

SKYLINE

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, INC

MAY, 2004

President's Prerogative

George Hazelrigg

In our household, the arrival each month of Soaring magazine is a major event. There is almost a fight over who gets to read it first. My favorite part is the Badge Lady's page. I like to check to see what our representation is. And almost every month, someone from Skyline Soaring Club has an achievement worthy of note. I'm always thrilled to see one of our members achieve a Silver or Gold leg or badge. But I am equally excited about the A, B and C badges that we produce. These are the badges that herald the healthy continuation of our sport. So let this be an inspiration to you all. Whichever badge it is that is your next achievement, let's get working at it.

April had some good soaring weather, and several people did substantial flights. But good weather also has its risks. Two weeks ago, on a Sunday, both the Grob and our LS-1 landed out. This occurred when the lift suddenly went from big up to big down. Well, it happens! So be prepared. Both ships were landed in well-chosen fields. Geoff, flying the LS, landed on a private runway about 8 NM from Luray, his Silver Badge destination. The Grob, on the other hand, merely became acquainted with a field about 2 miles north of the runway at FRR. After all the time I have been with the Club, and all the retrieves I have been on, I am still surprised at all I learn each time I go on a retrieve.

The story goes something like this... I was up with Jonathan in the K when it turned rather rowdy and downish. Jonathan, recognizing the predicament, headed us back to the field at 80 kts, and we landed without incident. We already knew that the Grob had landed out, and the Pawnee had already spotted it. What we found out on the ground was that Geoff had landed out too. The wind had picked up to a rather brisk level, and I decided that it was time to put the K away and go do retrieves. Jonathan and I pushed the K back to the hangar, and I foolishly decided that the two of us should try to put it away. I tried to roll it up on the dolly by myself, while Jonathan held the other end of the dolly to keep it from moving. In the process, I tore my right calf muscle, rather disabling myself. Now, basically unable to move, I set about trying to get Geoff.

If you own your own ship, and assemble it each time you

come out to the field, you pretty much know how it all works, and you know how to trailer it. If not, well... Jonathan was a big help, but he didn't drive standard shift, and he had never driven a trailer. And my leg was so sore that I could barely press the gas pedal hard enough to get us over 35 mph. As for the brake pedal, well let's not discuss that. As for the Grob, we had several rather confused people standing around. I pointed them to the appropriate trailer and said, "You figure it out."

Geoff's retrieve was textbook, aside from the fact that I couldn't move. But Jonathan was a huge help. I couldn't have done it without him. Geoff actually found Longs Field, a 2200 ft grass strip on the back side of the Massanutten, and did a textbook landing. There, he encountered the owners, whom, it is a gross understatement, were very friendly. They invited us back, and we invited them for glider rides.

The retrieve of the Grob was a bit more exciting. No one on the retrieve had, to my knowledge, ever (1) towed the trailer, (2) configured it for the Grob, (3) disassembled and trailered the Grob, or (4) reassembled it. I wasn't there, so I don't know how it went, but it did get done. I arrived back at FRR just as the Grob retrieval group was departing for the Mill. I was surprised that they had finished their work so quickly, only to find out that they had decided not to reassemble the Grob. Oops! Big mistake. You land it out, you put it back where it was, the way it was. About an hour and a half later, the Grob was mostly back together. Arrgh!!! If you plan to land it out, try assembling it first. That might change your mind.

Back in the hangar, upon inspection of the Grob, we discovered a large new crack in the front canopy. No idea how that happened, but it would appear that it occurred during the retrieve when, perhaps, someone leaned against the canopy. All this emphasizes the need for everyone to learn several things: (1) which trailer goes with each aircraft, (2) how to configure the trailer to accept the aircraft, (3) how to tow a trailer, (4) whose vehicles can tow the trailer, (5) how to disassemble the glider, and (6) how to reassemble the glider. If you fly a ship, you should know how to get it back to the field in the event of a land out. And you should know whose vehicle can tow it. It's a lot to learn, but it's all part of soaring. The proper care and protection of our assets is important, and it's part of your job as a Club member. But once you know this stuff, you can soar with more confidence. And that's what it's all about.

Happy soaring. 

