



President's Prerogative

George Hazelrigg

When I started flying gliders six years ago, little did I think that I was getting into politics. Then I became Board Member of Skyline Soaring Club, not by election, but to fill a position that was vacating by someone leaving the area. A year later, I was President. At that point, I began to realize all the stuff that is going on behind the scenes. There are many forces at play in soaring-in addition to lift, weight and drag (remember gliders do not have thrust). These are the political forces that determine the environment within which we soar. We know all too well that the events of 9/11 changed our environment. For two weeks, we were totally grounded. The threat of something in the air-anything-was simply too much for the public to handle. But there are other forces as well.

One of the biggest forces playing against soaring is the population explosion in our area. There are about 500 new homes under construction in Front Royal as I write this. The town could see upwards of a ten percent growth in population this year. There is over \$100 million in road construction going on in Warren County right this minute. Land in the Shenandoah valley sold for \$1,000 an acre 10 years ago, \$3,000 an acre three years ago, and is now bringing upwards of \$10,000 an acre-that's undeveloped. Developed, it's quite a bit more. Not a small number of people commute daily to the District from Front Royal. I worry that I will live to see Front Royal turn into a city, and the beautiful valley covered with houses. Take heart though, rising gas prices might slow this growth just a bit. But each time a farm sells, there will be one less land-out field.


As the population of Front Royal increases, complaints about flying will increase. I have already listened to complaints about noise. And then there are fears that gliders crash so often, spilling their fuel into public areas and setting major fires. Irrationality and ignorance go a long way to fostering fear, and fear plays big time into politics.

At one point after 9/11, there was a move to ground all Pawnees because they could be ag planes (ours never was), and ag planes could be used to commit an act of terrorism (so could a Honda Civic). People buy houses at the end of a runway because the land is cheap. Then they set to work to get the airport closed as one means of improving their investment. Next time, while on tow, if you have a moment to look down, take note of the new homes under construction directly under our takeoff path. If we want to continue to fly, we will have to accommodate this growth, and we will have to combat ignorance.

County politics is just one more aspect of what we have to deal with. But I am here to report a major victory for the airport users. The battle between the airport users and the Warren County Airport Commission finally got so hot that the entire Airport Commission resigned. It now appears that Reggie will take on added duties as airport manager, reporting directly to the County Board of Supervisors. Reggie has a great deal of airport management experience, and he is qualified for the job. Of course, we will give Reggie our support, and work with him to improve relations with other airport users and the surrounding community. But the skies are not clear yet. The County has charged Reggie and the Airport Users Association with developing a plan for airport self-sufficiency. That in itself will be a tough political challenge.

First, self-sufficiency needs to be reasonably defined, and it's just too arbitrary. For example, self-sufficiency would seem to mean that revenues balance costs. But what are the revenues? Are taxes on aircraft revenues to the County? Take away the airport and these revenues leave the County. But they are not counted as revenues at present. What about the millions of dollars of federal and state monies brought to the county by airport development grants? Are these revenues to the County? Not by present accounting. What about the taxes generated by monies spent at and around the airport by airport users from other counties? Not counted.

So finally, I come to the Based-Aircraft Fee (BAF). While the BAF may seem to us to be a penury tax on gliders, it too is a double-edged sword. Its imposition led to us give up one hangar and condense our operation a bit. On the other hand, however, it has had a dramatic impact on other potential airport users. The traffic at FRR remains low largely, in my opinion, because the BAF is scaring away other users. Many potential users view the BAF as an arbitrary tax designed to obviate contracts with the current users, and they are giving the airport a wide berth. This is not entirely bad for us. I don't like paying the BAF, but I have come to view it as a tax we pay to keep the traffic at the field as low as it is. Someday, the Board of Supervisors will join me in recognition of this and, I think, the BAF will disappear. But that will be the day that we will have to begin accepting more traffic.

