



# *WEST WIND* January 2002



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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 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

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Reno - 775 793-1313 Truckee - 775 793-1313

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## REGION 11 GLIDER OPERATIONS

**Air Sailing, Inc. Airport** David Volkmann 775-787-3197

**Central California Soaring Club** Avenal Gliderport - 600 LaNeve 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** Minden-Tahoe Airport, P.O. Box 70, Minden, NV 89423, 775-782-4944

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**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** Minden-Tahoe 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/>

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**Air Sailing, Inc. Airport**

David Volkmann 775-787-3197

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**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; 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

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**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](http://www.syix.com/clarkaw/csa_home.html)  
**MINDEN SOARING CLUB** <http://www.mindensoaringclub.org>  
**MOUNT SHASTA SOARING CENTER** <http://www.community.net/~soaring/mssc.html>  
**NORTHERN CALIFORNIA SOARING ASSC.** <http://www.bethany.edu/psych/ncsa>  
**PALOMINO VALLEY SOARING** [www.soar-palomino.com](http://www.soar-palomino.com)  
**RENO SOARING FORECAST** <http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm>  
**SILVERADO SOARING, INC.** <http://www.silveradosoaring.org/>  
**SOAR HOLLISTER** <http://www.soarhollister.com/>  
**WILLIAMS SOARING CENTER** <http://www.williamssoaring.com/>  
**VALLEY SOARING ASSOCIATION** <http://www.community.net/~soaring/>

# Meet the 2002 PASCO Board of Directors

## Karol Hines, president



Karol took her first glider lesson at SkySailing in Fremont in 1982. Since then, she has flown over 1,400 hours in gliders, a great deal of which have been cross country flights. She has flown in numerous regionals and four national contests in her ASW-24 (and a Pegasus before that) and won the AirSailing Sports Class contest in 1996.

Karol is also active on the administrative side of soaring. She has served as president and treasurer of PASCO, managed two Region 11 and one national contest and is currently a SSA Director for Region 11. In 1989, Karol was the 13th U.S. woman to complete a diamond badge. She also holds several Nevada state records and one national feminine soaring record.

## Buck Arnold, vice president



Buck is vice president of the Bay Area Soaring Association and has been at an executive level in the association for the last five years. His involvement began in Dayton, Ohio, at age 12 when he joined the then-Soaring Society of Dayton, now Caesar's Creek Soaring, and he has flown in the U.S. and Europe. His main soaring and best experiences have been flying BASA equipment in California and Nevada. Most recently he has been working with the SSA on developing several national club programs to enhance soaring. Buck brought about The Truckee Bash, formerly the BASA Bash, which was formed with BASA, NCSA and Silverado clubs as a summer meeting of clubs for social and club competition. Fun events such as a spot landing and flight duration to a preset time contests are part of the event that ends each year with a barbecue and club award presentations. You can expect more club orientation in PASCO with Buck's participation.

## Rolf Peterson, secretary



Rolf started flying airplanes in 1976 and became a flight instructor in 1979. He transitioned to gliders at Woodbine, Md., in 1983 and added his glider flight instructor rating at Sky Sailing Gliderport in Fremont, Calif., in 1985. He was a glider flight instructor at Sky Sailing from 1985 to 1987 and then with Northern California Soaring Association (NCSA) from 1987 to the present. He has been a lead pilot at the AirSailing cross-country camps.

Rolf initiated the AirSailing thermaling camps and managed them the past five years. He coordinated the annual Cross-Country Badge, Record, and Distance Gathering at Parowan, Utah, the past three years. He has flown in PASCO League and AirSailing sports class contests. He completed his Diamond Badge in July 1999.

He has previously served as a PASCO director and is currently the FAA liaison for PASCO and the PASCO representative on the Northern California Airspace Users Working Group. Rolf is currently the senior flight instructor for NCSA, a trustee of AirSailing, Inc., and the owner and operator of Mt. Diablo Soaring, Inc.

## John Bell, treasurer



John received a glider ride over Calistoga as a birthday gift in 1983 and was immediately hooked. This addiction was confirmed when he discovered you can actually go places in those things, and sometimes make it back. He flies a Standard Cirrus (serial number one, with some interesting names in the log book) in the northern coast range in the spring and fall and along the back of the Sierra in the summer. In everyday life he sells and services residential computer and telephone systems. He will accept cross-country glider rides from anyone.

## Ty White, publications chairperson



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

Ty has served as a PASCO director, vice president and president. He has been membership chairperson for PASCO for nearly 15 years, and served as WestWind editor for about three years. He has received both the Esther White and Les Arnold awards from PASCO. Ty has been an Air Sailing trustee since 1995 and is currently secretary of the board of trustees. He lives in Fremont with his wife Annette and daughters Carolyn and Laura and works as Director of Molecular Biology at Scios Inc., a biotech company in Sunnyvale.

## Jim Alton, director



Jim, Technology Development Manager for SBC-SI, is a member of the Northern California Soaring Association in Byron and this year's organizer of the PASCO League contests. He earned his private pilot glider certificate in 1997. After participating in the thermaling camp and PASCO League in 1999 he saw his flying skills dramatically improve and he flew several 200- to 290-mile flights in his Pegasus, 3E, last year. He's looking forward to bringing the joys and challenge of cross-country flying and competition to our lower time pilots this year.