Crew Report from Perry

Fred Winter

IRE: Crew Report from Perry for Skylines Date: Mon., 26 Apr. 2004
I had the pleasure of crewing for Fred Mueller at the Region 5 North Contest (April 19—24). For personal reasons, I was not able to attend the entire contest, arriving on Thursday morning in time for the pilot's meeting. The three days of flying that I saw were awesome! The sniffer launched at 11:30 or so, and reported going through 4000 AGL before the noon grid meeting was over. "We'll start the launch at 12:20", declared Charlie Spratt, and eight tow planes fire up. The crew gets 67 gliders off in less than an hour and twenty minutes. Then those of us left on the ground begin the wait. On Thursday, I helped retrieve a 'pilot without partner', whose huge motor home would have been impossible to get to the field, even if we volunteers had been able to get it ready to drive. All went well, and we were back in time for dinner.

Friday and Saturday, I was assigned to hook the tow ropes to the tow planes, which dropped the rope after each landing. This turned into a mixed blessing. The prop wash was nice and cool, but the sand and grass clippings were nasty! All that practice at Warrenton sure helped.

Coming at the end of three and a half hour tasks, Friday evening was rather special. Two of the tow pilots got re-married at the field by Pastor Spratt, then we were all treated to a spectacular airshow. A 61-year old acro pilot flew a long, exciting routine in a Giles 202 that left seasoned pilots saying "How did he do that?" Time after time. While the tail slide, with an aileron roll, was a prelude, the 6-turn inverted flat spin was the maneuver that got my attention. The rolling turn, during which the plane never stopped rolling at maybe 90 degrees per second and never changed from a

constant rate of turn, had the audience moving their hands through some unusual positions. Then some great barbecue and wedding cake to cap the evening.

Saturday's weather was almost a copy of Thursday's and Friday's. Hot, less wind, later cu development. Due to the stress of 8 days of flying, we broke 3 of the tow ropes during the launch. All were at the beginning of the roll, so no PTT incidents beyond one glider rolling into the tow plane approach area for a few seconds until the launch crew could push it back onto the grid. Charlie had assigned tasks that almost insured that everyone could get back, most within a half hour of the fastest. Once the fleet began to return, there were almost always gliders in sight, often with as many as four or five in the pattern at once, with those making their contest finish still dumping water. Fred Mueller made his finish directly over his trailer, and gave me a very welcome, but too sparse, shower. Did I mention that it was hot?

If you get a chance, offer to crew for one of our contest pilots at Fairfield or New Castle this year. It is a great opportunity to see a lot of flying, meet some of the names you read about in Soaring, and have a whole lot of fun.

... of my last week in Perry, SC at the Region 5 North contest... the weather was nothing short of spectacular and I flew for 8 days straight in booming Texas style conditions. I'm sorry to say I didn't finish near the top of the score sheet due to a couple days of lacking performance, but omigod did I have a good time anyway and I learned quite a bit.

30 hours of flying and 1200 miles of cross country.

A big thanks to Fred Winter who showed up to crew the last three days and to work the launch.

Fred Mueller

Accidents I Have Witnessed

Bill Vickland

This is the second in a series of articles regarding glider accidents I have witnessed in my 41 years of flying. In addition to wind shear, a pilot landing out must be aware of the terrain, deciding upon landing direction depending on both wind direction and terrain slope. He needs to be aware of the possible existence of power lines. He needs to be aware of the crops and animals in the field, and lastly, he needs to be aware of the access to the field for retrieval, although this should not figure significantly in the trade-offs for selection of other possible landing sites.

Terrain

The Shenandoah Valley between Front Royal and the south end of the Massanutten Range, and between Strasburg and the south end of the Massanutten contains very favorable landing

sites, mixed with others that are difficult to recognize as risky. The area includes rolling farmland with old but grassy creek beds that disguise the undulating nature of the terrain surface. The nature of the surface terrain is almost unrecognizable even from an altitude of 500 feet without careful study, looking for the telltale signs of undulating surface.

Near the end of a long cross-country flight, a pilot scanned the terrain below from 1000 agl as he prepared to land in Shenandoah Valley. He picked a field having reviewed numerous others, and prepared to make an over flight to examine it for the usual hazards



238 from Bill Vickland

such as trees, wires, rocks etc.

