



# WEST WIND March 2000



BASA Grob 3836L on a low final glide to Cedar City, UT – *Photo by Steven Ascher*  
– *High Country Soaring Safari 6/9/98*

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## Statement of Purpose

The purpose of the Pacific Soaring Council, Inc., a non-profit, 501(c)3 corporation, is to initiate, sponsor, promote and carry out plans, policies and activities that will further the education and development of soaring pilots. Specifically, activities will promote and teach the safety of flight; meteorology; training in the physiology of flight, and the skills of cross country and high altitude soaring. Other activities will be directed towards the development of competition pilots and the organization and support of contests at the local, regional, national and international levels of soaring. PASCOC is the acronym for the Council. WestWind is the monthly publication of PASCOC. Material may be reprinted without permission. The present board will remain in office until November 1999. Current dues are \$25 annually from the month after receipt of payment.

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**Volume 35, No (3) (500 Copies)** Calendar of Events, Ty White; Editorial Policy: WestWind is the journal of the Pacific Soaring Council. Material published in WestWind is freely contributed by members of PASCOC. The accuracy of information and the opinions expressed are the responsibility of the contributor. Other publications may reproduce material printed herein, but credit is requested as to source. Classified rate is \$10 per up to 35 words. Send ad and payment to editor. Display advertising rates available upon request. Articles and photo submissions are encouraged. The deadline for submission is the 5th day of the preceding month. Submit all materials to Editor, Janice Hoke 4188 Plateau Ct, Reno, NV 89509, 775-747-4145 h, 775-788-6307 w, janice@abaris.com

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**Central California Soaring Club** Avenal Gliderport -  
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**Soar Truckee, Inc.** P.O. Box 2657, Truckee Airport, CA  
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702-874-1420, elmimi@aol.com

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**PACIFIC SOARING COUNCIL** <http://www.ranlog.com/pasco/index.html>  
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**VALLEY SOARING ASSOCIATION** <http://www.community.net/~soaring/>

# Minutes of the PASCO Board of Directors

Jan. 3, 2000

Meeting called to order at 7:35 pm.

**MEMBERS PRESENT:** Allender, Colacevich, Davis, Gaechter, Horn

**MEMBERS ABSENT:** Hayes, Hayes, Roberts, Schuster

Visitor present: Diane Horn

December minutes approved.

**TREASURER'S REPORT:** postponed until next month.

**ANNOUNCEMENT:** Marge Hayes passed away. Services will be held in Belmont at 2 p.m. on Saturday, Jan. 8. She and her family were and still are longtime supporters of soaring. Our sympathies go out to the family.

**PASCO LEAGUE:** Tony Gaechter circulated Bulletins 1 and 2. He's like a mole in the garden - stirring up the whole yard but not touching the flowers. Dates are 6-7 May, Williams; 3-4 June, Avenal; 22-23 July, Truckee; 5-6 August, Air Sailing. Team captains already chosen are Davis, Deane, Gaechter, Roberts and Staffield. More needed. Help needed. Mail [tony\\_gaechter@trimble.com](mailto:tony_gaechter@trimble.com)

**SAWYER AWARD:** Sergio Colacevich submitted an extensive and careful revision for consideration. He has gone back to the early days, to be sure we are fulfilling the original purposes. Some language has been subject to misinterpretation. He's like a gopher in the garden - dig it all up and eat the weeds. The Board approved the suggested revision for publication and circulation to all interested. Contact him at [sergio@unlimited.net](mailto:sergio@unlimited.net) Discuss with him the values of the changes, or write to the Board ([spdavis@physics.berkeley.edu](mailto:spdavis@physics.berkeley.edu) or any Board member), or best of all come in person to the next board meeting, Monday, Feb. 1, 7:30 pm, Buchanan Field, Concord.

**CDH XC SEMINAR:** "The object of this Seminar is to provide safety information, tools, & knowledge, for planning and accomplishing your Badges, 1,000 Km Diplome, Records, or Extend Your Recreational Soaring Goals."

The institutional sponsor is the Physics Department of the University of California at Berkeley, the organizational sponsor is PASCO, and the individual doing all the work is Carl Herold. Plans are proceeding at the speed of light. It will be on one day only, Saturday, Feb. 19, on the UC

Berkeley campus. Every one of the 250 seats in the lecture hall is a prime location. Complete informational bulletins will be distributed soon. In the interim, [cdherold@gbis.com](mailto:cdherold@gbis.com).

**SAFETY:** NCSA on Feb. 5, 5 instructors. Sergio will jostle Peter Deane about safety and what else we should be doing.

Meeting adjourned at 9:45 p.m.

Feb. 7, 2000

Meeting called to order at 7:35 p.m.

**ATTENDEES:** Sumner Davis, Charlie Hayes, Bruce Roberts, Dick Horn, Sergio Colacevich, Fran Allender. Guests: Bob Korves, Rolf Peterson

**ABSENT:** Rosemary Hayes, Tony Gaechter, Mike Schuster

**MINUTES:** Minutes from the January meeting accepted

**TREASURER'S REPORT:**

Checking beginning balance (corrected) ..... \$13,041.36

Checking current balance (01/18/00) - ..... \$13,273.36

Savings current balance (12/31/99) - .. ..... \$2,935.00

Scholarship current balance (12/31/99) ..... \$5,421.00

**COMMITTEE REPORTS**

**PUBLICATIONS: WestWind:** Janice Hoke has accepted the position of Editor of WestWind. She will start with the February edition. Janice brings years of journalistic experience to the publication. She is currently a reporter with the Reno Gazette Journal and has written several articles featuring soaring. Thank you Janice!

Thanks also to Ty White as he steps down from many years of faithful service as WestWind Editor! Ty continues to serve as the Membership/Calendar/Address Change Chairperson.

Glenn Cobb continues as Publisher of WestWind. PASCO is very fortunate to have his competent service. Thank you Glenn!

**SAWYER AWARD:** Sergio presented his analysis of the Sawyer Award rules, which included several pilot responses to a questionnaire that he sent out. He offered several rule modifications. After lengthy discussion the board voted to accept some of the

modifications and keep the others intact. Sergio will revamp the rules and present again at the next meeting.

