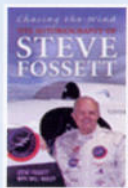
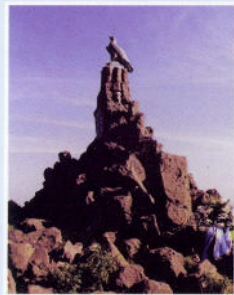


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National Register of Historic Places -- may soon be rendered useless by a high-rise dorm building being built to house students attending the University of California, San Diego. Today's pilots who still fly from the site are concerned that a planned 14-storey structure will render the launch site unsafe, and unusable and so far, UCSD officials have refused to move the building. University leaders broke ground on the structure last month. "It's truly a national treasure, and it's being stolen from us," said Bruce Coons of the Save Our Heritage Organisation. Once a haven for glider pilots, with as many as 10 glider ports... today Southern California hosts but one; all the others, but Torrey Pines have disappeared to urban sprawl. UCSD officials maintain pilots' concerns about the dorm are unfounded... and anyway, it's too late to change locations. Members of The Associated Glider Clubs of Southern California have appealed to lawmakers, including Congressman Bob Filner, and historic preservation groups to persuade UCSD officials to reconsider the building. Those members are not happy chappies and it now seems the university plans, all legal, and which have been the subject of an environmental impact study, will continue to completion and the likely end of yet another gliding site.

WASSERKUPPE - GERMANY April 25 - May 25, 2008. Every year in May, Burt Compton takes an English-speaking group to the birthplace of gliding and you are invited to take part. They fly the historic Wasserkuppe hill near Fulda, north of Frankfurt, the birth place of gliding. Then down to the beautiful Koenigsdorf Soaring Centre, south of Munich to fly for two weeks. Koenigsdorf is just north of the Bavarian Alps and Switzerland. At the beginning or end of our trip, he arranges a VIP tour of the Wasserkuppe, the German Soaring Museum and Old Timers Soaring Club. Deadline for booking is April 15. Burt's website is www.flygliders.com



CHASING THE WIND - Steve Fossett's autobiography has been Re-released in hardcover by Virgin Publishing. Written by Steve with Will Hasley, this is Steve's own story of a unique and fascinating career. Steve talks directly about his extraordinary life in business and sport, his motivations and goals, his many successes - as well as how he has dealt with both the challenges and failures along the way - building towards those successes. Order from Amazon.com

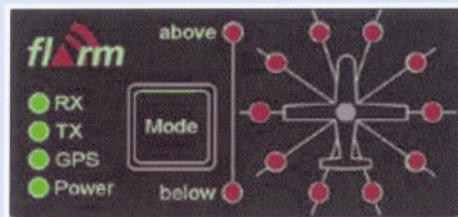
FLARM PROXIMITY WARNING - REPORT FROM SCOTLAND

The Scottish Gliding Union has recently published a report on the FLARM following a trial during the northern summer season. FLARM is a Swiss product which uses GPS and mobile phone principles to indicate when other FLARM equipped aircraft are converging. The report shows that, in general cruising flight, and in low density thermal and ridge soaring, Flarm is very effective at giving appropriate warnings. In general, they



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conclude that the trade off between the benefit of the alerts and the distraction from alerts that do not give new information is worthwhile. Widespread use of Flarm will be of considerable benefit to flight safety.

The trials included a considerable amount of ridge soaring at relatively low speeds when alerts could be found by some pilots as being distracting. The extent to which this was felt seemed to vary; some pilots were content to have the alerts displayed as a general "wake up call" to concentrate their mind on lookout but others felt that they preferred to turn off the alert volume or have Flarm alerts temporarily disabled in these circumstances.

In strong winds with significant crab angles, Flarm displays alerts relative to track and not to heading, and often caused confusion about the exact direction of a threat. A difference of up to 60 degrees was sometimes noted between the cockpit display and the actual threat. The Flarm designers say they will incorporate a wind measurement algorithm. "We are also considering transmitting the wind information over the radio protocol, so the receiving units know what the sending units think the wind is and would have a "sanity test" on their own measurements".

