



WEST WIND

Feb/March 2002



Need a caption for this photo – *Photo by ???????*

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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
Auburn - 702 793-1313

Volume 37, No (2) (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

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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

Las Vegas Soaring Center Jean Airport, (702) 874-1010 lvsoar@vegasnet.net

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 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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David Volkmann 775-787-3197

Bay Area Soaring Associates (BASA) - Hollister Airport, Hollister, CA; Truckee Airport, Truckee, CA; Minden-Tahoe 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; 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

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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
LAS VEGAS SOARING CENTER <http://www.lasvegassoaring.com>
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
RENO SOARING FORECAST <http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm>
SILVERADO SOARING, INC. <http://www.silverado-soaring.org/>
SOAR HOLLISTER <http://www.soarhollister.com/>
WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>
VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

Minutes of the PASCO Board of Directors

Jan. 6, 2002

ATTENDING: Buck Arnold, John Bell, Karol Hines, Chad Moore, Ty White. Via conference call: Jim Alton, Andrew McFall.
DIRECTORS NOT PRESENT: Rolf Peterson, Kenny Price

INSTALLATION OF NEW BOARD
The officers and chairpersons for the coming year were acknowledged and the list will be included in the January WestWind. Meeting dates for the coming year are March 4, May 6, July 13-14 (at Truckee Bash), Sept. 9, Nov. 4.

Action item: Ty will ensure that the meeting dates are published in WestWind.
Two board members are attending this meeting by conference call. We have some conference call capability, but of course pay by the call. PASCO members who have a reason to attend the board meeting by conference call should contact a board member.
Action item: Ty will email a copy of the bylaws to each board member.

TREASURER'S REPORT
A calendar-year-end Treasurer's report was presented which will be published in WestWind.

AWARDS:
Action item: Karol will contact Cindy, and we will look at the criteria for the various awards we present, including the Sawyer award.

MEMBERSHIP
Andrew would like some of the extra WestWinds from past print runs to use as a membership solicitation tool at Soar Minden.
Action item: Ty will prepare a membership kit consisting of back issues of WestWinds and envelopes for responses and will send some to Andrew.

WAVE CAMP:
PASCO will cosponsor a wave camp with Soar Minden during the last week in March, with Andrew organizing.

Action item: Ty will coordinate the calendar listing in WestWind.

EQUIPMENT:
Andrew would like the trailer for the wave camp the last week in March and Chad would like it after the regionals.
Action item: Ty will contact Elden and ask him to inventory the trailer contents and provide information on the hitch ball size and lights.

SAFETY
Andrew plans to solicit WestWind safety articles from Region 11 instructors and to organize a series of seminars at regional FBOs.
Action item: Since Peter Deane has offered to organize a safety seminar at Hollister, Andrew will contact him.

WESTWIND ADVERTISING POLICY:
Suggestions included Andrew contacting hotels in his area, publishing the rates in WestWind, and the following action items:
Action items: Chad will follow up on a suggestion that we contact businesses that advertise in Soaring. Karol will talk to Janice about rates. This topic will be an agenda item for next meeting and will be discussed by email or online before then.

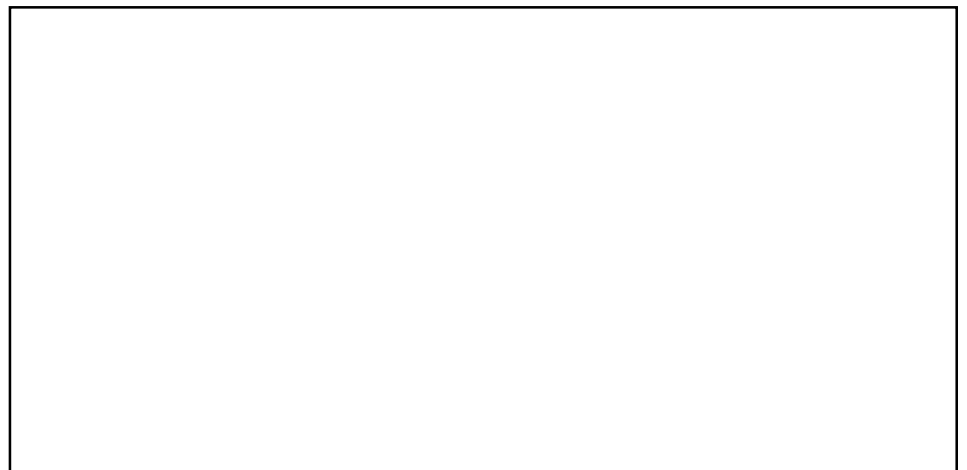
SCHOLARSHIP FUND:
Ty, Cindy and Peter are a committee of three charged with presenting a recommendation regarding the Scholarship Fund.

