



MONTHLY NEWSLETTER OF SKYLINE SOARING CLUB, LLC MARCH 2007

President's Prerogative

Joe Rees

The hardest part about writing a column on the SSA Annual Convention in Memphis is, where do I begin? It is difficult to believe that this was my first convention in over twenty years as a member of the SSA. If you have not attended a convention, let me encourage you to do so before twenty years slips by. From the exhibits to the break-out sessions, it is impossible to tear yourself away from the convention center, even to visit Graceland. I sent Sherry off one cold morning with some others from the convention to visit and, from her reports, Elvis was a better singer than an interior decorator. But I digress.

The first thing you see when walking into the exhibit hall is the Antares 20E, a 20 meter open class, mainly carbon fiber self launching sailplane with a max L/D of 56:1. It has a battery powered two-blade prop with enough juice for 10,000 feet of climb before recharging and a survival-zone cockpit similar to a Formula-1 racing car, according to the factory representative. Just as I was figuring out how much a second mortgage on our Capitol Hill house would cost or how many partners it would take to own this beauty (based on my LS-4 syndicate, about 20), Sherry was tugging on my sleeve with that "don't-even-think-about-it" look. Just as well I guess, as there was an LS-10 across the floor. And, it is a bargain when compared to the almost quarter of a million dollars it would cost to be one of the half dozen or so to take delivery this year in the U.S. Although there are other exhibitors of sailplanes, instruments, books, software and about anything else associated with soaring, the breakout sessions are where, I think, the most value lies in the three day meeting.

Just as we begin our soaring season with a safety meeting so,

Significant Events:

Safety Seminar for "New" Members Saturday
April 7, 2007 10:00 AM Front Royal Airport

FBO Reggie Cassagnol and Skyline CFI-G) Jim Kellett will jointly present a one hour Safety Seminar on "Airplanes, Gliders, Ultralights – Operational Safety at Non-Towered Mixed Use Airports". Designed for both airplane and glider pilots, it provides the framework and useful training in how to conduct safe operations at an airport which serves aircraft of widely divergent performance characteristics.

This Seminar is an update of the one given in February, 2005. Skyline members who joined the Club since that date must attend (or view a video of the presentation); all Skyline members are, of course, welcome and encouraged to attend. All pilots who operate from KFRR are strongly encouraged to participate. The program satisfies the requirements of the FAA's "Wings" Program.

Jim Kellett, Director, Society of America, Region IV

Congratulations to Matt Putz who recently earned his PPL-G rating.

too, did the SSA begin its convention with a two and a half hour soaring safety seminar Wednesday night with an Soaring Safety Foundation update by Rich Carlson and, among other topics, a safety officer training session by Burt Compton.

This was a perfect way to set the tone for the next three days as safety was a part of almost every presentation. From “Preventing Landing Accidents” by Tom Knauff to “Landing Variations” by Cindy Brickner, even the most experienced pilot could learn something. Frank Banas has secured a copy of Cindy’s presentation that I am thinking will make a welcome addition to our training syllabus. There was the fun stuff like “Cloud Flying” by Shawn Knickerbocker and “Early West Coast Flying” by Jeff Byard; the practical, “Trailer Maintenance and Repair” by John Murray and a session on sailplane batteries that was a source of great amusement for Sherry. When I was going over the sessions I wanted to attend, she virtually snorted, “You traveled 600 miles to go to a battery session?!” Then, almost fell over laughing when other pilots expressed enthusiasm for the very same session. She just does not understand the need for good battery karma.

There were also several sessions on clubs about field acquisitions and the use of 501(c)(3) foundations in soaring that gave me many good ideas for ways to improve our club. Also, Craig Rodarmel and I gave a presentation on working with local airport commissions and in your community. I already have next year’s convention in Albuquerque on my calendar and you should too.

*The Resident Curmudgeon
in his native habitat.*

All photos courtesy of Joe Rees



Above: President Joe Rees and wife Sherry standing and Bill Vickland, Pat and Jim Kellett, Craig Rodarmel. Below: Tim James (second from the left) and Lisa Sergent with two M-ASA friends. Bottom: random “stars” of every convention.



Spreading the Word...

We can't fix it if we don't know about it

Chris Groshel

You've heard the joke that we're an email club that happens to fly gliders. Well sometimes I think we need some "email" instructors to show us the way on how to communicate effectively.