## Andrew McFall, director



Andrew, operations manager of Soar Minden and president of the Minden Soaring Club, was hooked on soaring at age 12 when he went with his dad, Ian McFall, to Vacaville Soaring in 1974. He became chief instructor at Lagoon Valley Soaring and was chief tow pilot for many regionals and the pre-World Ameriglide contest at Minden. At Soar Minden, he specializes in cross-

# Out of Hollister

## A cross-country flight

By Mark Schmidt

When I moved to the Bay Area from Chicago about two years ago, one of the things that enticed me was the prospect of soaring in the Sierra Nevada. That has been everything I hoped it would be.

However, since I arrived two things became apparent. First, the summer flying season in the Sierra, when my club, the Bay Area Soaring Association, keeps its ships up at Truckee, is short, while the rest of the year, when we keep the ships at Hollister, is long.

Second, the arrival of our son Ivan made weekends up at Truckee much harder to arrange than half-days of flying at Hollister. So, seeing the writing on the wall, I made a valiant effort to make Hollister work.

Unfortunately, around springtime this year, I was forced to conclude that Hollister was hopeless as a soar-

ing site. Some statistics tell the story: in May, with about 50 flights out of Hollister, I had only four flights longer than an hour, and not a single one of those was cross-country. I take some of the blame for this sad performance, but nobody could have gotten more than a couple decent flights out of the glassy-smooth marine air that flows into the valley just when the lift gets going.

So, I had begun to resign myself to the occasional weekend up at Truckee in the summer when I began to hear rumors

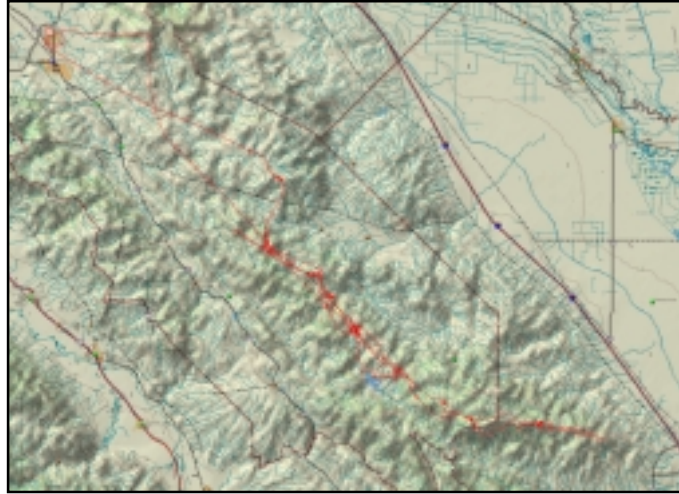
about some hotshot European pilot who had made cross-country flights out of Hollister to the south, to places I had never heard of, with names like "Panoche" and "Hernandez" and "Coalinga." The stories were amaz-

ing: 300 km, 500 km cross-countries out of Hollister! Could it be true?

I was skeptical, convinced it was an elaborate hoax that Drew had dreamed up to get some expensive tows out of a few of us suckers. However as the end of the Truckee season loomed, I figured I had nothing to lose and went down to Hollister for a weekend seminar on the new soaring

area to which Ramy Yanetz had blazed the trail.

And there Doubting Thomas put his hands in the wound: I saw the GPS traces



and the barograms, and I began to believe that it might be true.

The final test was to actually go up and do it. The next weekend the experts on Panoche said it looked like *see next page*

country instruction.

He has a Gold Badge with Diamond altitude. His longest flight of 1,150 miles was four times around a 300k triangle from Minden in April 1999 in a Discus B. He won the 1990 Sports Class regionals in an ASK21 at Vacaville and flew two national contests at Minden, once in Sports Class and once in Standard Class.

In the 1980s, he was a PASCO board member and the president of the Vacaville Soaring Association. This year, as Minden liaison for the PASCO board, he hopes to establish a better relationship between MSC and PASCO and to promote more contests at Minden. He is working with Carl Herold and Charlie Hayes to develop and promote a cross-country syllabus for use at all Region 11 gliderports.

### Chad Moore, director



An earth scientist for the National Park Service by trade, I spend much of my summer flying in the Great Basin and volunteering as a lead pilot for the AirSailing Cross Country Camp. I love to share our sport with others and find it especially satisfying when I can encourage pilots on their first cross-country flight. I have been flying since age 16 and picked up my glider rating just five years ago at age 25. My flying interests vary: for four years I served on the board of the University of California Flying Club; as well launching a raptor festival in Montana bringing thousands of folks out to witness migrating eagles. I'm always meeting interesting soaring pilots in this region and I look forward to working with them.

### Kenny Price, director



Kenny Price works and lives at Williams Soaring Center as the chief pilot and instructor. He started flying sailplanes at Lagoon Valley in 1989 and holds a gold badge. His best flight was a leisurely five-hour, 300-mile task in the Mendocinos with a student. He flies the sailplanes in the Williams fleet, including ASK-21, Duo Discus, ASH-25, and ASW-20.

