

SKYLINES



WHO REMEMBERS THIS ADVERTISEMENT?

A very popular TV advert decades ago had two limousines pull up alongside each other, roll a window down, and a stodgy aristocrat would ask one in the other car “Do you have any Grey Poupon?” (a popular mustard.)



BIG CONGRATULATIONS TO MIA ANDERSON!

She earned 2nd Place Overall in the Sportsman Division at the Estrella Classic Glider Aerobatic Competition, held in March 2025 at Arizona Soaring in Maricopa, Arizona.



Way to soar, Mia! Your hard work and skill truly shined in the skies.



JUNE BIRTHDAYS

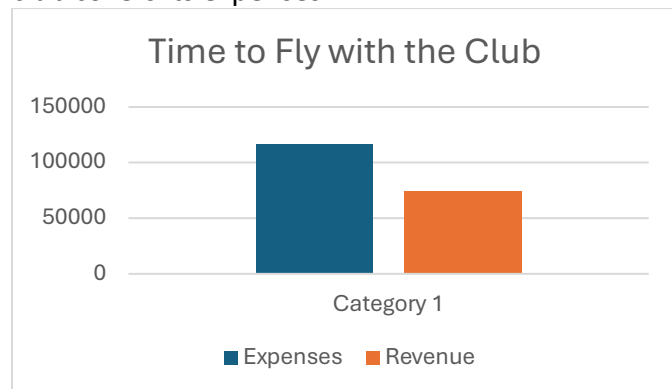
Paul Brower	June 6
Felix Gruosso	June 5
Joel Hough	June 16
Yogesh Kashte	June 11
Andy McGowan	June 13
Anand Mohan	June 11
Fritz Treyz	June 4



TREASURER NOTES

Ralph Vawter

Here is a column chart depicting our revenues versus expenses for the year. We can make up the difference by coming out to the airport and flying. That is a win-win situation, you get to fly, and the club covers its expenses.



MORE BADGES AND KUDOS!!

Ralph Vawter and Jim Perlmutter

Congratulations to Chris Wuerker on earning his SSA Gold Distance award. We're still waiting on a Skyline's article about this flight, Chris.

The SSA announced earlier this year that \$100,000 would be provided in grant money to clubs for the advancement of soaring. Applications for the grant had to include the reason for the request along with the amount requested. One caveat is that the amount requested should be an amount shared equally by the requesting club. Last year our fuel bill for the WOT was \$4000. The SSA has awarded Skyline Soaring a grant of \$2000 to be applied towards fuel expenditures for the 2025 Week of Training (WOT).

Congratulations to Benaiah Lichti and Jonathan Faux on receiving aviation scholarships. Benaiah has been awarded the SSA Heffernan/Costello Flight Training Scholarship in the amount of \$2000. Benaiah was an SSEF scholarship recipient in 2024 and will continue his education in 2025 with the

additional funds. Benaiah plans to participate in the upcoming WOT.

Jonathan is also a SSEF scholarship recipient, having been awarded the Troxel Scholarship in 2024. Jonathan flew extensively with Skyline last year and also participated in the 2024 WOT. Jonathan has been awarded a CAP scholarship this year.

Congratulations to both of these young aviators!

On the 17th of May Skyline member Ben Bierstine graduated "With Distinction"



in Applied Mathematics from the Virginia Military Institute. In addition, he was commissioned a Second Lieutenant in the United States Air Force by his father and SSC tow pilot Jim Bierstine. Ben is shortly off for pilot training at Sheppard Air Force Base, Texas.



CROSS COUNTRY – GO FOR IT!

Erik von Weezendonk

Well, the motto "just do it" has been trademarked by Nike, so my story title is pretty close, but not infringing. Earlier in the week I was enticed by Piet Barber, my glider mentor and friend. He said that Saturday would be a cake walk...great day for ridge. So, I cleared parts of my schedule and committed because I really wanted to assemble and fly the Cirrus. She's my muscle car....old (1968) simple, and reliable. Piet was also going flying, so I figured a bit of airborne coaching would be great. We helped the Duty Crew get the club gliders out of the barn, then Piet and I assembled a club Discus and my Cirrus. Think it took about 1:20 to get them both ready for flight.

Piet launched first, radioed back that the ridge was working. Cool. I started getting my final checks complete and planned on an aggressive task. I hadn't flown solo ridge before, but was going to try for Signal Knob to Massanutten, to Strasburg, back to Massanutten, back to Signal Knob, to KFRR for a Gold Task. Unfortunately, a bit too aggressive...