Sergio has also incorporated several new features into the award including monthly standings announcements in WestWind and the PASCO webpage. The web page includes a calculation sheet and a spreadsheet that may be filled in online. Monetary awards for the first five places will also be posted (current funds donated by Sergio). FBO's are encouraged to make similar donations (tows, BFR's, etc.) Thanks to Sergio's efforts, the award is becoming more visible and interest is being rekindled.

**PASCO LEAGUE:** The bulletins emailed by Tony have been very effective in stimulating interest in this season's League. PASCO members without email service should contact Tony (see address inside front cover of WestWind)

**COMPETITION:** Sumner relayed information from Steve Smith concerning a proposal for PASCO to host a Region 11 contest at Minden June 3-11. It was noted that the schedule would overlap with the Avenal PASCO League contest and recommended that Tony and Steve meet to negotiate a change in schedule.

**FAA LIAISON:** Rolf reported that the SFO Class B airspace modification will be published on the September 2000 Sectional chart.

**SAFETY:** Sergio reported that a Safety Seminar is scheduled for March 25-26 at Williams Soaring Center. Peter Deane, Gary Kemp, Richard Pearl and Sergio will be conducting presentations.

**MEMBERSHIP:** Ty White has updated the Pasco membership roster for Y2K. Rosters are available on request from Ty as are the PASCO Bylaws.

**OLD BUSINESS**

**CROSS COUNTRY SEMINAR:** Sumner reported that the seminar scheduled for Feb. 19 at UC-Berkeley is right on track and that registration is running high.

**NEW BUSINESS:** Sumner reported that there will be a vintage sailplane meet on April 29 at Arvin, Ca. (between Bakersfield and Tehachapi)

Meeting adjourned at 8:55 p.m.

# SOAR MINDEN



**BUSINESS SSA MEMBER**

Established 1978 • Incorporated 1982

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# Minisafetytips

## Flying Cross Country

by Sergio Colacevich

Flying cross country with a glider is a wonderful experience at all levels, from beginner to accomplished pilot. In my first cross-country flight I remember ....Oh, sorry, I was taken off track by memories. I remember every detail of that flight. Ask other pilots: they all remember their first cross-country flight - it is unforgettable.

Let me talk for a second to the people who have still to make that experience. In the first flight out of the home field, one feels very distinctly the transition from a safe place to unknown territory, the territory ahead. I don't know these surroundings, I don't know where the airports are, what altitude I can consider safe to get to a landing place, where to find the lift. Is there any lift beyond the home thermals I already know, beyond the one I just left, and which was the last one for reaching home? Now I am low. Help, I cannot reach home from here!

Personally, I felt the pull of invisible elastic strings attached to my back and the distrust for the air in front of me, which appeared all as a big sink hole. I felt very alone and vulnerable. I looked left and right to my wings, and that gave me encouragement: Trusty, strong, aerodynamically perfect, they were doing their job like loyal sled dogs. After a while, I found lift and the flight continued, but that is another story.

However, some of this still happens now, even after all these years. I am climbing in a thermal, the vario sings, the sky is friendly and it seems that I can reach anywhere. The glider is in a slightly up attitude and from here I plan to go there, and then there and there. But when I leave the thermal, I increase speed to a cross-country value, the surround-

ing sink throws me down, I continue to find sink, the glider is pointing down and losing altitude fast. After one minute I have lost 1000' and am still descending. Can I do now what I was planning to do just a minute ago?

So many times I have been in trouble because of these overestimates at the top of the thermal. This may be one of the biggest safety issues of soaring cross country. Because you see, safety advice does not consist of what to do when we are in trouble, but rather what to do so we do not find ourselves in a bad situation in the first place.

Let me expand on this. If I advise you not to go in an unlandable place at low altitude, you will agree enthusiastically and in good faith strongly believe that you will never do that. But then, it is like when Bob Hyde (another pilot) received once again the well-known reminder "Get high and stay high." He said "I know, I try to do that every time, but then I always find myself low and scratching." If it depended on our wishes, we would always cruise 5000 feet above the ground and never get below 4000 feet.

So the most important way to do it right is to use good judgment, while on the other hand the judgment is based on our perception of the situation we are in. In flight, our perceptions may swing wildly from infinite enthusiasm to profound depression. Emotions are such a great part of this sport. Ultimately, the feelings generated by flying are the very reason why we fly and why we love soaring so much. Yes, we love to fly over the country for its beauty, but there is such a great sense of accomplishment by knowing that every mile was gained with hard work, reasoning, good decision and astuteness.

What to do then, to live a safe life? The best antidote against finding ourselves in a dangerous situation is experience. After having been in trouble so many times, we know what not to do. But what do we do while waiting for the experience to accumulate? What about the new, improbable situation that never happened before and therefore is not part of our baggage of experiences?

We cannot avoid it, we have to pass through it. We have to do our mistakes and perspiringly learn from them. Experience gathered from other pilots helps. One can also mentally prepare him/herself by visualizing possible situations. For example, it has become a habit for me, when I drive the car out of town, to observe the terrain looking for possible landing places.

Now for the safety tips that experienced pilots know and inexperienced pilots should know:

- Know where the airports or safe landing places are. Know where you are. Maintain situational awareness.
- Go only when you know that you can make it to the next airport or landing place. In case of doubt, don't go (one can go almost always).
- When evaluating the safe altitude to begin a glide to an airport, plan to arrive with 1000' above the elevation of that airport. For beginners, 2000'. For intermediates, something in between.
- Same when planning on possible field landing.
- When evaluating a safe altitude to begin a glide, the farther one is from the landing place, the more reliable the calculation is, because areas of sink and lift tend to equalize on long distances. The reverse for short distances; many pilots have landed short from close by.

When everything went wrong and you are in trouble:

- Select a field that is 1) large; 2) smooth; 3) up slope; 4) aligned with the wind; in that order.
- Look hard for the presence of obstacles (wires are the least visible). Use your eyes and your brain. If you find wires in your path, aim to pass beneath them ( from the Gospel according to John Shelton).
- Never be afraid. Caution and fear are fine, but panic is a killer. Fly the ship until the last second as if you were landing on a good field. The great majority of the accidents happen on local flights, not on cross-country flights. The percentage of survivable crashes in gliders is very high.
- Keep the flying speed. Better go against a row of trees at 50 knots then stall in front of them at 35

knots. When the aircraft stalls, it goes straight to the ground and the whole ship weighs onto the nose. In the nose there is the pilot. Forget the ship at this point, think about yourself.

