



Skylines

FLASH!!

The 1996 Annual Membership Meeting is scheduled for January 27, 1996! THIS IS A PARTICULARLY CRUCIAL MEETING! PLEASE PLAN TO ATTEND, AS THE DECISIONS MADE WILL CHART THE CLUB'S COURSE FOR SEVERAL YEARS!

High visibility actions include: Election of Board of Directors and Resolution of issues raised at the January 6, 1996 Strategic Planning Session (SEE REPORT ON STRATEGIC PLANNING SESSION BELOW!).

Are YOU interested in becoming a member of the Board? CALL SPENCER ANNEAR at (703) 751-9130 and discuss it!

At this writing, it is planned to hold the meeting at the Falls Church Community Center. Shane Neitzey is working on the details, and will follow up before the meeting with a "telephone cascade" to alert all members about the exact time and directions. For more info, call Shane at (703) 335-8185.

REPORT ON SKYLINE SOARING CLUB'S FIRST STRATEGIC PLANNING SESSION

The club's first "brainstorming" session held at New Market Airport on January 6. Nearly 40% of the club's active membership attended, and during the six hour session, most ably and patiently chaired by President Annear, many issues - major and minor - were identified and discussed. The results include:

- 1. Consensus on the Club's Broad (Strategic) Goals**
- 2. Identification of specific 1996 Goals, including**
 - A. Recommendations to the Board of Directors, and
 - B. Issues for discussion at the Annual Membership Meeting

1. THE BROAD CLUB GOALS

The members agreed that the following broad goals are to be used as criteria in making decisions on specific proposals. While these goals are listed in approximate priority order, it was the consensus of the members that they all must be met, and that they cannot be treated in isolation from one another.

- 1. Fiscal Solvency.** Sort of "first among equals", the Club must be fiscally sound to survive and grow. Adherence to this goal affects how we set fees, plan for contingencies (disasters), and set priorities.
- 2. Maintain and Improve Facilities.** The Club has to have a place to operate, and the quality of those facilities has a profound effect on many other aspects of Club life - safety, social considerations, attractiveness to potential members, etc.
- 3. Strengthen Member Participation in Club Activities.** The major difference between a Club and a commercial operation is literally, the "sweat equity" that the members invest. Many members recognized that this goal is very complex and challenging to implement.... see comments on Goal No. 4.
- 4. Reaffirm Club Mission.** The Club means many things to different members...an inexpensive way to learn to fly, a resource for cross country flying, preparation for and/or engaging in competition, and a

social organization for like-minded individuals.

5. Maintain and Enhance Safety. The Club has not endured a major accident, but one member has been injured in a preventable incident and there have been several "close calls". Because it's easy to let safety "slide" in the absence of an incident, it's crucial that the Club take special effort to make safety a part of the "culture".

6. Improve Communications. The flow of information - about Board decisions, member activities, airport status, scheduling, operations - could be improved as it enhances safety, promotes effective operations, and encourages social interaction. The members believe that many concerns about safety, membership participation, and other issues can be traced to members' not getting accurate and timely information.

7. Increase Membership. When the Club was founded, it was perceived that 60 active members comprised a "critical mass" of members to assure enough resources, qualitatively and quantitatively, to be successful. While the Club has met many of its objectives with a smaller number, the members believe that active membership should be increased above present levels (*at this writing, 38*).

8. Promote Social Activities. The members recognize that there are two broad types of social activities conducive to a healthy Club. At the risk of oversimplification, the "planned" events (e.g., our "fun day" and our Christmas party) and the "unplanned" events (e.g., the occasional rendezvous after flying either at the field or in a restaurant).

9. Upgrade Flying Equipment. The variety of member needs includes some that cannot be met with the present number and types of aircraft (see discussion of specific goals following this section). There is also some equipment (e.g., radios) that contribute to safety and smoothness of operations.

10. Assure Reliable Daily Operations Management (e.g., "Duty Officers"). For our Club to be successful, we need to strengthen the day to day management of operations, now the responsibility of members serving as Duty Officers. This is a particularly crucial "job" in the Club, as it obviously affects every other Goal for the Club.

