



WEST WIND August 2000



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

ON THE INSIDE

PASCO / SSA / Operations / Club Directory	Page 2-3
Board Meeting Minutes	Page 4
News In Brief	Page 5
Minisafetytips	Page 6
Sawyer Award	Page 8
Soaring Wisdom	Page 8
Womens' Seminar	Page 10
PASCO League – Truckee/Air Sailing	Page 12
Classified Ads	Page 14
Calendar of Events	Page 14

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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Information Numbers

Aviation Weather Briefings
National Weather Service, Reno
800 WX-BRIEF (#*318) (775) 858-1300 (#*318) Reno - 775 793-1313 Truckee - 775 793-1313

Sierra Highway Information

Auburn - 702 793-1313

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Attitude Aviation 299 W. Jack London Blvd.
Livermore, CA 94550, (925) 456-2276

Central California Soaring Club Avenal Gliderport -
600 LaNeve Blvd, Avenal CA 93204, 559-386-9552

Chico Soaring Association (CSA) - Orland Airport, Orland,
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ehinkle@aol.com

Crazy Creek Soaring 18896 Grange Road, P.O. Box 575,
Middletown, CA 95461, 707-987-9112

High Country Soaring Douglas County Airport, P.O. Box
70, Minden, NV 89423, 775-782-4944

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Northern California Soaring Association (NCSA) Byron
Airport, Byron, CA. (925) 516-7503 Contact Mike
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Hollister Gliding Club, Hollister Airport – Hollister
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info@soarhollister.com

Soar Minden Douglas County Airport, P.O. Box 1764,
Minden, NV 89423, 775-782-SOAR(7627), 800-345-7627

Soar Truckee, Inc. P.O. Box 2657, Truckee Airport, CA
96160, 916-587-6702

Williams Soaring Center 2668 Husted Road, Williams,
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<http://www.williamssoaring.com/>

REGION 11 CLUBS & ASSOCIATIONS

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port, Hollister, CA; Truckee Airport, Truckee, CA; Dou-
glas County Airport, Minden, NV. Contact Stan Davies,
(408) 238-2880.

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Avenal, CA. Contact Mario Crosina, 1747 Bobolink Lane,
Fresno, CA (559) 251-7933.

Chico Soaring Association (CSA) - Orland Airport, Orland,
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ehinkle@aol.com

Crazy Creek Soaring Society (CCSS) - Crazy Creek
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924-2424.

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702-874-1420, elmimi@aol.com

Minden Soaring Club - P.O. Box 361, Minden, NV 89423
Contact Rick Walters (775) 265-3386.

Mount Shasta Soaring Center – Siskiyou County
Airport, Montague, CA, Contact Stew Tittle, 541-
882-1550, N64UW@aol.com

Nevada Soaring Association (NSA) - Air Sailing
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Silverado Soaring Association - Crazy Creek Gliderport,
Middletown, CA; Calistoga Soaring Center, Calistoga,
CA; Truckee Airport, Truckee, CA. Contact Douglas Lent
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Valley Soaring Association (VSA) - 2668 Husted Road,
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WORLD WIDE WEB ADDRESSES - REGION 11

SOARING SOCIETY OF AMERICA <http://www.ssa.org>

PACIFIC SOARING COUNCIL <http://www.ranlog.com/pasco/index.html>

AIR SAILING INC. <http://www.airsailing.org>

JIM AND JACKIE PAYNE - FAI BADGE PAGE <http://home.aol.com/JPAviation>

BAY AREA SOARING ASSOCIATES <http://users.aol.com/BAYSOAR/homepage.htm>

CENTRAL CALIFORNIA SOARING CLUB <http://www.soaravenal.com>

CHICO SOARING ASSOCIATION http://www.syix.com/clarkaw/csa_home.html

MINDEN SOARING CLUB <http://www.community.net/~soaring/msc.html>

MOUNT SHASTA SOARING CENTER <http://www.community.net/~soaring/mssc.html>

NORTHERN CALIFORNIA SOARING ASSC. <http://www.bethany.edu/psych/nca>

PALOMINO VALLEY SOARING www.soar-palomino.com

RENO SOARING FORECAST <http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm>

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SOAR HOLLISTER <http://www.soarhollister.com/>

WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>

VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

Minutes of the PASCO Board of Directors

Minutes of PASCO Board Meeting on June 5, 2000

Meeting called to order at 7:43 p.m.

