

To: SSA Board of Directors
From: John Godfrey, Chair, 2015 SSA Nominating Committee
Subject: Report for September 12, 2015 SSA Board of Directors Meeting
Date: September 6, 2015

The 2015 Nominating Committee was established at the February 28, 2015 BOD meeting:

- 6.2.2 Nominating Committee – John Godfrey, Stephen Northcraft, Tony Condon.
Send recommendations to John Godfrey or Stephen Northcraft for fall.

The 2015 Nominating committee is charged with recommending a slate for:

- Directors-at-Large to serve the calendar year 2016
- Members of the Executive Committee (5) for the calendar year 2016
- Executive Committee positions of:
 - Chair
 - Treasurer (not required to be a Director)
 - Secretary (not required to be a Director)

The slate of candidates presented by the Nominating Committee should not be considered the “final word.” During the Board meeting nominations from the floor of qualified candidates who are not on the slate presented by the Nominating Committee are always welcome. The key to understanding the slate presented by the Nominating Committee is that the Committee believes everyone on the slate has two main attributes: (1) they are qualified for the position(s) for which they are nominated and (2) they have expressed a willingness to serve if elected.

The Nominating Committee is aware that questions can almost always be asked as to why the Nominating Committee either did nominate a particular person or did not nominate a particular person. The Nominating Committee members are willing and available to discuss such questions – which are obviously often sensitive – either before the Board meeting in Phoenix or during the Board meeting, as the Board members and the Chair wish.

1. Directors-at-Large

Excerpts from the SSA Bylaws:

- "The affairs and business of the Society shall be governed by a Board of Directors consisting of up to 10 (but not less than three) Regional Directors and seven Directors-at-Large."
- "The Directors-at-Large shall be elected by the Directors and shall serve for a term of one year."
- In addition to the above-specified Directors, during the year immediately subsequent to his retirement, the retiring SSA Chair shall be a Director-at-Large if he will not otherwise be serving as a duly elected Director.

The Nominating Committee submits the following slate for 2016 Directors-at-Large:

Mr. Richard M. Maleady	Ex Officio
Mr. Phillip Umphres	Re-nomination
Mr. Kenneth G. Sorenson	Re-nomination
Mr. A. W. Greenfield, NAA	Re-nomination by NAA
Mr. Gary Rubus	New, see attached bio
Mr. William Hill	New, see attached bio
Mr. Jay Campbell	New, see attached bio

2. Chair and Four Vice-Chairs, Officers

Excerpts from the SSA Bylaws:

- "The Board of Directors shall elect from their number, or from any Directors-at-Large-elect, by a majority vote of the Directors present, if there is a quorum duly assembled, a Chair, four Vice-Chairs, a Secretary, a Treasurer, and such honorary officers as it may select."
- "Upon the two-thirds affirmative vote of the whole Board, the Directors may elect any individual as President of the Society."
- "The candidate for Vice-Chair receiving the most votes under the weighted-vote system shall be designated as 1st Vice-Chair for the term of his office."
- "An elected President, Treasurer or Secretary shall continue in office and may be elected to successive terms even though not a Director or Director-at-Large. An officer who is not a Director or Director-at-Large shall perform all of the functions of a Director except the privilege of voting."
- The Chair and four Vice-Chairs shall constitute an Executive Committee

The Committee submits the following slate for 2016 Executive Committee and officers:

Mr. Kenneth G. Sorenson	Chair
Mr. Phillip Umphres	Vice Chair, Treasurer
Mr. Richard M. Maleady	Vice Chair
Mr. Frank Whiteley	Vice Chair, Secretary
Mr. Geoff Weck	Vice Chair

Respectfully submitted,

John Godfrey (QT), Chair – Nominating Committee
Steven Northcraft, Director, Region 8
Tony Condon, Chair – SSA Youth Committee

1. Mr. Gary Rubus

I would like to be involved in:

- Working with the clubs and commercial member organizations to develop and provide them the tools and support necessary to grow their markets and memberships, complemented with the right national programs where appropriate. My sense is that membership is essentially local and we need to seek new ideas and the appropriate division of effort/labor/funding.
- Initiating efforts to enhance club and commercial organizations' ability to initiate, coordinate, and conduct search and rescue/retrieve efforts with the range of local and national assets that routinely participate in this activity — leading to perhaps including such a plan or checklist in the requirements for SSA-sanctioning of camps and contests. I'm drawing on my two experiences coordinating these efforts, one in Colorado and one in New Mexico.