INCREASING PASCO VISIBILITY:
Several contact persons for regional soaring sites were identified: Kenny for Williams, Ty for Air Sailing, Andrew for Soar Minden.
Action items: Karol to call Mario, Gary Kemp, Mike Johnson. John will contact Jim Indrebo.

It was suggested that we have a presentation prepared.
Action item: Ty will start, Karol will help.
It was suggested that we ask clubs what their issues are. Can we become an information clearinghouse, regarding issues such as insurance?
Action items: Buck will call SSA, Karol will call Roger Archey. Buck will look into lapel pins, decals and related items.

Air shows are a good venue for showcasing our sport. Many clubs would be willing to partner with us. The issue is staffing the booths.
Action item: Chad will put together a list of air show dates.
Action item: Janice needs Rolf's input for the brochure, Karol will facilitate.
We have at least two good candidates for webmaster.
Action item: Chad will select.

REVISITING STAN DAVIES AND YSA:
It was suggested that Stan consider offering a syllabus to clubs and FBOs, and PASCO seek ways to act as a catalyst.
Action item: Include on agenda for next meeting.



This is THE year to fly PASCO League

By Jim Alton

As you're planning your annual soaring calendar, block out time for PASCO league. Last year we had some great weather, but I'm guaranteeing even better soaring this year.

PASCO League is a great opportunity for novice and intermediate pilots to improve their cross-country skills by flying with more experienced team members. If you are already a finely honed cross-country machine but don't really have the desire to win the nationals this year, this is your chance to show off and share your knowledge with less experienced but eager pilots in a no-stress, laid-back weekend event.



To all pilots in the PASCO area: Welcome to the Sawyer Award!

Send me your flights at the end each month and the total will count toward the trophy. It is that simple, and I am afraid that reading on will turn away the reader more than attract the reader.

Join up before understanding all the rules. The thought that has gone into this competition has helped it to evolve into a very unique soaring contest with positive effects upon the participants. When inspired, delving into the details and eagerly pursuing each and every point is entertaining and educational as well as safe for all level of pilot skills.

In general, the contest is a summation of quantitative soaring events for a year ending Oct. 15. This is in contrast to one quality flight like badges or records.

Points are figured with expected performance of the glider, pilot, and launch altitude figured into a handicap system. This gives the newer pilot with a modest glider equal footing. I believe it has been won by new pilots; not because of the handicap, but because it is with the intermediate that eagerness abounds.

In my humble opinion, this contest provides better directions and goals for new pilots than the badge and contest system. All this adds up to it being really fun!

So what do you win? There is a cash prize, and there is a perpetual trophy. I admit I like this. It is the first dust collector for my new hangar. The dates on the trophy go back to the 1960s. I think a perpetual trophy is representative of what we all want to earn in soaring no matter how far or high we go: the honor and respect of our fellow honored and respected pilots.

So all you have to do to put your name after mine is fly. When you fly, do your best ALL day long.

In this new century, computers best store our data and frequently asked information. The following are links to details of the award:
<http://www.ranlog.com/pasco/sawyer.html> <http://www.ranlog.com/pasco/sawyerrules.html> <http://www.ranlog.com/pasco/sawyerhistory.html>

If you would like the rules, description, or history by fax, mail, or Pony Express, I will get it to you. Contact Nick Thomas, P.O. 8412, Incline Village, NV 89452, xcnick@aol.com.

One of the great things about PASCO League for pilots of all levels is getting away from the familiarity of your home site and meeting pilots from other parts of our region.

This year I'd like to see the clubs commit to fielding a team at each site. Substitutions are allowed if you can't make all four events. If you don't have enough people to make up a complete team, let me know & I'll set up ad-hoc teams so everyone who wants to can fly.

We will be flying Saturday / Sunday contests at four sites, just like last year but will be flying a little earlier in the season: May 4-5 at Arenal, May 25-26 at Truckee, June 8-9 at AirSailing and July 27-28 at Minden.

