



Skylines

HANGER IN THE FUTURE??

In the last month, interest has been growing swiftly for a proper glider hangar at the field. By proper, we mean a long building, with curtain walls on either side, so that gliders can be stored assembled (wings overlap) and can be removed one at a time without disturbing others. A good example is the building at M-ASA's Frederick location. Jim Kellett's been talking with Linda and others to scope it out, but heads up! If you'd like to be an investor, if you'd like to rent a hangar from the club, or if you have suggestions to help take this idea forward to reality, give Jim a call/note at 71204.2526@compuserve.com.

INTERCLUB STUFF

There continues to ferment a strong interest in some kind of inter-club relationship up and down the Shenandoah Valley. Recently, the Shenandoah Valley Soaring Club established a working group headed up by Fred Daams (who coincidentally holds membership in both SVS and SSC) to establish a liaison with SSC (and maybe others) about how this might come about. Similarly, the Skyline Board of Directors on October 19, 1995 approved a measure to waive the security deposit required for guest members, if the guest is a member in good standing of either M-ASA or SVS and executes a more or less standard waiver which is being crafted by Spence Annear as we write. Finally, we're aware of a suggestion by Jan Scott (jscottvsa@aol.com) to the effect that maybe it's time to consider a "council" of interested clubs, perhaps reminiscent of the Appalachian Soaring Association established some years back by Rob Penn, now of BRSS. This is a movement to watch, since there are obvious advantages to soaring pilots from Tennessee to Pennsylvania, if the troublesome details can be worked out to the mutual satisfaction of the various clubs. *"Watch this space".*



SKYLINERS IN CYBERSPACE:

Add Jim Miles, instructor/towpilot, all round nice guy, to your e-mail address logs. Jim can be reached at: 733.503@compuserve.com. And Fred Winter, one of the owners of the Club's K-21, can be reached at fwt@cbsnews.com.

MEMBERSHIP IS PICKING UP!

We added three new members since the last newsletter! They are:

Fred Daams, who lives in Staunton, who brought his lovingly restored two place Lark (a Romanian machine) to New Market. His address is Rt. 2, Box 459K, Staunton, VA 24401, and his phone number is (540) 886-6690.

Robert Mackey, who lives in Arlington, is a new temporary member during his tour of duty in this area. His address is 1600 N. Rhodes St., Arlington, VA 22209, his phone-number is (703) 841-9426., and his e-mail is bmackey@ucsd.edu.

Matthew J. Little, who lives in New Market. His address is 169 Burkholder Lane, New Market, VA 22844, and his phone number is (540) 740-3606.

Fred Daams, has put up his beautiful Pegase, "5F", for sale! Fred lives in Staunton, and can be reached at (540) 886-6690 for details. The Pegase is essentially a French-built ASW-19; this is the ship that Fred has explored the Shenandoah Valley in for several years now. It's an excellent

ship with good performance and easy to fly. It would be nice to "keep it in the area" by having someone in the Club who's ready to take the plunge of ownership and get a really nice machine.

MEET THE MEMBER

Joe Parrish—Childhood: I was born a small child in 1964, and grew up in Miami, FL. My father was a captain for Eastern Airlines (flew B-26's in WWII; then Martin 404, Lockheed Constellation, DC-8, DC-9, and Boeing 727). Aviation and pilot talk were constantly around the house. I saw my first glider at age 8 while on family vacation in Austria; and at that point I knew I would someday become a glider pilot. I began taking flying lessons in Cessnas while in high school, but it fizzled out when I went to college (no time or money).

Education/Career: I hold B.S. and M.S. degrees in Aerospace Engineering from MIT (all of my courses were on the "space" side of aerospace—don't know nothin' 'bout how them wings work). Although I really should be walking the halls of NASA Headquarters wearing a suit and tie, I'm currently on full-time assignment from NASA to the University of Maryland's Space Systems Laboratory. I'm managing the development of a spacecraft servicing telerobot called Ranger, which we plan to launch to low Earth orbit via an expandable launch vehicle in 1997. Prior to joining the shorts-and-T-shirts crowd at UofMD, I was the Robotic Systems Architect (fancy name for robotics manager) for the Space Station Freedom program. In my spare time (none), I'm also pursuing a Ph.D. in adaptive control of free-flying space telerobots. It's my dream to one day fly in the lowest performance glider in the world (best L/D = 5)—the Space Shuttle.

Hobbies/Interests: Other hobbies include SCUBA diving, high performance automobiles and auto racing, and road and mountain biking. I've been heavily involved ("addicted" is a more accurate term) with soaring for the past few years. I received my private rating in 9/93 and my commercial and CFI ratings in 8/94. I also recently completed my private pilot-airplane rating, but my heart is still with soaring. I see airplanes more as a utility to go from place to place—if you're just going out to bore holes in the sky on a weekend day, gliders are the way to do it.

Other Trivia: I have an identical twin brother, Jerry, who (in addition to being an incredibly handsome guy) recently quit his job and is "working" full-time on building a Berkut—it's a variant of the Rutan LongEze, with a larger engine, retractable gear, and cool fighter-style hinged canopies. He's hoping to fly it to Oshkosh in 1997. One day he may even rejoin the ranks of the employed.

