



# WEST WIND August/Sept 2002



Rolf Peterson seeks comfort from the wing at Air Sailing – Photo by Chad Moore

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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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## Information Numbers

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

**Sierra Highway Information**  
Auburn - 702 793-1313

**Volume 37, No (8-9) (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, 775-775-331-3663 w, [janice@abaris.com](mailto:janice@abaris.com)

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**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

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

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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/>

## REGION 11 CLUBS & ASSOCIATIONS

**Air Sailing, Inc. Airport**  
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

**SOARING SOCIETY OF AMERICA** <http://www.ssa.org>  
**PACIFIC SOARING COUNCIL** <http://www.pacificsoaring.org>  
**AIR SAILING INC.** <http://www.airsailing.org>  
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**MINDEN SOARING CLUB** <http://www.mindensoaringclub.org>  
**MOUNT SHASTA SOARING CENTER** <http://www.community.net/~soaring/mssc.html>  
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**WILLIAMS SOARING CENTER** <http://www.williamssoaring.com/>  
**VALLEY SOARING ASSOCIATION** <http://www.community.net/~soaring/>

## Photos and Articles wanted for future editions of WestWind

WestWind is about members sharing experiences with other members. To make this magazine work every month, we really do need to hear about your flights, experiences as part of a ground crew, impressions about soaring and really anything related to the sport of soaring.

Please remember how important it is to share your experience as you participate in this wonderful sport. You might consider taking a small micro cassette recorder along to record your flight. This is a great way to gather information to write an article long after your landing. Also, photos are always appreciated and needed! Digital cameras should be set on high-resolution mode for photos that will reproduce well in our newsletter. They should be sent as attachments to [janice@abaris.com](mailto:janice@abaris.com) with a cc: to [westwind11@aol.com](mailto:westwind11@aol.com)

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## Capital Campaign

The logo for Air Sailing, inc. features the words "Air Sailing" in a stylized, cursive script. Above the word "Sailing" is a graphic of a wing or a glider's wing, with horizontal lines indicating motion or structure. The word "inc." is written in a smaller, simpler font at the end of the line.

## PASCO

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[tylerwhite@earthlink.net](mailto:tylerwhite@earthlink.net)

# Region 11 Montague Contest

By Gary Kemp

The Region 11 contest was held May 27 through June 1 at Siskiyou County Airport near Montague.

We sometimes have great weather in the spring in northern California and sometimes not-so-good weather as the last of winter makes its presence felt. This was a not-so-good year as we were beset by a cut-off low that limited us to three days.

We try to run this event as a low-key, cooperative event. Dick Pfiffner, though beset by a bad cold, handled the contest director duties, Peter Kelly did the weather, Nancy Kemp was contest manager and Pat Sinclair handled retrieve and finish duties. We had one line boy, Evan Heintz, and we kept him running. Scott Gradwell and Lloyd and Kenny Price from Williams Soaring Center handled the tow duties.

We had two classes with six in

each class, 15-meter and Open. Marc Ramsey completed a day when no one else had all of the turns in a MAT task. He was about 600 points ahead, but on the last day fell in a hole and Mike Newgard won by one point. In Open Class, Dale Bush and Mallory Lynch flew well and won a very closely contested competition (less than 100 points separating the top four).

This is the first time in memory that Callahan wasn't called as a turnpoint in the contest. Two new turnpoints, Wright and Carter on top of the Marble Mountains, were used and conditions never allowed us to go to the east. Of course the practice day and the week before saw very good conditions and flights out to Bonanza and Chiloquin.

Gary Kemp of Willows, Calif., is a longtime competition pilot and competition organizer and administrator. He was manager for the 18-Meter/Sports Nationals in Montague in 2001 and has been manager and/or CD in many national and regional contests. He has been president of PASCO, president of Chico Soaring and SSA Director and has won the Les Arnold Award. He is president of Mount Shasta Soaring Center and a member of the Valley Soaring Association.



*Timeless Mt. Shasta looks north as she smiles on this soaring heaven*

## NOMINATION NOTICE

### 2002 PASCO Board of Directors

There are five open positions to fill for the 2002 PASCO Board of Directors. Retiring Directors John Bell, Diana Bishey, Sergio Colacevich and Tony Gaechter are not eligible for reelection this year .

Current Directors continuing to serve in 2001 will be Karol Hines, Chad Moore, Rolf Peterson and Ty White. These four Directors will finish their two year term in late 2002.

Please be thoughtful in your choices. This is YOUR organization, and the elected

Directors will be planning events and initiatives that will affect the regional soaring community for years to come.

