



President's Prerogative

George Hazelrigg

As Thanksgiving approaches, it is a time to celebrate. I think of all the things we could be thankful for this season: a safe flying year, some good days with plenty of lift, only minor damage and problems with our equipment, the Pawnee is working well, lots of new members, familiar old faces, people who help the Club be what it is, and so on. But topping my list, I am thankful for the new Warren County Airport Commission, which on Tuesday, October 18, made a convincing argument to the Warren County Board of Supervisors to drop the Based-Aircraft Fee (BAF) and get on with life. Skyline Soaring Club's contribution to the airport was recognized, and we stand in good stead with the airport community. Let's take every opportunity to thank the members of the Commission for their dedication and hard work. Concurrent with the removal of the BAF, we have been negotiating to get back Hangar 5, and we expect that soon we will be able to accommodate five additional trailers. So think about what you want for Christmas. Maybe it's a new LS-18, a recently restored 1-26 or something else shiny on a trailer.

As for me, I am celebrating the end of four years as your President, and I am looking forward to my years of retirement. This is one job that shouldn't morph into a dynasty. I just after free time to fly. What this means is that we need some good volunteers to help in the management of the Club. I know we have a lot of talent out there, and all you need to do is to step forward. We will be electing two new directors in January. It's your chance to get into the inner circles of the Club. There's a lot of work to be done to build the Club, but we now have the airport's blessing on doing so, and much of the worst is (I surely hope) behind us.

I am thankful that, despite the wild fluctuations in the price of fuel, we have been able to hold the cost of a tow down to \$25 to 3,000 feet, same as last year. And despite our cut-rate rates, the Club is financially sound. We have had several Introductory Members over the past year, and a few of them are now active Club members. I know they will take on added duties in the Club over the next year, and some already have.

I am especially thankful to Bill and Lynne Wark who have volunteered to host our annual holiday party once again this year, on Saturday, December 17. Bill and Lynne operate the Canary Cottage B&B in Clifton. It is a spectacular site for the party, and the Warks

totally outdid themselves with the festivities last year. If you were there, I am sure you won't miss this year's party and, if you weren't there, talk to someone who was, cry in your soup for a while, and promise to come this year. Bill and Lynne ask that you RSVP them for a head count. Don't wait!

Finally, I am thankful for all the people who have helped make the Club successful over the past year, the members of the Board of Directors, who have tirelessly worked over complex issues, which surely the rest of you thought we would never resolve, our faithful Treasurer, Dan Noonan, who is taking outstanding care of our finances, our Secretary, Jim Kellett, who has made sense out of cryptic previous minutes, our web-meisters, Piet Barber and Richard Freytag, who keep our world-class web site running, Phil Jordan, who publishes the recognized best-ever soaring club newsletter, Rick Harris, our hangarmeister, our glider meisters, Fred Winter, Frank Banas and Chris Groshel, our Pawnee meisters, Bill Vickland and Eric Litt, and our trusty tow pilots and instructors, too numerous to mention.

Happy Thanksgiving. And happy wave this fall (for those of you who haven't been to the field lately, it's working!).

First Flight

by Soaring Safety Foundation Trustees Carlson, Compton,

Hammond, Smith & Wander

We sure hope you're with us, come 2007! Because we've lost too many of you in accidents already this year and too many of you in 2004, 2003, 2002, 2001....The Soaring Safety Foundation announces the 2006 Accident Reduction Program (ARP06). It will consist of:

- a special new ARP06 article every month, beginning in January, in SOARING magazine
- reprinting of that in SSA's e-newsletter
- insertion of it on the SSF web page
- insertion of it on the SSA web page
- two new First Flight Safety posters which will be distributed by SSF at no cost to every SSA Chapter and club and FBO for which we have addresses
- asking everyone to make their First Flight of 2006 with a CFI-G
- asking every FBO, Chapter and club to 'require' the users of their equipment/site to make their First Flight of 2006 with a CFI-G

