



WESTWIND July 2000



Instructor Kenny Price and Student Eric Lentz (of Williams) with the coveted PASCO Egg

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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. PASCO is the acronym for the Council. WestWind is the monthly publication of PASCO. 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.

Pacific Soaring Council, Inc.

Officers of the Corporation

President Sumner Davis
910 Leneve Place, El Cerrito, CA 94530-2748
510-528-0340 h, 510-642-4857 w
spdavis@physics.berkeley.edu

Vice President Charles Hayes
9732 State Route 445, PMB 356
Sparks, NV 89436-7560
775-475-2529 h, 775-475-2440 w, 775-475-2529 fax
crhayes@soar-palomino.com

Treasurer Richard Horn
577 Hyannis Dr., Sunnyvale, CA 94087-1316
408-737-7887 h, 408-756-6169 w
DJH2@ix.netcom.com

Publications Chairperson Bruce Roberts
2456 Cory Ave, San Jose, CA 95128-1309
408-247-8643 h, 408-721-6941 w
bruce.roberts@nsc.com

Directors of the Corporation

Fran Allender
159 Redondo Drive
Pittsburg, CA 94565-5928
925-439-1137 h

Sergio Colacevich
4436 Northampton Dr
Carmichael, CA 95608-1555
916-967-5710 h, 916-274-5874 w, 916-967-5079 fax
sergio@unlimited.net

Tony Gaechter
21060 Canyon View Drive
Saratoga, CA 95070-5718
408-867-2182 h, 408-481-6000 w, 408-481-7717 fax
tgaechter@home.com

Diana Bishey
5685 White Mountain Ct.
Martinez, CA 94553-5843
925-228-5371 h
510-642-5779 w
510-643-1524 fax
dianaB@uclink4.berkeley.edu

John Bell
647 Martinique Dr.
Redwood City, CA 94065-1337
650-595-5264 h
650-595-4731 fax
jbell@netcom.com

Soaring Meteorology Consultant

Doug Armstrong
Skybird98@aol.com

Committees

Awards Cindy Donovan
151 Haslemere Ct.
Lafayette, CA 94549-2000
925-932-4269 h, 415-667-9142 w
925-257-1709 fax
Cynthia.Donovan@Schwab.COM

Membership/Address Change/Calendar
Ty White
41600 Marigold Drive
Fremont, CA 94539
(510) 490-6765 h, (408) 616-8379 w
tywhite@a.crl.com

Public Relations and fund raising:
Open

Safety:
Sergio Colacevich
see address under Directors of Corporation

Competition:
Steve Smith
937 Brookgrove Ln
Cupertino, CA 95014-4667
408-996-2932 h, 650-604-5856 w
scsmith@arc.nasa.gov

Sawyer Award:
Sergio Colacevich
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FAA Liaison:
Rolf Peterson
2618 Tahoe Drive, Livermore, CA 94550
(510) 447-5620 h/w Rolfpete@aol.com

Equipment:
Elden Hinkle
1905 Oak Way, Chico, CA 95926
530-898-8101 h, 530-518-4680 w, 530-894-7153 fax
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PASCO League Tony Gaechter
see address under Directors of Corporation

Soaring Society of America

Directors - Region 11

Karol Hines
4108 Coralline Ct., Fremont, CA 94555
(510) 791-2964 h
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David Volkmann
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Minisafetytips

Ridge Soaring

by Sergio Colacovich

The first thing that I learned in this sport was ridge soaring. It is so conceptually simple and immediately visible that it gives confidence to a neophyte. Even now, when I am in difficulty, my first instinct is to go towards the nearest available slope. The principle is simple: The wind is air that travels horizontally - when there is a hill, it cannot move through it but it has to climb it. We can use the vertical component to climb ourselves.

Many pilots cannot adequately exploit a ridge because they stay too far from the slope. I have seen gliders fly 100 yards away from the ridge. Any soaring book will tell you that the best lift is found very close to the terrain, at one wingspan or less. The reluctance to fly close to the ground is understandable, but here one can modify his/her psychological approach: just realize that a

little deflection from the ridge gives abundant space beneath.

The real difficulties of the ridge, which translate into dangers to be careful about, are two: One is the fact that we have to constantly watch our speed; the other is the increased turbulence in the vicinity of the slope, especially in the Sierra environment.

The speed is to be monitored by looking at the ASI, and it must be done every few seconds. The visual perception of our ground speed has little relation with the air speed, which changes continuously and in relevant measure. In addition, when we meet sink we have to lower the nose to increase speed, which is unnatural: at the very visible decrease in altitude one would be tempted to pull back on the stick. We can compensate for the loss in altitude by directing away from the slope, which at least is a natural thing to do.