The field was more that long enough to land safely, or so he thought. Having over flown the field, he made a final turn into the wind, and at only 200 feet agl on final approach, he observed that the field contained small rolling undulations that would present a challenge to his landing skills. With full spoilers, he attempted to slow the glider so as to be able to land on the rising slope of the first undulation. However, with his speed diminished, but not stopped, he rolled over the crest and began rolling down the slope on the opposite side without sufficient ground contact to use the brake effectively. The glider continued down the slope to the bottom 200 feet from the crest and abruptly came to rest with a sudden stop, slightly damaging the nose of the glider.

Undulating terrain looks flat from even 500 feet, but is recognizable by very careful study with some knowledge as to what to expect. Landing in undulating field is not necessarily risky if you recognize the terrain characteristics and know the capabilities of your glider as well as your skills. Look for different color of the barren or grassy fields. Assess the dimensions of the undulations, and plan your approach so as to slow the glider and make contact with the ground with sufficient up-slope to bring the glider to a stop. I have witnessed a landing on top of a significant knoll, where the pilot used his approach speed to climb a relatively steep slope to come to rest on top of the knoll. Such desperate measures should only be attempted in desperate situations. However, it illustrates



m142 from the 1-26 Association website

Keep Your Eyes Open...

Jim Kellett

Most of you know (and may be tired of) the Curmudgeon's constant nagging about the risk of midair collisions....

Heretofore I've been preaching concern for the truly catastrophic incident involving an airliner and a glider, even though there's only been one such incident (in France), and that one did not produce any fatalities, and the very limited ways available to avoid such an accident.

Now, however, it's becoming very clear that we are experiencing a truly nasty rash of glider-glider midairs! Just this week, Alan Purnell, a very experienced and well-regarded pilot, died in a mid-air over Lasham (the other glider pilot survived after parachuting out). See <http://news.bbc.co.uk/2/hi/uk_news/england/hampshire/dorset/3661041.stm>. More information should soon be posted at <><http://www.glidermagazine.com/> as it becomes available. This makes the second mid-air over Lasham in seven months, and adds concern to the fatality we experienced in the US recently (in Washington State) and the double-fatality in South Africa!

This is harsh reinforcement to the statistical history of glider-glider mid-air collisions. In the United States alone, there have been 18 mid-air

the concept of energy management as it applies to landing in sloping terrain.

Power Lines

Power lines and telephone are not always visible from the over-flight altitude of an off-field landing. And, it is a no brainer to say that the pilot must be aware of the possibility of the existence of these lines. I have two incidents that underscore the need for awareness of the possible existence of power lines.

My first pilot had been flying for more than 6 hours in a 1-26 contest, and was probably somewhat dehydrated. He set up an approach to a wide-open field with apparently no obstructions and prematurely relaxed his attention to detail as he started his final approach. In effect, he had mentally stopped flying before he reached the ground. As he crossed a road adjacent to the otherwise perfect field, the bottom of his 1-26 contacted a telephone line that grabbed his tail wheel and momentarily slowed the glider. The glider pitched nose down and flew straight into a ten-foot wide culvert along the road, crushing the nose of the 1-26 back to the instrument panel. The pilot was seriously injured, but only because his shoulder harness was not cinched up very tight.

The second pilot made his approach to a very long field, only to have a telephone line in the middle of the field contact his rudder and bring him to a near stop mid-air. The wire broke and he barely was able to flare before hitting the ground. He had not seen the wire from pattern altitude, but could have seen, had he studied the field, the two telephone poles on opposite sides of the otherwise open field.

The morale to these stories is two-fold. Your awareness of all terrain conditions is going to be handicapped if you have been flying for several hours, and you need to study the area for hidden indicators of possible hazards such as wires and terrain surface. Make yourself review the situation carefully and place an much emphasis on these factors as you do the more common factors such as airspeed control, wind direction, ground slope and terrain condition.

collisions involving gliders between 1982 and 1999, and TEN of those were glider-glider!!

The recent report from the Cranfield University Aeronautics Department on their evaluation of ways to increase conspicuity of gliders is most timely, and I think it's time we started searching for ways to implement some of those recommendations.

Meanwhile, keep your eyes open!