Will you commit yourself to this? As of the time of this writing, the SSA Chairman of the Board, Dean Carswell has. The five SSA

Trustees: Gene Hammond, Burt Compton, Bob Wander, Chairman Rich Carlson and Bernald Smith have. SSA Directors Cindy Brickner, Chip Garner, Rick Sheppe, Jim Skydell, Karol Hines, Stephen Northcraft, Doug Easton, Diane Black-Nixon, Jim Short, Jim Kellett, Frank Reid, Al Tyler, Charlie Minner, Tim Welles and David Newell have embraced the program. SSA ExecDir Dennis Wright has, and says he will get all of his staff who are pilots to do so, too. Tom Knauff has. Dick Johnson has. Insurance guru Pat Costello has. Marfa Soaring, Caracole Soaring and Bermuda High will. It means each CFI-G that accepts this plan will need to make First Flight with another CFI-G.

We think your club/Chapter/FBO will implement First Flight in the way they know best. We think you and the CFI-G you fly with will work to make it as productive a learning experience as you can. That means asking for an evaluation of your flight in a manner prescribed by you and the CFI-G in concert. You may decide you want emphasis on all aspects of safety that should apply to every flight, from the preflight considerations, to getting the ship to the runway, to the takeoff, to not only the end of the landing roll, but

putting the ship away. Hopefully, it will mean emphasis on judgement, stall recognition, and pattern and approach flying. It means so many more things than what we take space here to delineate.

Will any of this make a difference and how will we know? We would like folks all year to think about every flight without allowing complacency to overcome them. E.g., do you review before every takeoff what you will do if there's a rope break at 50', at 200' at 500', even tho you've inspected the line to assure that it's safe to use? Do you review before every landing what you will do to assure safely reaching your landing spot, in case there's a wind shear, or unexpected traffic? Do you conduct a lookout as if your life depended upon it? Because it does! We think we'll know at the end of the year when we count up the accidents and compare them with previous years.

What about MGs and towplanes? All of the above applies, as it pertains to such operation.

Will you commit to First Flight?

This text is scheduled to appear in the December issue of *Soaring*.

—Jim Kellett, Director, Region IV, Soaring Society of America.

Sharing experience between pilots is a soaring tradition and safety necessity. Eliot Noyes and John Nichols at North Conway, NH, September 1940. The SGU1-7 glider is the first plane ever sold by Schweizer. It was purchased by the Altosaurus Club. This photo is from the collection of the late Margaret Noyes Knowles, courtesy of the family of Eliot Noyes. In a neat twist of fate this glider, restored by Dr. Walter Cannon, now resides in the National Soaring Museum which was designed by Eliot Noyes.



Significant Event:



Skyline Holiday Party



Who: Skyline Soaring Club members and guest

When: Saturday, December 17, 2005 - 7:00pm -??

Where: The Canary Cottage, home of Bill Wark & Lynne Garvey Wark
7153 Main St., Clifton, Virginia 20124 (703) 322-1811

Come join us for this festive get-together & opportunity to visit with other Skyline Soaring Club members & their spouse or friend/significant other.

Heavy hors d'oeuvres & soft drinks will be provided.

Feel free to bring a favorite dish & BYOB, if you'd like.

Directions: I-66 to the Fairfax County Parkway (Rt. 7100 - head to Springfield, NOT to Reston...) to 1st exit, Rt. 29, Lee Highway.

Right on Lee Highway South to

Left onto Clifton Rd. for 5 miles into the heart of the Historic Town of Clifton, Virginia.

(please note cell phones do not work as you approach Clifton)

Please park on the street or at the Post Office parking lot (on Chapel Rd.—1 block away).

For additional information, feel free to visit our Bed & Breakfast web site, www.canarycottage.com

Please RSVP by December 12, 2005 via email, lgassoc@erols.com

Or call (703) 322-1811.