Entry requirements are simple: You'll need a sailplane, proof of insurance, sectional, PASCO membership, a waiver form, and an entry fee of \$10 to \$15 per day. Each event has a Saturday night meal/party for ~\$15, and you pay your own tows. GPS is not required, but I recommend at least a hand-held GPS. Turnpoint cameras and GPS loggers are not required. We use the Carl Herold sports class handicap so high performance sailplanes are not required. 1-26s have won contest days in the recent past.

See <http://www.ranlog.com/pasco/handbook.html> for additional details. Mail inquiries & team rosters to jimalton@sbcglobal.net. Detailed contact info under PASCO board information on page 2.

Sailing Into harm's way

By Mark Montague

Editor's note: *An airline pilot who flies and soars near Reno tells us that without transponders sailplanes are virtually invisible to traffic too fast to outrun. Airliners are flown by extremely busy pilots who aren't looking very hard for us because they don't realize we're out there.*

I would like to put you for a few moments in the cockpit of an airliner flying an approach into the Reno-Tahoe International Airport. First, some details to set the stage.

An airline pilot plans a final glide much as we do in our gliders, with one crucial difference: He or she is almost always trying to get rid of surplus energy to avoid arriving at the runway too high or too fast. The problem stems from two sources: first, because he saves time and fuel by staying high, he tries to calculate the very last point at which he may start down at idle power; second, because controllers typically keep arriving aircraft high as long as possible in order to keep the departure corridors clear.

The descent path is much shallower than most of us realize. A typical descent profile would call for at descent at 280 to 320 knots IAS, and at that speed in still air the average airliner will need about 3 nautical miles to lose 1,000 feet—a glide ratio of 18:1. Add 10% for a 30-knot tailwind, and it will also take about one mile to lose 10 knots of airspeed. With these figures in hand, the pilot does the mental math as he approaches the terminal area.

Should a pilot get behind the descent, his first choice would be to increase his speed (if necessary, up to his redline at 340-350 knots IAS) in order to steepen his descent. Adding drag in the form of spoilers or extended landing gear is a second-choice option. At any rate, the descent and approach often involve very



Mark Montague flies a Libelle H301 out of Air Sailing, Nevada??

high speeds and always a very high workload.

Now to the story: This summer I rode an MD80-series aircraft from Los Angeles to Reno as a passenger after working a trip of my own. Every airline cockpit has an extra jumpseat or two for use by company check airmen, trainees and FAA inspectors, and these seats are sometimes available to off-duty pilots. The working crew that day were completely unfamiliar with sailplanes.

By airline standards, Reno is a sleepy little airport, the kind that is perfect for hand-flying for proficiency. (At a busier airport it would make more sense to use an autopilot so as to devote more time to scanning for traffic.) So the captain was hand-flying the leg, and having suffered the usual delays at Los Angeles, he was doing his best to make up time. Vectored off the airway for traffic, we were cleared "present position, direct Mustang" and turned directly toward the VOR.

At this point, please get out your SFO sectional and a straight edge. To you power pilots, I will say that we flew inbound on the 131-degree radial. Glider-only pilots, draw a straight line on your sectional from the Mustang VOR to that little heliport just west of Bridgeport and right off the bottom of your chart. This

was our ground track. Take a moment to study the line you've just drawn and ask yourself if you've ever crossed it, and at what altitudes. Do you notice the way the Pine Nuts parallel the line? Ever been there?

Passing abeam of Yosemite we began our descent, and by the time we passed Farias Wheel air strip, we were approaching 16,000 feet and about 500-1,000 feet below the bases of the scattered cu. We still had 330 knots indicated. The copilot, who had spent several years in Nevada courtesy of the military, turned to me and asked, "Where do you fly your gliders, anyway?" I smiled and answered, "Right here!"

1. The effect was electric. These pilots literally had no idea we ever ventured away from our home fields, nor that thermals would take us to altitudes that mattered. I mentioned that Tonopah was an easy 300-km flight out of AirSailing and the copilot looked off toward Lucky Boy Pass and beyond, then turned to me with wide eyes. (I didn't dare tell him about the flights Carl Herold has made.) There followed an urgent discussion about soaring routes, altitudes, dolphin flying and TCAS, the Traffic Collision Avoidance System. As I've already said, they were stunned to hear that they had been flying through the world's best soar-

ing airspace for years, miles from any airport, without even knowing we were there!

