S K Y L I N E S

MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB,LLC APRIL, 2006

President's Prerogative

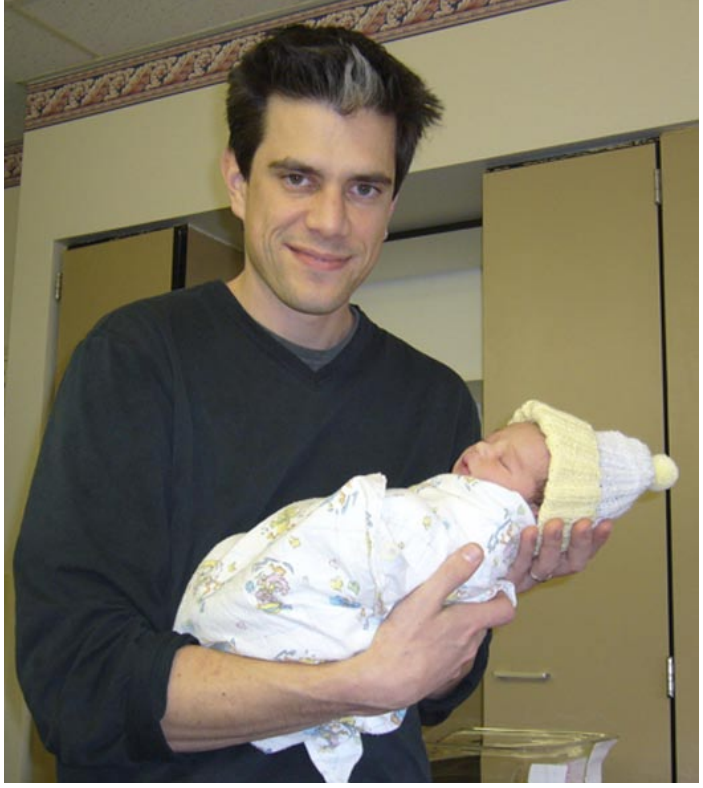
Joe Rees

There are those who say that, if you live long enough, life begins to repeat itself. Well, I don't think that I am that old but here I am back in the president's chair of Skyline Soaring Club, which makes me both the fouth and sixth president. Both times I followed presidents who have had a major impact on the club. Spencer Annear, the second president, (nobody really remembers the first guy), set the club on a strict, fiscally responsible path that ensured not only the club's survival but also enabled growth in the early years and laid the foundation for the club we are today. George Hazelrigg, in his last column, gave a modest list of his accomplishments. Not the least of these was steering us through a very rough time with an airport commission that seemed committed to driving us from the field. It is one of those situations where one doesn't realize how close we came to the nuclear option until it is behind us (he wrote hopefully). And, while it may appear that the club has grown more slowly than George would like, the apparent slow growth is a result of a higher than usual attrition rate due to retirements, moves and reassignments. Overall the club is much stronger financially under George's presidency and we have a much better relationship with the county commissioners and the Warren County leadership that will give us options in the future. George steered us very successfully through some bad air and I am grateful for his leadership.

I began this column, the President's Prerogative, in my first term and it was my pipeline to the membership on board matters, safety issues and sometimes rambling thoughts to the membership. I suspect that is how I will continue to use it during my current term. And, speaking of rambling thoughts, a while back the board approved a "positive payment plan" for the members which has the potential to simplify life for the duty officers and the treasurer. Start the year by sending off a check for a modest amount to the treasurer and you can fly without having to remember to bring a check with you each time. The treasurer will send an e-mail notice of your account balance to you every week and he can close out the books each week without having to wait for the checks to catch up in the mail. The duty officers can focus on safety and launching sailplanes without worrying about collecting checks. We are also exploring the possibility of a Pay Pal account to give you yet another option. I strongly encourage everyone to prepay for your flights. Your duty officer will thank you and your treasurer will thank you.

On another issue, we are still without a signed lease (not for a lack of trying) and that will be my top priority in the near term along with continuing the discussions about a long-term relationship with Front Royal airport and appropriate facilities for club equipment. This gets me to my second priority, our strategic plan. The last strategic plan was completed in January 2000 and, while still quite relevant, needs to be reviewed and updated. When the board met this month we decided to gather at a retreat toward the end of April to review the issues facing the club and the strategic plan will be at the top of that list. I wanted the retreat to be held in Bermuda but I think it will probably be at the Strasburg Hotel. This is going to be a great year for the club and for soaring. Have fun and be safe.

Photo by Dick Otis



Significant Event

Melanie and Geoff announce the birth of their baby girl

Adelyne Gera Hazelrigg

on March 23— 7 lbs., 20 inches

We've got some pictures online if you'd like to see additional photographs just click on the link.

http://www.hazelriggbrothers.com/baby_picts/agh.htm

Surly Bonds Slipping... *Rick Harris*

Photo by Dick Otis

Anyone who's seen me around Front Royal knows that my flying comes in fits and starts. Try as I might I just can't seem to get out there as often as I'd like. So for the last 18 months I've been striving away at learning how soaring works.

