

JUNE 2005



e-WESTWIND



Hollister (not Minden!) Wave. Photo by Matt Gillis

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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 2005. Current dues are \$25 annually from the month after receipt of payment.

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Elmer Udd,

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 | Ty White | 510-490-6765 |
| 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 |
| Ely Soaring | Dan Callaghan P.O.BOX 151296, Ely, NV 89315 http://www.elysoaring.com | 775-720-1020 |
| 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 | Ty White | 510-490-6765 |
| 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 |
| Great Basin Soaring, Inc. | 2312 Prometheus Court Henderson, NV89074 | Terry W. Van Noy | |
| 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 | 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 | http://www.ssa.org |
| Pacific Soaring Council | http://www.pacificsoaring.org |
| 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 |
| CRAZY CREEK SOARING SOCIETY (CCSS). | http://crazycreekglders.com |
| LAS VEGAS SOARING CENTER | http://www.lasvegassoaring.com |
| Minden Soaring Club | http://www.mindensoaringclub.org |
| Mount Shasta Soaring Center | http://www.craggyaero.com/mssc/ |
| Northern California Soaring Assoc. | http://www.norcalsoaring.org/ |
| RENO SOARING FORECAST | http://nimbo.wrh.noaa.gov/Reno/rnosaforno.htm |
| Silverado Soaring, Inc. | http://www.silveradosoaring.org/ |
| SOAR HOLLISTER | http://www.soarhollister.com/ |
| Williams Soaring Center | http://www.williamssoaring.com/ |
| Valley Soaring Association | http://www.sonic.net/~pkelly/vsa.html |

CALENDAR OF EVENTS

| Date | Annual Events | Location | Contact | Phone | URL |
|-----------------|------------------------------------|-----------------------|-----------------|--------------|--|
| Feb 9-12 | SSA Annual Convention | Ontario, California | SSA web site | | www.ssa.org |
| Feb 26- | PASCO Cross Country Seminar | UC Berkeley, CA | Carl Herold | 775-827-3376 | cdherold@charter.net |
| Ap2 29-May 1 | PASCO League Event #1 | Avenal | Jim Alton | 925-355-9289 | jim.alton@sbc.com |
| May 7th | DOC Mayes Memorial Contest | Williams, CA | Noelle Mayes | 530-473-5600 | www.williamssoaring.com |
| May 12-15 | Avenal Spring Contest | Avenal, CA | Mario Crosina | 559-251-2880 | www.soaravenal.com |
| May 23-27 | Airsailing Thermaling Camp | AirSailing, NV | Rolf Peterson | 925-447-5620 | www.airsailing.org |
| Jul 4-9 | AirSailing Sports Class | AirSailing NV | Jimmy Hamilton | 775-626-1950 | www.airsailing.org |
| Jun 5-11 | Region 11 Championships (Std, 15m, | Ely, NV | Karol Hines | 510-791-2964 | karoll@sbcglobal.net |
| Jun 27-Jul 1 | A,B,C & Bronze Badge Camp | Truckee-Tahoe Airport | Dave Cunningham | 925-933-4558 | ldc@att.net |
| Jul 18-22 | A,B,C & Bronze Badge Camp | Airsailing, NV | Dave Cunningham | 925-933-4558 | ldc@att.net |
| Jul 7-21 | 18 Meter Nationals | Montague, CA | Gary Kemp | 530-934-2482 | garykemp@sbcglobal.net |
| Jul 22-24 | PASCO League Event #2 | Montague CA | Jim Alton | 925-355-9289 | jim.alton@sbc.com |
| Jul 24-29 | AirSailing Cross-Country Camp | AirSailing, NV | David Prather | 530-672-6993 | www.airsailing.org |
| Aug 13-14 | Gerlach Dash | AirSailing, NV | Cindy Donovan | 415-667-9142 | |
| Labor Day?? TBD | PASCO League Event #3 | Minden NV | Jim Alton | 925-355-9289 | jim.alton@sbc.com |
| Oct 8th | Williams Oktoberfest | Williams, CA | Noelle Mayes | 530-473-5600 | www.williamssoaring.com |

In Memoriam

Sadly Kathleen Sabino, wife of Tony Sabino, proprietor of Soar Minden, passed away in her sleep on April 21st. She had been battling cancer for a long time and was a dear friend who lived life to the fullest. Deepest sympathies and condolences go Tony and his family, from all of us.

