; feel free to bring family and guests, and indicate to Miriam if you'd like to have certain people sitting at your table.



Here's your chance to schmooze in celebration with your fellow club members, so *do not miss it!!*



HANGAR FLYING ONE LAP OF THE USA And HOW SOARING SKILLS SAVED ME FROM LANDING OUT IN THE DESERT

Mike Christensen

Hangar flying requires: a bad day to fly; a hangar (full or empty of, aircraft); five-gallon oil buckets (as seats); one pilot to talk; at least one pilot to listen; and a good story including the line: "... and there I was at 10,000 feet," at least once.

BACKGROUND

First: an AOPA background article: <https://www.aopa.org/news-and-media/all-news/2022/february/17/if-you-see-something-say-something> February 17, 2022, By Niki Britton.

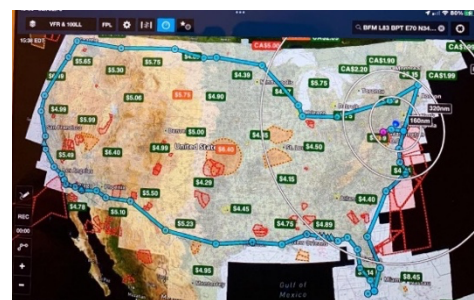
Second: on February 8, 2022, planning to check out a 5-day instrument refresher course, I parked my Cardinal, N34723, at Charleston Executive Airport, (KJZI) between 2 planes held by a sketchy airplane broker. Next morning, airport police where there investigating a break in and theft of Garmin GPSs', and NavComs from all 3 planes. Not only had my GPS and NavCom been stolen, all the doors and one window on my plane had been jimmed, my oil port was open, and the dip stick was up. The police report also says they found a gas cap open. I speculate that someone had a vendetta against the broker, and N34723 was assumed to be in the brokers stable of aircraft. After the police finished their investigation, I flew home using a handheld VHF and dead reckoning while avoiding a POTUS TFR at Warrenton, blocking my route to Front Royal KFRR.

Following *that* incident, Rick Champagne at Flying Machine Works in Amelia Courthouse changed the oil and ordered Blackstone Lab's oil analysis. In a mere 12 Tach hours since the theft and vandalism, the silicon content had leaped from 5 PPM to 20 PPM, 4 times the alarm rate of 5 PPM as set forth in Lycoming Service Letter L171. No large

particulates were found in the oil filter. As recommended by Blackstone, Flying Machine Works did another oil change at 10 hours, but silicon had dropped only 4PPM to 16PPM. Blackstone recommended 10 hour oil changes, and "watch the silicon and metals content".

ON WITH THE STORY; ONE LAP OF THE USA

In late May 2022, I started out in N34723 on a "3-5 week" lap of the USA, leaving Front Royal Airport (KFRR) for



Ocean City NJ (26N). I spent the first night at our Margate NJ, Beach house, and left early the next morning, with a flying buddy/copilot, renowned New York City Architect Andrew Wilkinson, on the Atlantic Coast leg to Key West.



Andrew and I flew South, crossing Cape May, NJ, Cape Henlopen DE, Wallops, Assateague, and

Chincoteague Islands VA plus barrier Islands too many to recount. It was a perfect day, clear blue sky accented with a few puffy cumulus clouds. The view of these Mid-Atlantic barrier Island treasures and their surrounding waters was breathtaking. We crossed the Chesapeake from Kiptopeke, to Cape Henry, over Virginia Beach and Norfolk. We refueled in Currituck Airport, (KONX) and flew south making the mandatory, honorific call on Kitty Hawk, First Flight Airport (KFFA) and the Wright Brothers Memorial. Then south over more barrier islands to Billy Mitchell Field (KHSE) on Hatteras Island for the night at the historic Atlantic View Hotel. We had great, local fresh caught seafood at Dinky's. Off the following morning landing at St. Augustine, Northeast Florida Regional Airport (KSGT).

But the morning we were to take off, for Key West, Andrew tested Covid positive! Four days later, I contracted Covid. All-in-all, for 8-days one of us on the binnacle list, quarantined, somewhat ironically in the city of the Fountain of Youth. I had trouble breathing the first night. Both of us were treated with Paxlovid, which worked great.