After six training flights on Monday March 20 Skyline resident curmudgeon announced to me "I think I'll solo you today, what do think?" I gave it some thought and told him OK.

No matter how comfortable you are in the cockpit, the attention level goes up quite a bit as the rear canopy is locked, no one's behind you, and you commit aviation for the first time on your own. Is the check list complete? How much wind is there? Any critters around the runway? OK I'm ready, thumbs up, wing up, here we go. Center line good, OK she's off. Watch the drift; settle in OK that's about right, 3000 feet release time.

After 18 minutes I return "That's best pattern you've flown all day and it looks like the glider can be used again". The curmudgeon says. I get the baptism from Reggie and lose a shirttail.

Web Weather: Deciding Whether to Fly or Not?

George Ross

Jim Kellett's rule is the weather at Front Royal is always different than found inside the D.C. beltway. Today's Ops Report (Sunday, 26 Feb.) included a picture of snow squalls at the Front Royal airport while in Springfield, VA it was clear, cold, and windy. The day after a fast moving, late winter cold front passes Front Royal and the Massanutten Ridge we can expect high winds. How does one determine whether the weather is favorable to soaring? Will the winds support flying the ridge? Are the conditions optimal to generate thermals with enough height and strength to allow us to catch wave conditions or is there too much buoyancy separation (B/S) to cause the thermals to dissipate? Dry thermals may be broken up by wind shear and unworkable if B/S ratio is 5 or less. Will mountain wave conditions be present?

A Google search for "Front Royal, VA weather" resulted in 2.1 million sites. Further refining it to Front Royal, VA aviation weather" resulted in 372,000 hits. Changing it to Front Royal, VA soaring weather puts Skyline Soaring as the first result out of 190,000, but still a daunting number of sites to visit. From the thousands of possibilities on the Web, where does one find the weather information you need? This article provides some soaring related weather sites on the Web to aid in your weather planning. For seven day out planning, I start with the National Weather Service's forecast for Front Royal: http://www.erh.noaa.gov/ifps/MapClick.php?CityName=Front+Royal&state=VA&site=LWX . This provides a general overview of the conditions expected.

For more short term weather details across 2 1/2 days, I launch Air Sports Net Launch Code's "Surface Condition Weather Forecasting for Air Sports Aviators" using Winchester Regional Airport data. This is my favorite web site for an initial look at the forecast conditions. http://usairnet.com/cgi-bin/launch/code.cgi?sta=KOKV&model=avn&state=VA&Submit=Get+Forecast . This website reads data 'real-time' from the National Weather Service Aviation web site. As shown below, the data is adjusted to the local time zone and converted into a graphical format for sky conditions, surface temperature, wind direction, speed. I especially like the graphical depiction of the wind speed across each 3 hour time frame. For other reporting stations just click on the buttons to change the states or city within the current state. This site also provides links to current satellite images, regional and national radar, temps, etc,

Surface Forecast at **Winchester Rgnl, Virginia**
Station: KOKV North: 39.15 West: -78.15 Timezone: Eastern Standard Time UTC: -5 Model: Aviation