ATTENDEES: Sumner Davis, Charlie Hayes, Tony Gaechter, Dick Horn, Bruce Roberts, Diana Bishey

ABSENT: Fran Allender, John Bell, Sergio Colacevich

MINUTES: Minutes from May meeting approved.

TREASURER'S REPORT: Approved. Current status: Checking \$12,724; Savings \$2,944; Scholarship Fund \$6,032.

COMMITTEE REPORTS:
PUBLICATIONS: No report.
SAWYER AWARD: No report

SAFETY: No report

MEMBERSHIP: Ty White has sent the latest membership list to Bruce Roberts who will look into publishing it for the membership.

PASCO LEAGUE: Tony Gaechter reports that Avenal contest was great fun with 16 gliders flying. Cost was higher due to extra tow plane called in, but nearly broke even.

COMPETITION: Still no word from Steve Smith on finalization of 2001 contest manager. Sumner to contact Steve to finalize.

OLD BUSINESS: Letter of support for glider-friendly airport development from PASCO to Minden-Tahoe Airport mailed. Hope to establish dialog to complete glider-related

items on the 1995 development plan.

NEW BUSINESS: Karol Hines suggested that PASCO support the Women's Soaring Seminar with a \$200 donation. Tony Gaechter so moved, Charlie Hayes seconded, board approved unanimously. John Bell sent an email indicating that the Forest Service plans to close Gravelly Valley Airport on July 8. This airport is a useful landout strip if flying from Crazy Creek or Williams. Sergio Colacevich sent a letter to the Forest Service as PASCO Safety Officer indicating our desire to keep this airport available for use.

NOTE: no board meeting in July. Meeting adjourned at 9:20 p.m.

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LS-3A	\$48	\$215	\$145
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4-Grob 103 Acros	\$60	\$260	\$190
2-Grob 102s	\$41	\$190	\$120
SGS 2-32	\$60		

* Daily rate includes unlimited use of glider, O₂, Barograph, Parachute plus one 3000 ft tow.

News in brief

From Gary Kemp: If you are going to fly in the Region 11 soaring Championships in Montague, Aug. 30-Sept 4, please e-mail me so we can have enough tow planes and out-houses. As of this moment, looks like we have nine in the Open Class (I am sure this is the largest regionals in recent memory). Kemp's email address is gkemp@sunset.net.

From Sergio Colacevich: High Altitude Chamber Training and "flights" take place approximately every first Thursday of the month at Beale Air force Base near Marysville, Calif. Unfortunately, they are all booked to the end of the year. If somebody is interested, I will call the first days of September,

to reserve for early next year. Just call Sergio or write. See page 2 for contact information.

From Connie Indrebo: Pasco Egg returns to Crazy Creek Soaring: Congratulations to Rick Anderson on his flight to Williams June 10 and retrieving the PASCO Egg.

When asked how his flight went, Rick said, "It was fun, a real kick! It was easy getting there, and harder getting back! I towed to Boggs, cloud base was 5800', then flew to the Gold mines and got real low and came back. "I got a little higher, to 6200', went back to the Gold mines, got up to 7000', then glided all the way to Williams, finishing at 140 ks."

Rick told me he hung around Williams a little too long talking to the guys and admiring their new computer toys. He said, "It was a little harder returning home to Crazy Creek, I towed to Sisters, climbed up to 7000' headed towards Walker Ridge, and almost didn't make it." It was tricky, he said. "Clouds were

weird, sporadic, they would work real good and then die, work and die, so I had to pick and choose." Finishing with a high speed pass over Crazy Creek, Rick describes his day as fantastic. Fr

From the SSA website: In the Sports Class Nationals at Ephrata, Wash., in early July, Region 11 competition pilots finished high in the results: Ray Gimmy took second in an LS-8B, Joe Findley was in eighth place with a Ventus B and MB, a Duo Discus, flown by the team of Green and Klemmedson finished 17th. In the Region 8 contest that ran at the same time at Ephrata, Gary Kemp of Willows, Calif., took second in his Nimbus 3 and "JJ" John Sinclair and John Hinkle, flying JJ's ASH-25, tied for third.

