

MAY 2004



e-WESTWIND



Minden Wave; The start of a flight to Colorado from Minden; Photo by Gordon Boettger

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Next Issue Features;

Kempton Izuno's recent 1500km flight in Sierra Wave, PASCO Capture Trophy Rules, PASCO web site update, Regional updates and more....

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 2004. Current dues are \$25 annually from the month after receipt of payment.

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PASCO Board Meetings; Every 2nd Monday of the month 7pm, San Jose Jet Center

(off Coleman Av, west side of San.Jose airport)

Contact Marc Ramsey (marc@ranlog.com) for details and directions.

Members welcome; please tell us you're coming.

REGION 11 GLIDER OPERATIONS

Air Sailing, Inc. Airport	David Volkmann	775-787-3197
Central California Soaring Club	Avenal Gliderport, 600 LaNeva Blvd Avenal CA 93204,	559-386-9552
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, lvsoar@vegasnet.net	702 -874-1010
Mt. Diablo Soaring, Inc.	Rolf Peterson, Flt. Instructor rolfpete@aol.com	925 447-5620
Northern California Soaring Ass'n (NCSA)	Byron Airport, Byron, CA.	925- 516-7503
Owens Valley Soaring,	Westridge Rd., Rt 2, Bishop, CA 93514	619-387-2673
Hollister Gliding Club,	Hollister Airport – Hollister California, info@soarhollister.com	831-636-3799, 831-636-7705
Soar Minden	Minden-Tahoe Airport, P.O. Box 1764, Minden, NV 89423,	800-345-7627 775-782 7627
Soar Truckee, Inc.,	Truckee Airport, P.O. Box 2657 CA 96160,	530-587-6702
Williams Soaring Center	Williams GliderPort 2668 Husted Road, Williams, CA 95987 http://www.williamssoaring.com/	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	Air Sailing Glider port, NV	David.Volkmann	775-787-3197
Bay Area Soaring Associates (BASA) -	Hollister Airport, Hollister, CA;	Stan Davies,	408- 238-2880
Central California Soaring Club	Avenal Gliderport, Avenal, CA.	Mario Crosina,	559 251-7933.
Crazy Creek Soaring Society (CCSS)	Crazy Creek Gliderport, Middletown, CA..	Roger Archey,	415 924-2424
Las Vegas Valley Soaring Association	Jean Airport, NV, P.O.Box 19902, Jean, NV 89019,		702-874-1420
Minden Soaring Club	P.O. Box 361, Minden, NV 89423		
Mount Shasta Soaring Center	Siskiyou County Airport, Montague, CA	Gary Kemp,	530-934-2484
Nevada Soaring Association (NSA) -	Air Sailing Gliderport, NV.	Vern Frye	775 825-1125
Northern California Soaring Association (NCSA)	Byron Airport, Byron, CA.	Mike Schneider	925 426-1412
Silverado Soaring Association	Crazy Creek, Truckee, etc, 739 Pepper Dr. San Bruno, CA 94066;	Paul Wapensky WapenskyPJ@mfr.usmc.mil	650-873-4341
Valley Soaring Association (VSA) -	Williams Glider Port 2668 Husted Road, Williams, CA	Peter Kelly	707 448-6422

WORLD WIDE WEB ADDRESSES - REGION 11

Soaring Society of America Pacific Soaring Council Air Sailing Inc. Jim and Jackie Payne - FAI Badge Page Bay Area Soaring Associates Central California Soaring Club CRAZY CREEK SOARING SOCIETY (CCSS). LAS VEGAS SOARING CENTER Minden Soaring Club Mount Shasta Soaring Center Northern California Soaring Assoc. PALOMINO VALLEY SOARING RENO SOARING FORECAST Silverado Soaring, Inc. SOAR HOLLISTER Williams Soaring Center Valley Soaring Association	http://www.ssa.org http://www.pacificsoaring.org http://www.airsailing.org http://home.aol.com/JPAviation http://www.flybasa.org http://www.soaravenal.com http://crazycreekglders.com http://www.lasvegassoaring.com http://www.mindensoaringclub.org http://www.craggyaero.com/mssc/ http://www.norcalsoaring.org/ http://www.soar-palomino.com http://nimbo.wrh.noaa.gov/Reno/rnosafno.htm http://www.silverado-soaring.org/ http://www.soarhollister.com/ http://www.williamssoaring.com/ http://www.sonic.net/~pjkelly/vsa.html
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REGION 11 EVENT CALENDAR 2004

Date	Annual Events	Location	Contact	Phone	URL
Apr 24 to May 1	BASA Wave Camp	Minden NV	Hans Van Weersch	408 568 2198	vweersch@aol.com
Apr29 to May2	Avenal Spring Contest	Avenal, CA	Mario Crosina	559-251-2880	www.soaravenal.com
May 24-28	Airsailing Thermaling Camp	AirSailing, NV	Rolf Peterson	925-447-5620	rolfpete@aol.com
May 30-Jun4	AirSailing Cross-Country Camp	AirSailing NV	Dick Horn	408-737-7887	dhorn15@comcast.net
	AirSailing Sports Class	AirSailing NV	David Volkmann	775-787-3197	www.airsailing.org
Jun 7-12	Region 11 Championships (Std, 15m, Open)	Minden NV	JJ Sinclair	-	jjglider@aol.com
Labor Day Weekend	PASCO Inter-Club Championships (PASCO League rules)	TBA	Jim Alton	-	jim.alton@sbc.com

Date	Regular Regional Events	Location	Contact	Phone	URL
Starting in April		Crazy Creek Soaring		707-987-9112	www.crazycreekglders.com
Every other Sat. Mar13 to Oct 9	VSA Race Series	Williams Soaring Center	Rex Mayes	530-473-5600	www.williamssoaring.com
TB announced	Hollister League	Hollister Gliding Club	Drew Pearce	831-636-3799	www.soarhollister.com