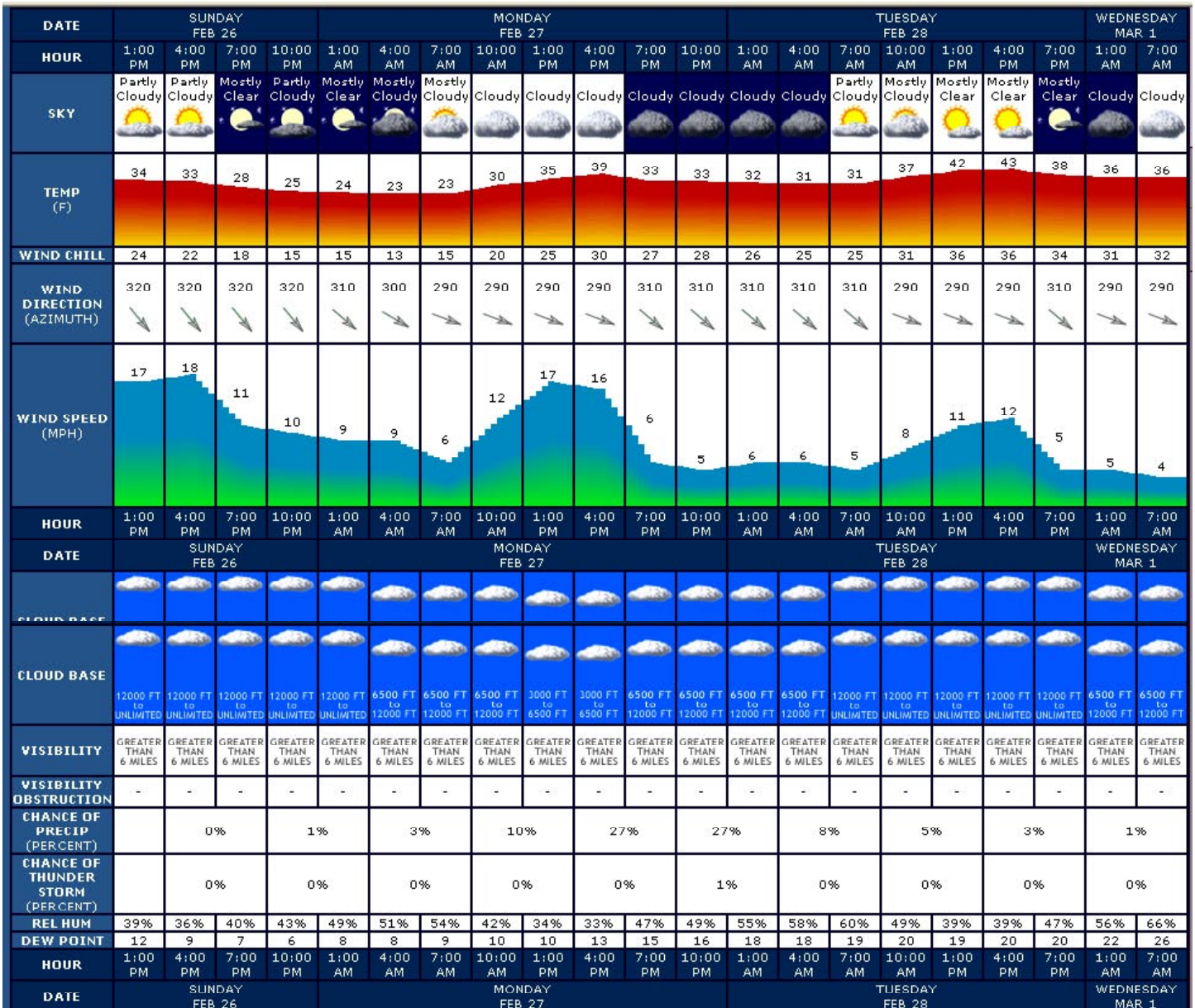
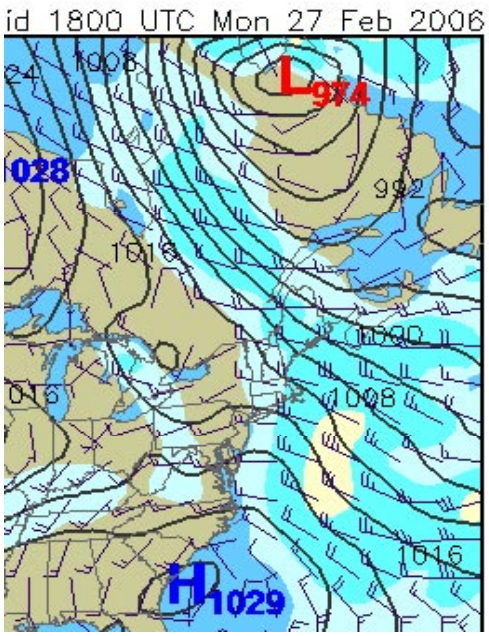


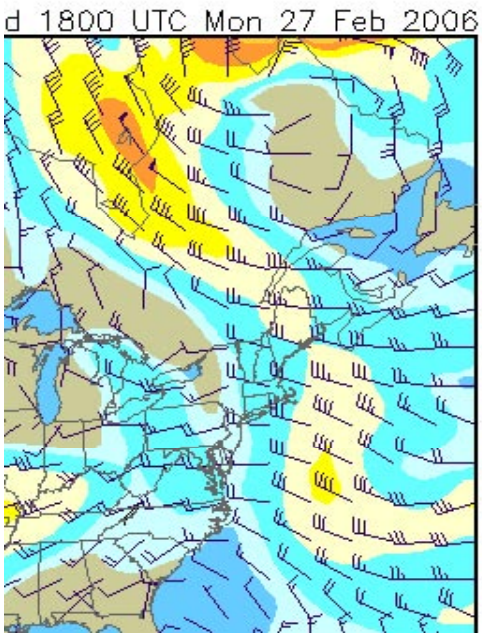
Photo by Dick Otis

using current data from the National Weather Service and repackaged into the Air Sports Net format.

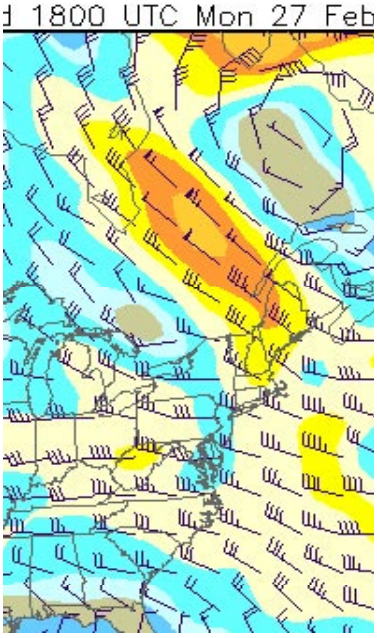
Air Sports Net forecasts surface winds for Winchester Regional (KOKV) are 290 degrees at 12 to 17 mph. Looks like Monday, 27 Feb. will be a great ridge day! Is it? NOAA's National Weather Service, Aviation Weather Center, Aviation Digital Data Service (ADDS) is a great aviation weather site: http://adds.aviationweather.gov. Select Winds/Temp to pull-up the national wind forecast graphics. The default data that initially comes up is for the nearest UTC forecast for the surface conditions. ADDS 1800Z surface wind chart