From Doug Armstrong: Peek at Uvalde. The top West Coast soaring pilots finished very well with Jim and Tom Payne taking second in the Open and Rick Walters getting third in the 18M. Congrats to them!



Rick Anderson with PASCO Egg



Minisafetytips

The Low Altitude Stall and Spin

by Sergio Colacovich

The topic of low altitude stall and spin is recurring, mysterious, and fatal. These accidents have the same general description and outcome: the glider makes a turn at low altitude, it stalls and spins. I also have two little personal episodes on the matter.

The first episode happened about 12 years ago in Georgetown, TX. It was a normal day and I flew a normal landing pattern but I was at a somewhat lower altitude than normal. I concentrated my attention on some movements near the edge of the runway, where gliders were being pushed, people were looking for the tow rope etc.

Half way on my final turn, I was distracted by a strange noise, most of it coming from the open side window. Checking for the source of the disturbance, with my big surprise I noticed that the yaw string was all the way off one side. The airspeed was normal. I corrected the attitude of the glider and had a normal landing.

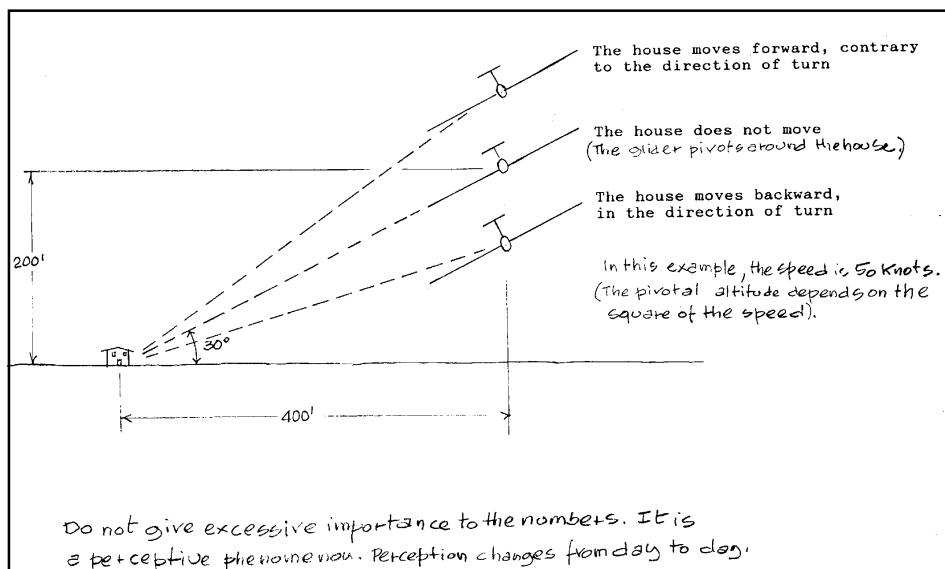
It seems that our perception of the speed and attitude is distorted when we are near the ground. We fly for hours at high altitude, without an actual physical reference point, and then we are at low altitude for only about one minute - our perceptive system has to adapt very fast to a rapidly changing reference frame.

I concluded that I concentrated my attention outside the aircraft, and somehow this altered my perception leading me to place the aircraft in a wrong attitude. Please note, this does not happen at altitude, when I circle looking outside for long intervals. In that case, when I look again inside the cockpit I find that the speed is normal and the yaw string is centered. So, I can see that there is a difference between turning at altitude and turning near the ground.

Another episode happened about eight years ago, flying out of Crazy Creek, CA. It was a wave day so I took a very high tow to a far away place. I could not make it back and had to land in a field. I did a 180 de-

my firm intention to keep the speed of 55 knots, I was unable to do it while in the turn. Evidently in the few seconds that I was looking outside, my perceptive system was giving me erroneous information, so that, without realizing it, my hand was instinctively pulling back on the stick. In this episode, the yaw string was always well centered.

I do a lot of ridge soaring and am used to the fact that when near to the terrain, the speed must be monitored every few seconds. So I did this time and was able to correct an erroneous trend that I was developing. It is possible that if I delayed the checking of the speed, then the speed would decay to dangerous limits.



gree turn to the right to land upwind. I began the turn at an altitude of about 300' above the ground and ended it at about 200'. Here the strange thing happened. I wanted a speed of 55 knots or more, I had 50 so I pushed the stick forward. I looked outside, then looked at the speed: still 50 knots. Push the stick forward, look out, look at the speed: 50 knots. I pushed the stick forward again, now with more determination, and I could see the nose lowering toward the ground. After two or three second, look at the speed: still 50 knots. At this point the turn was completed and I had no problems landing straight ahead at the desired speed of 55 knots.

