



Skylines



Corrected Posting I think I distributed the wrong dates for the 1995 DuPont Regatta to be held at the Eagle's Nest Airport in Waynesboro. Traditionally, it has been held the third weekend in September, but *this year it will be September 22-24*. For more information, call the organizers at Eagle's Nest: Pete Bryce or Jurgen Heinemann at (800) 234-2792.



September 23-24, Civil War reenactors will conduct drills and artillery demonstrations on the grounds of the New Market Battlefield Military Museum in New Market. Camps will be open 9 AM—4 PM; no charge (admission to the Museum is \$6). For more information call (540) 740-8065.



The next Club Fun Day will be October 14 (rain date October 21). Come for the whole day, and bring something to cook and something to share. This is another of Joe Parrish's wonderful brainstormers... and he could also use some volunteers (call him at (703) 834-3228 or e-mail him at jparrish@ssl.umd.edu).

Meet the Member....



Editor's Note... this is so much fun I'm including more than one member this time! After all, why should you have to wait over *Three Years* (at the rate of one a month) to get your name in print!?! For those few who haven't sent me some copy, be forewarned.... you might get a ghostwritten bio! So you better defend yourself!



Piet (Hammy) Barber... Piet (pronounced Pete) is now 23 years old, with wife, and a child on the way, due in mid January. He's a graduate of George Mason University, and currently works for the Network Information Center, where they maintain the whois database for the Military side of the internet. He recently switched to the SIPRNET, which stands for the Secret Internet Protocol Routing Network, which will be doing the same thing as the Network Information Center, but for secret military hosts, behind a classified network. Lots of cool secret spy stuff. >NOT<

You can telnet to [nic.ddn.mil](tel:nic.ddn.mil), and type whois, and you could search for his name in the whois database, if you wished. If you typed "peb38" at the whois prompt, you would get all the information about Piet, in a database on the internet.

Piet's first pilot's license was a Student pilot's license, which was issued in 1988. His first solo was on 2 July 1988, when he was signed off to solo by Chuck Spangler. He had built up flying time working line crew for the then-commercial operation "Warrenton Soaring Center", in order to help defray the costs of the flying. Under the William Lawrence McLean Memorial Foundation*, high-school students who wished to learn to fly, could work line crew and get substantial discounts on flying instruction. The time built up hanging around the airport, listening in on ex-hot-shot pilots who had piloted everything from stealth fighters to primary gliders, and getting instruction in gliders proved to be very valu-

able. On the 30th of May, 1993, he finally received his Private Pilot's license, after years of annoying setbacks and roadblocks to his private pilot's license.

Piet says: Getting a pilot's license has changed my whole attitude about flying, where now I can be the pilot who can introduce somebody to the joys of soaring in engineless flight. Eventually, I hope to get an instructor's rating, but I feel as though my flying skills need to be sharpened seriously before I consider myself good enough for the commercial flight test. He recently purchased his first house with the all-American deck & grill in the backyard. He's also fascinated in Experimental aircraft, and hopes to build and fly his own someday.



** The McLean Foundation was established in memory of Bill McLean, who died in a tragic towplane accident at Warrenton Airpark. He is buried in the military cemetery at Culpeper, Va. The Foundation was disestablished with the dissolution of the Warrenton Soaring Center. During its existence, it assisted many young men and women in learning to fly.*

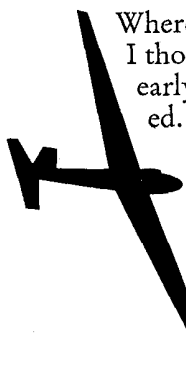
Jonathan A. Kans... Jonathan was born in Chicago in 1957, and thus from an early age had an appreciation for miserable weather and politicians. His family moved to the north shore suburbs when he was 11, where he took to computer programming at the start of high school. This was also where he first discovered that the sky is really blue, not gray.

After surviving high school, Jonathan returned to his old neighborhood to attend the University of Chicago. He became a three-time loser at Chicago, receiving his A.B. in biological sciences (1979), S.M. in immunology (1981), and Ph.D. in genetics (1986). But when the Cubs blew the pennant, he knew it was time to leave.



