



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC    OCTOBER 2007

*Masthead photo by Dick Otis*

## How to Donate Your Old Car and Benefit the SSA— and Yourself!

*Carlos Roberts*

I recently found myself with what was for all practical purposes a “dead” car on my hands. It was a '95 Jeep Wagoneer that we'd had for years, and had reached the end of its useful life. (It needed a new tranny, at \$3K or so, more than the car was worth)

Since it was not even suitable for use as a club tow car, I decided to take advantage of the SSA's new car donation program. You can do this by calling 877 448-8772, or go to the website of the firm that runs the program for the SSA, Charitable Auto Resources. A shortened version of their very long URL is <http://tinyurl.com/39ku2u>.

Since this was all new to me, I opted to call, and I spoke with a friendly person who answered my questions and took down my information. A few days later, I got a call from their local agent, who said they would be coming by to pick up the car, which doesn't need to be in running condition. I didn't need to be home, all I had to do is leave the keys in the glovebox with the signed title. We agreed on a date, and the night before I left everything as instructed. When I went out to get the paper the next morning, the car was gone, so these guys start work early!

After picking up the vehicle, the car is then sold at auction, and CARS takes their cut of the proceeds and sends the rest to the SSA. A few weeks later, the donor receives a nice letter of thanks and a receipt from the SSA. If the vehicle sale nets more than \$500,

like mine did, you also get an IRS Form 1098-C showing the net amount, which is a tax-deductible contribution.

So this was a very painless process, and it felt good. I not only got rid (at no cost) of an old clunker, but I got a tax deduction and helped the SSA all at once!

(Note: CARS also takes donations of trucks, RV's, and boats. They need not be running, but they must have a motor)



## Social Soaring

*Jim Kellett*

Part of my “job” as Regional Director is to visit other sites in the Region, particularly when there are special things going on. For example, in mid-September, I visited the Blue Ridge Soaring Society's gliderport, Newcastle International Airport, where they were hosting the popular Region IV South contest.

The contest itself is certainly noteworthy. People pulled trailers from as far away as New Mexico and Canada just to compete, and the roster of 40+ machines includes many of the “who's who” of racing gliding.

But the competition is, in my opinion, coincidental to something more important and more fun. Both my wife and I were struck by the purely social aspects of the event. Sometimes, I actually think these people use contests simply as an excuse to get together and socialize! (I used to play bridge as an excuse for conversation...) It can be quite a revelation for glider pilots whose experience is still limited to their “home” club to see what goes on in other places...

There were RVs. BOY, were there RVs!(a) This little jewel towed “GJ” down from Canada. Notice that the crew gets its own patio, satellite links for TV and internet, and the gas grill and 36” TV that pops out from the side for entertainment in the evening. Hope he doesn’t land out often! J

The involvement of families makes soaring a real family activity. (b) Here’s the crew for a relatively new competitor (who lives in Winchester, by the way) entertaining themselves after Dad’s set up on the launch grid. This was his second contest—he first was when baby was 10 days old!

And who says soaring is just for men?!? (c) Here’s one of the four Towpilots (the daughter of the owner of the gliderport) getting ready to start the launch line on the first day of the contest!

The senior citizens are also all over the place—(d) Here’s “Miss Jenny”, taking a break from fixing/delivering box lunches to the crew. She runs up and down the field on a golf cart pretty much all day!

When not flying, there’s lots of chat, coffee, snacks, and just hanging out (e). There’s a kitchen back behind this crowd!

And finally, there’s always something weird going on(f) like Lanier Franz’ tradition of starting the morning pilots’ meeting with a blast from his very own cannon!

I wish I had more pictures of the dogs. Big dogs, small dogs, slobbery dogs, ornamental dogs—all friendly dogs and all over the place (on leashes, of course). Seems like everyone has a dog!

Some people come for the competition, I come for the camaraderie. Can’t think of a finer bunch of people to hang out with! And how could there ever be a better place than an airport to hang out!!



(a)



(b)



(c)



(d)



(e)



(f)

Photos: Jim Kellett



# Board of Directors Summary

Craig Bendorf, Club Secretary

In order to get the word out to everyone on what is happening in the area of club management the Board of Directors has asked that I provide a monthly summary of some of the issues that are being discussed and worked by the Board members. Below is a summary the discussion and decisions from Skyline Soaring Club Board of Directors meeting on 8 Sept. 2007 and during the month of September.