Nominate yourself if you can't think of anyone more reasonable!

Send in your nominations by telephone, e-mail or surface mail to:

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41600 Marigold Drive  
Fremont, CA 94539

(408) 523-7277 voice  
[tylerwhite@earthlink.net](mailto:tylerwhite@earthlink.net)

Please get your nominations in by September 15.

# Pilots learned to thermal... earned badges at Air Sailing

By Rolf Peterson

The 2002 AirSailing Thermaling Camp was the first event to use the new AirSailing clubhouse. The clubhouse meeting room was a great improvement over conducting the morning instruction and discussion sessions in the hangar.

The weather produced good soaring conditions. Most of the participating pilots made a personal best flight during the camp.

Ten glider pilots participated in the Air Sailing 2002 Thermaling Camp:

Jim Bunch of Broomfield, Colo.; Fred Dwyer of San Rafael, Calif., Charlie Ferguson of Alameda, Calif., Andres Glassow of Livermore, Calif., Pat Healy of San Francisco, Calif., Tom Hird of French Camp, Calif., Bill Howe of Denver, Colo., David Kremers of Seattle, Wash.,

Mike Oshell of Modesto, Calif., and Maynard Vitalis of Dublin, Calif.

Under the tutelage of SSA Instructors Dave Cunningham and Monique Weil, the following SSA badges were earned and awarded.

**A Badge:** Mike Oshell, Pat Healy, David Kremers, Charlie Ferguson

**B Badge:** Mike Oshell, Pat Healy, David Kremers, Charlie Ferguson, Maynard Vitalis

**C Badge:** Mike Oshell, Pat Healy, David Kremers, Charlie Ferguson, Maynard Vitalis

**Bronze Badge:** Maynard Vitalis, Bill Howe

Mike Oshell, Pat Healy, Maynard Vitalis, Bill Howe, and Tom Hird made documented Silver Altitude flights. On the last day, Maynard Vitalis and Andres Glassow made flights from AirSailing to Truckee. Bill Howe and Fred Dwyer also participated in the AirSailing Cross-Country Camp during the week after the Thermaling Camp.

Rolf Peterson initiated the AirSailing thermaling camps and has managed them the past five years. He has flown in PASCO League and AirSailing sports class contests and has been a lead pilot at the AirSailing cross-country camps. He has previ-

ously 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.

## Motorglider designer will speak at PASCO banquet

**Editor's note:** *This information about the speaker and the Stemme motorglider comes from the Stemme Web site.*

Dr. Reiner Stemme, who will be the featured speaker at the 2002 PASCO Awards Banquet on Nov. 2, designed and manufactures the Stemme S-10 line of motorgliders.

Stemme has conceived and patented a breakthrough solution for a motorglider that combines practical power flying with high performance soaring: a folding propeller driven by an engine mounted mid-ship using a drive shaft. This solution permits an aerodynamically clean fuselage during soaring and instant access to the power of a full-sized four-stroke aircraft engine.

Born in 1939, he studied mechanical engineering and physics at the University of Berlin and the University of Berne and received a doctorate in laser physics. His business experience includes responsibility for manufacturing and sales at LasAG from 1970 to 1976 and initiating and managing VDI Technology Center in Dusseldorf and Berlin until 1985.

Stemme founded Stemme GmbH & Co. KG in 1985 to bring his design to reality. The prototype made its maiden flight in 1986 and a turbocharged version was developed in 1996. New offices and manufacturing facility were established in 1997.

A new utility model to carry lights, cameras and infrared sensors serves the market for special purpose aircraft for surveillance, reconnaissance, remote sensing and environmental survey.

For more information, visit [www.stemme.com](http://www.stemme.com). Banquet information is listed in the advertisement in this issue.

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# Smoke Can't Deter Tenacious PASCO League Pilots at Air Sailing

By Jim Alton

The PASCO League event at AirSailing on July 27-28 was nearly scrubbed when unusual north winds blew in heavy smoke from fires in Oregon. Visibility early Saturday morning was 2-3 miles, with Reno-Stead reporting IFR conditions. Bob McKay flew in before the pilots' meeting in his RV-6 and reported the smoke extended up to 14,000 ft.

Despite the smoke and a weak soaring forecast, nine pilots assembled and prepared for the contest. By 1:30 p.m. a slight change in the wind had considerably cleared the air, and we began launching at 2 p.m.. Seven of the nine pilots finished the task, and everyone made it back for the barbecue.