The turbulence produces significant variations in speed, and also sudden ups and downs and/or strong rolling movements of the wings, which require immediate corrections. In the Sierra one can be turned sideways and recovery always entails some loss in altitude. Extra speed, proportional to the turbulence, is

necessary. Slope soaring requires constant attention and if done extensively may become fatiguing, by draining mental and emotional energies.

The rules of the ridge are: never fly directly over or under another sailplane; make all turns away from the ridge into wind; sailplanes approaching each other head-on give way to the right (meaning, if you have the ridge on your right, continue straight; if on the left, move away from the slope); when overtaking slower sailplanes, pass on the inside toward the ridge. These seem very logical rules, but as a curiosity, only Britain and US prescribe to overtake on the inside: in all other parts of the world, the rule is to overtake on the outside, toward the valley.

Another often suggested rule is to never do 360 degree turns in front of a ridge, do figure eight instead. But, on many occasions I have not observed this rule, because at times the lift is concentrated in one spot. I would not say never but rather suggest to be careful when doing 360 turns. At every turn we have to widen in the direction of the valley by the amount of the drift. I agree that it is not easy to do and so I do not fly this way if I am not comfortable with it.

I remember one time that I was just south of the Pyramid Lake and tried to find lift on the east side of the mountains that separated me and my Libelle from Air Sailing. I found some weak lift that was a mixture of ridge and thermal lift. In that particular place the mountain side had a pretty mild slope and I was making circles that at the worst point were 100 feet above the ground. I did not like it, but I had to do it in order to be able to climb. The wind was transporting the glider just enough that my height above the ground was approximately constant. After a good while the thermal became stronger and I could get away, but I still remember vividly that moment of the flight.

A significant advantage of the ridges in our area is that they are oriented in a south to north direction. Generally the wind comes from the

In Brief

From Doug Armstrong: Try this Web address:

<http://nimbo.wr.noaa.gov/reno/javapg/satellite/index.html>,

Once you get the index menu, select from the right side with animation, either the 1km or 4km visual or any of the other modes as you wish. This selection takes a little time to load the last 8 frames and then loops the sequence. If done around 11to 11:30 a.m. before your soaring flights, you'll have the latest look at the weather at your fingertips. A selection from the left gives you the current single frame.

Since the loop is comprised of the latest 8 frames, you can capture each frame and make a copy of it, but it takes several steps.

This means a soaring pilot with the latest GPS features and data logger could document the flight with weather satellite information, usually available on 15 or 30 minute intervals. You might have to radio a friend with access to a computer and connect onto the Internet URL weather satellite loop for 1km or 4km data, then start the process to save the data

This fantastic feature has been added by Ray Collins, the Webmaster at the National Weather Service Forecast Office in Reno. Send him a message via email at the at his address on the NWSFO Reno's home page.address. It's truly a great plus for soaring.

west, which is also the sunny side of the slope, so to the lift of any thermals that start upwind is added the ridge lift.

This fact makes the ridge a double source of lift. We can fly part of the ridge in dynamic, until the lift suddenly improves and allows circling, and we can climb above the top of the ridge by a lot more than it would be by ridge lift alone. There is an inconvenience: The wind transports the thermal, and the glider on it, far downwind of the ridge. When the lift quits, one still does a turn in strong sink before deciding to go back to the ridge in a hurry, still in nasty sink. At times, when regaining the safety of the ridge, the net result is that no altitude is gained or some is lost!

It happened to me once that I actually was not able to regain the good side of the ridge. Being transported downwind by a little turbulent thermal that suddenly disappeared, I could see myself dropping down in front of the ridge, increasing speed and insisting on the dive, until in a split second I had to make the decision to let go, turn quickly to my left and run away downwind. When these things happen one normally is severely punished and in fact, after a little while I had to land. Luckily there was a passable airstrip that permitted an aero retrieve, but that is another story.

If a ridge is approached at too low an elevation, we may find poor lift or even sink, because the air flow may generate a curl at the base of the ridge, or at mid height of it. For this reason, when approaching a ridge at an elevation lower than the crest, it is better direct ourselves toward a depression in the ridge line, so as to be close to the crest there.

The best ridge in our area is the Blue Ridge, which runs from the Lagoon Valley near Vacaville to the intersection with Hwy 20, about 55 miles north. I warmly advise to try and fly this ridge, because it is so well defined and so reliable. This ridge is frequently active, because of the relative vicinity to the ocean, with the characteristic afternoon sea breeze.

