

MINUTES OF THE BOARD OF DIRECTORS' MEETING FOR [REDACTED]

The meeting was called to order at 19:00 P.M. by Spencer Annear, President, at Shane's Signs in Manassas Park, Virginia.

Present were: Spencer Annear, Jim McCulley, Bela Gogos, Ralph Wentzel, and a guest Kevin Pritchett. Kevin is a hang glider pilot who is thinking about joining us.

No minutes of the previous meeting were available to be read into the record.

TREASURER'S REPORT

Since he had been absent on vacation, Bela brought with him a formal Treasurer's Report. If anyone desires a copy, you can call Bela on (703)-754-2610. No highlights are included here, as interested persons may obtain a copy of the report for perusal.

There was some discussion of when and how to pay out the debt our club owes to the "founding" members. These folks put up more than just an initiation fee to enable the purchase of the SGS 2-33 and the Piper *Pawnee*. Bela will function as a committee of one to come back to the board with recommendations as to how to do this.

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COMMITTEE REPORTS

OPERATIONS

We now have a new member and tow pilot in the person of Tom Bryce. Yes, the name's the same! Tom's father is the man after whom Sky Bryce and Ski Bryce are named. Tom holds a glider rating among the many others he has and works as a professional pilot. Welcome Tom!

MAINTENANCE

By the time you read this the ASK-21 will have been repaired. The canopy opening mechanism for the rear canopy broke and needed to be welded. Fred Winter came out and removed the canopy so repairs could be effected and, as has been mentioned, it's fixed!

The Sprite's canopy was replaced and the control play has been repaired. Pilots who have flown it say it's much better than it ever was now.

The *Pawnee* has had one new main tire installed.

Some of you may have met or seen the name, Charlie Shonduby. He's an A&P mechanic who is sometimes on the field. Charlie wanted to join and has been accepted as a member of the club. Welcome Charlie!

Burt Williams has also expressed an interest in joining, but nothing has been firmly set there yet. More next time on that.

FACILITIES

Charlie Lee has placed a light over the workbench in the han-

gar for our use. Way to go Charlie! Don't know what we'd do without that guy.

MEMBERSHIP

As mentioned above Tom Bryce has joined the club.

COMPETITION

Nothing to report.

SOCIAL

Nothing to report. Other than the June extravaganza!

OLD BUSINESS

You guessed it... that @#%\$&*! trailer. Oh, well...

By the time this is published the June event should have been over and done with. However, weather being what it is... the **June event** has been postponed to **June 18th!** Please contact Joe Parrish if you are planning to come out and coordinate with him as to what to bring, if anything. Joe can be reached on (703)-834-3225. Come on out and enjoy! This postponement allows those who didn't have time to plan on coming the time to do that now!

NEW BUSINESS

There is help wanted at the field! As was mentioned in the previous meeting's minutes, there are many jobs wanted. Taking charge as a crew chief on one of the aircraft, hangar janitorial service and so on.

Anyone interested can explore this further by giving the committee chairman a call.

These committees are:
Operations... Kit Carson
(703)-329-8552
Facilities..... Charlie Lee (703)-
744-7043
Maintenance... Jim McCulley
(703)-347-9079

There was some discussion of the possibility of holding "volunteer days" when everybody who shows up is assigned a small job which can be accomplished quickly prior to commencement of the day's flying. No decision was taken at this time, however.

There was also talk about how to allow members of other clubs to fly with us. As some may already know, there were members from the Mid-Atlantic Soaring Association at New Market this Winter. They flew in club ships and brought their own down to fly as well. Again, no decisions were solidified yet.

NEXT MEETING SET

The next meeting will be held at Shane's Signs in Manassas Park, VA on June 25th.

CLUB NEWS!!!!!!!!!!!!!!

Membership News Flash!!!

Sadly, Pierre Aumont our student pilot and Frenchman has had to return to his native country. Those of us who had the pleasure of knowing Pagu as he is nicknamed will miss him and his infectious smile as well as his perennial willingness to pitch in and help with anything! Godspeed, Pagu and may all your flights be fun!

