

Minutes of the Meeting of the Board of Directors of the Skyline Soaring club, Inc. Held at Manassas Park, VA on March 23, 1995 at 19:00

Present were: Spencer Annear, Bela Gogos, Joe Parrish, Shane Neitzey, Jim McCulley, and Ralph Wentzel.

Minutes of Previous Meeting

Minutes of the previous meeting were not read.

Treasurer's Report

The report is not published here. Copies of the document may be obtained from the Treasurer, Bela Gogos upon request.

There were several provisional members up for full membership and votes were taken. Four newly passed full members are now in the club! These are: Tom Brice (effective in May), Colombe Chappey, Rich Pickett, and Jean-Francois Gibrat.

A motion was made, seconded and passed to sign a lease for two (2) hangars at New Market, Valor Field at \$75.00 per month for the period from April, 1995 to April 1996.

Operations Report

Shane remarked that a "higher level" of flight discipline was shown at the Wave Camp held in Petersburg, WV. He cited examples such as consistent

announcing of departures and arrivals on the radio, informing traffic on UNICOM of the presence of tow and glider traffic in the pattern. He would like to see this same level of operations discipline at New Market on a weekly basis. Duty officers and tow pilots on duty should try to remember this.

Shane also wanted to emphasize that the white discs on the turf are the actual displaced threshold for landings and are not a target! Landings should take place well beyond the line formed by the discs. The duty officer's manual will be amended to reflect the proper way to place these discs.

Spin recognition and avoidance training will be required for all pilots!

A new tow pilot's manual is now in the hands of all the tow pilots.

Maintenance Report

Jim McCulley reported that the Schweitzer 2-33 is once more in commission. It has undergone some rather lengthy maintenance and its annual inspection. There are parts on order to further improve the condition of our equipment. These are: wet compass rebuild kit and a TE probe.

Jim has asked that everyone be aware that the wet and muddy season is still upon us. We must all make every effort to keep tailwheels out of the

mud when moving the ships and especially when putting them into their tie downs!

There was discussion on what to do about the ASK-21. It is badly in need of attention. Yours truly will speak with the owner(s) to see what their preferred course of action is. Both canopies are in need of replacement. If they get any worse, the club could find itself without the ASK-21 for use. This is an excellent revenue source which we need to maintain. **ALL MEMBERS SHOULD BE AWARE THAT THE CANOPIES ON THIS SHIP, AND THE OTHERS AS WELL, ARE NEVER TO BE LIFTED BY THE PLEXIGLAS!** This is what has caused damage to them in the past. On the ASK there is a small aluminum tab inside on the canopy rail, which is reached through the air vents. This is the proper way to lift and lower the canopies. Please ask someone if you're not sure of how to handle these details. It isn't a mark of shame to ask, rather it is a shame if canopies are scratched or cracked during handling. These are extremely expensive items to replace. Bela is going to call the insurance carrier about the possible coverage on those broken canopies.

There is an Airworthiness Directive out on Lycoming engines concerning unauthorized connecting rod bolts. It is thought that this is not cause for concern on the Pawnee at this time.

Facilities Report

Nothing reported at this time.

Membership Report

Joe Parrish mentioned that he's seeing about one contact per month on the InterNet from interested, prospective members. He will follow up on these. The board found consensus that we need a more aggressive recruitment effort. We can start at the Pilot's Association of New Market Airport. We will let it be known that membership is open and see if there are interested persons there. Joe Parrish will announce us on the InterNet. This should generate some inquiries. Your Secretary has volunteered to again this year place his own ship on display at the Manassas Air Show in September. Joe Parrish has volunteered to be a task force of one to come up with a program for recruitment. Ideas like a gift certificate for Trial Memberships to enable people to give the gift of a trial membership to someone of their choice were discussed.

Competition Report

Nothing to report.

Social Report

Nothing to report.

Old Business

The Annual Safety Meeting will be held at the Falls Church Community Center (see enclosed map) on Friday, May 5, 1995. All members who can make this meeting should be there. There was a great deal of discussion as to whether this safety meeting should be mandatory, how to enforce it if made mandatory, should it be enforcement or incentive, should there be make up for those unable to attend, and so on. A consensus was finally reached that this is **not a mandatory** meeting, but that attendance is **highly recommended**, there will be a handout which will be signed to signify that participants listened and understood the presentations. Shane is organizing the training for this meeting.

There is a new prospect for membership. His name is Schellenberger, he owns a Maule, and has the requisite taildragger hours for insurance coverage to be a club tow pilot. If he joins, we will spend the money to get him checked out.

Shane needs five (5) people to work on the Schweitzer trailer (rust removal, paint, repair, and rigging for the gliders, wing supports etc.). Shane is coordinating this effort. If you are interested in volunteering your time to help out, contact Shane.

