



The President's Corner

We're now a couple of months into soaring season. We've been relatively fortunate weather-wise (knock on wood), so hopefully that continues! We're also getting more people signed off as ADOs and DOs, which is great to help share the burden of running operations and keeping the club running smoothly. Let's keep this trend going in the right direction!

Additionally, Piet's new system, Manage 2 Soar (M2S), has been absolutely fantastic for running operations. I'd like to encourage Duty Officers to take note of the feature that gives you a list of people who have indicated that they are coming out to fly on your duty day (beyond students requesting instruction). Especially if you are considering ending operations early, please reach out to members who indicated interest in flying and/or send an email to the membership to find out if anyone else is planning to come out to the field BEFORE canceling operations. This will hopefully help avoid the frustration of showing up to the field only to find out that the duty crew already packed everything up for the day. Of course, the flip side of that is that if you are thinking of coming out to fly, please mark it in M2S to help the duty crew have an accurate feel for how much interest there is in flying. M2S gives us access to this information—let's

put it to good use!

I'll close there and encourage everyone to fly safely and often and have fun!

Notes from the Board

Members of the Board:

Carlos Troncoso
Erik van Weezendonk
Robert Jacobsen
Stephanie Zilora
Todd Morris
Kevin Barrett

At its April 9 meeting, the Skyline Soaring Club Board reviewed a range of operational, maintenance, and planning topics as the club heads into the active flying season. The Board received updates on membership, training, airport planning, towplane and glider maintenance, and several ongoing club initiatives. Among the membership updates, the club noted a new rated member and continued work on improving waitlist management through the new website.

On the operations side, the Board approved updated work-commitment language related to Assistant Duty Officer training for probationary members, helping clarify expectations for members as they become more involved in club operations.

The Board also recognized new ADOs, discussed airport planning items, and noted that the Pawnee is in good shape following its engine replacement. Additional maintenance topics included progress on ASK-21 work items, oxygen system planning, and rope inventory, with several items set to continue moving forward over the coming months.

Looking ahead, the Board continued discussion of several future-focused efforts, including development of the club's discovery flight program, long-term hangar planning, and a calendar of important club milestones. The Board also approved club glider participation in WoT 2026 and discussed preparations for other upcoming soaring activities and events. [Brian Clark, Secretary]

Safety

Situational awareness: Flying safely requires highly developed situational awareness, even more so with soaring. Flying requires us to constantly monitor and track our aircraft, navigation, traffic, weather and ourselves (mental and physical) as well as a host of other factors. With soaring, we not only have to keep track of where our home airport is located but also the location of our land out option(s) when on cross countries. Soaring is about the only civilian flying activity that requires us to fly in close formation to other aircraft (tow planes) and frequently involves flying in gaggles where multiple aircraft are maneuvering within 500 feet of each other.

The information overload can be overwhelming at first. The priorities for beginners are the same as for experienced pilots. First learn to fly the aircraft and let your instructor deal with the rest. Then add in navigation, learning to keep track of where you are and where the airport is as well as making sure that you are within a safe glide distance. Finally, while continuing to fly the aircraft and tracking your position/altitude, learn to monitor the radio and communicate effectively with other aircraft and ground stations. For the seasoned pilot, this hierarchy remains the same during emergencies and other abnormal situations: (1) aviate—fly the aircraft; (2) navigate—keep track of where you are and where you want to go and; (3) communicate—let others know of your situation.

Although we don't know the details of the

accident yet, the recent mid-air collision between two gliders flying in a competition in Slovakia shows the consequence of losing situational awareness. The pilots were likely distracted by lower priority tasks than flying safely.

As John and I tried to stress at our annual safety meeting, kiting on a tow plane is really a never event, meaning it should never happen because it is completely preventable. It is the loss of situational awareness usually due to distraction, like the airliner that flew into the ground when three flight crew were distracted by a broken landing gear light (Eastern Airlines, Florida, 1972).