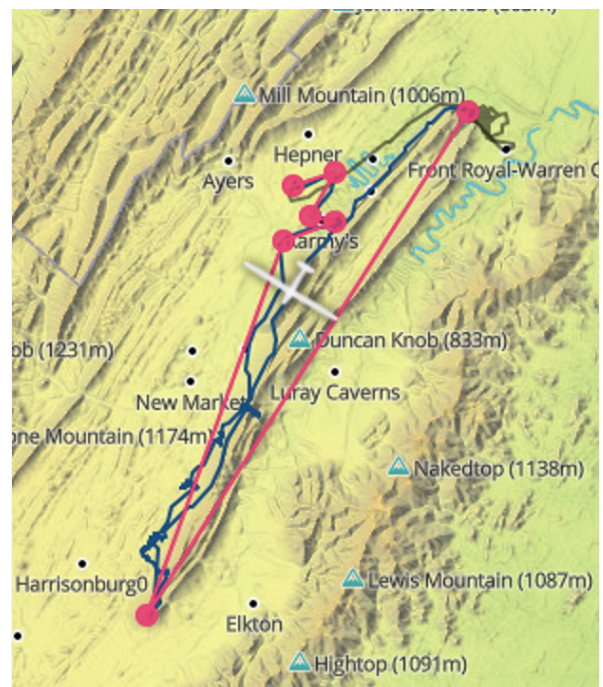
I launched into about a 7 knot headwind, following behind the Pawnee (thanks Rob) and he said he'd bring me to Signal Knob, dropping me off a bit higher than he'd dropped off Piet. It started getting pretty bumpy as we approached the ridge...then I heard something from Rob (sounded like Charlie Brown's teacher...my radio isn't great) which I interpreted as a good place to separate. So...handle pulled and I was on my own....altitude was about 2800 feet MSL. Only later, on the ground, did I find out that what Rob has said was something like "yep, it's bumpy up here." Lesson learned....good comms are important and don't be too quick to react to what you think you heard. I should have hung on for a bit more.

Anyway, I was told the ridge was working, so I headed south and had decent enough altitude and the leaves on the trees down there were BLOWING. Able to climb in ridge lift and simply headed south, with a slight crab to avoid getting blowing into Fort Valley. Eventually flipped radio to common comms 123.3 and made contact with Piet in 9Y. He was looking for me, but didn't realize I had already headed south. We eventually met up near Luray Caverns entrance...ask me how I know. Huge lift there, was able to circle up to nearly 5,000 feet and Piet passed me as I was thermaling over the parking lot. Note to self, seems the cars, asphalt parking lot and wind combined into a very good climb (and very easy to spot from the air).

At this point we separated, he was heading into the valley to look for thermals, I was heading along the ridge, trying to make it to Massanutten. I felt like I was getting a little bit too low around 211 thruway, but kept circling and clawing up to altitude to cross at the gap. Made it past short mountain, then found a few more thermals about

5nm north of Massanutten. I had to at least make it there. Eventually got above the resort, looking at pools condo's, etc, and climbed enough to finish and get beyond the ski area. Time to head back. Started getting a little nervous as I was now fighting a bit of a headwind and the glider just didn't feel right. Thought maybe the tape had come off the wing....not like it holds the wing in place, but all of the sudden we weren't able to climb nearly as well and I was starting to get nervous. Really really did NOT want to land out and have to use my decrepit trailer.

But alas, I started find little thermals here and there, and eventually made it back on the ridge and was able to maintain altitude as I slowly proceeded northbound. At this point, kind of resigned that I won't be making the round trip two times...Getting closer to Luray Caverns I used the solar fields for some lift, and then find myself flying under a decent cloud (climbing up up up) but looking down I'm over Newmarket Airport. Okay, I figure they're jumping today, so that cloud and thermal is nice, but time to press on. Finally back on the ridge, kinda hanging on, but the wind isn't as strong anymore. Piet and I talk and he's enjoying the wave between Strasburg and Woodstock. Heck...I decide to try and connect with that. Big mistake.



As I keep VG-55 in sight, I try and connect with a thermal, to no avail. Now I'm too far from the ridge to head back there...and Burner Field is starting to fall in my windshield. The adage...."in the Cirrus if you can see it you can get there" hasn't flown it into 15 knot headwind.. I was seriously wondering if I'd make it to Burner, which at this point was my out.

Luckily, I was able to make Burner field and landed to little fanfare. Just a bit of concern, but at least I was on the ground. The retrieve would be a bit inconvenient, but an aerial retrieve is always better than disassembly, trailer, etc Plus, since I wasn't able to make the Burner Day a few weeks earlier, this was a good consolation prize! All in all, I'm glad I pushed myself and was happy for the experience. Maybe next time I'll do a better map study and try a bit more team flying. I'm glad for having Piet's calming voice nearby and enjoyed the team aspect of my retrieve. Thank you to Todd Morris for driving out to help with the launch, Robb Hohmann for the aerial retrieve, and to Keith for not losing his mind when I needed the hand. Finally, thanks Piet, I appreciated the experience!!!! Cannot wait to do this again (most of it). Really encourage folks, that when the conditions allow, get in a glider (with an instructor if/when required and prudent) and start learning the cross country stuff. It's definitely FUN!!!!





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
Carlos Troncoso
Jim Perlmutter
Peter Ross
Erik van Weezendonk
Stephanie Zilora

Keith Hilton - Secretary
Ralph Vawter – Treasurer
Marcelo Morichi – Asst.
Treasurer

Chris Wuerker - Safety
Officer
Tim Moran - Membership
Officer
Shane Neitzey – Chief
Towpilot
John Noss – Chief CFI
Ken Ring - Hangar
Meister
Ertan Tete - Field
Computer Meister
Carlos Troncoso – Chief
Duty Officer
Mike Ash - Duty Roster
Chief
Piet Barber - Webmaster
Brian Clark - Assistant
Webmaster
Jim Kellett - Newsletter
Editor

Evan Dosik - ASK-21
(N321K)
Meister
Rob Jacobsen – Discus
Meister
Steve Paris – Tow Vehicle
Meister
Andrew Neilson –
Towplane Meister
Keith Hilton – ASK-21
Meister
Matt Vosica –
Organizations Liaison
Officer
Cindy Lawyer –
Merchandise Meister