Date	National Events	Location	Contact	Phone	URL
May 18-27	USA 15-Meter Nationals	Mifflin PA	Karl Striedieck	814-237-7996	www.ssa.org
Jun 15-24	USA Sports Class Nationals	Ionia MI	Benz Aviation	616-527-9070	www.ssa.org
Jul 20-29	USA Standard Class Nationals	Hobbs NM	Bob Dittert	505-392-7449	www.nationalsoaring.org
Aug 10-19	USA Open & 18m Nationals	Uvalde TX	Kerry Huffstutler	830-278-4481	www.ssa.org

Editorial

Well here I am. Your new editor. By now you, dear reader, will have established that I have taken over this role since **Glen Cobb** has recently decided (sadly for us) that it is time to move on to other adventures in his life. Glen has been a very good friend to PASCO **for over 15 years** now in various roles as editor and/or publisher of this fine organ, and his gentle considerate nature will be missed by us all, most especially me. Emulation of such a considerate

and sensitive an editor as Glen is pretty much an impossible task for me so I humbly request some leeway from the readership if I unwittingly commit the occasional faux pas, since inevitably they will occur. I guarantee that when they happen they will be unintentional and due to uninformed incompetence rather than any deliberate malice. I'm very interested in feedback about West Wind and how we can continue to make it as pertinent as possible to

the membership. I'll listen to any constructively presented input.

OK so who am I? Many of you will know me as I've been around Region 11 soaring for pushing 20 years now, but for those who don't, I started soaring in 1986 as a young man in my mid 20's. (I'm now an even younger man but I happen to be in my mid-forties.) I learned to fly with the NSCA at Hummingbird Haven under the fine tutelage of Tom Cooper, and have been hooked on cross country and competitive soaring ever since. Like many I'm still a wage slave with a family and a career and the associated priorities and limitations on soaring time that those necessarily entail. In recent years I got lucky and won a few local contests (the really good guys stayed away), and now I'm trying to get lucky at the Nationals level (big problem; the good guys are always there). I've gotten lucky a few times for State and National records as well. I've been known to talk about a range of soaring topics at our annual soaring seminars. I started the PASCO League cross country forum some 10 years ago which has now 'morphed' into the local FBO race and league series starting up this year.

My intention walking into the new job is to get as much regional news into each edition as I can. I will bug folks at all of the clubs for their latest news and events and will feature club news whenever it is offered. This is in addition to the tradition of inspirational stories of great flights made in or from our region. Practical tips and 'how-to' articles are also highly appreciated. Please feel free to submit articles or correspond directly by email at peter.deane@sbcglobal.net.

In case you hadn't noticed; this is our first predominantly electronic distribution of West Wind. This achieves several things; it reduces the financial burden of printing and postage (by far the largest expense) on PASCO and allows us to dedicate our limited funds to promoting soaring in the region. It also allows more of our precious volunteer time to be focused on key issues and less on the mechanical task of producing a printed newsletter. With today's web based technologies, forums and ease of distribution, these tasks turn into a one-time infrastructure development exercise which is easy to maintain and use, and which reduces the load on board members and committee chairs. This in turn enables more productive volunteers and allows easier rotation of new people into the roles, keeping the organization fresh and dynamic.

In future issues we will also be giving more focus on PASCO promotional activities for soaring than we have seen in the past, and

celebrating our members new and old, as often as possible. I hope you enjoy the new magazine; and keep the articles and feedback coming!

Peter

SSA Update for Region 11; Karol Hines

Included here is a message from Dennis Wright SSA Exec Director in Hobbs; It makes interesting reading; looks like he's serious about making SSA staff real enthusiasts for soaring and getting the SSA financials straight..

Dear SSA Faithful:

I spent the first portion of last week in Washington, DC at what I have been calling the Air Sports Summit. The session was hosted by Don Koranda, President of the National Aeronautic Association (NAA), the United State's version of a national Aero Club. In attendance were representatives of the US Parachute Association (USPA), Academy of Model Aeronautics (AMA), US Hang Glider Association (USHGA), US Ultralight Association (USUA), Balloon Federation of America, Helicopter Club of America, International Aerobatic Club and of course SSA. I learned a lot about issues faced by some of the other air sports. Many saw a significant reduction in membership following 9/11 and almost all are having trouble obtaining reasonable insurance coverage for their sport participants.

The group was also enthusiastic about the re-visiting the notion of an Air Sports Expo. An exploratory committee was formed and representatives of all the air sports groups were identified. Don Koranda will chair the group and we have been invited to the AMA offices in Muncie, ID for our first meeting. I view this as an activity that will take some time to gel, and in fact the first real Air Sports Expo could probably not be put together before 2008 or 2009. I will keep you posted.

Alan Gleason has been hard at work on financials, and the First Quarter financials should be mounted on the web site later today. The new network server that was authorized as a result of the independent assessment by Karol Hines, Regional Director from Region 11, is in the mill and should be installed next week. I'm sure Alan and Dee Dutton, among others, will be very pleased when it gets installed.

Yesterday, we closed the office during a portion of the morning and journeyed to the local glider port for glider rides. What fun we had! Everyone got a ride behind an auto tow in a


Schweizer 2-33. Watch for pictures and a story in an upcoming issue of Soaring.

Next week I am off again to visit the Headquarters of the Civil Air Patrol at Maxwell Air Force Base, Alabama. And since I have a wedding to attend in South Central

Pennsylvania, I also intend to stop by the 15 Meter Nationals the week after for a short visit.

From Hobbs, where the forecast calls for "dry" thunderstorms..(bet you don't hear that too often where you live)...