Surface winds



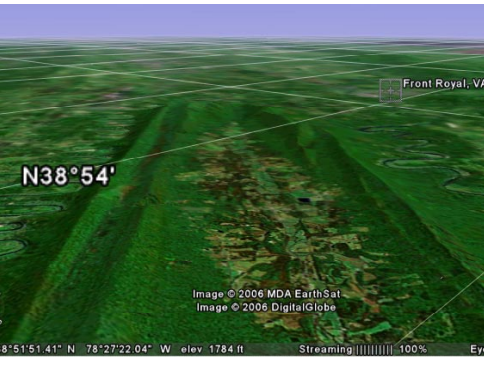
3,000 feet MSL winds



6,000 feet MSL winds

shows Virginia is between the southwesterly flow dominated by the high pressure off of South Carolina and the northwesterly flow from the backside of the Canadian low pressure. The middle graphics shows the winds at 3000 ft MSL are 270 degrees true for 20 knots. The right graphic shows the winds at 6,000 ft MSL are 290 @ 40 kts.

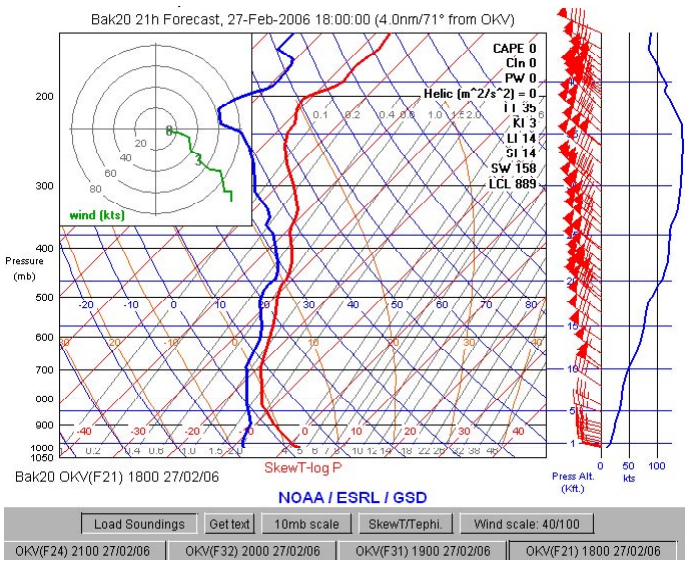
Looks like tomorrow we are caught between the two systems and the winds do not necessarily look promising for a ridge day. Why, because as shown at the left, from a Google Earth picture, the northern portion of the ridge is oriented 040 deg True so for perpendicular winds you need 310 degree winds. The southern section of the Massanutten ridge is 030 and perpendicular winds are 300 deg True. Surface winds are given in magnetic degrees, and altitude winds are given in True degrees. At 3000 ft MSL, the 270 deg 20 kts winds are 40 degrees from being perpendicular to the ridge.

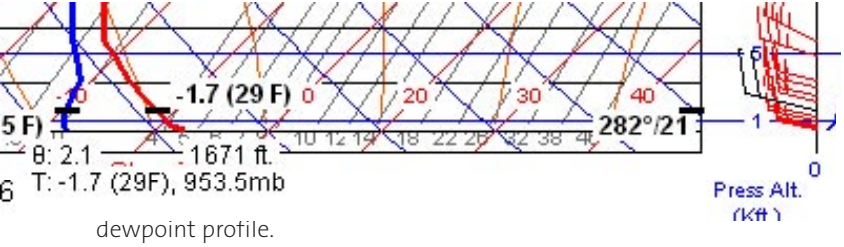


Remembering back to your high school trigonometry days, 20 kts x cosin(40) = 15.3 kts at 3000 ft MSL, but the lower, west ridge (far left) is between 1600 & 1800 ft MSL. I'd expect weaker winds at 1600 ft MSL.

Let's use a different modeling product with better data granularity and forecasting to determine better wind predictions for the area. If you've never used a java interactive Skew-T plot available from NOAA check out this URL: http://rucsoundings.noaa.gov/plot_soundings.cgi?

By clicking on the Load Soundings button and inputting 38.92, -78.25 as the desired coordinates, plus the desired date and time, and model to use for the prediction, the sounding model generates a prediction for Front Royal, VA. [The examples below use KOKV to remain consistent with the data above.] The atmospheric sounding forecast is plotted with red and blue lines. The heavy red line is the temperature profile. The heavy blue line is the



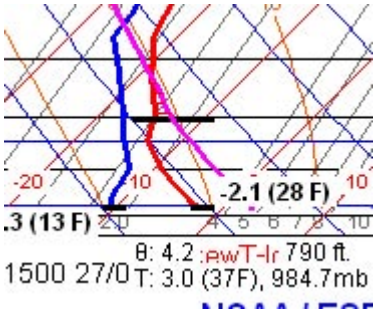


dewpoint profile.

