

MINUTES OF THE BOARD OF DIRECTORS' MEETING OF THE SKYLINE SOARING CLUB, INC. AND SKYLINES

BOARD MEETING

The April 1999 Board of Directors Meeting was held at Shane's Signs in Manassas, Virginia. The meeting was called to order at about 7:30 PM by Spencer Annear, President. In attendance were: Bela Gogos, Treasurer, Spencer Annear, President, Kit Carson, Director, Jim McCulley, Director, Shane Neitzey, Vice President, and Ralph Wentzel, Secretary.

TREASURER

Bela presented the Treasurer's Report for April. Highlights will be presented here, but any interested members may contact the Secretary and a copy of the complete report will be made available to them. Bela's reports are complete, easy to read and concise.

There are currently 28 active members in the club. This number includes Charter, Regular, family, and student members. There are 5 inactive members at this time bringing the total to 33. This is down from previous reports and indicates a trend toward declining membership. Of the 28 active members only a few have been regularly coming out to fly. Perhaps with the advent of better weather more will begin to participate in the club's activities. Several members are in arrears on their dues. These folks should know who they are and make an effort to get current. The club's debt is slowly being reduced, but it will be some time before we are free and clear of debt. Our bank balance is slowly eroding and needs to be built up by the members coming out

and flying! The back dues total \$840.00 and would help a great deal toward increasing the account balance.

OPERATIONS

Since there was no Operations Report, the floor was opened for discussion and/or comments. Bela commented on the condition of tow ropes, since we have been forced to operate off the paved runway. The grass is very water logged after the wet Winter and Spring and the paved strip is our only option. Dragging the tow rope on landing is accelerating wear! Ed Rainey, the owner/operator of the New Market airport, has made comments about the necessity for radios to make our operation safer. Several members have begun bringing their personal handheld transceivers along for use as "Skyline Ground Control." Mr. Rainey has made the club a generous offer of selling us a radio and financing it for us! As expected, this caused much discussion. A motion was made, seconded, and passed that the club purchase a radio, charger, push-to-talk switch, and antenna for no more than \$570.00. Bela agreed to take care of the purchase.

MAINTENANCE

The Maintenance Report was presented by Jim McCulley. Towplane airspeeds were discussed. Jim has purchased oil for the plane and Jim remarked that oil consumption seems high! He is keeping an eye on this. Tie down ropes for the 2-33 have been purchased and installed. This was a needed improvement. Nesting

birds have proven to be a large problem this Spring. Jim found, for the third or fourth time, nests and even some small, blue eggs inside the cowling of the Pawnee. As a result, Jim made up some foam plugs for the openings to prevent this in future. Tow pilots are cautioned about this factor. Duty personnel are advised to place the Pawnee's propeller at a 15-20 degree angle so as to deter birds from roosting on it and fouling it with their droppings. Jim has provided a tachometer for the Towplane from his own stock of parts. Thanks Jim!

FACILITIES

The Facilities Report was, basically, that Spencer Annear has generously provided some concrete patio blocks for use in the somewhat soggy ASK-21 hangar. Thanks Spencer!

MEMBERSHIP

Next, the Membership Report was presented. Shane thinks he has another prospective new member. Ralph Wentzel also has a prospect for membership. Spencer suggested that we might consider ending the Temporary Member category. As expected, this generated a great deal of discussion. A motion was made, seconded, and passed that the club refund 50% of the initiation fee to Temporary Members, who resign, and that monthly dues be set at \$25.00. Jim McCulley also suggested that we put copies of our flyer at local airports on the bulletin boards. Spencer then suggested we hold a "blue light special" for a specified period of time to try and attract new members.

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There was no motion, so this becomes an item of old business at the next meeting. The "special" would look something like...if Trial Members were to join within a month of taking out a Trial Membership, there would be a discount of \$50.00 off the regular initiation fee. This would be in force during a specific period.