There really is a lot of stuff going on behind the scenes to enable you get your tow. One thing I would hope for is that all of you begin to recognize this and do whatever little you can to help make our residency at FRR a success. Our upcoming social season is one very important step, and I hope you will choose to support it. Rick Harris is kicking the season off with a cookout. All SSC members, friends, power pilots and airport groupies are welcome. Let's kick off this social season with a lot of support. 

Significant Events:



Our social season begins with a cookout hosted by Skyline Soaring Club, open to all at the airport on Saturday April 9th at FRR. Nothing fancy, hotdogs and burgers commencing at 14:00. This is an open cookout for **all** FRR users. It would be helpful to get a head count. Rick Harris will be coordinating.

On March 13, Piet and Stacy Barber added a new crew member to their family.

On March 19th the Swallows returned to Capistrano.

George Hazelrigg III will be playing at Blues Alley, April 16 and 17.

The Great Shenandoah Soar Off

Sharp-eyed viewers will notice our new masthead—thanks to Dick Otis our resident photomiester. Your editor ain't the brightest bulb in the marquee but even he knows when a sure winner is dropped in his lap.

In the plane is none other than Fred Mueller, one half of the Rumble on the Ridge—a much anticipated season long fly off with the multi-talented 1-26 guru Bill Vickland shown below.

Time, and a formula that would bring Einstein to his knees, will determine the outcome of this handicapped contest. Let the games begin!



Free as a bird

Roger Bianchini



Photo by Dick Otis

While Front Royal-Warren County Airport (FRR) users have found themselves enmeshed in recent economic and politically generated controversy, a recent weekend visit to one user group's annual safety meeting led to a flight that soared above those more mundane earthly concerns.

At the Feb. 16 meeting between users and the Warren County Board of Supervisors Skyline Soaring Club President George Hazelrigg called his group the airport's single largest operational user, a fact not disputed by Airport Manager Reggie Cassagnol.

Cassagnol estimates the glider club generates about 2,500 of 13,000 annual operations. He also pointed out those operations are generated for the most part during one weekend day per week during the club's flying season.

And following the Feb. 19 safety meeting attended by about

half the club's nearly 100 members, those estimates became a living, flying reality. As soaring club members readied both gliders and tow planes for flight a question arose.

"Have you ever been in a glider, would you like to go up?" tow pilot and club photographer and video archivist Richard Otis queried after introducing himself to Sentinel Newshound, Sasha the dog. The query wasn't, however, directed to Sasha, who generally likes to keep her four feet planted firmly on the ground, but rather to her faithful companion reporter.

A short time later Otis took Sasha in tow at ground level while another club pilot, Dave Weaver, introduced her companion to a glider cockpit.

With minimal difficulty we were strapped, hooked and airborne on the trail of a tow plane rising toward an altitude of about



According to Sasha, it just doesn't get any better than this. Photo by Dick Otis

4,000 feet where we were scheduled to drop the towrope and become free as a bird.

Heading west - "how high is Massanutten?" came the question as the mountain loomed ahead, "about 3,200 feet" came the reply - Weaver explained he was cutting our tow plane loose early due to the amount of thermal lift he was encountering, unusual even for the normally very thermal area surrounding the county airport's northern Shenandoah Valley location. Weaver explained that rocky terrain such as Massanutten's and other geological fac-

tors made the area extremely glider friendly.

"But thermal like we're encountering right now, we're not even sure exactly all the factors that contribute to it " he said as we dipped southeast toward the Shenandoah River. "We could stay up a long time today but we better get back and give somebody else a chance," my glider pilot observed to his passenger busily clicking his camera shutter in all directions.