There is also a 55 mile long ridge

that starts from Goat Mountain and passing through Snow Mountain, Black Butte and Anthony Peak arrives to Harvey Peak (Elev. 7581 in the Sectional) in the Yolla Bolly wilderness. This is a high ridge, being the divide of the Coast Range. It is not as easy to fly because it is not as well defined, and so it requires some good wind. But, this particular ridge normally can be flown between 300 to 600 feet above its top.

In the Sierra one can ridge fly even the Pine Nuts, although it is not easy to do it for their whole extent: some thermals every now and then help. The most useful ridge for pilots flying out of Truckee is the one forming the west side of Lake Tahoe, and it is used for fun also by the pilots flying out of Minden. In the evening of a normal soaring day the last thermal is found only at the Pine Nuts, and a pilot has to get high enough to be able to cross the Minden Valley. It is a long glide accompanied by some sink, becoming heavy sink when approaching the ridge. But, once inside the Lake Tahoe basin, life becomes much easier. If the crossing is done at the Kingsbury Grade, the semi-lift of the air ascending the ridge can take a glider along for 10 miles with little loss of height. In addition, this is one case when there is no need to fly close to the slopes, as one can be even one half mile away and still have a nice ride.

After the Spooner Pass, one must get very close to the slopes of the peak to be able to reach Sergio's Elevator. The Elevator is a peculiar place where the steepness of the slopes enhances the ridge lift to altitudes much higher than in any other place of the ridge, and one can gain 1000, 2000 or even 3000 feet in smooth weak lift, high enough to reach Truckee.

Another useful ridge that allows a pilot to reach Truckee and Minden from the north is the one that runs east of Loyalton. Just in front of Loyalton, the mountain forms a bowl that naturally conveys the air dragged by the evening west wind, and short lived thermals are generated. One can then go toward Truckee following the ridge, make

altitude stopping at several thermals and continue up the Verdi Peak, from where it is possible to get high enough to reach Truckee. If going to Minden, also go toward Truckee and find thermal lift in the hills southeast of the airport, climb the slopes of Mount Rose enough to cross towards the ridge on the east of Lake Tahoe.

A ridge that allows us to reach Minden coming from the south is the one that delimits the west side of Topaz Valley. If a pilot is at Mount Patterson, sees no clouds but notices a good west wind, he/she can make a crossing at the south of Topaz Valley to that ridge. This ridge is not very high but is reliable and can take the pilot up to the hill in front of the north end of Topaz Lake. This hill is called Leviathan Peak, and it sports a building with a radio tower. It is ridiculously low on the windward side, but it allows one to make a climb just above it and to gain the height necessary to make a crossing to the Pine Nuts slopes. In this way one can reach Mount Siegel and then Minden.

The ridge lift has the merit of working generously until there is wind, becoming even stronger at the end of the day, when thermal lift decays. So, may the ridge lift be with you in the evening, when the sun is setting, thermals are dying and the road for home is still long.

Edited by Kathy Hewitt.

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.

Cover Photo

Instructor Kenny Price and Student Eric Lentz are all smiles after capturing the PASCO Egg from Crazy Creek Soaring...the first win of the new millenium. The coveted PASCO Egg now resides at Williams Soaring Center.

Flying the electric winch in Unterwossen

by Chuck Griffin

Many years ago, on an excursion with my German cousin to look at 1/4-scale model gliders, I was offered a winch launch at a local full-size club in the back seat of their ASK 21. I was quite impressed with the acceleration and with the angle of climb, and I promised myself that when I had the time and the extra cash, I would learn how to fly a winch tow myself.

My involvement in gliding had started with radio-controlled models and had progressed to aero-towing 1/4-scale composite gliders

when I decided to take the next step and learn full size gliding. I was lucky enough to find Crazy Creek Gliders just after they opened and had my first glider lesson in March 1992. I found myself bitten by the bug, and with quite a bit of hard work by the Indrebo flying team, I have slowly progressed to entry-level cross-country soaring.

However, I never forgot about that first winch launch, and finally the opportunity came up to return to Germany on a frequent flyer ticket and a week off from work that corresponded to the week of the Aerofaire in Friedrichshafen on the Bodensee. I had read in a gliding calendar about a German alpine soaring school called DASSU in the Alps of southern Germany.

After a little clicking on the web, I found their page at <http://www.dassu.de/> and learned the

school was in a small town called Unterwossen. The town was not on any of the maps that I had of Germany, but as is my custom, I flew into Munich and rented a car and headed off in that general direction on the A8 autobahn, hoping for the best.