We look forward to seeing everyone!

Lynne & Bill



Captain George C. Watkins, U.S.N., ret.,

The Record, Lompoc, CA, October 2, 2005

Captain George C. Watkins, U.S. Navy, retired died from heart failure at 7:25 a.m. on Sunday, Sept. 18, 2005.

George was born in Alhambra, Calif., on March 10, 1921. He was one of seven children, being the eldest son of Edward Francis Watkins and Louise Ward Watkins. The family moved to Pasadena in 1928. He attended the San Diego Army Navy Academy, The Citadel and the U.S. Naval Academy, graduating in the class of 1944, which was graduated one year early, in 1943, in order to go to war. He served the Navy for 30 years participating in three wars: World War II, the Korean Conflict and the Vietnam War. George was a fighter pilot and an experimental test pilot. He was awarded the Distinguished Flying Cross and the Meritorious Service Medal.

In later years, his hobby of flying gliders became a business for him when he owned and operated Crystal Soaring in the high desert, later moving a smaller operation to Lompoc Airport, Calif. His greatest joy came from flying glider aerobatics in his Fox aerobatic glider and teaching others to do so. He competed in the Unlimited Class in Aerobatic contests until 2003.

As George C. Wilson, author of the book "Super Carrier," wrote, George had the right stuff before they had a name for it.

George was a Fellow in the Society of Experimental Test Pilots. He was a member of the International Aerobatic Club, the Soaring Society of America, and the Lompoc Valley Pilot Association. He was a long-standing member of Black Tie of Chevy Chase and of the Order of the Crown of Charlemagne.

He is survived by his grieving widow, Mrs. Monica Watkins, and his two brothers, Mr. John Watkins, of Pasadena, Calif., and Admiral James D. Watkins, of Washington, DC.

A rosary vigil service is 5 p.m. Friday, October 7, at Queen of Angels Catholic Church, 3495 Rucker Road, Lompoc, where a funeral Mass will be celebrated 8:30 a.m. on Saturday. After the funeral Mass, George will be cremated, and it was his greatest wish that his ashes would be scattered from the deck edge of a carrier. This burial at sea will occur later in October, from North Island in San Diego. It is fitting that his greatest loves are honored in his death, his faith, his country and the U.S. Navy.

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George Watkins—An Appreciation

While many of you may not have known George, he was one of the most colorful individuals who frequented the Warrenton Soaring Center.

George Watkins was also a close soaring friend of mine from many trips to the Petersburg wave camps and sites in California in the 1980's.

He was a wonderful and unique individual with many interests. He was, at his core, an exceptionally good pilot who taught me and others to fly gliders upside down, sideways and other ways (things I do not do much anymore).

His stories and the things that just "happened" around him were always amazing to a University professor type like myself (in fact, he used to call me "the professor" with just a tiny hint of derision). The Post obituary is only a sampling of the stories....

Photo by Michael Osborne



I have not seen him in a couple of years, but he will be greatly missed. —Jim Garrison

Some of the major supporters at WSC that aren't active in soaring around here now include Dave Woods, in the center of this picture. For a while, Dave was a very active ASW-19 pilot, and was a regular ground manager for the Company. He went to California to work with **George Watkins (left)** for a while at Crystal Soaring, after



Photo by Charlie Lee

George and his wife Monica bought the Gliderport at Warner Springs, CA. ...

Leo Meacher was "Gorgeous George's first squadron commander! When George came on board the carrier, Leo took one look at his vainglorious head of hair and said, "get a haircut!"

—From SCC web history by Jim Kellett

One thing I remember vividly about George was his ability in sail-plane acro. Several times I've towed him up at Warrenton Airpark for his practice/demonstrations.

If you will remember Warrenton Soaring Center was supposed to be a profit making venture. [Someone, Spence I think, said it took them 17 years to go broke.] The reason for this background was that because of the profit motive, towplanes were supposed to get back on the ground ASAP to make another tow.