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News from Byron (Monique Weil)

Congratulations to: Shannon Madsen and Lee Grisham, who both achieved Bronze Badges

Congratulations to Shannon Madsen for his Silver Altitude at Thermal Camp.

Morteza Ansari, Bob Deans, Charlie Ferguson, and Buzz Graves will be participating in the Air Sailing Cross Country Camp, with Buzz as Lead Pilot in the club's 1-26.

In March the club held a successful "Tracy land out day" to prepare for cross country flights. Tracy Press came to interview us and wrote an article.

In late April Yuliy Gerchikov organized the club's participation in the NASA Aero Expo at Moffett. Ken Pruchnick brought his G-103 and a handful of club members took turns spending a day around Ken's glider, helping promote soaring to hundreds of elementary school kids. Ken P was there everyday watching over his glider while letting youngsters get hands on experience. The club needs new members but we have to wait until these kids grow up a little.

Over the winter and early spring months Ramy Yanetz had almost a dozen good flights out of Byron, with a wave climb to 16,000' in the Mt Diablo wave and several long cross country flights from Byron to Hollister and beyond, demonstrating to the timid NCSA pilots how to fly the Diablo Range from Byron on good days. We are looking forward to seeing Ramy back in Byron for Fall flying to show us how it is done.

Yuliy participated in the PASCO League and Mike Schneider and Mike Green flew in the Avenal Contest.

The club now has purchased a Data Logger and first flights using the data logger by Boris Deianov at Byron, Shannon at Air Sailing and Morteza Ansari at Truckee resulted in several flight listed in OLC, raising our NCSA club rating from near the bottom of the list and behind the other NCSA (North

Carolina Soaring Association) to 41st place and above the other NCSA.

Yuliy Gerchikov writes
 ----- Congratulations to Morteza Ansari on a good flight out of Truckee! Almost 300km at a very impressive 105 km/h! It's amazing what can be done with just a touch of imagination on a half decent wave day -- all while staying "local" to Truckee. This "local" flight placed Morteza 16th for the day on points and 9th on speed out of 45 scored flights in the US. This was Morteza's first wave flight out of Truckee.

Ken Pruchnik also reported a very good wave flight from Truckee on the same day, the first Sunday in June.

Thanks for your reminder to report on NCSA. We may surprise you guys someday and go and get the egg,

Doc Mayes Memorial Contest Results (from Williams)

Congratulations to Luke Ashcraft for winning both the "Doc" Mayes and the Lee Peterson Trophies! Luke had the best single distance on Friday: 250.33sm Luke also had the best 2 days Friday & Saturday: 443.09sm

| Pilot | ID | Glider | Handicap | Fri. Raw Distance | Fri. Net (SM) | Sat. Raw Distance | Sat. Net (SM) | Sun. Raw Distance | Sun. Net (SM) | Best Day | Best 2Days |
|----------------|-----|------------------|----------|-------------------|---------------|-------------------|---------------|-------------------|---------------|---------------|---------------|
| Luke Ashcraft | C1 | LS4 | 0.95 | 263.50 | 250.33 | 202.90 | 192.76 | | | 250.33 | 443.09 |
| Ray Gimney | 7V | ASW27 | 0.88 | 239.70 | 210.94 | 207.20 | 182.34 | | | 210.94 | 393.28 |
| Bob Ireland | LU | LS6B | 0.899 | 117.20 | 105.36 | 48.40 | 43.51 | 189.30 | 170.18 | 170.18 | 275.54 |
| John Volkober | 13 | Discus A | 0.939 | 244.60 | 229.68 | | | | | 229.68 | 229.68 |
| Key Dismukes | PS | ASW 20 | 0.902 | 179.10 | 161.55 | | | | | 161.55 | 161.55 |
| Peter Kelly | 2PK | DG800B | 0.85 | 181.60 | 154.36 | | | | | 154.36 | 154.36 |
| Pete Alexander | 98 | ASW 27 B | 0.88 | 0.00 | | 119.20 | 104.90 | | | 104.90 | 104.90 |
| Richard Parker | AN | Standard Libelle | 1.013 | | | | | | | | |
| Jim Darke | 1B | ASW20B | 0.903 | | | | | | | | |
| Paul Kellas | PK | Libelle | 1.013 | | | | | | | | |
| Peter Beecher | GM | Pegasus 101 | 0.965 | | | | | | | | |
| | | | | | | | | | | | |