Do not feel frightened by thoughts of crashes to the point of avoiding going cross country. It happens so rarely, and it depends on you. Yes, flying locally may be less dangerous. Even less dangerous would be not to fly and go to the beach. Or better, stay home. Even better, stay in bed. But when will you live?

Live now, in the lift, and your spirit will be lifted forever.

Sergio Colacevich is a transportation engineer and works for Caltrans in Sacramento. He came from Italy in 1984 with a Silver badge, gained the Gold badge in 1991, and the three-in-one-shot Diamond in 1996.

**Note:** *The editor cut a phrase in February's column which resulted in an error. When the towplane fans the rudder, the signal means "there is something wrong with your glider." Most of the time the spoilers are open, but there may be other problems.*

## PASCO

...is a non-profit, 501(c)3 corporation. Our purpose is to initiate, sponsor, promote and carry out plans, policies and activities that will further the education and development of soaring pilots.

Contributions to PASCO are tax deductible under current IRS laws. For more information about making a donation to PASCO, contact your membership chair.

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## What the PASCO League is all about



The PASCO League is intended to encourage competitive cross-country flying on a less formal basis than National and Regional competitions, involving pilots at all levels of cross-country competence. It is a team-based competition with teams being entered from various soaring sites in the PASCO area.

This year the sites will be Williams Soaring Center, Avenal, Truckee and Air Sailing. The competition takes the form of weekend 'meets' between the teams in the League. A 'meet' will be hosted by each of the host sites throughout the season, giving pilots and crews the opportunity to visit and fly at other sites in the area. It is a great way for new pilots that are ready to begin cross-country flying to learn new soaring areas.

The intention is not to give great glory to individuals, but to promote rivalry between the teams. The honors each weekend, and over the season, will therefore go to the team amassing the highest total score for all its pilots.

Special emphasis will be put on the performance of the novice pilots. There will be a trophy for the winning team and a trophy for the team with the best novice pilot. Novice scores count 50% more than Pundit scores and 25% more than Intermediate scores at each event. This is intended to provide an incentive for the more experienced pilots on each team to help the Novices. This should be an event where there is a serious effort by the experienced pilots to help the beginners.

See the Y2K PASCO League Status Bulletin for information on teams that are forming at this time. These bulletins are sent out periodically, as new team information becomes available. You can be added to the email list for these bulletins by sending a request to [tgaechter@home.com](mailto:tgaechter@home.com).

I am looking for a volunteer to do the scoring at all of the sites except Avenal. I can supply a laptop and the scoring software, but I need a volunteer to do the actual work at each site.

# Y2K PASCO League Status Bulletin/

*March 12, 2000*

This bulletin welcomes the BASA team to the Y2K PASCO League roster. For a look at their lineup, go to <http://www.jasiri.com/pasco> or see the entry at the bottom of this bulletin.

We are now up to six teams, although I have heard of another in the formative stages, with 2 months before the first event. If you are considering PASCO League this year, please get your team organized and forward your team information to me so that it can be included in the next bulletin.

If you are looking for a position on a team, I suggest you contact one of the team captains identified below. I would appreciate your letting me know if you have made a commitment to fly with one of these or any other team so that I can keep this bulletin up to date. Please note that my email address has changed to [tgaechter@home.com](mailto:tgaechter@home.com).

## Available team members

The following pilots have indicated that they will be available for some events. Anyone organizing a team should contact these persons to see which PASCO League events they will be able to fly.

Bob Korves

*bkorves@jps.net; Pundit*

Fran Allender

*jfallender@aol.com*

Cindy Donovan

*Cynthia.Donovan@Schwab.com*

Williams & Air Sailing only

Doug Lent; *DPLent@aol.com*

Williams, Truckee, Air Sailing

Please let me know if you are organizing a team, have agreed to be on a team that is not in the above schedule or would like to be on a team.

*Tony, [tgaechter@home.com](mailto:tgaechter@home.com)*

Team: Soarcerers Captain: Sumner Davis

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Sumner Davis	Bob Ireland	Steve Irving
Avenal	3-4 June	Sumner Davis	Bob Ireland	Steve Irving
Truckee	22-23 July	Sumner Davis	Bob Ireland	Steve Irving
<b>Air Sailing</b>	5-6 August	Sumner Davis	Bob Ireland	Steve Irving

Team: TBD Captain: Sergio Colacevich

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Sergio Colacevich		
Avenal	3-4 June	Peter Deane		
Truckee	22-23 July	Sergio Colacevich		
<b>Air Sailing</b>	5-6 August	Peter Deane		

Team: Mission Impossible's Captain: Hud Staffield

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Hud Staffield	Tony Gaechter	Brian Collins
Avenal	3-4 June	Hud Staffield	Tony Gaechter	Brian Collins
Truckee	22-23 July	Hud Staffield	Tony Gaechter	Brian Collins
<b>Air Sailing</b>	5-6 August	Open	Tony Gaechter	Brian Collins

Team: TBD Captain: Bruce Roberts

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Dave Greenhill	Bruce Roberts	*
Avenal	3-4 June	Bruce Roberts		*
Truckee	22-23 July	Dave Greenhill	Bruce Roberts	*
<b>Air Sailing</b>	5-6 August	Bruce Roberts		*

\* Jim Alton and Lou Swithenback will alternate as novice on this team.

Team: Hollister Gliding Club Captain: Drew Pearce

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Drew Pearce	Mike Hersey	*
Avenal	3-4 June	Drew Pearce	Mike Hersey	*
Truckee	22-23 July	Drew Pearce	Mike Hersey	*
<b>Air Sailing</b>	5-6 August	Drew Pearce	Mike Hersey	*

\* Tom Christensen and Joel Greenblatt will alternate as novice on this team.

Drew will be flying a new Duo Discus and is looking for someone to share the ship for [these events](#).