The concept of Skew T means that the temperature is not plotted vertically but angles off to the right at a 45 degree angle. The temperature (deg C) lines of the Skew T are in light red. The pressure lines (mb) on the left vertical axis are plotted horizontally in thin black and are also on an inverse log scale. The curving thin blue lines are called dry adiabats. The orange lines are saturation adiabats. The angled thin grayish/black lines are lines of constant mixing ratio.

Just by moving your mouse pointer vertically you can display the forecast winds at various altitudes. The hodograph shows wind speed in knots and graphically shows the true direction while providing detail data. In this case for 1671 ft MSL over KOKV the winds are 282 deg true at 21 kts...better conditions for running the ridge than the winds used above.

Another neat feature of this java script enabled page is the ability to predict how high a heated parcel of air will rise and when the cloud bases start. A parcel may be specified by clicking with the mouse at any point in the plot. The parcel will ascend from

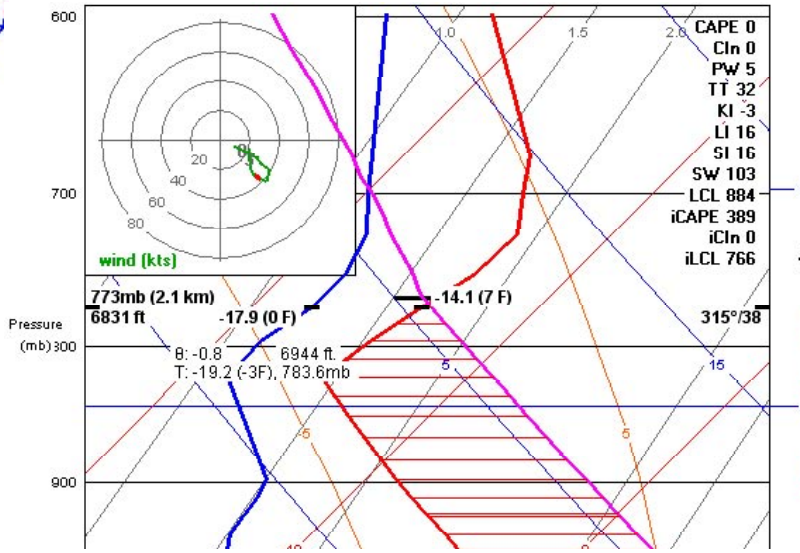


that point (using the environmental dewpoint at that pressure), and regions of CAPE (Convective Available Potential Energy) in J/Kg and CIn (Convective inhibition) in J / Kg will be indicated. The Lifted Condensation Level (cloud base) for the parcel is indicated by a short horizontal black line on the parcel trajectory (pink line). By clicking on the bottom of the plot at the expected high temperature of the day from a morning prediction (1500Z) a 37 degree parcel of air rises as represented by the pink line. Following the pink line with your cursor shows the cloud bases start around 6364 ft MSL (shown by the short horizontal black line). You can also establish the parcel's initial conditions of dewpoint, temperature, and pressure by right-clicking with the mouse to bring up a selection window to input these conditions.

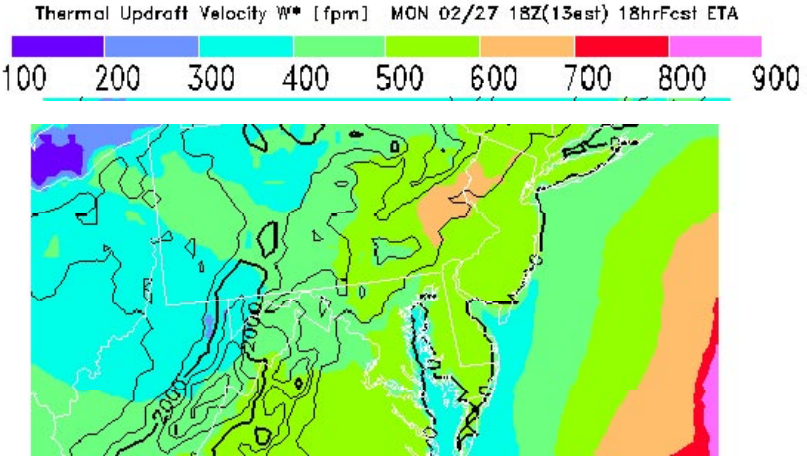
So what about wave? The FAA *Glider Flying Handbook* says ***waves form in stable air when a parcel is vertically displaced and then oscillates up and down as it tries to return to its original level. ... The weather requirements for wave soaring include sufficient wind and a proper stability profile. Wind speed should be at least 15 to 20 knots at mountaintop level with increasing winds above. The wind direction should be within 30 degrees of perpendicular to the ridge or mountain range.***

In this case, the complete skew-T plot first displayed above shows the red temperature line is nearly vertical or generally curving to the right and not following the normal dry adiabatic lines, so the atmosphere is somewhat stable from a weak inversion.

