

Minutes of the Membership Meeting of the Skyline Soaring Club, Inc. Held at the Falls Church Community Center on January 20, 1995

The meeting was called to order by Spencer Annear, current President at 7:00 PM.

Present were:

Spencer Annear, Bela Gogos, Shane Neitzey, Ralph Wentzel, Kit Carson, Jim McCulley, Kevin Fleet, Jan Makela, Joe Parrish, Phil Jordan, Bill Westerman, Ralph Popp, and Joe Rees. Visitors present were: A. Greer, and Bob Beech.

President's Welcome Address

Spencer Annear, our past President read his welcome address:

"Welcome to the 1995 Skyline Soaring Club annual meeting. The purposes of this meeting are to report the state of the club and elect the 1995 Board of Directors. Immediately after this meeting the new Board of Directors will meet to elect officers, in accordance with the by-laws. In addition the Board has several items of business to consult you about."

Minutes of Previous Membership Meeting are read

Ralph Wentzel was then asked to read the minutes of the previous meeting held on Friday, January 14, 1994 at the Falls Church Community Center.

Treasurer's Report

Bela Gogos next presented his Treasurer's Report for the just completed year's operations.

(As this report is quite lengthy, there will be no verbatim recounting here. For all interested parties there are copies available upon request to either Bela Gogos or Ralph Wentzel)

Bela accompanied his report with a cover letter:

"Attached is the document summarizing the financial and operational performance of your club for the calendar year ending December 31, 1994.

As you can see we did quite well during the past year. The number of tows increased by 18 percent over 1993 and the total flying time increased by 28 percent as well (429 vs. 336).

At this time we are in the process of paying back our obligations to our members. Responding to a need to put the club's debt structure in order without destroying the club, the board came up with a plan in June 1994. The basic premise of the plan is to use capital funds, i.e., initiation fees, to pay off capital debt with the goal in mind of leveling the debt first to bring everybody to the same level. We hope to have the debt level at \$1,000.00 at the end of 1995 so we can begin eliminating that too.

This plan separates capital and operating funds. It does rely on membership growth to pay the debts. As the debt represents capital acquisition

costs, the board felt that was a way to have new members share capitalization costs.

Again, I would like to thank our participating members and I am asking those who did not fly during 1994 to come out to the airport and see our operation and become participating members of our club.

The attached document is giving you a snapshot of the financial status of your club as of now and it will demonstrate to you that we are a viable organization which will be in existence for many years to come.

Please come fly and enjoy the tranquillity, the beautiful mountains and countryside from high up in the sky and share the friendly fellowship with our members and that of interested visitors."

Respectfully, your Treasurer,

Bela

Discussion

Some discussion ensued here based on questions and comments about the report. Some clarification was asked for and given as to what exactly was meant by "loss" versus [income] from membership dues and initiation fees.

Bela also extemporaneously gave the meeting a review of loan/repayment status. He summed up saying we look forward to being fully paid up by 1996.

Bill Westerman thanked Bela for his excellent (as usual) report.

President's Report

Spencer Annear then read out his President's Report:

"Our club entered its fourth year of operation in December. Though perhaps not as momentous as other years 1994 saw progress in several areas which will, I believe, help assure the survival of the club.

Our club depends on its members to provide services which make it both viable and fun. One of my jobs is to find members to assume responsibility so it will work and everybody has fun too.

The two show stopping positions in the club are Treasurer and Maintenance Officer. Without proper processing of the finances nothing else can happen. Without proper maintenance no flying can happen. Thanks you Bela. Thank you Jim. Both of you have put in many hours working by yourself to make sure it happens for the rest of us.

Another position critical to our glider flying is tow pilot. These commercial pilots donate their time and skill to the club. It is a position where, rocking and rolling at one hundred feet on take-off they suddenly discover their glider is fifty feet below them, pulling their tail down and plumbing the deepest roots of their religious experience. Thanks you Kit, Jim McCulley, Jim Miles and Shane. The list is short. With only five active tow pilots the time commitment is large. If you

come across any potential tow pilots please try to recruit them and bring them to the Board's attention for follow up.