I could write on about my observations of the northern Shenandoah Valley from several thousand feet up during silent, powerless flight that apparently could have gone on for the bulk of the afternoon; about my conversations with my glider pilot - whom I discovered had piloted U-2s in the service, "That makes sense, they look a lot like big gliders, of course with big engines snuck in there somewhere," I responded to that piece of intelligence; about the other gliders lifting and releasing within our sight line while we meandered through the sky between Front Royal and Strasburg in plain sight of both; and about the flawless landing any bird would have been proud of that brought us far too soon for my taste, back to earth, back to reality, and back to more earthly concerns such as those that have more often brought me to the local airport recently - but as they say, a picture is worth a thousand words, so several are surely worth the remainder of space dedicated to this story.

Postscript—earthbound shakedown: As I helped Weaver turn and push the glider onto the taxiway to be hooked to a tow car for a pull back to the staging area near the terminal building to prepare for its next flight, I watched other gliders leave and return to the runway as we walked alongside our bird. I stopped to talk to Skyline Soaring Club President Hazelrigg about the earlier safety meeting—the initial reason for my visit. "Everyone gets this two hours of safety training every year (in person or by video), you saw the subject today, accidents, what caused the accident and how to prevent them in the future. We don't like accidents," Hazelrigg said of one of the club's guiding principals—safety. As I turned back to the terminal to be greeted by Otis and Sasha, I realized I was firmly back on the ground when I couldn't help comment, "It sure doesn't look like Reggie's holding the airport hostage today." "It's ridiculous," Hazelrigg replied of his take on the airport's political mire I had dropped from the sky to once again confront. "Can I get back in line and go up again," I turned and asked no one in particular. (from *The Warren Sentinel* used with permission of the author.)

Well Kept Secret

Jim Kellett

Director Soaring Society of America Region IV

The SSA website is undergoing revision, and the new one will be easier to work through than the current one. But the current one has LOTS of stuff in it that is valuable! One of the best kept secrets in Soaring is the SSA E-Newsletter. Because it contains information interesting only to MEMBERS, it's not on a link available to the general public—nothing "secret" about it, it's just stuff that most of us are interested in, but would be boring to someone just surfing the web...

For those of you who've forgotten how to (or never learned how to) log onto the "Members" section of the website, here's how: log on to <http://www.ssa.org>, enter your Membership Number, and then the password (commonly referred to as passcode)—THAT as-

signed password is the first letter of your last name and then your SSA member number. THAT number is found on the cover of your soaring magazine! If you have difficulty finding your membership number, let me know. (Once you've logged on, you can change YOUR password to anything you like to make it easier to remember... and MOST browsers have the option of "saving" your ID/password combination so that in the future, just clicking on the "membership number" space will plug you right in..)

David Newill has volunteered to be the new Chairman of the Club and Chapter committee, replacing Mark Keene. Bob Lacovara has joined the committee, and Harry Fox will act as Advisor. Call/write if you need club or chapter assistance. If you have questions about the convention session on clubs, you can go directly to Dave Newill (or ask me, but I'll just go to Dave!) You can get him at dbnsoaring@ameritech.net.

This is the Committee that originated the several questionnaires on Club activities, including one I recently forwarded to you. The quality of their work will be no better than the quality of the

data they get, so if you haven't already responded to the questionnaire, please take this as a reminder of how important this is!

For a copy of the questionnaire worksheet email your request to jkelleth@skylinesoaring.org. Note that the worksheet is used to collect the data, but when you're done, the response is electroni-

cally made directly to clubcommittee@ssa.org.

And, for those of you who don't already have it and may be interested, I can snail-mail a copy of a CD that contains all the presentations made at the Ontario Convention's session on Club management.

Skyline Soaring at the Trinity Stars Gala

Fred Winter

Way back in January, Christine Vincent contacted Jim Kellett about having Skyline donate a glider ride to the Trinity Stars Gala. Christine is one of Ernie Klimonda's daughters. Trinity is Trinity School at Meadow View, a private Christian school in Falls Church, and one of three Trinity schools in the country. Ernie was one of the owners and instructors of the Warrenton Soaring School, from which Skyline was formed.

Trinity was going to hold an auction to raise money for their scholarship fund, and Christine thought that a glider ride would be an interesting item to include.