At a large lake called Chiemsee, I departed the highway and drove into the Alps, finally finding Unterwossen between the small towns on the map of

Marquartstein and Reit im Winkle. Once in the town, there are large signs directing you to DASSU and the airport (segelflugplatz).

DASSU, Deutsche Alpensegelflugshule Unterwossen, is a flying

school that primarily trains pupils to fly from their first flight. They also teach motorgliding and do cater to cross-country pilots although they are limited to 15 aero tows daily due to noise constraints from the adjacent town. All of the primary training is done from winch launches or "windenschleppen" in German.

They have, to my knowledge, the only electric winch in the world. This is a four-drum winch, and so there are four launches before a car must pull the wires out

again to the launch point for additional launches. They also have a two-drum diesel winch with a large Mercedes diesel engine that is used

on the rare occasion of maintenance on the electric winch or if the winds reverse, as the electric winch is in a fixed building and cannot be moved.

The airport is in a beautiful valley in the foothills of the Alps with an immediately adjacent ridge that works quite well for ridge soaring with the usual wind conditions. The training is done mostly with Schleicher ASK-13's. There are two ASK-21's available for more advanced training and rental. Early solo pilots use the single place Ka-8, and cross country pilots have two LS-4's available for rent. They have four motorgliders for instruction and rental, and they do aero tows with the motorgliders for the single-place gliders without water.

I arrived at DASSU in the late afternoon and found several students and their instructors keeping the winch busy. I was elated when I started out with my horrible German from high school and the director and chief pilot of the flight school answered me in fluent English. I filled

out a small amount of paperwork and was ready to fly with my U.S. license.

I was paired with an instructor the next morning. He was originally from Hungary and his English

was a bit rusty; however, this turned out to be absolutely no problem. We did a small amount of ground review of the pattern and procedures, and



then I was assigned my own K-13 and started flying.

Instruction in Germany is a bit more structured than we see here in America. For

aero-tow glider pilots transitioning to the winch, exactly ten flights are needed. The first seven flights are pattern flights. The eighth flight is a simulated wire break at ap-



proximately 300 feet with a subsequent downwind landing. Flights nine and ten are with short landings, and flight number 11 is solo. A stamp is then put in your log book with the instructor's signature, and you are ready to go.

I found the winch launch very straightforward and lots of fun. The initial acceleration is quite brisk, and there is immediate aileron effectiveness so a dropped wing would be very unusual. It helps to put your head back against the rest prior to the launch to relieve strain on your neck. The initial climb is shallow, and when you have enough altitude and speed for a safe pitchover if the wire breaks, you pull and increase your climb until you see about 100 to 110 km on the airspeed. This does take a pretty good pull initially, and the pitch is high enough that you have to look to your side to keep the wings level as there is only blue sky forward. The driver reduces power as you round out over the top of the winch, and at Unterwossen they prefer if you let the Tost hook back-release although at some sites they prefer to release manually.

The only tight spot that I can envision is a break at the low transition to climb at 150 to 200 feet making the decision in regards to straight ahead vs. teardrop return a problem. At any loss of power or wire break the glider should be pitched to a flying attitude and the wire should be released with three pulls for good luck.

After flying speed is confirmed, you evaluate your height for straight ahead vs. a return to the pavement downwind. On a subsequent trip, I

did have a real wire break on climb, and it was a non-event with a very large bang and jolt that cannot be mistaken. There was ample time after the

pushover to ponder the landing options.

The weather in southern Germany

is not as reliable as we are used to here in Nevada and California.

There was quite a bit of rain and although almost every day is flyable, cross-country days are

less frequent. I did have one day of very good thermals to over 8,000 feet and was able to soar south into Austria to a very dramatic range of mountains called the Wilder Kaiser. On good soaring days I was told 500 km flights are easily possible by soaring the large chain of Alps that traverse Austria from Innsbruck to the east.

With the recent excellent exchange rate for the dollar hovering about 2, the costs are quite reason-

able. A review of my charges at DASSU show a charge of 520DM (\$260) for 18 flights and launches including the ten instructional flights. That included an almost 2-hour flight around Germany and Austria in the K 21 for 119 DM (\$60) including launch. A very nice room with TV, shower in room, and large unlimited breakfast with coffee runs approximately 80DM (\$40). The car was about \$250 for the week with insurance.

I heartily recommend going to south Germany to get some experience riding the wire. You road warriors with all of the miles built up may wish to trade a few in on a flight to Munich. If you are one of the many people now waiting for their new German sailplane, you might want to visit your factory of choice

for a tour.