Dennis

<p align="center">If it flies, we have the avionics for it! <u>Sales & Service</u></p> <p align="center">KING • COLLINS • NARCO • BENDIX EDO-AIR • GENAVE • ASTRONAUTICS</p> <p align="center">  </p> <p align="center">"SERVING GENERAL AVIATION SINCE 1971" <i>Darrel A. Strachan, President • Debra K. Phillips, Office Manager</i></p> <p align="center">1250 Aviation Ave., Suite 110 • San Jose, CA 95110 • (408) 295-4144</p>	<p align="center">Barograph Calibration Service</p> <p align="center"><i>SSA Approved Facility</i></p> <p align="center">Calibration</p> <p>\$25 if you hand deliver, or mail & pickup in person \$35 plus UPS insured for mechanical Baros \$40 for Electronic Barographs, EW, XYLON, GPS Navigators: Cambridge, Filser, Volkslogger, etc. Will Calibrate as you wait (1.5 Hr) by appointment</p> <p align="center">C.H. Engineering 1230 Riverberry Drive Reno, NV 89509 Phone / FAX (775) 786-8505 E-mail: cdherold@gbis.com</p>
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<p>SOAR MINDEN</p> <p align="center">BUSINESS MEMBER Established 1978 • Incorporated 1982</p> <p align="center">Minden - Tahoe Airport Minden, Nevada</p>	<p align="center">  </p> <p align="center">800-345-SOAR 775-782-7627 Fax 775-782-6505</p> <ul style="list-style-type: none"> • website : http://www.soarminden.com • email : soarminden@power.net • 3 - 250 hp Pawnee towplanes • Our professional staff will assist you from tiedown/assembly to staging & takeoff 	<p align="center">New for 2002: 26 New Glider Tiedowns on the East Side.</p> <p>We now have on line a GROB 103 with paraplegic controls for individual or instructional flight.</p> <p>A Katana DA-20 A 1 for power instruction, cross country course surveying, and scenic rides is now available at Soar Minden</p> <p>East side tie downs complete with concrete wheel paths are ready for occupancy. Tie down your glider and trailer for \$7 a day or \$30 a month</p>																					
<table border="0"> <thead> <tr> <th>Glders Available</th> <th>Hourly</th> <th>*Daily Mar.-Sept.</th> </tr> </thead> <tbody> <tr> <td>Discus B</td> <td>\$57</td> <td>\$250</td> </tr> <tr> <td>LS-4</td> <td>\$48</td> <td>\$215</td> </tr> <tr> <td>LS-3A</td> <td>\$48</td> <td>\$215</td> </tr> <tr> <td>Mini Nimbus B</td> <td>\$48</td> <td>\$215</td> </tr> <tr> <td>4-Grob 103 Acros</td> <td>\$60</td> <td>\$260</td> </tr> <tr> <td>2-Grob 102s</td> <td>\$41</td> <td>\$190</td> </tr> </tbody> </table> <p>* Daily rate includes unlimited use of glider, O₂, Barograph, Parachute & 1st tow up to 3000 ft tow.</p>			Glders Available	Hourly	*Daily Mar.-Sept.	Discus B	\$57	\$250	LS-4	\$48	\$215	LS-3A	\$48	\$215	Mini Nimbus B	\$48	\$215	4-Grob 103 Acros	\$60	\$260	2-Grob 102s	\$41	\$190
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In the News....

TWO (2) new PASCO directors are needed due to the resignation of **John Boyce** and **Tip Russell** due to job pressures of one description or another; Thanks for your help guys, and best wishes for the future! Looking for Secretary (officer) and a new director, preferably in the Reno/Minden area. **Carl Herolds** latest Cross

Country Seminar held at UC Berkeley was well attended; despite short notice, attendance was in the 40-50 range by some reports. Carl's efforts here are an inspiration to ab-initio and developing pilots alike.

Good cross country flights continue to be made from Hollister in the spring and early summer conditions; One outrageous day in late April

gave **Ramy Yanetz** a record distance flight of **670km** from Hollister, turning somewhere near Ventura and landing late in the day at Panoche, just missing his last climb home. Conditions were 8kn to 14k feet MSL, accurately forecast by Dr Jacks BLIPmaps (see Wx URL's) showing convergence all the way to the Mexican border. Some of us had to watch it all from the office window. It's enough to make a grown man cry.

A good wave season was enjoyed by several in the Sierra. Our intrepid semi-retired soaring adventurer and raconteur, **Kempton Izuno**, had a spectacular 1500km yo-yo flight in wave which will be featured in our next edition. Way to go Kemp! (but you are still, however, a Gnat). **Gordon Boettger** had a great 1000km down wind dash in wave from Minden to Steamboat Colorado in his Kestrel, though I have no write-up from Gordon, only some spectacular photo's, one of which graces this issue's cover page.. Most of the flight was made ABOVE 18000 MSL, and I'm assured this was entirely legal. Something to do with him being an airline pilot and being granted blocks of airspace in-transit to points East. Nice job Gordon!

Heard over the Grapevine

Signup for the Minden Regional's is looking the best in years. Co CD's **Steve Smith & JJ Sinclair**, Minden Soaring Club volunteers including **Bill Reuland** as CM; should be a great contest.

A good turnout from Region 11 is expected for the Standard Class Nationals in Hobbs this July, with **Walt Cannon, Dave Greenhill, Peter Deane, Ray Gimney, Rick Walters** and **JJ Sinclair** signed up. 15m Nationals are on the Right Coast (Mifflin) this May and so the coast to coast drive will likely keep many from the region away.

The Annual Spring Contest at Avenal was another success this year. Held the first weekend in May, weather was hot, low, weak and challenging; just the ticket for scraping the rust off the flying skills. This contest is always just great fun, independent of the weather; routine is as follows ; Get up, go to the pilots meeting, party, eat lunch, fly, land somewhere, party again, go to bed, start all over again. Repeat for 4 days. **Mario Crosina** has run this every year for the last 29 (yes twenty nine) years, and Avenal have a great crew of volunteers, **Dan Gudge, Bill Elliot**, the **Dempskey's** (who put on great food for the whole contest) and a host of other club members really make things click like clockwork. Next year marks the 30th anniversary so we will

need to make it a contest to remember; for Mario if no-one else.

Scandalous Behaviour!

Piracy on the high seas! Region 12 has seized the Jewel in our Celestial Crown, the PASCO Egg!! In afternoon raid un-named bandits from California City ambushed Avenal field just days after the Egg had been legally claimed from Hollister by Avenal pilots. Approximately one half of the Avenal field is in Region 11 so this would seem a valid place for the Egg to go, however Cal City is definitely NOT a region 11 site. Methinks that there will be a firm but polite request to return the Egg to Region 11 from whence it came.

