

SKYLINES

**The monthly newsletter of the Skyline Soaring Club, Inc.
and**

Minutes of the Board of Directors Meeting For November 1993

MINUTES of THE BOARD of DIRECTORS MEETING Thursday October 21, 1993

The meeting was called to order at approximately 7:30 P.M. by our President, Spencer Annear.

The directors present were: Spencer Annear, Kit Carson, James McCulley, Shane Neitzey, Ralph Wentzel. also present as an observer was John Winchester.

There were no minutes from the previous meeting, so a reading was not made.

TREASURER'S REPORT -
As Bela was absent for this meeting due to indisposition, so there was no report.

OPERATIONS -
Paul Dawson is almost qualified for towing. This accomplishment, when achieved, will make Paul a welcome addition to the tow pilot ranks!

MAINTENANCE -

Notice!! Any and all maintenance must first be cleared through Jim McCulley, Maintenance Director.

The bearings and axle shaft bolt on the ASK-21 have now been repaired or replaced as required. N341KS is once again air worthy!

Our *Pawnee* will be going in for its annual inspection during the winter stand down period from December 15 through January 15. There was discussion at this point on the subject of repainting the wing struts for the tow plane. Jim McCulley will look into how, where and who will be doing this job.

It appears that the 2-33 will be due for its annual soon. Maybe January? Jim will look into this as well.

FACILITIES-

The doors on the tow plane hangar will soon be in need of trimming along their bottom edges. As the winter comes on there will be moisture that will cause the ground to swell making the doors drag as they are opened and closed.

We have been offered the use of a truck in which to haul crushed stone for the hangar floors. All we need pay is the gas and for the stone. There was much discussion at this

point on how much gravel to spread, drainage problems in the hangars, wet floors, leaks in the roofs etc. It was decided that a work party would be drafted and gravel acquired and spread in the hangars to fill in low spots etc. Charlie Lee will be filled in as he's our Director of Maintenance. Spencer will call him.

MEMBERSHIP-

Nothing to report.

COMPETITION-

Nothing to report.

SOCIAL-

Nothing to report.

OLD BUSINESS-

Jim McCulley reported on his progress so far with the FAA on getting our approval for a Wave Window. This, when approved, will give us the ability to fly at altitudes greater than Flight Level 180. All we would have to do is notify Air Traffic Control via radio from a glider about to enter the Positive Control Area. Of course, we would call the ATC prior to flight in wave conditions to advise that we might

be calling in for clearance to fly at or above the 18,000 foot level. Jim says that it looks very good for a possible go ahead by mid-January! The window or area for wave flight would be roughly bounded by a line from New Market to Sky Bryce, down the ridge along a straight line for five miles or so and a line back to New Market. Jim is going to try for a parallelogram rather than the triangle, but we'll have to wait to see whether that is possible. Whatever the final outcome, Jim has done the club a great service in this endeavor and deserves our thanks! As usual, good work Jim and thanks.

Jim said that when we have the window, a mid-week flying day could be possible if enough members want to set it up for him to fly tow for wave attempts. Jim says when that day arrives, give him a call.

A large amount of time was spent discussing how to handle bad weather days when one has the duty. Kit suggested that the Tow Pilot and Duty Officer who are scheduled should talk with one another so wasted trips out to New Market might be prevented. He also feels that the D.O. and, possibly, the Tow Pilot might call other members to see if anyone wants to come out and fly! If there were no takers, flying, on bad weather days, could be canceled with no feeling that maybe someone got short changed because no Tow Pilot or Duty Officer showed up. As I recounted before, there was lots of talk on this subject.

As we left it, D.O.'s and Tow Pilots are encouraged to try

this idea if they have time and see how and if it works. Remember, it is the Duty Officer and Tow Pilot's prerogative as to whether there will be flying in marginal or unflyable weather! However, it has been pointed out many times before that the weather at New Market can be CAVU while back here (East of the Blue Ridge) in maritime air masses the weather is stinko!

NEW BUSINESS-

A motion was made and passed that Joe Parrish be asked to chair a committee to work up a plan to incite greater participation by the membership. Joe has graciously accepted the job since then. The committee chair would select his own members and would have the objective of having something to present at the next membership meeting on January 14, 1994. If any members out there want to help the chairman, they can give him a call or see him at the field and offer to participate or give him suggestions for accomplishing this task.

As your Secretary and Editor, I have often written about this problem of having members, but not enough participation. Please be aware that the success or failure of our club depends on each of us. By your simply coming out and flying a couple of times a month, the future of Skyline Soaring can be assured.

Think about it... the continued ability to soar, newer and/or different equipment, upkeep on the existing equipment, a clubhouse with accommoda-

tion for overnight stays, activities other than flying for the more socially inclined and so on. It has and can be done... but not without participation!!! Paying your dues simply isn't enough. Come on out and enjoy the sport, but by all means participate!