Sunday broke with much clearer air but an even weaker forecast. With most thermals topping out at or below 9,000 feet, the field was challenged, even with the short tasks that were called.

Thus we wrap up the 2002 PASCO League season with out any booming contest weather, but all of the pilots improving their ability to fly cross country in weak conditions. The season was injury free and nearly incident free.

The 2002 PASCO League came down to a tight race between two Hollister teams on the last day of the season with the Bickle Buccaneers and the Panoche Pirates. The Buccaneers pulled it out by four tenths of a point.

Jim Alton, a member of the Northern California Soaring Association in Byron, was this year's organizer of the PASCO League contests. The Technology Development Manager for SBC-SI, 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.

## 2002 PASCO League Results

### Team Results

4-Aug-98

Team	Avenal	Truckee	Minden	Air Sailg	Total
Bickle Buccaneers	6.8	11.4	9.2	7.6	<b>35</b>
Panoche Pirates	10	9.6	7.4	7.6	<b>34.6</b>
Hollister Hoods	12.6	11.8	1.2	4.6	<b>30.2</b>
Siverado Slugs		7.2	5	7	<b>19.2</b>
Black Mtn Bndts	7.8				<b>7.8</b>
Jailbirds	7.8				<b>7.8</b>
Sloths		5			<b>5</b>

### Individual Results

Pilot	Avenal	Truckee	Minden	Air Sailg	Total
<b>PUNDIT</b>					
Tony Gaechter	1.6	2.8	2.4		<b>6.8</b>
Tom Hubbard	3.2		0.8		<b>4</b>
Peter Deane	4				<b>4</b>
Bob Korves		4			<b>4</b>
Dan Dunkle		1.6	1.6		<b>3.2</b>
Johnathan Fitch		2.8			<b>2.8</b>
Mario Crosina	2.4				<b>2.4</b>
Steve Smith				2.4	<b>2.4</b>
John Shelton	0.8				<b>0.8</b>
Dick Dillman		0.8			<b>0.8</b>
<b>INTERMEDIATE</b>					
Tim Kurreck	4	5	2	4	<b>15</b>
Brian Choate	2	4	3	2	<b>11</b>
Mike Deleo	5	3			<b>8</b>
Dwight Kroll	3				<b>3</b>
Nevin Nyswonger		2			<b>2</b>
Harold Galleger	1				<b>1</b>
Jim Conger		1			<b>1</b>
Yuly Gerchikov				1	<b>1</b>
<b>NOVICE</b>					
Mark Schmidt	2.5	4.8	3.6	4.8	<b>15.7</b>
Eric Rupp	2	3.6	4.8	1.2	<b>11.6</b>
Harry Fox		6	1.2	3.6	<b>10.8</b>
Bill Gawthrop	6			3.6	<b>9.6</b>
Bob Lesnett		1.2	2.4	2.4	<b>6</b>
Johnathan Pitt	3.6				<b>3.6</b>
Don Van Wyk	2.4				<b>2.4</b>
Tim Mathison		2.4			<b>2.4</b>
Hugo Vivian	1.2				<b>1.2</b>

# New Construction at Air Sailing

By Ty White

The AirSailing Capital Campaign 2000 was inspired by a \$100,000 donation from Bob and Barbara McKay intended for capital improvements to make Air Sailing a more family-friendly place. To this end, we raised more than \$200,000 in additional funds to pay for new buildings and infrastructure to provide some basic creature comforts for pilots and crew staying at the airport. We also planned new support facilities for the very successful summer soaring camps and contests held at AirSailing. Construction for this phase of our long range plan was mostly completed just in time for the summer soaring season.

The largest and most obvious new structure at Air Sailing is the Clubhouse, built on the site of the old cinderblock bathhouse. The Clubhouse faces east across the pad toward the main north-south runway. Inside, half the space is devoted to a great room which is used for informal gatherings, lunch, post-flight discussion, classroom, pilots' meetings, banquets and naps. The wraparound covered porch, high ceiling and double-paned windows keep the Clubhouse cool on even the hottest summer days. The porch itself has become a favored spot for a preflight lunch or a postflight drink. In addition to the great room, the Clubhouse also contains a flight planning office, large men's and women's restrooms and two individual shower rooms to replace the demolished bathhouse. It is truly a wonderful experience to walk out of a dusty hot afternoon into the quiet cool of this lovely new building.