After we both recovered, we took off south to pass by Cape Kennedy and crossed the Everglades to Florida Keys Marathon International Airport (KMTH). With lots of broken cloud cover we marveled at huge numbers of birds, below us, flying above the Everglades. We refueled and waited out a storm with a few sketchy characters at [Key Largo] (Theme sound familiar?). When the storm passed, we were off again to Key West (KEYW) for an overnight. With our Ukranian Uber, we witnessed the interdiction of a boatload of presumably Cuban immigrants being rounded up by the feds.

The following morning, Andrew flew back to NY, commercial. I left very early, without my next copilot who had missed the Florida to California leg due to my 8-day Covid delay. I hightailed it north toward Carrabelle and Apalachicola, keeping ahead of ahead of, and missing, a Gulf Hurricane headed east from Yucatan. I cleared the everglades and flew up the West Coast of Florida, every bit as beautiful as the Mid-Atlantic coastal islands. I had to stop for 4 hours at Crystal River Airport (KCGC) for fuel, and to await the passing of a huge Thunderstorm, oddly moving from east to west. The Crystal River National Wildlife Refuge shelters manatees year-round. Boardwalks at Three Sisters Springs Wildlife Refuge offer views of these magnificent marine mammals, and the natural springs. Gotta go back to Crystal River in January!

From Crystal River, I flew around storm clouds to overnight in Carrabelle (X13), east of Apalachicola. I

woke early only to find a battery too weak to turn over the engine beyond two blades. Ernie, a retired Navy ATC & A&P-IA Mechanic, got me going with his GPU. Ernie, an aerial Good Samaritan, arranged for me to get a new battery in Mobile from Wimpee, (John Wimpee, yup, Wimpee is his last name. “ I gladly paid him on Tuesday”) at Gulf Coast Aircraft Services Mobile Downtown Airport (KBFM).

Here was the first place I ran into the “Supply Chain Backlog” snag. John Wimpee ordered a Concorde battery from Aircraft Spruce. Even with an expedited shipping order, it took 10 days to get one delivered. Rather than hanging around “immobile in Mobile”, I flew commercial to Philadelphia to witness my Step Grandson Graduate from Conestoga High School.

I came back to Mobile ready to fly west, only to be thwarted once again “immobile in Mobile” for another day, this time by a stationary front. The next morning, I headed over the Mississippi River, New Orleans, and Lake Pontchartrain; over my alma maters Texas A&M in Commerce, TX and Southeastern Oklahoma State University in Durant, OK.

In Bartlesville, OK enjoyed a farm stay visit with old US State Department friends Rod and Nancy Schellack from the US Mission to the UN, Geneva, Switzerland. We spent one day flying over their farm with Nancy, another repairing tractor parts, and seeing the oil patch once again. Out of Bartlesville, I headed for Herford Municipal (KHRX) Texas to get fuel.



KHRX is hot, unattended, and “charmingly” downwind from a feed lot. From KHRX I headed to Tucumcari NM. At KTCC I quickly refueled. It was well over 100F at 10:00 a.m. After my normal

preflight and runup, I leaned the engine for maximum RPM at field altitude (4065'), taxied into take-off position and applied full throttle ~2500-2550 RPM. Just as I rotated, the engine backfired several times and RPM dropped to ~2100. I throttled back, got back on the runway and radioed traffic of the abort! I rechecked the fuel for contamination, for the second time that day. There were no mechanics on the field but I found a card on the bulletin board for another aerial Good Samaritan and called, George Gonzalez, A&P-IA, of Sky Aviation Services LLC of Clovis NM. George dropped his work in Clovis, came up to KTCC, and trouble shot my engine. We did a compression check and found #1 cylinder at 80/55 PSI. George speculated that the #1 exhaust valve was "carboned" up. Here, I learned new trick, "staking" an exhaust valve. George removed the valve cover, pumped cylinder pressure up to 80 PSI, with the compressor and compression tester still connected. The #1 exhaust valve was hissing and then WHACK! George hit exhaust rocker arm with a plastic mallet. Suddenly, the carbon [glass?] from the seat and stem was freed, the hissing stopped, and compression was back to normal.

I was off to spend the night in the historic Blue Swallow Motel in Downtown Tucumcari. The Blue Swallow, a 12-unit L-shaped motel, listed on the National Register of Historic Places, has been in continuous operation since 1939. It is the longest continuously operating motor court on highway 66. Robert and Dawn Federico have operated the motel since 2020. Robert gave me the round trip to and from, KTCC along with a history lesson on RT66 and the town. Yes, that is a Hudson Hornet parked out front of the Blue Swallow!