FIRST US 2000km flight for Gordon Boettger! (Bob Semans)

Landing near Orovada, NV, north of Winnemucca, **Gordon Boettger** completed a Declared 3 Turn Point Distance wave flight estimated at 2056 km (1277 smi). Taking off from Minden at 07:46, he flew south to his first turn point near Little Lake, CA, then north to the second turn point near Chilcoot, CA ... then again south to a third turn point near Little Lake and finally north to his landing on a duster strip about 20 minutes before sunset.

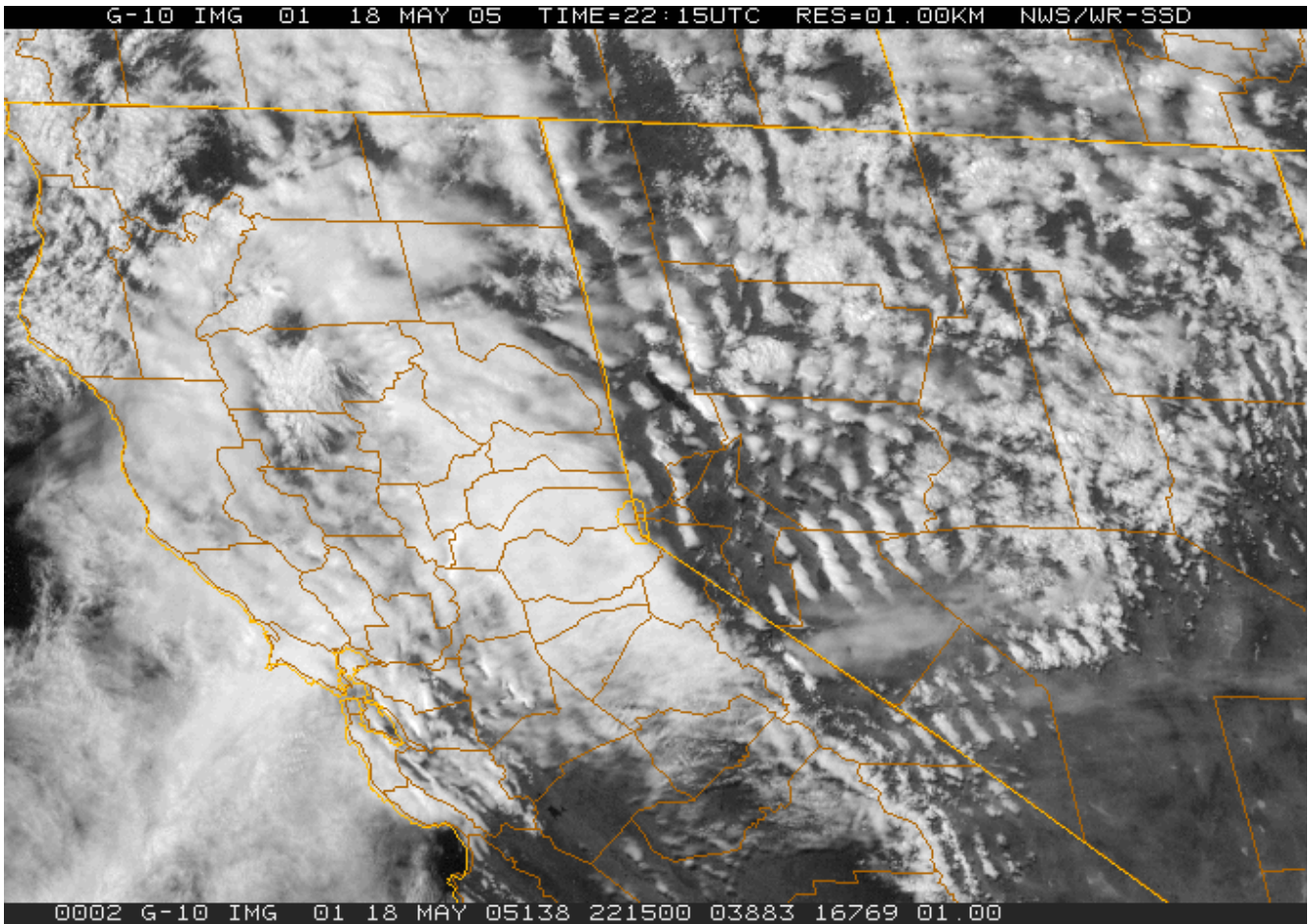
A monster wave system with stacked lenticulars and roiling rotor clouds was visible from Minden and Reno throughout the day. Gleaned from Oakland Center and Joshua Approach, Met Man Doug Armstrong issued periodic email flight status reports accompanied with visible satellite images showing wave clouds running the full length of the Sierra and in some areas many cycles down wind. All day and through the night Carson Valley experienced strong gusty winds and blowing dust.