I would tow him up to 4000' and he would disconnect and immediately roll Kilo Serria over on its back. The first time he did this, I stopped my descent because I had no idea what was coming next and I didn't want to be a part of it. On subsequent flights, I did not descend but stayed up there watching the most phenomenal glider airshow I'd ever seen. never got chewed out for it either. I don't recall ever speaking with him. I suspect he didn't have time for tow pilots—Kit Carson.

"Gorgeous George" as he was called around the NAS Patuxent River got that name because he was a very handsome fellow (and knew it!). He was stationed here on a second tour of duty when I was Operations Officer of the NAS. (This was my 3rd tour at Pax, TPS Class 13, AEWRON 213, and Ops Officer of NAS). I didn't know much about his background until you published it, however, George was a fine pilot, also a grad of TPS, and was highly respected around here, even though he allegedly pranged a Flying Club T-34 — on the warm-up pad! While he was here, he obtained a set of Captain's Quarters on the Chesapeake Bay side of the Air Station and highly decorated it inside including a real Water Fall! He also threw a lot of parties and was usually the life of the party. He left here and went into the landscaping business after retiring.

I hope this tidbit will be of some use to you. Happy soaring,
— Gordon R. Otis, CDR USN Ret.

SSA News

Jim Kellett, Region IV Director, Soaring Society of America

The second Region IV Soaring Safety Foundation Flight Instructor Revalidation Clinic (FIRC) is on for March 25-26, 2006, at Virginia Tech Airport (BCB). Both Bob Wander and the facility are confirmed.

This FIRC is sponsored by the Blue Ridge Soaring Society, thanks to Jay Pokorski (jpkorsk@exchange.vt.edu) who is the point-of-contact. They will accept tentative reservations by e-mail at this time, and will look for firm commitments by January. First come, first served, so make your plans now!

Jay provided the following local information:

For those who may wish to fly commercial, the nearest airport is Roanoke (ROA). Blacksburg is a 45 minute drive.

The premier hotel in the area is The Inn at Virginia Tech. They are not currently accepting internet reservations for March, but it looks like the discount rate is \$99 per night, which is a steal. Here's a list of area lodging.

AmeriSuites

Address: 1020 Plantation Road
Blacksburg, VA 24060
Phone: (540)552-5636
WebSite: <<http://www.amerisuites.com/>>

Comfort Inn

Address: 3705 South Main Street
Blacksburg, VA 24060
Phone: (540)951-1500
WebSite: <<http://www.comfortinnblacksburg.com/>>

Hampton Inn NRV

Address: 380 Arbor Drive
Christiansburg, VA 24073
Phone: (540)381-5874
WebSite: <<http://hamptoninn.com/>>

Holiday Inn University-Blacksburg

Address: 900 Prices Fork Road
Blacksburg, VA 24060
Phone: (540)552-7001
WebSite: <<http://www.holiday-inn.com/>>

Microtel Inn & Suites

Address: 135 Ponderosa Drive
Christiansburg, VA 24068
Phone: (540)381-0500
WebSite: <<http://www.microtelinn.com/>>

Ramada Limited-Blacksburg

Address: 3503 Holiday Lane
Blacksburg, VA 24060
Phone: (540)951-1330
WebSite: <<http://www.ramada.com/ctg/cgi-bin/ramada>>

Red Carpet Inn

Address: 1615 South Main Street
Blacksburg, VA 24060

Phone: (540)552-4011

Super 8 Motel-West

Address: 55 Laurel St.
Christiansburg, VA 24073
Phone: (540)382-5813
WebSite: <<http://www.super8.com/>>

The Inn at Virginia Tech and Skelton Conference Center

Address: 901 Price's Fork Road
Blacksburg, VA 24061
Phone: (540)231-8000
WebSite: <<http://www.innatvirginiatech.com/>>

First Flight—The Soaring Safety Foundation, at it's October, 2005 meeting, initiated a new safety program called "First Flight". Simply put, it asks EVERY soaring pilot to make his/her first flight in 2006 with a CFI(G)! This is a simple, straightforward, small step to help us all get a new season off to a good start, and helps us all promote the much vaunted "culture of safety". And, yes, that means that as a CFI(G), I'll be looking for another CFI(G) to make MY first flight in 2006.