Team: BASA Captain: Steve Ford

	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Russell Holtz	Jim Harris	Steve Ford
Avenal	3-4 June	Russell Holtz	? ? ?	Steve Ford
Truckee	22-23 July	Jim Goetsch	Steve Ford	Mike Neal
<b>Air Sailing</b>	5-6 August	Russell Holtz	Steve Ford	Mike Neal

Team Captain email addresses:

Sumner Davis	<a href="mailto:spdavis@socrates.berkeley.edu">spdavis@socrates.berkeley.edu</a>
Hud Staffield	<a href="mailto:hud00@aol.com">hud00@aol.com</a>
Peter Deane	<a href="mailto:twotango@worldnet.att.net">twotango@worldnet.att.net</a>
Bruce Roberts	<a href="mailto:bruce.roberts@nsc.com">bruce.roberts@nsc.com</a>
Drew Pearce	<a href="mailto:drew_pearce@yahoo.com">drew_pearce@yahoo.com</a>
Steve Ford	<a href="mailto:sford@jasiri.com">sford@jasiri.com</a>



# Y2K Award Winners

## *Will it be your flight?*

It's spring and it's time to start your record keeping for the Y2K flying awards. For those with great flights-to-be this year and a minimum of record-keeping skills, here are the categories to consider for your flight planning. Trophies will be presented at the PASCO Banquet in November.

PASCO Flight Awards are based on the honor system. The pilot must be a PASCO member at the time the flight is submitted for consideration.

### *PASCO Longest Distance Award*

- Cannot be a contest flight
- Must originate in Region 11 but may terminate anywhere, and turnpoints outside Region 11 are allowed.
- Up to 3 turnpoints are allowed, but no turnpoint may be used more than once. Turnpoints must be at least 10 km apart.
- CH Handicap applies to the calculated distance.
- Turnpoint must be turned as in a FAI badge flight.

### *PASCO Out and Return Award*

- Cannot be a contest flight
- Must originate in Region 11 and terminate at starting point.
- One turnpoint only.
- CH Handicap applies to the calculated distance.
- Turnpoint must be turned as in a FAI badge flight.

### *PASCO Longest Silver Distance Award*

- Longest distance flight by PASCO member qualifying for F.A.I. Silver Badge.
- Must originate in Region 11.
- Claim must be for Silver Distance only (Silver Distance plus Altitude or Duration claims are allowed).
- Flight must be reported in or before the October 2000 issue of *Soaring*.
- No handicap applied.

### *PASCO*

#### *Sawyer Award:*

- Most accumulated points of cross country flights over the January-October flying season.
- Handicaps for pilot experience and ship. Contact Sergio Colacevich, 916-967-5710 h , [sergio@unlimited.net](mailto:sergio@unlimited.net), for the most current rules.
- Some changes from previous years have been under discussion.

### *Esther White Memorial Trophy*

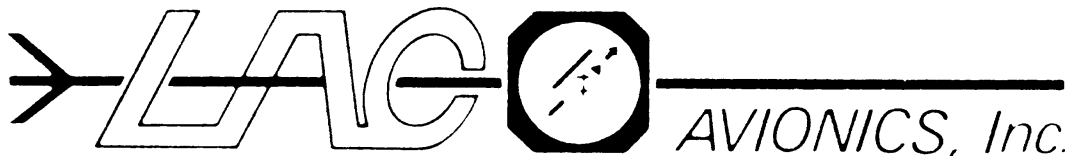
- Awarded to the most deserving crew person nominated by their pilot.
  - Stories must be received by Oct. 1 for printing in WESTWIND. Send to Janice Hoke, 4188 Plateau Ct., Reno NV 89509 or email to [Janice@abaris.com](mailto:Janice@abaris.com).
  - The selection of a winner will be made by a committee selected by the PASCO Board of Directors.
  - *Note: Those pilots who submit nominations for this award, seldom have problems finding crew. Coincidental? I think not.*
- For any additional questions, contact Cynthia Donovan, 151 Haslemere Ct., Lafayette, CA 94549.

## **18 Meter Class Now a World Championship**

The meeting of the International Gliding Commission has just concluded in Lausanne, Switzerland. One of the important decisions of the meeting was to establish the 18 Meter Class as a World Championship event. The first world contest for the 18 Meter will be at the World Air Games in 2001. The World Class was also established as a World Championship event. From the Soaring Society of America website.

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# The PASCO Sawyer Award

## HISTORY

The Sawyer Award recognizes each year the achievements of glider pilots flying cross country. The award was established in the late 1950s in memory of Doc Sawyer and has been administered by the Pacific Area Soaring Council (PASCO) since 1964. In the year 1970, 26 pilots competed. The award encourages participation in cross country soaring, provides a standard of measurement and honors the winner. The name of each recipient is engraved on the trophy, and the presentation is made annually. The pilot wins the award by accumulating the greatest number of points which are awarded according to the number of flights, height gained, distance flown, duration of each flight, take-off place.

## RULES

- The contest is open to all PASCO members. All flights must originate in Region 11 (California north of 36th parallel, Nevada, Hawaii).
- Only "pleasure flights" will be scored, not commercial instruction or demonstration flights.
- Flights must be flown between Oct. 16 (included) of the beginning year and Oct. 15 (included) of the following year.
- Minimum leg length is 10 miles.
- A turnpoint must be used only once per flight, with 3 turnpoints maximum.
- The reporting of flights, turnpoints and points is strictly on the honor system. Points are awarded on the basis of information submitted by the pilot.
- Contestants will send a summary of the flights to the PASCO Sawyer Award Chairman by the end of each month. Information per each flight will include: pilot name, pilot factor,

sailplane type, date, take off place, points turned, distance, duration, altitude gain. A photocopy of the pilot logbook pages containing this information will be acceptable. Calculations of the earned points is not required but is preferred. Please see the attached sample scoresheet. An Excel spreadsheet is available in the Pasco web page.

- The punctuality of the reporting each month is based on the decency system. Timely submittal is a courtesy to the other participants.
- Sailplane handicap factor (CH) is the Carl Herold handicap as of Oct. 16 of the beginning year.
- Pilot factor (PF) is determined by the badge standing, or by equivalent cross-country experience as of Oct. 16 of the beginning year and will not be changed during the contest.
  - Diamond Badge, or having ever flown one-500 km flight: PF = 1.0
  - Gold Badge, or having ever flown two 300 km flights: PF = 1.5
  - Silver Badge, or having ever flown three 50 km flights: PF = 3.0
  - All others: PF = 4.0
- Motorglider rules are pending.