Another unsung group is the flight instructors. They too are commercial pilots who give their time and talent to the club. It is a white knuckle position where you try to impart knowledge and skill without destroying the student's confidence or body. Thank you Jim Kellett, Shane and Joe. With only four active instructors the workload is quite high considering we have eight student pilots to work with plus check rides and BFR's. If you think you might want to become a CFIG talk to one of the instructors about it.

Others have helped too. Ralph Wentzel has kept our minutes and put out the newsletter. Charlie [Lee] has improved our facilities and generally helped at the field. Kevin [Fleet] helped on maintenance and Jan [Makela] helped Bela on some projects. Making the club work takes people who are willing to contribute time and talent, people who are reliable in the long run. The more who contribute the easier it is on everybody. Think about where you would like to help.

As Bela noted, the number of active members has grown since 1991 along with the number of flights. We are headed in the right direction. While the jury is still out it is beginning to look like we have the right stuff to survive in the long term.

Major events of the year included: establishment of the Skylines phone system (thanks to Joe Parrish); adoption of a system to repay the founding loans (pay down to place loans on equal footing and then pay down to eliminate them using initiation fees as source money); having a summer competition and picnic day; getting rid of the Concord trailer; adopting New Market ground rules (Jim McCulley); and adopting duty officer instructions and checklist (Joe again); developing a membership package (Bela and Jan) and; having a holiday party (Kit and Marti).

Once again we had no accidents but we did have an incident when the 2-33 bumped the tow car. The safety committee, under Shane's chairmanship, is working on a system to reduce the potential for the most common types of soaring accidents. More on that later. The life we save may be yours.

We hope that 1995 will be a landmark year as we strive to improve the club internally while reaching out to participate in the soaring community externally. The Board intends to ask your advice and cooperation on several proposed calendar events for 1995, a wave camp at Petersburg, West Virginia, several club fun days and, the Waynesboro Vintage Regatta in the fall.

1995 will be a landmark year for several reasons. First, New Market airport is under new management. Second, a metamorphosis has begun. For the first time we have a Board

candidate who was not a Warrenton Soaring Center customer. Joe Parrish is running for the seat Kit is vacating. Thanks Kit, welcome Joe. And the beat goes on."

Next Jim McCulley made a brief report on the happenings at New Market airport. Mrs. Linda Rainey is managing the airport, has engaged a Fixed Based Operator (FBO) to see to everyday management of the place. Hulks have been removed to indoors (making the place more visually appealing), repairs have been started on some of those hulks, a new windsock has been mounted, the toilets in the office are now in working order, new fuel pumps have been installed outside the office, and the cowlings which has resided in the office for so long has at last been removed to a more suitable storage place. The club is going to ask if the sod runway might be rolled to make it smooth once again. The management has instituted an "honor system" for selected, old, and trusted customers to obtain fuel out of hours by giving them keys to the pumps, and the runway lights now all work once again.

The succeeding order of business was the announcement of new director positions and solicitation of nominations for the Board of Directors for 1995.

A new Director position was discussed and accepted.

A slate for Directors for 1995 was presented. A motion to nominate the slate was made

by Joe Rees and seconded by Bill Westerman. The entire slate was elected by unanimous voice vote.

The Board for 1995 is; Spencer Annear, Bela Gogos, Shane Neitzey, Jim McCulley, Ralph Wentzel, and Joe Parrish.

This meeting was adjourned at 8:00 PM.

Minutes of the Board Meeting held on January 20, 1995

The meeting was called to order by Spencer Annear, President at 8:00 P.M. Present were the same persons as at the Membership meeting adjourned previously.

The first order of business was the nomination of a temporary Chairman for this Board meeting. Spencer Annear was nominated and appointed to fill this slot.

Next was the election of club officers for 1995. The new officers are: President & Board Chairman, Spencer Annear; Vice President, Treasurer, Bela Gogos; Secretary, Ralph Wentzel; Vice President, Towplane Maintenance, Jim McCulley; Vice President Facilities, Kevin Fleet; Vice President, Sailplane Maintenance, Charlie Lee; Vice President Membership & Social Activities, Joe Parrish; Vice President, Operations & Safety, Shane Neitzey.