The language is no problem with most people speaking at least a small amount of English.

In addition, I was always able to find very friendly pilots that enjoyed, as we American



glider pilots do, a nice dinner with good beer and endless talk of flying. I would be happy to give anyone more detailed information if they are considering a trip.

Chuck Griffin lives in Redwood City, Calif., and works at O'Connor Hospital in San Jose, Calif. On his weekends off during the soaring season, he can be found at Crazy Creek Gliderport, Middletown, Calif., or at High Country Soaring at Minden-Tahoe Airport, Nevada.

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Contributions to PASCO are tax deductible under current IRS laws. For more information about making a donation to PASCO, contact your membership chair. Ty White at tywhite@a.crl.com or (510) 490-6764 (h) or (408) 523-7277 (w)

Air Sailing Sports Class Contest

by Ty White

The 2000 Air Sailing Sports Class Contest was held June 26 through July 1, a period marked by strong soaring and overdevelopment in the first half of the week, followed by windier and bluer conditions at the end of the contest. There were nine contestants this year, all with contest experience, flying gliders ranging in performance from Bob Kuykendall's HP-11A and Chad Moore's Russia AC-4C to Peter Kelly's 18-meter DG800B.

The first three contest days were very similar in how they developed. The days started early, with towering cu's visible to the south by noon. There was very little wind aloft, and as thunderstorms matured, they generally didn't move or send out too much blowoff. A general strategy was to fly south first and then work back towards Air Sailing and points north as the day overdeveloped south of Minden.

Day 1: June 26 was a terrific soaring day, with less overdevelopment than on the practice day. There were isolated thunderstorms, but massive blowoff did not affect the preferred course lines. We launched early, starting at noon, for a 3-hour Pilot Selected Task. Maximum altitudes were near 15,000 feet, but most pilots worked the 12,000- to 14,000-foot band. The lift was not totally consistent, and a few pilots had to dig themselves out of unexpected holes.

Flying his second contest ever, Chad Moore handily won the day, flying south to Flying Mouse, at the south end of the Pine Nuts, then back north to Rabbit Dry Lake, Tracy Power Plant, Wofford Strip, a jog west to Stead and then home. Chad flew 187 miles raw at 57.3 mph, but his handicap of 1.185 gave him a scored speed of 67.93 mph.

Long time Air Sailing contestant Key Dismukes in his ASW-20 flew the longest raw task, west to Sierraville, then south to Truckee, Minden, finally turning north at Rosachi Ranch and home via Silver Springs for a raw distance of 209 miles at an actual speed of 68.47 mph, handicapped to 61.83. Peter Kelly took third in his 18-meter DG800B, flying to Silver Springs, then west to Carson City, south to Rosachi Ranch and north to Rabbit Dry Lake, Silver Springs and home for a raw distance of 201.86 miles at 67.29 mph, handicapped to 57.19. This was a great start to our week, and it was fun to have Chad start out so strongly in the Russia.

Day 1 revealed the power of the handicapping: It was clear that Chad could really do well if he continued to fly reasonable speeds in the Russia. At the other end of the scale, Peter Kelly would have to do exceptionally well in his 18-meter ship to overcome his handicap.

Day 2: June 27 was a bodacious soaring day all around. The weather forecast undercalled the day, which featured good cu in all directions, cloud bases at 16,000 feet in the southern quadrant and only isolated overdevelopment. Light winds aloft also made for an uncomplicated Pilot Selected Task of 3 hours.

Three-time Air Sailing winner Jim Hamilton won the day in his Ventus C, flying west to Sierraville, then back to Air Sailing, south to Yerington and Rosachi Duster Strip and home for a raw distance of 238 miles at 76 mph, handicapped to 68 mph. Jim had roared back into the game after a disappointing Day 1.

Second was Key Dismukes, who used up all 11 allowable turnpoints, flying to Sierraville, back to Air Sailing, then south to Yerington and lap races in the Dayton Valley, Silver Springs, Hazen, Tracy Power Plant area for a total distance of 272 miles at 69 mph, handicapped to 63 mph. Third was Rolf Peterson, who flew his ASW-20 way west to Quincy, then south to Beckworth and Sierraville, then a lap around the Stead, Wofford, Tracy Power Plant triangle for 215 miles at 67 mph, handicapped to 61 mph.