## SCORES

Points are awarded for:

- 1) Number of flights: 25 bonus points per flight - limit of 2 flights per day.
- 2) Duration: 10 points per hour.
- 3) Altitude gain: 1 point per 200 feet of altitude gained. Gain is the difference between the lowest point after release, and the subsequent highest point in the flight.
- 4) Distance: ½ point per mile, times CH, times PF.
- 5) Origin: All points (except bonus points) will be multiplied by 2 for flights originating at field elevations below 2,000 feet.

For information on rules, CH factor, PF factor, etc., ask the current Sawyer Award Chairman (address in West Wind, Page 2).

## YEAR 2000 SAWYER AWARD FEATURES

The year 2000 sees a drive to renovate and promote this noble award. The drive was initiated by Pe-

ter Kelly, winner in 1995, and was expanded by Sergio Colacevich, winner for 1999.

The rules of the award have been re-examined and retouched: The most notable changes concern the classification of the pilots not only according to the badge standing, but also according to their actual flying experience; the increase of the Pilot Factor value in favor of the beginner pilots; the increase of the scoring of flight duration, again with the purpose of giving more chances to the beginners.

Another novelty is the request to the competing pilots to send their flights every month, either by mail or by E-mail, to the current award chairman. The scores of the competitors will be published in WestWind and on the PASCO web page. The best flights of the month will have a special mention.

In this issue and on the website, you will find the worksheet to score the flights. An Excel spreadsheet is also posted in the PASCO web site.

For this year, Sergio Colacevich volunteers a money prize for the best five contestants. This is Sergio's initiative and the winner does not have to repeat the effort next year. But, if the contestants do not send their scores in a timely fashion at the end of the month, some of the money may be withheld (we do not want to give unfair advantages to pilots keeping secret their scoring). The money prizes are \$50 for first place, \$40 for second place, \$30 for third place, \$20 for fourth place and \$10 for fifth place.

The purpose is to give interest to the competition, so the participants may be numerous and motivated. Fun is in the air, go grab it.

## WORKSHEET

The worksheet in this number of West Wind can be copied and used. It contains up to three flights. If pilot and sailplane are the same every time, just write them once at the top of the page. A copy of the worksheet is in the PASCO Web page. A copy may be requested from Sergio.

## SPREADSHEET

An Excel spread sheet can be

found in the PASCO Web page.  
Please download it and use it.

Example if starting from Truckee and landing out: *Bridgeport, Carson City and land there (56+45=101)*.

BEFORE MIDNIGHT, SEND ALL TO SERGIO

Before midnight of the last day of the month, have all the flights of the month recorded, and mailed or e-mailed or faxed to: Sergio Colacevich, Tel: home (916) 967-5710; 4436 Northampton Drive, Carmichael, CA 95608 Work (916) 274-5874; Fax (916) 967-5079; Email: sergio@unlimited.net

COPY OF THE LOGBOOK

If you want, just send a copy of the logbook and we will do the calculations for you. In the Remarks space of the logbook, write the turnpoints, the leg lengths and the total distance in statute miles.

Example: If starting from Truckee and back to Truckee: *Topaz, Silver Springs (55+49+48=102)*.

NOTEWORTHY FLIGHT DESCRIPTION

On another sheet, please give a brief description (about 100 words max) of the noteworthy flights. It will compete for the "best flight of the month" featured in WestWind.

**SAWYER AWARD WORKSHEET**

*PILOT:* \_\_\_\_\_ *SAILPLANE:* \_\_\_\_\_ *DATE:* \_\_\_\_\_

FLIGHT DESCRIPTION - (Start PT, max 3 turnpoints, miles partial & total):  
-----  
-----

DIST.: PF \_\_\_\_\_ x CH \_\_\_\_\_ x Mi \_\_\_\_\_ x 0.5 = \_\_\_\_\_  
 TIME : \_\_\_\_\_ Hours \_\_\_\_\_ x 10 = \_\_\_\_\_  
 ALTITUDE GAIN: \_\_\_\_\_ Feet \_\_\_\_\_ :200 = \_\_\_\_\_  
 FIELD FACTOR (x2 when taking off below 2000'): x1 \_\_\_\_\_ x2 \_\_\_\_\_  
 BONUS 25 points (maximum two flights per day): + \_\_\_\_\_ 25 \_\_\_\_\_ 25  
 TOTAL SCORE FOR THIS FLIGHT = \_\_\_\_\_

*PILOT:* \_\_\_\_\_ *SAILPLANE:* \_\_\_\_\_ *DATE:* \_\_\_\_\_

FLIGHT DESCRIPTION - (Start PT, max 3 turnpoints, miles partial & total):  
-----  
-----

DIST.: PF \_\_\_\_\_ x CH \_\_\_\_\_ x Mi \_\_\_\_\_ x 0.5 = \_\_\_\_\_  
 TIME : \_\_\_\_\_ Hours \_\_\_\_\_ x 10 = \_\_\_\_\_  
 ALTITUDE GAIN: \_\_\_\_\_ Feet \_\_\_\_\_ :200 = \_\_\_\_\_  
 FIELD FACTOR (x2 when taking off below 2000'): x1 \_\_\_\_\_ x2 \_\_\_\_\_  
 BONUS 25 points (maximum two flights per day): + \_\_\_\_\_ 25 \_\_\_\_\_ 25  
 TOTAL SCORE FOR THIS FLIGHT = \_\_\_\_\_

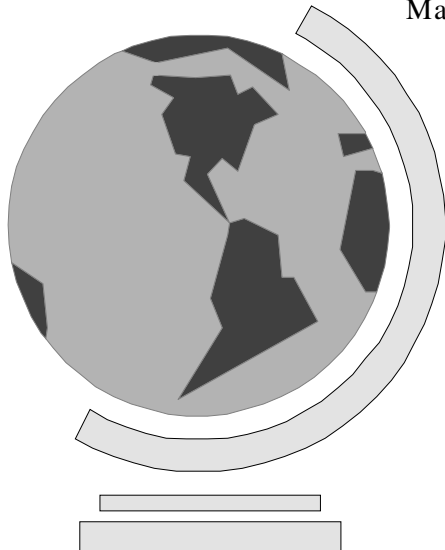
*PILOT:* \_\_\_\_\_ *SAILPLANE:* \_\_\_\_\_ *DATE:* \_\_\_\_\_