Gary M. Rubus (FG)

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Edgewood, NM 87015-7008
(719) 648-0664
N232fg@gmail.com

Aviation Background

- Commercial Pilot ASEL, AMEL/CLT, Instrument, Glider
- Glider rating in 1980; 1000 hours glider; tow pilot
- Diamond Badge 512, infrequent glider competitions, routine OLC submissions
- Owned first glider (HP-18) in 1980; 1986, Ventus; 2005 and current Lak17a
- Glider club member in New Mexico, Germany, Spain, Virginia, Colorado
- 1992 article in Soaring magazine on soaring in Russia
- Past president, then treasurer of Black Forest Soaring Society, Kelly Air Park, Colorado
- Current hangar owner at and member of Moriarty Municipal Airport Advisory Committee
- Distinguished Graduate, USAF pilot training, 1968; direct to F-4 aircraft commander in SEA
- F-4 (3000 hours) and F-15 (1500 hours), combat F-4 flight leader and mission commander
- Associate Member, Society of Experimental Test Pilots; member, Daedalians

Professional Background

- BA, Russian Language and Literature, Dartmouth College 1967
- MA, National Security Studies, California State University, San Bernardino (1988)
- Retired USAF officer (31 years), fighter commands at flight, squadron, and wing levels
- Air Attache, Soviet Union; Defense Attache, Russian Federation
- Deputy Director, International Negotiations, Joint Staff J-5
- Senior Advisor, International Programs (initially) Lockheed Martin Space Systems, transitioned to United Launch Alliance in same position
- Facilitate procurement and operations of Russian RD-180 main booster engine on Atlas III and V
- Semi-retired since 2014, still active with ULA's RD-180 program

2. Mr. William Hill

As for my vision, I see a need for three approaches the first of which is to reach out to the membership to make sure we are meeting their needs (in order not to loose the ones we have.) The second is make sure we are running the organization in the most cost effective and efficient manner possible (getting the most bang for the member's buck.) and the third is to reach out to rated pilots with reasons they should also become glider pilots.

**William G. Hill
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SOARING BIO

First glider ride, April of 1964. My fifth flight was my first solo in a glider, (SGU-2-22.)

My sixth flight on the same day was a solo one in a SGS 1-26.

By Fall of 1964, I was flying with The Soaring Club, Dale County Ala. A glider club comprised, for the most part of active duty Army personnel. Again, an SGU 2-22 which was supplemented by our first single place high performance ship...an SGU 1-19.

The ink was not even dry on my new commercial glider ticket when I started exercising the privileges of said ticket and acted as an instructor pilot in gliders. This was before the existence of a "CFI" glider certificate. I became a member of the SSA in 1965.

On twenty-nine March, 1967, I attempted my first Silver "C" cross country.....yet again in an SGU 2-22 in southern Alabama. I actually managed to get twenty-five miles before landing in a mobile home sales lot.

By June of 1967, I was out of the Army and working for Gus Street at the Strawberry Hill glider port where I completed my Silver "C" badge in a 1939 Weihi. During this time I met and was befriended by Dr. Sam Huddleston who at the time had a Ka-6 which he graciously allowed me to fly. The Ka-6 was later struck by a runaway tow plane which destroyed the left wing and damaged the fuselage. I purchased the damaged Ka-6 on behalf of the Soaring Club of Dale County. We combined the original fuselage with the repaired wing of another Ka-6. I test flew the Ka-6 in August of 1968. I later used the Ka-6 to set a state records for 100KM and altitude.

1969 First glider contest. Team flew with Chuck Bogard in his Austria S. I flew a practice day as well as the first contest day, Chuck flew the second one and damaged the glider on an out landing thus ending our contest flying for the duration of the season. During this time frame, I was appointed the SSA state governor for Alabama. In early 1970 I was instrumental in the formation of the Birmingham Soaring Society.

Because I was awaiting the arrival of my Standard Libelle, Gren Seibels asked if I would CD the 1970 Region 5 contest at Chester SC, it was there at I met Charlie Spratt. September of 1970 I flew a 300KM flight in my new Standard Libelle at an average speed of 38 mph which in Alabama at that time of the year was actually quite good. Unfortunately I had put the paper in backward on the Replogle barograph.....no badge on that flight. It was a busy year as I moved to Denver Colorado and was one of the founders of the Denver Soaring Council which is still flying from the Boulder CO airport.

1971: Completed my Gold distance and set a state record for Colorado and placed second in the annual Rocky Mountain Soaring Contest which was then held at the Black Forest Glider Port.

During November of 1972, I completed my Diamond altitude flight in wave out of Boulder Colorado with a flight to 26,500 feet. In February of 1972, I made a wave flight to 35,000. feet but neglected to apply for my double lennie pin. Wonder if it's too late?

