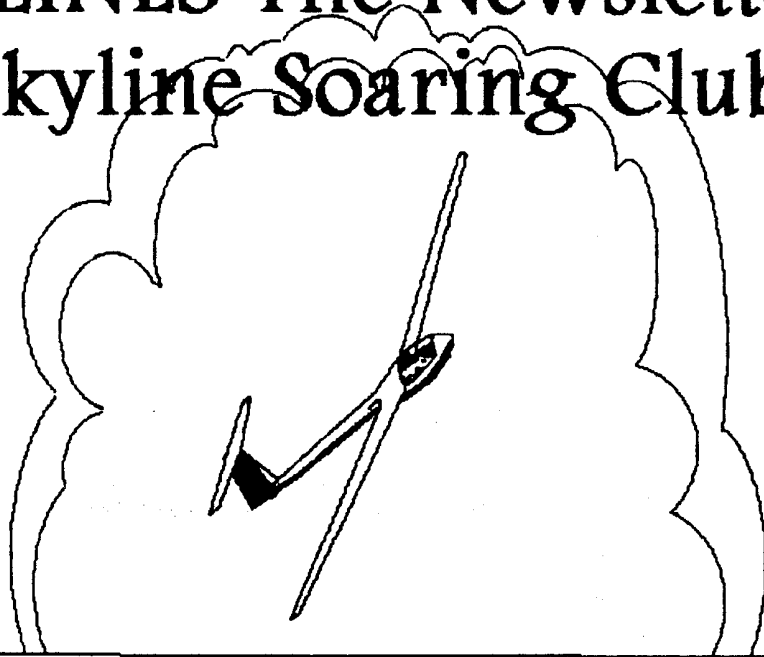


Minutes of the Board Meeting & SKYLINES The Newsletter of the Skyline Soaring Club, Inc.



Ralph Wentzel,
Secretary
October 27, 1994
Manassas, Virginia

Minutes of the Board Meeting held on October 27, 1994

The meeting was called to order by Spencer Annear, President at about 7:20 P.M., October, 27, 1994 at Shane Neitzey's sign shop in Manassas Park, Virginia. Present were: Spencer Annear, Jim McCulley, Shane Neitzey, Ralph Wentzel, Kit Carson, and Bela Gogos. Also present were members (provisional) Kevin Fleet and Jan Makela.

The minutes of the previous meeting were read by the Secretary, Ralph Wentzel. There were no additions or corrections.

TREASURER REPORT

Bela gave a brief oral report for the board. Basically, we have about \$875.00 in our checking account and \$13,092.00 in our savings account.

There was a brief period of discussion on the subject of aircraft insurance. No decisions were taken at this time.

OPERATIONS

Spencer pointed out that the scheduler should be notified of changes to the duty roster. There was a short discussion here during which it was stated by the scheduler that for any except "long term" notice of changes, the scheduled personnel are responsible for arranging for alternate coverage when they cannot make a scheduled date. The scheduler

will accommodate any reasonable requests for changes and, if they are far enough in advance, will be included in the next published schedule. Please understand that the scheduler will be the arbiter in all cases as to whether the change being requested is "long term" or not! The objective here is not to inconvenience anyone, but, rather, to assure coverage for ALL regularly scheduled days of operation. This means weekends from January through Mid-December.

Be advised that there will be a full membership meeting soon at which all members may sign up for preferred days of duty prior to the first 1995 schedule's publication. This would make it advisable to attend this meeting if at all possible.

Next there was discussion of the newly written (by Joe Parrish) Duty Officer's Instructions and Checklists. This effort was undertaken to standardize operations and to give all D.O's the means to know exactly what their duties, authority and scope of supervision are. Basically, the job is one of Operations Manager for the day for the club.

Kevin Fleet suggested that the document, when accepted, be laminated for safekeeping. This will be done. The document will be kept with the folder and other documents in the waterproof plastic box in the hangar.

A motion was then made, seconded and passed that we accept the document as is with the proviso that the

board may make changes as necessary through time.

MAINTENANCE

Spencer asked Jim McCulley if there might be some way to rig the handheld radio's battery charger so as to make it automatically cut off after the appropriate charge time or some sort of circuitry which could be applied to stop charging after the battery has taken its required recharge. There was no decision taken at this time. Jim may look into this when there is time later.