He has worked contests by towing, scoring, site selection etc. He promotes soaring by speaking at various functions at Rotary clubs, schools, airshows and airport meetings.

He says his interaction with pilots on a daily basis gives him a unique perspective to this sport, and he hopes, with the help of all PASCO members, to make this the safest flying year possible.

a good day, so on Sept. 3, Brian Choate and I took the club Grob and headed out. According to the experts, we were supposed to tow to 20 miles out, release at about 6,000 feet, and then glide another five miles to the first thermal. This sounded good on the ground but after towing through 15 miles of the smoothest air Hollister had to offer, I thought we all must have read the wrong forecast. The only hint of what was to come was the big cu building to the south-east.

We waited until we had the Panoche strip (“Panoche International”) in sight before releasing a few miles out from the resident thermal now known as the Panoche Elevator. Smooth air became less smooth, then

bumpy, and then it happened... we hooked a real, honest-to-God thermal. At 5,500 feet, out of Hollister! It was “only” 3-4 knots, but it was real, and the cu’s to the southeast were getting fatter with every circle. Climbing through 6,500 feet, 25 miles out but with Hollister in gliding distance, I realized that it was true! There is actual cross-country soaring within an hour of my house...life is sweet.

We pushed south from peak 3665, across the valley to the next ridge, with Panoche far below our left wingtip. We were still in the blue and needed something before pushing on towards the markers that looked so near, yet were still too far. Cruising along the ridgeline, we found another modest thermal of 3-4 knots, but as we climbed past 8,000 feet, it gathered strength until we were climbing at a solid 5 knots. I was speechless

when we topped it out at over 10,000 feet. After a summer in the mountains, I had to keep reminding myself that this was not a “Truckee 10,000” (e.g., “I’m still on oxygen so how can I be landing out?”), but 10,000’ of usable altitude. This wasn’t just a good day for Hollister, this was a good day for anywhere.

Before taking off, Drew had challenged us and a couple of other pilots who were heading south to a race: Hernandez dam, to the microwave

rough peaks of the ridge were over a mile below.

In front of us, however, were the microwave towers, 10 miles away in the middle of a big blue hole. My whiz-wheel (an E6B flight computer) told me that getting there and back should take about 4,000 feet at best glide, and that we should have the Hernandez strip in range all the way. The whiz-wheel, however, forgot to factor in a gentle but steady sink on the way out, and when we tagged the

microwave towers and headed back, Hernandez looked awfully high up on the canopy — or at least, it would have, if it hadn’t been blocked by the ridge. New Coalinga airport, down below in the Central Valley, was an easy out, but even with two wallets



towers at the far southeast tip of the ridge (60 nm from Hollister), up to 3665, and back to the dam. I had nodded assent to this but privately told myself that I would consider it a good day if we stayed up for a couple of hours near Panoche, and a great day if we actually made it back home. However, reaching the markers our first cloud took us smartly up to 11,000 feet, even though it looked past its prime. We changed gears mentally, forgot about just getting back, and decided to have a shot at the race.

We took a start over the dam and headed east towards the microwave towers. We dolphined under scattered marker clouds to a huge cu over the highest peak on the ridge (peak 5241), which took us back up to a frigid cloudbase at 11,000 feet. It seemed so easy! The Central Valley lay spread out to the east, and the

New Coalinga would have been a scorchingly expensive aero-retrieve. We sank lower and I could hear the conversation back home:

“But honey, the Grob is too heavy for two guys to take apart and trailer out.” “What?! So, not only are you a lousy pilot, but weak as well?” The hunt for a save was on.

We pushed back west, flying over the spine of the ridge. The sun beat down into the cockpit through a cloudless sky, although that wasn’t the only reason I was sweating. I could practically see the heat coming off the ridge - there *had* to be a thermal coming off those rocks baking down there.

And then, that familiar, happy surge and wonderful lifting sensation. The vario gave a few half-hearted beeps. I banked it over and began the search for the core. The

thermal was weak, but we were past caring. 300 feet, 400 feet up, and then I lost it. Damn!

We widened out our circle hoping to contact it again, found only the surrounding sink and gave all our winnings back. "Where are you, you have to be here somewhere...ah, *there* you are!" I steepened up the bank, determined not to lose it again, and instead lost myself in the task of feeling out the thermal and making the exact corrections necessary to keep it from spitting us out.

Around and around we went, grinding the altitude out at a grudging one or two knots while the minutes ticked by: 500 feet...1000...and finally we had the 1,500 feet we needed in the bank. We were back in the game.

After that, the rest of the flight seemed to fall into place. Well-marked lift let us round the course at about 50 mph, which might not beat any records, but is still not bad for a Grob. After crossing the finish at the Hernandez dam, a couple of nice clouds took us up to 10,500' for a 35 nm final glide back to Hollister. The ride in was absolutely smooth, and as our final glide got fatter and fatter we were already planning our next trip: New Coalinga? Avenal? Tehachapi?