SOARING NEWS-

On Saturday, November 6 this reporter and Jim McCulley took the ASK up for a short hop. We thought there might be wave activity over the field, since lenticular clouds were evident. We towed to 5,000 feet and released into what we thought could be rotor. We flew in a generally western direction until almost at the first ridge west of New Market. This ridge is a 2,000 (or so) foot high hogback west of Timberville running northeast to southwest. Before reaching there, we found workable lift and gained some altitude. We (sounds like a committee!) decided to head toward the east to see if the cloud formations there were marking wave. There was a deck of solid overcast with a base at about 5,000 feet. It appeared to be a thousand feet thick or so and could have been low wave. It appeared to be moving rapidly to the east. After experimenting with different types of flying to try and work the lift there, we settled on steep (60 degree) banked turns to keep within the narrow area of lift. When in the center of the best lift, it was 400 to 800 feet per minute.

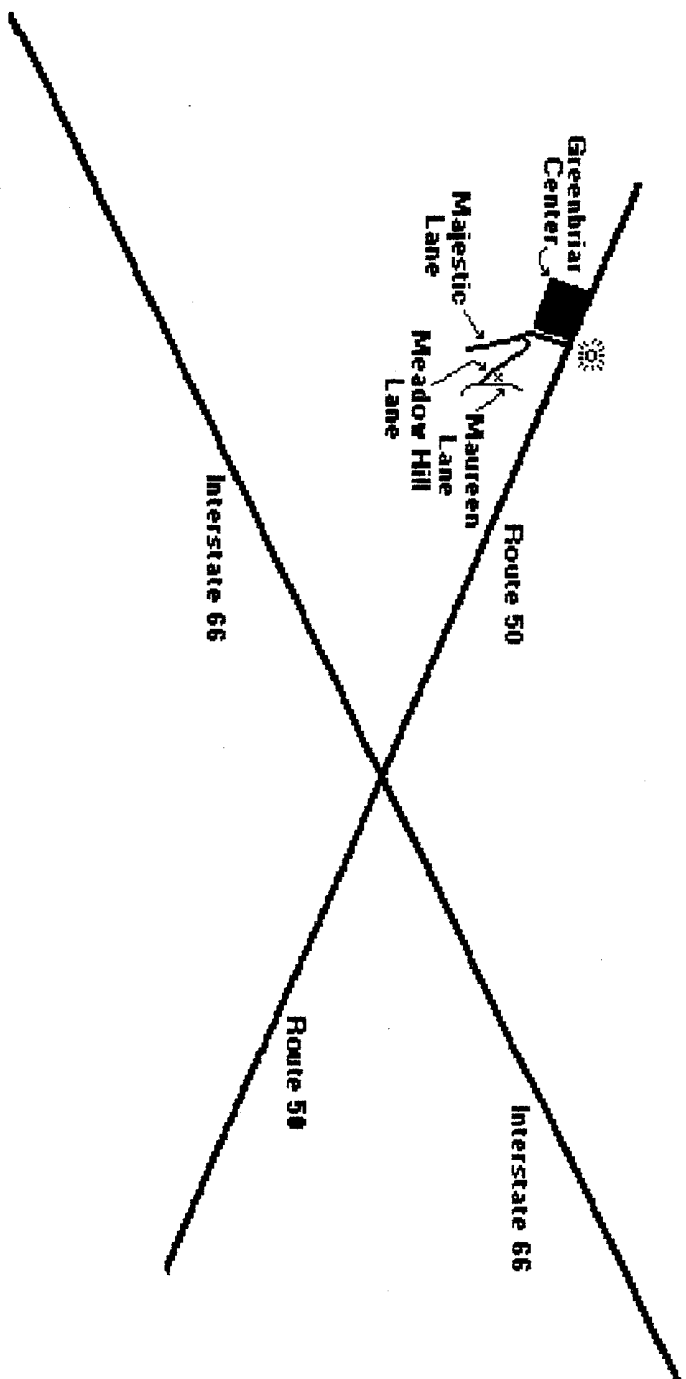
The flight lasted an hour and one quarter and even after we landed, we really couldn't agree on what we had encountered. Later your scribe here had the flash that we had flown in lift caused by the convergence of a colder, denser air mass (easterly moving and marked by the cloud deck) pushing a less dense low pressure system air mass ahead of it. This generated a thin band of lift in front of the high pressure air mass. I visualized it sort of like a bulldozer pushing dirt and the dirt begins to pile up ahead of the blade. At any rate, this was my first encounter with anything like this and it was very different.

**CHRISTMAS PARTY TO
BE HOSTED BY DR. and
MRS. JAMES KELLETT**

On Saturday, December 11, 1993 the Kelletts will be hosting a Christmas party for Skyline Soaring Club members who wish to attend. (see attached map of how to get there.

HAVE A GREAT HOLIDAY AND A HAPPY NEW SOARING YEAR!!!!!!

Dr. and Mrs. James C. Kellum
4133 Meadow Hill Lane,
Fairfax, VA (703)-378-4765



From West: East on Rt. 50 to light and right on Majestic Lane,
left on Meadow Hill Lane. House is on corner of
Maureen Lane and Meadow Hill on left.

From East: West on Rt. 50 to light and left on Majestic, left on
Meadow Hill to intersection with Maureen.

NORTH