

SKYLINES

Newsletter of the Skyline Soaring Club for May, 2024

MARK YOUR CALENDARS!

Stephanie Zilhora

- May 3-5, 2024: Merlin Cross-Country Soaring Camp, Richmond, VA
- **May 11, 2024: Burner Day at VG55, Woodstock, VA (rain date May 18)**
- May 13-19, 2024: 2024 Region 2 Contest, Reedsville, PA
- June 2-8, 2024: 2024 SSA Region 5 South Contest, Cordele, GA
- June 23-28, 2024: SSC Week of Training, Petersburg, WV
- July 22-26, 2024: 46th Women Soaring Pilots Association (WSPA) Seminar, Sunflower Aerodrome, Hutchinson, KS
- August 4-10, 2024: 2024 SSA Region 3 Contest, Elmira, NY
- August 19-23, 2024: Organisation Scientifique et Technique Internationale du Vol à Voile (OSTIV) Congress, Uvalde, TX

- September 16-21, 2024: 2024 Region 4 South, New Castle, VA
- October 24-26, 2024: SSA Convention, Knoxville, TN



BACK IN THE DAY

Jim Kellett

From 1992 until 1999, Skyline operated from the New Market airport, 8W2, off I-81 Exit 264. It was a VERY good airport for the club, albeit a tad long drive from where most of the membership lived. It has a 3000' asphalt runway, and was parallel to a grass area about 400' wide immediately adjacent to the paved runway. Unless the ground was very soft, we did glider operations on the grass. Also, there were many hangars, and the club (or its members) rented most of them. That meant everything was stored assembled, including the K-21s and my open Cirrus!

Now, one of our members at the time was Kevin Fleet who was a surveyor. So we got the bright idea of laying out in VERY large letters the name of the club in the grass area, and filled it in with a heavy dose of lime and fertilizer. Yep, that triggered heavy, healthy grass growth where he'd laid out the letters, so you could see it from altitude (probably also from high resolution spy satellites!



FAMILY FLY AWAY DAY!!

May 11, Burner Field

At Piet Barber's suggestion we are planning different landing patterns this time - it will be the first time ever, for Fly-ins at Woodstock. We will fly all downwind pattern legs on the East side of the runway. We most often land to the North, on Runway 03. The change means that all aircraft will fly a right hand pattern in order to land to the North. In the rare event (it has not happened yet) that winds dictate landing to the South then all aircraft will fly a left hand pattern to land on 21. We will brief this at the pilots' meeting at Woodstock before we start our ops for the day. But aircraft who will ferry over from FRR in the morning need to be briefed in advance.



For those who have not been to one of these biannual Family Day/Fly-ins, Woodstock is a total of 30 miles further West on Rte 66 and South on Rte 81 from the Linden exit of Rte 66 - but those are all highway miles. Woodstock is about 25 mins from Linden, but you save the 10 - 15 mins you spend crawling through Front Royal traffic to FRR. The airport driveway is not quite two miles from the Woodstock exit of Rte 81. See the driving directions below - they work for me everytime. *We intend for these to be family days, so bring your loved ones to socialize with the others and a picnic lunch or take advantage of the many fast food establishments at the Woodstock/81 exit.* There is a bathroom on the field and shelter in the hangar, but plan on it being a day outside, in the Shenandoah countryside.

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) (The airport cannot be seen from the gate at Coffmantown Rd)

Park on the North side of the hangar
Burner Cell Phone: 703-906-6455



THOUGHTS FROM THE BOARD

Stephanie Zilora

Volunteers are the backbone of our club. From the duty crew every weekend to the meisters who keep everything in good shape and everyone in between, we couldn't do what we do without volunteers. And for newer members of the club, it's a great way to get involved and help keep our club running smoothly!

With that, I'd like to ask for volunteers for two new(ish) positions: trailer meister and merchandising meister.

