



President's Prerogative

George Hazelrigg

I am in China, so this message will be rather brief. If soaring is your goal, you probably don't want to go to China, at least not in the summer. It has been in the high 90s, with heavy smog. Visibility 1-2 miles, no lift. In about 500 miles of surface travel so far, I have yet to see an acceptable landout site. I don't think a rice paddy would work well, and everything else is either occupied or extremely hilly. It's a different way of life, but China is developing at an unbelievable pace. Population of towns is up to 1 million. Shanghai is 16 million. The village of Chengdu, where I am now, is 10 million. And the most populated place is 30 million. That kind of population density isn't for me. But the question is — is that what's in store for us? Will population kill soaring in the U.S.? I sure hope human intelligence exceeds that of amoeba, and we get our population under control before soaring is a thing of the past in the U.S.

Significant Events:

Caution, wake turbulence, departing bear on Runway 9. No, that's not a Russian Bear, it's a black bear, last seen crossing near the mid-field turn-off. Witnessed by the Father's Day "crowd." Approaching traffic (Bonanza on final) was appropriately warned.



June 6—The day began with a safety meeting conducted by Jim Kellett and Reggie Cassagnol regarding mixed operations at the airport. Basically, take what you learned in kindergarten about sharing and apply it to airport usage. Bob Collier came out for a BFR on his 75th birthday. While flying was happening, Glen Marumoto came and made hot dogs, burgers and crawfish for everyone. Thanks Glen!—Geoff Hazelrigg

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No One Alive Today Will Ever See This Again—The Red Planet is about to be spectacular! This month and next, Earth is catching up with Mars in an encounter that will culminate in the closest approach between the two planets in recorded history. The next time Mars may come this close is in 2287. Due to the way Jupiter's gravity tugs on Mars and perturbs its orbit, astronomers can only

be certain that Mars has not come this close to Earth in the Last 5,000 years, but it may be as long as 60,000 years before it happens again.

The encounter will culminate on August 27th when Mars comes to within 34,649,589 miles of Earth and will be (next to the moon) the brightest object in the night sky. It will attain a magnitude of -2.9 and will appear 25.11 arc seconds wide. At a modest 75-power magnification Mars will look as large as the full moon to the naked eye. Mars will be easy to spot. At the beginning of August it will rise in the east at 10p.m. and reach its azimuth at about 3 a.m.

By the end of August when the two planets are closest, Mars will rise at nightfall and reach its highest point in the sky at 12:30a.m.! That's pretty convenient to see something that no human being has seen in recorded history. So, mark your calendar at the beginning of August to see Mars grow progressively brighter and brighter throughout the month.

Share this with your friends, children and grandchildren. This event sent to the Editor by colleague Howard Paine, retired Art Director of National Geographic. photo NASA



All Quite on the Western Ridge

“Flying IFS (I Follow Scenery)”

Phil Jordan

Like any Editor I don't often write anything unless the response to requests for stories results in total silence—the deadline passes and I'm faced with a blank sheet—this is one of those months.

Most Members know my day job is Art Director for the US Postal Service Stamp Development Office. Fortunately this blank slate comes at a time when two of my subjects have been associated with some interesting spinoffs for pilots.

When producing the Lewis&Clark stamps and booklet—in those wonderful hours that went on for 3 years—when not pulling my hair out or punting a file drawer—I often thought it would be great to take a small plane and fly the route of Lewis & Clark.

Well Ron Lowery did it and in great style and class. Checkout his website <http://www.chasinglewisandclark.com/>

Ann gave me a copy of the book for Father's Day and I'm here to tell you that it is one magnificent piece of work and flying. While I'm an amateur pilot, book design is my profession and this is one beautiful product.

For those of you lucky enough to be in Oshkosh please visit Ron Lowery July 25-31, Oshkosh AirVenture, Hanger C, Booth 3065 all week; FORUMS: “Flying IFS (I Follow Scenery)”, Tuesday, July 26 and Thursday, July 28, 7pm, Honda Generator Pavillion.

