



WEST WIND May 2001



Marc Ramsay brings the PASCO Egg to Crazy Creek Soaring (*see back cover*)

ON THE INSIDE

PASCO / SSA / Operations / Club Directory	Page 2-3
Board of Directors Minutes	Page 5
Tragedy at Williams	Page 6
MiniSafetySeminar	Page 8
MiniSafetyTips / First Cross Country Flights	Page 9
AirSailing Spring Cleanup	Page 10
PASCO League Revs up for Avenal	Page 11
Soaring Weather Web Sites	Page 12
Calendar of Events	Page 13
Classified Ads	Page 14
PASCO Egg	Page 16

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 2001. Current dues are \$25 annually from the month after receipt of payment.

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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

Volume 36, No (4) (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 PASCO. 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

REGION 11 GLIDER OPERATIONS

Air Sailing, Inc. Airport David Volkmann 530-246-7559

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

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

Chico Soaring Association (CSA) - Orland Airport, Orland,
CA. Contact Elden Hinkle, 530-898-8101 h,
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

Mt. Diablo Soaring, Inc. Rolf Peterson, Flt. Instructor
2618 Tahoe Drive, Livermore, CA 94550
(925) 447-5620, rolfpete@aol.com

North Valley Aviation Montague Airport P.O. Box 70
Montague, CA 96064 (916) 459-3456

Northern California Soaring Association (NCSA) Byron
Airport, Byron, CA. (925) 516-7503 Contact Mike
Schneider (925) 426-1412

Owens Valley Soaring. 619-387-2673, 5201 Westridge
Rd., Rt 2, Bishop, CA 93514

Palomino Valley Soaring. Air Sailing Gliderport, NV.
Mailing address, Palomino Valley Soaring, PMB 356,
9732 State Route 445, Sparks, Nv. 89436. (775) 475-
2440, info@soar-palomino.com, www.soar-
palomino.com

Hollister Gliding Club, Hollister Airport - Hollister
California, 831-636-3799, 831-636-7705 FAX,
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, 530-587-6702

Williams Soaring Center 2668 Husted Road, Williams,
CA 95987, 530-473-5600, soaring@colusanet.com
<http://www.williamssoaring.com/>

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport

David Volkmann 530-246-7559

Bay Area Soaring Associates (BASA) - Hollister Air-
port, Hollister, CA; Truckee Airport, Truckee, CA; Dou-
glas County Airport, Minden, NV. Contact Stan Davies,
(408) 238-2880.

Central California Soaring Club Avenal Gliderport,
Avenal, CA. Contact Mario Crosina, 1747 Bobolink Lane,
Fresno, CA (559) 251-7933.

Chico Soaring Association (CSA) - Orland Airport,
Orland, CA. Contact Elden Hinkle, 530-898-8101 h,
ehinkle@aol.com

Crazy Creek Soaring Society (CCSS) - Crazy Creek
Gliderport, Middletown, CA. Contact Roger Archey, (415)
924-2424.

Las Vegas Valley Soaring Association - Jean
Airport, NV, P.O.Box 19902, Jean, NV 89019-
1902. 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 Gary Kemp, 530-
934-2484, gkemp@sunset.net

Nevada Soaring Association (NSA) - Air Sailing
Gliderport, NV. Contact Vern Frye (775) 825-1125 h

Northern California Soaring Association (NCSA) Byron
Airport, Byron, CA. Contact Mike Schneider (925) 426-
1412

Silverado Soaring Association - Crazy Creek Gliderport,
Middletown, CA; Calistoga Soaring Center, Calistoga,
CA; Truckee Airport, Truckee, CA. Contact Douglas
Lent (916) 966-4038

Valley Soaring Association (VSA) - 2668 Husted Road,
Williams, CA 95987. Contact Peter Kelly (707) 448-
6422

WORLD WIDE WEB ADDRESSES - REGION 11

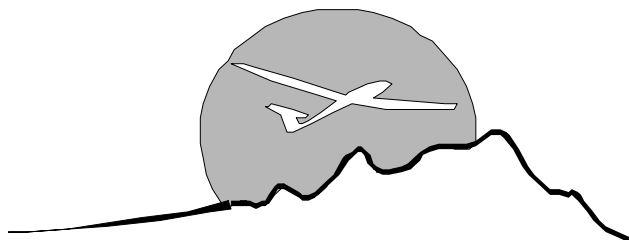
SOARING SOCIETY OF AMERICA <http://www.ssa.org>
PACIFIC SOARING COUNCIL <http://www.ranlog.com/pasco/index.html>
AIR SAILING INC. <http://www.airsailing.org>
JIM AND JACKIE PAYNE - FAI BADGE PAGE <http://home.aol.com/JPAviation>
BAY AREA SOARING ASSOCIATES <http://www.flybasa.org>
CENTRAL CALIFORNIA 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>
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PALOMINO VALLEY SOARING www.soar-palomino.com
RENO SOARING FORECAST <http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm>
SILVERADO SOARING, INC. <http://acro.harvard.edu/SSI/silverad.html>
SOAR HOLLISTER <http://www.soarhollister.com/>
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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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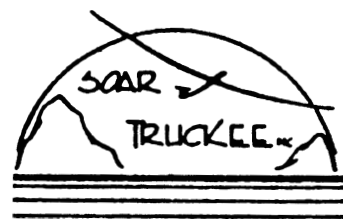


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Minutes of the PASCO Board of Directors

April 2, 2001

ATTENDING: John Bell, Diana Bishey, Sergio Colacevich, Tony Gaechter, Karol Hines, Rolf Peterson.

