



A Special Edition of SKYLINES
Candidates for the January 25, 2020 Election of
Two Members of the SSC Board of Directors

DICK OTIS

Hello Skyline Members, I've decided to throw my hat in the nomination basket for the vacant 2020 Board of Directors position. Many of you will know me as I've been a member since 1998. I earned my glider commercial, flight instructor, glider, and towing qualification in the Skyline Soaring Club from the renowned Shane Neitzey, who I still view with some amount of awe. In addition to towing and instructing, I've served as club photographer, Chief Tow Pilot, FAST Instructor and founding

member of the Skyline Soaring Educational Foundation. I'm also pleased to be a curmudgeon in training under the legendary Jim Kellett. Together with Jim and a few other SSC members, I am an FAA Master Pilot – a 50 year award for old people who still fly.

For the newer members, mostly for health reasons, you haven't seen me at the field lately. However, I am to proactively re-engage in a position that doesn't necessarily require a commitment to a full day of flying. The Board of Directors seems like a logical choice next step in my club membership. Of course, you

have a wide selection of candidates to choose from and that's a good thing for the club.

I have a few executive qualifications. I am a 35-year Retired (reserve) Navy Captain, Naval Flight Officer and Aeronautical Engineering Duty Officer; and a retired Naval Air Systems Command GS-15 Aerospace Engineer and Program Manager. But mostly, like many of you, I've just been flying as a hobby for a long time.

Should you decide to vote for me, I promise to give my best effort to support you and the Skyline Soaring Club. However either way (vote or no-vote) you and the BOD will have my continuing support in the future.



JIM PERLMUTTER

I've been approached by a couple club members to run for the Board of Directors. I would be pleased to take on the responsibilities and duties.

As a quick background, I've been a member of SSC since the summer of 2014. I have no aviation history prior to joining other than wanting to fly since my youth.

The only credentials I can offer to fellow board members are significant experiences in gradual leadership and administration with the US Government. Since I'm officially retired I have the time to dedicate to the tasks at hand.



My other activities are as a volunteer/docent with the National Park Service and a part time consultant with the National Institutes of Health for oversight on lab animal welfare.



BRIAN CLARK

People become pilots for a combination of different reasons. Some do it solely as a means to an aviation career. Some do it because of



pressure from family members. Some do it as a means to another end, for example to succeed in a military career. My primary motivation in becoming a pilot stems from a lifelong fascination with the idea of flight. From the first time I stuck my hand out a car window and watched the air deflect differently as I changed the angle of my palm to the first time I observed airplanes take off and land to the first model airplane I built and launched, I've always been drawn to the notion that humans are capable of taking to the skies. I think this later reason is something we glider pilots share in common.

I come from a family of pilots and aviation enthusiasts. My Great-Grandfather worked on planes for Charles Lindbergh. My paternal Grandfather flew every early American bomber from the B-17 up to the B-47. My maternal Grandfather, though not a pilot himself, shared the fascination I have with flight and airplanes. My father also shared got the flying bug early and flew both airplanes and helicopters in the army. And, as everyone in the club likely knows (because I know I talk about it so much!), my daughter also chose a career in military aviation. When, in 2001, my Grandfather passed away and left me a small

sum of money, I chose to honor his memory by using that sum to get a pilot's license.

It wasn't until 2015, when I joined the Skyline Soaring Club, that I finally found a way to make flying a hobby. Flying gliders to me is the purest form of aviation. The challenge of trying to stay in the air without an engine interests me greatly.

Since I joined SSC there have been a set of instructors who I've taken on as mentors and who have given me the gift of their time, imparting wisdom and skill towards the goal of making me a better pilot. In 2019, I decided it was time to give back directly, paying it forward by becoming a CFI-G myself. I hope to be worthy of the great instructors we already have in the club by teaching others who have the passion we all share for flying to become pilots.

I'm generally happy with the way the board has operated in the past year, and since I've been in the club, for that matter. We have been blessed with a great set of individuals who have volunteered their time to govern our club. I humbly ask that you entrust me to assist with this. If I should win, the long term survivability and betterment of the club will be my number one goal. With the sport of Soaring shrinking just about everywhere, I think we have a number of challenges ahead of us.

My primary day job is as a manager and mentor for software engineers. This requires a great deal of consensus building and I believe that ability will greatly assist me in helping to govern the club. We elect a *group* of individuals so that we can get a cross-section of differing perspectives when it comes time to decide the best course for our club. I believe that my perspective will enrich that mix of viewpoints.

I humbly ask for your vote.



JIM KELLETT

I'll take advantage of President Garrity's solicitation for candidates; if nominated, I am willing to be a candidate, and if elected, to serve one three-year term.



Rather than repeat it here, you can find a pretty complete summary of my experience in the biography published on the club's website – see <http://members.skylinesoaring.org/BIOS/?member=jkellelt> .

As for my positions regarding club leadership, I am most interested in continuing the fiscal stewardship that the founders established. (The most common reason a soaring club in the US fails is financial irresponsibility.) We have done a good job in this area, and it's the primary reason we have not only survived but grown for 28 years! I am also interested in encouraging more 'social' activities for Club members, building on and maintaining our 'culture of safety', encouraging members to acquire their own gliders, and extending our training activities beyond those required for the FAA certificates.

