

S K Y L I N E S
The Periodic Bulletin of the
SKYLINE SOARING CLUB
March, 1992

> > > NEXT MEETING: April 18, 1992 at Jim Kellett's house* < < <

IT'S OFFICIAL! SKYLINE SOARING NOW HAS A BONA FIDE ELECTED BOARD
OF DIRECTORS!

President.....James Postma
Vice-President.....Bob Leyendecker
Treasurer.....Bela Gogos
Secretary.....Jim Kellett
Membership Director.....Shane Nietzey
Operations Director.....Leo Meacher
Maintenance Director.....Jim Miles
Director-at-Large.....Spencer Annear

These officers were elected at the March 14, 1992 membership meeting. As you may know, James Postma may have to relocate as a result of some career changes. However, the members prevailed upon him to accept his original nomination and to continue his leadership until which time he may HAVE to depart.

FRONT ROYAL SAFETY COMMITTEE

At a March 13, 1992 meeting at Front Royal, Skyliners Bob Leyendecker, Dick Ault, Leo Meacher, Shane Neitzey, and Jim Kellett met Steve Channell (the FBO) and Reggie Cassagnol (airport manager), the skydiving commercial operators (Terry Arnold and Cathy Jorge), and flight instructors from Randolph Macon and International Aviation. The FBO is very supportive of our presence, and offered assistance to the Club in many ways to help assure that our efforts were successful, safe, and compatible with other users. Steve laid down several requirements of ALL users which appeared to be reasonable and which SKYLINE easily supports. A **Front Royal Safety Committee**, with representatives of all airport users, was established. Leo Meacher, Skyline Operations Chief, was named as the Club's official representative to the Committee. That Committee will serve as the only official forum for liaison between users about safety and operational procedures, between all airport users and external (i.e., the general public) discussants. The first meeting of the Committee will be March 23, 1992 at which time the official Front Royal patterns will be defined for all users.

FOR SALE

As of this writing, the Bananna Express (a yellow 1-26) with its Schweizer trailer is still for sale from the Warrenton Soaring Center. Call Jim Kranda at (703) 347-7087 if you're interested.

MEMBERSHIP MEETING NOTES

Financial. Bela Gogos provided the Treasurer's report. There is a

need to more accurately define the requirements of the engine reserve fund, tentatively set at \$6,000. Jim Miles agreed to carry out the necessary research and provide a better estimate to Bela.

The consensus of the membership was that the basic rule of "no pay, no fly" be reinforced with members with dues in arrears.

Operations. The need for some storage space for our "stuff" on the field was established. There was consensus that a members operating manual was needed: we have a start on one developed by James Postma, and Bob Leyendecker brought additional documentation to the meeting. Ralph Wentzel provided a copy of the recently completed M-ASA manual as a guide, and agreed to obtain another copy to be used as a pattern for ours. Because much of the initial draft will be derived from the early experiences and the outcome of the Front Royal Airport Safety Committee decisions, Jim Kellett agreed to collect materials provided by that group, and others, and draft an operations manual for the Club. Any other volunteered effort/comment?

NOTE: The Club could really use some VHF radios! The FBO is more than generous in lending us some for the interim, and we're working on getting one installed in the Pawnee. But we need hand-helds for the duty officer and something in the gliders to do it right. Have a spare? Think about donating it!

Status of the K-21. The owners of the K-21 need protection from weather for the ship. President Postma appointed Shane Nietzey to conduct necessary negotiations with the owners with the goal of figuring out how to protect the ship at Front Royal. With luck, by the time you read this we will have the K-21 flying!

Hangar Committee. Joe Rees, who was unable to attend the 3/14/92 meeting, had informed the group that he has a meeting planned with the FBO to discuss hangar options.

Light Committee. Bob Leyendecker has built one light and is ready to install others. There were many volunteers from the membership to organize a work team, and the date of March 22 was established as a work day for the team to rewire lights.

Membership. James Postma reported one new member, Michael Yarger, a 14 year old student who had soloed at Warrenton.

Maintenance. Jim Miles described his conversations with Mr. Kranda involving hints about Pawnee maintenance and the several recommendations which he is considering. Jim indicated his plans to compile a complete documentation of such maintenance requirements.

Scheduling. There is a requirement to schedule club members to manage operations ("duty officer") and provide tow and instruction service. The consensus of the meeting was that Bob Leyendecker would **make a duty officer assignment for every non-towpilot/non-CFI club member**; Leo Meacher will prepare a list of work days for tow-pilots and flight instructors, and the list is enclosed with this

issue of SKYLINES. Leo needs the assistance of a scheduling officer to be assigned at the next meeting...here's a good way for someone to volunteer to help Leo, and get to know the other members at the same time. GIVE LEO A CALL AND VOLUNTEER!!!

THE THEME

By now you might have noticed a theme...volunteering, working groups, duty officers, manual writing, maintenance.. Yep, it's time to remember that our club is off to a good start but it is a CLUB. SKYLINERS owe a large debt to the few who labored so hard to get us organized and to this stage...now the rest of us need to step forward and participate in the club's operation. After all, this club is OURS!

