



Skylines

Minutes of the Board Meeting, December 3, 1992, Manassas, VA.

Members present were: Spencer Annear, Bela Gogos, Phil Jordan, Shane Neitzey, Ralph Wentzel, , Jim Miles, Jim McCulley and guest (inactive) member Jim Kellett

Treasurer's Report

Bela Gogos presented his report for the year to date. The IRS has approved the club for tax-exempt status. There is one problem, however, with this status. As a tax-exempt, non-profit organization, we cannot have guest memberships as they now exist. Per the IRS, guests must be actual guests. All fees must be paid by members, who are entertaining non-members as their guests. The club by-laws must be amended to reflect this rule.

We currently have 38 active members. Fred Winter has had to go inactive due to pressing business needs.

Year-to-date, we have had 465 flights. The best month so far was June with 109 tows. Total assets are \$39,458.00. Total liabilities are \$27,404.00. This leaves equity of \$12,054.00. Total income has been \$20,884.00. Total expense has been \$17,957.00. The analysis of income versus loss shows income of \$11,225.00 and expenses of \$15,358.00. The difference is a net loss of \$4,133.00. The answer to this dilemma is obvious. We need to get more flights of club equipment! There are still some members who need to get current with their dues.



To those members who have not yet driven out to New Market, Virginia, all we can say is just do it! Yes, it is a long drive, and it's out in the boondocks! However, the natural beauty and the spectacular flying more than make up for the long drive. Give it a try! There's a wave under the right conditions and that doesn't mean only in the Winter! There is good thermal lift and there is ridge lift when the right conditions prevail. What more could a soaring pilot ask? We have excellent ships in the 2-33, 1-36 and the ASK-21. There is flying to suit everyone's desires.

Operations Report

Spencer Annear spoke for Operations. Our towplane procedures need amending to prevent the type of damage which has been incurred all too frequently. There is a danger when the engine is cooled down too quickly. The result is damaged cylinder(s). For those who haven't heard, there was damage to the Pawnee a couple of weeks ago when a valve seat came loose and the plane had to be taken out of service and the "jug" replaced. The latest issue of *Soaring* has an article about this for those who have an interest in the subject. Jim McCulley and Jim Miles will speak to Kit Carson about changing the procedures to try and prevent any more such expense!

Note of Interest—Ed Rainey is going out of the Flight Instruction business. He will apparently be selling his training planes in the future.

Maintenance Report

Jim Miles has had to step down as our Maintenance Director for personal reasons. Jim McCulley has stepped up to the job. Jim Miles will remain an active participant and consult as required with the Maintenance committee. Thanks Jim for your service as Director in this most important post and welcome to Jim McCulley as your successor!



The Pawnee is now at the Warrenton-Fauquier Airport for its Annual Inspection. There are some expensive repairs to be made in order to pass this time! Even more impetus to get out and *FLY!* It was decided to go ahead and replace the brake discs as well as the pads rather than just putting in new pads, which would only get part of their expected life due to the thinness of the old discs. The airframe will also receive some patches as the covering is expected to have to be totally replaced after next season!

The aircraft logbooks are going to be in the cabinet at the New Market hangar.

Facilities Report

Spencer will talk with Charlie Lee about the placement of additional track for the ASK-21. This should make moving the ship in and out of the hangar much easier! The aircraft would then need only to be placed on its dolly and wheeled sideways into or out of the building.

Membership Report

Phil Jordan handed out his "almost" final version of our long awaited Operations Manual for review by the Board. It looks really good! Additionally, Phil presented estimated costs for a Membership Package, for stationery, brochures, club patches and T-shirts.

After some discussion it was agreed that our first priority in this area is the production of brochures to hand out to any interested persons. A motion was passed to have Shane and Phil collaborate in this and produce an initial batch of 1,000 brochures for the club's use.