West of the Clubhouse at the edge of the current travel trailer area, we've constructed a new Bathhouse that essentially duplicates the restroom and shower facilities of the Clubhouse. The Bathhouse also contains a laundry room with washer and dryer. We've seen a big increase in the number of travel trailers onsite and we intend for the new Bathhouse to anchor a westward expansion of the area devoted to trailer parking. A second Bathhouse is really needed now during camps and contests, but we also wanted to build for the future and realized a real cost savings by constructing both buildings at the same time. Because the Clubhouse and

Bathhouse are both public buildings, they were built to satisfy all county codes and are both completely accessible by pilots, crew and family members in wheelchairs.

A less obvious, but very important improvement has been a reworking of our onsite power generation system. We are many years away from receiving commercial power at AirSailing. Power for pumping well water and for lights and other appliances is supplied by a diesel generator which charges a bank of high capacity batteries. The batteries supply 110 volt power onsite 24 hours a day. As part of the current construction, we built an annex to the current hangar to house the batteries and associated electronics and power





distribution system. This power system now supplies the hangar and new buildings. Our intent is to eventually provide power hookups for travel trailers throughout the camper parking area.

The design and construction of the new AirSailing buildings was carried out by AirSailing member Rick Walters, a licensed contractor in Minden. Rick allowed the use of both skilled and unskilled volunteer labor to reduce the total cost of the project. Steve Smith served as coordinator of the volunteer pool, which in the end provided more than 80 person-days of labor to the project. More than 25 different volunteers donated significant labor, with six members providing more than five days each. Many AirSailing members donated vacation days to work on the new buildings, some on bone-chilling snowy days in April, as well as on bodacious soaring days in May and June. We were very lucky that Rick was interested in the project. As an AirSailing member and a participant in past camps, Rick had a very clear understanding of what we wanted and what was feasible at the gliderport, and the pride he took in his work is reflected in the quality of the buildings. He also kept us unskilled laborers on track when Steve wasn't available.

We are delighted with how the buildings have turned out. We're still finishing up details and figuring out the best way to maintain the new facilities. This first summer has been a learning experience as we see just how members and their families best utilize the new space. We hope everyone will come visit, see what we have done and take the time to fly with us at Air Sailing.

Ty White has served as member of the PASCO Board of Directors and is a past president of PASCO. He has been membership chairperson for PASCO for nearly 15 years and served as WestWind editor for about three years. Ty is a recipient of the PASCO's Esther White and Les Arnold Awards. He got started flying cross-country at AirSailing as partner in a 1-26 with Steve Smith. Ty has been a trustee of AirSailing, Inc. since 1995 and is currently secretary of the board of trustees.



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or by telephone at 1-408-616-8379.

# Close competition highlighted Sports Class contest

By Chad Moore

Although the field of contestants for the 2002 AirSailing Sports Class contest was small, it was competitive. Any of the pilots could have won the competition, which is the longest running sports class contest around. This was my first time as a contest director, and for many of the pilots it was their first time with a flight recorder and flying modified assigned tasks. The Great Basin offered up both strong and challenging weather for this contest which ran June 1-6 near Reno, Nev.



The first contest day got off to a slow start. Sniffers found only weak thermals topping out at 9,000 feet msl. However, the high temperatures on the ground kept climbing, and the field eventually launched around 2 p.m. A conservative 1.5 hour MAT was called, keeping the pilots local if they desired, but the victors would gain their speed by foraging south out of the valley. Tim Kurreck barely edged out the Duo Discus flown by Bob Klemmedson and Mike Green, turning in a handicapped speed of 64 mph. The race was on.

The weather for day two was a marked improvement, and Rabbit Dry Lake was called as a required turnpoint 40 miles to the south. Mike Green and Bob Klemmedson in the Duo Discus won the day with a blistering 71 mph. Charlie Hoke in the 15-meter wooden Slingsby Dart finished a strong second and would continue to be a threat to the fast glass ships throughout the contest. Charlie

also flew 193 handicapped miles for the longest task of the contest. Long-time AirSailing regular Bob McKay finished third. Although flying conservatively, his local knowledge and experience yielded a speed of 66 mph in an ASW-15.

Tim Kurreck made a few turnpoints out of sequence, dropping him back in the pack in what would have been a fast day.



After a fast second day running under good cu to the south, a challenging turnpoint combination of Tracy Power Plant and Flanigan was called for day three. The thermals never

reached above 12,000 ft. (3,000 above mountain tops) and an epic battle against gravity ensued. Several pilots got low over Flanigan Dry Lake, with Bob Kuykendall in an HP-11 extending gear and setting up a pattern over the salt pan before escaping in a dust devil; or would that be a salt devil? Tim Kurreck in an LS-6c won the day. His speed over a 2.5 hour flight was only 46 mph, but no one seemed to care about speed – the entire field made it home. Our squadron of 6 pilots seemed like a jubilant RAF squadron returning unscathed from hostile airspace. Proving that the day was equally suited for low performance sailplanes, Charlie Hoke drove his 1.23 handicap ship home for second place. After three days we had a pretty close race, even between first and sixth place.