Since Shane organized and directed the Wave Camp at Petersburg, West Virginia, he gave a short report. The op-

erators of the Grant County airport were very pleased with our operations. They apparently had some bad experiences with wave flyers in the past and were watching us closely. We passed! Shane said that although he found the effort to be tiring it was, nonetheless, rewarding and he would like to do it again next year (1996) with more help in the planning and organizing effort. Jim McCulley remarked that we would need better planning for another camp to include better advertising beforehand prior to committing to another attempt at a camp.

New Business

There is a new takeoff protocol in effect at New Market. The wing runner must place themselves at the left wingtip of the glider on tow. This is because the two pilot has a rearview mirror on that side of the Pawnee. If the tow pilot doesn't respond to the sailplane's rudder waggle, the tow pilot can see the wing runner and their signal to go. The sailplane pilot in command should continually, slowly waggle the rudder, stop to stop, until the tow plane responds. The wing runner should only signal if and when it becomes apparent that the tow pilot hasn't seen the sailplane's rudder movement. The pilots are always in command of the situation in their respective aircraft.

Jim McCulley made a report on the previous meeting of the

New Market Pilot's Association. There were approximately 40-50 persons in attendance. The meeting consisted of introductions, discussions, and social bonding. The soaring club got generally high marks from the General Aviation pilots for safety and good operations. Jim is of the opinion that this is a good forum for communicating with the other pilot types at New Market. It is also a good way to support Linda Raney's efforts at managing the airport for the benefit of all concerned.

Planning for the Community Day on June 10th will be on the agenda for the next Board meeting.

The next board meeting is set for April 27, 1995 at Manassas Park.

Club News

Successful Wave Camp Held at Petersburg, West Virginia

The Skyline Soaring club kicked off the 1995 soaring season with the Petersburg Wave Camp held at the Grant County airport (W99), elevation 961 MSL on February 18 through 26. We took the Pawnee, the I-36, the ASK-21, several privately-owned ships, and extra barograph paper and seals, hoping to strike diamonds (or other precious metals). Shane, Kevin, and Spencer volunteered for ferry duty.

Although Petersburg is only 33 miles from New Market, as the crow (or glider) flies, it seems much farther away. It's a long, winding drive through the mountains, and the weather is much different from what we're used to at 8W2. The town of Petersburg is fairly small and closely-knit. Although we were warmly welcomed by the towns-folk, it was clear that they didn't know what to think of "them crazy glider pilots." Every evening when we repaired to the local tavern for a refreshing fruit juice (NOT!!), we were asked, "how high didja git today?" Most of the time they just shook their heads.

The accommodations at the Grant County airport were quite nice. We had a large warm-up room with a very effective wood-burning stove. The windowpane in the (entrance) door was a bit flimsy, though, as Kevin learned. The airport manager, Jean, was very pleasant and helpful. We were also visited by several pilots from the airport, the West Virginia Civil Air Patrol (trolling for business, guys?), and other glider pilots from surrounding airports. Although we didn't advertise the wave camp, the word still seemed to get around.

The fact that soaring is strongly tied to weather was born out in Petersburg. We had a mixed bag. The first couple of days were better for thermal soaring. Shane Jim Kellett, and Kevin Fleet all had nice flights without ever

contacting the wave. Several other club members came out on the first weekend. The next few days were cold and windy, but not conducive to wave. This gave us the opportunity to repair tow ropes, wind up the barograph. Tell stories, etc. This lasted for three days into the week, and most of the other club members drifted away to their families and jobs.

By Thursday, the 23rd, I was also contemplating a return home. I checked out of the hotel, and as I was turning onto the road out of town I saw a wonderful sight - lennies! I reversed course, called Shane, and we were at the airport soon thereafter. After pre-flighting the Pawnee, the ASK-21, and all of the ancillary equipment, we launched into promising skies. Departing the pattern, we began to encounter rotor. For the remainder of the tow, I had two hands on the stick, and was working quite hard to stay in position. I stopped trying to hold a textbook high tow position, and began to consider any position with me behind the tow plane to be "OK." Although it seemed much longer, within a few minutes we were passing over the first big ridge to the northwest of the field, approaching 6,000 MSL. Then the tow plane popped up, the turbulence ceased, and the vario pegged at over 1000 ft/minute up. We were in the wave! I waited a couple of seconds, released, and settled into steady 600 ft/minute lift. While still sorting out the situation, I

climbed to over 7,000 MSL - after diving at least 300 feet, I notched at a low point of 6,900 MSL. (This is an important point to remember for future wave flights. If you're established in strong, steady lift, don't wait to notch - you might climb too high to permit Diamond Altitude gain by the top of the wave window.)

The feeling in the wave was fantastic! Absolutely smooth - just like sitting on the ground. It was a strange feeling to watch the altimeter wind up so quickly, but without any of the jostling that you encounter while thermalling. I picked out ground references at the point of best lift, and called out each 1,000 foot gain to Shane, who was now monitoring my flight from the ground. As I climbed through 11,500 MSL, the oxygen system kicked on. Passing through 17,000 MSL, the lift started to fade. I tried moving g forward, backward, and to each side, but found no improvement. I finally achieved 17,800 MSL as a high point - good enough for Gold Altitude gain.