An item of interest—Shane has produced some *Skyline Soaring Club* ball caps. These may be purchased at a very reasonable \$6.00 apiece!

Competition

Nothing to report.

Social

Nothing to report.

Old Business



The John Winchester misunderstanding has been resolved and it was just that...a misunderstanding! Shane has spoken with John. He will try to get out to New Market and fly as soon as possible.

Our President has spoken with the Mid-Atlantic Soaring Association's President, Charlie Thurber. We are going to break the ice by making an offer of affiliation to M-ASA. The idea isn't so much to have us get access to M-ASA's facilities, rather, we want to have some of their members come down to New Market and fly with us!

Both Bela and Shane now have prospective buyers for the Concord camper trailer. More on that next time.

The former Warrenton Soaring Center parts stock has finally been purchased!



New Business



Even though we have a published staffing schedule, it has been decided to suspend operations for the Holiday period. The last day will be December 13 (Sunday) and the first day of resumed operations is to be January 3, 1993 (Sunday). Please see the attached revised schedule.

It has been decided to raise the current towplane reserve amount of \$10.00/hour to \$20.00/hour. This is being done in order to insure that we have enough for airframe as well as engine repairs on hand. There is approximately half of the design life left in the Pawnee's engine (TBO=2000 hours) as the logbooks show about 1,060 hours to date. However, we should not expect that to be the actual life of the engine and the reserve is our hedge against the day it needs a major overhaul.

There was some discussion of the need to raise regular membership dues from the present \$20.00 per month to \$25.00. There wasn't a decision reached at this time, but there will be a decision made shortly. This is all the greater reason to get out to these meetings and make known your "druthers."

There was discussion on the subject of whether or not to have a phone installed for the club's use. No decision was taken at this time.

It was decided to purchase a Christmas gift for Ed Rainey's family. The club will spend about \$30.00.



The Holiday party at the Kellett's is still on for December 19, 1992 at 6:00 PM. Unfortunately the Kellett's telephone number was incorrectly shown on the last newsletter. It should be: (703)-378-4765. The party will be BYOB, if desired.

Duty Officers— please take note! When you have the duty, you are responsible for being at the field that morning regardless of the weather conditions. If the local (your home location) weather prevents your getting to New Market, you should call your assigned tow pilot to let him know that the day's operations have been canceled.

As Duty Officer you will need to find out what the conditions are at New Market. There are a couple of ways to accomplish this. The first is to call the Flight Service Station (FSS) on 1-800-WX BRIEF (1-800-992-7433). You will get voice instructions on what to do after you are connected. Just follow the instructions and take notes as the report is read to you. There is no need to speak to another human as this service is fully automated. It does include a report on # * 311, from Shenandoah Airport, 30 miles down the valley.



For those who are computer oriented, you can arrange to get access to DUATS. If you have a computer and are a licensed pilot or possess a valid Third Class Medical Certificate (this is mainly for Student Pilots to gain access to the system) just dial 1-800-CHK-DUAT (1-800-245-3828) and once in the system, simply follow the on-screen instructions. The service is funded by the FAA and is free to pilots. There are two companies currently providing this service. These are CONTEL and DATA TRANSFORMATION CORPORATION, (DTC). The 800 number I gave you above is for the DTC service. If you prefer I have the CONTEL number at home, so just give me call and I'll be glad to pass that one along to you. There are some "value added" services available at nominal cost, but for the basic weather briefing, NOTAMS and Plain Language translation of the weather there is no charge to pilots. I use this system and find it easy to use (I'm not computer literate) and very informative. A reminder to you power pilots out there, you may also file, amend or cancel and close out flight plans via DUATS. Among the charged for services are excellent color graphics (prognostic charts, maps etc.) available. The Plain Language option gives you a translation of the

weather jargon and symbology used (as you might remember this from your ground school/FAA written examination days), which can become somewhat arcane at times. This information may be used in your decision making, when the weather is marginal, whether or not to conduct flight operations.