Several times last year we had situations that developed during ops that needed to be brought to other members attention for further action. Mostly they related to maintenance issues with our equipment. Not informing the necessary person in a timely manner can and has stopped operations.

All members should take a look at the membership page on both the Members Only or Public section of our website and acquaint themselves with which members are doing which specific jobs. Chiefs (Instructors, Tow pilots, Maintenance and DO), Meisters (Grob, K and Sprite) and Directors are all highlighted or noted there.

In an attempt to make sure the folks that need to know get the info, some minor changes have been made.

First, we took a step backwards with technology, and placed some dry-erase boards in the hangar. One between the Pawnee and K, the other near the Grob and Sprite.

These boards have the names and cellphone numbers of the responsible Meister or Chief that needs to be contacted when there is a problem. Bill Vickland and Eric Litt for the Pawnee, Fred Winter and Chris Groshel for the K, Frank Banas for the Grob and Craig Bendorf for the Sprite (Any volunteers for the Towcar?).

Front Royal Aircraft Services' (FRAS) number and Shawn

Teachout's (FRAS owner) cell number is on the Pawnee / K board.

The Directors would like the membership, especially the DOs, to give the listed guys a call first when there is an equipment related problem. They might be able to resolve the problem over the phone. Please don't just go over to FRAS first. Save FRAS for when you can't get in touch with Chiefs / Meisters.

Most of the space of these boards is available to make notes about the condition of the equipment that might be of some importance to the next day's crew or flyers.

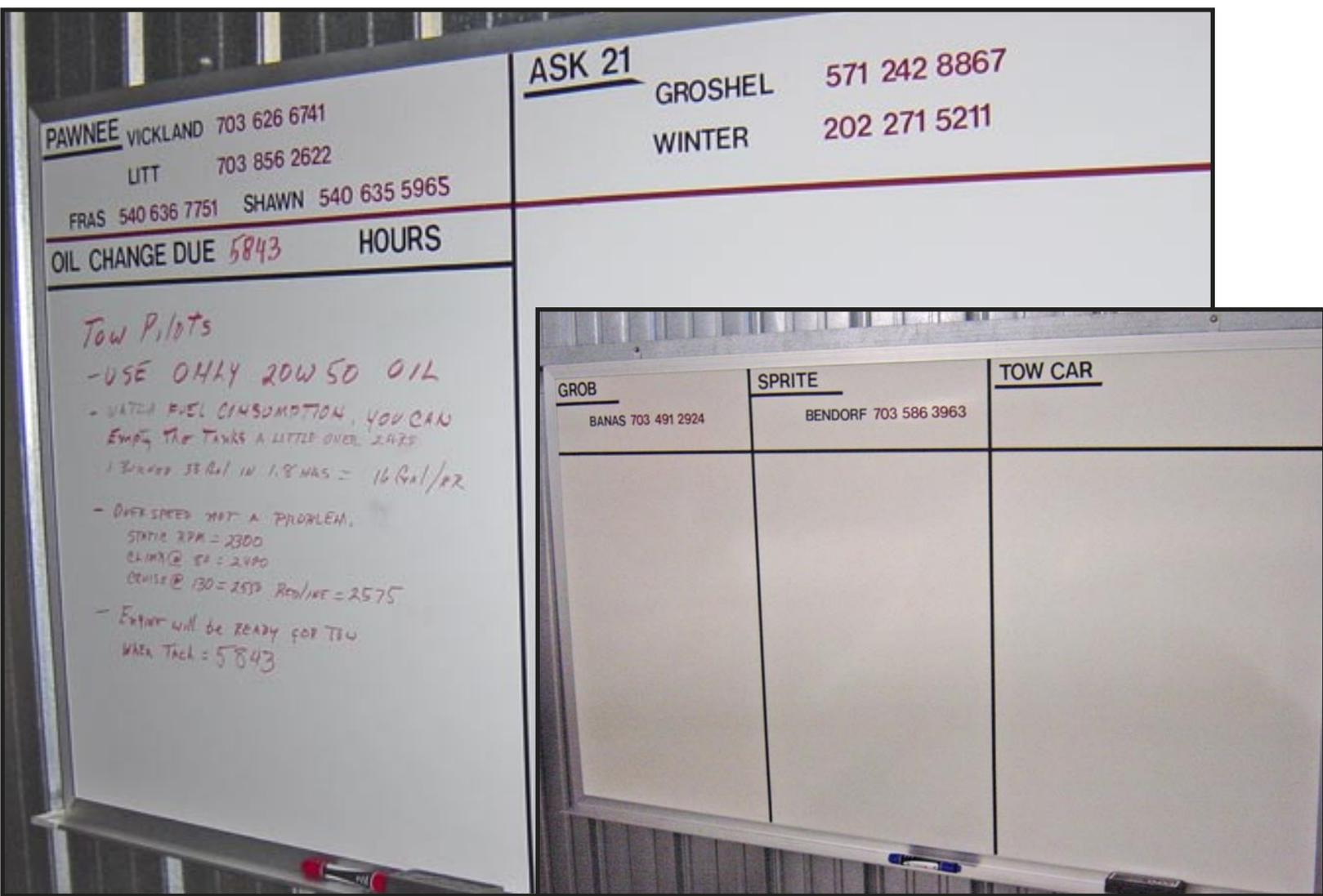
What were hoping to do is not just save the reportable issues for the "Ops Report" the DO does. Reports are sometimes late, details are forgotten and the intended readers sometime don't get to the important stuff that matters to them. Please do put it in the report but do call somebody while you're still at the airport and while the issue is fresh.

