



Skylines

The President's State of the Club Address

January 27, 1996

Skyline Soaring Club, Inc. began its fifth year operation in December. In the corporate world, five years is a benchmark of survival. This year we face a test of survival. Three positions mandated by statute for Virginia corporations are President, Secretary, and Treasurer....the treasurer position is vacant for the 1996 election of officers.

Bela Gogos has ably performed as the Club's first treasurer and one of *Skyline's* first Directors. He is moving to that land of great soaring, central Nevada, later this year and so will not be in a position to continue as an official of *Skyline Soaring*. He has spoiled us with his professional treatment of these positions and will be sorely missed but both he and *Skyline* have to move on. Thanks for your help, Bela.

Jim McCulley also deserves much thanks for his tireless efforts seeing that the towplane was up and available for operations. It required many trips between weekends to assure that the plane was flyable. The Pawnee is in much better shape than it was when we got it. Jim has decided to step back and let another have the joy so we need to fill the maintenance position and a Director's slot, too. Maintenance can be filled by one person or by several. Think on it as the club cannot operate without that slot filled.

Jim Kellett, along with Phil Jordan, put out a great newsletter (as did inactive member Ralph Wentzel before he left). Our towpilots, including Kit Carson, Paul Dawson, Becky Gifford, Jim McCulley, Jim Miles, Shane Neitzey, and Rob Shallenberger kept us up in the air. Our instructors, mostly Jim Kellett and Joe Parrish, kept our student pilots and others needing instruction up in the air too. I helped a little with the towing and instructing.

A thanks to Kevin Fleet and Charlie Lee for looking after the facilities and sailplanes. Joe Parrish also merits praise for organizing our Club events in 1995 as well as for his participation in organizing other Club events. Shane organized a great wave camp. A special thanks goes to Piet and Stacey Barber for hosting the holiday party at a time when their family had just grown. And thanks to all the others who pitched in to make things work.

The 1995 season began with one day flown in January and went on to include flying on 74 of the 85 days available, starting regular operations in March but including the February wave camp. Several days were lost to weather and one day to an unexpected towplane problem. In spite of members picking up DO duties when the scheduled DO did not show up, several days were lost due to a lack of a DO. We averaged about 11 tows and \$250 per operating day, so days unnecessarily lost are a loss to everyone.

1995 was a landmark year as it was the first year *Skyline* ended with more than 40 active members and with people waiting in the wings to join when the weather improves and regular operations begin. At 43 active members we have nearly doubled the 23 charter members we started with in the Fall of 1991. With luck and good planning we will continue to gain more than we lose. Maybe we can even be

over the 50 active member mark at the end of 1996.

On January 6, the Club membership had a planning meeting in the pilot's lounge of New Market Airport. In spite of the forecast and some snow on the ground, nine members attended the meeting. We thank those who braved the weather. Our job was to identify and prioritize 1996 goals for the Club and to suggest methods of meeting those goals. Identified goals were, in order of priority: 1) maintain fiscal solvency, 2) maintain and improve facilities, 3) strengthen member participation in Club activities 4) reaffirm the Club mission, 5) maintain and enhance safety, 6) improve membership communications, 7) increase membership, 8) promote social activities, 9) upgrade flying equipment, and 10) assure reliable daily operations. Details were included in the January *Skylines* newsletter. If adopted by the membership and the Board, these goals will be the driving force for 1996 operations.

Skyline Soaring Club is committed to two activities, the wave camp in February and the DuPont Regatta in September, because they involved groups outside Skyline but other than that the calendar is merely proposed. The new Board of Directors will need your input.

1996 has the promise of an exciting year. With your help and participation it will be a successful year.

Spencer Annear
President



The Roster

There has been much discussion at the January 6 brainstorming meeting and at the January 27 annual meeting about the difficulties of rostering members, getting timely information out about the schedule, training of Duty Officers, and related issues of member participation in the Club. At the membership meeting, it was reaffirmed that each member realize that he/she has an obligation to make his/her skills available to the Club in an orderly way. A rule of thumb is that each member should plan on devoting 8-10 days each year to Club responsibilities, in ADDITION to recreational flying! Several recommendations were made at the January 27 meeting which will be implemented. They included:

1. All current members should already understand, and prospective and new members should be apprised early on, that membership carries the obligation to dedicate personal services to the Club;

2. The Club Secretary (Jim Kellett, (540) 678-4798) will serve as a focal point for establishing a "master roster" for the year, and for making sure that a roster for the next few months is in the hands of members in a timely way. Steve Szibler ((703) 204-3583) volunteered to assist in a program of telephoned reminders and to back up the Secretary.