## New Appointments

- 1. The Board appointed David Dawood as the new Chief Tow Pilot
- 2. The Board appointed Michael Ash is the new Roster Meister

## Business Highlights

### 1 Tow Car

The Board enthusiastically accepted Steve Landers offer to donate his car to the Club to replace the current tow car. The car will be insured for the airport only, like the old car, and must not be driven off the airport. It will not be registered for street driving and will be marked as a farm vehicle.

### 2. Changes to SSC Operations Manual

The Board members are working with the club officers to update the Operations Manual with all pending changes. The current plan is to have it ready for Board review and publishing on the Club web site by the end next month.

### 3 Second Tow Plane

The Board was given an update on the tow plane committee efforts. They plan on having their recommendations for the at the next Board meeting.

### 4. Transponders

The Board reviewed and approved a letter to the SSA Region 4 Director on the transponder endorsement from the last Board meeting.

### 5 Hanger Fees

The Board reviewed the impact of the County increase in 48

ft Hanger fees. It was determined that the Club only had one 48 ft hanger and that was used for the Grob and ASK-21.

### 6. Open Club Positions

There will be 2-3 Board positions open for election next year and Club members are asked to start thinking about nominees.

### 7. Delegation of Responsibilities

The Board discussed the proposal to delegate approval authority for some specific activities to the appropriate club officers. This change would speed up the process, give appropriate authority to those officers, and free the Board to work other Club issues.

The Board approved giving authority to the Membership Officer to approve individual requests for inactive membership status. The Membership Officer would promptly notify the Board and Treasurer of this action. Sections 2.2.10 and 3.9 of the Operations manual will be updated to reflect the change.

The Board approved giving the Chief Tow Pilot the authority to appoint Skyline Soaring Club tow pilots.

The following sentences will be added to Section 2.2.2 of the Operations manual—The Chief Tow Pilot shall have the authority to appoint Skyline Soaring tow pilots who meet the licensing and experience requirements set forth in section 2.2.3 and are a probationary, full, or service member. The Chief Tow Pilot shall promptly inform the Board of each new tow pilot appointed

The Board approved giving the Chief Flight Instructor the authority to appoint Skyline Soaring Club flight instructors.

The following sentences will be added to Section 2.2.4 of the Operations manual—The Chief Flight Instructor shall have the authority to appoint flight instructors who meet the requirements set forth in section 2.2.5 and are a probationary, full, or service member. The Chief Flight Instructor shall promptly inform the Board of each new flight instructor appointed

### 8 Regional Club Meeting

The Region 4 SSA Director, Jim Kellett, asked all the Region clubs if they would be interested in a Regional club meeting. The Board agreed that it was a good idea and that the club would send representatives. The Board recommended that affiliate agreements between clubs be included as an agenda item..

The next meeting will be held 20 Oct. 2007 at 8:30 A.M at 0900 at Front Royal Airport. Any members who have issues for the Board to discuss please send them to the SSC Directors email address—directors@skylinesoaring.org.

Respectfully

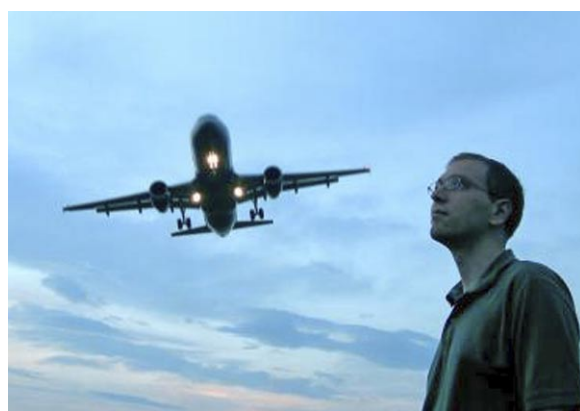
Craig Bendorf, Club Secretary ctzaben@earthlink.net



Dave Dawood



Mike Ash




Mike Ash

## Regional Ramblings

*Jim Kellett, Director, Soaring Society of America, Region IV*

Jim, I found this in today's SSA e-News: "The SSA will not host a convention in 2009, so don't miss out in February, 2008 in Albuquerque." Why is there no convention in 2009??