Bela N. Gogos—Bela was born many years ago in Hungary. He graduated in 1944 from the Hungarian Air Force Academy, and served to the end of the WWII in the Hungarian Air Force as a pilot flying the ME109 and Ju87 (Stuka). In 1948, the Hungarian Government arrested him for anti-communist activities and handed him over to Soviet Authorities for sentencing. In Baden bei Wien, Austria, a Soviet Military Court convicted him to 25 years of prison and hard labor. After spending three years in Moscow's Lubyanka prison in a solitary cell, he was transferred to a labor camp above the Arctic Circle (Inta, Vorkuta). In 1956 he was sent back to Hungary. During the Hungarian uprising in 1956 he left Hungary and immigrated to Canada.

In 1957 he met and married his wife, Susan and they had a daughter, Lilly. In 1962 he graduated from the University of Toronto in Electrical Engineering and in the same year he joined IBM in Poughkeepsie, N.Y. in research and development as an electrical engineer. In 1965 he received his Masters Degree in Electrical Engineering from University of Syracuse, N.Y. In 1970 he completed the requirements of PhD in Electrical Engineering with the exception of "one year on campus".

He holds five International patents in the area of computer memories and LSI (Large Scale Integration).

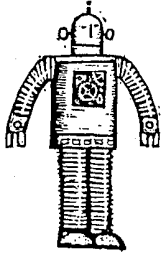
In 1987 he retired from IBM as a senior engineer and in the same year started his accounting and tax service, PSS, Inc. In 1992 passed a two-day IRS examination and earned an EA (Enrolled Agent) title. In 1993, he was honored by promotion to the rank of Colonel in the Hungarian Air Force.

His soaring achievements understandably span many years, and include the FAI C badge in 1943, the FAI Silver Badge #4439 earned in 1982, the FAI Gold badge #1729 earned 1991, the FAI Diamond badge #806 (International #5676) earned in 1995, and the Symons One Lennie Pin also earned in 1995. He currently flies an ASW-20.

His total flying time includes powered aircraft approx. 2000 hrs. and sailplanes 1800 hrs.

Bela and Susan reside in Haymarket, VA.

Note: We need additional "Meet the Member" biographies! We have half of December's on



file...remember, submit your own, or risk having the Club secretary make one up!!

CONGRATULATIONS...



...to Shane Neitzey who added his *second* diamond - altitude, this time - to his Gold FAI badge. On Sunday, October 15, Shane took his LAK-12 to over 20,000 feet over New Market, to earn the Club's first altitude diamond at this site. Shane's setting a good example of how skill and persistence pay off, with *two* diamonds within a few months! Well Done!!

MARK YOUR CALENDAR...



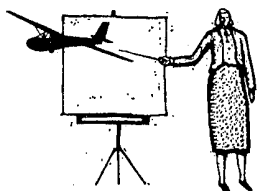
...for a presentation of FAR Part 61 revisions to be given by Joe Parrish at the November 28 (that's a Tuesday) meeting of the New Market Owners and Pilots' Association. The meeting begins at 7:00 in the meeting room at Valor Field. These changes are important to all pilots, including glider pilots.

...for a CFI(G) clinic hosted by Tom Knauff to be held December 2-3, 1995 at Frederick Muni. Call Keystone Gliderport for details.

...for the CFI(G) clinic sponsored by the Soaring Society of America to be held in conjunction with the 1996 SSA Convention in Huntsville, AL. Write Cyndi Stephenson of SSA at 74521.116@compuserve.com for details. *Note:* the SSA convention will be hosted by the Huntsville Soaring Club, whose newsletter editor is none other than our old friend and instructor/towpilot C.B. Wilson from Warrenton Soaring Center days! C.B. can be reached at crofton@aol.com.

...Skyline Soaring Club's first all hands planning meeting, tentatively scheduled for Saturday, January 6, 1996, from 10:00 AM until 4:00 PM at Valor Field. This will be a first for our club, which has grown steadily in the last few years and is at the point that we need to take a deep breath and make sure we know where we're going and how to get there. Ideas? Volunteers? Call President Annear..... (703) 751-9130.

...for a real biggie! Linn Buell (lbuellvsa@aol.com), president of the Vintage Sailplane Association (VSA) has asked Skyline if we'd be interested in hosting the 1996 DuPont Regatta, September 18-20, 1996. Linda Raney has agreed, and the Club is awaiting confirmation and details from VSA. This regatta has grown over the years, having been held at several airports on the east coast including Scott Airpark in Lovettsville, VA and more recently Eagle's Nest in Waynesboro. It has grown to hold a well-deserved reputation for a "fun meet" that can be enjoyed by all.



Party Time

It's been proposed to hold a Christmas dinner on December 16 at a site to be determined. It's not too early to set aside that evening now, given how crowded the holiday schedule can get! Ideas for a place to hold it? Call Joe Parrish at (703) 834-3228 or email him at jparrish@ssl.umd.edu. Hey, if you can't fly, let's eat and drink and lie about what good pilots we are!!