I spent some time exploring to the northwestern and southwestern limits of the wave window. The view was wonderful, with clear skies and unlimited visibility ahead. Although I've been much higher than this while flying on airliners, there is no comparison to the panoramic view through the canopy. This is perhaps my most vivid memory of the flight. I really wish I had brought a camera along. At

about two hours after release, with cold feet and decreasing visibility (clouds roll in quickly, another point to remember for future flights), I pulled the spoilers and descended. I tried to select a descent area that would be relatively free of rotor, but was unsuccessful. I encountered the rotor at around 7,000 MSL and stayed in turbulence until turning final at 400 AGL. My landing was nothing to brag about, but I was glad to be on the ground. Leave yourself some mental reserves for the pattern and landing!

The next day was the windiest of all. Jim McCulley came out to tow, and Bela and Shane had their ships ready to go for Diamond Altitude. Unfortunately, we could not detect any wave, and the windspeed made ground handling difficult. I swear that at one time I actually saw the wind sock pointing up slightly!

Saturday was nicer. Shane attempted a badge flight, but was unsuccessful in contacting the wave. I made a flight later in the day with Jim Pletcher, a CFI-G from Keystone Gliderport, to 12,500 MSL in moderate wave. This time I had the chance to relax a little and chat on the radio with pilots as far north as Cumberland, MD and as far south as Tidewater, VA. Conditions deteriorated overnight, and we packed up and left early on Sunday morning.

Although many club members made significant contributions in time and effort, I must give

special recognition to Shane Neitzey. He arranged for the trip, organized the study guide materials and safety meeting, acted as the primary liaison with the FAA ARTCC and the FBO operators at Grant County airport, and loaned his oxygen system and parachute for club member use. Perhaps most laudable was providing the tow for my Gold Altitude flight and then having to sit and listen to me on the radio, babbling about how wonderful it was to be in wave near 18,000 MSL! (You were there most of the time, weren't you, Shane?)

Although I think many pilots had higher hopes for wave flight opportunities, I believe the Petersburg Wave Camp was a success. We had well over thirty safe flights for the week, and learned a lot about how the Petersburg operation should work. I'm looking forward to another safe and successful wave camp next year. Don't forget your barograph paper and seals!

The foregoing was written and submitted by Joe Parrish.

Activities Planned

Skyline Spring Fun Day -- don't forget to mark your calendars for Saturday, May 13th. We will have an informal contest (longest/highest flight, bomb drop, spot landing, etc.) during the day, and a picnic in the early evening. Last year's Skyline Day was a fun time for all; let's all plan

to make this event even better!
The rain date will be Saturday, May 20th. For more information, please contact Joe Parrish at (703)-834-3228.

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1995 SKYLINE SOARING SCHEDULE

**PLEASE SAVE THIS DOCUMENT UNTIL
SUPERSEDED**

SKYLINE SOARING CLUB, INC.
CLUB DUTY ROSTER AS OF APRIL 16, 1995

APRIL		DUTY OFFICER	TOW PILOT
SATURDAY	22	REES	ANNEAR
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	NEITZEY
SUNDAY	14	BEATLEY	MILES
SATURDAY	20	CHAPPEY	MCCULLEY
SUNDAY	21	COFFMAN	ANNEAR
SATURDAY	27	ETTRIDGE	NEITZEY
SUNDAY	28	FARR	MILES
JUNE		DUTY OFFICER	TOW PILOT
SATURDAY	03	FRAUENFELD	BRICE
SUNDAY	04	GIBRAT	MCCULLEY
SATURDAY	10	KANS	NEITZEY
SUNDAY	11	YARGER	ANNEAR
SATURDAY	17	NEFF	BRICE
SUNDAY	18	PHILLIPS	NEITZEY
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	NEITZEY
SATURDAY	15	WARK	MILES
SUNDAY	16	WESTERMAN	MCCULLEY
SATURDAY	22	YARGER	NEITZEY
SUNDAY	23	BARBER	ANNEAR
SATURDAY	29	BEATLEY	BRICE
SUNDAY	30	CHAPPEY	MCCULLEY

AUGUST		DUTY OFFICER	TOW PILOT
SATURDAY	05	COFFMAN	MILES
SUNDAY	06	ETTRIDGE	MCCULLEY
SATURDAY	12	FARR	NEITZEY
SUNDAY	13	FRAUENFELD	ANNEAR
SATURDAY	19	GIBRAT	BRICE
SUNDAY	20	KANS	NEITZEY
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	ANNEAR
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	MCCULLEY

SATURDAY	07	BARBER	MCCULLEY
SUNDAY	08	BEATLEY	MILES
SATURDAY	14	CHAPPEY	NEITZEY
SUNDAY	15	COFFMAN	ANNEAR
SATURDAY	21	ETTRIDGE	BRICE
SUNDAY	22	FARR	NEITZEY
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	NEITZEY
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	ANNEAR
SATURDAY	09	WARK	MCCULLEY
SUNDAY	10*	WESTERMAN	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.