As pilots, we need to develop and hone our situation awareness. There are many opportunities to practice outside of the cockpit. When driving, keep track of the traffic around you, are there any threats? Do you have a safe escape? Are there hazards ahead? What is the condition of your engine/car? Do you allow yourself to get distracted by looking at a phone? Not only will improving your situation awareness make you a better and safer pilot, it will improve your safety on the ground. [Chris Wuerker, Safety Officer]

Instructor Talk

Instruction Scheduling No-Shows: Just a quick reminder to any member scheduling to fly with an instructor—whether you are a student (“learner”), or a glider-rated member, when you sign up for instruction you are expected to show up. We have had some no-shows lately. That's a problem because the glider and instructor resources that were set aside for your training now become under-utilized, and others who might have been turned away for instruction (because of the expected load) don't get a chance to fly. If you sign up, please consider it as a “social contract” and hold up your end of the bargain. That includes showing up, and showing up prepared with necessary study items accomplished. Please do not schedule both weekend days thinking that you might just not show up on a Sunday if you get to fly on a Saturday. If you find yourself on the schedule but unable to fly for any reason, please cancel as soon as you know, both online and by email or phone call to the duty instructor. It's just a matter of common sense and common courtesy. Thanks! [John Noss, Chief Instructor]

I would like to add to this comment. If you are signed up for instruction and unless the day has been cancelled by the DO, you should go to the field regardless of what the weather looks like. This is because, in recognition of *Kellett's Law*, "if you aren't at the field, you don't know what the weather is at the field." The airport, KFRR, sits between the Massanutten and the Blue Ridge mountains, and it "enjoys" a micro-climate. You will frequently find that the weather at the field bears little resemblance to the surrounding weather, and days that are unflyable nearby are perfectly acceptable training days at the field. Additionally, unless the DO has cancelled operations, the duty instructor will be at the field and will be able to hold ground school. And, if there is no one who wants to do ground school, there are always chores to do in the hangars, such as waxing the gliders. These chores are also important learning opportunities. Besides, keep in mind that the duty instructor has driven to the field despite the weather to provide instruction to you. [Editor's comment]

Coordination: As you begin glider pilot training, proper coordination of the controls may well be the first and most important thing you will learn. In the absence of coordinated control inputs, the glider is slow to respond and difficult to control. Turns, for example, require precise inputs on all three axes. Learning coordination under the stress of your first few flights can seem an overwhelming task. The secret is, you don't have to learn coordination in flight—you can actually learn it on the ground, sitting in a glider. In fact, though not quite as effective, you don't even need the glider. But let's assume for the moment that you are at the field waiting for your lesson and see a glider just sitting empty on the ramp. Have someone show you how to get in and out properly and then climb in and fasten the seatbelt (that's for greater realism).

Now the training begins, and you don't need help with this. Hold the stick using one hand with a somewhat relaxed grip and put your feet on the rudder pedals. Begin by moving just the stick. Your goal is to learn to move the stick to the left and right without pushing it forward or pulling it back. Move the stick to the left slowly all the way to the stop. Wait a second, then back to the neutral position. Next do the same thing to the right. Check yourself to be sure your input is strictly left and right, and not fore and aft. Repeat this exercise until you

are doing it perfectly without any conscious thought going into the process.

Once you have this stick movement exercise mastered, add rudder input with your feet. Start with both stick and rudder in the neutral positions. Then, very slowly, move the stick to the left while stepping on the left rudder pedal proportionately. The stick and rudder pedal should reach their stops at the same time. Pause. Then go back to the neutral position with both stick and rudder pedal arriving at the same time. Pause. Then do the same thing to the right. Continue this exercise with very slow movement of the controls for several minutes until you find yourself making the movements without thinking about them, but keep checking to be sure your hand and feet are working together: left stick, left foot; right stick, right foot. Don't let them get mixed up. This can take up to a half hour of practice, maybe more. Once you have these movements stuck in your brain so that you don't have to think about them, begin to increase the speed of your movements, a little bit at a time and practicing at each increase in speed until you master each increase in speed. In the end, perhaps after a few hours of practice, you should be able to move the stick and rudder pedals back and forth fairly rapidly, maybe less than two seconds per cycle, while maintaining perfect coordination between your stick and rudder inputs.

At this point, you'll find that you are already flying much better. Back on the ground again, the next step will be to close your eyes and visualize making a turn. But enough for now. I'll talk about how to learn to make perfect turns in the next newsletter. [George Hazelrigg]

Tow Pilots' Squawk

No input for May.

The Students' Desk

Nicholas Meeder's Practical Test

Nick was recently commenting about the frightening experience of taking the FAA Practical Test. So, I told him that he wasn't alone in these feelings and asked him to write about them to share with the students who can expect to experience the same feelings. The following is Nick's response. Let's thank Nick for providing this. [Editor's comment]

On my Practical Test/Check Ride day, I was stressed as much as my body could possibly handle. I wanted this day to be a success. I had desired to get my pilot's license ever since childhood. Although I attempted in my teens, I didn't follow through. So, at 37 years old, I was reclaiming a lost desire and dream. A lot was on the line for me.