Second, the Directors, to make sure they're not operating in a vacuum and are responsive to the members needs, have each agreed to act as liaisons with folks that do the various other jobs within the club. By tying in a Director to one or more of the Chiefs, Officers and Treasurer we hope to understand the issues better, shortcut any misunderstandings that may develop and help assign priorities.

As of this writing Mr. President, Joe Rees will liaise with the Chief Instructor, the Safety Secretary and the Airport Commission, Rob Creedon with the Membership Officer, Robert Link with the Chief DO, Shane Neitzey with the Chief Towpilot and Chris Groshel with the Treasurer and Chief of Maintenance.

These names and assignments will change occasionally but we will try to keep this going.

In this upcoming soaring season please try to "Keep those emails and phone calls coming".



New Members Report

Steve Rockwood *SSC Membership Officer*

 On Sunday (Feb. 11), Christopher M. Woodham joined the club as a temporary member. Chris is an Air Force pilot and currently has 17 solo flights in a Grob 103. He was intending to join the club as a probationary member but could not immediately because of some planned travel consuming his funds. Bob Sallada has agreed to act as Chris' mentor and will be working with him to schedule training flights.

Chris is enthusiastic about returning to soaring. His flying knowledge and Air Force experience will benefit the club.

Welcome Chris!

Christopher M. Woodham

3730 27th Street
Chesapeake Beach, MD 20732
(Cell) 410-900-3520
uptooknowgood@hotmail.com

Bill Barrere is a potential new member that has been communicating with me via e-mail for the last month or so. He is very excited soaring and our club as you can see in the following statement,

Excerpts from Secretary's Message

Craig Sutherland Club Secretary

 Following is a synopsis of upcoming events and decisions made by the Board of Directors. First, a reminder that the "Events" page is usually a current and accurate source of information regarding upcoming events:

<http://www.skylinesoaring.org/EVENTS/>

SCHEDULED OPERATIONS (08-March-2007). As announced last Saturday, scheduled operations are expected to resume on Thursday, March 8th. Look for the duty roster from Kolie Lombard...

New Book Available

 For those of you who attended Bob Wander's CFGI revalidation and refresher clinic in late Jan., you may remember his brief mention of a very new book on the market: *Soaring Beyond the Basics* by Dale Masters. It's now available through Bob's website. I've read it relatively quickly but thoroughly enough to recommend it as a well expressed and nicely presented reference. I can't recall the price, but it's not expensive. —**Bob Sallada**

I'll add my recommendation to Bob's—I know Dale (he has instructed at Crystallaire for many years) and have flown with him.

Melanie is here.

She was born at 8:41 a.m. on February 18 2007 weighing in at 6 pounds 14 ounces and 18.5 inches long. She's wonderful and we're very happy. Love to all, —**Rebecca Pickrell**

rebeccapickrell@yahoo.com

Editor's note: see August SkyLines —

<http://skylinesoaring.org/NEWSLETTER/2006/August/>

"I am planning on being at the Front Royal airport this Saturday to learn more about the club. I bought a copy of the FAA Soaring Handbook and have been reading that during all the recent downtime due to ice." I invited him to the recent safety meeting to get to know the club and sure enough he attended. I expect we will see him in March.