DIRECTORS NOT PRESENT: Chad Moore, Ty White.

GUESTS PRESENT: Stan Davies and Wayne Oliver.

APPROVAL OF MINUTES: The minutes of the February meeting were previously approved by email. John outlined his suggested procedure that draft minutes be distributed, changes and revisions be solicited and that the minutes be considered approved when all timely revisions were received. There was no dissension.

TREASURER'S REPORT: John reported that the financial status of the organization was not materially changed from the last meeting.

Gary Kemp (the treasurer before Dick Horne) has been contacted in an attempt to obtain a more detailed financial history of PASCO. No reply has yet been received.

John presented a tentative budget (excluding scholarship fund related activities) which projected a net income of \$1,855 before additional expenditures authorized by the board. It is the board's intention to utilize this net income plus some of the accumulated surplus to further the goals of PASCO.

PUBLICATION REPORT: Diana is overseeing the WestWind publication process which has been well established by the work of Janice Hoke, Glenn Cobb and her predecessors.

Action Item: Diana will update Board meeting times in WestWind.

AWARDS REPORT: No update

Action Item: Karol will determine status.

MEMBERSHIP REPORT: The board approved the expenditure of an estimated \$400 for Ty and Glenn Cobb to publish and distribute a membership roster to PASCO members.

PUBLIC RELATIONS REPORT: No update

SAFETY REPORT: The recent safety seminar at Williams was well attended and well received, and the afternoon weather was conducive to excellent soaring days also. The board was encouraged by the large number of low time (200 and 100 hour) pilots who attended this important function and expressed its gratitude to the speakers and organizers.

The first high altitude training of the year organized by Sergio has concluded. The remaining three dates for this year are all filled. Potential applicants are urged to plan ahead for next year and be ready when the next date opens up.

There was continued discussion and refinement of the Critical Assembly Check, to be used in conjunction with a Positive Control Check to form a pairing which Sergio proposes to call a Final Assembly Check. There are videos available from the Soaring Safety Foundation on this issue.

Action Item: Sergio will check to see what is available from the SSF.

COMPETITION COMMITTEE: Ty and Karol have graciously volunteered to act as comanagers of the Region 11 regionals at Crazy Creek, with much of the organization in place thanks to Jimmy Indrebo.

Peter Dean has graciously offered to serve as the PASCO Competition Chairperson for the remainder of the term.

Action Items: Diana to update WestWind. John to contact Crazy Creek regarding financial arrangements.

PASCO LEAGUE: While Tony is pleased with the turnout so far (5-7 teams) he would like to recruit even more teams and pilots. Tony continues to work with Mike Schnieder to explore the potential suitability of Byron as a future site.

FAA LIAISON: Rolf reported he will be setting up tower tours for Reno Tower in conjunction with the Air Sailing camps. Additional tours can be arranged for those who express interest in this very informative exercise.

EQUIPMENT REPORT: No report.

Action Item: Karol will follow up to see if the scales need to be calibrated.

CONDUCTING BOARD BUSINESS: Since we have reduced the number of physical board meetings this year, to be effective we must continue to work to be active and timely in following through on minutes, action items and email communications. A one week period for the approval of the minutes is reasonable.

Action item: John will distribute minutes by end of week.

HERLONG AIRPORT

CONTACTS: John has emailed Ken Pruchnick as primary follow up to Ken's contact with the Herlong Airport manager asking for weed reduction efforts.

Action Item: John will contact Ken.

YOUTH SOARING ACADEMY: The Board heard a presentation by Stan Davies, with an assist from Wayne Oliver, both of the Youth Soaring Academy. The Academy, a 501.c.3 (non-profit) organization has been in operation for three years and has shown significant results in its efforts to identify committed youngsters and provide significant assistance as they progress toward and obtain their private pilots' licenses. The enthusiasm behind the presentation and the Academy's efforts was quite impressive.

The most significant contribution to this program has been the generous donations of Drew Pierce and Russ Holtz of the Hollister Gliding Club of equipment and time. Two requirements for expanding this program were discussed: expanding to other gliderports and obtaining additional instructor time (the latter being critically limiting).

STATE GOVERNOR SEARCH: The search is ongoing.

SAWYER AWARD: Ramy Yanetz has taken over the duties of publicizing the award and has written a note for WestWind. While he noted the award of up to ten free one-year PASCO memberships for entrants he neglected to include a picture of the very nice trophy which is given to the winner.

BOARD GOALS: The board is in agreement in prioritizing its goals:

1. To increase the exposure of soaring as a sport.
2. To provide mechanisms to mentor newer soaring pilots, especially in cross-country flight.
3. To use our financial and personnel resources to return value to our members.

Action Items: Karol will contact Roger Archey regarding the brochures he was instrumental in producing and will follow up on Website planning with Chad Moore.

Diana will contact the SSA regarding the availability of video tapes and printed materials.

Minisafetytips

Another Tragedy

by Sergio Colacevich

Tragedy struck at the Williams Airport on April 14, 2001. Pat Page, a young glider and airline pilot, was killed on the runway in his ASW-20, probably because of a disconnected elevator.

Pat was in line for a tow with his ASW-20, on which he had worked in the past few weeks. He was not in a hurry. In fact, he let the two-seater go ahead in front of him. Pat took off at 12.50 p.m.