What if the Flarm unit fails this test? The prospect of an insane computer in the cockpit raises many possibilities.

The SGU did not have the opportunity of testing the Flarm in various thermalling situations so they called for more testing. On the whole, the report was very positive and what concerns they voiced to the Flarm manufacturers were being looked at for software changes in later versions.

A valuable device with considerable potential to aid flight safety, but it must never be known as an anti-collision device. No alert can sound unless both aircraft are fitted with Flarm, and even then the proximity warning may not make it easy to determine which aircraft in the vicinity is the potential threat.

'SNOOPY AND THE RED BARON' Watchout for the world tour of the travelling exhibit "Snoopy as the World War I Flying Ace." It presents Snoopy as his alter ego, the Flying Ace. The exhibit showcases 40 of Snoopy's most exciting adventures in his transformed doghouse -- now a Sopwith Camel biplane -- from the time he faced a deadly bout of influenza, to sparring with the Flying Ace's arch-enemy. Famed cartoonist Charles M. Schulz earned himself a place in the hearts of many pilots, the first time he had his lovable beagle Snoopy 'take flight' atop his doghouse to do battle with the Red Baron. Schulz carved out a niche for himself in the 1950s, when he defied trends on the comics pages by eschewing action and slapstick, opting instead to draw "Peanuts" as an insight on life's struggles and disappointments. That formula served him well, earning Schulz admiration and respect that has outlived the cartoonist, who passed away in 1996. Visitors to this



exhibit can follow Snoopy -- who was based on Schulz's childhood black-and-white dog, Spike -- on his imaginary adventures through the skies of Europe. Forty prints from the original drawings done by Schulz are on display, along with accompanying photographs of the artist portraying his life story.

NEW DELHI - INDIA does not conjure up an impression of being a centre for sporting aviation. There is a very small gliding movement and some parachuting, and that's about where it stops. The numbers in sporting aviation would put India at the bottom of the ladder when compared with population. But that is about to change. The Indian aviation market has huge potential. They only have 300 aircraft in total but that number is predicted to rise to 2,000 by 2020. These numbers exclude sailplanes. The Aviation Ministry is prepared to assist with the creation of sporting aviation clubs and to show that they are genuine the ministry wants to hold a "comprehensive trade fair" biennially. Farnborough International has been brought into play as organisers and the first "India Aviation 2008" will be held on October 15 to 18. Begumpet will be phased out as Hyderabad's new airport in March and it will be the perfect site for the airshow,".

REMEMBER MARFA? - We had a supporting email from Burt Compton, of Texas, with a postscript that read "Marfa - where yesterday's "USA Today" newspaper arrives tomorrow - and that's just fine by us". Burt tells me that on April 4 and 5, 2008 the National Soaring Museum in Elmira, NY, will designate Marfa Airport as a "National Landmark of Soaring," the 15th since 1962. The dedication and unveiling of the plaque on Marfa Airport will be on Saturday, April 5th, following a week of soaring during our annual spring "Thermal & Wave Camp" aka "Texas Glider Rally". George Moffat, winner of the 1969 US Nationals and the 1970 World Soaring Championships that were held at Marfa will be the guest speaker at the banquet on April 5th, in the recently restored Paisano Hotel ballroom in Marfa.



THIS IS REAL COOL AND DEFINITELY WORTH A LOOK <http://www.gillesvidal.com/blogpano/cockpit1.htm>

GROB AND THE TWIN ASTIR - GERMANY - Have you ever wonder what happened to Grob of Germany, the manufacturer of the Astir range of sailplanes which hit the market in the seventies. Well, Grob, between then and now produced a total of 1895 sailplanes in various forms, all still supported by the factory. But the firm itself has gone from strength to strength and was amongst the first to get certification of a SJ (small jet) which is getting world wide acclaim. Such has their reputation grown, they are now deeply involved in the design and component production of the new wide bodied SJ Lear Jet.