2. SPECIFIC 1996 GOALS AND RECOMMENDATIONS

1. In the area of fiscal solvency, the members discussed the need for a "disaster plan" which would deal with a non-insured incident or set of incidents that would overwhelm our current system of reserves and set-asides. The members also believed that the Club was generally in a satisfactory financial position, although not to the extent that all other objectives could be met at this time.

RECOMMENDATION TO THE BOARD: Develop a disaster plan for uninsured financial losses.

2. In the area of maintaining and improving facilities, the members offered several specific concerns, reflected in the following

RECOMMENDATIONS TO THE BOARD:

- A. Move expeditiously to move the Club's 2-33 into the hangar now occupied by members' privately owned gliders
- B. Improve the design/construction of the hangar doors to prevent their coming unlatched.
- C. Consider installing hard (concrete) floors in the hangars.
- D. Provide an economical tow vehicle for Club use on field. (It was suggested that the Club limit maintenance/repair costs to the car to an undetermined fixed annual limit.)

3. In the area of strengthening member participation in club activities, the members recognized that improving this area would have a profound effect on most other goals. As one example, the members expressed concern that in the past year there had been several instances of members' not showing up as Duty Officers (see also separate recommendations under that topic, No. 10, below).

Members are "the" major asset of any Club, and it was recognized that the Club must exercise better stewardship of those resources to be successful.

RECOMMENDATION TO THE BOARD: Develop specific and detailed "job descriptions" for "things that need to be done" (for example - but not limited to - line boy, apprentice Duty Officer, engineer, groundskeeper, social director, liaison officer, etc.)

RECOMMENDATION TO THE MEMBERSHIP: Each members should agree to devote a specific number of days (e.g., 10, to be recommended by the BOARD at the membership meeting) each year which will be devoted to exercising his/her talents in meeting the Club's requirements.

4. In the area of reaffirming the club mission, the members recognize that this is clearly established in the Club's by-laws (and operations manual), and commends that every member re-visit those sections. The members also recognized that a healthy Club must support ALL members' personal goals, and that those overlapping goals fall into at least four general categories: instruction, cross-country and/or badge flying, competition, and socializing. Of these, the Club's support to members' goals in cross-country and/or badge flying appeared to be less than idea. In addition, the Club has an enlightened self-interest mission of outreach to both the soaring community in general and the local community (i.e., the community of New Market and the other aviators with whom we share the airport.

RECOMMENDATION TO THE BOARD: Develop incentives and a process for promoting cross-country and badge flying by members.

RECOMMENDATION TO THE MEMBERSHIP: Review that portion of the current Club By-laws that deals with the purpose of the Club and advise the Board on their personal goals.

5. In the area of safety, the members discussed at length the role of the Club's Safety Committee, the role of the Duty Officer as the "Safety Officer of the Day", and several specific technical concerns.

RECOMMENDATIONS TO THE MEMBERSHIP:

- A. Assist the Board and participate in one or more dedicated Safety Meetings of the entire membership in 1996.
- B. Promote a "safety culture" that encourages the enforcement of currently established operational procedures (see, e.g., the Club's Operations Manual).
- C. Accept the role of every member, and particularly the role of the Duty Officer, as an "ad hoc" safety officer to assure a flow of critical information to the Safety Committee.

6. In the area of communications, the members perceived that many of the Board's actions were not being transmitted in a timely and accurate way to the membership (and that members' concerns may not be efficiently brought to the Board).

RECOMMENDATIONS TO THE BOARD:

- A. Place more emphasis on critical information about Board activities in a separate and clearly identified area of the Club Newsletter.
- B. Distribute a separate or "tear-off" copy of the duty roster/club schedule for members to "hang on their refrigerator".

RECOMMENDATION TO THE MEMBERSHIP: Attend and participate in Club meetings!

7. In the area of the need for increasing membership, the members discussed the different "target" audiences for new members - existing pilots, young people, and others. The results of newspaper articles, the Club's use of the internet, and other tactics were explored at some length.