For some, tests might be easy. For me, it is not that way. I have a history with school and tests that were not good. My brain gets scrambled when I read words on a page and it doesn't make sense to me. All my past implicit memories of failed tests in school and believing I was stupid were activated leading up to and on the morning of the "Big Day."

I arrived at the airport and made my way to the side of the FBO where the club sets up for operations. After conversing with SSC's duty crew, it was time to begin the oral portion — the part I dreaded the most. The flying portion, I wasn't that concerned about. I had lots of preparation and practice, and it comes naturally to me. I was confident in my ability to perform maneuvers, but not so much in my ability to do well on the oral test.

My examiner, Piet, and I walked into the FBO. Piet sat down opposite me at the table. We both got situated and comfortable. Piet prepared his stuff and I got all my books and study material out (it is open book, although if you look up every answer to the oral questions, your examiner isn't going to take it easy on you). I had studied the FAA Practical Test Standards outline of information needed to be covered and Bob Wonder's book for the glider check ride. I knew I was prepared even though I was full of jittery nerves.

As we got started, Piet read aloud the relevant parts of the FAA Practical Test Standards, and covered documentation to review, and paperwork to sign. Then it began. He announced that the Practical Test was beginning. He wrote the exact hour and minute it started. It was game time!

The first item brought up was areas of knowledge or questions gotten wrong from the knowledge exam. My test results had published knowledge codes of subject matter I got wrong. He handed me an electronic tablet (the Remarkable 2) with several questions he chose from the FAA's battery of questions.

He said, "These are questions of knowledge areas you got wrong on your knowledge exam. Your CFI should have reviewed these subject areas with you

before signing you up for the examination."

"These are the questions I got wrong?" I asked, quite bewildered and shocked. I knew I missed questions and had reviewed the material. I was shocked because I had no idea what they were as I tried to recall the information. It was not something I had prepared adequately for. My heart rate rose and so did my fear.

Piet handed me the tablet and the stylus and watched me. "If you would, please review these questions and answer them," he said.

I sat in my chair with one leg across the other and propped the tablet up in my lap. My heart was pounding as I tried to think. I read the first question. My mind felt like it was getting scrambled. It wasn't a question. It was a statement. Below the statement were three questions: "What is true altitude? What is absolute altitude? What is density altitude?"

These were easy questions. I recognized them and knew that I knew the information.

However, my mind and body froze as I stared at the tablet. My mind went blank, my brain stuck, my body froze, and all I could do was stare down at the page. I couldn't move.

"Wait, is this a written test? I know these answers. Why can't I access the information?" I thought as embarrassment began seeping in.

No matter how much I concentrated to access the information, nothing came. My brain was stuck. It was like going to the library and asking the librarian for books on a specific subject matter. However, the librarian was frozen, staring back, unable to go find the books with the subject matter I was looking for. It was as if the internal flow of consciousness to retrieve information had suddenly frozen over. It was like a wave of the sea cresting over in the middle of its break that had flash frozen in place.

Time passed. How much? I don't know, but it felt like an eternity.

The more I sat there, the more my embarrassment turned into full shame. The more my shame intensified, the more I tried to recall the information. The more I tried to recall the information, the more stuck and frozen I felt.

Piet is staring at me. He knows now that I don't know the information. He's gonna think I'm a failure. Is this where the PT ends for me? Everyone in the club will hear about this. I'll let so many people down who have hope and expectations of me.

How do I get out of this? I'm stuck.

I tried moving on to the next question. It was about weather. It was multiple choice. I read the possible answers. My brain felt scrambled. All four choices seemed like possible answers. I moved to the next one and the next one. Those were also about altitude, barometric pressure, and the altimeter. Again, I couldn't recall the information.

I couldn't look up at Piet. I was too embarrassed.

At some point, Piet got up and went to the bathroom.

I coached myself, internally: Okay, I know that I know this stuff, but I've got to get out of this freeze state and the shame I'm experiencing. I want my pilot rating and I know I have a lot to overcome. I remember who knows me, my wife, and those who love me. I'm a kinesthetic learner. I need to interact with something. Okay, interact with the page. Write what you do know.