Here's an example of stable air with a sharply defined inversion very similar to the conditions when Brian Collins and I flew 4.5 hours last year (18 Feb. 05) by thermaling to the wave and riding it to 12,500 ft before pressing onward in a northwest direction to catch two more waves. In each wave we experienced 10 kts of lift and climbed back to 12,500 ft. While "hovering" at altitude our



feet got very cold so we decided to return and run the Massanutten ridge twice to the ski resort and back. What a great day for soaring!



What does Dr. Jack have to say about tomorrow? BLIPMAPS @ http://www.drjack.info/BLIP/univiewer.html#GoBlipMapUniviewer shows 400 to 500 feet per minute thermal updraft velocity for the Shenandoah Valley area of Virginia.

Unfortunately when writing this article, BLIPSPOT for KFRR wasn't available. BLIPSPOT provides more textual data on the expected thermal conditions. In case you didn't know it, Dr. Jack now charges a very nominal yearly fee to get more detailed analysis from his website. "SUBSCRIPTION NOW ACTIVE: At present the "Thermal Updraft Velocity" BLIPMAPs, "Buoyancy/Shear Ratio" BLIPMAPs, all "Previous Day" BLIPMAPs, and all BLIPSPOTs are freely available - other forecasts require a subscription which for this year is $13 for either ETA or RUC forecasts and $20 for both."

Here are more web weather URLs for you to try out. Thanks Carlos Roberts for supplying some of the web URLs.

Intellicast.com home page: http://www.intellicast.com/Icast-Page/LoadPage.aspx. Their color coded US surface analysis chart blends the current National Weather Service surface chart with current visual or IR satellite imagery and the current national radar data.

Intellicast's Regional Loop for Washington DC. The title says it all! http://www.intellicast.com/IcastPage/LoadPage.aspx?loc=kdca&seg=LocalWeather&prodgrp=RadarImagery&product=RegionalRadarLoop&prodnav=none

One of "many" sources of radar data for FRR. You can turn road, cities and counties on/off to help orient yourself to the radar data.

Dragon North weather page http://www.dragonnorth.com/weather/ Current weather surface chart and forecasts for the next 24 hours. Site includes helpful links to other aviation weather and flight related sites.

http://www.landings.com/evird.acgi$pass*45617798!_h-www.landings.com/_landings/pages/wthr/av_weather.html
This page has a long list of aviation weather sites, although some are dated.

http://www.arl.noaa.gov/ready/cmet.html#modelgraphics
This is for obtaining some of the raw NOAA data. (There are many sources of this)

http://www.weather.com/weather/local/USVA0298
One of the Weather.com pages for FRR. You can click on various presentations for different types of weather data.

http://www.wunderground.com/cgi-bin/satblast/satBlast?lat=39.307507&lon=-77.185448&zoom=4&height=350&width=450
Another FRR satellite data page. You can zoom in on it, as with most others also.

http://www.wunderground.com/radar/mixedcomposite.asp?region=b5&size=2x&type=loop
The weatherunderground.com looping data page for FRR

http://www.erh.noaa.gov/ndfd/graphical/sectors/lwx.php
A lot of people aren't familiar with this one, but it's pretty neat. This site offers color coded, graphical depictions of various weather forecast conditions in three hour increments such as temp min/max, probability of precipitation, temperature, dewpoint, sky cover, amount of precipitation, wind chill, relative humidity, wind speed & direction, and wind gust. Move your mouse over the various boxes and watch what happens. Fly Safe,

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Just returned from Hawaii (the big island), where I visited the Keck Observatory on top of Mauna Kea, at 13,760 ft MSL. This is a picture of a lennie wrapped around the peak (on the left) of the mountain, and the secondary and tertiary waves are visible to the right. Wind at the peak was about 50 kts, temp about 28 deg., and the snow was about a foot deep (visibility at the peak was under 100 ft). It was 80 deg where I took this pic, at an elevation of about 2,000 ft MSL.—**George Hazelrigg, Jr.**

Photo by Dick Otis

Grob Benign Spiral Experiment

Greg Ellis

The weekend of March 18-19 was one of the best soaring weekends I can remember.. On Sunday the air was dry with almost no CU or other clouds to give a hint as to what that air was doing. It was also very unstable to at least 7500'. I flew the Grob from very turbulent thermals into rotor, and then followed Fred Winter into the wave over Strasburg. By 12500' that silent, eerie lift has decreased from 6kt to 2kt, and I put the nose down to see how fast I would need to go to keep the ascent at zero. This turned to be about 65 KT IAS. After flying the wave up to Winchester & back to signal knob, I decided at 10,000' to experiment with benign spiral mode.

Please note that I was solo in the front seat of the Grob at about 190 lbs flying weight. So these results are valid only for that situation. I don't know whether they can be generalized to a 2 pilot situation with a higher cockpit load and CG further aft.