FLIGHT DESCRIPTION - (Start PT, max 3 turnpoints, miles partial & total):  
-----  
-----

DIST.: PF \_\_\_\_\_ x CH \_\_\_\_\_ x Mi \_\_\_\_\_ x 0.5 = \_\_\_\_\_  
 TIME : \_\_\_\_\_ Hours \_\_\_\_\_ x 10 = \_\_\_\_\_  
 ALTITUDE GAIN: \_\_\_\_\_ Feet \_\_\_\_\_ :200 = \_\_\_\_\_  
 FIELD FACTOR (x2 when taking off below 2000'): x1 \_\_\_\_\_ x2 \_\_\_\_\_  
 BONUS 25 points (maximum two flights per day): + \_\_\_\_\_ 25 \_\_\_\_\_ 25  
 TOTAL SCORE FOR THIS FLIGHT = \_\_\_\_\_

# Classified Ads

ASH-25: Single Canopy. Fastest in Region 12. \$125,000 Contact Rex Mayes. (530) 473-5600



KOMET TRAILER: 1976, fair condition. Modified for ASW-20, fiberglass top recently painted, axle replaced (electric braking option available).

\$4,000 or best offer. Mike Green, phone: 925-254-0609, fax: 925-253-8268, [mgorrila@home.com](mailto:mgorrila@home.com).

Grob 103 - fuselage completely refinished, \$35,000. Contact Soar Truckee, (530) 587-6702 or Mike Johnson (530) 581-7913.

WestWind Classified Ads on the WORLD WIDE WEB  
*Now for one low price - \$10 per month for 35 words. Your WESTWIND classified ad will also appear on PASCO's WWWpage! Be sure to include your e-mail address in your ad.*

Palomino Valley Soaring is now in full operation at the Air Sailing Gliderport. We offer flight instruction, rides, rentals and dual x-c adventures in the Schleicher ASK-21 as well as flight training in the Schweizer 2-33. We also can perform light maintenance on your aircraft (FAA A&P licensed).

We welcome you to Air Sailing and invite you to look us up when you are here.

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Valley  
Soaring*

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 \$200 Autumn Rates

Half day includes: ASK 21 + instructor (2-3 hrs flight time) \$150; Flights of less than 2 hrs prorated at \$75/hr  
 \$125 Autumn Rates

Tows and retrieves are in addition to the full and half day rates. Tows \$5.+ \$1/100'

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# In Memoriam: Dick Brandt – *One of the best is gone.*

by Ray Gimme

Words such as caring, generous, intelligent, industrious, resourceful, competitive, honest and friendly can not be used to fully describe Dick, but it is a start.

Many are remembered by their success in business, sports, science or politics. Dick was crowned with success in business. He had many careers from an airport fixed-base operator to the CEO of Orchard Machinery Corp., the builder of fruit and nut harvesters which he invented. In sports, he was on the winning soaring team that won the majority of national competitions entered. He was a master of personal politics. Dick was not a scientist, but he had an unquenchable appetite for seeking out knowledge.

His involvement with soaring was different than most of us who love the sport. Although he flew gliders and airplanes, his real interest was in competition. He owned several sailplanes, which he loaned to competition pilots and crewed for them. He did this for more than 20 years.

He modified his sailplanes to improve performance and reduce pilot fatigue. Many of the modifications were copied with Dick's encouragement and help. He built winglets for his Nimbus 3 in 1983, which were used successfully in several competitions, including World Championships. This was done at a time when not all were convinced

that winglets improved total performance.

He was a member of the US Team from 1983 to 1991. While loading the glider trailer for shipping to contests, he always included tools and supplies for other pilots in our team and pilots from other countries. During the World Championships in Italy, he discovered that one of the competing teams were so underfunded they could not afford tape. He gave them tape. There were many instances in this and other competitions of his helping pilots and crews. He would rush to the aid of those unfortunate pilots who damaged their

they wanted and that he was ready to go. We shall miss you, Dick.

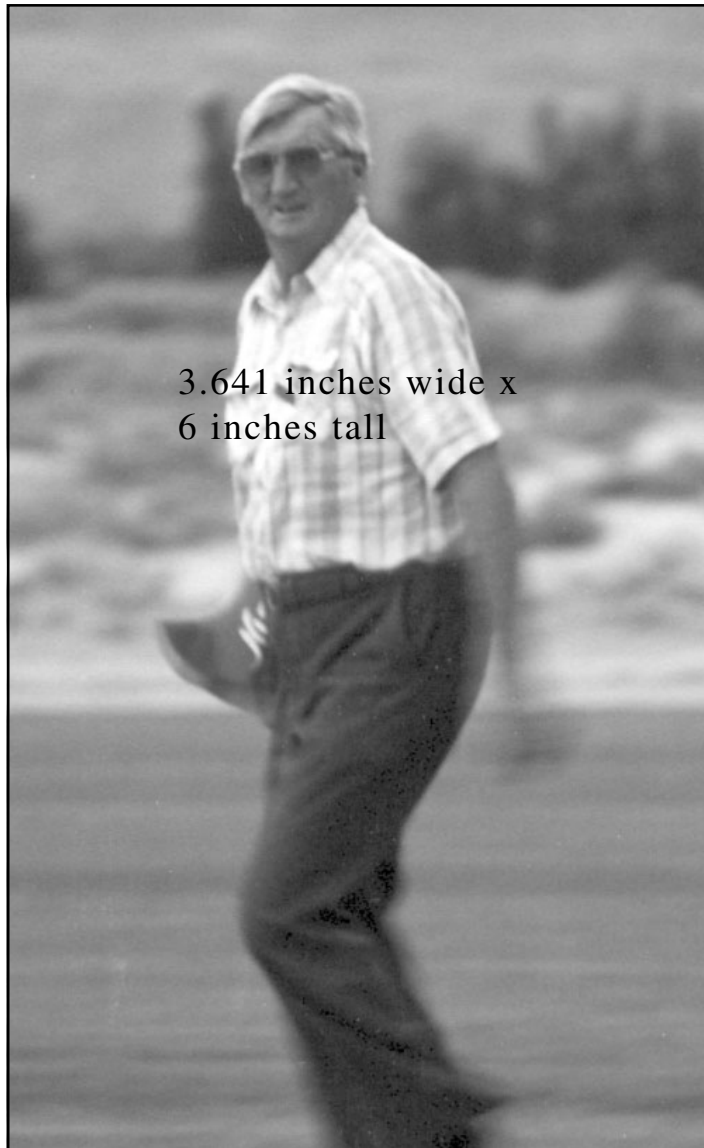
Ray Gimme of Granite Bay, Calif., has flown in more than 50 national championships and has represented the United States in several world soaring championships. He is on the current U.S. team that will compete in Bayreuth, Germany this summer, flying an ASW-22BLE in the Open Class.