By the time we passed Virginia City we were down to 11,000 feet and still doing well over 300 knots indicated. The crew took great care to remain within the Reno Class C airspace and it was clear that this called for an earlier turn than they'd planned. (Reno was using runway 16.) We taxied to the gate, I thanked them for the ride, and they thanked me for telling them about the extent of the glider activity. A few days later in my own glider I was over Mt. Siegel at 16,000 feet, looking for another silver MD80 inbound and grateful I had a transponder on board.

I don't believe any glider pilot who has seen TCAS in operation has been unimpressed. The system, mounted in all airliner cockpits and in most cargo planes and corporate aircraft, picks up signals from transponders with altitude encoders in other aircraft for miles around. It does not pick up aircraft without transponders. Traffic is displayed long before it becomes a threat, and if and when a near-miss becomes possible, the system provides unambiguous guidance to the airline pilot. The system reacts to the sudden changes in vertical velocity that are a normal part of soaring much faster than do the controllers on the ground and it doesn't care that gliders are slender and hard to spot even under good conditions.

For some time now there has been a sense at other gliderports that AirSailing is the place to go if you want to see how many windows a 737 has. To a certain extent this is true, but I hope this story has convinced you that none of us, regardless of the field from which we launch, can afford to ignore the risk of collision with an airliner. Please take a minute to consider what a midair would do to you, to your family, to your friends and to our sport.

Since September we sport pilots have been operating in a hostile political environment and our right to fly has been scrutinized and challenged as never before. In my opinion it is imperative that we do all we can to prevent high-profile collisions and near-

misses.

At one time I was strongly opposed to installing transponders in our sailplanes, but the introduction of TCAS forced me to change my mind. Not only must we remain vigilant, but also, if you haven't installed a transponder and encoder in your glider, I urge you to do so now. It was always a good idea: Now it's a great idea whose time has come. The Nevada Soaring Association, the club based at AirSailing, will be completely transponder-equipped by the start of the 2002 season—and if they can do it, you can too.

Mark Montague's first taste of Sierra soaring came when as a new BASA member, he attended the 1973 PASCO Wave Camp at Minden. He took his first glider lesson in 1969 at Les Arnold's Sky Sailing Airport in Fremont, Calif., and his first flying job was as a CFI-G there, hired by Bud Murphy in March 1979. He has instructed at Truckee, Calif., Black Diamond and Ephrata, Wash. and now with the Nevada Soaring Association

at AirSailing, Nev. . For the past couple of years he served as a lead pilot in the AirSailing Cross-Country Camp. He owned a Schreder HP-18 for eight years and now he and his wife Neita fly identical H301 Libelles. He has a daughter, 18, and a son, 15.

His career includes ferrying and repossessing airplanes for Piper and flying charters, including two years flying cancelled checks out of Oakland, Calif. He has flown commuter airliners, including 2,000 hours in the Fairchild F-27 Friendship, mostly spent collecting ice over the Cascades in Washington and Oregon.

For 15 years, he has flown 767s and 747-400s and currently Airbus 320s as captain for United Airlines, including four years as a check airman.

Mark lives near New Haven, Conn., and spends winters researching and drawing steam locomotives for a model train magazine. He also builds and flies free-flight model airplanes.

For More Information

TCAS: A detailed explanation of the system installed in airliners including a history and diagrams can be accessed online at www.caasd.org/proj/tcas.

ADS-B: Lots of information on the newest technology and test program in Alaska at www.ads-b.com.

Transponder manufacturers: www.becker-avionics.com, www.microair.com.au, www.filser.de.

Specific, up-to-date safety information for Reno/Tahoe airspace is available by visiting the Minden Soaring Club Web site: www.mindensoaringclub.org. Look under the Welcome page.

SSA, FAA work together on transponder issue to ensure safety

By Karol Hines

Region 11 soaring pilots are more at risk than ever of encountering high-speed air traffic. Most of the focus of discussion has been on the increased potential of encountering commercial airline traffic descending into the approach at Reno, Nev.

While this is obviously the area with the highest concentration of gliders and airliners, Mark Montague's article in this issue of WestWind points out what many cross-country pilots around the Minden/Tahoe area have known for a long time. The threat of encountering high-speed air traffic beyond the 40-mile radius of Reno is also very real and growing. See **TRANSPONDER SAFETY** – Page 12

National Soaring Museum Sierra Wave Landmark Dedication

Bishop, California – June 15, 2002

Dedication of the Landmark 1 pm at the Bishop Airport
Two tow planes available.

