



Skylines

PARTY PARTY PARTY!!

Yep, its that time again! This year, Piet and Stacey Barber (plus 8/9ths of another Barber!) have volunteered their place for the Skyline Christmas Party! It'll be potluck, for both food and drink, and it starts at 6:30 PM on Saturday, December 16. Come, and BRING A FRIEND! This is a good time to invite those you know who would enjoy an evening with REAL pilots! Piet and Stacey live at 43192 Moshupe Way, South Riding, VA; their voice line is (703) 327-2514, and their e-mail is pbarber@osf1.gmu.edu. So bring lots of things to share: good will, good stories, good cheer, a friend or two, and your favorite eating stuff!



MARK YOUR CALENDARS!

TOM KNAUFF'S CFI CLINIC. December 2-3, 1995 at the Frederick Airport. Many Skyliners have flown at Keystone Gliderport, and some have actually taken instruction from Tom, a world champion pilot. Tom has alerted us that this clinic is NOT limited to flight instructors; it could be both interesting and valuable to any soaring pilot.



ALL MEMBERS BRAINSTORMING MEETING. Saturday, January 6, 1996, 11:00 AM to whenever, in the meeting room at the airport. Bring a bag lunch, and bring your ideas, concerns, issues. This is a first time ever brainstorming meeting for the entire membership! Skyline is now both growing and healthy. We've had several years' experience, and it's time to sit back, take stock, and make sure we know where we want to go as a Club and how we want to get there. This session will give everyone the opportunity to discuss issues, problems, opportunities, and priorities, and will create the agenda for the annual membership meeting (see next item). Just of few of the things most likely to come up for discussion include, for example, how to deal with other clubs; SSA Club Membership; scheduling of Duty Officers, Towpilots, and Instructors; the role of Duty Officers; the future of the airport; the desirability of radios; safety; public relations; and on and on and on. There are many ways for a club to develop and grow, and this is the arena for us to shape that direction together. Think about it. Be there. It'll be exciting, and fun!

ANNUAL MEMBERSHIP MEETING. Saturday, January 27, 1996 at 1:00 PM, at a location to be determined (probably NOT the airport). At this meeting, the agenda set by the January 6 meeting will drive decisions made for the year. It's also the time to elect Club officers again!



1996 SOARING WAVE CAMP. February 17-25, 1996 at Petersburg, WV. Joe Parrish and Shane Neitzey comprise the liaison committee to work with the Mid-Atlantic Soaring Association (M-ASA) on joint participation.

SOARING SAFETY FOUNDATION CFI REVALIDATION CLINIC. February 27-28, 1996, Huntsville, AL. (This is a GREAT clinic, with a faculty of several world-renowned pilots.) It also immediately precedes the SSA Convention.

1996 SOARING SOCIETY OF AMERICA CONVENTION. February 28 - March 2, 1996 in Huntsville, AL. The Convention moves generally east to west each year (in 1997, it will be in Texas), so this is the "eastern" year. A GREAT winter vacation for ANY and ALL soaring pilots! Come drool over fabulous new machines; hob nob with those you've read about all these years; see

great new products; hear great seminars and lectures on every imaginable subject. Stay in a hotel where EVERYONE knows what happens when the wind quits...



1996 DuPONT REGATTA. September 20-22, 1996. The Vintage Sailplane's fall celebration of a famous glider flight. Old (and new) gliders, old (and new) pilots and lots of fun.

FAMOUS SKYLINE CLUB MEMBERS

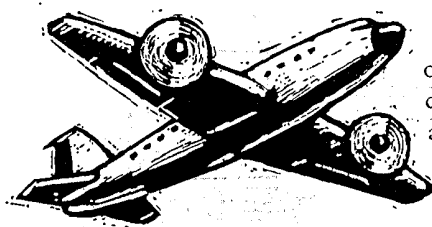
Include Curtis Phillips! Yep, it's Curtis himself in a beautiful color picture with the Club's venerable 2-33 on page 6 of the current issue of SOARING magazine! Way to go, Curtis!

MEET THE MEMBER

Spencer Annear—Aviation was a part of my early childhood as my father worked for the CAA (predecessor of the FAA) but the biggest early impression was made by the WW II movie news and post WWII movies glorifying our war aviators. I was fortunate to have early access to a surplus B-25 and P-38 for play purposes which gave run to my imagination.

My first airplane ride was in a PA-12, like the blue one at New Market, owned by my uncle who was a flying rancher. Over the years I flew with him doing such varied things as looking for lost cattle (in the badlands of North Dakota), getting farm machinery parts and searching for uranium ore using a scintillation counter (flying low to get in the radiation fields).

As a CAP cadet I flew several times to and from summer camps in C-46s and C-47s.



While at the camps I saw SAC B-36 operations and visited the cockpit of a B-50, among other things. Once, as a cadet, I flew as observer on a search mission where we ultimately the body of a drowning victim several miles downstream from the main search area.

I started flight lessons in the spring of my sophomore year in high school with my first lesson finding me nose to prop with a PA-11 which had no electric starter. Money for flying

came from working for my instructor as a flagman-driver in his crop spraying operation. As we sprayed in the calm of dawn and sunset, bedtime was often 10PM and the alarm went off at 2AM. I flew out of season and on windy days during that period.