The tow pilot, Mark Hafner, reported that they were about at one half of the runway (about 500 yards from the beginning) when he looked back and saw the glider pitch up and raise at a 45-degree angle. Mark thinks his towplane was about 15 feet in the air at that moment. Mark continued the tow being pulled up from the tail until the towplane descended to a couple of feet from the ground in a nose-down attitude, and then he released.

Steve Irving was on the ground. He saw the glider climbing sudden and fast, like during a winch launch. He says: "It looked like a kite." The ASW-20 has a center-of-gravity tow hook. After been released from the towplane, the glider assumed a horizontal attitude, at the height of about 100 feet. At this moment Steve saw the flaps come down to a full positive position. The glider overshot the horizontal and dived to the ground.

Rex Mayes was in the circuit with the Pawnee. He estimated that the glider climbed to a height of about 150 feet. Rex saw the glider dive at a 45-degree angle with the tow rope dangling from the glider nose and continue in that attitude until impacting the ground. The glider then slid for about 50 feet until coming to a rest.

Kenny Price was flying in the two-seater, saw the flash of the wings and saw the glider impact the runway. He too estimated the angle of descent to be about 45 degrees.

The whole weight of the glider went on to the cockpit, which was completely shattered into non-existence from the wings forward. Only the pedals were dangling attached to the cables. Mercifully, death was instantaneous.

Fire truck, ambulance and many police cars arrived in a few minutes. The runway was closed for several hours.

The first investigations confirmed what was apparent from the dynamic of the accident: the elevator was not connected. Rex thinks that there had not been even an attempt to connect it - a pure act of omission.

After the fact, a report came out that a positive control check had actually been done in the ASW-20 before the flight. The helper was a friend of Pat's and a previous partner in the same ship. He reported that when checking the elevator, he remembers the push up, but he does not remember having to resist the push down.

The ASW-20 uses a l'Hotellier connection, and that particular glider had been provided with safety sleeves, in place of safety pins. The sleeve has to be pushed back a little, against the resistance of a spring, and when the sleeve is released it blocks the ball in the socket. The sleeve allows for a quicker and easier connection than the laborious insertion of the safety pins. It is a good system. Still, the connection must be performed, as the different method does not assure that there will be no omissions.

However, Steve Irving suspects that it may be possible for an incorrect connection to pass the positive control check, with the elevator still not fully connected. The elevator may be moved and resist the opposing force of the checker, only to be disconnected later by bumps or vibrations. He advises a visual inspection of the connection: There is a pin on the ball, that has to pass through an opening in the socket, and when in place must protrude through the opening. That's the real check that the connection is made. Of course, it must be safetied.

Pat was an airline pilot and used to control check lists. He still failed it. The positive control check was made and did not produce a warning.

What else can we do to avoid the repetition of these tragedies?

Rex Mayes thinks that we approach the positive control check with complacency: We do not investigate for a possible disconnection, we look for a confirmation that everything is all right. We take the attitude to go through a ritual formality, that everything is OK and that we do not need to look at it critically. We should think instead: "There is something wrong with this airplane, and I am going to find it."

I asked Steve if it is possible to substitute the l'Hotellier connection with a retrofit, placing another type of connection. Steve says that everything is possible, but he estimates the cost of such a retrofit to be in the order of a few thousand dollars, because part of the rudder fin and elevator must be cut open and then reconstructed.

Probably very few people would be willing to do that. The solution for everybody else is to be careful and conduct an accurate inspection.

While all control connections are important, the elevator is of overwhelming importance. It may be possible to govern an aircraft without one aileron or without the rudder, and take it to the ground in a approximately horizontal attitude. But the elevator governs the pitch and there is no way to have any control when it is not operating.

I think that the pilot who helped on the control check right now feels terrible. However, I would like to say to him and to anybody else who is called to help on a check that the responsibility is always and fully on the pilot. It is the pilot that has to check the evidence of the solid connection of the controls to the full extension of the controls movement.

We are all friends and rely on each other, but when it comes to safety, in flight as on the ground, the pilot is in command and responsible for everything. It must be so. It is imperative that only one makes the decisions. To pilots, I suggest checking that particular connection on the elevator yourselves, visually. It is easy to do, just in front of the eyes, in good light. It just must be done.

Ah, this sport, so beautiful when it is beautiful, and so sour when it is sour. We will fly for you, Pat.

A wonderful lady who made everyone welcome at AirSailing

By Charlie Hayes

Marjorie M. Hayes was a longtime supporter of soaring in Region 11, particularly at Air Sailing. Known as "Marge" to her friends, she was often found



supporting operations at AirSailing contests and flydays during the 1970s, '80s and even into the '90s at the age of 80. She helped organize many a banquet at the gliderport and loved the beautiful sunsets and peaceful mornings and evenings at AirSailing.

A loyal friend and crew for her husband Jim and son Charlie, she enjoyed traveling the highways and backroads of Nevada on soaring adventures with Jim and her youngest son David. All of the Hayes clan, including daughter Linda, sons Alan and Richard, and grandchildren Rebeccah, Michael, Kelly, Eric and Laura enjoyed visits with "Grandma" to AirSailing.

Marge contributed to the family friendly atmosphere at Air Sailing. She cherished the lifelong friends she made in the soaring community both in soaring events as well as non-soaring events.

Marge and Jim once accompanied Norma and Alex Burnette on a Baja California vacation adventure. What great times they had and what great stories came out of that trip. Perhaps her greatest legacy is that she was a kind and pleasant person who always made you feel welcome and valuable.