All took Independence Day off and the contest resumed on July 5. Weather was improving slowly after a weak blue day, so a pilot-selected task

was called. Mike Green and Bob Klemmedson, with Mike at the helm, extended their lead over Tim

Kurreck with a 55 mph winning speed on a fairly scratchy day. Tim took second place, with Rolf Peterson in an ASW-20 in a solid third place for the day and the contest.



The forecast for the last contest day was quite optimistic, but a cirrus layer drifted in. An aggressive MAT was scrapped in favor of a 2.5 hour PST. Tim Kurreck absolutely smoked the field with a long flight

south; the next fastest pilot was 15 mph slower. The fickle thermals gave the rest of the field grief. Even Rolf “keep it flying” Peterson landed away. But the team of Mike and Bob in the Duo Discus flew solidly every day and won the contest.

The contest covered a wide range of conditions, evening out the handicap spread and testing pilots’ creativity and skill. The Modified Assigned Tasks were popular among the pilots and gave the CD something interesting to ponder. Congratulations to the winners and to the other five pilots who flew well, and thanks to all the ground crew who make AirSailing Gliderport such a special place.

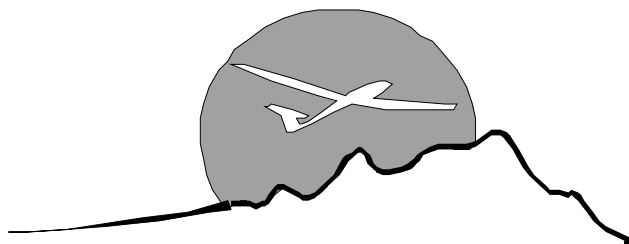
<b>STANDINGS</b>	MG	Mike Green and Bob Klemmedson	4547	Duo Discus
	KX	Tim Kurreck	4491	LS-6c
	9E	Charlie Hoke	3758	Dart 15
	6J	Bob McKay	3609	ASW-15
	18K	Bob Kuykendall	3577	HP-11
	PE	Rolf Peterson	3409	ASW-20

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# PASCO

## Calendar of Events

### 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.

### September 28

Annual Air Sailing Banquet and Silent Auction, The Nugget, Sparks, NV. Contact Jennifer Presley, (408) 996-2932, [presley@hoover.Stanford.edu](mailto:presley@hoover.Stanford.edu)

### November 2

PASCO Safety Seminar, 9:30 am - 5 pm at the Hyatt Regency, Sacramento, California.

### November 2

PASCO Awards Banquet - 6 pm at the Hyatt Regency, Sacramento, CA. Contact Ty White, 41600 Marigold Drive, Fremont, CA 94539 (510) 490-6765 h, (408) 616-8379 w, [tylerwhite@earthlink.net](mailto:tylerwhite@earthlink.net)

## Send Letters to the Editor



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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.

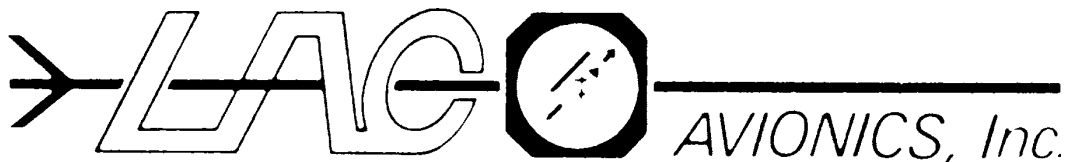
Transponder signals are received by Traffic Collision Avoidance Systems (TCAS) on board commercial aircraft as well as by Air Traffic Control (ATC) Radar. By Air Traffic Control (ATC) Letter of Agreement, gliders in the Reno area can transmit the 0440 transponder code in the blind, without establishing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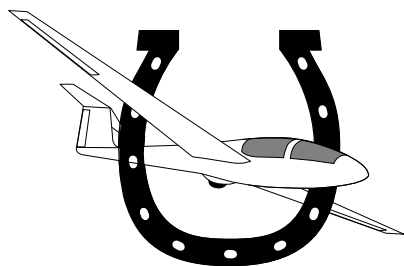
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