Please encourage YOUR Club or Chapter members to make their First Flight with a CFI in the upcoming season.

Mystery Man checked out at Seminole— On September 20th, a **CBS 60 Minutes** crew came out to Seminole-Lake Gliderport, Clermont, FL where they had scheduled bringing a "Mystery Man" glider pilot for a flight check-out and filming. Knut Kjenslie, owner and operator of the gliderport found out the mystery man was Neil Armstrong. Armstrong wanted the glider check-out so he could fly one in the filming of a segment about his love of soaring. This was to be part of a special television profile on the famous astronaut being made in conjunction with his autobiography. Mr. Armstrong was a competitive glider pilot in the 1960s', before he went to the moon. This special profile on Neil Armstrong is set to air **Sunday November 6, 2005 on "60 Minutes."** The show producer told Knut not to be offended, but they will also have to air a little about Mr. Armstrong not only being a glider pilot, but that he was the first man to walk on the moon.— **SSA e-Newsletter October 25, 2005**



Neil Armstrong and Knut Kjenslie

Don't Do This

Carlos Roberts

It was a nice day for gliding, that late summer Thursday at Front Royal. I had left home knowing that an air conditioning contractor was coming to the house to evaluate problems with one of our a/c units, which had left us with no air conditioning in part of the house. My wife was at home, and I had left her instructions to call me at the field once we had a diagnosis and estimate.

Sometime about 11 am, as I was getting ready for my first solo flight of the day, (after previously having been checked out by the good Dr. Kellett), my cell phone rang. It was Linda, calling to say that the a/c guy wanted to talk to me. He then got on the phone, and proceeded to deliver the news that not only did that whole unit need to be replaced (furnace & outside condenser), but also another entire unit as well. I had suspected that one unit might be failing, (although I was hoping it could be rescued), but the other was a total surprise. And when he told me the cost, it was an even bigger surprise, and definitely not a pleasant one. I didn't want to make an on-the-spot decision regarding an expense that large, so I told him I'd get back to him later, and hung up.

Five minutes later, I'm strapped in the glider and ready to go. After running through my checklist, the wing comes up, the tow plane starts rolling, and I'm committing aviation. I'm up in the air, maybe 50 feet above the ground, when suddenly there is a fairly loud sort of bang, and the glider lurches up about ten feet or so. I instinctively shove the stick forward, and the ship quickly falls back into position behind the towplane. At that point (which is only a second or so later) I look around and discover that the spoilers are out, which they certainly weren't when I took off. Breathing a

sigh of relief, I close them smoothly (but not too quickly), and we resume normal flight.

Everything continues normally for another minute or so, and then bang, it happens again! This time I grab the airbrake handle immediately and jam it forward, and the glider hardly has time to react to the incident. At this point, thinking something along the lines of "how stupid can you be?", I double check the position of the handle, make SURE it is locked, and continue onwards for the rest of the flight, which is totally uneventful.

So what are the lessons to be learned from this rather startling experience? I took away two important points. Obviously, the news of the unexpected large expense was weighing heavily on my mind, and kept me from paying the proper amount of attention to my flying. So my first recommendation is, if you are substantially distracted by some event before a scheduled flight, think seriously about not flying. And note that, unlike my case, this distraction need not be bad news. Maybe you get a call telling you your firm has won a big contract that you've been working on, or that a medical test has come back with good results. Anything that is going to keep you from being 100% focused on flying is a good reason NOT to fly. At the very least, in my case, I should have postponed my flight until later that day, giving me a chance to absorb the bad news. And a more prudent course might have been to postpone flying that day altogether.