Jim passed Christine's request along to me, a new member of the Skyline board of directors, for action. I got the board to approve the request, and offered to take my LS-4 to the auction as a display. Little did I know what excitement this would trigger!

Many emails later, Christine and I had worked out the details, and on Sunday, March 13, I showed up at the Fairview Park Marriott with 1FW in tow. Christine had arranged for lots of help from the volunteer staff of the gala, and we had the parts of the plane out of the trailer and into the event room in short order. Once the hotel staff had finished setting up the risers for the podium, we began to rig the LS. From parking the trailer outside the entrance through taping the wings took perhaps 45 minutes, leaving me lots of time to wander around the other auction items. There were lots of items displayed for a silent auction, plus nearly 20 to be

auctioned off in a live auction by a professional auctioneer, Mr. Frank "E" Bolton. Between peeks at items like "Eat pies for a year by the 8th grade girls" or an aluminum case of 500 poker chips, I showed off the plane, with lots of the parents sitting in the cockpit, taking brochures, and generally learning about Skyline. Skyliner Phil Jordan and his lovely wife stopped by with very attractive gift certificates, in case the event staff needed them to award to the winning bidder. Contact Phil if you wish to have him print one for you, they look great. I hope to see some of the parents and students visit us at Front Royal as a result of the display.

The silent auction was conducted before and during a typical hotel dinner (Chicken Marsala, potatoes, asparagus, followed by a delectable dessert buffet). The live auction followed, with lots of the items going for several hundred dollars. Well it was for a good cause, after all. The winning bidder for the glider ride turned out to be the school's science teacher, Vicki Landersman.

Once the crowd had left, several of the graduating class got drafted to help me move the plane back to the trailer. All went well, even with the untrained help the bird was in the box in less than 30 minutes. The seniors had attended the "all adult" event so they could be acknowledged by the crowd of almost 300 parents.

One young woman in the group was excused from duty, a strapless sheath is not appropriate clothing for a glider crew, and was also very distracting to the pilot.

Details about when the ride will take place are to be determined. The winning bidder, Vicki Landersman, one of the teachers at Trinity, had her husband sit in the plane for the photo, much to his enjoyment. Another "dress vs. plane" issue.



The Winner and her husband...

our Hero...

and the Roaring Crowd.



Investigator Dissects Columbia Disaster

Michael N. Graff

The Winchester Star March 21, 2005

Reynolds Store—Steve Wallace had just finished playing tennis on Feb. 1, 2003, when he learned the space shuttle Columbia had gone down.

Within 24 hours, he was on the ground in Texas as part of one of the most intense accident investigations in U.S. history.

For the next seven months, Wallace worked on the 13 member Columbia Accident Investigation Board, which dissected the tragedy that killed seven astronauts and devastated a proud NASA space program.

Wallace outlined the shuttle's demise Saturday during a private gathering with about 30 local pilots at Jucapa Farms in Frederick County.

Wallace's presentation started and ended with a picture of the astronauts aboard the doomed Columbia, but its meat was a series of data that revealed flaws NASA is working to correct in order to prevent future fatalities.

A graphic of the space shuttle Columbia's descent is projected behind FAA investigator Steve Wallace as he talks about the 2003 tragedy during a presentation Saturday to local pilots

FAA investigator Steve Wallace talks about the Feb. 1, 2003, Columbia shuttle tragedy during a private presentation Saturday in Frederick County. A photo of the Columbia crew is projected on the wall behind Wallace (Photos by Rick Foster)

The data was dense. The personalities were real.

"I didn't know any of these people," Wallace said of the astronauts. "But NASA really does talk about being a family. And the astronauts are the most visible part of the family.

"The notion in some quarters that they didn't do as well as they could is very, very painful for them."

Foam from an insulation instrument broke off Columbia about 82 seconds after the shuttle launched.