Five contestants flew more than 200 miles and Peter Kelly flew his DG800 a total of 337.6 miles at 77 mph. Unfortunately a start time interval violation reduced his scored speed to 68.7 mph, handicapped to 58.5 mph. At the end of Day 2, Chad Moore in his Russia was still in first place with Key Dismukes close behind. Third overall was Peter Kelly, with Jim Hamilton pulling himself up to fourth.

Day 3: June 28 was another great Nevada soaring day, with good lift in all directions and cloud bases at 16,000 feet in some quadrants. The day was different from Day 2 in that an injection of moisture from the south made for massive overdevelopment in that direction. The thunderstorms to the south of Air Sailing threatened the gliderport during the finishes, but everyone was on the ground before it started to rain. We risked another 3 hour Pilot Selected Task, and it worked out fine for everyone, although the CD was sweating as he watched the massive thunderstorms grow in the hills south of Air Sailing.

Jim Hamilton again won the day in his Ventus C. Jim bucked the conventional wisdom and went north first to Herlong, then south to Stead, and back to Air Sailing. He kept his eye on the thunderstorms and stayed in close, running between Air Sailing, Tiger Field, Silver Springs and Tracy Power Plant for a total distance of 236 miles at 78.8 mph, handicapped to 70.2.

Again in second was Key Dismukes, who flew south to Silver Springs, then Tiger Field, back to Air Sailing and south again to Silver Springs and Hazen, final gliding from Fallon Turnoff for a total distance of 219.59 miles at 70.9 mph, handicapped to 64 mph. Third was Chad Moore in his Russia, flying south to Tiger Field and Silver Springs, then back north to Air Sailing and Constantia, finishing with a turn at Wofford for a total distance of 176 miles at 52.8 mph, handicapped to 62.6 mph.

Peter Kelly again flew more than 300 miles, running south to Rosachi Duster Strip, then northeast to Fallon Turnoff, west to Gerlach and home

for 303 miles at 76.5 mph, handicapped to 65 mph. A landing card penalty cost him 50 points and the second place slot. At Pilots' Meeting the next day, Peter was presented with the coveted Gerlach Cup for being the first contestant to use Gerlach as a turnpoint and make it home.

At the end of Day 3, Chad Moore was still in first place, followed closely by Key Dismukes in second and Jim Hamilton in third. It was a real race, with only 400 points separating the first and seventh places.

The day was marred by a freak landing incident that threatened to take Chad out of the contest. On landing rollout in gusty conditions, Chad became airborne after hitting a swale in the runway, and the Russia sustained minor damage to one wing after a hard bounce. Chad loaded his glider in the trailer for an emergency trip to Larry Mansberger at Minden.

Lightning strikes late in the day set several large fires to the west that burned all night, filling the valley with smoke. We decided that Thursday, June 29 would be a rest day.

Day 4: June 30 marked a significant change in the weather as reflected in the speeds and distances achieved. The overdevelopment was forecast to be much farther east than on Day 3, as was the forecast best soaring. Higher westerly winds promised afternoon washout for the area closest to the Sierras and Lake Tahoe. Doug Armstrong warned us

that the "Washoe Zephyr" could cause incautious pilots to sing the "Beckworth Blues". It was definitely a day that stirred the pot and spread out the scores.

Key Dismukes won the day in his ASW20, flying south to Yerington, then north to Hazen and a final glide from Fallon Turnoff for 188.5 miles at 53.8 mph, handicapped to 48.6. Bob Kuykendall took second in his HP-11, flying south to Tiger Field, then north to Derby, and a long, long sweaty final glide into the wind across the moonscape from Fallon Turnoff. Bob flew 146 miles at 41.8 mph, handicapped to 45.6.

Third was Chad Moore in the Russia, back from the Mansberger shop and a thorough inspection, flying south to Tiger Field, north to Fallon Turnoff, then back south to Nixon and Wofford for a total of 127.6 miles at 36.45 mph, handicapped to 43.2. Pam Sutton and Rolf Peterson made safe airport landouts at Silver Springs and Tiger Field, resulting in a devalued day. The low speeds are partly due to the fact that all finishers came in under the 3.5 hour minimum time, electing to make it back rather than risk all for more distance.

At the end of Day 4, Key Dismukes was in first place, followed by Chad Moore in second and Jim Hamilton in third. The top four competitors were still close, and anything could happen on Day 5, predicted to

be blue and windy.

Day 5: July 1 was a mixed wave and thermal day, with some pilots riding wave lift to 17,500 feet. The Minden pilots were getting to 25,000 in the Minden Wave Window. A 2 hour Pilot Selected Task was called.