Because of my vision I decided I would never be able to make a good living flying so I took aeronautical engineering at North Dakota State. While there I was in flight line maintenance in the North Dakota Air National Guard eventually making crew chief on a T-33 and F-89D. While working for Boeing after graduation I served in the Air Force Reserve as crew chief on a C-119. While at Boeing I worked on the 727 design project and the Minuteman missile program. I left Boeing to attend law school and after graduation moved to this area to work for my present employer, the US Patent and Trademark Office.

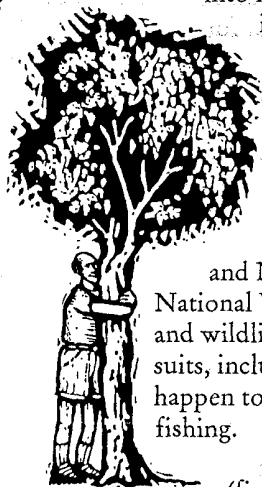
1974 saw me get my commercial and instrument ratings and, also, transition to the joy of soaring. Silver altitude and duration legs came at Lexington, Virginia and silver distance at Ridge Soaring, Pennsylvania. I began towing at Warrenton in 1979, became a glider instructor in 1980 and an SEL instructor in 1984. In 1991 I discovered that not all airplanes need wheels when I got my sea-plane rating.

The business side of soaring came to me in 1981 when I bought into the Warrenton Soaring Center. My depth of experience increased in 1984 when I was elected treasurer, a position I held until WSCs demise in 1992.

I joined Skyline as a charter member in the fall of 1991 but limited participation because of my position at WSC. After WSCs equipment was sold in early 1992 I was elected director of Skyline. In June of 1992 I was elected president when Skyline's first president, Charles Postma, resigned, to move to Atlanta. I have continued as a director and president.

Skyline has grown from 23 charter members to about 35 members with some losses offsetting gains as people have moved and changed lifestyles. Seeing to staffing of critical tow pilot and instructor positions, overseeing delivery of club services to members and, trying to maintain the growth of the club has made this a very interesting period of my life.

Rob Shallenburger—I'm not your typical Skyline member (is there such a thing?). My flying habit dates back to college days where it almost ended before it was off and running when I hit a pheasant on my first solo in a Cherokee. My first marriage clipped my wings for about a decade, but I got back into it with a vengeance when I stumbled on a Stinson L-5 for sale. I rebuilt it, flew



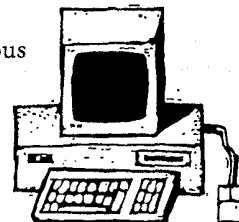
it all over the Hawaiian islands and then parted company when I moved to DC in the mid 80's. I was planeless again until 1990 when I bought a Maule that I flew (and rebuilt) until recently when I sold it with great reluctance. I've always had a thing for taildraggers and hope to get another (cheaper) on soon.

When I'm not boring holes in the sky, I earn my keep as a bureaucrat for the US Fish and Wildlife Service. Although I've worked in Hawaii, Oregon and New Mexico, my current chore in DC is overseeing the management of the National Wildlife Refuge System....92 million acres of the most spectacular real estate and wildlife habitat in the world. I still try to keep my hand in some earlier career pursuits, including wildlife photography, biological consulting and nature tour leading. If I happen to squeeze in some other time, I fill it quickly bird hunting and smallmouth fishing.

I hooked up with Skyline Soaring both to play with the Pawnee and to (finally) make the transition from power to gliders. I'd dabbled in powerless flight over the years but never took the time to pursue it seriously. With a little luck, a little money and some weekends to spare, I may just do it this time.

MORE FROM CYBERSPACE....

Want to send e-mail to Karl Striedieck? (Karl was the first of the now famous lineage of east coast ridge runners....in the late sixties, he captured the then world out and return record with a 450+ mile flight from his home on the top of the ridge near Julian, PA, in a K-8!) Try: ixm106@psu.edu.



CORRECTIONS!

We apparently printed Jim Miles' e-mail address incorrectly in the last newsletter! Please correct your records for Jim's address: 73314.503@compuserve.com.

And Jan Scott, President of the National Soaring Museum's Board of Directors, founder of the Vintage Sailplane Association, and owner/operator of Scott Airpark in Lovettsville, has moved from AOL to CompuServe with a new address: 72104.370@compuserve.com.

Also, Greg Coffman has a new e-mail address: HTBS39A@prodigy.comm.

And if you want to see LOTS of soaring e-mail addresses, point your Web browser to: <http://www.research.digital.com/CRL/personal/tuttle/aviation/email.html#personalS>

Finally, (this will make sense only to the recipients of the hardcopy of SKYLINES!) be aware that with access to the internet's World Wide Web, you can read your Club's newsletter SEVERAL DAYS EARLIER than the hard copy!! Piet Barber and Joe Parrish maintain our website, and the text generally gets posted about the same time it gets laid out for hard copy mailing!



CONGRATULATIONS!

To Matt Little, one of our newer members, who soloed the Club's 2-33 on November 5, 1995! It was too cold (excuses, excuses!) to douse him with water, or to shave his shirt! So, Matt....forewarned is forearmed; some of us will get even when you LEAST expect it! Matt also received the FAI "A" Badge for this accomplishment.



SEE YOU ON DECEMBER 16!