The trailer meister will be responsible for getting the trailers inspected and registrations renewed, as applicable as well as periodically coordinating (not necessarily performing!) any maintenance that needs to be done on them--changing bulbs, replacing tires, etc. The biggest requirement is access to a vehicle that can tow the trailers--there's a spot right in Front Royal that can do the inspections and assist with any maintenance. Just save your receipts and send them to Ralph for reimbursement.

The merchandising meister will keep track of SSC's stock of merchandise, such as t-shirts, patches, and logbooks, and advise when the club needs to order more. You'd also be more than welcome to suggest new merchandise that the club could sell. The merchandising meister will also make sure we have water/soda/gatorade and chips/snacks on hand to sell. Again, save your receipts and send to Ralph for reimbursement.

Finally, I'm putting on everyone's radar that we will need a volunteer to be secretary next year. This is a slightly bigger commitment--attending board meetings, taking minutes, recording the outcome of votes, etc. Keith currently covers this role, so please feel free to talk to him about it if you have any questions.

It's easy to fall into the habit of letting other people do the work--we all know Keith regularly spoils us by getting the gliders pre-flighted and ready well before the start of ops. But it is the efforts of so many individual volunteers that add up to keep this club running. I urge everyone to think about how you might step up to volunteer and add your skills to the mix!



GREAT FRENCH MUSEUM

Jim Perlmutter

I just returned from a 12 day trip visiting old friends in France and Germany. The last two days were spent in Paris seeing as many sites and

museums as I could. I discovered by chance the French equivalent of their Air and Space Museum located at Le Bourget Airport (LBG).

This is the airport where Charles Lindberg



landed on his cross Atlantic flight in May of 1927. It is the original of three airports in the Paris metro area, followed by Orly (ORY) and now Charles-de-Gaulle International (CDG). Le Bourget now serves as an executive airport. This is a fantastic museum and I spent the better part of an entire day there. It has numerous exhibit halls which used to be the passenger terminal, very pre WW-II art-deco. Lots of aviation history with original and reproduction aircraft with plenty of signage in English. The well crafted exhibits begin with the 18th century to the current day. Numerous gliders from between the war years were on display. All in all some 150 aircraft are for viewing. Outside on the tarmac are various military and commercial aircraft. One can walk through the 747 from cockpit and lounge to the storage area below the normal seating layout. Also on the tarmac is an A380. Walking around this mammoth aircraft with it's 22 wheels of landing gear and looking up it's vertical stabilizer stretching 79 feet and standing next to one of its four engines is overwhelming. In another hanger are two Concorde's facing each other. The museum has the display configured that you enter one aircraft and exit the other with various presentations. What struck me was how narrow and tight the passenger area is arranged. There is also a C-47 that you can explore. Like all European museums, there is a cost to enter which was 14 Euros. That's close to what one pays to park at Udvar-Hazy. This museum is well worth the visit and recommend you add it to your must see list next time you are in France .



Skyline Soaring

Club, Inc.

is a private,
501(c7)
non-profit

Stephanie Zilora - President

Directors

Robert Jacobsen
Jim Perlmutter
Peter Ross
Carlos Troncoso
Erik van Weezendonk
Stephanie Zilora

Keith Hilton - Secretary

Ralph Vawter - Treasurer

Ron Wagner - Safety Officer

Tim Moran - Membership
Officer

Shane Neitzey – Chief Towpilot

John Noss – Chief CFI

Ken Ring - Hangar Meister

Ertan Tete - Field Computer
Meister

Chris Carswell – Chief Duty
Officer

Mike Ash - Duty Roster Chief

Piet Barber - Webmaster

Brian Clark - Assistant

Webmaster

Jim Kellett - Newsletter Editor

Evan Dosik - ASK-21 (N321K)

& Grob Meister

Guido Kramp / Rob Jacobsen –
Discus Meister

Richard Good – Sprite Meister

Steve Paris – Tow Vehicle

Meister

Andrew Neilson – Towplane

Meister

Keith Hilton – ASK-21 Meister

Matt Vosika – Organizations

Liaison Officer

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