It was only after we had skimmed over the airport fence and landed, that what we had just done sank in. We had flown 250 km (300 with the tow) in four hours, in a Grob, out of Hollister. My point is not what great pilots Brian and I are, but just the last three words of the previous sentence: *out of Hollister.*

For those of us who haven't been down south yet, on a decent day this is an excellent route. The Panoche area has three things going for it: predictable lift patterns, what seems to be a lack of those holes of atrocious sink that make soaring in the Sierra such an adventure even on a perfect day, and well-placed (if primitive) airfields. All of these add up to the potential for great flights without much stress. Actually, thinking about it, I would add a fourth: it's there, an hour from Silicon Valley. Go down and give it try yourself.

Mark Schmidt is a product manager for a medical device com-

## Catch the Sierra wave daily on the Web

By John W. "Jack" Glendening, Ph.D. and James D. Doyle Ph.D.

We have created and are presently experimenting with a daily prediction of mountain wave using a high-resolution (1 km) grid.

Graphic predictions for the Lake Tahoe and Owens Valley regions are available daily around 8:30 a.m.

PST and may be accessed through the LWIP (Linear Wave Interpretation Page) home page at <http://www.dr-jack.net/LWIP/> where the model predictions are described in detail.

You can view prediction examples in which mountain wave is present at around 18,000 feet MSL for the Lake Tahoe region at [http://www.dr-jack.net/LWIP/mtwave\\_example.tahoe\\_5500.X.gif](http://www.dr-jack.net/LWIP/mtwave_example.tahoe_5500.X.gif) and for the Owens Valley region at [http://www.dr-jack.net/LWIP/mtwave\\_example.owens\\_5500.X.gif](http://www.dr-jack.net/LWIP/mtwave_example.owens_5500.X.gif).

Summaries of upper-level wind forecasts, including the mountain wave prediction based upon the Armstrong criteria, will continue to be posted daily at the WINDIP home page, <http://www.dr-jack.net/WINDIP/>, since they provide longer range mountain wave predictions.

These mountain wave forecasts are unique in that they predict individual wave crests. We hope they will prove useful to soaring pilots and are soliciting your help in making their existence known to pilots who fly with your operation.

The model and Web page are still undergoing development so glitches and changes can be expected, but we felt it was better to alert pilots to its existence at an early stage rather than wait until all was operationally perfect (which may

never occur), particularly since pilot feedback can then influence the

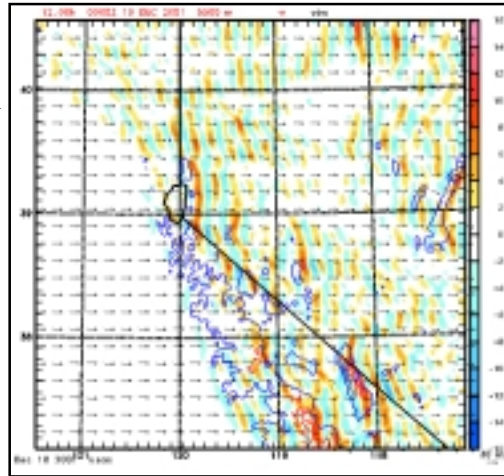
direction taken.

Naturally there are a significant number of caveats, as are given on the Web page, that come with attempting to provide 1 km resolution forecasts of the complex and often changing phenomenon that is a mountain wave, but we do believe that the

forecasts provided are better than can be obtained from simple rules of thumb that consider only wind speed and direction, as many pilots presently use. Just how much better remains to be seen, and we solicit pilot reports to help in that evaluation.

Glendening and Doyle are both meteorologists at the Naval Research Lab in Monterey, California. PASCO member Glendening flies a DG-400 in Minden and over the spring/summer introduced the TIP and BLIPMAP thermal forecasting products for soaring pilots on his Web site, <http://www.dr-jack.net/>. He had not planned to get into mountain wave forecasting since several mountain wave prediction products were already available for the Reno area. But those products have disappeared this year so he saw a gap that needed to be filled.

Doyle is actively involved in mountain wave and turbulence research, participating in the European Mesoscale Alpine Programme mountain wave investigation and a planned mountain wave observational program in the Owens Valley. He had been toying with the idea of using a linear model to make high-resolution mountain wave forecasts, so the two put the pieces together for the daily Web predictions, Glendening said.



pany and lives in Fremont, Calif. A BASA member, he has been soaring for four years since graduate school in Chicago. His goal for

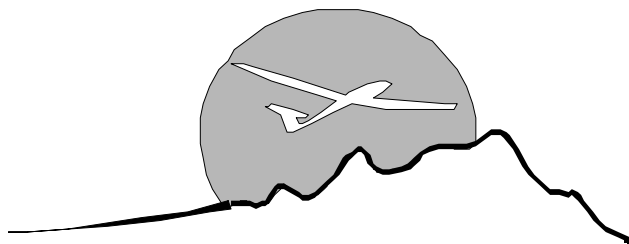
this season is to win his gold badge and complete a contest while staying in good graces of his very understanding wife and son.