In conclusion, notwithstanding

We do hundreds of turns in our flights, and nobody spins unintentionally when at altitude. But we hear about many stall and spin accidents near the ground, just when we are particularly alert. There must be something peculiar about this particular turn, something related to our processing of the visual information we gather from outside.

This phenomenon is odd enough that at first sight it may be considered with curiosity but not given much weight. My view now is: this phenomenon is a killer. Over and over again I read reports of accidents with the same pattern: the pilot is in a low turn, concentrates in the landing area, the aircraft unexpectedly (note: unexpectedly) enters a spin. That pilot never spun at altitude (who does?) but did spin this time.

Please look at the figure. At high altitude, the world turns around us. For example, in a left turn it appears under the left wing and disappears under the right wing. There is a lower altitude at which an object on the ground does not move: we are

pivoting around it. At an even lower altitude, the world turns *and* is coming forward at us: it does not appear any more out of the lower wing.

You can try this at home, extending your arms and looking at the phenomenon by turning only (high altitude), by turning and walking around a point (pivotal altitude), and by turning and walking forward (low altitude). Looking at the arms extended will magnify the phenomenon, but it happens just the same without looking at the arms, as well as without looking at the wings while flying.

I would like to emphasize that the numbers on the figure are only to give a reference frame. We are here in the presence of a perceptive process: the danger altitude may be the one calculated mathematically, or it may be much lower, or much higher than that. It may differ greatly from individual to individual, and it may also vary for the same individual in different circumstances.

As the pilot descends in the turn, the visual impression of the landscape slowing down and reversing may give rise to the illusion that the rate of turn is decreasing. The pilot may then apply inside rudder to make the aircraft turn faster. The secondary effect of giving inside rudder has the consequence of lowering the nose (the pilot corrects by pulling the stick back) and increasing the angle of bank (the pilot corrects by shifting the stick to the outside). So this is the resulting attitude: stick back, outside stick, inside rudder - a classic case of cross controls at low speed. Ask an instructor to demonstrate a spin entry: He will slow down the aircraft, then when close to the stall speed he will simultaneously give inside rudder and outside aileron. This is the correct way to enter a spin.

Piloting an airplane belongs to the category of motion-related activities. The rational part of the brain decides what it wants to do, while the material execution is left to the motor control center in the back of the brain where the information is processed and reacted to, in an immediate and automatic way. When we want to turn a car to the right we do not calculate how many inches to

turn the steering wheel; when we ride a bike we do not consciously order our hands how far to turn the handle to keep equilibrium etc. These operations are automatic. We just look out and do whatever is necessary to make our path look satisfactory to us.

So this is what happens in low altitude turns: the optical information received by the motor control center differs from the usual and the brain automatically takes corrective action. Unfortunately this curve, or turn, is the only one different from the hundreds of other turns done in that day.

Until now, these accidents have been attributed generally to pilot error, and the recommendation has been: "be cautious." This is because it is known that there exists the danger of low altitude stall and spin, but is not well known what causes it. I think that to recommend caution is not enough: people must be told what they have to guard against, and how to cope with it.

To classify this set of circumstances in the category of pilot errors is somewhat misleading. It seems to imply that the pilot did not do a good job, while an alert or good pilot would not fall into the trap. I think that because one is a good pilot, and his or her brain is properly trained, then he/she will be induced into error. It is an automatic process, reinforced by extended practice. But a good pilot has other ways to check him/herself, so as to spot the error promptly and correct it.

Fortunately, a very effective remedy exists to this state of affairs: 1) check the speed frequently, at no more than let's say, four seconds interval and 2) keep the yaw string centered.

Unfortunately, these two suggestions have a defect: they are such common recommendations that we think we are already observing them. Also, they are easy to be forgotten in the actual situation, because of worries related to landability etc. So, I would like to add another one, probably more important:

Recognize and keep well aware of the fact that this is a particular, tricky landing: our altitude is lower than the one we are used to. Beware of perception errors. Concentrate on

keeping the aircraft flying.