Touching Our Lives

June Parker, known well to Truckee pilots as the daughter of **Claire** (and the late, great **Les Sebald**), is running a sponsored Marathon in aid of cancer research in memory of **Steve McRobert**, our gliding friend so sadly taken from us a few short years ago by inoperable brain cancer. Still regular visitors to Truckee and our PASCO banquet, both June and Claire stay in touch with the soaring scene. Please call June on 916 797 8899 by June 6th if you'd like to make a donation in honor of Steve or anyone close who you've lost to cancer.

Tragedy at Air Sailing

Just before going to press I heard that **Reuben Zelwer** was killed tragically after a low altitude spin after a rope break in turbulent conditions at Air Sailing on May 8th. Reuben was a member of the NCSA. Monique Wiel forwarded the following;

"Club members at Byron yesterday were in shock and disbelief when told of Ruben's tragic accident. We talked about Ruben with sadness, so sorry to lose so suddenly such a nice, helpful, friendly, unassuming friend, club member and fellow pilot. He had been our Field Manager just a week before, quietly and efficiently seeing what needed to be done, getting the tow-plane flying, and running the line. He talked about working on his commercial rating as a step to perhaps becoming an instructor. He had moved his glider RZ to Air Sailing and was looking forward to his summer flights there. Knowing no details we could not discuss what actually happened.

We stress that this is the season when most accidents happen, spring and early summer, before pilots re-hone their skills, become really comfortable with their ships and with the

challenges of the mountains again. We know emergencies and rope breaks happen when you least expect them.

In the name of the club members, I sent a card to Ruben's wife Barbara and NCSA is sending flowers to Barbara.

We mourn for his loss and grieve for his family. "

Monique Wiel

And on a happier note ...

Instructors Corner

Great stuff happening in the region with our instructors; **Brett Hinze** at Hollister is soloing pilots at a frantic rate, **Dave Cunningham** received an award at the SSA Convention earlier this year as one of the **Top SSA Instructors in the Nation** for his prolific work soloing new pilots and getting most of the NCSA at Byron through their Wings and ABC & Bronze badges. We have another new instructor in **Tim Kurreck** who recently got his CFG ticket under the watchful eye of **Rex Mayes** at Williams; here's a photo of the happy event. Tim (left) is also quite an accomplished x-c pilot recently winning a day at Avenal in weak tricky conditions. That's Rex on the right.



Standing Down & Standing Up

Vern Frye has resigned from his long term position as SSA Governor for Nevada, being replaced by **Stu Crane** (Col, US Army Retired). Vern has been a stalwart of the Air Sailing and Nevada soaring scene for many years and we thank him for his outstanding service. In passing on the baton, Vern wrote this is his letter of recommendation for Stu; "**Stu** is an experienced power and soaring pilot. He is a retired U.S. Army Officer who actively soars with the Nevada Soaring Association (NSA) Club located at Air Sailing. He is an enthusiastic zealot for the sport of soaring. Stu has a son, Jim, who is also an active and skilled soaring pilot and currently a

student at the University of Nevada, Reno. Stu's dad was a founding member of the Nevada Soaring Association Club over 50 years ago. Soaring runs deep in the Crane family." Welcome , Stu, to your new role!! For those who need his contact info, it's in the masthead of this newsletter.

Also, Bob Korves is standing down from his long term SSA governor for Northern California. Bob is currently looking for a replacement Governor, please read the following and respond to Bob if you're interested.

"You don't have to be a movie star (or Bob Korves) to be the SSA State governor for northern California." I have been State Governor since September, 1991 when I took the job over from Roger Clark, who was wonderful at the job and a really tough act to follow.

After 12 plus years of it I find myself not doing enough to properly represent the position and feel it is time to turn it over to another pilot with fresh ideas and energy. The SSA truly needs strong support at this time. Look at the following job description from the SSA web site and see if you might be interested:

State Governors:

The function of a State governor shall be to assist in the promotion of soaring activity within a designated geographical area by contacting persons interested in soaring who may have contacted the Society and to serve as a source of information on soaring sites, sailplanes, tow planes, and other equipment and facilities available in the area. The SSA governor shall also endeavor to attend meetings of the various clubs in the area and seek the assistance of the SSA Directors and Committees in the solution of problems.

If you have interest in the job or know someone that might, please contact me (see masthead for contact info). Thanks. -Bob Korves

Larry Mansberger leaving for Texas?

This is looking pretty set now according to various sources; Mansberger Aircraft is one of the finest composite sailplane maintenance and repair stations in the country, right on our own doorstep at Minden Airport. Larry is leaving for Fort Worth area in around 8 months time, and the whole region will miss his fine work and the convenience of such a fine craftsman so close to Minden. Best wishes for the future Larry.

News from Crazy Creek (Ginny Farnsworth)

Crazy Creek Weekend X-C Course/Contest
update; Every other weekend, Next dates May
15, 16

Pilots meeting 10:00 AM to discuss course,
weather conditions, strategies, etc. Course
printouts with waypoints and distances.
Evaluation of flights using See You software,
and Pot Luck BBQ Saturday nights.

Discus and ASK 23 available for rental from CC.

Newly rated pilots are **Steve Wertheimer**,
Private, April, 2004 (also a hang glider pilot)

Todd Robinson, solo, February 2004 (also a
hang glider pilot)

News from Williams (courtesy of Noelle)

At Williams we have lots of new students close
to soloing or earning their license. Here are
some that have already accomplished these
tasks this year.

Solos;

**Bob Jenkins, Peter Beecher, Doug
Anderson, Jerry Annoni**

Private Glider;

**Dave Dawson, Phil Henry, Tim
Uphaus,**

Commercial;

Bob Jenkins, Jim Conger

CFIG;

**Mark Miller, Bob Jenkins, Tim
Kurreck**

We are towing with 2 Pawnee's and a Super
Cub, and have new Tow Pilots **Janaka Bolduc
& Tom Kalker**. Shop, Parts and Flight School
have all been really busy this year.

Williams Soaring Center will have new summer
hours. They will be operating 5 days a week
(closed Tues-Wed) for June-August. They will
resume 6 days a week (Closed on Tuesdays)
September 1st.

News from Hollister (Brett Hinze)

Here are the Hollister Solos and Licenses: since
September; it's an impressive list!!