A memorial service will be held for Marge Hayes and Alex Burnette at 1 p.m. June 9. Lunch will be served at noon.

Capital Campaign 2000

Air Sailing, inc.

The Air Sailing Jim "Billy Goat" Hayes Memorial Scholarship Fund

In April of 2000, AirSailing, Inc. created the Jim "Billy Goat" Hayes Memorial Scholarship Fund to educate youths in the art and science of soaring and gliding at Air Sailing Gliderport.

The primary goal of this scholarship program is to provide deserving students interested in aviation and soaring the financial means to learn to fly gliders. Post-solo flying time can be earned by working as line boys or girls at AirSailing.

The fund has recently awarded scholarships to three Reno area teenagers who are currently working towards soloing at AirSailing. Additional scholarships are available.

Major funding for this program is provided by generous donations from Network Realty, Inc., a Reno real estate broker. These donations result from Air Sailing member referrals to Network Realty.

Another way for supporters to donate is offered by L. Dave Cunningham, a representative of Bayside Financial. Investment firm. He will give a portion of any commissions earned from the purchase or sales of stock or mutual fund equities by Air Sailing, Inc. members or other individuals referred by members to the scholarship fund or to the PASCO scholarship fund. You would need to open a brokerage account of \$25,000 minimum with the firm and meet with him to discuss your personal financial goals and risk concerns.

Additional funding is provided by members and friends of Air Sailing.

For further information on the Billy Goat Scholarship Fund, contact Ed Lord at 775-843-3333, Dave Cunningham at (925) 933-4558, or Charlie Hayes at 775-475-2440.

minisafety seminar

at Williams Soaring Center

By Diana Bishey

Safety should be the main concern of all glider pilots. Every once in awhile we all need a refresher course. So Sergio Colacevich, PASCO Safety Director, put together a seminar on March 31 and April 1 at the Williams Soaring Center.

There were four seminars, two Saturday morning and two Sunday morning. Sergio organized, coordinated, and presented the speakers.

Peter Kelly did the first presentation on weather. As always, Peter did a great job of explaining the weather and tried to impress upon all of us that we need to do our homework before we launch. Then Richard Pearl spoke about "Having It All Together" in order to fly a safe flight. It made us all think twice about the flights we were about to take.

After the seminars on Saturday, Rex Mayes, operator of Williams Soaring Center, lined us up for launching. We had one towplane rigged for dual tows with two ropes hanging from the tail of the Pawnee. Several pilots opted to take the double tows. Rex made sure everything was safe and properly supervised.

If you have never seen a double tow or done one, try to be at Williams for their next competition and, weather permitting, Rex will provide double tows to those who want to try it (depending on your skill level, of course). There were many single tows as well since two additional towplanes were towing the whole time. We had about 30 tows on Saturday.

The lift was great that day and everyone had great flights. There were only two landouts that I know about, and one of those was a motorglider restart. The lift was forecast to 8,500 feet over Goat Mountain, but I heard some pilots reached 10,500 feet.

There were about 15 ships that

went north up to Eagle Peak and four that I know about that made it to the last ridge past Yolla (T-16 and T-15 ridge). Some stayed in the valley but all had great flights.

Of course the barbecue on Saturday evening was a great success with about 50 pilots and guests. The barbecue was followed with a Valley Soaring Association meeting and we held elections. Bob Ireland has stepped down as president and Rick Ogden was nominated and elected as our new president.

On Sunday morning, Ray Gimney showed slides of his soaring trip in Africa, and Peter Deane got into our heads and opened our minds to learning about the process of decision making while in the glider.

Sergio is to be congratulated for putting together this very enjoyable and productive safety seminar weekend, and many thanks to the Williams

Soaring Center for hosting this event.

Diana Bishey and her husband migrated to California from the Midwest in 1979 and she was first introduced to gliding by Rex and Rusty Mayes at Lagoon Valley Soaring in Vacaville, CA, about 10 years ago. She bought her first glider, 1DB, a Pegasus 101A, and flies mostly at Williams Soaring Center. Last summer, she participated in a PASCO League competition and wants to do more competition flying. She is currently serving on the Valley Soaring Association Board as secretary in charge of the quarterly newsletter.

For the last 18 years she has worked for the University of California, Berkeley and is currently the Director of Graduate Fellowships, providing fellowship funding in the form of fees, tuition and a living stipend for as many graduate students as she can.

A call for all short-winged gliders and pilots

By Dale Thompson

The weekend of June 2-3 at AirSailing Gliderport in Nevada will be a celebration of short wings and the joys of desert soaring. Everyone is invited to come, fly and share.

Where many events are organized around long-winged sailplanes, our world has lots of gliders that will never have 15 meter wings: for openers, the 1-26 and 1-36; then all the World Class contestants, PW-5, Russia, L-33; and finally the Dusters, Juniors and Cherokees. We hope to see a whole gaggle of short-winged gliders, their intrepid pilots and crews.

AirSailing, a gliderport by and for glider pilots, is situated 25 miles north of Reno, Nevada. Located at 4,300 ft, this is a classic high-desert location where lift to 10,000 ft during the summer is considered modest. Flying at 16,000 feet is common, and the cross-country flying is superb.

A field briefing will be held on Saturday morning, including a discussion of turnpoints and known cross-country routes. Two tow planes will

be available. Vern Frye (who did 500K in a 1-26 from here) and Charlie Hayes (our onsite operator) will assist with these preliminaries.