The following provided by Jim is well worth repeating

Paul Adriaance, the surviving pilot in a mid air collision a few weeks ago which was fatal for the other pilot, wrote a very interesting report on it for the RAS newsgroup. In my opinion, his comments offer a telling commentary on many of the safety issues we in the Club discuss constantly—radio use, right-of-way, ridge soaring, scanning, and (most critical) the increasing glider-glider mid air collisions that already comprise a large chunk of glider accident stats. The unedited report follows for your own edification:

I guess I'm qualified to comment, at least regarding the recent Seattle area midair I was involved in. More than that, I WANT to comment. Whether or not this finds its way back to the NTSB, I want other soaring pilots to learn from what happened so that this

unfortunate trend stops now. I'll be happy to go in more detail for anyone, but at least here is some basic background relevant to the first post along with some reflections I've had since the collision.

We have a pretty strong core group of guys that fly in the mountains here and we often get together and discuss the particular kind of flying we do. One of our recent discussions was regarding a comment that some pilots who soar the Alps in Europe recommend NOT using any GPS type hardware for mountain flying. It seems to make sense here at least, where we are consistently in close proximity to the terrain under low ceilings. A GPS isn't going to help much if we need to follow drainages or canyons to a safe landing area, and this is very often the case. Our "outs" often take us over completely unlandable terrain and below ridge and mountain top level. If you don't know the way visually and have a mental picture of the complex glide path involved, what happens when your batteries die or a fuse blows?

For this reason and others, I am almost positive neither of us was flying with any sort of GPS or flight computer. Though Will had a nice flight computer with GPS and connection for a PDA, I can say with some certainty that he was not using it because he had requested I help him set it up. Once Will shuts down his engine, he doesn't have a lot of toys hanging right in front of his face to distract him. For my part, aside from the electric Tasman audio vario, I had nothing but a radio and standard mechanical instruments.

In the case of our collision, it was probably only a 20 or 30 second interval between flying together normally and a position where collision was imminent. We'd been consistently using the radio up to that point and had been together flying that day for quite some time already. As we flew about 1000 or 1500 feet under a small line of clouds that were about 2500 feet over a ridgetop, Will decided to turn to the West, I decided to go straight...and neither of us said anything over the radio. We converged as Will had been ahead of me when he turned and came up at roughly my 9:00 position. Contact occurred while sliding into each other despite our opposing angles of bank. My left wingtip hit the underside of his right wing with the fuselages in an almost perfectly parallel formation.

He was silhouetted by the sun as it was getting quite late in the day, I was silhouetted by clouds that were in the mountains behind us. ***Furthermore, both of us surely assumed the other person had done something else.*** We had been following each other back and forth over the ridge prior to the collision, so he may have assumed I was going to follow him as he circled. I decided not to follow him on what I thought was a 180 to the South that would lead him behind me back over the ridgetop and instead tried to continue following it North. This under the assumption Will had continued South after I last saw him turning to a roughly southern heading. Will was the first to see the danger and I immediately turned to see him only 80 feet or so off my 9:00 when I heard the radio call. I can't imagine him not having called me earlier with a warning or position update as he was as conscientious a pilot as any here about keeping radio contact, especially if something was amiss.

Roughly 30 seconds after seeing him start his turn in front of me I was freefalling 500 feet over the ground praying my chute opened. Will apparently never had the opportunity to get out as I did.

My comments on this situation: The great evil of assumptive flying was our greatest sin; instead of getting on the radio and saying, "hey, I lost ya bud" as we had done consistently earlier in the day, we just let our past situation fill in the blanks. It was inconceivable to me that Will would end up next to me: we were over a ridge, the lift was in a band, I didn't expect him to circle... On the other

hand, we were 1000 feet over the top, he probably thought, "I just must have missed him behind me, he surely is turning with me in this boomer". We didn't continue our judicious use of the radio for just long enough to get into trouble. Also, we didn't recognize the inherent dangers of flying in the proximity of other gliders late in the day due to the sun's positioning and nearby cloud cover. The ceiling was only 2500 feet over the ridge, that compressed us into a fairly narrow band of operation. It was well known territory for both of us and an easy glide back to the airfield, our next destination. This possibly led to some unconscious relaxation over a sure position. My normally thorough scanning technique taught by multiple instructors and straight out of the handbooks and soaring manual was no match for these circumstances.