Book and DVD Package

Chasing Lewis & Clark Across America—the book and DVD—shows you the beauty and fascination of a slice of America—the epic trail followed by the Corps of Discovery.

Two modern day adventurers flew an open-cockpit plane over this stunningly beautiful route to mark the bicentennial of the Lewis and Clark journey. Soaring over winding rivers as their watery highways, they witnessed the prairie evolving into badlands, then shifting into mountains like a view through a kaleidoscope.

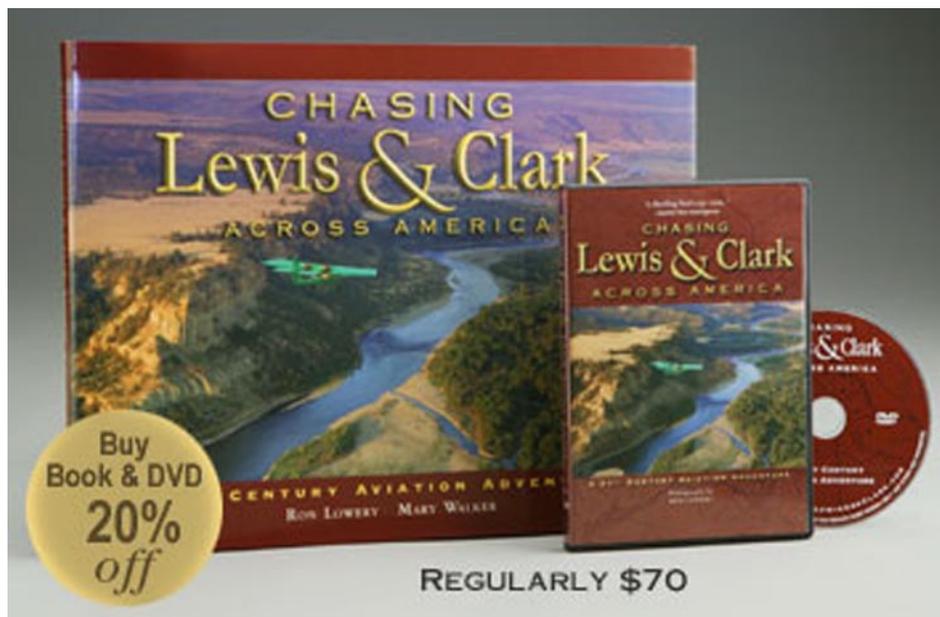
This collection of images is a “breathtaking memorial to treasure...an essential for the collector” is how one reviewer characterized it and a “tribute to our country's rich history.” A heart-warming foreword by former POW Al Carpenter sets the stage for a book rich with dazzling photography, a pilot's romance with a river and a writer that “shows the country as a living thing with curving rivers for veins and the people themselves representing a steady heart-beat.”

The DVD includes over one hundred selected photographs from the book set to inspiring music and paired with a behind the scenes peek on this companion DVD.

Whether you're interested in history, aviation, photography or travel, or you just enjoy a good adventure from the comfort of your favorite chair, this book and DVD will allow you to board their green “canoe in the sky” and join the adventurers on their journey.

Their story and visual feast of photographs—with its rich blend of American history, art, culture and a touch of romance will nourish your patriotic soul.

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In the morning mist the Missouri is a river of gold that appears to flow from the rising sun. The oxbows are snapshots of the river's past, now fading like the hoof prints of the buffalo.