I scribbled on the side of the tablet page "29.92 in Hg." I knew this was standard barometric pressure at sea level at standard temperature. I drew an arrow up from it and wrote above it that as altitude increases barometric pressure decreases. I did the converse as altitude decreases.

This started to break the freeze state I was in. I didn't feel so stuck any more.

Piet came back from the bathroom. I felt embarrassed to ask for help. I was afraid it would mean he'd make it harder on me. However, I knew that the experience of shame fragments my nervous system. It disintegrates the parts of the brain and nervous system responsible for executive functions in reason and decision making. In this state, what I needed was reconnection in relationship to know I was safe and that my examiner was there for my good. However, the fear and implicit memories from my younger years told me I could get chewed out and humiliated further for not knowing what I "should" know. Yet, I took the risk against the shame screaming at me not to. I asked him if I could look up the information.

Piet said, "Yes."

As my body came back to itself, I didn't need to look up the information. I answered each question, even writing out the definitions for the three questions on altitude that I thought was a written answer question. Humorously, it wasn't a written answer question. It was a statement with multiple choice questions. I was supposed to match

the correct question to the statement.

I handed the tablet back to Piet with my completed answers.

I don't remember what Piet said, but he looked and sounded relieved and happy I answered the questions. He looked over my answers and affirmed they were correct.

Relief and jittery nerves flooded me. I did my best to regulate myself with breathing and self-coaching. It wasn't the end for me and I had just overcome a lot.

The rest of the oral portion was a breeze because I had studied hard for it. It was a relief when we got out to the glider. The rest was smooth sailing (pun intended) and culminated with my rating!

Debrief From My Story: From the perspective of Aeronautical Decision Making, ADM doesn't just apply to flying. It can also apply to every area of life. In this story, I was struggling through "resignation." The FAA defines this as a "hazardous attitude." In my opinion, however, that definition doesn't integrate what is known from a psychological and interpersonal neurobiological understanding. It comes close, though.

The antidote is to coach yourself from powerlessness and helplessness into a state of empowerment and ownership. In my story, I wasn't helpless, although my nervous system of experiences was telling me I was. I was able to coach myself and work through it. This was only because I knew myself, my story, and the secure attachment of people who love me and know me well. This has come from a lot of internal work. As a pilot, knowing the correct information is one part, but also knowing yourself is another. It's the difference between the knowing of soaring and the art of soaring.

I share this experience to help future and present pilots learn from my story. Each person has his or her own story and experiences to overcome. What I hope you take from my story is to know yourself. Don't run from negative experiences of failure, shame, or humiliation. Learn your weaknesses and how to grow from them. You cannot escape these experiences, but in them, you can write a different outcome instead of succumbing to the replaying of shame's destructive power in lost desires, dreams, hopes, and relationships.

Kudos

Let's recognize and congratulate Nick Meeder and Ben Maitre on becoming our latest Assistant Duty Officers (ADOs). Their commitment helps keep our operations running smoothly and strengthens the Club as a whole. As we head into the summer season, remember that the Club relies on all of us. If you haven't completed your ADO or DO training yet, now is a great time to do so and be part of the team that keeps Skyline running.

The UFO (United Flying Octogenarians) has welcomed Gregory Ellis as a new member.

Our Members

Clarifying comment: Maria Nizheberskaya and Jose Aviles Rosa have been awarded 2026 Ryan Trexel Memorial scholarships. The Trexel scholarships are made possible by generous donations in Ryan's memory from his grandfather, Ralph Sharpe. More information about Ryan is available on the SSEF scholarship website, <https://ssefva.org/ryan-trexel-memorial-soaring-scholarship/>

Meet Jim Kellett

Jim's first flight was in 1940 at the age of five in a Stinson Detroiter. The place was Spartanburg, South Carolina, his birthplace. He cried when they landed. Jim is now convinced there's a "Peter Pan" gene that affects some of us, like him. His second flight, in the summer of 1947, was in the front seat of a J-3 Cub in Hendersonville, North Carolina, piloted by a counselor at a boy's camp where he was working, and his third flight, in 1961, was in a Constellation from Chicago to Durham, for his first serious job interview. But in April 1966, it got serious. After reading an ad for the "Capitol Area Soaring School", then located at Godfrey Field (now Leesburg Muni), he started lessons, was licensed in June, and bought his first glider—a 1-26 (N8630R) in August. Back in those days, the FAA examiners weren't such bureaucrats; his private pilot flight test consisted of a solo flight



in a 1-26 while the examiner watched from the ground. And this was his 33rd glider flight. Maybe that reflects on the FAA examiner's very good sense of self-preservation! In the next few years, Jim earned his Silver badge in this ship and, by the 1-26 Association, was named winner of the Region IV Pro Class for best 1-26 flight in 1970.