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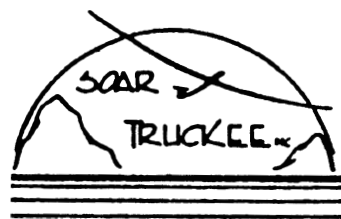


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# The Fourth Annual PASCO Cross Country Seminar

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This all-day XC Seminar is aimed at the local soaring pilot, the budding XC pilot, their CFIG's, and all other interested soaring pilots. This seminar is aimed at preparing pilots to start achieving their esteemed soaring Badge Legs: the Silver, Gold, and Diamond.

**Location:** The New LeConte Physics Building, Room 4,  
University of California, Berkeley, California  
**Date:** Saturday, 9 March 2002

**Time:** 7:15 AM to 8 AM for Pre-Paid Continental Breakfast,  
Lectures from 8:00 AM to 6:00 PM

**Pre-Registration:** Cost \$60.00, Mail Check made out to Carl Herold, PASCO XC  
1230 Riverberry Drive, Reno, NV 89509, Email: [cdherold@gbis.com](mailto:cdherold@gbis.com)  
There will be Late Registration of \$65 at the door, but please RSVP NOW.

**XC Seminar CD:** The CD will be available and include the  
1999 to 2002 Presentations for \$15.00.

Campus Map & Parking: <http://www.berkeley.edu/visitors/>

**Program Schedule:**

Co-chairman: Carl Herold & Sumner Davis

Kempton Izuno Intro To Five Soaring Site Briefings For:  
Achieving Silver & Gold Badges  
Tyler White Plan For Crazy Creek Departures  
Tba Plan For Williams Departures  
Steve Brockman Plan For Hollister Departures  
Bob Korves Plan For Truckee Departures  
Chad Moore Plan For Air Sailing Departures  
Demo Pc Model Of Severe A Thunder Storm Down Burst

Peter Deane  
And  
Do's"

Early Badge Xc Flight Preparation, Find A Mentor,  
Budding Pilot Xc Flying "To Do's" And "Not To

Dan Gudgel

New Soaring Forecast Tools In Development  
By: Walt Rogers And Jack Glendening  
Soaring Site Thermal Hotspots And Insights  
Landing Sites & Point-of-no-return Circles  
For California & Nevada  
Summary & Q & A With Some Other Surprises

Jim Conger  
Carl Herold

S. Davis &  
K. Izuno

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<b>LS-3A</b>	<b>\$48</b>	<b>\$215</b>
<b>Mini Nimbus B</b>	<b>\$48</b>	<b>\$215</b>
<b>4-Grob 103 Acros</b>	<b>\$60</b>	<b>\$260</b>
<b>2-Grob 102s</b>	<b>\$41</b>	<b>\$190</b>

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\* Daily rate includes unlimited use of glider, O<sub>2</sub>, Barograph, Parachute & 1st tow up to 3000 ft tow.

# Cockpit Calamity

By Neita Montague

I climbed into my Ka6, spending some time familiarizing myself with the cockpit since I had not flown gliders for nearly a year.

An enormous dust devil at AirSailing the previous summer had loosened the lower hinge of the tailfeathers of my Ka6CR. Since the glider had to be restored, we had a new canopy blown by Ray Poquette.

I noted again that the tow release was below the transponder on its rather limp cable and now out of sight because I am very short, under 5 feet. I thought that might be a problem so a red string was tied to the transponder to hold the tow release handle and to help remind me where it was.

I had gone up in the club 2-33 that day with a CFI-G for four flights with two rope breaks. I took the 2-33 for a short solo and then climbed into the Ka6. After my look around the cockpit, I took off with the usual first-of-the-year-flight butterflies.

It was the normal direct-cross-wind take-off with high turbulence on the tow. We made a left 270 off the end of the runway then headed towards Dogskin, our local ridge. The wind was from the west and the turbulence got greater as it spilled over this ridge.

Uncomfortable with my position and under the more-than-usual stress of tow, I released and started a right-hand turn. I looked to my left to

check for the towplane and saw it slightly below me — with the tow rope still attached.

I reached up and pulled again and all of a sudden couldn't see. In a matter of seconds several things happened: I thought the glider had failed so I released my seatbelt. I started to push myself up when I glanced at the air speed indicator. I was at 70 knots and the plane was still flying, so I eased myself back down into the seat.

I glanced left and all I saw was a blur: the towplane, still attached. I pulled the tow release hard, twice, then looked to my right and saw a fuzzy brown triangle at my 5 o'clock.

The canopy had departed, taking with it my glasses and my beloved AirSailing hat. At 1,500 feet AGL and with only one chance to land, I pulled spoilers and made a left 270 lining up on a dogleg to runway 03. I made a severe slip and the best landing of my life, stopping just beyond my usual spot on the runway.

My husband watched the release but hadn't known what happened until he saw my long hair streaming behind my head in the landing roll.

I sat there for a few seconds while Pam Sutton walked over to me. I climbed out and burst into tears. Everyone thought it was from the stress of the event, but for me it was for the loss of my beautiful new canopy and the end of what was going to be a very promising second season in my very own glider.

In retrospect I realize several things, the most important being muscle memory. The tow release for the 2-33 and the Ka6 canopy release are in the same positions forward and just under the canopy, center. I had just practiced five tow releases in the

2-33 using that position.