Up the next morning off to the field at 0700 in the cooler morning. I did my normal preflight, taxied out, did a thorough runup, mag check, exercised the prop, leaned the engine for field altitude, applied full throttle, and she made ~2500-2550 RPM. I made a normal take-off and circled the field a couple of times, working the throttle and propeller. Again, all OK, I headed west for Gallup NM for

another fuel stop. experiencing big headwinds. I refueled at Gallup (KGUP) and took-off west for Grand Canyon. Coming out of Gallup, I had to circle to climb over the Zuni mountain range, in a pass with its 8900-foot minimum safe altitude and 9300' peaks just north.

And, there I was at 10,000 feet coming out of Gallup. I had just cleared the first high ridges at the Arizona, New Mexico border as I watched, my airspeed, manifold pressure, and then altitude dropped off. I was at 8,900' in a down draft. With Zuni high ridges behind me, blocking a retreat, I could NOT turn back to Gallup, or NE to Window Rock (KRQE). Fortunately, the high mountain desert sloped lower in the direction I was heading. I had lost lots of power.

I pushed the prop to full RPM and the throttle to full available power. In level flight, I could NOT get more than 2150 RPM. At this full available power and best climb speed, 85 MPH (which is also best glide) I was sinking at 200 -300 Feet Per Minute. Here is where soaring skills paid off. I continued west, slowly sinking toward the desert floor at up to -300 FPM, for what I expected to be a "land out". In the high desert, road or sight or of my down to Ground on the to 4.0 entering



with not a structure in within miles charge. I got 800' Above Level (AGL) GPS, (i.e., 2.6 minutes from ground effect in a long, long, down draft. Slowly, ever so slowly, the Rate of Climb Gauge began very gradually increasing first to 0 FPM. I had found an updraft! Rate of Climb crept slowly up to +100 FPM, then +200 FPM, then +300 FPM, at 85 MPH with full available power. The Rate of Climb started dropping off again. I had to quickly reconcile a POH paradox, stating that the best climb is 85 MPH at zero flaps - vs- requiring 10 degrees of flaps for take-off. Right or wrong, I dropped the flaps to 10 degrees, turned left, and maintained 85 MPH in a slow climbing

spiral, in that gloriously welcome updraft. I centered in the updraft, as best I could, slowly circling left, and climbing at between 200 & 300 FPM. And, there I was at 10000 feet, when the updraft topped out. I rolled out of the “climb”, raised the flaps, and again headed west, at 85 MPH indicated, still ~90 miles east of Grand Canyon, in the “Sunny MOA”, thinking all the time about and thankful for my soaring training, and experience.

Given the head wind, it was a long hour and a half but there I was at 10000 feet, flying west intermittently slowly bobbing my altitude, descending, and climbing, toward Grand Canyon (KGCN). KGCN is at



6609' with a 7609' pattern. I was so very happy to call the tower, and tell the controller that “I am high (10K) and descending, I CANNOT do a go around.” The tower was hugely cooperative and helpful, giving landmarks to “thread a needle into their “Class D” avoiding both the “Desert View Flight Free Zone” and “Supai Sector” controlled airspace.

I was happy to make a normal, and unremarkable landing. On the taxiway I throttled the engine up, leaned to maximum RPM, and got only a rough running 2050 RPM. Mind you, this was at ~700 hour since major overhaul on an engine that at sea level normally grants ~2500-2550 RPM.

The FBO folks helped me find an A&P IA, Farrell Harris, based in Prescott, AZ (KPRC), Farrell also maintains the jump school airplane at Grand Canyon. He gladly came up to KGCN. With no hangar available we un-cowled her again in the blazing sun with 35 KT winds and 90+F. We bore-scoped cylinders 1, & 3, observed normal cylinder walls on both but also observed excessive deposit

build up on both piston tops and a shiny spot at bottom center of each piston. We ran cold and hot compression checks and could hear obvious noise of air bypassing exhaust valves on both #1 & #3.