On Saturday evening, there will be a barbecue and a chance to swap stories. Did you ever see a gaggle of glider pilots who didn't have some stories? Sunday morning may be an opportunity to do a little still-air comparison flying.

The week following, 4 - 8 June, is AirSailing's Thermaling Camp. See description in *Soaring* or AirSailing's web site: www.airsailing.org, or contact Rolf Peterson at rolfpete@aol.com

Feel free to come a few days early to the Short-Winged Gathering. AirSailing is a seven-day operation during the summer. There are lots of tie-downs. The Air Sailing camping trailers can be reserved by contacting Rosemary Hayes: 775-475-2440 or info@soar-palomino.com.

To sign up for the Short-Winged Gathering, call Dale Thompson at 510-223-4259 or email dale@sinewave.com

Minisafetytips

First Cross Country Flights

by Sergio Colacevich

Yes, the soaring season is about to begin, and gliders and pilots thrill to the air of the newly arrived spring time. This is the moment sought for in the long winter nights, when the impossibility of flying is made up with the planning of heroic tasks to be tried next summer.

But then, the brave heart of the pilot retreats a bit when the reality of the difficulties of flying cross country shows up. This process of re-evaluating the goals is even more evident in the beginner pilots, those who have yet to do that first step of leaving the friendly field and departing for the unknown.

I would like to say something to these young - soaringly speaking - souls to fortify their resolve and at the same time to offer practical advice.

The first thing that I would like to say to encourage you to go cross country, as strange as it may seem, is: if you do not feel like doing it, don't do it. It must be an urge that comes from inside, not something to show to friends and relatives. If one tries to begin going cross country without a real desire to do it, and maybe with concerns about whatever bad things may happen, it is better not to do it now, but wait for better times.

After all, if one had the intelligence and ability to gain a glider license, he/she has enough good judgment to assess his/her actual proficiency and to decide if it is the case to try a cross country flight today. So, don't do it if you don't feel like it. Probably you are right, you are not prepared for it. But then, when flying around the field, and when thinking and reading about flying, try to visualize how you can do it.

Look at what happens when you fly around your home field. Can you

stay up consistently for a couple of hours? If so, let me tell you something: if you can stay up here, you can stay up there. If you can stay up close to the field, you can stay up even farther away, over there and there and there, if those are the same kind of clouds that you are beneath now. This the first realization of the beginning - relative to cross country - glider pilot. Believe me, and ask anybody: if there is lift here, there is lift there.

A lot of proficiency can be gathered even while at gliding distance from the home field, just flying triangles around it. For example, if you are comfortable flying as far as 5 miles from the home field, you can do triangles with the side of 8 miles. When you can do that consistently, you are a good way towards flying cross country, and your self-confidence will raise substantially.

The best way of trying the first cross country flight is to prepare a task on the table, at home. Decide what you want to do: "I want to go from my airport to this airport and then to this and to this..." (stop long before the tenth airport). Then, you must fix your parameters. The most important parameter is that you have to be at all times in the position of reaching a close-by airport, and be there at the height of 2000'. This is a rule not to be bent, especially in the air. As a consequence of this parameter and the glide slope of the glider, one can establish the height at any intermediate place between airports, in function of the distance from that airport. For glide slope, use 70% of the best L/D.

Now one can sketch diagrams of all sorts at home, but the real estimate must be done in the air. In fact, normally we cannot go straight from one airport to the other, and then there is the effect of the wind, and then we may find unexpected sink, etc. But most of all, we make mistakes because we may be safe here, but from here we want to go to that cloud over there. So our estimates should be relative to that cloud over there, and probably it is difficult to assess the exact position of that cloud with respect to the airport we want to reach. One way to locate the position

of the clouds is by looking at their shadows on the ground.

A word of encouragement though: If you respect the parameter of 2000' above the closest airfield, the altitude of 2000' is plenty. One can make big mistakes and still reach that airport with lots of altitude to spare. After growing in experience, that height may be reduced to 1500', then to 1000'.

If the glider has a GPS, to stay within safe reach of an airport is a relatively easy task. If no GPS is available, this is not a bad thing either: one can use map and scale and learn how to do mental calculations. It is good to have some training on this, because some day the GPS may fail, or the battery may fail, or we may have to land in a place that is not in the GPS database etc.

When the time comes to land in a foreign airport, just do what you do at the home airport, using the same pattern. Look for the wind, etc. Starting the pattern at 1000' gives a lot of altitude and time to use for the pattern. If everything went wrong and you have to land in a field, treat it as if it were an airport. There are many suggestions in the books on how to select a field. I would only add: choose a big one.

Once one is prepared and knows what is doing, then from that point on have no worries at all. "I did everything all right, I am prepared for everything, nothing bad can happen. If anything happens, I am prepared for it." Wait for a good day. Look at the forecast, do not believe it blindly but realize that the real conditions will be somewhat different. Listen to what other experienced pilots say about the day.

But let me tell you what happens when you go cross country. First of all you feel a sense of detachment, of insecurity. A continual sense of worry, of uneasiness, of challenge. But also a wonder to the uncharted territory that you never saw before. After a while, the interest for what is ahead and the mental concentration for making the right choices takes away most of the worry. Continuing the flight, the marvel at the progress

see **MINISAFETYTIPS - Page 11**

Air Sailing spring clean- up is roaring success

By Dale Thompson

Snow blanketed the Sierras, I-80 was a mess, but 29 intrepid AirSailing believers showed up for the Spring Clean-Up 2001 on April 21. Five members checked in from the California side and issued rain-checks for their clean-up skills. Special thanks go to Joyce Hammond and Neita Montague who pinch-hit for the lunch team that was blocked by the snow.