My romantic husband had given me the Terra transponder for Christmas, but installation was problematic. We should have found another place to put the enormously long transponder, but weighing the dangers of mid-air collision with commercial traffic into Reno and the inconvenience of the placement of the tow release below the transponder, it was a toss-up. Too bad that smaller transponder which has "been in production" for years and years and (talking to those in the know) is still far from being on the market, wasn't available.

Terry Duncan, a while later, offered her Libelle to my husband and as we were looking at it offered for me to take a ride in it. I'd never flown single seat glass. It was wonderful. I'll always be grateful for her helping me "get back on the horse" and to Pam and Lori Brand for their support. I am now the proud owner of a Libelle, and so is my husband!

I now practice moving my hand from the trim to the tow release to the spoiler handle many times prior to take-off and from trim to tow release during the take-off roll. Karol Hines gave me a thingy to hold my glasses on and I wear it whenever I am flying. And I also carry a spare pair of glasses in my fanny pack clipped to my parachute and within easy reach while in the cockpit.

Neita Montague of Branford, Conn., owned Brownstone Management, managing New York City townhouses, but has now retired to devote herself to her family and flying. She started soaring five years ago after 18 years and 1,600 hours in power planes. Her husband Mark introduced her to gliding and with ten hours under her belt she bought a Ka6CR in Arlington, Wash., in 1998 with plans to tow it to Connecticut. Enroute Mark and Neita stopped at AirSailing and, bowled over by the welcome and the gliderport, have set up house-keeping there in the summers and whenever they can get away. They plan to fly her Grumman Tiger to AirSailing this spring. She won AirSailing's Charles D. Glattley Award for 2001 for her work as editor of the "AirSailing News."

## PASCO

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For more information contact Ty White  
510-490-6765 h; 408-616-8379 w

# PASCO Calendar of Events

March 4: PASCO Board Meeting, 7:00 pm, place to be determined. All members invited. If you wish to attend, please contact any PASCO Director for directions.

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March 9: 4th Annual PASCO Cross Country Soaring Seminar - For Budding Cross Country Soaring Pilots. Continental Breakfast at 7:15 am, seminar 8 am to 5:30 pm, New Le Conte Physics Building, UC Berkeley. RSVP to Carl Herold, 1230 Riverberry Drive, Reno NV 89509, Phone / FAX: 775-786-8505, E-mail: cdherold@gbis.com

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April 28-May 5: Minden Wave Camp, Minden Tahoe Airport. Sponsored by Minden Soaring Club, PASCO, Soar Minden, High Country Soaring, and Mansburger Aircraft. Contact Andrew McFall, 775-884-4394, AndrewMcFall@aol.com

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May 4,5 : PASCO League Meet #1, Avenal, CA. Contact Jim Alton, (925) 355-9289 (h), ja2483@sbc.com.

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May 16-19: Central California Soaring Club Spring Contest, Avenal, CA. Practice Day May 15. Contact Mario Crosina, 1747 Bobolink Lane, Fresno, CA 93727, (559) 251-7933, mcrosina@pacbell.net. Also see <http://www.soaravenal.com/>

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May 25,26: PASCO League Meet #2, Truckee, CA. Contact Jim Alton, (925) 355-9289 (h), ja2483@sbc.com.

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May 27-31: Region 11 North Open Class Regional Championship, Siskiyou County Airport, Montague, CA. Contact Gary Kemp, P.O. box 405 Willows, CA 95988, 530-934-2482, gkemp@diamond.sunset.net.

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April 13: Air Sailing Spring Cleaning Work Party, Air Sailing Gliderport, NV. Contact Dale Thompson, dale@sinewave.com, 4443 Fieldcrest Dr. Richmond, Ca. 94803-2001, 510-223-4259.

June 8,9: PASCO League Meet #3, Air Sailing Gliderport, NV. Contact Jim Alton, (925) 355-9289 (h), ja2483@sbc.com.

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June 15,16, 22-24: Region 11 Championships, Minden-Tahoe Airport, Minden, NV. All classes. Contact Andrew McFall, 775-884-4394, AndrewMcFall@aol.com

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June 17-21: 2002 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.

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June 23-28: 2002 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

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July 1-6: 2002 Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day June 30. SSA-Sanctioned Regional Contest. Contact Chad Moore, 5431 Southside Rd, Hollister, CA 95023-9123, (831) 636-6864 h, chad@outside-the-box.org

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July 4-7: 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.

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July 8-12: NSA Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125, eagleduble@aol.com

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July 13 or 14: PASCO Board Meeting, 7:00 pm, place to be determined. All members invited. If you wish to attend, please contact any PASCO Director for directions.

July 15-19: Air Sailing Badge and Record Camp I, 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

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July 16-25: 15-Meter Nationals, Tonopah, NV. Practice Days July 14,15. Contact Jim Norris, 767 Palermo Dr., Santa Barbara, CA 93105-4449, (805) 898-1008 h, jim@interwoof.com, website www.imdata.com

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July 22-26: Air Sailing Badge and Record Camp II, 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

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July 27,28: PASCO League Meet #4, Minden, NV. Contact Jim Alton, (925) 355-9289 (h), ja2483@sbc.com.