This flight was planned nearly a week earlier, triggered by a forecast of an unseasonably strong approaching jet stream. The questions were, what would be the arrival day of the system and would there be too much

moisture? The early estimate of Tuesday was deferred a day. Early Wednesday, heavy moisture threatened, but the window upwind of the rotor cleared and remained broad all day.

With this flight, Gordon lays claim to the three longest soaring flights ever made in North America ... all three flown within a span of 53 days. We await more details from Gordon and another set of spectacular photos.

Kudos are also due his support team. In addition to Doug Armstrong, the essential wave forecaster, the ever enthusiastic Jim Cooper was the early-rising tow pilot and especially, Gordon's crew chief and wife, Mellisa, who is retrieving her intrepid pilot today. Congratulations to all.



GPS Interference! (Jim Hamilton)

On the glider pilot network (<http://ras.gliderpilot.net>) there was a lot of chatter last week about the government (US Military) doing intentional GPS interference testing out of China Lake and some other areas in the country.

Glider pilots in New Mexico, Arizona and Southern Cal have been having their flight computers fail and/or give erroneous information (on several, the final glide computer has quit working). From ground level into the high flight levels it affects everything GPS (hikers, car nav systems, helicopters, etc).

Attached is a schedule of areas and times that this is being done. Supposedly, if you call FSS for a briefing you can get this info but (they say) you

have to specifically ask if your route will be affected by GPS interference. The distance covered from China Lake will (it appears) affect flying on the "Whites" and most of the Owens Valley. There was one story on the glider pilot network of a guy who downloaded his triangle distance flight and it showed that he flew 464mph on a 118 mile leg of the flight! One of the replies was "...very fast you are, Jedi Master...". As you can see by the attached, this "testing" by the military is going on May through August. I have not measured the distance from China Lake to see if this would affect the turn point area for the Parowan contest but we won't have to worry about it (if the info is correct) for the ASI contest.

GPS INTERFERENCE TESTS 2005 (17MAY05)