Mike and Ryan Hatfield attended the safety meeting and after discussed becoming a member of the club. Ryan has flown with us on a temporary membership in November 06. His dad (Mike) has a glider rating but hasn't flown in some time and would like to get back into it. They have been visiting all of the available clubs in the area and have selected SSC as their choice. Mike, Ryan and another son want to join on a family membership as soon as the season starts in March. I quoted the current fee schedule to them and coordinated with Bob Sallada to have him work as Ryan's mentor. Bob shared his e-mail address and invited the Hatfield to come out and get started flying as soon as the weather breaks.

Talking to Mike it was clear he had done a very thorough job of investigating all of the flying clubs with traveling distance from Fredericksburg. He was impressed enough with SSC to select our organization to train both of his son's. Mike was delighted with the professionalism the club was run and the level of instruction available. Of course our prices were lower and everyone else also.

Welcome to the Hatfield's 

M-ASA/SSC JOINT OPS: The ASK-21 will return to FRR on March 4th. The ASK-21 hangar slot at FRR, where the M-ASA Super Cub is currently based, will remain available until March 4th. M-ASA has been invited to continue to base the Super Cub at FRR until March 4th which will support ongoing ops at FRR until the Pawnee is fully operational.

Also, a notice to DOs that M-ASA members will be invited to continue to fly at FRR through the end of March 2007 under the current arrangement, using the SSC Pawnee (i.e., any usual \$10/day interclub fee will not be levied for M-ASA participants receiving tows in the Pawnee, at least through the end of March).

He has a superb sense of the air he's in (he wrote an article for Soaring magazine several years recommending you try to learn to thermal with your vario covered so you'd learn to feel lift and sink), and a lot of the thoughts in this book are of this school. It is not a book for people who are just learning the sport, nor does it push you to new heights of competition or ridge soaring, but it is filled with good tips that will improve your flying as you become comfortable piloting a glider. On top of that, Dale has a nice turn of phrase you have to enjoy. And it comes with a CD of photos he's taken along the High Sierras, which is worth the purchase price of the book. —**Fred LaSor** <http://www.bobwander.com/> 



Photo: Sharon Pickrell

Adopt a Library

Jim Kellett

A quick followup to one of the topics at the Club's Annual Meeting – the SSA's "Adopt-a-Library" program. It's not rocket science that the future of our sport in this country depends on a lot more than just how safely we fly, how well we train, what kind of gliders/towplanes we buy, etc., but also 'spreading the word' to the great unwashed groundlings of our culture. EVEN IF THEY NEVER GET IN A GLIDER, it's important to US that THEY (the great mass of groundlings) have some basic understanding and acceptance of our sport, because THEY control the economy, land use, regulations, etc. that affect us.

And, again, it's not rocket science that there are several subsets of that culture that are more important than others; young

people, for example, who can today grow into adults without ever having a clue that such a wonderful experience exists and what opportunities there are for them.

Improving public opinion is not a one a one-shot simple thing to do—it takes commitment over time to affect the current of people's thinking. And one really great way to do that, and on a budget at that, is to adopt a library. I mean, to donate a subscription to SOARING magazine to local public and school libraries. And YOU can do this!! All it costs is \$46/year (cheaper than a membership) and you can do that by picking the library (libraries) and contacting Denise Layton (denise@ssa.org) at SSA and sending her a check. And, while I'm not a tax expert, I suspect this is tax deductible since SSA is, after all, a 501(c)(3) public charity!

Here's an inexpensive and simple way to invest in the long term future of soaring. Think about it. Do it. It'll make you feel good. 

A Few Treasurer's Notes

Dan Noonan SSC Treasurer

Just a few points (Treasurer type) to cover as we get ready to begin our 2007 season.

Anytime the club 'owes' you money (from purchasing gas for the tow car, for example) there is no way for the club to 'add' it to your balance. The books do not work that way. We receive a receipt, that receipt gets approved, and then the club will cut a check to cover that expense. All 'bills' to club members are paid by check.