3. There should be a fourth "position" on the field, "line crew" or "handyman" or "gopher"..... which provides a scheduled opportunity for a "duty officer trainee" or "assistant duty officer" to be present and to carry out, time permitting, any of the pending tasks on facilities or equipment.

4. A "task list" of "things that need doing" will be prepared by Kevin Fleet and maintained at the field. For example, cutting grass; rebuilding tiedowns; washing aircraft; and other things will be on the list, and it will be updated as maintenance requirements change.

5. Staff for any particular day are responsible for any changes necessitated for personal reasons. In other words, if a members experiences a conflicting obligation of any kind, he/she is responsible for recruiting his/her replacement.

6. With this newsletter is a *ROSTER FOR MARCH - APRIL - MAY*. Each month, the newsletter will include an updated roster for the next three months. Note that the position "line crew" is the new position described in No. 3. above.

7. (Finally). Each DUTY OFFICER is responsible for calling each of the staff rostered for his/her day shortly before the day of operation to remind them of the duty. Accordingly, if any person negotiates a *CHANGE* in the schedule, he/she *MUST* notify the Duty Officer for that day so that he/she knows who will be staff. (Note: There are a couple of days for which we have been unable, at this writing, to schedule a towpilot, which is tantamount to a "show-stopper". However, I expect to be able to arrange for a towpilot before the day arrives, and will so advise the Duty Officer in a timely way...JCK)

Note that the formally scheduled operations begin March 2, but that we will have "informal" operations in February starting the 10th IF anyone wants to organize it. Steve Szibler, (703) 204-3583, and Bob Mackey (703) 841-9426 have indicated that they're willing to help crew some February operations before the wave camp - interested? Call one of them.



The 1996 Calendar At-A-Glance

January 1-28, 1996	No operations, maintenance time
January 27, 1996	Annual Membership Meeting, Falls Church Community Center
February 2-25, 1996	Voluntary Operations (no schedule)
February 17-25, 1996	Petersburg Wave Camp (joint with M-ASA)
February 10, 1996	Wave Camp Safety Meeting, 10:00 AM, Shane's Signs
March 2, 1996	Begin Regular Weekend Operations
March 9, 1996	Spring Safety Meeting, New Market Airport, 10:00AM (makeup day March 23)
May 11, 1996	Spring Fun Day (contests and picnic), rain date May 18
June, 1996??	Community Day (Contingent on Airport FBO Organizing)
September 9-15, 1996	DuPont Regatta, sponsored by Vintage Sailplane Association
December 8, 1996	End Regular Weekend Operations

In addition, there will be a club Safety Meeting at 10 - 11 AM every fourth Saturday beginning in April, held at the airport.

Directors meet on fourth Wednesdays at 7 PM at *Shane's Signs* (except third in November, and no meeting in December)

Meet the Member



Shane Neitzey, pronounced "Nite-zee" (not "Neet-zee" as some have been doing for years while Shane modestly wouldn't correct them....)

Shane was born November 7, 1956, in DC General Hospital. Although his family actually lived in North Arlington, DC General was then considered was one of better hospitals about. More than the Mayor has changed since then!

He went to school in Virginia, and graduated from high school in 1975. Shortly after, he was a partner in a sign business in DC, when he and a couple of buddies saw

the classic Disney movie that had kids "bombing" the bad guys out of a Caproni. Made quite an impression on him! One of the youthful fantasies it stimulated was for a bunch of kids to fly a glider cross-country, land out, and then party..... still sounds good!! It (the movie) was one of the factors that got him into RC modeling, but about six months later a friend gave him a newspaper article about the Warrenton Soaring Center; now we're talking about the real thing.

Unfortunately, none of his buddies wanted to go so far as to actually fly one of the things, so Shane wound up at WSC alone, and asking for a block of instruction. Karen Kranda tried to talk him into a demo ride instead, but Shane knew what he wanted - lessons. His first flight, was with Clark Cramer. Now Clark had a beard then, and about 600 hours in gliders, so appeared to be "an older man" who knew what he was doing. So, even though the first flight left Shane a little queasy, the hook was set and before the day was out he'd logged his second flight and the slide down-hill into aviation had begun...

So for the next several months, Shane, who was living at home with mom then while still in the sign business, didn't tell her was taking lessons! To make this dream a reality, he was one of WSC's more active and dedicated line crew, working to supplement all his discretionary money which was going into flying.

Well, it paid off...in spades. Shane's first aviation license, in gliders, was in 1979, and in very short order he completed the Commercial and CFI(G) ratings (in 1980).