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August 10,11: The Fifth 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.

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September 9: PASCO Board Meeting, 7:00 pm, place to be determined. All members invited. If you wish to attend, please contact any PASCO Director for directions.

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November 4: PASCO Board Meeting, 7:00 pm, place to be determined. All members invited. If you wish to attend, please contact any PASCO Director for directions.

# Treasurer's Report

January 1, 2001  
through  
December 31, 2001

## Discussion:

The current assets of PASCO are divided into two categories: General Operating Funds in the checking and savings accounts and the Scholarship Fund (which was collected separately and is earmarked for a specific purpose) kept in a separate Morgan Stanley Dean Whitter money market account.

The Statement of Operations shows that almost all of our general operating income is from membership dues. This fact makes the Statement of Current Assets rather misleading, since the majority of our membership renews in the fall and winter months. Thus our general operating assets are currently at their high point. We can expect these balances to drop by over \$5,000, or about 50%, before rising again next fall. This also means that I would expect the general membership to not be shy if they have ideas about how we should spend this money.

The Statement of Operations and the Operations Detail section outlines PASCO's general operations and the associated expenses. Administrative expenses (bank charges and filing fees) are negligible, and we like to give out trophies and awards. Most of the ongoing operations, shown in the Operations Detail, are designed to break even, a goal that is reasonably closely achieved. Ignoring WestWind for the moment, the banquet, PASCO League (with its associated awards) and the management of the Regionals when combined showed a net loss of 14 cents.

The operation which, by design, most certainly does not break even is the publication of WestWind. In other words, this is what your dues are going to in most years, with the rest of our activities requiring only the volunteer efforts of specific mem-

bers to make them happen. (Of course, there is a very considerable level of volunteer effort put into WestWind as well.) This also means that we can control our expenses by adjusting the number of WestWind's published in a year. This past year we published 11, about one and one half issues more than budgeted.

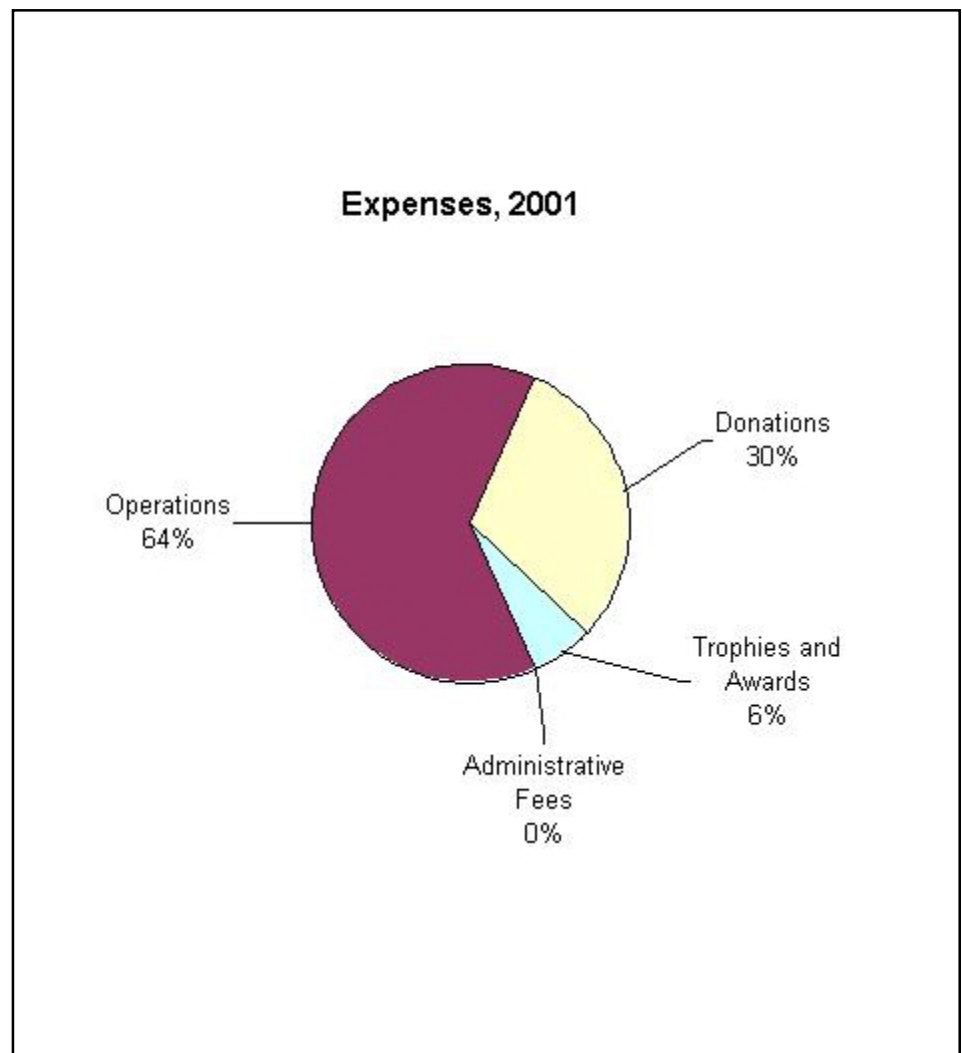
This past year also saw an additional and unusual expense. PASCO donated a significant portion of its resources (all of the donations listed in the Statement of Operations) to the Region 11 FBO's, hurt so badly by the restrictions placed upon them in the aftermath of the September 11 terrorist attacks. For comparison, in the previous year PASCO made three donations or expenditures for soaring promotion totaling \$1,500.