I contacted my insurance adjuster, AGI's Brandon Bell, saying that I believed strongly that the crankcase had been contaminated at KIZI and I speculating that the silicon discovered in the oil analysis was at the root of the sticking exhaust valves. We agreed that given the poor engine performance, density altitude, and surrounding desert, flying her out was unwise. Harris had proposed pulling the jugs, and taking them to his trusted colleague's repair station for inspection, and shop measurement. All three parties agreed on the approach. The next day I assisted Farrell on pulling the low compression cylinders.

When we examined the pistons and cylinders, we found excessively thick carbon on the piston tops (~0.625" to 0.125" thick) along with grooves scored into the piston wall, between the top ring, and piston top.



We boxed up the cylinders and pistons, put them in Farrell's truck, and he drove off to the repair station. The following morning, I got bad news from the repair station. “The valve guides, and stems were beyond Lycoming limits and one exhaust valve, and valve seat were too burned to lap or even to regrind and lap. What did I want to do?” I called back to the insurance adjuster, and repeated the story. I added that rebuilding 2, of 4, cylinders, doing a parking ramp installation of the rebuilt jugs, flying across the

Mohave desert, and Sierra mountains with cylinders #3 & 4 in unknown condition was a flight I was unwilling to make. We discussed using a ferry pilot. I demurred, too risky for a ferry pilot too. Brandon proposed trailering the plane to a repair station. We agreed on trailering the plane to a shop. I contacted Farrell and the repair station and asked them to return the cylinders, and notified them that we would trailer the plane out.

AGI proposed trailering the plane back to their trusted shop in Oklahoma City. I proposed LyCon in Visalia, CA. I called, and got LyCon' engine remanufacturing quote, and



presented it to AGI. LyCon's trusted colleague Christian Munoz, of CM Aviation, an A&P shop at Visalia Airport CA, (KVIZ) presented a quote for reassembly, and testing of N34723, directly to AGI, Adjuster Brandon Bell. AGI arranged for disassembly, and trailering; reassembly; hanger storage, and flight testing of N34723. Costs including engine remanufacturing, airplane disassembly, and trailering, reassembly, and hanger storage AGI's were approximately the same for either of the Oklahoma City or the Visalia options. The huge drawbacks to both options were the Lycoming's, and LyCon's, supply chain delay issues. A Lycoming factory rebuilt engine in Oklahoma City would take 12 -to-14 months to obtain. The LyCon rebuild could be done in 8 months. LyCon's "less bad" four months faster, proposal won out.

Fellow pilots KFRR Hangar A4 has landed. This concludes this hangar flight of about 40% of a lap of the USA. N34723's engine is now at LyCon for disassembly and remanufacturing. Her dynamometer test is scheduled for February 26, 2023. LyCon invited me out to witness the

dynamometer test of the engine. The plane is snugly in the hangar undergoing remounting of the wings, and stabilator, at Visalia CA Airport (KVIX) at CM Aviation. The "out of check, test flight" is tentatively scheduled for late March, 2023. My one Lap of the USA will continue next spring shortly after the test flights, picking up back at Grand Canyon. I expect to take you hangar flying again in the Summer of 2023.

N.B., I have to thank and complement Brandon Bell of AGI Insurance, N34723's carrier and Costello my and SSC's Insurance Broker, for their prompt professional handling of both the Avionics theft, and the vandalism claims.

Fly Safe! Have Fun!



BOARD MEETING UPDATE

Keith Hilton

Your Board of met via ZOOM video conferencing on 28 July and 15 September. Various Club members also called in to observe the sausage being made and contribute their thoughts to the Board.

In July, Treasurer Ralph Vawter reported a \$19K loss the first quarter and \$9K loss the end of July. However, the Club is still in stable financial condition with \$67K in the bank. Some of the notable expenses were field/director insurance and ~\$3,300 for ADS-B for the Discus. It appears that the increase in tow fees has made up for the increase in fuel for the tow planes. At the September meeting, Ralph again confirmed that that the Club is in good financial shape. He also noted that the \$63K in checking is actually a little low. It doesn't account for the \$4,500 in fuel charges from the Week-of-Training. Vawter also noted that the largest expense this year was the payoff of the ASK-21 loan.