Shane was one of the most active members of the National Capitol Soaring Club that operated out of WSC in those days. The club flew a Blanik L-13, a wonderful mostly metal two place glider. One of Shane's more memorable flights included an impromptu cross country flight during which, returning from a wave flight through a closing hole, he was forced to make an off-airport landing. THEN it was discovered that the ship hadn't been disassembled in some time - because the tail wouldn't fold (which was required to get it on the trailer). Suffice to say a cast of dozens labored well into the night taking the ship back to the field piece by piece, since it all wouldn't fit on the trailer at one time! And this, mind you, was all done with a young solo pilot, Becky Annear, who is none other than the daughter of our current President! Rumor has it that Becky wrote a paper on the episode that received a very high grade, but that is unconfirmed.

Gliding filled the aviation need through ca. 1985, and into his first glider, a 1-26 (N923X) which he bought, from all people, from Clark Cramer (who'd given him his first ride!) and Taylor Hines. But then, Shane loved flying so much that he thought about doing it for a living and broadened his experience by learning to fly machines with powerplants already on board, for purpose of getting into airlines. He got his first power rating 1985 and did a stint flying charter and air taxi with Maryland Airlines over on the eastern shore. This is how to build time - like 1300 hours a year!! By 1987 was flying with American Eagle.

By this time (1986), he'd also acquired a lovely wife, Valerie. And it's worth noting that, during most of this period, signs had always underwritten this adventure in aviation. (As any aviation professional knows, any professional airline pilot endures an apprenticeship of extraordinary hard work at low pay.) And by the end of 1988, he decided to make a clearer distinctions between his vocation and his avocation, and started his own very successful business, "Shane's Signs". (No one would have any trouble knowing what his business is, having seen his glider trailer and his tow car!!)

Meanwhile, he'd made 8-10 off field landings in his first glider, giving him critical soaring experience. He later owned another 1-26, that he bought from Cecil Arnold, which is now flying out of Eagle's Nest in Waynesboro. He also owned part of the Sprite (with Skyliner Ralph Popp) for a while before breaking down and buying the



world class LAK-12 which he now flies. It was in the LAK that he earned the Gold Badge and two Diamonds in 1995 (Note that he simply skipped the silver....he'd flown several silver qualifying flights in the 1-26s he owned but the paperwork had never been completed.)

Shane's has had a love affair with transportation machines of all kinds. His early visits to the gliderport was on a Harley Superglide (and wearing a T-shirt that said "If you ain't on a Harley, you ain't *****"). Later, when business required something that would carry more than a Harley, he went through a succession of trucks that included some real monsters, and also a lovingly restored panel truck that's still in use. But the coup de grace is the latest tow vehicle - the famous white Hummvee - that came in rather handy during the Blizzard of 1996.

Meanwhile, Valerie produced two lovely children, Zachary and Michelle (being groomed as ground crew), protected by none other than Bart the Rottweiler.

Shane has served as Skyline's Operations Chief, and was recently elected Treasurer. He is also a very active towpilot and flight instructor, and is working on the bureaucratic folderol to become an FAA designated examiner.

Wave Camp Planning



For those of you who are planning to participate in the wave camp in February 17-25 here is info for local hotels:

Ft. Hill Motel - About 2 miles from airport, restaurant and lounge open from 5-8:30PM. Single queen size bed \$30/night, two queen size beds \$38/night. (304) 257-4717

Homestead - 2-3 miles from airport, continental breakfast in lobby
1 person \$38/night, 2 people \$45/night. (304) 257-1049

K&J Motel - 1 mile from airport, allows pets, no phones in rooms
2 full size beds \$35/night. (304) 257-2789

Hermitage - 2 miles from airport, 1 person \$38/night, 2 people \$45/night
restaurant open from 11AM to 9PM M-TH, 11AM to 10PM on F&Sat
11AM to 8PM on Sunday. (304) 257-1711

Shane and Parrish have rooms reserved at the Hermitage. They stayed there last year and—apart from a manager who is in serious need of training in customer relations—it's a nice place.

Also, be aware that Shane is arranging to have oxygen service at the field "at cost" for those who will need it.

An Invitation



All *Skyline* members are cordially invited to a retirement reception for Jim Kellett, who is retiring from Federal service on March 1. The reception is at 1:00 PM on Friday, February 16, 1996, and will be held in the *Balloon Shed Lounge* at FEMA's Mt. Weather Emergency Assistance Center (formerly a supersecret Cold War installation). For details, advance clearance for admission to the facility, and directions, call Joyce Fiddler (540) 542-2002.

THE NEW OFFICERS!