—Ron Lowery

Merriwether Lewis' Journal entry Monday June 3rd 1805 —

“between the time of my A.M. and meridian Capt. C. & myself strolled out to the top of the heights in the fork of these rivers from whence we had an extensive and most enchanting view; the country in every direction around us was one vast plain in which innumerable herds of Buffalo were seen attended by their shepherds the wolves; the solitary antelope which now had their young were distributed over it's face; some herds of Elk were also seen; the verdure perfectly clothed the ground, the weather was pleasant and fair;

Chasing Lewis & Clark Across America—is available locally from Borders. Stamp art by Michael Deas



U.S. Postal Service to Launch New Aviation Stamps at EAA Airventure Oshkosh

First-Day-of-Issue cancellations available on July 29

June 21, 2005 - Ten classic American aircraft from the 1930's, '40s and '50s take to the skies in the form of postage when the U.S. Postal Service dedicates the American Advances in Aviation commemorative stamp sheet at the world's premier air show, EAA AirVenture Oshkosh 2005. The Friday, July 29, first-day-of-issue ceremony will take place on AeroShell Square at 10 a.m. in the shadows of at least six of the rare aircraft depicted on the stamps. Many pilots and crewmembers of these historic aircraft will also take part to discuss their experiences.

The stamps will be available at Post Offices and Philatelic Centers nationwide on Saturday, July 30.

"Every year literally thousands of historic aircraft participate in EAA AirVenture Oshkosh," said EAA AirVenture Museum Director Adam Smith, "So we're taking the opportunity not only to showcase these beautiful new stamps, but also to show many of the actual aircraft depicted on them."

Linda Kingsley, Vice President, Strategic Planning, U.S. Postal Service, will dedicate the stamps at Oshkosh. "The Postal Service is proud to build on the popular Classic American Aircraft collection we first issued in 1997," she said. "The 10 historic aircraft chosen for the American Advances in Aviation stamp sheet show the innovation and remarkable technological contributions of our nation's aviation pioneers."

The stamp images include:

- Boeing 247 and B-29 Superfortress
- Consolidated PBY Catalina and B-24 Liberator
- Lockheed P-80 Shooting Star
- Grumman F6F Hellcat
- Republic P-47 Thunderbolt
- Northrop YB-49 Flying Wing
- Engineering and Research Corporation Ercoupe 415
- Beechcraft 35 Bonanza

The header illustration includes a Hughes H-1 racer and Boeing's YB-52 Stratofortress.

Military aircraft scheduled to be on display during the ceremony include the: B-24 Liberator (LB-30); B-29 Superfortress; F6F Hellcat; and the P80 Shooting Star. Civilian aircraft scheduled to appear include the A-35-Bonanza and the Ercoupe-415.

Stamp illustrations and header design were painted by award-winning historical aviation and landscape artist William S. Phillips, who also created the artwork for the 1997 Classic American Aircraft collection. The stamp sheet was designed by Phil Jordan.

The 1997 series—only available today through collectors—includes: Beech Model C17L; Boeing B-17, B-47, 314 and P-26; Chance Vought Corsair F4U; Curtiss D (header) and JN-4 Jenny; Douglas DC-3; Ford Tri-Motor; Gee Bee Super-Sportster; Grumman F4F Wildcat; Lockheed Constellation, Vega and P-38; Martin B-10; North American F-86 Sabre and P-51 Mustang; Northrop Alpha; Piper J-3 Cub; Stearman PT13 and the Wright Model B Flyer.

Limited Edition Prints Available

Six of the aircraft stamps will be in the form of limited edition prints measuring 12 3/4 x 13 3/4 inch. They'll only be available on the grounds at EAA AirVenture Oshkosh 2005. Authenticated with