During June of the same year, flew my first nationals.

During May of 1974, I flew a Diamond distance as an out and return from Buena Vista Colorado to Taos, NM and return at an average of 73mph in my Standard Libelle..without water. Unfortunately the release notch on the barograph was not deemed acceptable. Better luck next time.

On the 16th of March, 1975, I flew a photo mission for NBC and got my fifteen minutes of fame as an Air Traffic Controller who flew gliders for grins and giggles.

After attending the 1975 SSA convention in Denver, CO and meeting George Applebay, I put a down payment on a Zuni I. The first production Zuni was flown in January of 1977 and I subsequently flew it the same year at the Estrella gliderport where I finished first in the 15 meter class. Later the same year, I flew the Zuni at Hobbs, NM where I worked my way from 41st on the first day to 6th place going into the last day. Because of a landout on the last day, I dropped to 17th overall. This exposure proved to all who attended the Zuni was a competitive ship. I later became a test pilot for the entire run of Zuni's and flew each one upon its completion.

On June 21st, 1980 I flew the Zuni to a state record of 87 mph for a 300KM record flown from Taos, NM

During June of 1981, won the Region 9 contest flown from Las Vegas, NM.

In 1984 I flew the Zuni at an average speed of 70 mph around a 750 km triangle for a national record.

1986, won the regional championship at Littlefield TX.

1987, fifth place in the Uvalde standard class contest. In June, set a Standard Class 500KM national speed record.

May 28, 1988, set a 300KM Standard Class National Speed record.

After winning the standard class in the Region eight at Ephrata (1989) during my first year in the Settle area, and the 15meter class in 1990, I was asked if I might CD the contest the following year (1991.) I was the CD, the turn point verifier, the sniffer and once the launch commenced, a tow pilot. By the time the contest was over I was one tired puppy.

During my time flying from Ephrata, I let a number of novice pilots on their first cross-country flights. I made the following discovery; leading two or more pilots was akin to herding cats! One-on-one works much better and I've been devoting

a portion of the soaring season to making lead-follow flights with budding cross-country pilots.

I was instrumental in bringing the Standard Class Nationals to Moriarty in 1996, but then jumped ship in order to start my carrier as an airline pilot with SkyWest Airlines after retiring from federal service where I spent twenty-five years in Air Traffic Control.

During the course of my forty-five years of membership in the SSA I have remained an advocate for all aspects of soaring from local to national level and continue to do so.

During the course of my employment with SkyWest Airlines, I developed a training program using time lapse photography of the mountain wave the object of which was to improve flight crew awareness of adverse conditions which might pose a threat to the safety of flight when flying into mountainous airports such as Jackson Hole.

Performed a week of crew briefings during February of 2014 to the controller work force at the Albuquerque Air Route Traffic Control Center on the mechanics of Mountain Wave and how it affected both Air Carrier and General Aviation aircraft.

My most recent contribution as a CD was the 2012 regional contest held at the Moriarty airport.

During the course of my association with soaring and the SSA, I have written numerous Articles (about nineteen in all) for *SOARING* as well as other aviation publications such as Aero Currier and Air Progress Professional Pilot, and over sixty safety related articles for the Albuquerque Soaring Club. My most recent contribution to *SOARING* is an article on the subject of transponders and why we should have them in our gliders.

Was published in the November issue of *FLYING* magazine and the article was entitled "Way Fly Gliders."

Respectively Submitted,

William G. Hill

William G. Hill III
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RATINGS: ATP Airplane Multi Engine Land, EMB-120, EA-500S
TST-14 Comm.Airplane Single Engine Land,
Glider
CFI Airplane Single/Multi. Engine Land, Instruments,
Gliders
FLIGHT TIME: TOTAL: 192394 hrs.. ACTUAL INST:786 hrs.
(02/12/06) MULTI: 7720 hrs. HOOD: 93 hrs.
SEL: 4875 hrs. FLT. SIM: 197 hrs.
TURBO: 8094 hrs. NIGHT: 2752 hrs.
CFI: 3986 hrs. GLIDER: 6535 hrs.
PIC: 176842 hrs. SIC: 1553 hrs.
JET: 707 hrs.
EMB-120 5000 hrs
Up-dated 06/25/2015

WORK EXPERIENCE:

12/10 to date: Part time Lear 31 pilot
01/08 to 12/09: Simulator instructor, EA-500
11/05 to 12/07: Line pilot, Cutter Aviation
07/06/05 Director of Operations, Westward Airways