Expected flight participation by Vintage Sailplane Association and other groups.

Dinner – Buffet style with tri tip beef, herb roasted quarter chicken, portobello mushroom ravioli (for vegetarians); sierra ranch salad, seasonal vegetables, scalloped potatoes, spent grain bread, coffee, ice tea, dessert bar – under \$25.

Dinner Speaker – Einar Enevoldson on the Perlan, high altitude stratospheric wave project.

Panel Discussion: Larry Edgar, Harold Klieforth, Dr. Joachim Kuettner, Paul MacCready, John Robinson, Betsy Woodward, etc.

Make dinner reservations with Bertha Ryan, e-mail ryanbm@alum.mit.edu, phone 760.446.5366 (Note: only 130 seats available).

Lodging: RV parks available in the area; also motels ranging from \$28 to \$150. Be aware June is a very busy season for the eastern Sierra region, especially Bishop and reservations should be made early. Make your own lodging arrangements but if you need further information, contact Bertha Ryan.

For further information, contact Sylvia Colton 760.872.1573.



Photo by Bob Symons, March 5, 1950 from F-5 (P-38) with propellers feathered

SOAR MINDEN

BUSINESS MEMBER

Established 1978 • Incorporated 1982

**Minden - Tahoe Airport
Minden, Nevada**



800-345-SOAR

775-782-7627

Fax 775-782-6505

- website : <http://www.soarminden.com>
- email : soarminden@powernet.net
- 3 - 250 hp Pawnee towplanes
- Our professional staff will assist you from tiedown/assembly to staging & takeoff

Gliders Available

Discus B

LS-4

LS-3A

Mini Nimbus B

4-Grob 103 Acros

2-Grob 102s

Hourly

\$57

\$48

\$48

\$48

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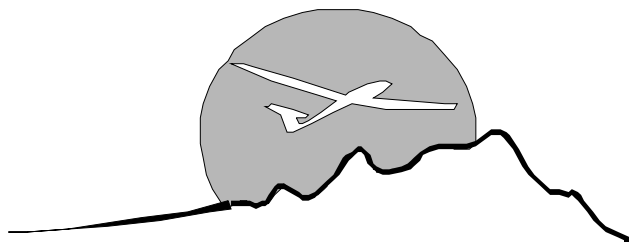
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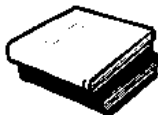
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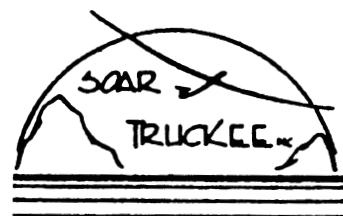


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Dan Gudgel	New Soaring Forecast Tools In Development By: Walt Rogers And Jack Glendening
Jim Conger	Soaring Site Thermal Hotspots And Insights
Carl Herold	Landing Sites & Point-of-no-return Circles For California & Nevada
S. Davis & K. Izuno	Summary & Q & A With Some Other Surprises

The Pacific Soaring Council, Inc, a non-profit 501(c)3 corporation which sponsors activities and communications which promotes and teaches safety of flight, meteorology, skills of XC soaring, and high altitude flight.

TRANSPONDER SAFETY

from page 7

Some in our sport have been wondering about the Soaring Society of America position and its support of putting transponders in sailplanes. Comments about “dodging a bullet” by Stephen Northcraft, SSA vice chairman, in a letter sent to members shortly after Sept. 11 were misinterpreted to mean that the SSA does not support putting transponders in gliders. This could not be further from the truth.

The main focus of the SSA in working with the Federal Aviation Administration on this issue, both before and after Sept. 11, is to develop a solution that allows us to have the choice. The bullet we dodged after Sept. 11 was a move by the government to require mode C transponders in all aircraft. If this was enacted, many sailplanes in the country would be grounded indefinitely.

The January 2000 issue of Soaring magazine contained an excellent article by Jim Short, chairman of the SSA government relations committee, a volunteer position. “Airspace in the New Century, Soaring Faces a Serious Threat” talked about the growing threat of crowded skies and explained what the SSA was doing in conjunction with the FAA and glider operations all over the country to make those skies safer for all of us. He explained that the SSA encourages everyone who flies a glider in an area where there is a potential of high-speed traffic conflicts to install a transponder and learn how to use and maintain it.