RECOMMENDATIONS TO THE MEMBERSHIP:

- A. Increase Club membership to 50 in 1996.
 - B. Participate in recruitment efforts such as airshows, presentations to "target" groups (e.g., flying clubs, local training academies, etc.)
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RECOMMENDATION TO THE BOARD: Consider forms of print advertising, paid or unpaid.

8. *In the area of promoting social activities*, it was recognized that promoting "informal" or spontaneous social activities by members was the kind of thing that cannot be "organized", but was nonetheless desirable. The Club's need for a dedicated planner for the formal events was reconfirmed.

RECOMMENDATIONS TO THE MEMBERSHIP:

- A. Remember that a day at the Club field doesn't have to end when you're through flying....
- B. A volunteer is needed to assume the responsibilities of Events Director.

9. *In the area of upgrading flying equipment*, the members explored at some length the related issues of the Club's mission, safety, fiscal solvency, and member participation.

RECOMMENDATIONS TO THE BOARD:

- A. Move to acquire radios in all flying equipment.
- B. Consider options for acquiring the use of additional sailplanes appropriate for cross country flying by members.

10. *In the area of duty officers*, the members recognized that not all members are equally qualified to perform this critical task, and that many who are do not have a clear understanding of what they should actually do. The members actually devoted a great deal of discussion to this topic, the results of which are reflected in the following recommendations as well as the recommendations on other goals.

RECOMMENDATIONS TO THE BOARD:

- A. Develop **AND DISTRIBUTE IN A TIMELY WAY** a schedule for all "jobs" to all members (also see related recommendation under 3. above).
- B. Establish a list of qualified Duty Officers.
- C. Establish and maintain a training program for Duty Officers.

RECOMMENDATIONS TO THE MEMBERSHIP:

- A. Alert all members **AND POTENTIAL** members of the obligation for all members to provide "sweat equity" to the club in some way or another.
- B. Establish a group comprising of the qualified Duty Officers to, among themselves, develop a procedure for accountability for Duty Officers.

MEET THE MEMBER

Jim Miles— A life-long fascination with aviation became hands-on when Jim, as a newly minted Electronics Engineer, was working in Germany for Hughes Aircraft Co. Joining the Sembach Airbase Aero Club in 1960 allowed him to get his hands on a Piper J-3 Cub. After soloing the Cub, he was transferred back to California where he attained his Private Pilot license in 1963. A friend suggested that a nice cross-country trip would be up to Tehachepi, CA where there was a glider school run by Fred and Goldie Harris. After soloing a Schweizer 2-22 and a 1-26, Jim was hooked. He later flew at El Mirage dry lake where Ross Briegleb gave him an hour of dual in a Schweizer TG-3, a WW II training glider to learn spins. This experience hammered out any apprehensions over unusual attitudes in gliders.

Flying time was built up in both powered aircraft and gliders until, still working for Hughes, a transfer back to Washington, DC came about in 1967. Jim was invited to join a local chapter of the Antique Airplane Association that held it's meetings at the Silver Hill restoration facility of the National Air and Space Museum. He then became part of the crew that was allowed to rebuild one of the NASM's airplanes, a Curtis "Sparrowhawk" F9-C2 biplane flown by the U. S. Navy in the thirties. This aircraft was one of those that hung beneath the Macon dirigible by it's overhead hook assembly. It can be seen today at the building on the Mall. One of the other rebuilders/enthusiasts,

John Lachendro and Jim, purchased the remains of an Aeronca 7AC Champ. The two friends rebuilt the airframe and engine in Jim's garage over the next 18 months and flew the airplane for two years until John was transferred out of town and Jim sold his half to John. This rebuilding experience allowed Jim to take the Airframe written and practical exam and attain the Airframe Mechanic's license.

Meanwhile, Jim had started flying at Warrenton Soaring Center, where his interest in flying gliders was matched with his interests in the maintenance of the airframes. Warrenton Soaring Center management allowed Jim to perform maintenance and 100 hr. inspections of the gliders in exchange for flying time. That enabled Jim to work his way up to CFG in 1981. Still working for WSC, Jim also checked out as a tow pilot after receiving his Commercial rating in powered aircraft, and, after that, continued working there in a dual capacity as instructor and tow pilot until WSC closed down.