Secondly, I have now added a final item to my checklist: make sure the airbrakes are not only closed, but locked in position before you start rolling.

I think it was Ben Franklin that said "Things that hurt instruct". I was fortunate not to get hurt in this incident, but I definitely received some instruction. My hope is that anyone who reads this will get the benefit of my experience without going through the near heart attack that I did.



Photo by Johnny Jordan

Soaring in Portugal

Craig Sutherland

During a recent trip to Portugal, two colleagues and I had the pleasure of visiting the Aero Club de Portugal's (AeCP) soaring operation at their training site in Sintra, near Lisbon.

The weather was decent, the scenery terrific, and the hospitality better. The soaring operation was smooth, safe, and enjoyable.

I hope that Skyline Soaring Club has an opportunity to extend the same warm welcome to our friends in the AeCP.

<http://www.aecp.pt/index.asp?id=101>

Instructor Rui Fonseca and guest Craig Sutherland after a flight in one of the AeCP's ASK21s in Sintra, Portugal. (Photo courtesy Rui Fonseca)



Another Shameless Self Promotion*

Phil Jordan

With the issuance of the Distinguished Marines stamps on November 10, the 230th birthday of the USMC, the U.S. Postal Service honors a tradition of excellence in military service that began with the establishment of the first two battalions of Marines by the Continental Congress in 1775.

These stamps commemorate four legendary Marines who served with bravery and distinction during the 20th century: John Basilone, Daniel J. Daly, John A. Lejeune, and Lewis B. Puller.

The John Basilone stamp features a detail of a 1943 photograph of Basilone and the insignia of the 5th Marine Division. Basilone served and died with the 1st Battalion, 27th Marine Regiment, 5th Marine Division during the invasion of Iwo Jima in February 1945. (While under the command of Chesty Puller, Basilone won the Medal of Honor on Guadalcanal.)

The Daniel J. Daly stamp features a detail from a circa 1919 photograph of Daly and the insignia of the 73rd Machine Gun Company, which is a variation on the Army's 2nd Infantry Division insignia. During World War I, Daly served as a Marine with the 73rd Machine Gun Company in the 2nd Infantry Division. Daly won the Medal of Honor twice. It is believed only two people have done so—both Marines. (The other General Smedley Butler.)

The John A. Lejeune stamp features a detail from a circa 1924 photograph of Lejeune. The stamp also depicts the insignia of the Army's 2nd Infantry Division, which Lejeune commanded during World War I. He was the first Marine to command an Army Division. (In WWII General Roy Geiger, USMC, a former Commander of Marine Aviation, commanded a Corps and the 10th Army.)

The Lewis B. Puller stamp features a photograph of Puller at Koto-ri, Korea, in 1950, and the insignia of the 1st Marine Division. Puller was a battalion commander and regimental commander with the 1st Marine Division during World War II and the Korean War. He is the only person to receive the Navy Cross five times.

Stamp ceremonies will begin at 1PM at the Marine Barracks, Eighth and I Streets, SE, Washington, DC. Commandant Gen. Michael W. Hagee will join Postmaster General John E. Potter in dedicating the stamps. The ceremony is open to the public.

It is a privilege to give a little back to the community that took

**Hey, if Members don't answer my fervent pleas for stories, I'm going to write this stuff myself... got to fill the holes with something.*

me in. I grew up in New Bern, NC. In the late 40s and early 50s there was no high school at Cherry Point MAS so all dependents went to New Bern High School. I spent a great deal of time during the Korean War period in classmates' homes whose Fathers were Marines. I was always welcome.

A major part of our economy in a 3 county area depended on the Corps. Ted Williams took his transition to jets there and offered his knowledge to our baseball team. As a community we were greatly enriched by the Marine families. Many of my classmates followed their parents into careers in USMC.

