



Skylines

Skylline Membership Meeting

The Fall Membership Meeting was held on Friday, September 8, 1995 at the Falls Church Community Center. The meeting was organized by our Operations Officer, Shane Neitzey and our Chief Duty Officer, Kevin Fleet with a strong emphasis on reviewing procedures associated with the Duty Officer function.

The *Duty Officer Checklist* has been updated; please take one from the grey-brown plastic box the next time you're at the field, or contact Joe Parrish to obtain a copy by e-mail or "snail" mail.

Jim McCulley and Charlie Lee have produced an outstanding videotape--the first in the "Do It Right!" series--showing new (and old) Duty Officers how to handle and secure the hangar doors, the tow car, club gliders, etc. They even included a segment on how to double-check the tow pilot on securing the Pawnee. Every club member should watch this videotape--please contact Jim McCulley to arrange for a viewing. Thanks to Jim and Charlie!

In short, *the Duty Officer function is crucial to safe and efficient club operations*. Failure to successfully execute this function can adversely impact club revenues, assets, and the safety of pilots and passengers. Please make sure that you are familiar with the job, and don't be afraid to ask for help if you're not sure of something!

Altitude Chamber Training

Betcha didn't know that the FAA offers high altitude training and a hyperbaric chamber ride for just \$20! This training, which lasts one day and takes place at a hyperbaric facility in the area, is highly recommended for any pilot planning to reach the oxygen-required levels. (So, that would be all of us, right?) Participants must apply for the program and must hold at least an FAA Third Class medical certificate. Please see Spencer Annear for more information and an application.

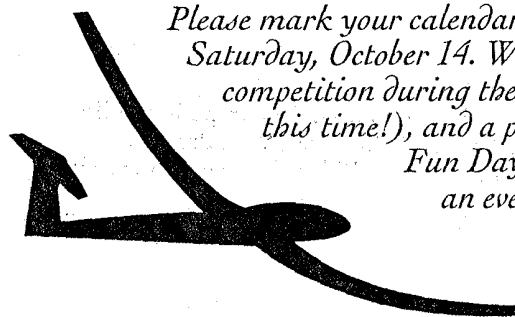
Proposed Rewrite of FAR Part 61

The FAA has issued a *Notice of Proposed Rulemaking #95-11*. This is a significant re-write of FAR Parts 1, 61, 141 and 143, and it will affect all pilots to some degree. Among the proposed changes are the establishment of powered and non-powered glider class ratings, significant changes to the criteria for logging pilot-in-command (PIC) time, and a change to the requirements for tow pilot currency. Comments are solicited up to December 11, 1995; the FAA will review these comments and most likely implement the rewrite in 1996. Joe Parrish has prepared a document which includes only those sections of interest to glider pilots--please contact him for a copy of this document or for more information on the NPRM.

Fall Fun Day Is Fast Approaching!



Please mark your calendars for the *Skyline Fall Fun Day* on Saturday, October 14. We will be holding yet another informal soaring competition during the day (we might even keep track of the scores this time!), and a pot-luck cookout in the evening. Our Spring Fun Day was very well-attended; let's look forward to an even better turnout on *October 14th*. The rain date is Saturday, October 21



See you there!





The **REALLY BIG NEWS** this month is, according to several newspaper reports, Ed Raney's escape from prison in early September, and the subsequent confrontation on September 8 at the airport. (Ed is the ostensible owner of New Market Airport, and was jailed in 1994 for felony tax fraud; his wife Linda has been managing the airport, very successfully by all accounts, since then.) Ed is (was) scheduled for release in August, 1996. But earlier in September, he wrote what is alleged to be a death threat against his wife, and his appearance at the airport, armed with a knife, appears to reflect his intention to carry out that threat.



When Ed approached Linda's house, the chief of the New Market Police was actually with Linda at the office; he'd come out to warn Linda of Ed's escape, and had asked for a picture of Ed for police purposes. Thus Ed came upon one of the flight instructors who was watching the children in the house while Linda was in the office. After Ed threatened the flight instructor with the knife, the flight instructor held him at gunpoint until they got to the office where the police took control of the situation, and led Ed, screaming, off in handcuffs.

Fortunately for everyone, there were no injuries during this incident. And there is now a very good chance that Ed will be more securely restrained, for a longer period of time, which is good news for any and all of the aviation community using the airport (including, of course, our Club).



Meet the member...

Stephen Szibler.

I've always had a fascination with flying (as most of us have), from trying to make a cardboard box fly as a toddler to my first lesson in a Cessna 150 at 14 and solo at 16. If I could have figured a way to put wings on my bicycle as a preteen it would have been done. I still want to be an astronaut - anything "up" is synonymous with transformation to me. It is part of my dreams and my core.



I'm also a runner and have done a 10k in around 37-38 minutes, but like longer distances even better. I have come in third (first in CAT. 4) in the Reddish Knob hill climb south of Harrisonburg. I continue to stay in shape but the Washington area is not conducive to clean fitness activities that are easily accessible so don't sign me up for any races. I like to hike in the mountains and camp occasionally. I tried windsurfing in Worcester this past weekend after a couple of years hiatus - I was finally able to balance and get the thing moving with gusty winds and inconsiderate motor boat/jet skiers about, as well as a thunderboomer. I like exploring 3-D Maze, a cave near Harrisonburg with a stream at the bottom and some beautiful formations. I like to X-country ski.

I like acting and recently took a modeling class and am building a bit of a portfolio. I'm learning to play violin and occasionally sing accompanied by my guitar and some simple cords. I used to play piano, but that's pretty rusty anymore. I like contra line dancing and wouldn't mind learning swing and waltzing. I'm interested in medicine and psychology.