After flying with CASS for several years, he helped found the Capitol Convectors (a very short lived, unsuccessful club) and then the Short Hills Soaring Club based out of Scott Airpark in Lovettsville, Virginia. SHSC folded when its one ship, a 1-23, was destroyed in a crash. While on a sabbatical at Sangamon State University in Springfield, Illinois, Jim flew with the Illini Glider Club out of Champaign and helped found the Lincolnland Soaring Club in Lincoln. Jim sold 30R in 1972, and bought N10388, a 1-23H-15, in 1974 from Don Kiscaden at Lin Bachtel's gliderport in Lexington. With partner Leo Meacher, he converted it into a 1-23H by adding Schweizer wingtips, increasing the span to almost 17 meters. With a paint job designed by Scott Callander, this became the Bluebird in which several Virginia pilots earned badges. Jim completed his Gold badge and added his first diamond (altitude). The Bluebird went to Pete McClean in Massachusetts in 1988, when Jim bought an Open Cirrus (N8169). He earned his second diamond (goal) in that ship in March of 1997. In 2003, he became a partner in an ASW-20C, which he sold in 2020. As of 2026, Jim has about 6000 hours in gliders, and about 300 hours in single engine airplanes. He's a member of the United Flying Octogenarians (UFOs), was a CFI(G) for about 40 years, and a designated SSA Instructor. The SSA named him "Most Active Club Instructor" in SSA Region IV in 2002 and 2003. He's flown gliders at gliderports in 15 states, two in the UK, and one each in Switzerland and New Zealand. He's flown 24 different gliders and 2 motorgliders, using aerotow, auto tow, self-launching, and winch launches, and he was one of the seven owners of the Warrenton Soaring Center, serving as the Corporate Secretary until it went out of business.

In 1991, Jim was a founder of the Skyline Soaring Club, and served as a director and editor of *Skylines* for several years. He Served as the Chairman of the Classic Division of the Vintage Sailplane Association from 1996 through 2004, and started an informal Open Cirrus Association to coordinate

information on this classic sailplane. He also served two terms (2004 - 2011) as the SSA Regional Director, representing Virginia, Maryland, West Virginia, Delaware, and the District of Columbia. In 2010, he was named Coordinator of the Virginia Soaring Association, an organization of the six SSA chapters and three soaring-related charitable foundations in Virginia at that time. The Virginia Department of Aviation named him "Person of the Year" in 2011.

In 2016, Jim received the FAA's Wright Brothers Master Pilot Award, the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award, named after the Wright Brothers, recognizes individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots."

Jim was married to Pat Dowling Kellett for 67 years (she passed in 2025), and had three great kids (Jeff and Cliff - twins - and Pam Woods), six grandsons, one granddaughter, one great grandson and six great-granddaughters!! He got a BS in Pharmacy from the University of South Carolina (he was licensed to practice in Virginia and South Carolina), and a PhD in medicinal chemistry from Purdue. He taught at the University of North Carolina from 1961-65, when he joined the National Science Foundation. He also did a short stint at Sangamon State University in 1973-74, while on sabbatical from NSF, serving as the science advisor to the Illinois General Assembly. From the NSF, he went to the Energy Research and Development Administration, then the Department of Energy, and finally to the Federal Emergency Management Agency, from which he retired, in 1996, as the Director of the Mt. Weather Emergency Assistance Center, the once super-secret installation on the Blue Ridge just east of Winchester, where he lived from 1994-2007.

His proudest accomplishment as a bureaucrat was being fired from the Department of Energy by President Reagan for "...fostering the erroneous, and potentially dangerous, public perception that energy conservation and renewable energy could have a significant effect on the nation's energy problems." (That's a quote from the Congressional report that abolished his Division. From the perspective of the early 21st century, we can see how

appropriate that was—we never learn.) Jim moved from Winchester to Harrisonburg, in 2007, where he lives in a retirement community and recently celebrated his 90th birthday.