If you look hard enough, I guess you can see the "chain" of events forming that is so often cited in aircraft accidents. In our case it wasn't a major squawk on the aircraft or a poor night's sleep, it was much more subtle, insidious, and otherwise innocuous changes. Changes like the time of day, position relative to the airfield and thusly, dinner, our growing level of comfort about our proximity to each other and trust that the other person was just as vigilant as we were, that glow you feel inside after an amazing day of soaring back in the mountains that makes you just want to sit back and revel over the majesty of unpowered flight... The list could go on and on.

I even suppose one could argue soaring is inherently more dangerous BECAUSE you are flying for fun, for the challenge of getting to the next area of lift and reading the day's conditions, for the pleasure of travelling incredible distances with nothing but a bad decision between a successful flight and a landout. Someone focusing on all these things and still trying to track other gliders and aircraft and radio conversations seems inherently more susceptible to distractions (even just those outside of the cockpit or in your mind) than someone flying purely for transportational needs. The fact we can't choose the weather also plays into it, there is often an urgency to go flying on a great day because you never know when the next one will come. Here at least, you can often count really great soaring days in the year on your fingers, so to miss one is to really miss out. Just so many small details that can suddenly add up to one serious mistake.

Despite these things, one area of pride I still have is the club oriented education I received. I had many instructors with widely varying backgrounds who presented immense experience from which to draw on. They humbled me and forced me into a regimented training program that saw me take my private check ride over a year after I started with enough time to go straight for a commercial (And no, it wasn't because I was close to the, "have you considered Golf?", conversation, they were just extremely cautious and demanding). Even so, I'm still one of the youngest and newest pilots here and must suppose this post to be a risky move. My total time prior to the collision was about 60 hours in 150 flights. I expect it will be a no brainer for the judgemental types and NTSB, "new pilot, he survived, handy place to dump responsibility and wash our hands of it". If I didn't know Will's family as the thoughtful, caring, and unpretentious people that they are, I would hope for such an outcome so they had something to point at, to attack and cover the pain of their loss. As it is, the aftermath won't alter who they are or how they feel and is something I have no control over. What I do have control over is whether I use my experience to help others or hide it in order to protect myself. I could never dishonor my dear late friend by choosing the latter, so here I post—*Paul Adriance* 

Return of the Little Prince

"...he set free some of the most moving and beautiful ideas about flight and man that have ever been written."

Richard Bach—"A Gift of Wings" ©Dell Publishing

Wreck Proves To Be Saint-Exupery's P-38—When French writer and aviator Antoine de Saint-Exupery flew off alone into a July night in 1944 and vanished, his mysterious end became an integral part of the story of his life. Now, hundreds of pieces of a wrecked Lockheed Lightning, found on the Mediterranean seabed off the coast of Provence, have been positively identified as the airplane he was flying that night on a wartime spy mission. French authori-

ties confirmed the find yesterday, based on a serial number found on a piece of the tail. Saint-Exupery is beloved in France as the author of "The Little Prince." No body was found, and so far the wreck has not revealed any cause for the crash. "This was our holy grail," Philippe Castellano, president of an association of aviation buffs who helped authorities identify the debris, told the Associated Press. "We never even imagined this." Castellano said some Saint-Exupery fans resisted the effort to identify the wreck, preferring to keep the mystery alive. "In the end, I think everyone is satisfied," he said. "We didn't find a body, so the myth surrounding his disappearance will live on." Saint-Exupery also wrote poetic novels based on his flying adventures, such as "Wind, Sand, and Stars" and "Night Flight." —<http://www.avweb.com/eletter/archives/avflash/>

Raffle

WSPA is raffling off the above 1-23 model. The full-size version was built in 1949 and is serial #9. It has never been painted but is highly polished aluminum. In its long life it has had only two owners and has just over 500hrs TT. It is presently located at Mojave, CA

Raffle tickets are \$2 each and can be downloaded from www.womensoaring.org and mailed with the money to

Hangar Soaring

213 Anne Burras La.

Newport News, VA 23606.

The drawing will take place at the women soaring seminar at Harris Hill early in June.—Frauke Elber



Silent Wings

Greg Ellis alerted us to the History Channel program he describes below which your Editor missed. I contacted colleague Louis Plummer who does a lot of research for the Discovery Channel.