The foam piece weighed less than two pounds, but it struck the shuttle's wing at more than 550 mph. The impact created a hole that made it impossible for the wing to survive the intense heat upon re-entry to the Earth's atmosphere a few days later.

"If you have a hole you can put your pinky through, you can lose the orbiter," Wallace said. "This is a hole you can put your head through."

The investigation board's report, issued in August 2003, was highly critical of NASA and caused several personnel changes in the organization.

But the intent wasn't to condemn, Wallace said. It was to determine a cause and to prevent future problems.

"We were trying to look at the whole system, not trying to find the guilty party and hang him," Wallace said. "The problem with judging things in hindsight is not that it's just unfair, but it doesn't get you [ready] for the next thing."

The board determined that foam had fallen off shuttles various times on previous flights, but no changes were made.

A few abnormalities showed up during Columbia's mission in



the days between launch and re-entry, but NASA never conducted a thorough investigation before the orbiter started coming home.

Columbia began breaking up over California, and then completely fell apart over Texas, causing the famous images of flashing light streaking across the sky.

The board plotted the pieces of wreckage using a Global Positioning System map. More than 30,000 people were involved in the search and recovery, which took about three months.

"We never found any part of the shuttle west of Dallas," Wallace said.

The board spent the next three months writing its 248-page report.

As director of the Federal Aviation Administration's office of accident investigation, Wallace oversees countless chronicles of tragedies. But nothing compared to the Columbia investigation, he said.

"The finished product was recognized and studied and made required reading for all of NASA," Wallace said. "The fact that the report is probably the greatest accident report ever done, that brings a tremendous satisfaction." (©The Winchester Star used with permission.)

Another View of the Meeting

Fred Winter

As you read previously, Steve Wallace gave another of his presentations about the Shuttle Columbia Accident Investigation to a group of EAA members on March 19.

About 50 members from several Northern Virginia chapters of the Experimental Aircraft Association gathered at former Winchester mayor Larry Omph's lovely grass airport, located about as far north as you can go and still be in Virginia.

Following a delightful lunch of barbecued pork, the group watched and listened as Skyline tow pilot Steve Wallace described how the CAIB determined what happened to Columbia (foam strike), what might have been done to save the lives of those on board the damaged orbiter (basically nothing), and what steps have been taken to prevent a recurrence (replace the foam bipod ramp with a heater). Lots of excellent graphics and animations made the presentation very understandable. Interesting statistic: The Shuttle program failure rate of two orbiters destroyed in 117 launches is 1.7 percent. The equivalent rate for commercial (not general) aviation would be 560 crashes every day.

Steve then gave brief descriptions of eight accidents which are still under NTSB investigation, as a way to make the presentation more meaningful to the general aviation pilots in the group. Gee, I never knew you shouldn't take off with ice on the wings. NOT!

Front Royal airport manager Reggie Cassagnol attended, wearing his FAA Safety Counselor hat, and signed Wings cards for those attendees who wished them.



photos by Fred Winter

Several of those attending, including Reggie and myself, had flown in. One of the more exciting incidents of the event occurred as the various airplanes were departing. The Cessna 170 and Piper Super Cub had no problem, but a nice new Cirrus SR20 found that small wheels and somewhat soft grass don't mix. About halfway down the runway, the pilot pulled the power and aborted his attempt, when it became clear that there was not enough length remaining to achieve takeoff speed. Reggie and I then left in his Piper Cherokee, so I don't know what happened to the Cirrus.

Weekday Ops

Jim Kellett

For those newer members.... and a reminder to others...weekday ops are not formally described in the Ops Manual.

First, you don't see MANY e-mail notices about weekday operations on the members e-mail list—because there's a separate list, weekday@skylinesoaring.org, that is used for communication between those who are particularly interested in flying on other-than-weekend days. One of the webweenies (or me) can put you on this list... but in season, it's likely to increase your e-mailbox traffic significantly.