As a working tool, I suggest to adopt the sing-song: "Close to ground, check the speed, check the speed, check the speed". It commands to check the speed approximately every 4 seconds.

So the good news is, the solution is pretty simple: just apply common flying rules. The bad news is: people don't do it. They know those rules very well and they normally follow them, but they don't do it just when they need it the most. While concentrating outside the cockpit, attention may be taken away from the attitude of the aircraft and control be lost. It is a matter of seconds, probably 7 or 8 seconds, judging from my own experience.

Remember that we rarely hear of people that fall into a spin while flying straight ahead, or while turning at altitude. But many pilots spin when turning while close to the ground. Monitoring speed and attitude, as we normally do, is not enough. At this time, we must be much more observant than we normally do.

Watch for it would you? May the lift be with you all, Obi-Wan Kenobis.

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.

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Flight into Utah best Sawyer Award entry

by Sergio Colacevich

Rami Yanetz continues his march toward a foreseeable win. Can anybody stop him? Come on, you can make it if you try. or can't you? Just remember, send your flights at the end of every month, don't wait till the last month. Besides, to record all the flights at the end of the season is a real chore.

This month the best flight of Rami started from Minden, east across the whole state of Nevada into Utah. He went toward Salt Lake City, passing a little to the south and landing in Hebert City. Time in the air was 8 hours, 12 minutes. The distance was 455 statute miles. Absolutely impressive.

But note: to win the Sawyer award it is not needed to do impressive flights. Believe me, I participated in three Sawyer Award contests. Three flights of 150 miles each earn more points than Rami's great flight.

If you only have a silver badge, three flights of 75 miles total a better score than Rami's. If you are a beginner, three flights of 55 miles do even better. In addition, if you start from less than 2000 feet, you only need half of those distances.

So, congratulations to Rami - and to the rest of you, just wake up, fly, and send in your flights every month, please. The rules are in the PASCO web site and in the March issue of West Wind.

Soaring Wisdom According to Bob McKay

Over the years I have written down thoughts about the lore of soaring in the Sierra, as spoken by the Sage of Air Sailing, Bob McKay.

-Sumner Davis

- Air Sailing is Mecca, but don't face East and bow low. Instead, think LIFT!
- Spend all your time and money on soaring. This is living, with untold wealth in friends and memories.
- Don't help strangers rig their ships unless you want to be their friends for life.
- Forgive novice wing runners who only want to help, but hang on to the wingtip too long.
- Never continue circling in sink until you land out.
- Be prepared to land out even when you circle in lift.
- Only beginners are lucky enough to fly in lift. The rest of us have to make do with dancing air and reduced sink.
- When you get low, never stick your arm out the window to signal for help. Wait until you land, then jump out of the ship and flap your arms to show that you are all right and are as mad as a wet hen.
- Wave is where you find it, and is always there except when some-one else has found it first.
- When using oxygen, remember that cannulas are good only to 18,000 feet unless you wish to go higher.
- In-flight computers, GPS's, transponders, and flight trackers are great, but they can't take the place of one good thermal.
- Keep any sailplane you buy at least ten years. By then you'll just begin to fly it well.
- Accumulate as much soaring paraphernalia (junk) as possible and store it in unlabeled boxes in your truck and car. Then you'll always have enough gear to repair or replace anything, but will never be able to find it.
- Always keep a sparkle in your eyes and a smile on your face, even when you've been scratching all day and everyone else has flown to the Moon and back.



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Womens' Seminar a Success

by Karol Hines

In the middle of July, 20 women glider pilots from all over this country showed up at AirSailing in Nevada for a week of activities that they won't soon forget. Four of them brought along crew (all male) who were also glider pilots. Many of these pilots had not had the experience of flying in the high desert, especially those from Maryland, Florida and Virginia where it is hard to find any geographical feature that

ing weather that Nevada has to offer. The tows alone were an adventure for some. One of our own local pilots got the soaring "prize". Cindy Donovan completed her gold distance / diamond goal flight to Lobdell Lake on Mt. Patterson and back. This flight also qualified for some feminine Nevada State records - watch Soaring magazine for the details. Congratulations, Cindy!