Jim was one of the charter members, helping to organize Skyline Soaring, and is active today as a tow pilot. He has managed to attain an instrument rating along the way and currently flies a Cessna 182 on vacation and business trips. His current employment is with the U. S. Army Night Vision Lab at Ft. Belvoir, VA, where he is an electro-optics engineer, working in the infrared and laser field. Besides flying, Jim's main hobbies are auto and aircraft mechanics, computers and home beer making.

COMINGS AND GOINGS....

Our beloved Treasurer, Bela Gogos, plans to move in 1996 to Minden, NV! Bela, one of the founding members of Skyline and its incredibly enthusiastic and effective treasurer since the Club's creation, will be sorely missed.....but he will leave in our legacy a geographic placename; who in Skyline DOESN'T know where "Gogos' Gap" is located!? While Bela and Susan will leave an unfillable hole in our Club, we wish him well on his move and many, many pleasant hours in the Nevada skies...

And welcome to Skyline's newest Ground Crew Member, Jake Barber! Jake couldn't wait until Christmas (maybe he takes the nativity theme of the season too seriously!) but joined Piet and Stacey in mid-December. **CONGRATULATIONS!!**

NEW MEMBERS

Welcome to Ralph Vawter, the Club's newest member! Ralph lives at 7539 Piney Branch Road, Richmond VA, 23225, and his phone number is (804) 320-9086. **Welcome aboard, Ralph!!**

Now that we're such a great club again, Bill Vickland has decided to re-activate his membership! Bill's a towpilot and nationally known 1-26 pilot, with all kinds of awards and kudos, who's been flying his kit-built 1-26 for years and years and years. Bill's a retired Fed, who has spent most of his retirement doing consulting work in - of all places - Moscow and Sarajevo. (Does he know how to have a good time or what!) He lives at 629 N. Monroe St., Arlington, VA 22201, phone (703) 528-0169. His e-mail address is bvickland@aol.com.

And, finally, John Ayers, sort of our "neighbor" to the north, has joined! John owns a nice little strip on the west side of the valley, NW of New Market. His mailing address is 115 Low Lake Lane, Edinburg, VA 22824, phone (540) 984-8357. His e-mail is jayers@globalcom.net. John used to own Bay Soaring, is a towpilot, and a soon-to-be-reinstated CFI (I hope!!)

LICENSES, LICENSES, LICENSES...

Rob Shallenburger "did it all" and snapped up his commercial glider ticket in December, going to Lancaster, SC (Bermuda High) to get examined by that wonderful promoter of soaring, Frank Reid.

And Steve Szibler took advantage of the same site to get his Private ticket! Now, if Steve can just get a job (hint, hint, all you employers out there) he can afford to use these newfound privileges in the way to which he would like to become accustomed! **CONGRATULATIONS AND WELL DONE!!**

CONDOLENCES...

Charlie Lee lost his mother on December 16, 1995.

SCHEDULING FOR 1996

We have developed a schedule for three of the Club's instructors for the entire year of 1996! A similar schedule will be developed collectively by the Club's towpilots. At the Annual Membership Meeting, each member will have the opportunity to "sign up" for his/her duty as Duty Officer for the year...those what don't will be designated by the Club secretary! (If that's not an incentive to attend the meeting, I don't know what is!!...JCK) We will publish shortly after the membership meeting a special edition of the Club roster for 1996, and the Club Secretary will serve as the focal point for changes. The Secretary is committed to improving the scheduling capability of the Club in 1996....BUT WILL NEED THE FULL COOPERATION OF EVERY CLUB MEMBER!!

The Mystery Hat...

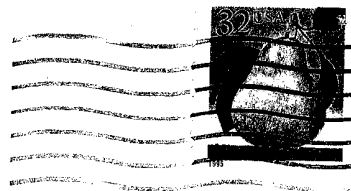
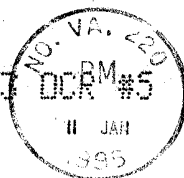
Katie tells us that there is a "Tilley-clone" hat, size M, that was left by a Club member at the FBO. Yours? Call Katie at the airport.



SKYLINE
SOARING CLUB, INC.

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01/11/96 NO VA GMF 16:30



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