Second, we've been doing weekday operations for about ten years now, mostly on Thursdays. The purpose is PRIMARILY pre-solo instruction; after that priority, post-solo instruction, post-solo flying, fun-flying, etc. Private owners can get a tow in the "breaks". One exception is FAA checkrides—they get priority over everything. Having said that, from time to time weekdays have been popular for folks who are on flexitime, or self-employed, or retired as a time to fly when overall traffic at the airport is lighter.

Third, over time I've done most of the weekday instruction (although that's beginning to change), and the limiting factor is USUALLY the availability of a towpilot. And sometimes we know we'll be flying on relatively short notice.

All this is a preamble to explaining some of the distinctive features for those who like to fly on non-weekend days. Because of the emphasis on instruction, and because pre-solo instruction is much enhanced by relatively intensive flying days, the number of students is limited to no more than three (and two can be better)

so that the member is pretty much assured of flying until he/she is tired. And that's one big reason for the separate e-mail list, and the intensive use of the website roster... people who want to fly on a weekday that the roster says will be staffed must contact the instructor to get on the list (first come, first served) and only the first three get on the list.

Another big difference is that we rarely have a "real" DO or ADO, meaning that everyone who comes out is expected to do everything, with relatively little guidance—this can be daunting to the very new member. It means that whomever is near the computer enters the data; when the car is needed, whomever is nearest the car better know the rules and procedures for using it. And everyone should be prepared to come early enough to set things up and stay late enough to put things away.

And, we're enduring a period (since last Spring) where we've flown relatively fewer weekdays than in the past, due mostly to a shortage of towpilots, second the weather, and more recently my unavailability to instruct. (It's easy to burn out a towpilot if he's expected to come out and tow week after week after week, as has sometimes happened.)

If you're interested in weekday flying in general, just ask to be put on the "weekday" mailing list.

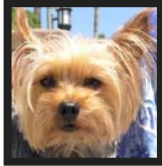


In case anyone's interested, I'm selling my bird. Just don't have the time to play with it. It's over at Ridgely at the moment. Details at: <http://www.tux.org/~milgram/hp11>

Judah— milgram@cgpp.com

Another Shameless Plea

The Editor



Trixie, age 3

As you all know I'm constantly encouraging each and every member to contribute to Skylines—it's your newsletter. Recently we've had some intriguing stuff—witness Steve Wallace's story last issue. (Your editor even got compliments from a real editor—of a real magazine—on that one.) We've had a lot of information over the years from many members. But (there's always a but) much stuff that would make nice Skylines items are being flushed daily through our email lists.