Solos:

**Joel Taylor, Peter Cnudde, Lee Bailiff,
Aaron Diech, Francisco Pauda,
Michael Nelson, Frank Jenkins, John
Anderson, Joyce Hasebe, Kathleen**

**Morse, Mark Bregman, Ralf Hofmann,
Steve Saglio, Scott Boynton,**

Private Glider:

**Joel Taylor, Glenn Baxter, Ron
Minearo, Arthur Woodward, Peter
Cnudde, Patrick McCormack
Frank Jenkins, Ron Edmundson, Ralf
Hofmann, Steve Saglio, Jesse
Greenland, Aaron Diech, Scott
Boynton.**

Commercial;

Kyle Samis, John House.

CFIG:

Brett Hinze.

News from Byron; (Monique Wiel)

Solos

**Scott Stiehr: Dave Penney, Jeff
Pedersen, Rich Miller, Bob Deans**

Private Glider;

**Boris Deianov, Charlie Ferguson, Lee
Grisham, Rich Miller, Jeff Pedersen,
Dave Penney, Randy Howell, Dusty
Howell.**

SSA Badges (Silver and Up)

Yuliy Gerchikov:

Diamond Alt; Diamond Badge and
Symons single lennie pin

Bill Levinson:

Silver Alt & Duration; Gold Alt

Dave Cunningham : Diamond Goal

Boris Deianov: Silver Alt, Gold
Alt, Silver Duration

John Boyce: 5hr duration,

Bronze:

**Morteza Ansari, John Boyce, Boris
Deianov, Bill Levinson**

Wings:

**Morteza Ansari, Ken Pruchnick,
Bruce Roberts,**

B Badges,

Don Wilson, Norm Freitas

C badge:

Don Wilson,

This is fantastic to see so many new folks either taking up the sport or continuing their badge programs.

Congratulations to you all!

Club Race Series and Leagues: An update on the local race series being put on by our FBO's.

Williams Race Series

Class	Pilot	Total Points	Contest ID	Glider	Handicap
15 M	Ray Gimmey	2000	7V	ASW-27	
15 M	Bob Ireland	1000	LU	LS-6B	
15 M	Pete Alexander	743	98	ASW-27B	

The Hollister League doesn't have a season cumulative score, just day by day results; here are the results for April 24-25, the 4th Hollister x-c weekend. Hollister has 8-10 pilots who regularly fly the cross country weekends.

Saturday:

- 1st: Ramy Yanetz (TG): - 188 miles - 42MPH
3 sisters to Center Peak to Lick Observatory to Hollister
- 2nd: Russell Holtz (DG3): - 173 miles
3 sisters to Center Peak to Lick Observatory to South County
- 3rd: Matt (CH): - 98 miles - 30MPH
3 sister to Center to EL1 to Panoche

Sunday:

- 1st: Peter Deane (2T): - 237miles - 63 MPH
3 sisters to Black (Castle) to Lick to Hollister
- 2nd: Brian Choate (DG3): - 173 miles - 50 MPH
3 sisters to Black to Hollister
- 3rd: Ramy Yanetz (TG): - 237 miles - 48MPH
3 sisters to Black to Lick to Hollister
- 4th: David (GJ): - 207miles - 46MPH
3 sisters to Black to South County to Hollister

2003 Region 11 North Regionals ; Minden NV

In 2003 we were blessed with 2 multi class-regionals, (Avenal and Minden) a Sports regionals (Air Sailing) and Open class regional (Montague) events in region 11. It has been 4 years since the last competition held at Minden, so this Regionals was a big event for Region 11. We now have a very large ramp on the east side of runway 30 specifically for glider operations. The new staging area allows gridding many gliders without blocking the runway for landing tow planes or other powered traffic. In addition, the Minden Soaring Club has cleared the taxiway to the X'd off runway 21 a new glider only crosswind runway. The closed runway 21 (east side) is now kitted out with full tie downs for gliders and trailers, and access to the east side is via a high quality dirt road extending from the surfaced roads circling the airport to the north and east.



Mission Control; an awning for shade and CD's (t)rusty van for posting the results..

We had just 6 entrants each in Standard and 15m classes, due to a number of last minute no- shows, and CD Rick Walters and CM Bill Reuland put on a great contest to re-instate competition flying at Minden. What was lacking in quantity was adequately compensated by quality in the flying and the organization and the fun. 4 out of 5 evenings we had activities arranged for us; ranging from dinner at the local Basque restaurant to a fascinating tour of the old Virginia City schoolhouse given by non other than the school restoration director herself, Barbara Mackey. Each day we had a well run pilots meeting with CD Rick, Wx man Steve Eddy, CM Bill Reuland and scorer extraordinaire, Bud Mears. Bud deserves special mention as before the contest, he gave a seminar on

flying the new 15minute and TAT task rules which was a paragon of lucid explanation and clear thinking; an invaluable help to all the pilots.



Bud Mears, scorer extraordinaire



CD Rick Walters; with a string of great task calls.

Practice day was a dog leg task to Basalt and return via North Mono. Weather was very hazy with late afternoon overdevelopment and several pilots had low saves to get home. Everyone made it however and the pre-contest safety and procedures meeting was well attended.

DAY 1 Irene and Barbara Cannon NT Crew

We awoke to a clear morning, a welcome relief from the dense haze of the practice day (due to a fire in the Sierras.) The weather was forecast to be excellent with T-storms from Silver Springs to Bishop. The CD therefore set a task to the south and then east (Benton and Blair Junction.) The well oiled organization got everyone in the air in 22 minutes by 1:05. The

winners Marc Ramsey (5K) and Peter Deane (2T) finished with speeds of 83 and 82 mph respectively. The weather was as advertised and everyone finished. Quotes of the Day 09 - I forgot to turn on the oxygen, felt dizzy, remembers Dr Cannon's talk, and returned to Minden immediately. (A disappointed Jim Indrebo) JJ- No fuselage envy here. (John Sinclair, flying his beautiful new Genesis.) 89- One of my better days, cruising at 90-100 knots at 14-17k feet, but I nicked a restricted area and lost all points.(A frustrated Rick Indrebo.) CD- A CD's dream, everyone went fast and far. (CD- Rick Walters; It was a great day, and JJ even made the headlines of the Reno newspaper.)