The bottom line is AirSailing looks better than ever. The biggest

single job was removal of rocks from the runways. Seems we sometimes look like New England, the way these red rocks continue to gravitate up towards our wheels, gear doors and wingtips. Bob and Jan Johnson arrived early and their team grew as several people worked well into the afternoon on this detail. Ty White and Norma Burnette moved and placed large rocks to replace the ugly blue-rope fence that extended from the restrooms around to the NSA trailer.

Runway 35 got new numbers. Mark and Neita Montague are the experts on this one. Mark had to depart Saturday evening, but prom-

ises to finish the job with a 14 foot high "17" later in the season. They are probably visible from outer space.

Laura and Caroline White assisted with the general clean-up of the memorial tree grove. Joyce Hammond, Deloris Walker and Rosemary Hayes were part of the team.

The hangar doors move so easily you can't believe. Reason is that Dave Walker and Louis Scheel did their magic, removing grit and

grime and re-lubricating. Mark Montague serviced the windsocks.

John Hammond cleaned, adjusted and polished the lawn mower, and then proceeded to start it on the

second pull. For those familiar with those cantankerous machines, this is incredible.

The item on the list, "Dog owners, man your shovels", was accepted in good humor as they attacked the problem with vigor.

A high-point of the day was when Vern Frye, on behalf of Nevada Soaring Association, announced that the Gerlach Dash trophies will now be named the "Alex Burnette Trophy" for the long course and the "Norma Burnette Trophy" for the short course.

Others who helped out included: Joe Findley, Lisa and three dogs, Vern Frye, Roger Harris,

Charlie Hayes, Jim Hays, Trey Higgins, Charlie Leu, Bob McKee, Rolf Peterson and Bob Spielman.

Apologies to anyone I've missed. It is really gratifying to have so many AirSailing supporters show up on a cold and blustery day. Thanks to all.



(left to right) Rosemary Hayes, Sabrina Sharkey, Bruce Laxalt, Pam Sutton, Lisa Lyons & Joe Findley



Neita and Mark Montague



Dale Thompson holds the ladder for Mark Montague



Chairlie Leu



Dale Thompson



Lisa Lyons, Joe Findley and Jan Johnson (left to right)

PASCO League revs up for Avenal

By Tony Gaechter

Teams that have indicated they will compete at Avenal on May 19-20 include:

1. Impossibles: Hud Staffield, Doug Padrick & Ron Hess
2. HGC #1: Russ Holtz, Chad Moore, Brian Choat & Eric Rupb
3. HGC #2: Drew Pearce, Intermediate & Tom Feldbebel
4. The Replacements: Novice, Jim Alton & Pundit (Note: Team members needed)
5. Wily Williams Wombats: Steve Irving, Dean Aldinger & Bob Ireland
6. Wicked Wenches: Diana Bishey, Chris Ashburn & Cindy Donovan
7. Voodoos: Tony Gaechter, Bruce Roberts & Tom Christensen
8. CCSC: Don Van Wyk, Lee Welsh & Mario Crosina

The Central California Soaring Club is our host at Avenal again this year. The CCSC field at Avenal is in great shape. Mario Crosina has agreed to be our contest director and others have volunteered to help with contest duties. John, Sherry and Matt Demsky will provide the barbecue on Saturday evening. They did it every day for lunch and dinner at the CCSC contest last time and provided a great variety of wonderful food.

Turnpoints for Avenal can be found on the Worldwide Turnpoint Exchange at <http://acro.harvard.edu/SOARING/JL/TP/Avenal>. This turnpoint list was updated a few weeks ago for the CCSC contest.

Motels near Avenal include the Cambridge Inn at Coalinga 559-935-2700 (ask for a room across the street from the office), the Big Country Inn at the Harris Ranch exit on the I-5 559-935-0866 and the Olive Tree Motel in Kettleman City 559-386-9530. There are no suitable motels in



Avenal.

If you are on the fence about competing at Avenal just show up with your ship and we will get you onto a team. With all those that have indicated they will make it this should be a great contest. It is a fun experience that you are sure to enjoy if you are at all interested in cross-country flying.

The other PASCO League locations and dates for 2001 are Truckee on June 23-24; Minden on July 14-15, and AirSailing on Aug. 4-5.

If you are new to soaring and would like to see what cross country and contest flying is all about, come

to one or more of the PASCO League contests with or without a glider. You will be most welcome to attend the pilot meetings and the Saturday night barbecue. Each pilot meeting is an education providing information about local conditions, local land-out sites, weather and safety considerations. It can also be fun to crew for pilots at the contest. A retrieve experience will get you the never-ending appreciation of the pilot you retrieve and a free dinner.

Information about PASCO League and the PASCO League rules can be found at <http://www.ranlog.com/pasco/index.html>.

MINISAFETYTIPS – continued

made provides some confidence and a sense of fatalistic acceptance of the whole situation. We know that we are there, suspended in the air: all is keeping us up is our wings (look at them) and our still uncertain ability to find lift. We don't know how this all adventure will end, but we are on cross country, right now!