On days when flying isn't possible, the Duty Officer may choose to do odd jobs around the airport such as minor repairs to facilities or equipment, washing or general cleaning of club equipment and so on. Any members present should try to stay and help with these efforts. A "job jar" will be established to give some direction to these efforts.



Annual Meeting

The Annual Meeting will be held at 7pm on January 22 at *Shane's Signs* in Manassas Park, VA. There will be "light eats" available. The floor will be open for nominations to the Board of Directors. We urge every member to attend because the Club needs the participation of *all* members to be successful. The Annual Meeting is a major forum for sharing your views. *Please be there! Shane's Signs, 8393 Euclid Avenue, Manassas Park at 7 P.M., January 22.*

Directions: Take 1-66 and exit on 28 South. At approximately 6 miles take a left on Manassas Drive, go 3 blocks and turn left on Euclid. Shane's is one block on the right at the back end of the first building. Shane's phone number is 1-800-487-7446.

Great Slate to Date

The following members have been nominated for the Board: Spencer Annear, Kit Carson, Bela Gogos, Jim McCulley, Shane Neitzey and Ralph Wentzel. The floor will be open for nominations at the Annual Meeting. If you have the desire to guide the Club, please make your feelings known.

Your reporter has just returned from a sojourn to the West. The ostensible purpose of the trip was to get a sail plane annual inspection and some general repair work done. However, while there in Albuquerque, New Mexico, I was invited to attend the White Sands Soaring Association's annual Thanksgiving event called the "Turkeyfest." This is, basically, an open invitation to come to Alamogordo, NM and fly with the club. The flying goes on through the entire weekend and everyone returns home on Sunday.



People from all over the western U. S. were there. The location, although adjacent to the town is absolutely beautiful! Towering (9,500 ft.) mountains, desert and the nearby White Sands National Monument. I was only able to stay one day (Thanksgiving) and fly, but my entire family had a wonderful time with those friendly folks. We were encouraged to attend the Thanksgiving dinner at a local restaurant that evening. Again, there was great friendliness shown to my family and all enjoyed the festivities. The flying was spectacular! The relaxed, friendly atmosphere was infectious and welcome after the Eastern rush and fuss! It certainly made the long drive worth the effort. The Albuquerque Soaring Club is also very friendly and outgoing as well. It would make a great soaring vacation to make a trip out there and fly with those friendly people! They have several "fests" through the year at places like Durango, CO., Alamogordo and Taos, NM.

Ralph Wentzel, *Interim Secretary*



Club Staffing Schedule

<i>Day</i>	<i>Date</i>	<i>Duty Officer</i>	<i>Tow Pilot</i>
<i>December</i>			
Saturday	December 12	Jim McCulley	John Soule
Sunday	December 13	Earnest Snowden	Bill Jones
<i>January</i>			
Sunday	January 3	Bob Neff	Bill Jones
Saturday	January 9	Piet Barber	Spencer Annear
Sunday	January 10	Thomas Phillips	Bill Jones
Saturday	January 16	Wirt Walker	Shane Neitzey
Sunday	January 17	Ralph Popp	Bill Jones
Saturday	January 23	Charles Ray	Kit Carson
Sunday	January 24	Bill Westerman	Bill Jones
Saturday	January 30	Ralph Wentzel	Spencer Annear
Sunday	January 31	Karl Barkfelt	Jim Miles
<i>February</i>			
Saturday	February 6	Phil Jordan	Spencer Annear
Sunday	February 7	Paul Dawson	Bill Jones
Saturday	February 13	Ralph Wentzel	Shane Neitzey
Sunday	February 14	Charlie Lee	Kit Carson
Saturday	February 20	Bob Leyendecker	John Soule
Sunday	February 21	Joe Rees	Jim Miles
Saturday	February 27	Bill Wark	Bill Jones
Sunday	February 28	Jim McCulley	John Soule