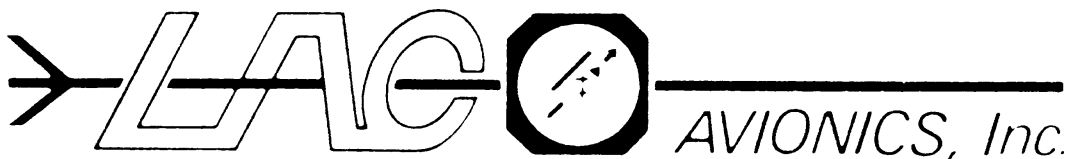
A disappointed Chad Moore was forced to pull his Russia out of the race when his elevator linkage showed too much free-play during a positive control check on the line. It appeared that his hard landing on Day 3 might have resulted in some damage to one of the elevator hinge anchors. *Do those positive control checks!*

First for the day was Peter Kelly in his DG800B, flying north to Flanigan, then south to Wofford, back north to Flanigan, west to Constantia and home for a total distance of 128 miles at 60 mph, handicapped to 51 mph. Second for the day was Pam Sutton in her Discus, flying a lovely wave task in the Tracy Power Plant - Wofford - Air Sailing triangle. Pam flew 138.8 miles at an actual speed of 69 mph: Unfortunately she blew her start time interval and had to use her roll time as her start time. This reduced her speed to 45.5 mph handicapped, giving her second for the day, even so.

Third for the day was Key Dismukes, who flew the Hallelujah Junction - Stead - Air Sailing triangle for a total distance of 99.4 miles at 47.5 mph, handicapped to

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42.9 mph. Jim Hamilton flew a good task, however, in his excitement at contacting the wave, he flew an illegal leg, and so came in fourth for the day.

The final scores gave the win to Key Dismukes, who flew very consistently throughout the five contest days, never finishing less than third for the day. Trailing Key by less than 200 points was Jim Hamilton, who made a valiant effort to take the win, coming in first on two contest days. Chad Moore took third in his Russia, even though his equipment problem kept him on the ground the last contest day.

This was a small contest, but a great race. We had good soaring, especially in the early part of the contest week. It was safe, fun and friendly, par for the course at Air Sailing.

Many thanks to all the volunteers. Dale Thompson ran a very professional line with his crew Jason Padrick, Eric Hayes and Jimmy Crane. Charlie Hayes provided

weather and operations briefings. Norma Burnette served as gate chief along with her assistants Carolyn and Laura White. Bob Dwyer was chief tow pilot. Steve Smith and Bob Kuykendall took on photo development and evaluation. Thanks to the members of Air Sailing, Inc. for their years of dedication and support to provide the venue for this long-running contest series.

The contest director for the 2000 Air Sailing Sports Class Contest, Ty White learned to fly gliders at Sky Sailing in Fremont, earning his private license in 1982. He got started flying cross-country at Air Sailing the same year as partner in a 1-26 with Steve Smith. He owned a Pegasus for 13 years and currently flies an ASW-24B, competing in Sports Class at regional and national levels.

White has served as a member of the PASCO Board of Directors and is a past president of PASCO. He has been PASCO membership chairperson for nearly 15 years and served as WestWind editor for about three years. He has received the Esther White and Les Arnold Awards from PASCO. He has been a

Photos and Articles Wanted

Contribute to WestWind in 2000. Photos and articles are very much appreciated. Send them along to Janice Hoke, 4188 Plateau Ct Reno, NV 89509 or janice@abaris.com Phone her at 775-747-4145 h; 775-788-6307 w or 775-827-6599 fax. for publication in WestWind!

scores

Scoring changes for PASCO league at Avenal

by Tony Gaechter

The Central California Soaring Club at Avenal hosted our second Y2K PASCO League event on June 3 and 4 as was reported in the last issue of WestWind.

Unfortunately in my rush to get some information out following the contest, I did overlook a few items on the time sheets and landing cards. The purpose of this update is to correct my errors, apologize to those whose scores were affected and republish the PASCO League team points for Avenal.

Changes from the results in the June WestWind resulted from counting one pilot as a finisher on Sunday who later corrected me in that he had not made the first turnpoint, and because I had miscalculated team

PASCO League points for the one of the teams.

Team scores at Avenal were:

- 1.Impossibles 16.2 points
- 2.Rubber Duckies 12.0 points
- 3.Vultures 10.0 points
- 4.HGC 8.6 points
- 5.Cloud Chasers 6.6 points
- 6.Soarcerers 4.8 points

Team scores include the PASCO 20% Pundit penalty and 20% Novice bonus.