Loading water ballast was done from this custom built pumped water tank, courtesy of Rick Walters.



Did I mention there were thunderstorms?

DAY 2 Peter Deane 2T

Today is forecast to be the peak of temperatures and moisture for the week. Cu's popped early over the Sierra, confirming the potential for overdevelopment. Rick called a MAT of North Mono, Silver Springs, Hilton Ranch and a 3hr

minimum, for both 15m and Std classes. We launched into strong conditions and proceeded to the Windmill start cylinder, waiting for our various classes to open. The high ground to the south was already working well and with the threat of thunderstorms in the Sierra shutting

everything off in the afternoon many pilots started as soon as possible. The trip to the first turn was straightforward, the key course choices being which route to take north to Silver Springs; along the Pine Nuts with a deviation to the west of more direct into the blue. Most pilots chose the western route, although the choice had to be made again for the trip south, as the blue was starting to fill in. Choice of extra turn point options after Hilton Ranch was dictated by increased overdevelopment and relatively sudden onset of rain and virga over an extended area over Mt Patterson and Potato Peak.. Most chose to take extra turn points either at Hawthorne or back toward the Carson Valley. Std Class winner went back to North Mono through the overdevelopment, 15m winner went north. No land outs and an interesting, strong day.

DAY 3 Marc Ramsey 5K

Day three was a challenge due to a line of thunderstorms to the east, a band of cirrus rapidly approaching from the west, and strong

southerly winds at lower altitudes. Late starters had a tough time climbing out in weak broken thermals. The first leg towards Bridgeport started out with a glide to the hills east of Sweetwater. The leading edge of the thunderstorm was directly overhead, so with some searching it was possible to hook a 5 knot thermal which took me up to cloud base at 17k feet. I managed to fritter away that altitude by the time I reached Bridgeport, so some scratching was required at Potato Peak to work back up to cloud base. The key to getting good distance and speed was to work the leading edge of the storms, dodging clouds, rain, and occasional lightning on the way. I ran up to Sweetwater, pushed underneath the storm to Hilton Ranch, then ran at 130 knots to avoid getting sucked into clouds, past Yerington and out to the end of the storms a few miles short of Silver Springs. With plenty of altitude remaining, I glided out and around Silver Springs and Dayton Valley airport, and finished with an easy glide home.



15 Meter winner Marc Ramsey a.k.a 'Morpheus'



Peter Kelly (PK) scrubs-up.



The Grid; 2 rows of gliders staged on the new runway 30 apron.

The new east-side glider areas are a real improvement in enabling contests to take place at Minden without taking over the airport

DAY4 Tom Hubbard VN

The day looked better than the forecast so our CD Rick Walters changed the task in the air to a TAT with two turn points Bridgeport and Silver

Springs both with 10-mile radius and a 2-hour min. From the start it looked like a 100 mph day with cloud streets to all the turn points. Another day that Minden showed it's best. Several reported cruising in 8- knot lift to 15,000 ft never

turning Some observations from this writer about the new rules. After flying Avenal in May using the new rules I was very frustrated with my scores. I really didn't know what my strategy should be and continued to finish under the minimum time. After listening to Bud Mears give an explanation of the 15 minute rule and what your strategy should be (fly as fast as you can for as long as you can) and how the 15 minute add on influence is minimized the longer you fly, where it can be beneficial to exceed the minimum task time on 2 hour or less minimums, it all started to make sense. The rules do give the CD more options and as the pilots get accustom to flying the new rules it does get easier. I heard very few complaints from the pilots. I guess you can teach old dogs new tricks and the best pilots continue to win.

DAY 5 Peter Deane 2T

Cool temps, low bases and high winds greeted the final day of Region 11 Nth at Minden. With

predictions of wave and drying air in the afternoon, everyone started as soon as possible. Rick called an AST of Tiger Field, Hilton Ranch, Dayton Valley and return for 186 miles. Conditions turned out to be stronger and more consistent than expected with some reporting 11kn climbs in places; we were expecting 6kn max. Though windy, the thermals were well formed and steady. The route to Tiger Field was easy with clouds in embarrassing abundance and bases near 12000ft. There was a visible lift line directly south down the Yerington ridge to the Sweetwater range, and good progress was made without needing to stop and climb until close to Hilton Ranch. A climb to cloud base allowed getting in and out of the turn cleanly, with just one climb to cloud base required before final glide around the Dayton turn. In the end, something of an under call, but it could have been a lot worse based on the forecasts. A good banquet task.



Chuck Griffith in the shade of his ASW27



Seasoned campaigner Walt Cannon (NT) in his new Discus 2b

We had a great team of volunteers; **Minden Soaring Club** members and local volunteer pilots really did a great job. A few have already been mentioned, here is the full list, including tow pilots, scorers, flight documentation, CD, CM, Wx, line boys and general organizational support. **Thank you!!**

Doug Armstrong, Steve Eddy, Barbara Semans, Bob Semans, Barbara Mackey, John Hannan, John Powers, Gunter Kaiser, Lois Kaiser, Bud Mears, Irene Miller, Jim Plake, Lisa Lyons, Bill Mueller, Dana Pierson, Paul Clark, Tip Russell, George Scheer, Troy Hickey, Bill Reuland, Louis Scheel, Larry Mansberger, Dan's Backhoe Service, Soar Minden and High Country Soaring line crews

Join PASCO today!!

Annual membership just \$25, receive a years subscription to WestWind, and help support Soaring in the Pacific region.