The 1st half initiation fee for membership is \$260.00, not

\$250.00. DO's and DO wannabe's please charge accordingly.

The club receives your money for SSA dues, and then we pay SSA for our club members. The payment cycle is May 1st through April 30th. The cost is \$64.00, or \$5.33 per month to bring a new member into our payment cycle. Again, for anyone working the computer, please charge accordingly.

Any address changes need to be brought to the attention of our Membership miester, who now is Steve Rockwood.

Now would be a good time to check the clubs website and make sure that your personal information is correct. I will work with Steve to make any of these changes in our billing books.

Please contact me with any questions (although nobody has been too shy yet as far as I can tell). 

It's about time!

Piet Barber

I have moved the club web server out of my house (with the crummy, unreliable Internet connection prone to all sorts of household disasters) to a commercial provider, hosted at a pristine data center. (tektonic.net, for the curious). I've been working many hours over the past 3 days migrating everything that I could get my hands on to the new server. In total, I have transferred over 5.5 Gigabytes to the new server, and I think I've gotten everything.

Hopefully, the transition will be so seamless that you may not even notice that we're on new equipment. In fact, this message is being relayed to you through the new server. The only differences you may notice (for now) are that the server is much faster, and much less likely to be unavailable when you need it. This is mostly because the web server is now out of reach of the fingers of the curious two year old, who just loves to press that big green button, and because the new server is out of chewing range for my pet rabbit, who has a disturbing taste for Ethernet cables after a jailbreak from his cage. (Two separate outages from this one).

If you snoop around the mailing lists, or the members-only section, please tell me if there is anything that should be working, but isn't. There's a good chance I know about its broken status (that's my story any way), but you should tell me anyway. Send the

email to pbarber@skylinesoaring.org, or call me:

703 327 2514 (home)

571 228 3896 (cell)

703 948 3466 (work) (9-5), cell phone has no reception at my desk.

As is usually the case with these types of messages:

—If you forgot your userid and password, respond privately, and I'll reset it. Please do NOT tell me what you thought what your password was. I don't want to know, and it won't help, and I'm sure to remember it because I seem to have a knack for remembering other people's passwords forever. (You may be jealous, but I assure you, it's a curse).

—If you go online and look at your membership information for yourself, and happen to notice that some of your user information needs to be updated (like your address or your phone number), you will also notice there is no means for you to update this information. This will be something I may fix in the future. For the meantime, just send your updated information to Steve Rockwood srockwood@skylinesoaring.org 



The Webmeister and Chief CFI-G in his natural environment.

Transponders

Jim Kellett Director, SSA, Region IV

OK, please understand that is not really official “SSA” business but more ‘local’ or ‘Kellett’ commentary—but in the past year many pilots in Region IV have been discussing transponder installations in their gliders and towplanes, and I’ve been promoting the selective installation of transponders in some gliders, and I know some are considering such as I write.

Bottom line first: it’s my considered opinion that some gliders, depending on where they fly, should seriously consider transponders, for the primary reason of reducing the likelihood of an airliner/glider MAC. However, there are many experts in the soaring community who have compelling arguments against installing transponders in gliders, and, in fact, I may be in the minority. Having encouraged many folks to install them, I feel the moral obligation to at least briefly identify some other ideas. Everyone’s still going to have to make up their own minds in any case.

This was brought home for me recently by two things: **First**, at the Directors’ meeting in Memphis, and in subsequent e-mail dialogs, I spoke with several very knowledgeable and experienced men who considered transponder installation in gliders was not in the long-term best interest of the sport because (a) it inhibited the development of technology that would actually be MORE useful to gliders, and/or (b) it might awaken the Minions of the Dark Side to the presence of gliders currently invisible to them, leading to a draconian requirement that ALL gliders (no exceptions) be so equipped and/or that our exemption from flying ‘in the veil’ be rescinded.

Second, in a meeting last week with some experienced glider pilots and the staff at Potomac Tracon, there was the instant and strong suggestion on the PTC side to install transponders and the equally instant objection from the pilots on economic grounds. Finally, it’s come to my attention from talking with a couple of other pilots in the area that current versions of TPAS may be much improved over those available just a few years ago, and that such technology may well merit more serious consideration for glider pilots than transponders.

What’s troubling to me is that all of these positions (including the position that encourages transponder installation) are really

based more on speculations of the future than they are on ‘hard’ information.