At the 1996 Membership Meeting, a new Board of Directors was elected. They are:

Spencer Annear
Kevin Fleet
Jim Kellett
Shane Neitzey
Joe Parrish
Ralph Popp



Following the election of the Board, officers for 1996 were elected. They are:

President.....Spencer Annear
Treasurer.....Shane Neitzey
Assistant Treasurer (a new position).....Bill Vickland
Secretary*.....Jim Kellett
Vice President/Operations.....Paul Dawson
Vice President/Maintenance**.....Bill Westerman
Vice President/Membership.....Joe Parrish
Vice President/Facilities.....Kevin Fleet
Vice President/Special Events.....Piet Barber

* Jim will be assisted by Phil Jordan (Newsletter) and Piet Barber (Website)

** Bill will be assisted by Rob Shallenberger and Jim McCulley

Congratulations to these new leaders!

SSA Chapter Status

At the suggestion of many members, the Board has initiated a review of requirements for Skyline to become a SSA Chapter. Chapter membership confers several advantages to the Club and to the members, including access to a potentially better insurer than we are now using and a significant discount on SSA dues for each member (all members must be members of the SSA, and Club dues will be adjusted to include SSA membership fees). More to come on this; expect during 1996 to be advised of the procedures for the conversion.

Things to Look Out For!

First, a questionnaire is being developed by Fred Winter for distribution in coming weeks to solicit members' known calendar conflicts for the year, and to develop an inventory of member skills. These data will be used to construct the roster for the remainder of the year, so it's **VERY IMPORTANT**. It will be distributed in a separate mailing. Please be quickly responsive!

Second, Joe Parrish did an outstanding job in preparing new, easy-to-read copies of accurate and up to date copies of the Skyline Operations Manual, By-Laws, and Duty Officer Checklist and Instructions. Copies of each of these documents will be mailed in the near future. They are in a new format, punched so that each member can store them in a looseleaf notebook. As revisions are made, only the revised sheets need be distributed. **WHEN YOU GET YOUR COPY, PLEASE REVIEW IT!** They comprise our "bible"!

Third, a few members still have not returned the flight records form that Bela distributed last fall at the request of our insurance carrier. **YOU CAN'T FLY IF YOU HAVEN'T RETURNED THE FORM!!**



SKYLINE SOARING CLUB DUTY ROSTER

<i>Date</i>	<i>Duty Officer</i>	<i>Tow Pilot</i>	<i>Instructor</i>	<i>Line Crew</i>
<i>March</i>				
2 Saturday	Piet Barber	Rob Shallenberger	Joe Parrish	Janice Farr
3 Sunday	Greg Coffman	Jim Miles	Spencer Annear	Kevin Fleet
9 Saturday	Bill Wark	Paul Dawson		
10 Sunday	Fred Daams	Jim McCulley	Jim Kellett	Ralph Vawter
16 Saturday	Janice Farr	Bill Vickland	Joe Parrish	Charles Lee
17 Sunday	Kevin Fleet	Kit Carson		Matt Little
23 Saturday	Curtis Phillips	Spencer Annear		Jan Makela
24 Sunday	Jonathan Kans	Becky Gifford		Bob Neff
30 Saturday	Bill Westerman			Curtis Phillips
31 Sunday	Charles Lee	Spencer Annear	Joe Parrish	
<i>April</i>				
6 Saturday	Matt Little	Bill Vickland		Charles Ray
7 Sunday	Jan Makela	Kit Carson		Ralph Vawter
13 Saturday	Steve Szibler	John Ayers	Spencer Annear	Matt Shallenberger
14 Sunday	Fred Winter	Bill Vickland	Joe Parrish	Wirt Walker
20 Saturday	Bill Wark	John Ayers		Piet Barber
21 Sunday	Bob Neff	Kit Carson		Greg Coffman
27 Saturday	Bill Westerman	Rob Shallenberger		Fred Daams
28 Sunday	Curtis Phillips	Jim McCulley	Joe Parrish	
<i>May</i>				
4 Saturday	Curtis Phillips	Kit Carson		Ralph Popp
5 Sunday	Fred Winter	Bill Vickland		Ralph Vawter
11 Saturday	Bill Wark	Paul Dawson	Jim Kellett	Charles Lee
12 Sunday	Ralph Popp	Rob Shallenberger	Joe Parrish	Matt Little
18 Saturday	Steve Szibler	Paul Dawson	Spencer Annear	Ralph Vawter
19 Sunday	Charles Ray	John Ayers		Bob Neff
25 Saturday	Bill Westerman	Jim McCulley		Curtis Phillips
26 Sunday	Joe Rees	Becky Gifford.	Joe Parrish	

Suggestion: Post this schedule on your refrigerator!!