Further on the subject of loss of members... Bob Leyen-

decker (a person who was a founder and first Vice President of the club) has moved out of the area. Bob had been employed by the government at Vint Hill Farms station as a technician. However, with military base closings ongoing, that station was also affected. Bob called me to say good-bye and tell us that he has taken a job in Canada in Vancouver, B. C. He will reside outside of Seattle, Washington and commute to Vancouver. If and when Bob lets me know his address, I'll pass it along to you in this newsletter. Good luck, Bob!

In the better news department, Matt Little and his father are now planning to join our little fraternity of flight I hope that by the time you read this, the Little family will be members. Matt would be a student pilot and his dad, who is a qualified tail dragger pilot could be checked out as yet another tow pilot!

CLUB ACTIVITY NEWS

Jim McCulley has strongly held views and is not bashful about sharing them. He will tell you what he thinks with little or no provocation most any time. The best part is that Jim's got good ideas based on his long experience in positions of command, decision making, and flight operations. I, for one, always listen to Jim out of respect if for no other reasons, so here is a piece written especially for our newsletter by Jim. The editor has made no changes, editorial or otherwise to this document.

CLUB PHILOSOPHY

Do you remind yourself each time you go to New Market that you are going out to operate and care for your own equipment? It is important to be aware that Skyline Soaring, Inc. is not a commercial operation into which we pay money, fly, and go home. No one is being paid salary or other compensation for keeping the equipment or facilities in working condition. Even minor expenses by individuals to perform these functions is often borne by those individuals. Many members have contributed items to enhance the club such as chairs, shelter tent, tools, and miscellaneous items. This kind of member participation is vital and those who have done so are truly appreciated.

However, we all have an essential function to perform each time we go to the field - providing tender loving care (TLC) of our club equipment and facilities. Each member doing all he/she can each time to prevent damage or unneeded wear and tear of the club assets will prevent the appointed responsible people for Maintenance and Facilities from having to spend many hours doing repairs. These designated people spend extra week days at New Market several times a month to look after our assets. These are extra trips of 1 1/2 hours (or more) each way at their expense, plus chasing down parts, etc. to perform the upkeep. We can not have a safe, functioning club without this, but we can reduce the work load on a few if every member treats the equipment like his own (which

it is!) and focuses on two important issues:

1) Observe and carefully follow all the pre and post flight procedures for securing equipment.

2) Volunteer at least one action each flight day to maintain the assets as if they were your own (or maybe better?).

To illustrate, here are some random examples based on recent actual observations:

1) Hangar doors not properly interlocked or hooked securely to the hangar walls or ground pins/pipes. High winds have torn doors off their tracks and blown doors into the aircraft stored in the hangar. This kind of damage can be subtle but just as serious as an improperly tied down aircraft in the open.

2) Careless positioning of aircraft in tie down and hangar slots not permitting chocks and ropes to be properly set and tightened.

3) Controls, canopies, pitot covers, cushions, etc. not secured.

4) Equipment left out such as personal items, tow rope, etc.

5) Vario in the ASK-21 left on to drain the battery dead between weekends.

6) Tow car left parked on top of ASK-21 right wing tie down cable so the wing could not be secured. The hood of the car left open so that birds nests have to be cleaned out of

the engine.

7) Tow car trunk left with trash like soft drink cans or other assorted stuff.

In addition to the obvious problems caused by the above partial list of examples, there are these things which members could volunteer to do that would enhance the value of the assets and make for a more attractive club.

1) Use the club mower to mow the tie down area at least each weekend.

2) Wash bugs and dirt from the gliders and Pawnee each weekend. A bucket of water and rags and sponges used often enough preclude more difficult and thorough wash being needed. During the bird nesting season (now!) the bird droppings need to be kept removed to prevent corrosive damage as well as show that we care about appearances.

3) The tow car needs the same consideration as your own (it is yours - a club asset. Wash the bird droppings and if it is accidentally driven into mud, wash it down. The paint is reasonably good and could be made significantly better looking if we spent some moments applying cleaner and polishing it. A few people doing such between flights while just sitting and visiting would make unbelievable improvement.

4) Keeping the hangar area tidy is a simple matter of putting chairs, ropes, etc. on their

hooks and picking up trash etc. The cans for trash need emptying every few weeks. These are chores everyone can do.