The Pawnee compass and beacon light are now both operational again. The tow plane is coming due for its Annual Inspection in December. Jim is working with the A.I. to get this done.

At the time of the meeting the exhaust stack was off of the aircraft for welding repairs. Jim found that after the welding had been done, even though it was done with the aid of a jig, it had warped and would not go easily back onto the engine.

As you read this the exhaust system should be back on the tow plane and the plane working at taking us into the air again. Jim is looking into a replacement for this stack, however, since it could need replacement soon! Jim says that the price is \$435.00 as far as he can tell.

Jim and Charlie Shonduby are working together on the annual inspection for the 2-33. Jim will do most of the work under Charlie's supervision and then,

if suitable, Charlie will sign off on it! The horizontal surfaces will be recovered at this time also. Again, here Jim McCulley has worked out a possible deal to save the club considerable money on these repairs! The down side to this is that the aircraft could be out of service for several weeks. As you read this the 2-33 is probably down, because we targeted the first weekend in November as the start for this maintenance and inspection work.

FACILITIES

Nothing to report!

MEMBERSHIP

Nothing to report!

COMPETITION

Nothing to report!

SOCIAL

There was some discussion here about the possibilities of participation in events within the soaring community. These events are sponsored by other organizations such as the annual Vintage Sailplane Regatta at Waynesboro, Virginia and the Mid-Atlantic Soaring Association's Oktoberfest at Fairfield, Pennsylvania to mention just a small sample. No decisions were taken at this time, however. Your input as members would be very helpful in this matter, so let one of the officers or directors know your ideas and feelings!

OLD BUSINESS

Since the board had already approved the adoption of the new D.O. Instructions and Checklist, there was only some peripheral discussion about this.

After some discussion, a motion was made, seconded and passed by voice vote to give some additional incentive to the members pulling their stint as D.O. **As of now the daily Duty Officer will be entitled to one free flight in the club ship of their choice (as long as they are signed off to be Pilot in Command). This includes one tow to 3,000 feet AGL, and the use of the aircraft for up to one hour.** Other members present on the flight line will be expected to help out by taking over the D.O. functions for the duration of this flight.

The next item was discussion on the club policy for training. The chief question was whether to allow the use of another ship (other than the one used chiefly for the training of a student) for solo flying as a student. Or, should the students be restricted to the training aircraft during the time they are racking up hours toward their FAA checkride. The consensus was that this will require more discussion.

A special note here... anyone flying the 2-33 **must use only the "soft release" as described by Schweitzer!** If unsure what this means, check with one of the instructors prior to your next flight! Get instructions if needed before flying the ship. If the soft release is not used, **serious**

structural damage may result! While this may not be a cause for safety concerns, it can cost the club a lot of unnecessary expense.

Next your board took up discussion on the possibilities for any new operations sites. The consensus was to table this item for a later time.

NEW BUSINESS

A tentative date for a holiday party was set for December 17th. Further details as they become available.

Elections and rules changes for them were discussed. Should the board be expanded in numbers? Should eligibility for board service be limited to permanent members only? Consensus was that more discussion was required. Again, make your views known here!

Several board meetings back, Bela Gogos accepted a special study to come with a plan for reimbursement of Charter members. Then, a couple of meetings back, Bela presented his plan, which was accepted by the board. The plan is to begin, as soon as practicable, paying back this debt over a specified period. This is now being implemented! Those folks who are in that group will be contacted in time and repayment will begin per Bela's plan.

There is a new FBO at Front Royal. International Aviation has gone out of business. There is a commercial soaring

operation there also. John Ayers is running this operation. Next the discussion turned to next year, 1995. We need a plan for the year, duty schedule, planned membership meetings, planned directorship meetings, and a plan for operations. It was suggested that for the duty roster, a "sign up" sheet be available at the first membership meeting of the new year in order for members to select the dates for their duty if they desire. This way we could avoid the last minute changes in scheduling except for emergencies or unforeseen changes in personal commitments. It was also mentioned that some members might want to make their duty days the same day and/or weekend every month or so. This is possible if we have a "sign up" sheet before your scheduler makes up a primary yearly roster!