Contact Ty White at tylerwhite@earthlink.net

Standard Class

Cumulative Score					Day5		Day4		Day3		Day2		Day1	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4708	2T	Deane, Peter	LS-8 a	1	1000	1	1000	2	752	1	1000	1	956
2	4429	C2	Colacevich, Sergio	Discus A	5	886	2	968	1	761	5	903	4	911
3	4284	JJ	Sinclair, John	Genesis II	3	922	4	904	3	589	4	940	3	929
4	4085	NT	Cannon, Walt	Discus 2B	4	887	5	884	4	422	3	942	2	950
5	2946	Q9	Indrebo, E.J.	ASW-24	2	970	3	962	6	34	6	871	6	109
6	2647	VN	Hubbard, Tom	Discus 2B	6	0	6	728	5	40	2	968	4	911

15 Metre Class

Cumulative Score					Day5		Day4		Day3		Day2		Day1	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4396	5K	Ramsey, Marc	LAK-17A	2	966	2	801	2	872	4	859	1	898
2	3834	89	Indrebo, Rick	ASW-27 b	1	1000	1	1000	1	934	2	900	6	0
3	3659	1B	Darke, Jim	ASW-20	4	709	5	689	4	702	6	772	4	787
4	3523	PK	Kelly, Peter J.	DG-800B	3	907	4	721	5	105	1	917	2	873
5	3030	PS	Dismukes, Key	ASW-20	5	0	6	619	3	853	5	812	5	746
6	2547	99	Griffin, Charles	ASW-27	5	0	3	787	6	0	3	891	3	869

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.

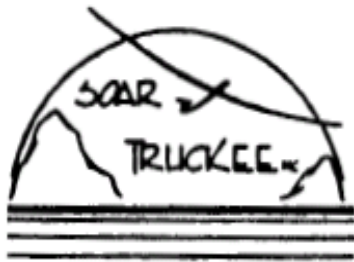
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For additional information contact:
Doug Lent, (916)966-4038, dlent@sbcglobal.net

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.



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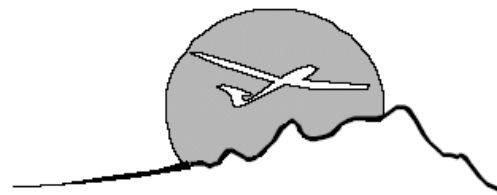
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The Saga of the AirSailing Trees

Editors Note; We received this article, hand written by **Norma Burnette**, and I have typed it in exactly as Norma wrote it. Reading and typing it up was something of a bittersweet experience; For those who don't yet know Norma, her dignity and caring shine though in this account of her years at Air Sailing with Alex, all the work needed to build an oasis in the desert and to commemorate the friends with whom she shared Air Sailing and the history of gliding in the region. Of all the folks on the memorial list, I knew about half of them personally and many readers will know more. Take the time to remember them as you read this short history from Norma.)

"Nieta Montague and Dale Thompson sweet talked me into writing this saga. For some reason there is something I don't understand about the word 'No'. I hope I can remember or dig up most of the events.

In 1981 we finally got a windmill due to Pete & Eunice Newgard who bought and donated it to Air Sailing. Now it was time to plant some trees. This was going to be no small feat as we also had to put in a drip system. All this old system served us well. It probably lasted 10 years longer than it should have. Of course during those years one of the first things Carl Herold, Alex or I would do when we arrived at Air Sailing was to check the system. We would check for blow-outs along the lines and check the drippers. This was a constant job.

In 1976, Carl Herold donated the first trees, the three large Mulberries by the bathroom and the two by the windmill. We watered these by hand. The next year we got a few Poplars,. We also got 75 trees from the Nevada Extension and Carl decided they should be planted at my house for a year or so, since they were about as tall and as big around as a pencil. I did have a very good place for them. My son Keith had raised 4-H lambs and the area was just right for them. Good manure dirt. I watered, fed and sweet-talked them until they were about 3 or 4 feet tall. These are the Green Ash, the Russian Olive and the Black Lotus. We planted these at about 10-15 at a time since we also had to put in the drip system for each. We planted these in 1982.

The next year I bought the Birch trees that were in the back row behind the bathroom (at Air Sailing). My nurseryman gave me the Arboretal that is planted between the Memorial Park and the Gazebo. Five or six years ago a couple of the Birch died of Borer Beetle so all of them had to be destroyed. We couldn't tell if all or some were infected. Also, the Borer could spread to the other trees. It was a shame as they were all 10 to 12 feet tall.

In 1987 it was decided to get a Memorial Park started. Carl Herold decided the trees should be Sequoias. I tried to change his mind about them but without any luck. The first Sequoias lasted about a year. We had

to replace them. Carl still insisted on Sequoias. They also lasted about a year. I finally convinced Carl we should plant Austrian Pines. That was no small feat but Carl took defeat quite well.

The following is of when and who the memorial trees were planted;

1987 – Robert McGehee, Charles Flattley, Hugo Fischer, Stanley Strauss, Dan Danieli, Marcel Godinat and MayBelle Arnold.

1990 – Diane Wiedenhammer, Bill Heim, Dale Dye, Fred Frauens and George Asdel.

1991 – Jim Haynes

1994 – Ted Nelson, Kelly Glover, Willie Crellin

1995 – Herb Brown, Harry Greene, Barry Hutain, Beverly Glover, Earl Butler.

1998 – Barbara McKay, Billie Carter, Nancy Carter, Charlie Thies, Les Sebal.

2001 – Marge Hayes, Alex Burnette,

2002 – Joe Findley, Fran Allender, Carol Frye, Dudley Mattson

In 1993 it was decided to put trees behind the Pines as a wind break. They were supposed to live through

anything. Right! Of course in 1995 Alex had to get a few to replace the ones that died. Air Sailing is hard on trees. Alex planted the trees that are in the middle behind the bathroom in 1995 also.

Thanks to Dale Thompson, the much needed new irrigation system was installed in 1999.

For quite a few years Anita and Jerry Prather would come in the spring for a month or so and clean weed and pamper the trees. This gave them a good start on Summer.

I am finishing this article out at Air Sailing. It is the April Maintenance party. I have gone around and counted every tree. There were 108 trees but 5 more memorial trees and 10 new Ash tree are being planted today. We are getting so many trailers out there and we want each trailer to have a tree. So that makes a total of 123 trees.

Maybe when you come out to Air Sailing you will appreciate all the trees a little more. There has been a lot of hard work to get so many to survive. When you are near a tree, give it a little love, pat and tell it what a good tree it is. Also, tell it how much you appreciate it.