**Editor's note:** Dick Brandt died in his sleep on Feb. 22 in Yuba City, Calif. He was 82 years old. An excerpt from the Yuba City newspaper recalls an incident from his childhood in Eugene, Ore., in the 1930s that illustrates his love of engineering and his passion for aviation:

"Workers in the shop of the aircraft factory near Eugene were in the process of building their second aircraft, and the work currently in progress was the building of ribs for the wings, Brandt remembers.

"I had been watching this process carefully so, when the phone kept the man away for awhile, I sat down and began gluing the gussets on the ribs," he says. "When he came back I said to him, 'Well, the glue was fresh and all I had to do was put the glue on the gussets and tack them down in place.' The mechanic looked them over carefully and decided I had done OK. We turned the rib over in the form and put the gussets on the other side. I rejected the glue as being too old, so he mixed a new batch and I finished up the rib.

"That was the first time the mechanic actually talked to me at any length and he said if I came in every day and worked before my family and I were to leave for California, he would give me a ride in his airplane, Brandt continued. "It was a three-place airplane, so he let my brother go along for \$2 more."



3.641 inches wide x  
6 inches tall

gliders or otherwise needed assistance.

Bee, his wife of six decades, said that they had done everything in life

# In the news

• Hollister Gliding Club is hosting two soaring safety events, a seminar and an instructor revalidation clinic, in April. The Soaring Safety Seminar is planned for Sunday, April 16, from 11 a.m. to 5 p.m. Speakers include Bob Wander, George Thelen, Dave Penning, Jim Payne and a few other experienced glider pilots.

An RSVP is requested but not required, as the organizers want to know how many doughnuts to buy. To RSVP or for more details, please contact the Hollister Gliding Club at (831)636-3799.

• The Soaring Safety Foundation CFI-Glider Revalidation Clinic is scheduled for Monday and Tuesday, April 17-18. Hours are 8:30 a.m. to 6 p.m. on Monday and 8 a.m. to 5 p.m. on Tuesday. Cost is \$100 for pre registration or \$125 for those who register at the door. Tuition includes books and materials. All pilots are welcome; you do not have to be a CFI to attend this clinic. Please sign up through the SSA, 505-392-1177. For more information about course content or CFIG revalidation, please contact clinic coordinator Bob Wander at [Soarbooks@aol.com](mailto:Soarbooks@aol.com); or call (612) 920-1804).

• The Hollister Gliding Club would also like to let glider pilots in the area know about their e-mail weather alerts. Russell Holtz is now sending out a weekly e-mail on the soaring conditions in the Bay Area. To sign up for these e-mail alerts go to the web site: <http://www.soarhollister.com>. Go to the HGC Alerts page and follow the sign

up directions. To encourage more experienced cross-country pilots to fly out of Hollister during the spring, the club has created a new, free membership for glider pilots who have flown at least a 300k flight in the previous 12 months. The club also offers the Mad Dash Contest in which you can win \$500 in free tows. Call (831)636-3799 for more details or go to the web site.



*Merida Teot, 11, of Silverthorne, Colo., sits in her grandfather Bob Klemmedson's Duo Discus at Williams Airport. Bob, 79, of Suisun City, Calif., plans to team fly with Mike Green in the National Sports Class contest in Ephrata, Wash., this summer. Photo by Dorothy Klemmedson.*

• After some 20 years of building from scratch, John "JJ" Sinclair flew his Bowlus Super Albatross in Orland, Calif. After four auto tows, JJ called for the tow plane and logged about 45 minutes in his first aero test flight. He was all smiles after landing. "The ship flies great" were his words. This is the only fly-

ing Super Albatross in the world. Numbers 1 and 2 are hanging in museums. Look for this beautiful glider hanging from the ceiling at the 2000 Soaring Convention in New Mexico.

• Attendance at Carl Herold's soaring seminar Feb. 19 at UC Berkeley was 102. Organizers took more than 50 orders for the CD of nine hours of the seminar and additional material to be distributed by April 15 to those who attended the seminar. An advertisement will appear in the May WestWind so others can place orders. The price will be \$17 (including postage). Carl will be selling the last 150 1999 XC Seminars CDs and posters at the SSA Convention in Albuquerque, N.M. For more information, contact Carl Herold, 1230 Riverberry Dr., Reno NV 89509.

• Charles Thaler, Carl Herold and the XC Team members will receive the SSA Exceptional Service Award at the SSA Convention for their work in producing the dramatic material developed for cross-country education.

• Dust devils have been spotted on Mars. NASA's Mars Global Surveyor snapped a photo of one on the surface of the red planet in December and five to 10 dust devils have been spotted over several weeks. "We've captured them in the midst of sweeping up dust and leaving behind a dark streak," said Ken Edgett, a staff scientist at Malin Space Science Systems in a March 13 Associated Press report by

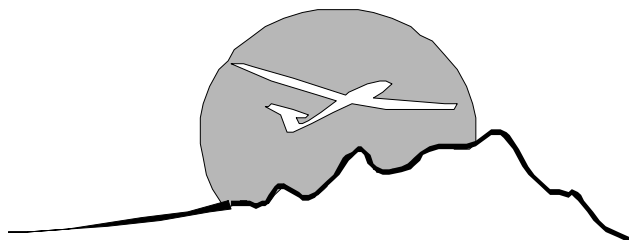
Matthew Fordahl, AP science writer. Scientists think the dust devils, caused just as on Earth by spinning columns of heated, rising air, are responsible for removing some of the bright dust on the planet's surface, causing a dark streak to appear. They have been puzzling over the phenomenon since the probe began orbiting Mars in 1997.