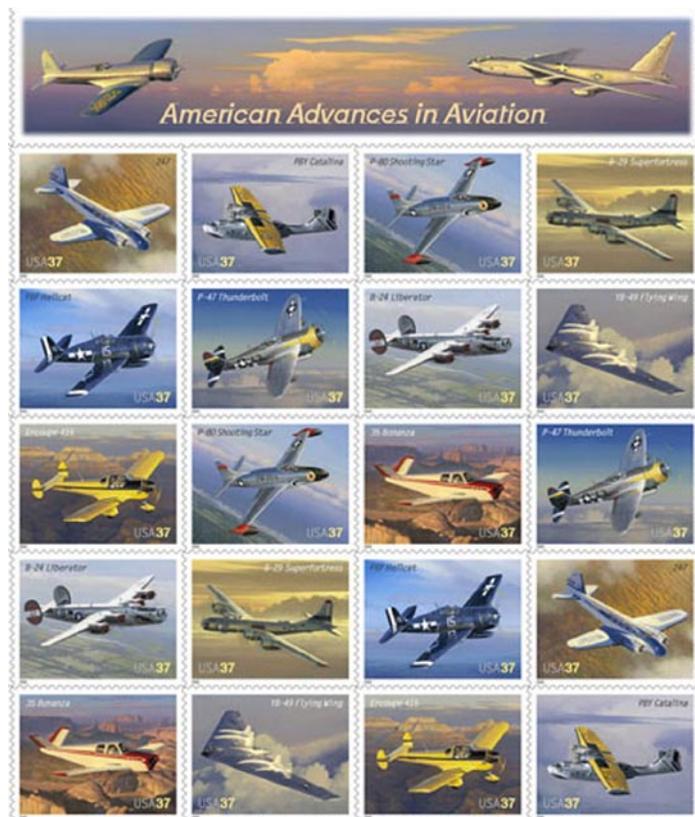
a numbered certificate and autographed by stamp artist William S. Phillips, these high-quality prints are priced at \$175.

Each print is mounted with an aircraft stamp postmarked with the Oshkosh, WI July 29, 2005 First-Day-of-Issue cancellation. Featured stamps include the 35 Bonanza, B-24 Liberator, F6F Hellcat, P45 Thunderbolt, PBY Catalina, and the P80 Shooting Star.

You can order prints in advance for pick-up after the July 29 issuance through the Postal Store at www.usps.com/shop or at 800-STAMP-24. Other products available include:

- First Day Cover set of ten with the July 29, 2005 First-Day-of-Issue postmark for \$7.50.
- A Digital Color Postmark designed by American Advances in Aviation stamps Art Director Phil Jordan. A single First-Day-of-Issue cover is \$1.50 or the entire set of ten with an Oshkosh, WI postmark is available for \$15. Note: Digital color postmarks are not available on customer-submitted covers.
- An 8 x 10 inch Aviation Art Print featuring all 10 stamps for \$14.95.
- Baseball caps, t-shirts, key chains, lapel pins and numerous other American Advances in Aviation themed items — from the EAA website — Copyright © 2005 - Experimental Aircraft Association, Inc.

http://www.airventure.org/2005/news/050621_stamps.html



Stamp sheet will be in Post Offices on July 30.

First day color cancellation (right).





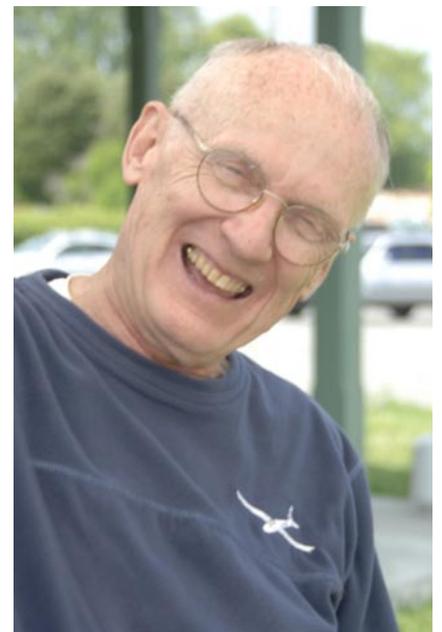
First Annual Photo Issue!

This month we had virtually no editorial stories but a large number of photos submitted. This has the distinct advantage to you readers of viewing photos instead of my writing. So I proclaim this July '05 Skylines the First Annual Photo Issue!