I hope this stamp sheet will be a reminder to the public that men and women, just as dedicated as these 4 legends are on the field and in the air now and—**always faithful.**

Courtesy of Leatherneck Magazine of the Marines who thanks the United States Postal Service for the stamp artwork used on the cover. © 2005 USPS. Used with permission. All rights reserved.



National Landmark of Soaring No.14 Dedicated

8 October 2005 — Mount Washington, Bretton Woods, NH.

Soaring enthusiasts and friends of the sport were invited to a reunion and the dedication of the newest National Landmark of Soaring at the Mount Washington Resort in Bretton Woods, New Hampshire.

It seems that Lewin Barringer made in 1938 — what we believe to be — the first wave soaring flight in the United States. In 1966, wave soaring was re-introduced by Allan MacNicol, holding annual wave camps at the North Conway, NH airfield. Now it was possible for pilots in the eastern part of the United States to climb to a Diamond C altitude, without having to go out west.

In the years to follow, glider pilots have come to the greater Mount Washington area to pursue and further develop this unique activity known as wave soaring.

Some airfields closed, others opened up. Today the Gorham, NH airfield is host to the Annual Wave Camp, but today's pilots are not only interested in the altitude climb, but also to use the wave formations for cross-country flying.

And for background information, the National Soaring Museum established the Landmark of Soaring program in 1979. The purpose of this outreach program is to identify and memorialize sites, individuals, or historic events related to the national history of motorless flight. The Mount Washington, New Hampshire, area met all the requirements and became the 14th National Landmark of Soaring.

For additional information, please go to <<http://www.soaringmuseum.org>>www.soaringmuseum.org. — **Simine Short**



Our training course was very successful—48 aerotow launches on one day (two tugs). The photographer is Johnny Navarro. I'm distributing a new "Krautkoerant" newsletter soon, containing George's article on the Tost. I'll mail you a copy when it's ready. —Regards, Peter Wooley

Received the issue and now George can put it on his resume "Published on two continents". —Editor

Kolie Lombard reports "Our wave season is just starting (it's best during Fall and Spring). I had my first taste of it in the back seat of Karl Striedieck's Duo Discus last Tuesday, which was a no-contest day at the Region 4 South contest in New Castle, Virginia." — **Krautkoerant, August 2005**

News from Steve Fossett's "Perlan" ultra-high altitude project at El Calafate in Argentina is that they are packing up and returning home, due to a poor wave forecast through to October, which is the end of the wave season there. On Sunday 25th September they soared to 32,000' but this altitude was nothing like what they are expecting to achieve. They plan to return to El Calafate again for the 2006 wave season. The initial quest is to reach 62,000' in a modified DG500 and, when they get the right glider, to 100,000'. — **Peter Wooley, Krautkoerant, August 2005**

Your Edit-person received the following message from good friend Michael Osborne, a world-class Graphic Designer in San Francisco. Michael, a Navy Vietnam vet, had photographed a Navy Air Show in San Francisco and I had written requesting use of his photos.

Yes, of course—use any of the photos you wish. Very cool newsletter. I can't imagine what it would feel like to glide.

Must sound like snow falling. —Michael

Yes, indeed, like snow falling—except those days when it's like cinder blocks falling.

Another semi-sarcastic reaction from the Editor— I hope SSC Members will notice that this page, normally devoted to Members news, has absolutely nothing from Members except the transparent photo device on the right, to fill the gaps.

The day after I appeal Club-wide for items for Skylines, I receive a flood of email each about as time-urgent as "Hey, the Sox swept the Astros". Please consider Skylines as *your* vehicle for non-urgent info for other Members. Thanks.



SKYLINES

November 2005

Phil Jordan, Editor

Skyline Soaring Club, LLC

<http://www.skylinesoaring.org>

pjordan@skylinesoaring.org