=Carlos=

arlos, good question. The SSA Board of Directors has been increasingly concerned with several aspects of the annual Convention for several years. Historically, the increasing costs and labor requirements of putting on a good convention have caused increasing stress to both the SSA staff and to the clubs local to the convention site. The situation is exacerbated by the understandable requirement for a huge exhibition floor. Such facilities aren't available just anywhere, and in the large convention sites where they are, SSA can't really command the attendance to raise the funds to cover it. Plus, such sites tend to be in large cities where costs are already higher. And the Hobbs staff, already stretched thin, has to rely on a lot of local volunteers to do the nitty gritty. (Maybe that's why the last SSA convention held in the Washington, DC area was over thirty years ago! <gr>). Finally, many of our loyal and essential vendors were feeling the pinch of huge expenses to travel to the sites every year and pay for space in

## Thanks

**Jimmy Dayton** and I wanted to thank Skyline Soaring and all of its members for giving us the chance to fly with you on Sunday of Labor Day weekend. What a busy day! Between the beautiful weather and large number of pilots on the ramp Dick was hopping pretty fast to keep up with tows. The fact that you would allow two visitors to slip our vintage sailplane into the mix for a tow each was truly appreciated.

Though Jimmy brought our Pawnee up to Front Royal last year to provide a substitute tow plane for a day, this was the first chance either of us had to fly a glider over the Skyline Drive, Front Royal, and Strasburg area. I hope it won't be the last and look forward to another day spent with Skyline Soaring and thermalling with new friends and new aircraft.

Next trip we might just bring the tow plane along too.  
**Rusty Lowry**, St Mary's Airport, MD 

Dick Otis




the exhibition hall.

All this led to a study, done by Tim Welles and presented to the Board in the fall of 2006, to have biennial SSA conventions starting in 2008, contingent on the results of the 2007 Memphis convention. The Board approved that action.

The initial schedule was selected to alternate with the German Friedrichshafen Biennial Soaring Exhibition, a step which was hoped would encourage German manufacturers to participate more in SSA conventions.

This decision was confirmed at last February's convention in Memphis. At that time, the Board also considered proposals for some kind of alternative year activity, and Ron McLaughlin, Director for Region 7, agreed to head up a "Seminar Task Force" to report back to the Board with suggestions for such activities at the next Board meeting, now scheduled for September 28-29 in Elmira, NY.

Finally, at the risk of being premature, the current leadership of the four larger Clubs in Region IV is considering a "Regional Leadership Conference", probably in January, to explore ways in which Region IV soaring clubs and pilots might work together for their mutual benefit. I'm not setting the agenda for this first exploration, but one item might be discussion of some Regional activity in alternate years to the SSA convention.

So, bottom line: Albuquerque, NM on February 14-16, 2008 will be the last one until 2010! Mark your calendars now, and plan to attend! 

## Slip sliding away

**After many months of anguished deliberation**, and after consulting my Family, my physician, trusted friends and fellow pilots, I have decided to retire from flying as PIC.

I'm certain you all know how difficult this decision is—especially in light of the fact I know I can fly as long as I realistically respect my age and limitations. I've had almost 30 years of wonderful perspectives that the vast majority of people will NEVER experience—question is how long before there is absolutely NO question as to my need to pack it in?

I don't wish to have events resolve that question for me—perhaps at some innocent party's expense.

For the last 2 years, for one reason or another, it has been inconvenient for me to fly enough to stay current and my mental state made flying dangerous because I was powerless over the issues that distracted me from safe performance.

There are a few medical issues that make flying somewhat uncomfortable for me and they are progressive.

It is simply time for me to say, like so many of our Capitol Hill friends, "there are no problems, I'm just retiring to spend more time with my Family".

After the December 2007 issue, I'll also relinquish the Editorship of Skylines. It's been a long and rewarding stewardship for me and I appreciate the confidence that has been given me by the Officers, Board and Club Members. I've become, and will continue to be, less involved in interface with a majority of the membership. It's better for someone with more overall involvement (not to mention younger) to handle the newsletter.

I don't wish to resign from SSC, but may come to feel like Kit Carson did when he too made this difficult decision. He said "You won't see me at FRR because soaring's like sex—when I can no longer do it, I'm not going to sit around and watch others enjoy it."