The whole crew really enjoyed "getting" her home that day and dousing her with a bucket of water (We on the ground in 100+ degree heat were totally insensitive to how cold it can be when you have been at or above 15,000 feet for several hours.)

The women were also treated with the usual high-quality, informative lectures from some of Nevada's finest, including Carl Herold, Rick Walters, Bruce Laxalt and great weather from Doug Armstrong. Of course we had Norma Burnett taking care of participants and support crew with breakfast, lunch and constant attention to the radio. The crown jewel of each day was the gourmet feast typically prepared by Rosemary Hayes with a

special treat one evening - Pam and Karol's signature ribs. Now that they



Melody Charlton, left, our scholarship recipient, tried each day to do a cross-country in her I-26. On Friday, Monique Weil, right, put her in the NCSA Grob and showed her how it's done by flying to Truckee.

know what to expect, everyone says they want to come back...to fly the records and eat the food.

Karol Hines co-managed the 2000 Women's Soaring Seminar with Pam Sutton. Karol took her first glider lesson at Skysailing in Fremont in 1982. She got her Silver duration and altitude at the first Women's Soaring Seminar held at AirSailing in 1985 and has flown over 1400 hours in gliders, including many cross country flights. She competed in numerous Regional and four National contests in her Pegasus and her ASW-24 and won the AirSailing Sports Class contest in 1996. In 1989, Karol was the 13th U.S. woman to complete her Diamond Badge and has won several Nevada and one National Feminine Soaring Records.

Karol is also active on the administrative side of soaring. She served as President and Treasurer of PASCO, managed two Region 11 and one National Contest and is currently a SSA Region 11 Director. When she isn't flying, Karol works (too) hard as a professional computer systems consultant.



The morning talks in the Air Sailing hangar were always informative and often entertaining. Left to right: Connie Buenafe of New Mexico, Lori Brand of Oregon, Neita Montague of Connecticut, Elle O'Riley of Maryland and Melody Charlton of Colorado.

you can't see over.

They were in for a great, perhaps somewhat intimidating, treat as we had a week of some of the best soar-

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Submit all materials to Editor, Janice Hoke, 4188 Plateau Ct, Reno, NV 89509, 775-747-4145 h, 775-788-6307 w, janice@abaris.com



Terry Duncan explains a glide calculator she made for her Libelle. Speakers included Doug Armstrong, Rolf Peterson, Rick Walters, Carl Herold and Bruce Laxalt. On Friday, lecturers were women: Duncan, Pam Sutton and Karol Hines.



Scholarship winner Ami Howard started with an empty log book and filled up the first page before she went home to Florida.



Phyllis Wells of Colorado brought her husband, also a glider pilot, but she did all the flying. She is a CFIG and enjoyed flying with no students for a change.



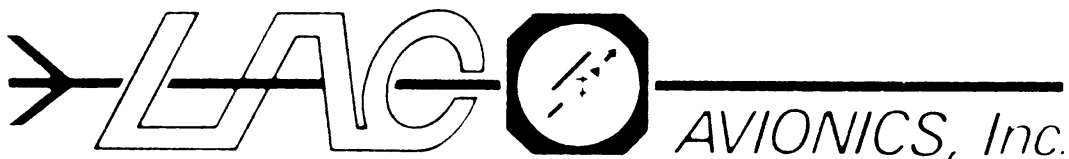
Between breakfast by Norma Burnette, left, lunch specials and evening feasts by Rosemary Hayes, right, the attendees all went home with a few extra pounds.



Gourmet delights from Rosemary Hayes' kitchen punctuated each glorious day. Left to right: Kathy Taylor of New Mexico, Chris Schnier of Arizona, Ami Howard of Florida and Karol Hines of California behind them.

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New pilots fly with PASCO League at Truckee, Air Sailing

by *Tony Gaechter*

The PASCO League contest at Soar Truckee was a big success with 17 pilots competing. We did achieve our objective of getting a few of the newer pilots to try cross-country soaring.

The weather was good both days, although a little weak on Saturday. The weak Saturday weather resulted in only one pilot completing the task and six landouts at Reno Stead. Those of us there were able to keep each other company.

Everyone had a good time Saturday and got back to Truckee in time to enjoy another great Aldinger barbecue.