| TEST SITE | DATES Start dates are for Zulu time. | TIMES UTC (Zulu) | TIMES LOCAL | GPS NAVIGATION SIGNAL WILL BE UNRELIABLE WITHIN A: |
|--|---|---|--|--|
| CAPE CANAVERAL, FL (SPC 2004-351) | 01 JAN - 31 DEC 05 | See remarks | See remarks | 5NM RADIUS OF N2828/W08035 (ORL096040) FROM THE SURFACE TO FL250. Remarks; Intermittent dates and times; 14 days advance notice will be given prior to each event. |
| ST. CHARLES, MO (AFMC 2005-1629) | 01-04,07-11 MAR 05 14-18,21-25 MAR 05 28-31 MAR 05 01 APR 05 04-08,11-15 APR 05 18-22,25-29 APR 05 02-06,09-13 MAY 05 16-20, 23-27 MAY 05 30-31 MAY 05 | 0600-1200 (All Dates) 0500-1100 (All Dates) | 0000-0600 (All Dates) 0000-0600 (All Dates) | 220NM AT FL400, DECREASING IN AREA WITH DECREASE IN ALTITUDE TO 180NM RADIUS AT FL250, 110NM AT FL100, AND 75NM AT 4,000FT AGL. TO THE EAST OF STL (0-180): 80NM AT FL400, FL250 AND FL100, DECREASING IN AREA WITH DECREASE IN ALTITUDE TO 50NM RADIUS AT 4,000FT AGL. |
| Kauai, HA (SSC SD 05-01) | 23-27 MAY 05 | 0300-1300Z (All Dates) | 1700-0300 (All Dates) | A SEMI-CIRCULAR SHAPED AREA DEFINED OFF BARKING SANDS TACAN (NBS, CH 073X (tune DME to 112.60) ON THE WEST COAST OF KAUAI ISLAND AT 22-02-27N / 159-47-17W). THE SEMICIRCULAR AREA IS DEFINED BY THE AREA ENCOMPASSED BETWEEN RADIALS 110MAGNETIC CLOCKWISE THROUGH RADIAL 020MAGNETIC OFF NBS ("PACMAN" SHAPED AREA). AT FL400, THE RADIUS OF THE SEMI-CIRCLE IS 300NM. THIS AREA DECREASES WITH ALTITUDE TO A RADIUS OF 260NM FROM NBS AT FL250, 190NM RADIUS AT FL100, AND 160NM RADIUS AT 4,000FT AGL. |
| WHITE SANDS MISSILE RANGE, NM (WSMR GPS 05-03) | 02-06 MAY 05 09-13 MAY 05 16-21 MAY 05 23-27 MAY 05 30-31 MAY 05 1-3 JUN 05 6-10 JUN 05 13-17 JUN 05 20-24 JUN 05 27 JUN-02 JUL 05 | 0200-1000 0200-1000 2200-0800 0200-1000 0200-1000 (All-Dates) 0200-1000 0200-1000 0200-1000 2100-0700 (All-Dates) | 2000-0400 2000-0400 1600-0200 2000-0400 2000-0400 (All-Dates) 2000-0400 2000-0400 2000-0400 2000-0400 1500-0100 (All-Dates) | 330NM RADIUS OF THE HOLLOMAN TACAN (HMN, 325144N1060633W) AT FL400, DECREASING IN AREA WITH DECREASE IN ALTITUDE TO 280NM RADIUS AT FL250, 210NM RADIUS AT 10,000FT MSL AND 200NM RADIUS AT 4,000FT AGL. THE IMPACT AREA ALSO EXTENDS APPROXIMATELY 230NM INTO THE MEXICAN FIR AT FL400 AT THE FURTHEST POINT TO THE SOUTH, DECREASING TO APPROXIMATELY 110NM AT 4000FT AGL. |

11:28 AM05/17/05

| GPS INTERFERENCE TESTS 2005 (17MAY05) TEST SITE | DATES Start dates are for local time. | TIMES UTC (Zulu) | TIMES LOCAL | GPS NAVIGATION SIGNAL WILL BE UNRELIABLE WITHIN A: |
|---|---------------------------------------|------------------|-------------|--|
|---|---------------------------------------|------------------|-------------|--|