(below) I was giving Bill Vickland a some instruction in his Citabria recently, when he mentioned he'd like to form a small group to own/operate it at FRR. Wouldn't this make a GREAT backup tow plane and tow pilot training machine for the club? — **Richard Otis**

Bob Over the Bay

"289" over the sailboats on the Chesapeake. There used to be an airport at water's edge about ten miles or so south of Annapolis, near Deal called "Deep Creek" as I remember. I was working for Allied Signal Corp. at the time. The company had a policy of doing a story with pictures on employees with unusual hobbies on a different one each week basis. When they found out about me and soaring, they had the company photographer accompany me down to the field. He went up in the tow ship and shot the pictures. — **Bob Collier**



Green Side Down

Phil Jordan

I had wanted to fly all my life. As a child I grew up very close to an Army Air Force base where there was a lot of intermediate transition flying. The sky was full of AT-6s and B-25s.

My Mother was a young divorcee who dated mostly pilots, one of whom, Lt. Piet deVoss, RNAF was a B-25 pilot. Piet almost became my step father but was killed in the South Pacific.

My Dad was a Seabee attached to the First Marine Air Wing. On his return, I would sit mesmerized with his war stories of Guadalcanal, Munda and Peleliu. His unit had helped build the airfield "Pappy" Boyington called the best surface he ever flew off of.

My first flight came when I was eleven. It was on a DC-3 from Tulsa to Memphis. I absolutely could not wait for the flight and counted the days with great anticipation.

My Mother had asked a stewardess to look out for me on the flight. I recall a very nice looking blonde lady who sat beside me and assured I was belted in. When that big radial finally turned over and belched a great puff of smoke, she took my hand and said "Don't be afraid, Honey". I said "Lady it's gonna take a hell of a lot more than that to scare me". I spent the rest of the flight blissfully alone with my nose glued to the window—a tradition I enjoy to this day.

In 1948 we moved to New Bern, NC. Since there was no high school at Cherry Point half my classmates were Marine Corps dependents. I dated a girl whose dad was a Navy pilot at Cherry Point. He was an inspiration to me (until he discovered us in a situation he claimed off limits to pubescent predators like me).

All the time the sky was filled with Corsairs and Tigercats and I longed to be up there with them. But being severely mechanically challenged and poor, I never did anything, just talked about it.



In 1979 my wife gave me a demo ride at Warrenton Soaring Center for a birthday present. I was so smitten I enlisted on the spot and finally realized my dream.

Over the years Skyliners Len Ault, Joe Parrish, Glenn Baumgartner, and Lee and Linn Buell have given me the opportunity to have small power fixes. And finally I got to fly an AT-6 thanks again to my little wife who gave me a gift certificate for a "Top Gun" Texan aerobatics flight. <http://www.natg.com/>

This flying is "Spot, see Spot run" for you pros, but it was a great experience for this amateur. While I enjoyed every minute and every attitude of my flight it was two hours before I wanted to eat lunch.

Circumstances have prevented me from flying for many months now and I understand Paul Simon's lyrics "a man gets tied up to the ground, he gives the world its saddest sound...".





Happy camper, Marianne Bachmann straps in for a ride in the K. (above) photo by George Hazelrigg



Giving fisheyes a bad name—Barber, Winter, Otis, Sutherland, Collier and LaSor at the Mill. (above right).

Juliet Sierra navigates familiar territory

Eric Litt, handy man with a hive, 767, Pa-235 or a wrench. Photos by Dick Otis





Two in-flight shots were taken outside of Derango, Colo. and above The Curdmugeon, Geoff and The Grobmeister photos by Richard Hazlett.





Dragonfly takes Kevin for a ride

Dave teaches as always...

*and Chief Towpilot/Photographer with the pause that refreshes
(probably not his first choice).*

Photos by Dick Otis



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

Note From: Bob Wander

To: my Soaring Books customers
Re: New Gliding Mentor series book "Thermals" by R. Hertenstein / discount price.