Miscellaneous Chatter

On Clothing: Land's End is the best way to go for LOGOs, and misc. John Noss and Phil Jordan were very helpful in tracking the merchandise history. We now have an account with them.

Parachutes: The Club maintains two parachutes for member use. If you intend to use a parachute, be sure to get instruction in its care and use. The National 360 parachute (the blue parachute) has a manual in the tote bag. Read it. Then replace it in the bag being careful not to damage it. Be sure you don't lose it. The blue parachute is limited to 188 pounds gross weight (including the parachute, which weighs about 11 pounds), 177 pounds maximum for the pilot (including clothing). The gross weight limit assures that you will descend at an acceptable speed. You also must know how to inspect the parachutes prior to their use, how to put them on and how to stow them after their use. Parachutes must be repacked every 180 days, and you should know how to check whether this requirement is met. Never allow the parachute to get wet. If you do get it wet, it must be dried and repacked as soon as possible. Take good care of these parachutes. New ones cost well over \$3,000. [*George Hazelrigg*]

Challenge Problem

As I was so successful at stumping everyone with my mystery montage (see the answer below), I have decided to include a challenge problem in each newsletter (at least for now). By the way, I encourage members to submit problems if you have an interesting one. Here's the problem for this month.

You are planning a flight from FRR to LUA. You plan to fly direct on a magnetic course heading of 228° at a true airspeed of 55 kts and are given the winds aloft to consist of a quartering tailwind of 20 kts at 325°.

Question 1: Will the tailwind result in a groundspeed greater than, equal to or less than 55 kts?

Now, if you think you've got the answer to this question, perhaps you can get the answers to the next two.

Question 2: If the glider you will be flying has an L/D of 38 at a true airspeed of 55 kts, what will be your effective L/D on course to LUA?

Question 3: What will your compass heading be correcting for the wind?

The Photo Gallery

The April edition of Skylines had a challenge montage to see if anyone could correctly identify five Club members. I received a number of guesses, each of which I shall denote by a set $\mathbf{G}_i$ consisting of a 5-vector of elements $n_{i,j}$, $j = 1, 2, \dots, 5$, comprising the suggested names of the 5 Club members, and where i belongs to an index set $\mathbf{I}$ that labels each guess set. Let $\mathbf{A}$ denote the answer set consisting of the union of the guess sets,

$$\mathbf{A} = \bigcup_{\forall i \in \mathbf{I}} \mathbf{G}_i$$

Let $\mathbf{N}$ be the set whose elements, $n_{i,j}^*$, are the five correct names of the individuals in this montage. Given these sets, it is correct to say that $\mathbf{N} \subset \mathbf{A}$, however $\forall i \in \mathbf{I} \mathbf{G}_i \neq \mathbf{N}$. In other words, no one got it right (although each person in the montage was correctly guessed in at least one entry). The correct answers are: (A) Bela Gogos, (B) Jim Kellett, (C) Chris Zaboji, (D) Bill Burner, (E) Rob Jacobsen (front seat). Sorry folks, no kudos this month.

Piet Barber kindly provided the following photos taken during recent flights in Quack-Quack. [Editor]



Operations

- Operations at Burner field (VG55) will be as follows: All radio communications will be on



123.3. Landings will be on Runway 03, takeoffs will use Runway 21. Field elevation is 965 feet MSL. The runway is 3100 feet long, 100 feet wide, significant uphill slope after the first 1,000 feet on Runway 03.

- Note that gliders use right-hand traffic in order to remain unconflicted with airplane traffic, which uses left-hand traffic. All gliders flying with the Skyline Soaring Club have radios and announce takeoffs and landings on 123.00. Expect that gliders will be using runway 28 unless winds dictate the use of runway 10. Also, gliders are approved for use of the grass area to the north of the runway for landing.
- Be aware that skydiving operations may be conducted concurrent with SSC operations depending on the weather. Operations are announced on 123.00 beginning about five minutes prior to jump time and at *jumpers away*. Please avoid the area directly over the

airport and to a radius of one mile until all jumpers are clearly in sight. Jumpers typically land in the grass areas directly adjacent to the taxiway on both north and south sides. Gliders can safely fly a normal approach to runway 28 while jumpers are in the air, but should stay north of the tree line on downwind leg. Jumpers will strive to remain clear of the grass area where gliders land.