FRONT ROYAL COMMENTS

The new terminal building should be inhabitable shortly. And the FBO is anxious that we use the meeting rooms. Reggie has let us know that there's a picnic fund at the airport, and on weekend evenings it's common to kick in for some post-flying socializing among all the airport bums and other pilots. This could turn into a really great weekend social opportunity for SKYLINERS who come to the airport to fly, to work on equipment, to socialize, to.... whatever. It also makes sense to schedule meetings after April on Saturday evenings at the airport. The space is commodious and comfortable, and what better site for a meeting of pilots than at the airport!!

As the season progresses into better weather (read: warmer), be prepared for weekend increases in power plane traffic. While right now it's pretty desolate there, we must refine our operations now and get into the right habits so that when traffic picks up we become a welcome integration to the life of a really neat general aviation airport. Leo and others are already working on checklists and procedures in collaboration with other users. All of us, however, must develop and retain the procedures when they're developed and practice safe and courteous soaring. Again, this is OUR club and WE have to be fully responsible for our individual performance.

>IMPORTANT<

For those of us who are most familiar with flying at Warrenton, please remember that Front Royal Airport and SKYLINE SOARING is a little different....while the field is safer to operate from than Warrenton, it is busy, so discipline and courtesy MUST be every member's job all the time. Please remember that we are clients of the fixed base operator. Please remember that SKYLINE duty officers are responsible for coordinating OUR activities within the overall operation managed by Reggie Cassagnol, the airport manager.

NOTES FROM THE SSA CONVENTION

Gren Siebels gave a moving keynote speech at the annual banquet. Gren's no longer flying for health reasons, but his gift of

language enables him to say what so many of us think. His was a moving tribute to the sport we love, and a call for diligence so that others can enjoy it.

In the same vein, Bob Wander of Minneapolis earned the SSA award for having recruited the most new members into SSA for the second year in a row. "Preacher Bob" also did a major part of the lectures at the CFI(G) clinic which the Soaring Safety Foundation sponsored just before the convention. If a glider operation in Minnesota can do it, ANYONE should be able...right??

Bermuda High Soaring is moving from Chester into Lancaster County, SC, about 50 miles east of their current site. Frank and Jayne Reid, who set new standards for excellence in management of commercial soaring sites, have already finished construction on their operations building and hangar, and the runway should be open in May. This time, they own the field, so no arguments from other users! Going south? Drop by...they are a great group. And they can arrange to have your aero tow restriction removed by checking you out on auto-tow!

Eastern European planes made a big hit at the convention. The poles have three pretty exciting new machines, of which the SZD-55 standard class racer is really nice. Dick Johnson reviewed it in the current SOARING. The Czechs also showed off their Blanik L-23, an upgraded version of the venerable L-13. I think we're going to see more of these machines, priced - if not reasonably - less exorbitantly than German machines!

There appears to be mixed feelings about SKYLINE becoming an official SSA chapter, by the way. It's likely to come up at a meeting early on, so you might be thinking about the advantages and disadvantages of securing formal affiliation with the SSA.

AND, FINALLY.....

SKYLINES is YOUR newsletter. It's intended to circulate things we all need to know as club members. Sometimes only the member knows something that is interesting for sharing, so write it down and send it in. Look at this as your very own local magazine...one which is editorially lax (read: we'll publish anything!!)

*Jim Kellett, 4133 Meadow Hill Lane, Fairfax; (703) 378-4765.

From I-66 WEST, exit west on US 50;
turn left onto Majestic Lane at
fifth traffic light (at Shell station); THEN

OR

From I-66 EAST, exit onto Fairfax
County Parkway; turn left onto US
50 at second traffic light; turn left
onto Majestic Lane at second traffic
light (at Shell station); THEN-----

\ take first left past
\ shopping center onto
/ Meadow Hill Lane. Last
/ house on left which
/ faces Meadow Hill .

CLUB STAFFING SCHEDULE FOR APRIL, MAY

Saturday, April 4	WENTZEL, Meacher, Thomas
Sunday, April 5	Carson, Annear, WESTERMAN
Saturday, April 11	Neitzey, KELLETT, Ault
Sunday, April 12	RAY, Jones, Miles
Saturday, April 18	POPF, Meacher, Thomas
Sunday, April 19	Jones, REES, Matsko
Saturday, April 25	Annear, Neitzey, DAWSON
Sunday, April 26	Jones, Carson, EARLFELT
Saturday, May 2	Ault, Matsko, WARK
Sunday, May 3	Jones, Carson, WINTER
Saturday, May 9	Meacher, Thomas, McCULLEY
Sunday, May 10	Jones, SNOWDEN, Miles
Saturday, May 16	Annear, Ault, WENTZEL
Sunday, May 17	Jones, Neitzey, WINCHESTER
Saturday, May 23	Carson, Meacher, JORDAN
Sunday, May 24	Jones, Matsko, WALKER
Saturday, May 30	COLLIER, Ault, Thomas

Note 1: UPPER CASE name is DUTY OFFICER. Others are instructors/tow-pilots, as appropriate.

Note 2: Leo is working on a "checklist" of things to do to help duty officers get the hang of things. Be patient. This will be an interesting spring....

QUESTIONS: Call Leo Meacher, Operations Officer, (703) 364-2799