The show is indeed available in video form:

<http://www.historychannel.com/global/listings/listings.jsp?fromYear=2004&fromMonth=3&fromDate=27&NetwCode=THC&timezone=1&View=Prime&>

click on the program, "Tactical to Practical" and it will take you to a pop up that allows you to buy the video.

Those who happened to be watching The History Channel Tuesday April 27 from 9:30 to 10:00 were privileged to see a most extraordinary, comprehensive video essay on gliding & soaring. Footage & explanations going back to 1900, footage of early bungee launches down slopes in post WWII Germany, horse drawn launches, balloon drops, footage of Hitler's glider corps attack against Belgium, extensive footage of the WACO gliders including some from inside the cockpits; all interspersed with shots

& explanations of modern ships & soaring techniques. The USAF glider program, interviews with Steve Fawcett as he works toward record wave flights, Stemme flights, explanations & interior/exterior shots of thermal, ridge & wave soaring. A recounting of the 1983 "Gimli Glider" Air Canada incident with photos. Extraordinarily well done – a real tour-de-force. You see the crucial contribution gliding & soaring has made & continues to make to civilian & military aviation as well as the sports aspects.

A few years ago your Editor joined the National World War II Glider Pilots Association as an Associate Member. Contrary to what you may think I am not old enough to be a Full Member (or smart enough either). I joined to support the organization, to get information for Skylines and to promote understanding of the WW II program among my work and history contacts.

I recently was sent an alert from Gilder Pilot AC John Sampson. On June 3, 2004 The History Channel will air a program as part of their Modern Marvels that will include a segment on WW II gliders and the Silent Wings Museum in Lubbock ,TX. This is in conjunction with the 60th Anniversary of D-Day. **Watch for it.**

Andiamo

As a reminder, this Saturday, 8 May 04, all of you are invited to Shane and Valerie Neitzey's home in the country to say farewell to two of our favorite members, Tim and Lisa. Tim finally gets to retire so they're moving all three of their air-craft back to Kentucky and building a retirement home. They will remain in the soaring community by joining the Caesar Creek Soaring Club in Ohio.—Dave Weaver



Springtime...

Geoffrey and Melanie were married near Williamsport, PA, on Saturday, May 1 at 1 PM. It was a beautiful setting, on the side of "the ridge," home of some of the best soaring in the east. The day was booming, with thermals to about 9,000, and soaring birds

everywhere. Oh, back to the wedding. About 150 guests witnessed the affair, and it was filled with music. Melanie's sisters are all very musical, and did some wonderful pieces during the ceremony. At the reception, there were two bands, Slim Man and the Rich Cox band, both in which George and Geoff have performed. I'll leave the details for Geoff to describe. The pictures capture a bit of the ceremony.—George, Jr. ✈️

Pilots Plan To Explore Lewis & Clark Route

The Flight of Discovery, a team of general aviation pilots and scientists, plans to fly above the river corridors and overland routes followed by the Lewis and Clark expedition 200 years ago. The expedition, comprising eight fixed-wing aircraft and two helicopters, will depart from Clarksville, Ind., on June 1 and arrive two weeks later in Astoria, Ore. "The challenge of our expedition," said biologist and Caravan pilot Mike Mann, "is to establish the amount of change from 'baseline' conditions that has occurred since the original Corps of Discovery expedition from 1803–1806." The group plans to document the current cultural and natural features along the route and compare them to the historical record of the Lewis and Clark expedition. "Documenting these changes," Mann said, "will constitute an environmental barometer that can aid future decision-makers—today's students -- in addressing natural resource conservation/protection strategies and policies." The group is also donating a "Trunk of Discovery" to a number of school districts and educational institutions along the route of flight, which contains a GPS unit, binoculars, pilot's weather computer, plant press, and a mineral test kit for classroom use in lesson plans related to the

expedition. Scientists in the group include geologists, agronomists, botanists, ecologists and anthropologists. "This is not just a flight of fun and adventure," Mann told AVweb in an e-mail, "but a real working mobile laboratory and scientific expedition. Our goal of utilizing general aviation is to allow us to get some busy working scientists to agree to take a reasonable amount of time off from their regular commitments and accomplish a task that would take an incredible amount of time [using] standard research methods. With the help of local schools and communities we will be able to accomplish our goals of educating the public, scientific research, and a positive use of general aviation aircraft for the benefit of all the local communities."