First I trimmed the ship for 45 KTS in straight & level flight; spoilers NOT deployed, and released all controls. Within 5 seconds the Grob started a gentle turn to the right, which dropped the nose, which increased the speed a bit, which raised the outside wing & increased the bank a bit, which dropped the nose more, etc. The speed and bank increased slowly but steadily and soon I began to feel slowly increasing acceleration as the spiral developed.

After satisfying myself that this was the infamous "graveyard spiral", and observing how it developed I leveled out, fully deployed the spoilers, and observed that the ship stabilized at about 50 kt. I then released all controls except for the spoilers. The nose wandered from left to right, dipping down and accelerating into gentle right & left turns. Keep in mind that it was a turbulent day so there were plenty of perturbations to push the ship out of any stable attitude. When it became apparent that no consistent turn would develop, I initiated a 30 deg right bank and again let go of all controls except for full spoilers. The ship oscillated between 55 & 65 KT, but more or less maintained the turn despite the turbulence.

Despite having heard stories and read articles about BSM I was amazed to observe that deployment of spoilers prevents development of a "graveyard spiral. UNDER THE CONDITIONS DESCRIBED in the Grob benign spiral actually worked.

Looking back I should have tested it at a higher trim speed, to achieve a higher sink rate. Another experiment I would like to perform would be to let the "graveyard spiral" develop to–say–2 g, then deploy the spoilers and see whether the ship will stabilize in a benign spiral. This situation might be a more realistic scenario, where a pilot "unintentionally" enters a cloud, panics and when spiral start, then in desperation remembers about BSM, deploys the spoilers & lets go of the rudder & stick.

Any way, Sunday 3/19 was a superb soaring day and I want to thank the duty crew for putting us in the air.

Waikiki Weekend Warrior

CAPT Richard Otis USN (Reserves)

At the bequest of the United States Navy, I recently received two week active duty orders to report to the COMPACFLT. After notifying my civilian chain of command at the Naval Air Systems Command that I was off to an overseas, hot, sandy location (not my fault if they can't figure this out!) I donned my trusty uniform and headed west over land and sea to Pearl Harbor, Hawaii–home of the Pacific Fleet.

Previously I had spent a fair amount of time on the Island of Oahu, but my last visit was my 20th wedding anniversary–we are now working on year 33. Downtown Honolulu hasn't changed much, nor many of the tourist attractions, but the previously prolific commercial sugar cane and pineapple crops are mostly a thing of memory now. While I've flow around Oahu several times, one thing I'd always wanted to do was go soaring in the Islands. This time, I was determined not to miss the opportunity.

I arrived in Hawaii on a Wednesday in the midst of the worse monsoon rain the Island has seen in decades. FEMA was called out and many of the Island's roads were closed. I don't think they actually called the winter rainy season a monsoon, but when you look out the window at gale winds and solid sheets of water, monsoon seems an apt term. The weekend finally arrived with the NWS promise of partly sunny skies, but alas the NWS is no more clairvoyant in Hawaii than here in the states, and the trade winds refused to cooperate.

Undaunted I proceed through the fog towards across Highway 3, and across the ridgeline and plateau towards the north west end of the Island; home of Dillingham Airfield and the Island's only soaring location. With the prevailing trade winds up against the ridgeline, you can stay up all day with no problem (although you can't go very far).

Arriving at the field in-between continued scattered squalls and with a 1500 foot overcast, I was please to see a number of gliders on the field ready launch, including an older Grob 103.) I met the FBO owner and mentioned by affiliation with Skyline Soar-

All photo sby Dick Otis

ing Club. He was friendly, but after determining I was a transient with no interest in checking out for solo flight, he referred me to the tourist line. A frisky young lady from New Zealand smiled and informed me a 20 minute flight was $110, plus $20 for instructions.

A this point, I wondered what I was doing as $130 for a 20 minute passenger ride in rain showers seemed a might steep. But all things considered, I was there and what the heck. I declined the instruction, and just asked for a ride (saving the $20 instruction fee) where by my credit card appeared, was processed, and I was off to the flight line before I might change my mind.

I was met by my pilot, an active duty Army Helo driver with a friendly smile and 6 months of weekend glider time; he also had a set of orders in hand for that other nasty, hot, sandy place with no water, and an eager determination to get at his new job assignment. I quietly climbed in, whereas he asked if I had ever been in a glider before. Modesty required an affirmative response indicating my Chief Tow Pilot status. The next query focused on my familiarity with the Grob 103, which of course I was required to confess I had some limited CFI-G instruction. I love my military brethren, cause the last thing I heard for some time was, "OK you've got it, let me know if you have any questions!"

Magically, the glider and ceiling both lifted 2500 feet as we departed Dillingham . A very strong wind continued to blow which,

while challenging for takeoff, was down the runway and great for lift against the ridgeline. Soon I was at 2000 feet running down the ridge line to the most northwest tip of the Island and back. I found an easy 2-3 kt lift almost everywhere up to the ceiling, and enjoyed

running up and down the ridge until I noticed we had been up over 30 minutes. My host conceded maybe we should go back, and offered his only instructional comment of the day "keep your speed very fast, at least 65 kts on final. And good advice it was, as when I descended a strong wind sheer just above the runway quickly decimated my ground speed. I slid softly (if I do say so myself) onto the runway at the appointed spot, and taxied into the designated parking spot unaided.