Will modern TPAS units really provide useful data for the glider pilot about the proximity of any and all transponder equipped aircraft?

Will installation of transponders in gliders really lead the FAA to revoke our current equipment exceptions for flying ‘in the veil’? Or lead to heavy-handed requirements to install them on EVERY glider, no matter where it flew?

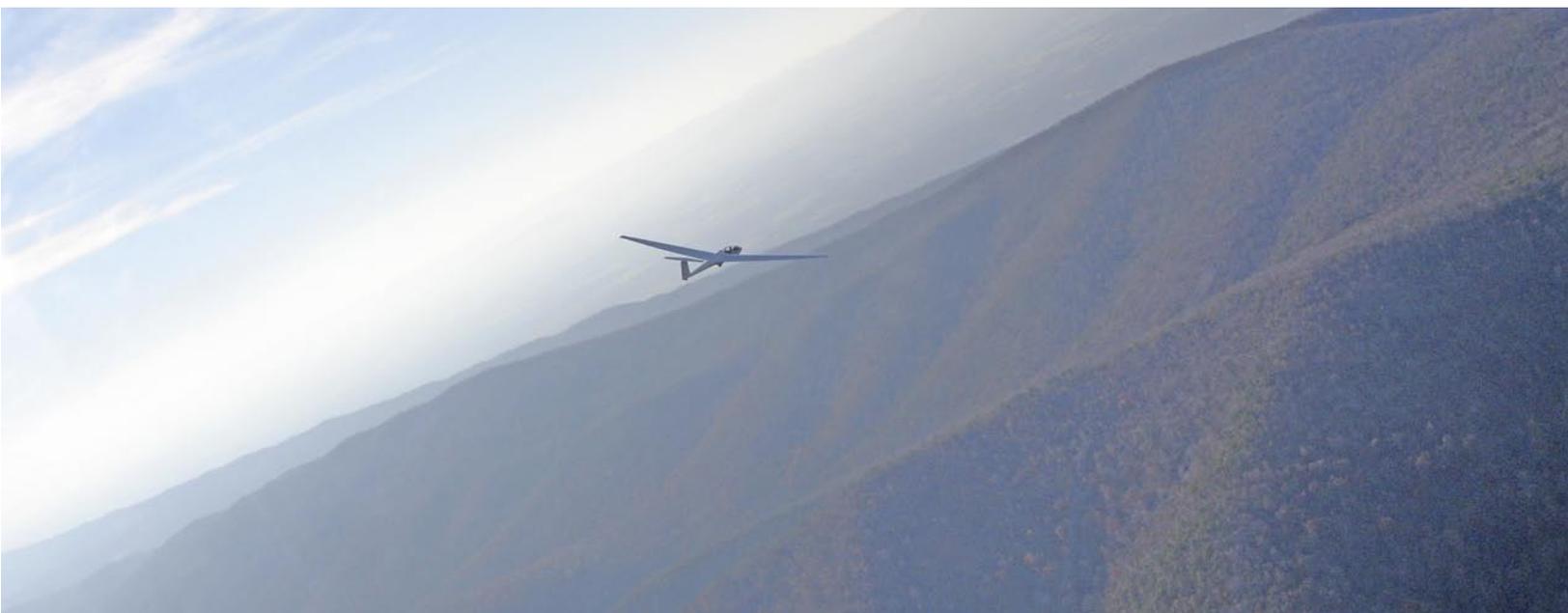
Is it practical to simply avoid flying gliders in ‘high traffic areas’?

Part of the problem is that we can’t compartmentalize the variables neatly. Economics and politics and technical capability and safety are intertwined in a Gordian knot. Putting a \$3,000 instrument in a K-7 used for training that never gets higher than 3000’ AGL is economically absurd by just about anyone’s measure. (Would a \$1,000 instrument [TPAS] serve the same purpose??) Putting the same instrument in a new \$75,000 machine used for competition or serious badge flying is quite a different matter! Spending money to avoid an accident that’s never happened is also highly questionable, although the issue gets quickly muddled if you’re talking about flying within 100 miles of IAD or out in the boonies; there is hard evidence of increased risk in the former (e.g., reported NMACs) but not in the latter. Spending money that won’t have any effect on the most common glider MAC (with another glider) is questionable.