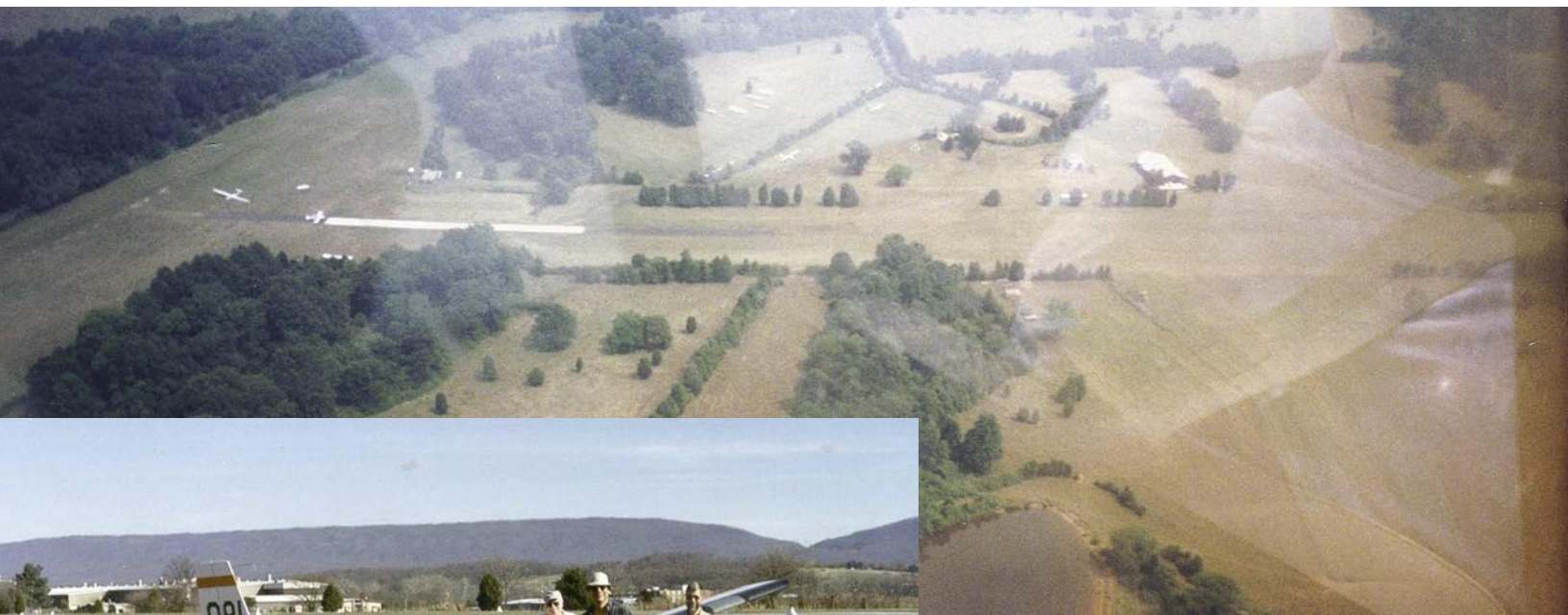
Of course there is information that needs urgent circulation to the membership, but a large amount of email simply is of no urgency what-so-ever. Hell, we all sympathize when your daughter's teacup dies in a tragic stall/spin accident off the dresser top. But wouldn't that make a better obit in Skylines (with photo caption "Trixie, age 3") than circulating to every member by email?

Of course not every member wants to write but we all have items of interest to members, items for sale, significant accomplishments and events well worth sharing in Skylines.


Many members have flown for eons in places all over the world and in exotic planes. Many of us have visited places some can only dream of. And quite a few of you have flown planes that would scare the bejesus out most any sane human. (Not that sailplanes don't.) Many Skyline Members have, or have had, distinguished careers in many diverse fields. Let's stop hiding our lights under a bushel. We have a growing www audience. We can interest them in our sport and some in our club.

And what do we all have in common other than a love of flying? We all have photographs and increasingly they are digital photographs well suited to our medium.

I recently scanned a few old photos I stumbled over. To start other members looking for those great photos no one has seen, I'll share a few and hope you all will want to throw in a few for use in future issues. Skylines needs yours too. ✈️



*Warrenton Soaring Center on a crosswind...the original 081 crew at New Market less Bill Malick...Spencer Annear "and what would you call THAT maneuver?"...and your editor's second BFR in 1985 with Chuck Spangler and always helping out then as now—Fred Winter. Hey—I didn't say they were **good** photos...They just illustrate a time when the hair we did have wasn't gray.*

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

Safety Video—Frank Banas made a VHS copy of the DVD and placed it at the club for viewing (Thank you Frank). Since this was a great safety meeting, I can make copies on VHS and/or DVD and mail them, however due to the time, materials, and postage involved I don't want to do this pro bono (e.g. with out payment or compensation). I'm not particularly interested in mass producing copies (it takes the full two hours to make a copy), but I will if anyone really wants a personal copy [for cash donation and/or use of your glider for one flight.] Frank may be willing to distribute for free as I understand he is independently wealthy and has lots of time on his hands.—*Dick Otis*.

Don't miss the really nice article in the *May issue of Air&Space* on micro-gust soaring (*a little Lift*). This is a great discussion of "dynamic soaring". Most the old timers will recognize the names and the faces. Jim Maupin's Carbon Dragon plays a big role.