Following the old advice to move west, he did his postdoctoral research at University of California at Berkeley. The politicians were hilarious, but the weather was picture perfect. After 3 and 1/2 years of earth-shattering research (or were those earthquakes?), the National Institutes of Health made him an offer he couldn't resist. So (reluctantly, he says) here he is, with a tie-dyed T-shirt as his only tangible memento of the Bay Area.

Jonathan's currently a Research Associate at the National Center for Biotechnology Information, part of the National Library of Medicine at NIH. Rather than slaving over a hot test tube, he spends his time improving the applicability of computers to biomedical research. In his words: In particular, we have integrated several important but disparate biological databases into one popular package. I could spend hours explaining what I do. (In fact, I have, especially to my parents.)



Where does soaring fit in? Jonathan says: Since I now get paid for my old hobby, I thought it was time to look into gliding, which I'd wanted to try since my early teens. Two colleagues are also in the club, which made it easy to get started. On the first flight, I was hooked. Then I got to try my shaky hand at the controls, but I was still hooked. Then I got to try the tow, but I was *still* hooked. (And I'm no fan of roller coaster rides, especially when they're self-inflicted.) But in spite of the struggles of learning to fly, I'm having a blast, and enjoy the ground time with fellow club members as much as the flying.

When not working or gliding, he would much rather be hiking in the mountains. Jonathan lives in rustic Cabin John, MD, right by the Potomac and 3 miles upstream from Washington, a great place to walk or bike. And he's still single, since all the women in his life got smart and moved to California.

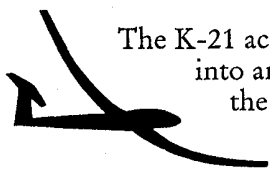


The next Membership Meeting will be held at 7:00 PM on September 8 at the Falls Church Community Center. Kevin Fleet is working on a theme. Good time for hangar flying, socializing, making your voice heard on several key Club decisions. *Be There!* Where's there ?? The Falls Church Community Center is two blocks north of Rt. 7 and two blocks west of Rt. 29...on the corner of Falls Street and Little Falls Street. It's to the east of City Hall, and separated from it by a parking lot.



Glider Rask...

Reminder: There's a pilot-in-command of a ship from the moment it comes off the tiedown until the moment it's secure...and he/she is responsible for making sure it's secure. That p-i-c is also responsible for damage to the equipment while under his/her control....yep, it's there in the operations manual! Shane's promised to put a logbook in each ship to be handed off from one p-i-c to another as the day progresses...it will help when there's found damage. Anyhow, for the time being, when you ding something, fix it. It's the right thing to do, and you'll feel good about it. And let's face it...there are only two kinds of pilots: them what's dinged something, and those what haven't.....*YET.*



The K-21 accumulated several minor dings on the underside of the fuselage while being put into and pulled out of the hangar. Sometime in July, there was a major ding that made the ship unairworthy, and it had to be taken to Gehrlein's shop in Erie, PA for repairs. It would be sporting of the member(s) (whomever they are..) who were responsible for the major ding to fess up and help pay for the repair. As it stands, the Club's absorbing the hit (i.e., all of us.) The Board also feels that we should get a clearly written (checklist) procedure for everyone to follow in putting the K-21 in and out of the hangar, since it's a little tricky and many of us don't do it enough to get proficient at it. As it is written, it will be done.



And on August 7, the right wing of the 2-33 was dinged by hitting a post on the hangar door overhang while being pulled into the tiedown...right on the same spot we just repaired!! The pilot responsible in this case has arranged for repairs at his expense; Art Atwood, the mechanic at Valor Field, has promised to make sure his repairs aren't conducted so as to leave the ship in an unairworthy condition over a weekend--the damage itself *does not* make the ship unflyable. The reason we know who the dummy is that did this is because...yep...it was me...

Congratulations....

...to *Linda Raney*, Skyline's newest honorary member! The Board voted unanimously at its August 3, 1995 meeting to invite Linda to join. Joe Parrish reports that she's a natural glider pilot.



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with comments or items for
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