I realize I’ve kicked a hornet’s nest here, but if it leads to whatever practical measures that keeps one of our gliders from getting sucked into a 747 engine, and without removing all the fun from the sport, it’s worth it. Constructive dialog (particularly more information about TPAS) is very welcome.

I purchased a PCAS unit after looking it over at the SSA Convention. The fact that you can limit the number of hits by selecting a 1.5 or 3, or 5 mile range and the unit allows selection of an altitude range makes it sound practical. It doesn’t tell which quadrant the echo is coming from but it does tell you whether the echo is ascending or descending. In addition it gives the transponder altitude of the echo and if selected the squawk code. I found the unit online for \$439. Jim you are welcome to try and use it in your glider. Until gliders have their own squawk code, so Tracon knows you are a glider, I have a difficult time accepting that I wouldn’t get removed by Tracon software. Time will tell whether it is a worthwhile investment.—**Frank Banas** 

Photo George Hazelrigg





2007 Skyline Soaring Safety Seminar

This year's meeting, February 17, featured yet another set of succinct and always illuminating presentations by Jim Kellert, Region 4 SSA Director, Safety Secretary Richard Freytag and problem solving Ops software designer Jonathan Kans followed by George Hazelrigg's review of Do and ADO responsibilities.

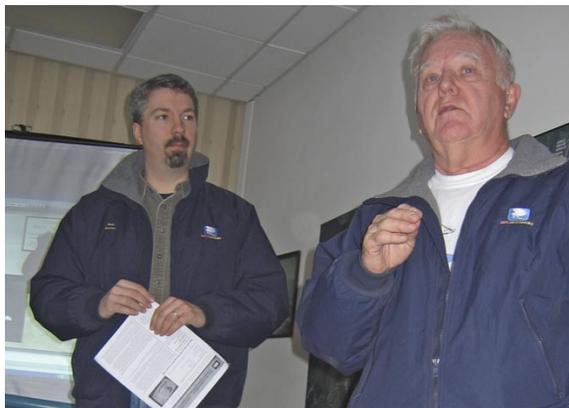
All members are reminded that attendance at the annual Safety Meeting is required. **If you didn't attend the Safety Seminar you can't fly until you have viewed the Seminar video.**

Please note:

1. You may not fly unless your dues are paid for 2007. If you have not already paid your dues, please send a check to Treasurer Dan Noonan. Dues money is very important to the Club. It covers our fixed expenses, including hangar rentals and insurance, and we cannot pay these bills if you do not pay your dues.

2. In accordance with Club regulations (which are more strict than the FARs), you may not fly Club equipment or take a tow behind our Pawnee unless you have flown in the past 90 days. If you have not flown in the past 90 days, please plan to get a Springfield check with an instructor. Please do not violate this rule. Recency is important.

3. If you plan to fly your own ship, be sure to do a very careful preflight inspection. Furry critters like the comfort of a fiberglass enclosure in winter months, and you never know what you might find in your sailplane 



Photos by George Hazelrigg and Phil Jordan



From a Skyline Member (George Phillips) who's doing some extended "two-dimensional" soaring aboard his sailboat—Feb. 19, 2007, 7:34 PM, via e-mail radio link at sea in the Caribbean: We are still at Cambridge Cay but will leave later today for Staniel Cay and anchor at the Big Major's anchorage. We spent a less than comfortable time here beginning around 15:30 yesterday when a very strong cold front moved through with winds clocking to 45kts, and heavy rain for a while. Winds remained in the low to mid 30kt. range most of the night...lots of rocking and rolling going on. During the height of the storm the wind was strumming the rigging and it sounded like the goblins from hell were surrounding us. The VHF traffic was full of emergency calls about dragging anchors and in one case, a parted anchor rode that left a 52ft power boat on the rocks a few miles north of here. We doubled up on our ground tackle and didn't have any trouble. But there's no need to go see any scary movies.. we've had enough of this stuff!! If all works as planned, we should be in George Town, Exumas by Friday. Regards, Cap'n Phillips & mate
George and his wife Brenda will be back in the US in mid-April; they live near Strasburg, own their own airport.—**Jim Kellett**