The Sunday weather was much better and 12 of the 16 pilots completed the task. The Pundit and Intermediate task was to Nervino, Air Sailing and back to Truckee. Novices went to Hallelujah Junction, Air Sail-

ing and back to Truckee. All pilots enjoyed the Sunday flying.

Special thanks go to Soar Truckee for hosting the event, their very efficient line personnel, clean facilities and great hospitality; To Dean Aldinger for the first-class CD performance and task calling; To Karol "Hawk Eye" Hines for running the gate and doing the scoring; To Dean and Midge Aldinger for the great barbecue and special dessert; Where else do you get ice cream at a soaring event?

The Rubber Duckie team was first for the weekend with 13 points. Sergio Colacevich was the big individual winner with a first both days.

The final PASCO League contest of the season was at Air Sailing, Nev., on Aug. 5-6. This turned out to be another success with 17 pilots flying for six teams and two additional pilots also flying the assigned tasks. A couple of pilots even flew their ships down from Truckee for this event.



The weather cooperated with only one landout on the first day, and no landouts the second day. The one landout was the result of trying to fly a Schweizer 1-26 (max L/D of 26 at 43 knots) from Air Sailing to Yerington and back, a distance of 131 miles. That is simply too far for a 26:1 glider under normal circumstances.

Charlie Hayes provided briefings on the airport operations and local conditions, Ty White performed the CD duties on the 5th and Steve Smith provided this service on the 6th. The Pundit/Intermediate tasks took us to Yerington the first day and to Topaz International the second day. The Novice tasks went out to Silver Springs and to Dayton Valley. On the first day Brian Collins flew the complete Novice task twice bettering his time by 5 minutes on the second time around. You won't be a Novice next year, Brian!

Air Sailing showed its great hospitality with an outstanding fajita dinner prepared and served by Rosemary Hayes. The dinner was comple-



mented by fresh corn on the cob provided by Alex and Norma Burnette who also brought fresh cantaloupe from Fallon. A fine and safe time was had by all.

The Air Sailing winners were Brian Collins, Novice; Charlie Hoke, Intermediate; and Steve Smith, Pundit.

PASCO League had a good season with an average of more than 18 pilots per event. One of the primary purposes of PASCO League is to get more novice pilots to try cross-country flying. Novice interest was high with an average of six novice pilots per event. The pundits and other experienced pilots were a big help providing coaching and advice to the novice and intermediate pilots.

Thanks to the Williams Soaring Center, Central California Soaring Club, Soar Truckee and Air Sailing for hosting the events and providing the extra help needed.

Air Sailing Daily Summary and PASCO League Points							
	Pilot	Number	Day1	Day2	Cumulative	Place	League Points
PUNDIT	Summer Davis	11	735.05	978.59	1713.64	3	1.6
	Blossie Smith	NE	1200.00	000.00	2000.00	1	4.0
	By WMB	72	959.60	670.62	1630.22	2	4.0
	Rolf Peterson	RI	870.08	881.45	1751.53	4	1.4
	Dana Plante	HGC	874.21	977.67	1851.88	5	2.2
	Wendy New	549	349.70	0.00	349.70	6	0.8
	Karl Heinz	L	830.93	870.16	1701.09		
Bob McKay	GJ	806.02	0.00	806.02			
INTERMEDIATE	Bob Ireland	MG	1000.00	0.00	1000.00	4	2.0
	Charlie Hoke	9E	398.52	650.52	1049.04	1	6.0
	Tony Gaechter	A	349.91	650.50	1000.41	2	4.0
	Chad Moore	42	40.25	0.00	40.25	5	1.0
	Jim Alton	3E	304.75	477.34	782.09	3	3.0
NOVICE	Brian Collins	MG	0.00	829.51	829.51	3	3.0
	Brian Collins	9E	1000.00	1000.00	2000.00	1	6.0
	Tom Christensen	632	55.67	40.50	96.17	4	2.4
	Andy Deane	DP	472.65	393.26	865.91	2	4.0
	Monique Weil	3FB	0.00	81.80	81.80	5	1.7
Tom Christensen	0	0.00	55.67	55.67			

Season Scores				
Team	Avenal	Truckee	Air Sailing	Total Points
Impossibles	16.2	12.4	14.0	42.6
Rubber Duckies	12.0	13.0	5.4	30.4
Vulchers	10.0	10.8	5.5	26.4
Soarcerers	4.8	8.2	7.2	20.2
No Name	8.6	2.2	5.4	16.4
Cloud Chasers	6.6	0.0	4.4	11.0