For all you birdwatchers—there is a great web site covering the PaleMale story—the red-tail hawk who got evicted from the Fifth Avenue apartment building in New York City and caused all the uproar. Some really nice pictures.

<http://www.palemale.com/index.html>

Big News About the Pawnee As A Tow Plane—Thanks to the hard work and determination of the government liaison fraction of the Soaring Society of America, headed by Judy Ruprecht and Region Director Stephen Northcraft, the FAA has approved restricted aircraft for use as tow planes. ...

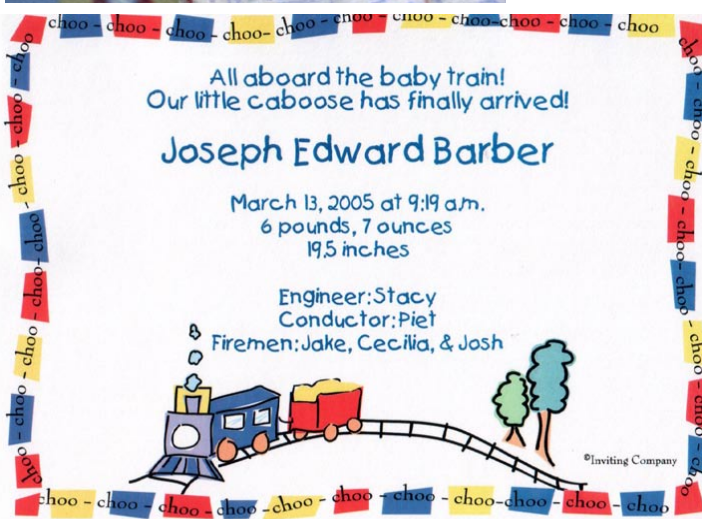
This will be good news for many clubs who own or wish to purchase Pawnees to use as tow planes. Many clubs or commercial businesses have had trouble getting their Pawnees registered to use as a tow plane, but now those problems are a thing of the past thanks to our spectacular volunteers. Just another benefit of being a member of the Soaring Society of America is having great people looking out for you.—*Susan Dew*

www.ssa.org/members/news/

SSA Membership E-Newsletter—A new issue of the SSA E-Newsletter will be posted weekly. As issues of the SSA E-Newsletter are released, members will be able to download previous issues as they will be listed and retained for future reference. All are in the PDF format.—<http://www.ssa.org/members/enewsletter/>

A Superb Record Flight on Easter—Taking off from Minden-Tahoe Airport on March 28 at sunrise, Minden Soaring Club local member Gordon Boettger flew an estimated 1130 miles in his Kestrel. Yes, "The Wave" was waving. After a flight of about 12 hours, Gordon reportedly landed at Palmdale, California, completing the longest soaring flight ever flown in the US.

His first in-flight-selected turn point was near Susanville, California. He turned North again near Little Lake, just North of



Inyokern, California. His third turn point, not yet received, is believed to have been somewhere North of Reno.

For comparison, here is the current US National Records status on Free 3 Turn Point Distance:

Open Singleplace: 5/24/94 Karl Striedieck 1434.99 km, 891.66 sm Ridge Soaring, PA Discus

Motorglider Singleplace: 3/25/04 Kempton Izuno 1634 km, 1015 sm Minden, NV AS-H 26E

If approved, Gordon's flight will replace Karl's record and will NOT replace Kempton's Motorglider record. Unofficially though, it replaces Kempton's distance as the longest soaring flight in the US (actually, we could say in North America).

Thanks to Doug Armstrong for his blow-by-blow emails yesterday and this morning. We anxiously await more details.—*Bob Semans*, 3/29/2005 (Note: this record is not yet been approved) www.ssa.org/members/news/

A man was telling his neighbor, "I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect."

"Really," answered the neighbor. "What kind is it?"
"Twelve thirty."



 **SKYLINES**
April, 2005
Phil Jordan, Editor

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