A poll was taken to select activities for the club's proposed calendar for 1995.

The calendar is as follows:

12-12-94 to 01-20-95

No Operations. Stand down for maintenance of equipment

12-17-94 & 12-16-95

Holiday Parties

01-20-95

Annual membership meeting

01-21 to 02-26-95

Voluntary operations (no scheduling)

02-24-95

Spring '95 Safety Meeting (make up 03-03-95)

03-04-95 to 12-10-95

Regular operations (scheduled weekends)

05-13-95

Spring Fun Day-Contests and Picnic (rain date 05-20)

06-10-95

Community Day with rides for public, etc. (Rain date 06-17)

09-16 & 17-95

Vintage Sailplane Regatta at Waynesboro, VA (possible club participation with towplane and gliders)

10-14-95

Fall Fun Day-Contests and Picnic (rain date 10-21)

Manassas Air Show

4th Thursday of each month. Board of Directors Meetings (except 3rd Thursday in November and none in December)

02-24, 03-03, 04-28, 09-08 Membership/Board of Directors meetings

Volunteers are needed for these activities. Please contact an Officer or Director if you can help at any of these.

For the non-scheduled flying days in January and February, Joe Parrish reminded us that the SKYLINEs phone line can be used to notify interested members of activity. Please consult your instructions for the way this service works. The information can be found in the member information packages produced by Bela and Jan.

The Wave Camp at Petersburg, WV is on for the week starting February 18th through 26th. By now all members should have received the special flyer on that subject.

We will be taking the Pawnee as well as the 2-33 and the 1-36. At this time it was not known if the owners of the ASK-21 would allow us to take it along. This will be determined later.

1995 SKYLINE SOARING SCHEDULE

PLEASE SAVE IT

SKYLINE SOARING CLUB, INC.
CLUB DUTY ROSTER AS OF MARCH 04, 1995

MARCH		DUTY OFFICER	TOW PILOT
SATURDAY	04	BARBER	ANNEAR
SUNDAY	05	BEATLEY	BRICE
SATURDAY	11	CHAPPEY	MCCULLEY
SUNDAY	12	COFFMAN	NEITZEY
SATURDAY	18	ETTRIDGE	DAWSON
SUNDAY	19	FARR	MILES
SATURDAY	25	FRAUENFELD	ANNEAR
SUNDAY	26	GIBRAT	BRICE
APRIL		DUTY OFFICER	TOW PILOT
SATURDAY	01	KANS	MCCULLEY
SUNDAY	02	NEFF	NEITZEY
SATURDAY	08	PHILLIPS	MILES
SUNDAY	09	PICKETT	DAWSON
SATURDAY	15	POPP	ANNEAR
SUNDAY	16	RAY	BRICE
SATURDAY	22	REES	DAWSON
SUNDAY	23	SZIBLER	MCCULLEY
SATURDAY	29	WALKER	MILES
SUNDAY	30	WARK	NEITZEY
MAY		DUTY OFFICER	TOW PILOT
SATURDAY	06	WESTERMAN	ANNEAR
SUNDAY	07	YARGER	BRICE
SATURDAY	13	BARBER	DAWSON
SUNDAY	14	BEATLEY	MILES
SATURDAY	20	CHAPPEY	MCCULLEY
SUNDAY	21	COFFMAN	NEITZEY