<http://www.avweb.com/eletter/archives/avflash/> ✈️



Copy  That! Selected flotsam and jetsam from
the editor's daily *Tsunami of e-mail*

The latest Adobe Acrobat Reader (what you may need to upgrade to read Skylines—try and see), it at:
<http://www.adobe.com/products/acrobat/readstep2.html>

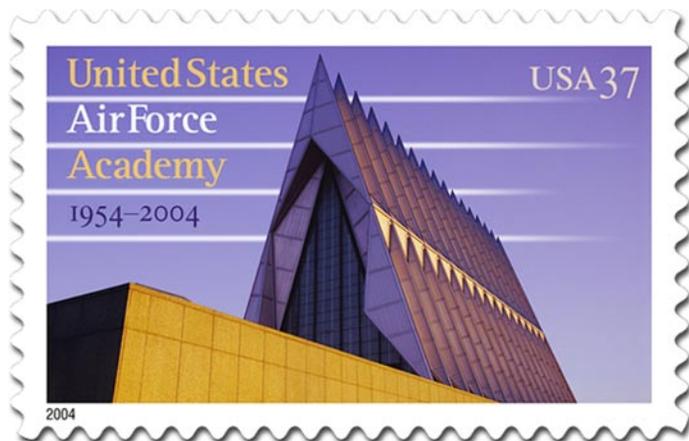
First Aid Guide
<http://www.mayoclinic.com/findinformation/firstaidandselfcare/index.cfm>

New e-mail address for Kevin Fleet
kfleet@lynxconnect.com

We're all going to miss Mark Ballinger who's taking a great new job in Tucson.

The new M-ASA Convectur Editor is Mike Higgins. To avoid problems with e-mail, you should always address your e-mails to convectur@m-asa.org, which is guaranteed to always be valid. Carlos Reyes who did a great job is leaving the area.

Shameless self promotion (hey—if you guys don't write for Skylines the Editor will!)—My latest stamp release will have some relevance for quiet a few members. The "50th Anniversary of the Air Force Academy" stamp was issued at the Academy on April 1st. The photographer is Philip Handleman who is also a Stearman flying air show performer and author of many books on flying. Philip's latest



book is "Combat in the Sky: The Art of Air Warfare" (MBI Publishing).

Also to be issued in 11 states on May 14th will be 3 Lewis&Clark stamps beautifully illustrated for me by Michael Deas. This was a real labor of love project for me lasting 4 years and has paid off handsomely. I also designed a 32 page booklet on the Corps of Discovery that includes two of the three Lewis&Clark stamps.

Please buy lots of these puppies—it makes me look good with the boss.

Annual Eastern Vintage Sailplane Regatta

Friday May 28—Monday 31 2004 Kutztown Airport, Kutztown PA. 19530
Earl Binder, Manager, (610) 683-5666 www.kutztownair.com

Dean Kramer dekramer@email.com

Activities will include auto tows, bomb drops, biplane rides, glider rides, parachute jumps.

The FAA will hold a Safety Seminar on Saturday, May 29 which can be used for the Pilot's Awards Program (Wings). Emergency parachute repacks are available from 8:00 AM to 6:00PM.

Can the Mess Officer come out and play?



Shot from the USS HONOLULU (Los Angeles-class fast attack submarine) 280 miles from the North Pole.

Thanks for the news letter—I still miss you guys... and Boy do I miss "the ridge"...

We are starting to get some soarable weather now. We still have lots of moisture in the ground limiting thermal action. We did have several extended flights this weekend as we had ideal spring conditions.—Bob Michael <http://home.earthlink.net/~rmike9/>

A Brief Guide to American Newspapers

1. The Wall Street Journal is read by the people who run the country.
2. The Washington Post is read by people who think they run the country.
3. The New York Times is read by people who think they should run the country and who are very good at crossword puzzles.
4. USA Today is read by people who think they ought to run the country but don't really understand The New York Times. They do, however, like their statistics shown in pie charts.
5. The SSC's Skylines is occasionally read by people who would run the country if they could just do it by e-mail.



SKYLINES

April, 2004

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Skyline Soaring Club, Inc.

<http://www.skylinesoaring.org>