At the 2001 SSA convention in Indianapolis, as the chairman of the SSA airspace subcommittee (another volunteer position) I presented an update, mainly researched by Charles Riddle, for the soaring community on SSA efforts to facilitate the installation and use of transponders in sailplanes. Much of the material has been incorporated into the articles written by Eric Greenwell for Soaring magazine in February and March. The important points include:

1. Traffic growth places sailplanes and other airspace users at an increasing risk of potential collision. Transponders are a proven method of helping manage this risk and respon-

sibly using this shared airspace.

2. With a transponder, you can be “seen” by Air Traffic Control and commercial traffic using TCAS (Traffic Alert and Collision Avoidance Systems).

3. Installation of a transponder is voluntary now and we hope to keep it that way. Installation and use of a transponder is highly recommended if you fly in an area where probability of encountering powered (particularly commercial) aircraft is high.

4. SSA has proposed to and is working with the FAA to assign a code to be used nationally to identify an aircraft as a glider, much like 1200 is used to identify general aviation flying VFR. This concept has been piloted in the Reno area for several years. Reno approach recognizes a squawk of 0440 as a glider and it is not necessary to talk to the tower regarding your intentions unless required per the FARs.

5. SSA has proposed to and is working with the FAA to provide glider with an exception to the “always on if installed” rule. This is considered a safety issue on long flights. Since a transponder can create a heavy power drain, it would be desirable to turn it off when on course and out of high traffic areas in order to preserve available power for the end of the flight when having an operational transponder and radio may be more critical.

6. SSA has suggested to the FAA that adding glider symbols to approach charts where appropriate would be a good thing to do to further promote safety.

7. SSA continues to research product availability for transponders that will fit in a glider and be as power conservative as possible. There are still some Terras available and as of February 2002 there are three manufacturers, Becker, Microair and Filser, that are working on certification of a new small footprint transponder.

There are several other transponders on the market, but most of them are either high-priced (over \$3,000) or present a problem in installation (too big for the panel) or use (very high power drain).

8. SSA has suggested to the FAA that we would like to explore installation options for transponders in sailplanes in order to make it possible

and economical to install a transponder as a means to promote safer flight.

9. SSA is working to create visibility of the safety issue with the soaring community, including addressing the issues regarding installation and use of transponders in training materials and seminars.

In the past year, since the Indianapolis presentation, the SSA has met with the FAA in Washington to formally request them to work with us on the points mentioned above. While there was some movement by the FAA, including research into what it would take to get a national code and modify the FARs to allow for the “always on” exemption, everything got put on hold on Sept. 12. Talks continue on all of these points, in addition to the new challenges presented by the terrorist attacks.

The SSA is working on this and other issues to insure our safety under reasonable and appropriate regulations. The struggle to balance the cost of developing and certifying a transponder for our use against a limited market and potential of new GPS technology (ADS-B) that would make it obsolete, is something that SSA recognizes but can do little to mitigate. (Pilots using the Automatic Dependent Surveillance – Broadcast system, currently being testing as Capstone in Alaska, transmit real-time GPS position information to other equipped aircraft and ground-based ATC equipment used by ATC for traffic separation where there is no radar. Although results are good, the system would take 10-20 years to implement.)

The SSA welcomes and encourages efforts of manufacturers to put their products into the market as soon as they can, while they are working with the FAA to speed the certification process of these products.

Along with the SSA, I encourage all glider pilots, especially those flying in high-risk areas, to gather as much information as they can about transponders, how to install and use them and how to communicate with air controllers. WestWind expects to publish an article on communicating with Air Traffic Control in the next issue, and additional articles on transponders and their use will be published in Soaring.

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.

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

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

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

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/>

Karol Hines, PASCO president and SSA Region 11 Director, has flown over 1,400 hours in gliders, including many cross country flights in the Reno/Tahoe area. She has competed in numerous Regional and four National contests in her Pegasus and her ASW-24 and won the AirSailing Sports Class contest in 1996. In 1989, Karol was the 13th U.S. woman to complete her Diamond Badge and has won several Nevada and one National Feminine Soaring Records.

She has served previously as president and treasurer of PASCO and managed two Region 11 competitions and one national contest. When she isn't flying, Karol works as a professional computer systems consultant.

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

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.

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.

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

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.

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

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

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.

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

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

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

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

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

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.

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.

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.