The next discussion was about the mid-week flying issue. Several times now a group of members have decided on their own initiative to organize a flying day during the week. It was brought to the board's attention that some other members might be interested in participating and should be notified of the plans.

Your Secretary has volunteered to write up a short "how to" document for the approval of the board. At this writing it has not been done, but should be complete for the next board meeting.

Bela Gogos has compiled a member's information package and submitted it for the review

of the board. No decision has been taken on this matter as of now.

R. Wentzel, Secretary

CLUB NEWS!!!!!!!

Jim Kellett was in "ol' blighty" during this past summer and has written an article to share his adventures with us.

Soaring in England

If you're planning a vacation that includes England, consider using soaring as vehicle to explore another culture and meet new people. And you might well learn some interesting new skills in the process!!

The Lasham Gliding Centre, for example, is the largest gliding club in England and possibly in Europe... this year they're complaining because their membership has dropped, due to a "poor economy", from about 1,000 to just over 800. Of these members, about 90 are flight instructors!

The Centre is located about 50 miles SSW from central London, Basingstoke and Alton. It's located on an old RAF field, and in addition to having two runways - one 6,000 feet long - they have wonderful amenities. For example, a cafeteria-style eatery, a bar (!), a playroom for children, large bathrooms (with showers), a large meeting room, a bunkhouse, a couple of huge hangars, and "caravans" (small mobile homes or large camping trailers with utilities) to rent to pilots.

Lasham is primarily a training club. For many years it was the "home base" of the famous Derek Piggott, author, stunt pilot, and international lecturer. Lasham operates two double-drum winches, four towplanes (French built Robins and Super Cubs), about a dozen Schleicher K-13's, and several Grob 103's and Schleicher K-21's. It's co-located on the same field as another club that has only single place ships; many "graduates" of Lasham migrate to the other club, which uses the same launch facilities as Lasham. Finally, there are over 140 privately owned gliders based there. By the way, club ships don't include the equivalent of 2-33's; they're typically Libelles, LS-3/4/6, Nimbuses, Cirruses, etc.

Soaring in England is regulated by the British Gliding Association (BGS), not the government. That has advantages and disadvantages, but that's another story. One of the advantages is that you'll find many more similarities in operational procedures at clubs in England than you will find in the U.S. ... they're much more consistent than us. Also, while a U.S. pilot's license doesn't mean all that much, they're very amenable to "guest privileges" from ANY gliding club ... so your Skyline membership is a partial door-opener to any club in England. Typically you'll pay a daily, weekly, or monthly "guest membership fee" in exchange for full privileges while you're there. At Lasham, for example, the daily fee is 6.5 [pounds] Sterling (about \$10). Flying fees are reasonable

(they consider them high); for example, a winch launch is 5.2 [pounds] Sterling, and the aircraft rental for a K-13 [is] 0.32 [pounds] Sterling/minute. Instructors are free. Your FAI badges are recognized as measures of accomplishment, more so than a license. You'll find that your flying there will be limited only by the judgment of your instructor who flies with you; I was pleasantly surprised to take three instructional flights on the winch and cleared for solo (in a two place ship), being asked only to not keep it up over an hour. Be prepared to undergo daily checks (sometimes by different instructors!).

This summer I enjoyed getting checked out on the winches again, including a 48 minute soaring flight from a 1200 foot launch. Four flights spread out over the whole day cost less than \$100 U.S. It's really fun to go up "on your back" to 1,00 feet or so in about 30 seconds! At another club, Booker at Wycombe Airpark, I enjoyed an hour's thermalling in sight of Heathrow and Oxford, over the Thames river, accompanied by a check pilot who was a London Bobby! Learned a lot about soaring, and a lot about Scotland Yard in the same flight.

Most clubs accept plastic, making the conversion to a foreign currency easy. For more information, write:

Lasham Gliding Society, Ltd.
Lasham Aerodrome
Alton, Hampshire GU34 5SS
U.K.

or call 011 44 0256 381322.

(signed)
Jim

Thanks to Jim for that interesting glimpse into our sport as practiced in other places!

NEXT MEETING

The next board meeting is scheduled for Thursday, November 17th at 1900 hours in Shane's shop.

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