TRUCKEE DAILY SUMMARY PILOT POINTS & LEAGUE POINTS							
	Pilot	Number	Day1	Day2	Cumulative	Team	League Points
Pundit	Sergio Colacevich	C2	688.67	1000.00	1688.67	Rubber Duckies	4.00
	David Greenhill	GJ	257.69	920.51	1178.20	Vulchers	3.20
	Ken Pritchnick	KP	236.22	792.86	1029.08	No Name	2.40
	Hud Staffield	00	236.76	763.46	1000.22	Impossibles	1.60
	Doug Lent	TAZ	99.28	839.69	938.97	Soarcerers	0.80
INTERMEDIATE	Tony Gaechter	1A	230.70	944.35	1175.05	Impossibles	6.00
	Bob Ireland	MG	0.00	1000.00	1000.00	Soarcerers	5.00
	Bruce Roberts	HB	193.67	804.54	998.22	Vulchers	4.00
	Tom Hubbard	VN	0.00	712.60	712.60	Rubber Duckies	3.00
	Dan Dunkel	4S	89.11	144.04	233.15	No Name	2.00
	Mark Hersey	DP	0.00	40.77	40.77	HGC	1.00
NOVICE	Roger Archey	RA	195.54	1000.00	1195.54	Rubber Duckies	6.00
	Jim Alton	3E	54.63	779.65	834.27	Vulchers	3.60
	Bill Newsome	LV	0.00	863.50	863.50	Impossibles	4.80
	Monique Weil	3FB	0.00	81.80	81.80	Soarcerers	2.40
	Tom Christensen	632	0.00	55.67	55.67	HGC	1.20

Truckee Team Scores			Season Scores			
Team	Place	Score	Team	Place	Truckee	Total Score
Rubber Duckie:	1.0	13.0	Impossibles	2.0	12.4	28.6
Impossibles	2.0	12.4	Rubber Duckies	1.0	13.0	25.0
Vulchers	3.0	10.8	Vulchers	3.0	10.8	20.8
Soarcerers	4.0	8.2	Soarcerers	4.0	8.2	13.0
No Name	5.0	4.4	HGC	6.0	2.2	10.8
HGC	6.0	2.2	Cloud Chasers			6.6
Cloud Chasers			No Name	5.0	4.4	4.4

Calendar of Events

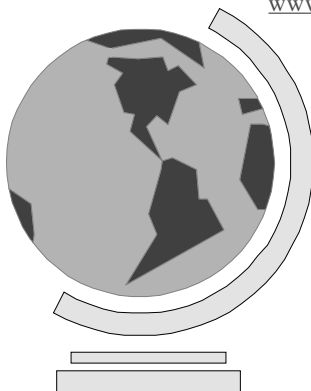
August 5,6: PASCO League Meet #4, Air Sailing Gliderport, Palomino Valley, NV. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

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.siskiyou.net.

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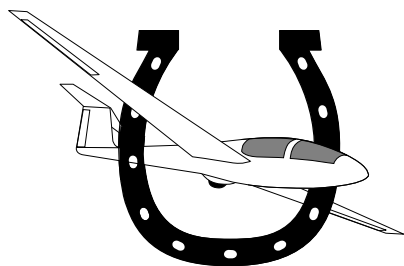


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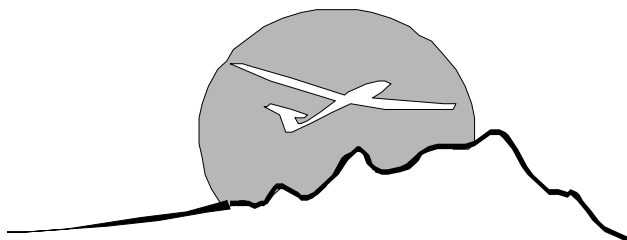
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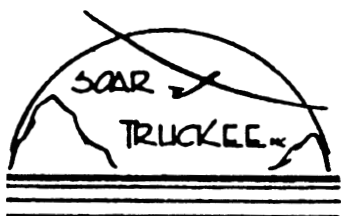
Use of Mode C Transponders

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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