COMPETITION

The competition Report consisted of the committee's report by Shane Neitzey. Shane and Ralph Wentzel are the committee. This suggestion was discussed and it was decided that Shane and Ralph would continue to develop the idea and present it at the next meeting.

SOCIAL

The Social committee's report was nothing to report.

OLD BUSINESS

The board discussed: issues of participation/activities, new tow pilots (qualifying them), affiliations with other area soaring organizations, and, last but certainly not least, the Concord trailer.

NEW BUSINESS

A letter has been mailed to Air Traffic Control requesting that a "wave window" be established for us to use at our request and with ATC approval. This comprises an area, roughly rectangular in shape, about five by five statute miles situated to the west of New Market.

There is an air show scheduled for Front Royal airport for sometime in July. We may

participate with a glider, etc. It would be good advertising.

Our "publisher," Phil Jordan, has been good enough to prepare "camera ready" club business cards for the members. There would be a charge for printing the actual cards, but the blanks or whatever you call them are free on Phil. Thanks guy!!

By now everyone on the active roster should have received the new Skylines Soaring Club Operations Manual in the mail. The manual contained a number of corrections to the document as published. A second was entered and the votes were passed. The manual is official now! Good job Phil!

The acceptance of our new manual brings to bear a couple of new issues...we need a Senior Instructor. More on that at a later date. We will need a form for listing Trial Members at the field during operations. An information kit for handing out to "walk-ons," who may be prospects is also needed.

There was discussion on a Tow Pilot's Manual, this will be discussed and, hopefully, resolved at our next meeting. Kit is working on this one.

The April meeting was adjourned at about 21:30.

Ralph Wentzel, Secretary

The next meeting is scheduled for Thursday, May 27, 1993 at 19:30 in Shane's Signs location in Manassas, Virginia.

FANTASY FLIGHT!!!

Your reporter has only been flying since late 1989, but it has been fun and very challenging during that time. It has been said that a glider pilot's two hundredth flight is not unlike the magic one thousand hours for his powered flight brethren. Since I am "just a glider pilot" it isn't possible for me to relate to that, but my two hundredth flight turned out to be a landmark one in several ways.

The day started out with a good thermal index forecast by the Leesburg Automated Flight Service Station (FSS). I got out to the field later than I would have liked, but that can't be helped sometimes. There were very few members present that day, so I asked the Duty Officer if I might take the ASK-21 for as long as I could stay up. Little did I know at that point what was in store for this relatively inexperienced and non cross-country glider pilot! One of the local youngsters, Matt, helped me to get the ship out and even to wash it, so I offered him a ride with me, if he wanted to go. Are you kidding? Why else would he hang out at an airport? Anyhow, we got staged and finally launched at around 13:00 or a little later.

The flight out on tow wasn't particularly noteworthy and we unhitched at 3,000 AGL. Immediately we found some 4-6 knot lift over toward the south end of New Market to the West of Interstate 81. A couple of times we saw up to 8 knots of lift and were able to get to 5 or 6,000 feet in it. This was great!! I wasn't aware, just

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yet, of what nature had in store for Matt and me. From the altitude we had gained, we decided (and I do mean "we," almost everything Matt and I did was discussed before doing it) to go over to the Route 211 gap and try the cumulus markers there. We lost very little, if any, altitude on that short leg and soon crossed the Massanutten in powerful thermal lift.

At times the vario was pegged at 10 knots up and the climb was so fast that you could easily see the approach to the Cloudbases and watch the altimeter "wind up." This was something I had only read about or imagined! From the gap, we drove northwards toward the town of Mount Jackson. We found several thermals along the way and lost little or no altitude! We stayed at or above about 7,200 feet all the way.