| | | | | |
|--------------------------------|--|--------------------------------------|---|---|
| China Lake, CA (CL GPSJ 05-1B) | 02-06, 09-13 MAY05 16-20, 23-27 MAY05 31 MAY05 01-03, 06-10 JUN05 13- 17, 20-24 JUN05 27-30 JUN05 06-08, 11-15 JUL05 18-22, 25-29 JUL05 01-05, 08-12 AUG05 15-19, 22-26 AUG05 29-31 AUG05 | 1430-1800 2000-0000 AND 0330-0500 | 0730-1100 1300- 1700 AND 2030- 2200 | 295NM RADIUS OF THE NAWA CHINA LAKE/ARMITAGE AIRPORT TACAN (NID; 35-41-17N / 117-41- 26W) AT FL400, ENDING AT 112W LONGITUDE, NOT EXTENDING INTO OAKLAND OCEANIC AIRSPACE, HOWEVER, EXTENDING SOUTH INTO THE MAZATLAN UPPER CONTROL AREA (UTA) AND/OR UPPER FLIGHT INFORMATION REGIONS (UIR). THIS AREA DECREASES WITH ALTITUDE TO A CIRCLE OF 250NM RADIUS FROM NID AT FL250, 175NM RADIUS AT FL100, AND 135NM RADIUS AT 4,000FT AGL. |
|--------------------------------|--|--------------------------------------|---|---|

For Informational Purposes Only - Check NOTAM for most up to date information IFR operations based upon GPS navigation should not be planned in the affected area during the periods indicated. These operations include domestic RNAV or long-range navigation requiring GPS. These operations also include GPS standalone and overlay instrument approach operations.



Dave Greenhill flying his old DG300 'GJ' near Hollister. Photo by Peter Deane

The Dark Side - Glider Lessons.

Commentary by Physician/Pilot - Dave Dawson

Flying is a chronic disease. It may be an addiction, it may be an infection. I'm not sure which, but I do know that it has a progressive course. Once affected, many are afflicted for a lifetime. The condition can be treated with a variety of airplanes, but long-term therapy is often required. (Like drugs and surgery for ailments of the body and mind, treatment for an aviation addiction can be costly. Most health plans, however, don't provide benefits that include regular flying.)

The disease may start innocently enough. You may have recognized some of the classic prodromal symptoms: building models as a kid, looking at airplanes, turning your head whenever a plane passes overhead, always taking the window seat on an airliner, going to air shows.

The onset of the illness' active phase can be identified by observing specific behaviors in an afflicted individual. Most of these seem to involve touching airplanes. Behavioral scientists have postulated that the condition stems from the lack of key neurotransmitters in the hypothalamus. For

those afflicted by the flying bug, satisfaction requires repeated stimulation out of proportion to that required by aviation-insensitive individuals. Unfortunately, like other addictions, habituation also occurs with flying. This means that stimuli that were sufficient to produce the euphoric state in earlier exposures are not able to reproduce the same effect with repeated exposures.

What is the implication? Ground school, reading, talking, simulators...all are fine at first. Flying with someone else...great, but soon you'll need to fly the plane to get the "buzz." Then soloing. Fine. Then it's faster airplanes or higher flights, longer sorties, and for glider pilots, badges. For the hard core, there's aerobatics. It's like Everclear for the alcoholic.

Symptoms of the disease can manifest in non-aviation settings. Flight-affected individuals may be observe making swooping movements with their hands while speaking. There may be unusual perseveration on flying-related topics. Who else is going to be looking at the afternoon sky and talking about "unstable air masses."

The other posts allude to how nice the people are at Williams. Yeah, that may be true, but be cautious if you take the drive up the valley. The Gliderport folk seem friendly enough, but watch out. You're OK as long as the conversation is about generalities, the

weather and such, but then they offer the "Introductory Lesson." That's like crack dealers giving away samples on the school yard. Innocent victims are hooked, sometimes with just one try.

You may never know how susceptible you are until you fly. Once you're into flying, though, you may find it consumes your thoughts. "I could give it up anytime, if I really wanted to," you may boast. How many times do addiction counselors hear that? I don't think there are any twelve step programs for pilots. You could be in for the long haul.

Sure, some people try maintenance therapy with stacks of glossy flying magazines and IMAX movies, but that approach is like methadone for the heroin addict. It may be more socially acceptable, but it doesn't provide the same high.

Some people, once afflicted, do get cured. Some run out of the necessary substrates: health, money, time, and interest. For those with a bad case, however, the disease may fester beneath the skin, only to cause later relapses when the body's normal defensive mechanisms are weakened (perhaps by exposure to other flying-afflicted people).