Upcoming Events

- The following is reposted this month as a reminder and for anyone who missed it in the April edition of *Skylines*. The Burners will host an “*away-day*” on May 9. Operations on that day will be conducted at Burner field (VG55) in Woodstock, 14.4 nm west of KFRR. Burner field is a private airport with a 3,100 foot grass runway that is not exactly level or straight. It provides training for off-field landings. This event includes ferry flights from and back to KFRR and a social gathering to include pilots, students and families. A great chance to meet fellow members and get some great training in off-field operations.

As of this writing, there are still open spots for ferry flights and a need for volunteers for ADO at both KFRR and Burner Field, and also for fuel canister transport. Please contact Tim Moran to accept any of these spots.

Directions to VG55: On I-81 south, take Exit 283 and turn right at the stop light onto Route 42 south (Senedo Road). Go 1.5 miles to Coffmantown Road (at the bottom of a hill immediately after crossing Narrow Passage Creek). Turn right onto Coffmantown Road, go 0.3 miles and the airport road (gravel) is on the right. As you drive on the gravel road, please stay on the gravel (do not go on the grass) and do not exceed 15 mph. Cars should continue past the hangar and park in the open area to the north of the hangar. Glider trailers should use the wide grass area next to the runway where the road jogs to the left. Gliders can be assembled in this area. See the photo above.

The following is the invitation from Bill and Sharon Burner as emailed to the club membership for those who may have missed it.

The Spring Woodstock Fly-in/Family Day is definitely on for 9 May. And for those who really plan ahead the back-up rain date will be the following Saturday, 16 May. So if you would



like to be one of the many who volunteer to help stage this affair (e.g., DO or ADO at either FRR or Woodstock; ferrying as much of the fleet as we can get over or back; moving fuel to Woodstock; second tow pilot; etc.) think about being free to do it on both the 9th and the 16th, as it is not unheard of that we may get rained out the first time (ahem).

Sharon and I always emphasize that we intend for this to be a family affair. So plan on bringing your families, a picnic lunch, and socializing with the rest of the club. Or, if you like, the airport is not quite two miles from Woodstock, where there are innumerable fast food places. There is a bathroom on the field and plenty of shade from the sun in the hangar, but plan on it being a day out-of-doors in the beautiful Shenandoah countryside. The runway is grass, 100 ft wide and 3,000 feet long. A lot softer than asphalt. It makes you feel like “this is the way flying used to be and still should be!”

Sharon and I hope to have another good crowd, and we look forward to meeting some of the new members.

- A Wings & Wheels event will be held at KFRR during May 9. The event will feature aircraft, classic cars, an all-you-can-eat breakfast and skydive demonstrations.
- The May SSC Board meeting will be on the 7th. Members are invited to attend via Zoom.

- Application for the 2026 week of training is now open. We are seeking 12 students, 4 or more tow pilots, 4 to six instructors. Rated pilots interested in “follow-the-leader” for XC Training are welcome to come to the week of training.



Sunday 5 July 2026: Ferry gliders from Front Royal to Petersburg WV

Monday 6 July - Friday 10 July: Week of Training

Friday 10 July 15:00 - 18:00: Return equipment to Front Royal.

Applications:

<https://wot.skylinesoaring.org/application>

Details are available at:

<https://wot.skylinesoaring.org/wot-bible>.

This is a special intensive training event led annually by Piet Barber.

- The Great Pumpkin Drop, anticipated during October, will feature a pancake breakfast and a pumpkin drop from airplanes.

Notice: Help Wanted

The position of Club Treasurer will be open starting January 1, 2027. Now is the time to volunteer to take on this role with the club. Take advantage of hands-on training for the next eight months, making you fully trained. It would be best to step forward now, at your discretion, rather than wait until the last minute and enter the role under-prepared. Contact Ralph for more information (treasurer@skylinesoaring.org, or vawterralph@gmail.com)

For Sale

This section is to allow SSC members to post items (preferably, but not limited to, aircraft-related stuff) that are offered for sale or as freebies.

Rolladen-Schneider LS1-f, N6108J, 1974, based at Warren County Front Royal airport (KFRR). Contest number 6E. 2863 hours TT, June annual (will re-inspect before sale). Borgelt and Winter varios, Dittel VHF radio, one-man rigger & Mountain High O2 system. 1995 Anschau KOMET trailer. Trailer and glider in good condition. Offered to SSC members at \$18,000. For information, call: Evan Dosik (703-338-4688) or Tim Moran (202-247-8820).



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