At this point Matt and I felt that we could do almost anything we wished as there was lift...powerful lift everywhere. Eventually we went back toward the ridge and found excellent lift over the central valley. Yes, there is a valley in the middle of the Massanutten, called Fort Valley according to Matt. At this point there was lift of up to 1,000 feet per minute in several places over the valley. I say this because the vario was pegged at that reading, but we suspected that it was much greater than the indication. We stayed around there climbing and flying. I believe it was at this point that Matt said something like, "we could go to Front Royal if we wanted to." After some more

discussion it was agreed that we would try for Woodstock, not quite as far as Front Royal, and see what happened. It would be good to explain here that I am NOT a cross-country pilot. No experience of any kind with that kind of flying and was loathe to try anything but the most conservative efforts. Hence the decision to try for Woodstock and not farther. Besides, I was in a club ship! Further in my defense was the fact that by now we were exceeding 8,000 feet AGL!! The weather was CAVU and one could see all the way into West Virginia across several ridges. We uneventfully made it to a little way beyond Woodstock and made a turn to the north of the town back toward New Market, which was barely visible, since it was so far away. Thinking that I would arrive at the airport at or near pattern altitude, I let it all hang out and flew the "K" near the upper limit of the green arc. There was some turbulence, thermal caused I'm sure, but nothing too rough. Nearing the field, I accelerated to 100-110 knots, feeling sure I would have to land upon arrival. This was so wrong that I laughed at myself when I discovered we were 4,500-4,600 feet over the airport! We found more lift and again went to 8,200 feet! We once more decided to fly back up to Mount Jackson and see if the great lift would hold. We got to Mount Jackson without loss of any more than 500-600 feet. Matt remarked after a while that for more than an hour we had stayed at or above 7,200 feet! At times the climb was so severe that it felt as if we were flying in a powered aircraft. The vario would peg

on 10 knots (about 1,000 feet per minute or so) and it surely seemed that the climb was considerably better than that number. I can only guess that it might have been as high as 1,200-1,500 feet per minute. You could watch the altimeter wind up rapidly as we circled lazily in easily centered lift each time! We tired of flying in the Mount Jackson area and went back to New Market as it was getting late in the afternoon and I didn't want to find myself out of the immediate area of the airport if the lift suddenly disappeared.

We stayed in the vicinity of the airport for some time and only decided to come down because the altitude and cold was getting to us. Besides we were tired and elated. As I descended in a tight spiral with full spoilers, there were bumps in the air (I had by now turned the audio vario off), so I glanced down at the variometer. To my everlasting surprise at 65-70 knots, diving with full spoilers out, the instrument showed 4 knots up!

I hope that you readers will forgive me for going on like this, but if you've never experienced anything like this, you can't even begin to imagine the thrill and feeling of freedom it gives the pilot to be in a situation like this!

Afterwards, I figured that we covered about 65 or 70 miles cross-country and stayed up for nearly four hours. This turned out to be my best flight to date and it just happened to be my two-hundredth flight as well!

Ralph Wentzel

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ARTICLES ANYONE?

Anyone having stories or articles they would like to see published in this newsletter may submit them to either Ralph Wentzel, Secretary or Phil Jordan, Director. We have agreed that anything of interest to aviators, especially glider drivers is appropriate. Technical articles, fiction, first-person reports and instructional pieces are welcome. The subject matter may vary from short stories about flying gliders or powered aircraft to articles on technical subjects such as: engineering, weather, soaring techniques etc. Help us make your newsletter more readable and interesting. And let us hear from you students out there! Tell us about your adventures, progress etc.

The articles you submit may be typed (preferred), handwritten or on diskette (also preferred). Diskettes should be sent to Phil or, if you use MS WORD, to me. All non-computer stuff may be sent to me and I'll do the input to my word processing program.

ADDRESS LIST

I am going to update the club membership list and would appreciate very much your forwarding to me any recent changes in addresses, telephone numbers etc. You can see me at the airport or send changes to:

Ralph Wentzel, Secretary
Route 2, Box 166F,
Leesburg, VA 22075