With regret, Phil 





## Poor Kolie...

*he sold his LS and bought the toy pictured above.*

"We were fortunate in that Jerry Zieba, the Diana dealer from Illinois, offered to bring his new Diana 2 to Caddo Mills for the Dallas Gliding Association's flight-testing. He kindly allowed Dean Carswell, Jeff Baird and me to use his sailplane for flight-testing and evaluation. We made a detailed inspection of this sailplane, and were impressed with both its workmanship and very good quality. The wing surface waviness was very low, averaging well below the .004inch limit that I believe to be needed to achieve extensive low drag laminar flow on sailplane wings. Its epoxy/carbon fiber composite construction appeared to be quite strong, and its empty weight fully equipped with factory winglets, instruments, and two batteries was unusually light at about 420 lbs. That made it very easy to move about the hangar and airport." —**excerpted from Richard H. Johnson's Diana 2 review** and used with permission of Jerry Zieba. Read the whole review and all the other options and photos at <http://www.dianasailplanes.com/about.html>

## Once more with feeling... Judah comes home



Photo by Dick Otis

## The Barbers of Bern



Please keep in mind that the SSC Board of Directors are seeking nominations for Board openings in 2008 as Craig Bendorf mentioned in his report on page 3.

**Some big bucks**—Many of you know I complain a lot about housekeeping issues and people not looking around, rolling up their sleeves and doing what needs to be done. Sorry if I sound like a broken record but something happened last Saturday (9/1) that bothered me immensely and highlights the need for all our people to be aware and involved with what's going on while out at airport.

As DO September 1, I was sorting through the utility trailer getting the stuff needed to get up and running and while sorting through the ballast box, (you know, that gray box with red lettering that says "Ballast") and found, besides the usual 12+ empty water bottles (really) and not finding any ballast (really) I found two tattered, stained pieces of mail.

One was addressed to one of our members and the other was to Warrenton Soaring / Skyline Soaring. They were addressed to FRR airport address.

Kellett and I opened the one addressed to WSC / Skyline and found a check issued in June for over \$1200 regarding a very old insurance claim. The check was voided after 8/27.

The other mail looked like junk but had a check for \$100 to one of our members for rides given at an earlier date.

Well it's my guess is more than one person handled these or at least saw these over the past couple weeks but figured that.... someone else will take care of it.

That someone else is YOU.....It's \_your\_ club .....need I say more?—Chris Groshel

**Aviation Innovator Paul MacCready Remembered**—Hundreds of friends and relatives of Paul MacCready gathered last Saturday (September 22) at the California Institute of Technology, in Pasadena, for a memorial to the inventor, who died last month at age 81. MacCready, a CalTech graduate, founded AeroVironment Inc. and was an innovator in human-powered and solar-powered flight. He designed the "Gossamer Condor," the first successful human-powered airplane, which now hangs in the Smithsonian Air & Space Museum. A later version of the aircraft flew 22 miles across the English Channel. In recent years, AeroVironment developed high-altitude, solar-powered autonomous aircraft.

In 2001, the 247-foot wingspan Helios reached 96,863 feet, over two miles higher than any airplane had ever sustained level flight. The aircraft could theoretically fly in the thin atmosphere of Mars. — <http://www.avweb.com/eletter/archives/av-flash/961-full.html#196230>

<http://www.aerovironment.com/>

We all owe a big debt of gratitude to Steve Lander for his generous donation of a new tow car. Steve clearly made all DOs, ADOs and anyone else helping with ground ops a lot happier. Carrying on the tradition of practical contribution to ground ops that

George Hazelrigg established with the donation of "The Thing"! (It came from Jersey—what it did before—don't ask).

So let's all give Steve a personal thanks when we see him again. And to all those members who haven't seen the new tow car and think it looks like the photo of the Euro-Pimpmobile circulating on the list, this photo by our own Dick Otis will clear up that illusion.



**NASA Opens Applications for New Astronaut Class**—NASA is accepting applications for the 2009 Astronaut Candidate Class. Those selected could fly to space for long-duration stays on the International Space Station and missions to the moon.

"We look forward to gathering applications and then being able to select from the largest pool possible," said Ellen Ochoa, NASA's chief of Flight Crew Operations at the Johnson Space Center. "Continuing our impressive record in successfully carrying out challenging human spaceflight missions depends on maintaining a talented and diverse astronaut corps."

To be considered, a bachelor's degree in engineering, science or math and three years of relevant professional experience are required. Typically, successful applicants have significant qualifications in engineering or science, or extensive experience flying high-performance jet aircraft.

Teaching experience, including work at the kindergarten through 12th grade level, is considered qualifying. Educators with the appropriate educational background are encouraged to apply.

After a six-month period of evaluation and interviews, NASA will announce final selections in early 2009. Astronaut candidates will report to Johnson in the summer of 2009 to begin the basic training program to prepare them for future spaceflight assignments.

NASA will accept applications through July 1, 2008. To apply visit: <http://www.usajobs.gov>

Diplomacy is the art of saying 'Nice doggie' until you can find a rock.  
—Will Rogers



**SKYLINES**

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