Solar Flying Wing Joins Smithsonian Collection—Pathfinder-Plus, a pioneering solar-electric flying wing that set several altitude records, has become the fourth AeroVironment aircraft to land in the permanent collection of the Smithsonian Institution. The flying wing, which spans 121 feet, is now on display in the National Air and Space Museum's Udvar-Hazy Center at Dulles Airport. Pathfinder-Plus set a world altitude record for propeller-powered aircraft by climbing to more than 80,000 feet in 1998. The technology used in Pathfinder-Plus led to the development of Helios, which holds the current world altitude record for propeller-driven aircraft in level flight of 96,863 feet, set during a flight above Hawaii in 2001. In 2002, Pathfinder-Plus flew several missions above Hawaii to prove that a high-flying, remotely piloted, environmentally friendly solar aircraft could be useful for commercial purposes, such as a relay platform for telecommunications or aerial surveillance of crops. The company's other aircraft that now live in the Smithsonian include the Gossamer Condor, Gossamer Albatross and Solar Challenger. The museum is also home to a flying Pterosaur replica and the Sunraycer solar race car developed by AeroVironment for General Motors. AeroVironment was founded by Paul MacCready and is based in Monrovia, Calif.—**AVwebFlash 13.09b**

Join Us at Avenal, CA for the 2007 Women's Soaring Seminar. (June 18th thru June 22nd)

The camp will include daily seminars on beginner and advanced soaring topics, evening movies about gliding from around the world and an opportunity to meet women who fly gliders from around the US and the world.

For more information, contact: Kathleen Morse email: kathleen.morse@sbcglobal.net Neita Montague email: neitalibelle@aol.com

Central California Soaring Club: www.soaravenal.com

Really neat website for The Atterbury-Bakalar Air Museum, Columbus, Indiana History of the Glider training at the Atterbury Army Air Field during World War II. Great collection of photos and CG4A Manuals:

http://www.atterburybakalarairmuseum.org/more_gliders.htm

Grob Systems, Bluffton, Ohio Ceasing Operations— After more than 24 years of service to the aviation community, the Aircraft Division of Grob Systems, Inc. in Bluffton, Ohio is ceasing operations. While the new owners of Grob Aerospace in Germany have expressed a commitment to continue supporting the entire line of Grob aircraft, they have unfortunately decided they no longer desire a fixed presence in the U.S. My long-time associate, George Stechschulte, and I greatly appreciate all that Dr. Burkhart Grob has done for us and the sport of soaring as a whole, and leave here with a wealth of wonderful friends and experiences. Our thanks go out to all of you in the soaring community for the opportunity to serve you.

Sincerely, Michael Shade, Grob Systems, Inc. Bluffton, OH.

—**Soaring Society of America e-Newsletter February 27, 2007**

Dear FBOs and Clubs—The introduction of Russell Holtz's two new books, Flight Training Manual for Gliders and Glider Pilot's Handbook of Aeronautical Knowledge, has gotten off to a great start. Many instructors and students have already purchased the books, and we are getting good feedback. We hope you have seen our mailings and have had a chance to check out the website at

<http://www.GLIDERBOOKS.com>

Starting February 1, 2007 we are offering a special "Waiting for Spring" discount. Order the Flight Training Manual for Gliders and the Glider Pilot's Handbook of Aeronautical Knowledge from the website and receive \$30 off the price. Use coupon code WFS07 at check out to receive both books for \$99+shipping. Hurry, Spring is coming soon!

For those studying for the FAA "written test", Russell has compiled an FAA Written Test Question Index. This index shows you where in the Glider Pilot's Handbook of Aeronautical Knowledge or the Flight Training Manual for Gliders you can find the information to correctly answer the FAA test questions. This index is available FREE in the "Downloads" section of the website.

We are also very excited to be adding a Student Workbook to the flight training materials that we offer. The workbooks should be ready to ship sometime during mid-to late-February. Check back on the website for details as we have them.

Please share this information with your members and customers. If you have any questions or comments, please let us know!

Thanks for your time— **rhonda@gliderbooks.com**

Editor: we have not read the materials and just pass along the new source. Anyone want to check out and review for Skylines?

Please note my new email address—**billvickland@verizon.net**

"I'll never make the mistake of being seventy again."—**Casey Stengel**



SKYLINES

March 2007

Phil Jordan, Editor

Skyline Soaring Club, LLC

<http://skylinesoaring.org/>

pjordan@skylinesoaring.org