

Skylines **Vol.1 Issue 1, November 1991**
Newsletter of the Skyline Soaring Club

This is the first issue of what I hope to be an effective means of communicating club news to its members. This is also my first journey into the world of newsletter writing, so I hope the quality and content don't suffer too much for it. To get this out quickly, I spared some of the super-duper graphics layout. Hopefully, one our members can turn this thing into a real newsletter. Any volunteers Phil? Anyway, I've tried to organize this thing into topics of interest to the membership at large. If anyone has ideas, give me a call.

We need to find a new name for the newsletter. My wife took her pre-school class to the Smithsonian Air & Space museum and was placed on the mailing list. They also like the name Skylines. Perhaps the creative types amongst us can find something better. Really big prizes for the winner!!! Just kidding.

Highlights from 11/16/91 Meeting

Our last meeting was a doozy. Stormin' Norman would be proud. Even the band asked us to keep it down. After the smoke cleared and the wounded were carried off the field, the following motions were passed:

1. Skyline will operate out of Warrenton for an indeterminate period of time.
2. Skyline shall not obtain financing for the pawnee tow plane.
3. Skyline will buy the pawnee for cash.

The membership decided that Front Royal lacked the necessary facilities for a successful glider operation, and elected to stay at Warrenton until further notice. Key points included lack of hanger space for the ASK, and the cancelation of the airport improvements master plan.

Members also decided that the board's plan to purchase a 2-33, 1-26 and finance the tow plane was potentially risky and over-capitalizing. Instead, the club will purchase the tow plane for \$22,500 cash. This leaves the club with \$5-6K cash reserves- not enough to buy sailplanes.

Luckily, Jim McCulley thinking about purchasing the 2-33 himself and leasing it back to the club. Details of the lease are being negotiated between James Postma and Jim as I write, so stay tuned.

It is important to point out that we are a glider club that owns no gliders. We need to keep in mind the impact this will have on training, demo rides, income etc. I am aware of another member who is interested in buying the 1-26. He would consider two options: 1) a second or third partner to own the plane outright, 2) buying in at a smaller cost

with several club members and share the plane with the club. It is a tragedy to loose the airplanes at the prices they are being offered. If the club can't do it, I hope an individual can and offer the club a lease or lease with option to buy. Call me if you are interested.

With a little luck, by the time you read this we will be in the soaring business!! Let's hope the weather and tow plane hold out.

Treasurer's Report

We have raised over \$28,000 cash. After the tow plane purchase we will be left with aprox. \$5,500 operating capital. We will have to come up with a budget that will take into effect the leasing arangments and new point of operations.

A printing screw-up on our checks has us listed as Skyling Soaring Club. This would be ok if we were in China. We are waiting for new checks.

An Application for a fuel account filed with Culpeper Airport.

Who's Who

Starting next month, I thought it would be interesting to find out more about this eclectic crowd now calling themselves Skyline Soaring Club. 'A' is a good place to start. Guess what Spencer?

The Next Meeting

I hope we can establish a better location for the 12/16/91 meeting. The restaurant is convenient, but after 9:00PM, the music forces us to run for cover. Perhaps, someone can donate a livingroom? What about rotating meeting places? Call me with suggestions.

Now is the time for all good men and women to come to the aid of their club. We need members to start participating in club functions. Check out the bylaws and see where you fit in. Now that things are starting to sort out, we need to focus on job duties. This is your club, please participate. Sign-ups begin next month.

Flight Safety

I'd like to use this space for the safety officer to focus on one or more issues of flight safety. It is critical to the success of the club. One accident can ruin us in a second, and I'd like to foster a healthy and sober dialog on flight safety items.

Warrenton Airpark is a tricky place to land an airplane, this is a fact. During my time learning how to fly there, I heard a lot of macho talk about how only "bad" pilots are fearful of the pattern. Please, spare me the hair shirt. I still remember the tow pilot (very experienced military aviator), who conceded that even on a calm day the pattern