Individual high scores in each class at Avenal were:

- 1.Joe Findley 2000 points
- 2.Tom Hubbard 1084 points
- 3.Brian Collins 1677 points

I would again like to thank the Central California Soaring Club for hosting this event. The soaring conditions were good with plenty of landing sites to make it safe.

Our next event will be at Truckee on July 22 and 23. Truckee can be counted on for good weather, a great dinner on Saturday evening and a wonderful environment for both pilots and crew. I look forward to seeing you all there.

A guide for submitting Photos to WestWind

We are so very appreciative of all who have submitted articles and photos over the past several years. As technology changes, we've progressed from requesting the "Black and White Glossy" to "Color Prints will do" to "Digital files". Digital files (JPG, TIF, EPS etc.) are great, however let me lay out a few facts that will help us produce a high quality magazine for our members.

Many of the JPG or other digital files we receive are too low on the resolution scale to print at the quality we need for our pressman. The safest way to submit photos is to send Janice an actual print.

If you really need to scan a photo, then please scan 300 dpi and save at maximum size if using the JPG mode. If you're using a digital camera, please use the high resolution mode—not the email or low resolution mode.

The reason a print is still best in this age of technology, is that it gives us a bit more control when we can scan the original print. Using scanners costing upward of \$10,000 we can many times tweak the midtones, softness or sharpness of the photo on a first generation level, thus produce a better final product.

Another option is to request a CD when submitting your film for processing. I understand some Fuji based digital photo labs will include both a low and high resolution photo on the CD. Use the low res for the internet and email and the high res for WestWind or for obtaining future prints if your negatives are lost.

Finally...keep the photos and articles coming! Without your efforts as members of PASCO, we would not have WestWind as it is today!

YEAR 2000 SAWYER AWARD

June's best flight: Minden to Cal City

by Sergio Colacovich

Ramy Yanetz did some more beautiful flights this past month. His best flight, which is also the best flight for the month of June, is simply grand: a straight-out from Minden to California City for a distance of 282 miles. The flight was undertaken on the June 18 and took 6.5 hours.

Ramy flies an LS4, a very good glider but not as powerful as many others around, so his flights are even more meritorious. What I like most about the kind of flights that Ramy undertakes is the sense of adventure that permeates and flavors his enterprises. All right Ramy, that's the way to go!

I would like to invite all other pilots to participate in the Sawyer Award. Yanetz is great, so you have to be even greater to challenge him. The award rules take in account your personal skill, so you don't need to do the same kind of flight to be competitive. If you have a Silver badge, your flights are valued twice those of Ramy.

Please submit your flights by the end of this month. The rules are in the PASCO web site and in the March issue of West Wind. Give Ramy the competition he deserves!

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changed?**

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Please drop Ty White a note today with anyl changes to your membership information so we can keep in touch!

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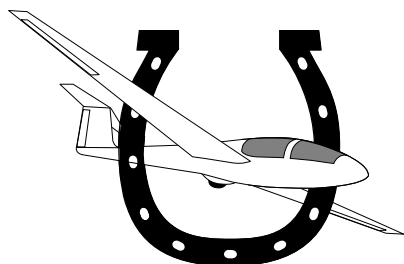
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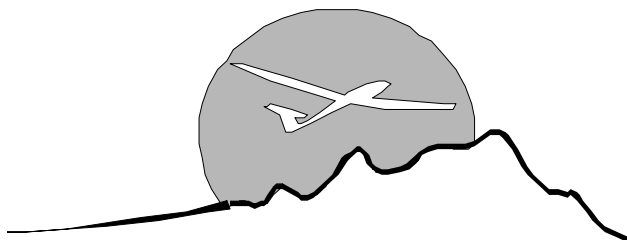
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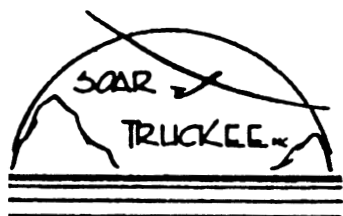
Use of Mode C Transponders

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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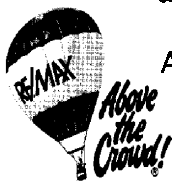
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Calendar of Events

NOTE: Region 11 North Contest, Siskiyou County Airport, Montague - moved to August 30 -Sept. 4.

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.

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.

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

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.

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.

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

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.

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

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. (775) 475-2440

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

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.

August 30 - September 4: 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.

NOTE:

Region 11 North Contest, Siskiyou County Airport, Montague moved to August 30 -Sept. 4.



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Fremont, CA 94539