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## Use of Mode C Transponders

*Reno, Nevada*

The potential conflict between gliders and commercial air traffic near Reno has increased with the growth of commercial jet traffic into Reno-Tahoe Airport (RNO) during the past few years. PASCO emphasizes that glider pilots operating in the Reno area must be alert for all air traffic arriving and departing RNO.

Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing radio contact with Reno Approach Control.

PASCO recommends that gliders operating cross country, within 50 NM of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.



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# Calendar of Events

**March 25,26:** Minisafety Seminar, Williams Soaring Center, Williams, CA. Two hours of seminar both mornings, fly in the afternoon. For more info, please call Sergio Colacevich: Home (916) 967-5710, Work (916) 274-5874, sergio@unlimited.net.

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**April 3:** PASCO Board Meeting, 7:30 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

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**April 15,16:** Air Sailing Spring Cleaning Work Party, Air Sailing Gliderport, NV. Contact Dale Thompson, dale@crl.com, 4443 Fieldcrest Dr. Richmond, Ca. 94803-2001, 510-223-4259.

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**April 17,18:** Glider Flight Instructor Recertification Clinic, Hollister, CA. Conducted by The Soaring Safety Foundation with the Hollister Gliding Club. Instructors, those who want to be instructors, and non-instructors are all invited to attend. For more information, please contact Bob Wander: email is Soarbooks@aol.com, (612) 920-1804 voice; (612) 920-5651 fax. To make a reservation, please contact Cyndi Stephenson at SSA (505) 392-1177.

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**April 22-29:** 2nd Annual Western Seniors Contest, April 22-29, Estrella Sailport, Phoenix, AZ. Sponsored by ArizonaSoaring, Inc. Contact Bruce Stephens (520) 568-2318, bruce@azsoaring.com

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**April 29:** The Arvin Remembrance and National Landmark of Soaring Dedication, Arvin, CA. The Arvin Remembrance is a series of events to commemorate the Arvin-Sierra Gliderport. Many activities are planned, both at the Arvin site and at Mountain Valley Gliderport, Tehachapi, CA. For more information see <http://tehadapi.com/arvingliderport> or contact Janice Armstrong at (661) 822-8852 or e-mail danarmstro@aol.com.

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**May 6,7:** PASCO League Meet #1, Williams Soaring Center, Williams, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

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**May 17-21:** Central California Soaring Club Spring Contest, Avenal, CA. Practice Day May 17. Contact Dan Gudgel, 134 South Olive Street, Lemoore, CA 93245-3412, (559) 924-7134 home, dgudgel@cnetech.com, or Mario Crosina, 1747 Bobolink Lane, Fresno, CA 93727, (559) 251-7933, mcrosina@pacbell.net.

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**June 3,4:** PASCO League Meet #2, Avenal Gliderport, Avenal, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

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**June 19-23:** Region 11 North Contest, Siskiyou County Airport, Montague. 18th is practice. Contact: Manager Nancy Kemp P.O. box 405 Willows, Ca 95988, 530-934-2482 or register online with SSA. e-mail is [gkemp@diamond.sunset.net](mailto:gkemp@diamond.sunset.net).

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**June 19-23:** 2000 Air Sailing Thermaling Camp, Air Sailing, NV. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-4255 h, (925) 447-5620 w.

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**June 26 – July 1:** Y2K Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day June 25. SSA-Sanctioned Regional Contest. Contact Ty White, Contest Director, 41600 Marigold Dr., Fremont, CA 94539. (408) 616-8378 w, (510) 490-6765 h, [tywhite@a.crl.com](mailto:tywhite@a.crl.com).

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**July 3-7:** NSA Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125.

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**July 10-14:** The 22nd annual Women's Soaring Seminar, Air Sailing Gliderport NV. Pilots of all abilities are invited to join us for a week of seminars, badge and record pursuit and lots of flying. C Pam Sutton at 820 California Ave. Reno, NV 89509, (775) 684-5847 or [pvsutton@doit.state.nv.us](mailto:pvsutton@doit.state.nv.us).

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**July 15-27:** Parowan 2000 Badge, Record, and Distance Gathering, Parowan, UT. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-5620 h or (925) 447-4255 w.

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**July 17-21:** 2000 Air Sailing Cross-Country Camp, Air Sailing, NV. Contact David Volkmann, PO Box 64, Shasta, CA 96087, (530) 246-7559 or e-mail [volkmann@snowcrest.net](mailto:volkmann@snowcrest.net)

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**July 17-21:** Region 11 South Contest, Tonopah, NV. Contact Rick Walters, 1121 Oro Way, Gardnerville, NV 89410, (775) 720-4779 (days), (775) 265-3386 (eves). On line registration Accepted through SSA. \$100 deposit. Must be registered 2 weeks prior to contest.

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**July 22, 23:** PASCO League Meet #3, Truckee Airport, Truckee, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

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**July 24-28:** Second Annual Air Sailing Badge and Record Camp, Air Sailing, NV. For soaring pilots desiring to begin or continue the achievement of their Silver, Gold and Diamond badges as well as those pilots seeking to pursue Nevada and California state records, especially in the sports class category. Pilots attending should have x/c experience in high desert conditions. Services provided include wx briefings, x/c planning, and SSA qualified badge observers. Dual x/c and record flying instruction available prior to and during the camp. For information contact Charlie Hayes, 9732 Pyramid Lake Highway, PMB 356, Sparks, NV. 89436. Email [badgencamp@soar-palomino.com](mailto:badgencamp@soar-palomino.com). (775) 475-2440

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**August 5,6:** PASCO League Meet #4, Air Sailing Gliderport, Palomino Valley, NV. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

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**August 12,13:** The Third Annual Gerlach Dash, Air Sailing Gliderport to Gerlach, NV. Sponsored by NSA. Contact Vern Frye for information at (775) 825-1125. Motel reservations at Bruno's in Gerlach (775) 557-2220.

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**PASCO**

Pacific Soaring Council  
41600 Marigold Drive  
Fremont, CA 94539