California airport closed because of tall trees

Five other airports lose funds

By Janice Hoke

Toodie Perl-Marshall of Truckee, Calif., has sounded an alarm over the closing of Dunsmuir's Mott Airport in Siskiyou County, near Mt. Shasta. As the manager for the California Pilots Association airport representatives, she receives their reports on vital issues at their airports. Caltrans closed the airport at the end of 2000 and has suspended funds to five others, including Siskiyou County Airport, a prime site for regional and national sailplane contests. Other county-run airports affected are Butte Valley, Weed, Happy Camp and Scott Valley. Montague's Rohrer Airport, which is not run by the county but by the city of Montague, is also losing about \$10,000 in funding, said Larry Graves of North Valley Aviation.

The problem is a dispute over which agency, the city or the county, should be enforcing the height requirement for trees, buildings or obstructions around the airports. The height depends on the runway and the approach slope, 20 to 1 for a VFR runway or 34 to 1 for an instrument approach runway.

Caltrans found that Siskiyou County government, rather than the city of Dunsmuir, should enforce the requirement at Mott/Dunsmuir but hasn't done it.

While the county seeks a review of the wording of the ordinance, it has gotten most of the owners of the private property on the west side of the airport to agree to a navigation easement with no compensation so the trees can be cut at the city's expense, according to a Feb. 13 story in the Mt. Shasta News. The story also

said the city has asked the Forest Service to clear trees at the north end of the runway. The ranger in charge has said a public hearing process is necessary, which will take 60 to 90 days. If there are no appeals, work can begin almost immediately.

Marshall is asking pilots who use the airports to tell county managers how important it is to keep the airports open. She says pilots' action is crucial. When Austin Wiswell, head of the Caltrans aeronautics division, spoke to the pilots association last fall, he stated that it is the pilots' responsibility to keep their respective airports open, Marshall writes.

"Pilot apathy is the greatest threat for closure. Soaring has lost a lot of airports over the years, and we don't need to lose those we depend on for outlandings. We in turn will be helping power pilots too," Marshall writes. Pilots need to advocate on their own behalf rather than only relying on large groups such as the AOPA, she said.

"All pilots must become aggressive in voicing their concerns over possible airport closures. If no one speaks up, the counties and cities will never know how important their airports are," she writes.

While Blue Canyon Airport is currently closed as usual for the winter, it was closed last fall over the

tree-height issue. But it will reopen as soon as the trees are removed. "It took Placer County five years to get the job done," Marshall said. "Due to all the emails and phone calls made by pilots at Truckee, Nevada County, and Auburn airports, the county realized this airport must reopen."

The contact person at Siskiyou County government is Thomas Anderson, director of airports. His email address is tanderso@so.siskiyou.ca.us. His phone number is 530-842-8295.

Toodie Perl-Marshall earned her glider rating from Les Arnold in the late 1950s at Centerfield in Centerville, now Fremont, Calif., and started flying her AS-K 13 in 1973 at Truckee during summers. She started the Truckee Tahoe Airmen's Association, was the first female president of the Northern California Soaring Association in 1976 and again in 1984-5. She has been editor of the Buzzard, the NCSA newsletter, and has written a NCSA history available on the club Web site: <http://fc.bethany.edu/~wsnow/ncsa/toodiehistory.htm>. For more information about the California Pilots Association, visit the Web site, www.calpilots.org. Contact Perl-Marshall by email at toodie@tlot.com or by phone at 530-582-8214.

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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.

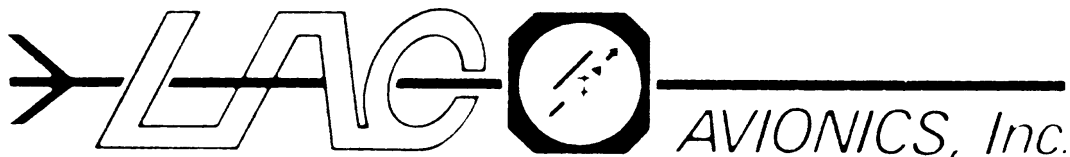
Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing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

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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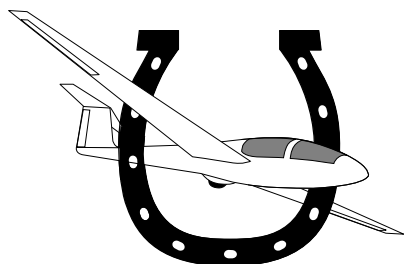
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