The most rewarding thing happens after the flight. What remains in our mind is the image of the terrain below, the clouds, the slow progression, the gentle rolling and bouncing of our aircraft. The elation towards the end of the flight, when we realize that our goal has been reached for

sure, that we are on a final glide, that we have made it. And the big satisfaction of having accomplished something difficult - for us - something great, something that elevates our being. I do not know exactly what it is, but we want to go back for it, over and over again.

May the lift and the big skies be with you always.

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.

SOARING WEATHER WEB-URL SITES

*Compiled by
Doug Armstrong*

<http://www.wrh.noaa.gov/reno/...NWSFO> Reno home page/additional wx data
<http://www.wrh.noaa.gov/reno/javapg/soaring/index.html...NWSFO> Reno soaring/index
<http://www.wrh.noaa.gov/reno/RNOSAFRNO.txt...NWSFO> Reno soaring forecast
<http://www.wrh.noaa.gov/reno/javapg/satellite/index.html...weather> satellite index & loop
http://weather.unisys.com/satellite/sat_ir_enh_west.html...wx sat/infrared mode (IR)
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/4km_wvimage_Jhtm...4km WV
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/16km_irimage.htm...16km IR
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/1km_visimage.htm...1km VIS
http://www.wrh.noaa.gov/reno/javapg/satellite/GOES_West/1km_visloop.htm...VIS loop
<http://www-das.uwyo.edu/upperair/sounding.html...current> atmospheric soundings/map
<http://www.wrh.noaa.gov/reno/javapg/radar/index.shtml...Local/Regional> radar data
<http://grads.iges.org/pix/mrf.vort.html...MRF> extended forecast model
<http://www.edwards.af.mil/weather/mrfmodel.htm...MRF> model output
<http://www.wrcc.dri.edu/weather/sage.html...DRI-Stead> remote weather data
<http://www.wrcc.dri.edu/weather/slide.html...DRI-Slide> Mt. Remote weather data
http://virga.sfsu.edu/gif/jetstream_pac_init_00.gif...SFO State 300 mb Jet-stream
<http://rap.ucar.edu/weather/upper/ua300mb.gif...UCAR> 300 mb Jet-stream

The data from these web-url sites with a brief description can be reviewed on a daily basis by any soaring pilot or soaring meteorologist in preparation for soaring flights in the western states. Most of these Internet sites are used in a soaring forecast overview prepared by Doug Armstrong...Soaring Meteorology updated April 17th, 2001...inquiries can be addressed to this email <skybird98@aol.com>

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PASCO Calendar of Events

May 19,20: PASCO League Meet #1, Avenal, CA. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

May 19,20, 26-28: Region 11 Soaring Championships, Crazy Creek Gliderport, Middletown, CA. Practice Day May 18. Contact Ty White, 41600 Marigold Drive, Fremont, CA 94539. (408) 616-8379 days, tylerwhite@earthlink.net.

May 21-25: Crazy Creek Cross Country Camp, Crazy Creek Gliderport, Middletown, CA. All Levels Welcome. Contact Jim Indrebo, 402 Mason St., Healdsburg, CA 95448, (707) 431-7578, indy79@earthlink.net

June 2-3: SHORT-WINGED GATHERING at Air Sailing. A fun fest for short-winged gliders and their intrepid pilots and friends. This is not a contest, but a get-together to celebrate the joys of short wings and soaring in the desert. No entry fee. Contact Dale Thompson, dale@sinewave.com. Additional information see the Air Sailing web site: www.airsailing.org

June 4: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

June 4-8: 2001 Air Sailing Thermaling Camp, Air Sailing, NV. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-5620 h, (925) 447-4255 w.

June 10-15: 2001 Air Sailing Cross-Country Camp, Air Sailing, NV. Contact Chad Moore, 5431 Southside Rd, Hollister, CA 95023-9123, (831) 636-6864 h, chad@outside-the-box.org/

June 19-28: Open Class Nationals, Siskiyou County Airport, Montague, CA. Practice Days June 17, 18. 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.

June 23, 24: PASCO League Meet #2, Truckee, CA. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

June 25-29: NSA Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125

July 3-12: Sports Class Nationals, Siskiyou County Airport, Montague, CA. Practice Days July 1,2. Contact: Manager Gary Kemp, P.O. box 405 Willows, CA 95988, 530-934-2482 or register online with SSA. e-mail is gkemp@diamond.sunset.net.

July 3-12: 18 Meter Nationals, Siskiyou County Airport, Montague, CA. Practice Days July 1,2. Contact: Manager Gary Kemp, P.O. box 405 Willows, CA 95988, 530-934-2482 or register online with SSA. e-mail is gkemp@diamond.sunset.net.

July 7,8: Family weekend at Air Sailing Gliderport, NV. Contact Rosemary Hayes, 9732 State Route 445, PMB 356, Sparks, NV 89436, (775) 475-2440, crhayes@soar-palomino.com.

July 14,15: PASCO League Meet #3, Minden-Tahoe Airport, Minden, NV. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

July 16-21: 2001 Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day July 15. SSA-Sanctioned Regional Contest. Contact Key Dismukes, Contest Director, 1357 Harrison St.Santa Clara, CA 95050-4740, (408) 243-0891 h, keydismukes@earthlink.net

July 23-27: Third Annual Air Sailing Badge and Record Camp, Air Sailing, NV. For information contact Charlie Hayes, 9732 Pyramid Lake Highway, PMB 356, Sparks, NV. 89436. Email crhayes@soar-palomino.com. (775) 475-2440

July 23-28: Region 12 Championships, Tonopah, NV. Practice Day July 22. Contact Jim Norris, 767 Palermo Dr., Santa Barbara, CA 93105-4449, (805) 898-1008 h, jim@interwoof.com

August 4,5: PASCO League Meet #4, Air Sailing Gliderport, NV. Contact Tony Gaechter, (408) 867-2182(h), tgaechter@home.com

August 11,12: The Fourth Annual Gerlach Dash, Air Sailing Gliderport to Gerlach, NV. Sponsored by Nevada Soaring Association. Contact Vern Frye for information at (775) 825-1125. Motel reservations at Bruno's in Gerlach (775) 557-2220.