Norma Burnette

LEARNING CROSS COUNTRY & RACING TECHNIQUES OR HOW TO INCREASE YOUR ACHIEVED XC SPEED WITHOUT FLYING FASTER...

COURSE OBJECTIVE:

Improve your technical and tactical soaring skills related to increasing your achieved cross country course speed, improved glider handling, and minimize your soaring pot holes which can reduce your achieved speed as well as increase your risk factors.

PILOT REGISTRATION REQUIREMENTS:

(to be approved by John Neel & Carl Herold)

TOTAL REGISTRATION COST: \$600 per glider or \$325 per motor glider (Self Launch) Must have a Private Glider Rating. Bring your Pilot Log Book to substantiate you XC Experience.

REQUIRED LOGGED XC EXPERIENCE:: A minimum of 3,000 miles of XC Experience or holds a GOLD Badge. We desire at least one Diamond Distance XC flight Must have accomplished at least one 500 Km XC flight or equivalent.

AIRCRAFT REQUIREMENTS:

The aircraft must have a current Annual. Show proof of a current \$1,000,000 Glider Insurance Policy. Each glider pilot will wear a current parachute. All gliders must be equipped with oxygen systems or pilot and passenger. Bring your own tie-down equipment and crew. Bring Tow-bar and tail-dolly and wing-wheel ground handling gear. Aero-Retrieve tows will be available. (Rate TBD)

TRAINING SITE: ELY / YELLAND AIRPORT LOCATED at ELY, NEVADA

DATE: It is desired you arrive no later than Friday evening 25 June to get organized, set up and get familiar with the soaring area on Saturday. Training Starts at 8:00 A.M on Sunday, 27 June 2004 and is completed on Friday, 2 July 2004 (6 days),

STAFF:

SEMINAR MANAGER: & REGISTRAR: John Neel, Resident Phone :435-656-0440

MAIL PRE-REGISTRATION DEPOSIT of :\$200.00 to John Neel

Mailing Address:

2402 S. Dover Way, St George, UT 84770

LEAD PILOT INSTRUCTOR: Carl Herold, Reno, NV, Cell 775-230-0527

ELY APT MGR & TOW PILOT: Dan Callahan,
Cell 775-296-1321

TOTAL REGISTRATION FEE: \$600.00

Made up of \$200 NON-REFUNDABLE PRE-REGISTRATION FEE & \$400.00 for Gliders & \$125 for Motor Gliders upon ELY arrival.

Each Registered Pilot will receive: NAME TAGS for pilot and crew 1 LAS VEGAS and 1 SALT LAKE CITY SECTIONAL, Oxygen Available daily from the FBO (Big Bottles \$15 per fill, \$10 per fill). One tow daily for 6 days, A Tiedown on the ramp, A handout of each days Weather Report and Seminar briefing, A LANDOUT CD produced by Carl Herold.

Free Bar-B-Cue Saturday 26 June evening, Participants provide their own drinks. Evening briefing for marking your CHARTS for safe places to land. 2 July Evening Dutch Treat Get-To-Gether

MAXIMUM PARTICIPANT GLIDERS:

Maximum Gliders Limited to 20, & 10 motor gliders. All back seat pilots participating will provide \$300 a day or \$1200 for the week. We expect three multi-place gliders: a NIMBUS 3DM (Carl Herold), A Dimona (Russ Hustad), and a Stemme (Dieter Bibbig) to be available for a backseat pilot.

MORNING BRIEFINGS:

There will be a 9:00 meeting on the Preparation Day, Saturday 26 June, 2004. Pilots Meeting from 8:a.m. to 10:30 each morning to include:

8:00 a.m. Safety Briefing John Neel)
8:15 a.m. Weather Briefing, Carl Herold
8:30 a.m. to 10:30 Seminar Topic, Carl Herold

- Day 1: Familiarization of Ely Area & Density Altitude Issues.
- Day 2: How to increase XC speed by flying slower.
- Day 3: Cloud reading skills 100 miles ahead.
- Day 4: Know when to Cruise and when to Climb and Glide. & How to stay in the best height band.
- Day 5: Precision flying, smooth use of Rudder & Stick, learn cross-control
- Day 6: Techniques in severe lift, and smooth precision flying. Instrumentation:& Sensor Errors, Variometers, & Speeds-to-Fly.

We fly every afternoon, setting your own tasks after the first seminar Day.

Each morning we have a weather briefing and pilots discuss what they learned yesterday

MISCELLANEOUS:

Carl Herold (has accumulated over 8,000 Hrs and over 200,000 miles of XC). Carl has been teaching and running Wave Camps, XC Camps and Racing Camps since 1966 .There will be CFGs on site for and checkouts. There will be a Pilots meeting each morning and available flying all afternoon.The first day will be tasked by Carl Herold, Independent pilot tasking for the rest of the week. Water for Ballast is available on the ramp bring-ballast filling equipment. Bring in your own battery chargers. AeroTow Retrieves will be available for separate cost. Camping and Motor Homes are permitted on the ramp area. There are numerous reasonable rate Motels in ELY. Call John Neel for GROUP hotel accommodations. Large Tasks and High Speed are encouraged. This week of soaring is not a competition. **YOU ARE ALL WINNERS.** This week should be educational and enjoyable for all participants and crews.

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Minden-Tahoe Airport

Date: June 7-11, 2004

Sunrise at Minden-Tahoe Airport



PASCO Soaring Event

The 2004 Region 11 Soaring Championship.

June 7-11, practice day is June 6th.

Open, 18 meter, 15 meter and Standard Classes

Competition Director: John Sinclair

Contact person: Rick Walters
775-720-4779



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Pacific Soaring Council



is a 503 c(3) not for profit corporation and contributions are tax deductible. Consider PASCO in your charitable giving plans this year!

*For more information contact;
Ty White
510-490-6765 h;
408-616-8379 w
tylerwhite@earthlink.net*

Articles and photos are graciously accepted. Please consider sharing your experience with our readers. Send photos and articles to peter.deane@sbcglobal.net

*High resolution digital photos & RTF (Rich Text Files) text files are preferred,
Thank you!
Peter Deane,
WestWind Editor*


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