I have a BA in English, an MA in Church Ministries from Eastern Mennonite College and Seminary in H'burg and a good biology/chemistry background as well. My job isn't worth mentioning because I hate it and it is considerably boring except that it provides sustenance and the security to continue to run up my credit card debt in the club! That's all I can think of for now.

Oh, and where are all the women!! I thought they had flying dreams too!?!

James C. (Jim) Kellett



Jim's first flight was in 1939, at age four, in the town where he was born (Spartanburg, SC). He cried. When they landed. (He's now convinced there's a "Peter Pan" gene that affects some of us, like him.) His second flight was in the front of a J-3 in Hendersonville, NC in 1947, piloted by a counselor at a boy's camp where he was working in the summer. His third flight was in a Constellation in 1961, from Chicago to Durham, for his first serious job interview. But in 1966, it got serious. After reading an ad for the "Capitol Area Soaring School", then located at Godfrey Field (now Leesburg Muni) in April, he started lessons. Licensed in June. Bought his first glider - a 1-26 (N8630R) in August. Downhill ever since. Back in those days, the FAA examiners weren't such bureaucrats; his private pilot flight test consisted of a solo flight in a 1-26 while the examiner watched from the ground. And it was his 33rd glider flight. (Maybe that reflects on the FAA examiner's very good sense of self-preservation!) In the next few years, Jim earned his Silver badge in this ship, and was named winner of the Region IV Pro Class for best 1-26 flight in 1970 by the 1-26 Association.

After flying with CASS for several years, he helped found the Capitol Convectors (a very short lived, unsuccessful club), and then the Short Hills Soaring Club, based out of Scott Airpark in Lovettsville, VA. SHSC folded when it's one ship - a 1-23 - was destroyed in a crash. While on a sabbatical at Sangamon State University in Springfield, IL, Jim flew with the Illini Glider Club out of Champaign, IL, and helped found the Lincolnland Soaring Club in Lincoln, IL. Jim sold 30R in 1972, and bought N10388, a 1-23H-15, in 1974 from Don Kiscaden, at Lin Bachtel's gliderport in Lexington. With partner Leo Meacher, he converted it into a 1-23H by adding Schweizer wingtips, increasing the span to almost 17 meters. With a paint job, this became the Bluebird in which several

Virginia pilots earned badges. Jim finished the Gold badge, and added his one diamond (altitude). The Bluebird went to Pete McClean in Massachusetts in 1988, when Jim bought his current ship, an Open Cirrus (N8169). Hasn't done squat in the Cirrus, except drive very long holes in the air, having fun. Jim now has about 1100 hours in gliders, and about 300 hours in single engine. He's a CFI(G), and a designated SSA Instructor (that means he can award A, B, C, and Bronze badges).

Somewhere along there, Jim became one of the seven owners of the Warrenton Soaring Center, and served as the Corporate Secretary until it went out of business (and the Skyline Soaring Club was created therefrom).

On the side, he got married (Pat Dowling Kellett), raised three kids (Jeff and Cliff - twins - and Pam Kellett Woods) and got a BS in Pharmacy from the University of South Carolina (he's licensed to practice in Virginia and South Carolina), and a PhD in chemistry from Purdue. He taught at the University of North Carolina from 1961-65, when he joined the National Science Foundation and fell into the Federal bureaucracy. From the NSF, he went to the Energy Research and Development Administration, then the Department of Energy, and finally to the Federal Emergency Management Agency, where he's now the Director of the Mt. Weather Emergency Assistance Center, the once super-secret installation on the Blue Ridge just east of Winchester, VA (where he now lives). His proudest accomplishment as a bureaucrat was being fired from the Department of Energy by President Reagan for "...fostering the erroneous, and potentially dangerous, public perception that energy conservation and renewable energy could have a significant effect on the nation's energy problems." (That's a quote from the Congressional report that abolished his Education Division!)

Jim now lives in Winchester, VA, where he plans to live upon retirement early in 1996 so he can devote appropriate time to the real work of soaring and cycling.

Getting Wired...

From time to time, we've exhorted the benefits of getting some kind of connection to the "information superhighway". For those who are, here are the e-mail addresses currently known to me of members, plus some from nearby clubs:

SKYLINE Soaring Club Members

Piet Barber:	pbarber@osf1.gmu.edu
Coloumbe Chappey:	chappey@ncbi.nlm.nih.gov
Greg Coffman:	Gcoffman@aol.com
L. Jean-Francois Gibrat	gibrat@ncbi.nlm.nih.gov
Bela Gogos:	SSDJ98A@prodigy.com
Phil Jordan:	o2soar@aol.com
Jonathan Kans:	kans@adroit.nlm.nih.gov
Jim Kellett:	71204.2526@compuserve.com
Jan Makela:	JanM138289@aol.com
Al Melendy:	ThermlRydr@aol.com
Joe Parrish:	jparrish@ssl.umd.edu
Rob Shallenberger:	maule1@aol.com
Stephen Szibler:	stephen.szibler@hq.doe.gov

Inactive SKYLINE Soaring Club Members

Ralph Wentzel:	zuni02bird@aol.com — Flies Zuni
Bob Collier:	73362.3703@compuserve.com — 1-26 Driver

Mid-Atlantic Soaring Club Members:

Tom Judkins:	judkins@access.digex.net
Tim Meiklejohn:	JimM@pcmail.pls.com

Shenandoah Valley Soaring Club Members:

Bev Orndorff:	Bevorn@aol.com — Their newsletter editor
Jay Darmstadter:	jjd3a@onyx.pvcc.cc.va.us — Instructor at Eagle's Nest; owns K-6 under restoration
Jim Garrison:	jcg8w@virginia.edu — ASW-19 driver

Blue Ridge Soaring Club Members:

Herbert F. Kilian:	76223.131@compuserve.com
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