September 10: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

November 5: PASCO Board Meeting, 7:00 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

November 17: PASCO Safety Seminar and Awards Banquet - 6 pm at the Dublin Monarch, Dublin, CA.

A guide for submitting photos to WestWind

By Glenn Cobb

We are so very appreciative of all who have submitted 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 at a minimum of 150 dpi at 100% and save at maximum size if using the JPG mode. Especially for cover photos, the more "pixels" the better and a print has many more than any digital file. Look at the cover photo for the April 2001 issue, the one showing Brett Hinze of Youth Soaring Academy, a digital photo submitted by email. There are fewer dots and it looks much more grainy, not sharp and clear as most of our past cover photos from prints. Look especially in the white parts of the sailplane: there are no dots at all. And the fine detail is missing: You can't read Brett's T-shirt or see the landscape clearly.

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!

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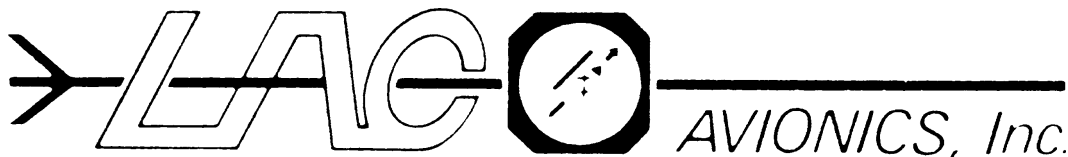
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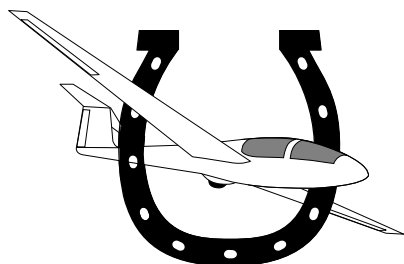
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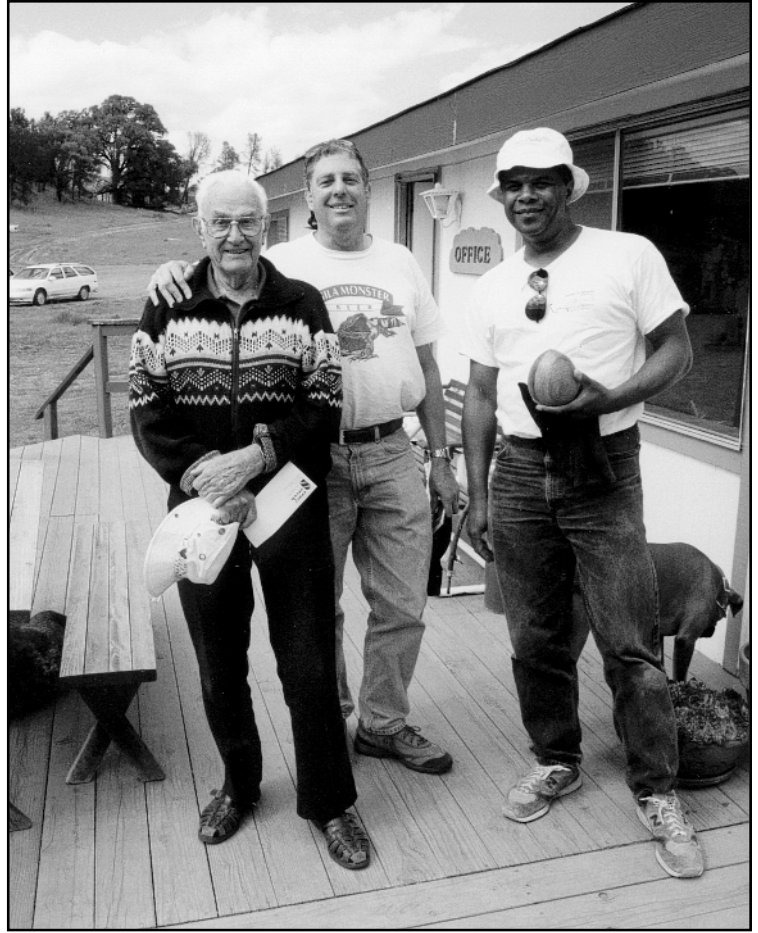
Marc Ramsay brings the PASCO Egg to Crazy Creek Soaring

The PASCO EGG

By Connie Indrebo

Marc Ramsay dropped into Crazy Creek in a Duo Discus on April 22 with the PASCO Egg. He said he flew from Williams to Bear Valley, went north to Goat, Snow and St. Johns, then flew under nice clouds to Crazy Creek in about 1½ hours. His flight home was uneventful, releasing at Boggs and climbing to 5,000 feet to the Gold Mines. "Everybody was happy to see the egg," he said.

From left, Urio Bertelli, Steve Merlan from Silverado Soaring, and Marc Ramsey holding the PASCO Egg.



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