Previously major institutions that interact with Skyline (the FAA, IRS, Virginia Department of Aviation, Virginia Department of Transportation, Costello Insurance, Travelers Insurance, etc.) used Ralph's home address that meant that when the Treasurer's job transitions, we the address would have to change. The Board concurred the use of an 'official' address,

Skyline Soaring Club
424-A South Street #172
Front Royal, VA 22630

Club membership remains stable. We currently have 100 active members. We recently added two Introductory members and one introductory member decided not to continue with the Club. The student wait list is currently 31 individuals interested in joining the Club. Chief Instructor, John Noss, and Membership Officer Tim Moran are doing a great job pairing down the wait list by continuing to offer Student membership without overwhelming the training capability of the Club.

Our Community Relations / Warren County Airport Advisory Commission officer, Matt Vosika, reported that at the 20 July 2022 Airport Advisory Commission meeting there was an agenda, but as is happening more and more it would seem the goal of these meetings is to bring up a bunch of random crap and waste time "I think we need BMX track", yes that happened!

Matt also reported with a nifty flow diagram that the airport commission has no authority to do anything but to advise the county. Basically, anything that happens must be approved by the county. He explained that hanger land lease rate was "set". \$0.20 per square foot was agreed on, but any lease will be negotiated by the county. Additionally, the insurance requirement for anyone providing commercial flight instruction was lowered from \$5 million to \$1 million. Not sure if this is published or what other changes were made.

Matt Vosika requested the Board consider options for securing more involvement from the local community young adults, e.g. if SSEF were to give Warren County kids a little preference it would go a long way toward community relations. Eric van Weezendonk recommended a glider ride raffle during the Wings and Wheels event. James Perlmutter recommended an ad in the local Front Royal paper. Peter Ross to the action to make up Club flyers to be placed in the FBO.

Matt reported the commercial sky diving operation was approved to start operations. Tom Ward talked to the owner of the operation, saying they really want to work with us. The SSC Board still had safety concerns, but the skydiving operation thus far has seemed to meld in well with our operations.

The Board discussed the October 8th "Wings and Wheels" event to be held at KFRR. The Duty crew will be responsible for supporting any demonstration flights or Club displays. The County had requested that the Club fly a couple glider demo flights. van Weezendonk volunteered to assist the Duty crew. He also took the ACTION to talk to the show organizers to find out more information on what is expected of the Club. The event will to run from 0900 – noon so Club operations could resume in the afternoon. The rain date for the event is October 15th.

There was a lot of discussion on the new "security" gate to the KFRR ramp and hangar area with Jake Snyder (FBO manager) and his boss about access fobs or gate codes for Club members. The County purchased 200 fobs for the gate. Codes were being provided to the fire department, police department, and ambulance service. The County was not supportive of providing codes to SSC members. FOBs are being provided to Club members that have gliders stored on the field. The County said that individuals could purchase fobs for \$50.00 a piece. The saga will continue.

Chief Instructor John Noss noted that as of 11 September we now have 24 students, 13 have flown

in the last month, 20 total have flown this year. There are only 3 months left in this soaring season, but John is OK with taking a few more students if Tim can process them soon. If nothing else, that might be a way to weed out a few more on the waiting list who are no longer interested. The only way to end the wait list is possibly to super-saturate the roster of active students and expect a lot to drop out due to lack of training resources. When we did not use a wait list and had too many students for them all to progress at a reasonable rate, some still managed to fly a lot if they were aggressive enough to schedule, the rest eventually stopped trying (and quit). John asked the board to mull that over again, make sure we are taking the approach they want. An extensive discussion ensued, but no formal recommendation for change was made by the Board.

Craig Bendorf, representing the Skyline Soaring Education Foundation, gave a heads up that the SSEF plans to award one more scholarship for 2022. The SSC Board allows three new students members each year (two for regular scholarships and one for the Trexel scholarship) and although SSEF has awarded three scholarships this year, however Jack Grey was already a member of the club when we awarded it. The SSEF has several solid applicants and funding and plans to award one more scholarship if there is no issues with the SSC Board. The Board voted unanimously to approve the acceptance of one more SSEF scholarship this year.

Our Chief of Tow Plane Maintenance, Andrew Neilson, noted that the Pawnee tachometer was replaced. The Husky had a tendency to pop and snort at idle but our A&P at Winchester could not identify anything obvious. We will need to keep a close eye on it. Andrew also noted that supply chain issues are affecting the supply of oil filters for the Pawnee. There are a couple on hand, so we should be good through the end of the year.