The pie chart shows these expenses graphically.

We have not made disbursements from the Scholarship Fund for the

past two years, and this is a current issue for the Board of Directors. I would like to note that historically (within the past three years) the fund has increased more as a result of interest earned than as the result of donation, and it would seem prudent in the long run to maintain as large an endowment as possible.

We budgeted for a net income in our general operations of approximately \$1500 plus the effects of any special projects. The net operating loss of \$829.43 when the donations are excluded results primarily from the additional WestWind issues and about a ten percent shortfall in membership income. While both of these issues should be examined, they are not a cause for immediate concern. In other words, I believe it is clear that PASCO is financially healthy although, as with all endeavors, there is a need for continuing oversight and prudent expenditures.



**PASCO**

**Treasurer's Report**

January 1, 2001 through December 31, 2001

CURRENT ASSETS  
December 31, 2001

Cash and Investments		
Checking account	4,311.01	
Savings account	<u>6,025.62</u>	
TOTAL General funds	10,336.63	
Scholarship fund	7,147.06	

STATEMENT OF OPERATIONS  
(Excluding Scholarship Fund)

<b>INCOME</b>		
Uncategorized	23.50	
Donations	290.00	
Interest Earned	39.36	
Memberships	<u>8,519.50</u>	
TOTAL Income	8,872.36	
<b>EXPENSES</b>		
Bank Charges	28.00	
Non-profit statement fees	20.00	
Operations (Net of Banquet, Competition Management and WestWind)	8,799.64	
Donations	4,200.00	
Trophies and Awards	<u>854.15</u>	
TOTAL Expenses		(13,901.79)
<b>OVERALL TOTAL</b>		(5,029.43)

Note: see below for Operations detail.

OPERATIONS DETAIL, INDIVIDUAL PROFIT OR (LOSS)

<b>Banquet</b>		
Banquet Income	3,630.00	
Banquet Expenses	<u>(3,760.08)</u>	
TOTAL Banquet		(130.08)
<b>Pasco League</b>		
Air Sailing	135.00	
Avenal	(235.00)	
Minden	100.00	
Truckee	100.00	
Awards	<u>(796.96)</u>	
TOTAL Pasco League		(696.96)
<b>Regionals</b>		
Entry Fees	3,640.00	
Expenses	(3,116.10)	
T shirts sales (gross)	<u>303.00</u>	
TOTAL Regionals		826.90
<b>West Wind</b>		
West Wind Ads	2,255.50	
West Wind Costs	<u>(11,055.00)</u>	
TOTAL West Wind		(8,799.50)
<b>TOTAL Operations</b>		(8,799.64)

SCHOLARSHIP FUND

<b>INCOME</b>		
Dean Witter Dividend	309.91	
Donations Received	<u>0.00</u>	
TOTAL Scholarship Fund Income		933.91
<b>EXPENSES AND DISBURSEMENTS</b>		
TOTAL Expenses and Disbursements		<u>0.00</u>
<b>OVERALL TOTAL</b>		933.91

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For additional information contact:  
Doug Lent, (916)966-4038, [dplent@aol.com](mailto:dplent@aol.com)

Membership requirements are private pilot certificate in gliders, checkout with an approved instructor, and initiation fee. Pilots using gliders for cross-country must meet certain minimum requirements.

## 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.

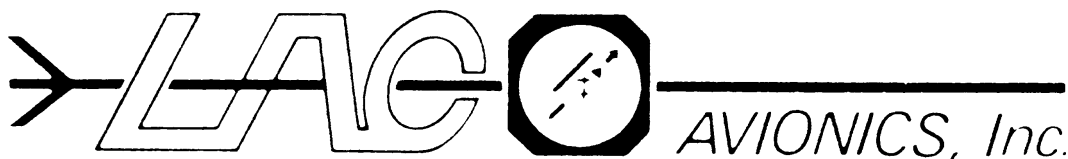
Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing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

*A new page has been added to the Minden Soaring Club Web site: <http://www.mindensoaringclub.org/>. Look under the WELCOME page for a new section for those soaring out of Truckee, Minden, or Air Sailing. Please study this material on safe soaring within the Reno ATC area.*

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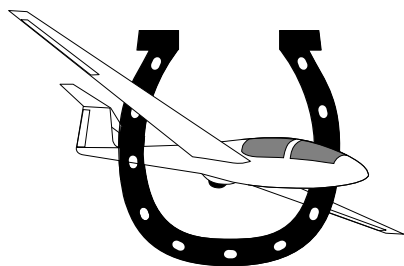
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