12/01/04 to date: Pilot, followed by Chief Pilot
Westward Airways.
11/02 to 07/04: Chief pilot/ check airman, Rio Grande
Air
05/96 to 11/02: Pilot, SkyWest Airlines which
includes one and one half years as a check airman and
ATC rep.
07/92 to 01/93: Part time Pilot, Seven Bar Flying
Service.
01/93 to 05/96: Full time Pilot, Seven Bar Flying
Service.
08/93 to 05/96: Part time consultant to
Massachusetts Institute of Technology regarding
Micro-bursts.
10/91 to 01/93: Asst. Air Traffic Manager, ABQ ATCT
11/88 to 10/91: Quality Assurance Specialist,
Northwest Mountain Region (FAA) and regional air
traffic pilot.
03/86 to 11/88: Air Traffic Manager GJT ATCT
09/67 to 03/86: Journeyman Air Traffic Controller,
DEN ATCT, ABQ ATCT

EDUCATION/TRAINING: BS AeroSpace Management, BE-90, CRJ and EMB-120
ground and flight training. FAA Light Twin Refresher.

PERSONAL: Born: 11/17/42
Material Status/Gender: Single/Male

	Health:	Excellent
HOBBIES:	Archery	Soaring (gliders)
<p>MANAGEMENT BACKGROUND: My management experience dates back to 1978 when I was made an area supervisor in charge of a crew of air traffic controllers at the Albuquerque ATCT. I was selected for the position of manager of the Grand Junction ATCT in 1986 and was responsible for the operation of the control tower which included overseeing a staff of twelve controllers, interacting with the local community on behalf of the air traffic control service. At that time I served on a number of local aviation related committees within the flying community. My efforts at quality assurance at the Grand Junction tower were recognized at both the regional and national levels which in turn resulted in a promotion into the FAA's national evaluation branch located in the Seattle area. In this position I assisted air traffic control facilities in meeting or exceeding national standards for the ATC service as prescribed in FAA handbook 7110.3 and the facility management handbook. My next promotion came when I was selected as the assistant air traffic manager at the Albuquerque ATCT. In this position, I was responsible for the entire facility and answered to the manager. Both the facility staff and first line supervisors reported to me. I used my evaluation background to prepare the tower for its next series of full facility evaluations which in turn led to regional recognition as the best tower in the Southwest region two years running. We also received national recognition. After retirement from federal service, and while working as an air ambulance line pilot, I worked part time as consultant for MIT. My duties were to instruct the air traffic controllers at my former facility in the use of modified air traffic radar designed to assist pilots in identifying and avoiding micro-burst events. By virtue of my efforts at MIT, I was paid at the same hourly rate as a full professor. Additionally, I was offered full time employment at MIT, but turned it down to work as a pilot at SkyWest Airlines. While still a first officer at SkyWest, I was offered and accepted the position of air traffic liaison. Within four months of being promoted to Captain, I was made a check airman and IOE, (initial operations experience), instructor tasked with the responsibility of teaching new first officers fresh out of ground school. I served in that capacity until my retirement from SkyWest. November of 2002, I was hired as Chief Pilot, Rio Grande Airlines. One of my main objectives in this position has been to instill in the pilot work force the need to consistently fly our aircraft using accepted resource management techniques and standardized procedures. I have strove to ensure they understood the importance of safety of flight, proper airman technique, checklist usage and good judgment. It was my goal to have the pilot work force recognized as one of the best within the FAA's Southwest Region. Perhaps it was my underlying philosophy that led to my promotion to Chief pilot after only two months with Westward Airways and then to the position of Director of Operations which I held until the company went out of business.</p>		

3. Mr. Jay Campbell

Jay Campbell
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Camden, SC 29020
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- ❖ Commercial glider rating, about 1350 hours (all glider)
- ❖ Former State Governor
- ❖ Current State Record Keeper (2005-present)
- ❖ Several State records
- ❖ Forecast soaring weather for my club daily
- ❖ Currently flying Duo Discus

- ❖ BA Trinity College 1969
- ❖ HS teacher for 7 years, English, math, wood shop
- ❖ 32 year career in welding supplies, medical gasses, specialty gasses
- ❖ Retired since 2008
- ❖ Volunteer at local library, teach Excel

From: [Jonathan Gaffney](#)
To: quebec.tango@gmail.com
Cc: [A.W. Greenfield](#)
Subject: Nomination of Art Greenfield to the SSA Board
Date: Tuesday, September 08, 2015 8:04:22 AM

Good Morning, John.

Please accept our nomination and endorsement of Art Greenfield, NAA's Director of Contest and Records, to serve on the Soaring Society of America's Board of Directors.

Please let me know if you have any questions.

Thank you.

Jonathan

Jonathan Gaffney

PRESIDENT AND CEO

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