The foregoing comments are by no means a complete listing, but are offered as food for thought. If we remember only two things, perhaps they should be:

We are a club - not a commercial operation - and mental and physical input from every member each time we are at New Market will make us successful.

Club flying is a sport and should be fun, but flying of any kind is a serious professional activity and we can maintain a perfect safety record only if we treat it as such. Being precise, thorough and safe can be fun because it is a challenge and most challenges, properly met, are fun.

Jim McCulley, Maintenance Director

FAA WINGS PROFICIENCY PROGRAM

As those who faithfully read this newsletter know, at our first annual safety meeting and season kickoff, Jim Kranda was a guest speaker. In his remarks, Jim suggested a program like the FAA "Wings" Pilot Proficiency Award just for our club.

As food for thought, I went into DUATS and printed out the "rules" for such a program. The program is explained in the FAA Advisory Circular No. 61-91F, dated 3/6/91.

I'll just hit some of the highlights here for those who might be interested in getting a club program started. At least it might generate some discussion on the subject.

The program runs through nine phases (I through IX). It's stated objective is to increase regular proficiency training for pilots, since this training is "essential to the safety of all pilots and their passengers." And to provide pilots with the opportunity to establish and participate in a personal recurrent training program. The FAA encourages pilots to establish a recurrent training program and invites their participation in the Pilot Proficiency Award Program.

On completion of each of the nine phases of the program, a pilot is awarded a "distinctive" lapel or tie pin (wings) and a certificate of completion. Phase I wings are plain bronze tone. Phase II wings are silver tone with a star added. Phase III wings are gold tone with a star and wreath. Phase IV wings are gold tone and have a simulated ruby mounted in the shield. Phase V wings are gold tone with a rhinestone mounted in the shield. Phase IV are gold with a simulated sapphire in the shield. Phases VII, VIII, and IX are gold with the appropriate roman numeral in the shield. There are no complimentary wings awarded. They must be earned through participation.

The pilot chooses his/her category and class of aircraft in which they will receive their flight training. Since we a

soaring club, I'll just show you the profile for gliders. Below are the Phase I training requirements.

(1) One hour of ground training to include use of glider operating limitations, weight and balance computations, performance data, and standard emergency procedures.

(2) One hour or three flights to include launch procedures, proper position during tow, emergency procedures such as slack line or tow rope failure, and tow release procedures.

(3) One hour or three flights to include thermalling procedures, flight in close proximity to other aircraft, maneuvers at various performance speeds, demonstration of best lift over drag (L/D) and minimum sink, and precision approaches and landings.

Safety Meetings.

(1) All applicants must attend at least one FAA-sponsored or FAA-sanctioned aviation safety seminar, industry conducted recurrent training program, or physiological training course. FAA-sanctioned aviation safety seminars and recurrent training programs are conducted by such organizations as the Soaring Society of America, American Bonanza Society, and Balloon Federation of America.

(2) Attendance at an Accident Prevention Program aviation safety seminar must be verified in the pilot's logbook or other proficiency record.

This verification must be signed by an FAA Accident Prevention Program Manager, or other FAA personnel, or any Accident Prevention Counselor involved in conducting the seminar.

(3) Attendance at a physiological course conducted under the FAA - U. S. Air Force or FAA - U. S. Navy training agreements at various military installations in the United States is also acceptable for and Accident Prevention Program. AC Form 3150-7, Physiological Training Application/Agreement, is required for this training. [locally this course is given at Andrews AFB, Camp Springs, MD for a nominal fee. The catch is that you must have a valid, current third-class medical certificate as well. This is a more expensive requirement]

When you have completed the physiological training [which is, by the way, classroom training and high-altitude (hyperbaric) chamber experience] the student gets a FAA Form 3150-1, Physiological Training. This form is then submitted to the Accident Prevention Program Manager for verification of course completion.

After the first Phase is completed, twelve months later to be exact, you may begin Phase II, then twelve months after completing that, Phase III, and so on. Each phase completed earns you the appropriate wings for that phase. It, more importantly, keeps you recurrently trained. This, in turn, should help make you a safer pilot.