Our Ground Tow Vehicles Meister, Dave Collier, noted that all is well with the Gators, he continues

to check the DO reports for problems. Oil was changed on both Gators a couple months ago. Dave noted that he increased the interval 20 hours on the oil change because the oil looks like dark honey and by no means black when draining it. He also noticed that the seats are developing some cracks. They are probably good for a while, but they may start to bring discomfort to bare legs as the cracks get bigger and open up more. Front tires on Gator 2 are getting worn, but the rears aren't as bad. We have the old extra set if we have a flat on either Gator to swap out till we get new ones.

Glider Maintenance Mesiter, Keith Hilton, provided an update on the status of the Club gliders. The Tost release cable on N341KS was replaced by Daniel Wells. Brake linings were replaced on both ASK-21's in July. Several tires also had to be replaced. Daniel Wells also completed the annual on N341KS in July.

Both ASK-21's require the bushings on the brackets for the forward pedal adjustment cable to be replaced. Keith has received information from Rex Mays at William's Soaring and talked to Daniel Wells about replacing them. This is not a grounding issue. We will work with Daniel on a good time to make the repairs.



We are fortunate that the Discus has been able to remain assembled and stored in the Husky hangar. Thanks to Mike Christiansen for allowing us to store the Husky in



his hangar. The ADS-B OUT transponder and other equipment was purchased for \$3,421.29. The equipment has been installed, but the system is displaying a fault. On Wing in Winchester is working with TRIG on the troubleshooting of the transponder.

The Discus conditional inspection was completed by Daniel Wells in July reporting an issue with the rudder that will need attention in the future. Robb Jacobsen noted that the right wing struck a runway light in July that made a small ding in the wing, not a grounding issue but will need to be repaired along with some other cosmetic issues. Robb is working with Nick Leonard to make the repairs. However, Nick's shop opening has been delayed. Nick has taken photos of the Discus and understands the work that needs to be done.

The conditional inspection on the Sprite was completed by Daniel Wells in June. Some non-grounding issues were identified that need to be addressed. Richard Good asked the Board to consider a better cover for the Sprite now that it is parked outside and provided an estimate of \$1,500 from Bruce's Custom Aircraft Covers. The Board has taken no further action on this request.

The supply of polypro shirts had been replenished, \$20.00

each. The Board voted to give a free Skyline Soaring Club T-shirt to



future SSEF awardees. The thought is that the students would wear the shirt at school to spread the word about soaring.

The Board approved a waiver request from Piet Barber to have Jerry O'Connor from Pittsburgh Soaring Association in Pennsylvania come to Skyline Soaring to complete his practical tests and to have

the FAA ASI observe Piet giving the practical test with the least impact on Skyline Soaring operations.

The Board approved the Fall Family Day at Bill and Sharon Burner's in Woodstock on 1 October with a backup rain day of 2 October.

The Board discussed the possibility of a fall Week-of-Training in November, noting that many of the tow pilots and instructors are busy and would not be able to support a whole week. A recommendation was made to maybe hold a four-day intensive training event over a long weekend at Front Royal.

Fourteen people have signed up and 10 members have sent in payment for the Skyline Soaring Club's 30th Anniversary and Holiday Celebration scheduled for December 17.

Eric van Weezendonk made the recommendation to plan joint ad hoc operations with MASA either at KFRR or MASA or both. He noted that holding the Week-of-Training at MASA might be a good idea. Eric noted that operations shouldn't disrupt MASA operations, thus a week day event would be preferred. Board members thought that was a good idea, but no further action was taken.

The Board approved the Fall Family Day at Bill and Sharron Burner's in Woodstock on 1 October with a backup rain day of 2 October.

The next Board meeting is schedule for 27 October 2022 at 1830 via ZOOM video teleconference. Please let Brain Clark know that you would like to attend, and he will provide the meeting link.



PETE MAYNARD MEMORIAL

Jim Perlmutter

On September 24, Andrew Melanson in Boy Scout uniform and his father showed up with his completed Eagle Scout project. This is a bench to

honor former Club President Pete Maynard. Photo not that good due to sun reflection. This entire project, which included other Scouts, required welding, lamination, getting donations was all Andrews doing with no adult help. Quite impressive.



SHOW YOUR COLORS!



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

- Robert Jacobsen
- Jim Kellett
- Jim Perlmutter
- Peter Ross
- Erik van Weezendonk
- Stephanie Zilora

- 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*