SATURDAY	27	ETTRIDGE	ANNEAR
SUNDAY	28	FARR	DAWSON

JUNE		DUTY OFFICER	TOW PILOT
------	--	--------------	-----------

SATURDAY	03	FRAUENFELD	BRICE
SUNDAY	04	GIBRAT	MCCULLEY

SATURDAY	10	KANS	NEITZEY
SUNDAY	11	MAKELA	ANNEAR

SATURDAY	17	NEFF	BRICE
SUNDAY	18	PHILLIPS	DAWSON

SATURDAY	24	PICKETT	MILES
SUNDAY	25	POPP	MCCULLEY

JULY		DUTY OFFICER	TOW PILOT
------	--	--------------	-----------

SATURDAY	01	RAY	NEITZEY
SUNDAY	02	REES	ANNEAR

SATURDAY	08	SZIBLER	BRICE
SUNDAY	09	WALKER	DAWSON

SATURDAY	15	WARK	MILES
SUNDAY	16	WESTERMAN	MCCULLEY

SATURDAY	22	YARGER	NEITZEY
SUNDAY	23	BARBER	ANNEAR

SATURDAY	29	BEATLEY	BRICE
SUNDAY	30	CHAPPEY	DAWSON

AUGUST		DUTY OFFICER	TOW PILOT
--------	--	--------------	-----------

SATURDAY	05	COFFMAN	MCCULLEY
SUNDAY	06	ETTRIDGE	MILES

SATURDAY	12	FARR	NEITZEY
SUNDAY	13	FRAUENFELD	ANNEAR

SATURDAY	19	GIBRAT	BRICE
SUNDAY	20	KANS	DAWSON

SATURDAY	26	MAKELA	MCCULLEY
SUNDAY	27	NEFF	MILES

SEPTEMBER		DUTY OFFICER	TOW PILOT
SATURDAY	02	PHILLIPS	NEITZEY
SUNDAY	03	PICKETT	ANNEAR
SATURDAY	09	POPP	BRICE
SUNDAY	10	RAY	DAWSON
SATURDAY	16	REES	MCCULLEY
SUNDAY	17	SZIBLER	MILES
SATURDAY	23	WALKER	NEITZEY
SUNDAY	24	WARK	ANNEAR
SATURDAY	30	WESTERMAN	BRICE
OCTOBER		DUTY OFFICER	TOW PILOT
SUNDAY	01	YARGER	DAWSON
SATURDAY	07	BARBER	MCCULLEY
SUNDAY	08	BEATLEY	MILES
SATURDAY	14	CHAPPEY	NEITZEY
SUNDAY	15	COFFMAN	ANNEAR
SATURDAY	21	ETTRIDGE	BRICE
SUNDAY	22	FARR	DAWSON
SATURDAY	28	FRAUENFELD	MCCULLEY
SUNDAY	29	GIBRAT	MILES
NOVEMBER		DUTY OFFICER	TOW PILOT
SATURDAY	04	KANS	NEITZEY
SUNDAY	05	MAKELA	ANNEAR
SATURDAY	11	NEFF	BRICE
SUNDAY	12	PHILLIPS	DAWSON
SATURDAY	18	PICKETT	MCCULLEY
SUNDAY	19	POPP	MILES
SATURDAY	25	RAY	NEITZEY
SUNDAY	26	REES	ANNEAR
DECEMBER		DUTY OFFICER	TOW PILOT
SATURDAY	02	SZIBLER	BRICE
SUNDAY	03	WALKER	DAWSON

SATURDAY 09
SUNDAY 10*

WARK
WESTERMAN

MCCULLEY
MILES

*Break for Christmas/New Year's celebration

***** IMPORTANT: ALL MEMBERS PLEASE READ BELOW *****

NOTE: This is a provisional list of assignments. It can be changed given sufficient notice (APPROXIMATELY ONE MONTH OR MORE). Please read and note your duty days on your own calendars as necessary. Should you have specific days, weeks or months when you would prefer to work or not, let me know at least a month (or more) in advance and I will meet your requests if at all possible. Check to be sure when you are scheduled and try to get out to the field on time. If for some reason you cannot make your scheduled date, call another member(s) and see if you can trade off for one or more of their days. If that can't be accomplished, call the scheduler, Ralph Wentzel at (703)-777-7500 and leave a message. If you do call and leave a message, please include your name and telephone numbers where you may be reached both during the day and evening hours. If substitutions are made **off of the schedule**, please let your tow pilot or duty officer know about the change and who will be taking your stint. You are responsible for your scheduled duty! As your scheduler, I try to be as fair and equitable as possible, but for this to work you must also do your parts! Your cooperation is appreciated.

stEq02_5.doc