Of course the NEXT day was perfect. But fate was kind to me and an square dancing acquaintance (did I mention I went square dancing four times?) let me fly his Piper Archer around the entire Island just offshore at 800 feet. The whales were most impressive. But that's another story.

Back to work on Monday, the rains resumed and never stopped until my departure the following Friday. Still, any day in paradise.....

A view of Honolulu from above Koko Crater, with Diamond Head and Honolulu in the distance, and at the top of the photo, the international airport, and Pearl Harbor.

Naval Station Pearl Harbor, with the Arizona Memorial just visible at the bottom right of the Ford Island.

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

Our Certificate of Waiver for the Skyline Soaring Area has been renewed again. It is now annual and valid through March 16, 2007. So far, I am the only pilot in the club who has actually used it. I will award $100 for SSC tows to the first club member who can legally document beating my altitude within the Skyline Soaring Area. 20,300 feet MSL @29.92".—**Shane Neitzey**

Info@ssa.org is NOT a Working Email Address!

Steve Harvey–the founder and spark plug of Virginia's new and only Commercial Operator, Virginia AirSports, was killed in a car crash on the 24th of March.

Honoring his wishes, there will be no funeral or ceremony; later in the summer his ashes will be spread on the Chesapeake Bay. In lieu of flowers, condolences should take the form of donations to the Chesapeake Bay Foundation http://www.cbf.org/site/PageServer?pagename=homev3&printer_friendly=1

The future of Virginia AirSports is very uncertain. For the short term, a POC for the operation will be Mike Moses, (804) 643-3797, cell (804) 337-6291, or lmoses@richmond.edu. I've asked Mike to keep me posted on the future of the operation there.—**Jim Kellett**, Director, Soaring Society of America, Region IV

Abbreviated and Amended Ops Report for March 20...that date was the most stunning soaring day I've seen in over a decade....One pilot released at 900' AGL, later reached over 9,000' AGL in a four+ hour flight....in a 1-26!—**Jim Kellett**

For a flight that exceeds most of the FOTDs reported every weekend by two hours, it is appropriate that you acknowledge that this flight was made in a 1-26. However, it is more appropriate that it is acknowledged that Bob Collier did it. Maybe it was understood. Only Collier would release at 900 feet.—**Bill Vickland**

....and now for the towpilot's definitive version of events.—We hooked up 289 with Mr. Collier bundled up inside. We did a com check and he informed me that he might get off before 3,000 feet. This was not shocking news to me since I cannot recall the last time I towed him above 1,500 feet. I told him that based on what I had experienced on the previous tows, I was not sure he would stay on until the end of the runway. Away we went and at about 50 feet hit a massive bump up, causing him to yell on the radio "I see what you mean!" But 50 feet was too low even for the intrepid Mr. Collier, and he did hang on to 900 feet. This was the first time somebody not practicing a rope break released at a point where I had to climb to get to pattern altitude.

Unretouched photo of Bob Collier at release altitude by Dick Otis

Shortly after that I towed another unnamed towpilot/flight instructor in the CAP 1-26 to 3,000 feet over signal Knob, and just barely beat him back to the airport. There was a lot of up and down that day.

Position reports on Bob came in sporadically. Reggie said he saw him heading down the Blue Ridge, Kellett said he was at 9K over the quarry.

By the way, he only came back because we had shut down the operation at day's end and put everything away, and called him on the radio to say last call if you want any help with disassembly.

I recall Bill Vickland's banner at the SSA convention: 'The 1-26—the glider for the high-performance pilot"—**Steve Wallace**

Crash pilot was on cellphone— The pilot of a Cessna 182 that was flying between 120 and 140 mph, at night, and low, over an interstate highway, was talking on his cellphone when the plane's wing was sheared off by electrical wires, according to the NTSB's preliminary report. Benjamin R. Hicklin, of Spottswood, Va., was talking with his partner in the airplane, a truck driver who was driving his tractor trailer on I-81 near Weyers Cave, Va., when the plane, which was maneuvering nearby, hit the wires and crashed into another truck hauling cars on the same highway. Hicklin, 30, was an ATP with more than 4,000 hours. He died in the crash, which occurred about 11:15 p.m. on Feb. 23. —**AVwebFlash 12.10a**

Rough cut of a Skyline Soaring ridge soaring video spotted at http://www.skylinesoaring.org/VIDEOS/
—**Craig Sutherland**

And finally—your Editor has been severely reprimanded in several emails for the continued use of what some consider cliches *("I think you could build an entire Skylines issue out of cliches!")* in the desperate solicitation of Skylines material. *("Chickens come home to roost")*. Well I stand chastised and corrected. From this moment on no more cliches!

Have a nice day.—Phil

"The difference between death and taxes is that death never gets any worse...." **Mark Twain**

SKYLINES
April 2006
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