- Hi Folks,
1. Imagine that a teenager falls in love with gliders and becomes a full-time glider flight instructor. He instructs full-time for ten years, logs thousands of glider hours, and earns his Diamond Badge.
 2. He earns a Ph.D. in Meteorology.
 3. He becomes a research scientist, specializing in atmospheric turbulence, with specific emphasis on thermal analysis, mountain wave analysis, and rotor analysis.
 4. He writes a superb, plain-language book about thermals and convection that non-scientists can understand.

The latest book in the Gliding Mentor series - "Thermals" by Rolf Hertenstein, Ph.D. - came about EXACTLY as described above.

What's in it? Just about everything that you ever wanted to know about thermals. From the rankest amateur, and up to and including the finest triple-diamond cross-country pilot, you will find TONS of information about thermals, soundings, thermal waves, and thermal prediction that you can USE to extend your knowledge and your flight performances. In the five months that I spent editing and illustrating this book, I learned LOTS of new things about thermals, convection, the Skew-T, thermal

prediction, numeric weather modeling, weather resources on the Web, thunderstorms, and a host of other important topics in its 92 large-format 8.5 by 11-inch pages, including dozens of illustrations. And recently, I used what I learned from this book to select the day to fly my Diamond Distance flight - 515 kilometers. Fun!

Retail price is \$18.95, plus shipping cost of \$5.50 - totaling \$24.45. Examine the book at your leisure. If you like it, then send a \$24.45 check. If you don't like the book, just send the book back. Fair enough? .

Want one? If so, please reply with your Name + Mailing Address + Telephone number and I will mail you a copy.

Thanks and safe soaring, —Bob Wander
Reply to: soarbooks@aol.com

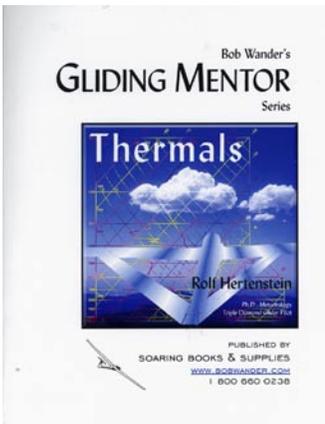
WANT TO SHARE EXPENSES ON YOUR FLIGHT—OR NEED A RIDE—TO AIRVENTURE? Join PilotShareTheRide.com. This unique site is offered at no-cost to pilots and those who just love to fly. You can share a ride—and the costs, if you like! The site is supported by advertisers—just like AVweb—so there are no costs for a membership. Check out PilotShareTheRide.com at <http://www.avweb.com/sponsors/share/avflash>.

FAI CENTENARY—To celebrate the FAI centenary in 2005, glider pilots all over the world are invited to compete in a one-week contest, and to track their kilometers flown during a specific period in each hemisphere. The southern hemisphere contest has already finished; you can see the results here. The dates for the northern hemisphere contest are July 9 to 24. How to enter? Simply submit your flight to the OLC in the usual way to the national contest of the country where the flight takes place. All flights within the given period will automatically be included in the centenary contest. If you have no OLC experience, go to this page and follow the instructions. Please pass the word about this. It would be great to have as much participation from the U.S. as possible. For further information, please consult IGC Webpage: <http://www.fai.org/gliding/centenary>
—SSA e-News

We have two new members to the club as of this June. Please welcome: William Jacobson and Aaron Hoppe.

Our total club membership stands at 66. This includes probationary, regular and family members.

In July, we will be saying goodbye to Bob Critchlow when he moves to Florida.—Joe Lingevitich



know about thermals. From the rankest amateur, and up to and including the finest triple-diamond cross-country pilot, you will find TONS of information about thermals, soundings, thermal waves, and thermal prediction that you can USE to extend your knowledge and your flight performances. In the five months that I spent editing and illustrating this book, I learned LOTS of new things about thermals, convection, the Skew-T, thermal



"The most terrifying words in the English language are: I'm from the government and I'm here to help."—Ronald Reagan



SKYLINES

July 2005

Phil Jordan, Editor

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