



## *Skylines*

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### *Smooth Sailing on Columbus Day*

Skyline Soaring will be open at noon on October 12. Ralph Wentzel will be Duty Officer and Bill Jones will be the tow pilot.

### *Next Meeting Scheduled*

Our next club meeting is scheduled for Saturday, October 24, 1992, at the New Market airport after a day of flying. Please plan to be there for flying as well as the meeting. Come out, enjoy and support your club.

### *A Special Message from the President*

A soggy Labor Day week-end marked the end of Skyline Soaring's first summer of operations. We have survived our first winter, spring, and summer of operations in relatively good shape, all things considered, with most of our start-up problems solved or in the process of solution.



Fall is the best soaring season in this area because of the cool, dry, and sometimes, windy air masses that come through as we transition toward winter. Hopefully, the bad weather will cycle to mid-week leaving week-ends eminently flyable.

Fall is also the time to plan for next year. Each member must ask what he or she wants the club to be, and do, in the coming year. We need to share and discuss ideas in order to formulate constructive directions for the club. By the November meeting we would like to have input from all members, through the appropriate committees, so the board can put together a 1993 operating plan for approval by the membership.

Some areas needing consideration are: ✓days and staffing of operations; ✓how to best keep the aircraft flying; ✓what equipment and facilities do we need to work the proposed operations; ✓how to best serve the needs of the current members and to recruit new members to achieve our goal of 60 members; ✓how to recruit or develop members with special critical skills, such as tow pilots and instructors; ✓what competitions or flying events do we want to sponsor or participate in and what social events do we want; ✓how do we plan to fund our activities and how do we want to interface with other soaring organizations such as MASA and SBA, ✓how do we want to be organized. There is a committee or person designated to deal with each of the above areas. Please discuss your ideas relating to the above or any other areas of concern with the committee members and chairmen so they can come forward at the November meeting with proposals for 1993.

Due to the pressures of business expansion and reorganization, Shane Neitzey has given up the chairmanship of the membership committee, however, he remains vice-president of the club and a member of the membership committee. Replacing Shane as membership chairman is Phil Jordan. Phil is a graphic and editorial design consultant. He is art director of *Air & Space* magazine and has many years experience in editorial, advertising and promotion communications.

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Finally, we should not only be thinking of 1993, but also of 3 to 5 years from now. We need to ask ourselves how big the club should be, what equipment and facilities do we want, and how should SSC relate to the rest of the soaring movement then? We need thoughtful and practical answers to give ourselves a sense of direction.

Skyline Soaring Club owes its success in 1992 to hard work by many members.

*Keep up the good work and congratulations. ---Spencer Annear*

### *Treasurer's Report*

Bela Gogos reports that we have more than \$13,000 on hand. We are doing all right, but need more flights! We will have expenses soon for the annual inspection of the Pawnee, which will possibly need some expensive work. We also have daily operating expenses for fuel, hangar space, etc. Support is provided by the members using and paying for the equipment. *So get out and fly...you'll be helping establish a more responsive club..*

### *Operations Report*

Kit Carson, our newly appointed Chief Tow Pilot made the report. *We need more tow pilots!* Several possibilities were advanced and discussed as ways to fix this; honorary membership, non-member tow pilots, full-membership for such pilots. There are several points which must be understood before this decision is made. First and foremost are the insurance

rules for qualifying new tow pilots; 100 hours of taildragger time and 25 tows. This means all that must be satisfied before a pilot can be insured to fly for our club. *Do you have an idea on how to deal with this situation?* Let us hear from you. Further discus-



sion was tabled until we have more ideas and information. Bela will question the insurance company on particulars. We must be concerned with:

- ▀ *tow pilot checkout procedures*
- ▀ *insurance costs*
- ▀ *possible special memberships to accommodate tow pilots*

Further operations concerns were discussed and our president stated that we need radios on the ground for Duty Officers, if not in the air (in club ships), for safety and for efficient operations. We need a meeting of instructors and student pilots to assure ongoing progress in learning to fly. We need procedures to assure currency of pilots who fly club equipment and/or a list of qualified pilots.

Bill Jones reminded members to use the approved patterns for landings. Those who are on duty should take note of this point and gently remind pilots.

### *Maintenance Report*

Jim McCulley made the maintenance committee's report. He mentioned the Pawnee's exhaust system is in a delicate condition and should be carefully checked prior to flight. He also cautioned against excessive use of brakes on club ships, mainly to prevent damage to the grass field as well as wear and tear on the aircraft. Jim Miles is gradually amassing a spares supply. Some discussion followed on the advisability of purchasing the Warrenton Soaring Center's parts supply. The asking price is \$350. Bela suggested that we offer \$250 and be done with it. It was decided that would be done. Bela will send a check for the parts to Jim Kranda.

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## *Facilities Report*

Charlie Lee says the hangars still leak during rainfall and it looks like that will have to be tolerated as he couldn't stop it! Ed Rainey is supposed to be appropriating \$200. to purchase gravel for the hangar floor. The doors for the hangars still need to be installed.

## *By-Laws Sub-Committee Report*

Bill Westerman reported that the draft by-laws are not yet ready for general review. The sub-committee is scheduled to meet soon and talk about the draft. It is hoped that the draft will be ready by the next meeting.

## *...and Furthermore...*

We need to be thinking ahead to next year as 1993 isn't that far off. We still have to create a budget for the new year. ☛ Our President will be speaking with his counterpart at the Mid-Atlantic Soaring Association (MASA) about the possible affiliation of our two clubs.



The old camping trailer used as the office at Warrenton Soaring Center is ours and must be removed by us. We will place an advertisement in a local (Warrenton) paper. ☛ We discussed the possibility of obtaining a telephone and answering machine for the club. No decision was taken. ☛ The Schweizer trailer needs much attention. It is feared that we will lose the use of this piece of equipment if action isn't taken soon! ☛ Mention was made of the possible need for a backup tow plane when the Pawnee goes in for its annual. Spencer is investigating what might be possible as regards the Piper in the hangar behind us. He has found the owner's name and will be attempting to contact them. Anyone know of a deal for purchase or lease of a suitable aircraft? Spencer suggested we might look at a winch for launching as an alternative to aero towing. ☛ There was some discussion of whether or not we should operate throughout the coming Winter. A sort of consensus was reached that we should operate, weather permitting, during the Winter.

## *The Real Stuff*



On September 20, 14 year old Curtis Phillips slipped the surly bonds *by himself* and soloed. Take a moment and remember *your* solo flight...*fun wasn't it?* I'm sure we all extend congratulations to Curtis. Both our club and our sport can use a lot more young enthusiastic new members. Do you know a youngster that would be a candidate? *Get them out!*

Also on the 20th, Piet Barber returned to the flying fold at New Market.

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If you have suggestions, information or ideas for your newsletter please send them to Phil Jordan c/o Phil Jordan and Associates, Inc. 2200 Wilson Blvd. Suite 409 Arlington, VA 22201. (703 528-6117). We have some great stuff from Jim Kellet to share but time prevents our including it in this issue. Skylines is produced on a Mac II ci using Quark X Press but we can convert your 5.25 DOS disks and read from your 3.5 floppy.



*Newsletter of the Skyline Soaring Club Inc. October 1, 1992*

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