It's too late for me, but you may be able to save yourself. Try a cold shower instead of soaring. If you already have the disease, oh well, you may just have to let it runs its course



ASH 25 'Phoenix' at Williams



Geometric Heaven. 2 Gliders at Williams

HOLLISTER WAVE DAY IN MAY (Matt Gillis)

Yes It is a different year for sure. The general forecast called for too much moisture with the front passing later on in the evening. I was busy with work and skeptical. However, there had been nice lee wave setting up over the Sierra, so my boundary layer mentality was not constraining my perceptions [actually thoughts of racing up to Minden and grabbing BA for a run in the Sierra wave were periodic figments in my frontal lobe]. As the morning progressed and I toiled at work I could see the nice lennies forming, but the forecast called for it to 'sock in' later. A glance at the sat loop in the morning showed wave bands setting up over all of California. As afternoon approached the satellite loop indicated an actual drying trend, at least to the south, with wave cloud dissipating toward mid-day (low level); the dry line for the storm was in fact to be right around Hollister. The wind profiler near Monterey showed a good wind profile holding although a bit light down lower, just above 20 knots with a reasonable tow. The Forecast sounding looked to good, the lennies I was seeing were probably ~6-9K from the dew point profile, right about where the winds were getting to 25 knots. Although the dew-point and T lapse profile appeared to get moister toward nightfall and the approaching front, it wasn't dramatic. It indicated that there should be good markers later and not close in fast, anyway.

Hmmm?.....My allergies have been terrible lately with the drying grasses and the howling winds on the Bolsa plain making it very difficult to function in the afternoon even with allergy medicine. However, it appeared that I was being presented with a lofty solution. The best thing to do was to get myself into air that was free of boundary layer mixing of all the grass pollen. It was mid-afternoon, but with the later sunset and wave can even improve with late afternoon cooling, there was still time. So, with a vigorous sneeze, I rose to the occasion!

Although 1LV was quicker to get on the line, 1CH was sitting there with a frown...wanting to get out of town. From the location of the wave, the transponder seemed a necessity anyway. I only wish that I had contacted someone else sooner to go up. It was too good not to share.

I took a tow to the NW directly toward the meat of the wave band. It was probably possible to get off lower and do a little rotor walk into the wave, but, because of the marginal wind velocities, low amplitude wave and it was late, I took a 4.5K tow to put me right in it. I released east of Gilroy within a

mile of a nice low level lennie in 2 knots. The best lift was ~2-3 knots and I headed northwest toward Morgan Hill. The wave was broken to the north and I wasn't getting as good a climb, so I turned back to work up higher near Morgan Hill. Once up above 8K the wave was well established and fatter. Lift rates, however, were not strong. I worked up to ~9.5K and searched for and aft and sideways for something to bump me up. The upper level lennie to the NW was tempting me. In optimism, I had enough O2 for a couple hours. I finally decided to follow the wave south since the slots were starting to close in to the north and the band looked better to the south. I didn't want to head too far NW on top unless I could get a lot higher. It was close to 6pm and the lower layers were starting to fill in more. Down east of Gilroy I found some more 2 knot+ lift to over 11K. I was not able to climb any higher than ~11.3K, I spent the next hour doing a photo session. Cloud was starting to become solid around 9K (consistent with FSL Sounding forecast) so I didn't venture NW again. There was a definitive wave pattern in the cloud deck. It was so beautiful, circling around seeing my rainbow glory reflected on the lennies below and clouds starting to turn to get the evening hues. It was truly like soaring in a different world, being above the clouds, the glimpses of land below created a unique multidimensional perspective. Ironically I was almost directly over where I live.

It would have been doable to turn east and run south for a ways on wave bars becoming evident, although it was ...getting late. To the south, I could see the boundary layer rise in a shallow wave like manner to some high based cu's at the top (~11K+) down south of Panoche. Toward sunset the colors became incredibly rich. I dove down under deck and ran up and ran a lift band toward Gilroy to photograph a line of rotor cu that were starting to light up in various warm colors of orange to salmon pink contrasted with the grays and cobalt blues in shadow. Then I raced back since it was time to land.

Miguel and Paul in the Duo took a 7 K tow earlier, but were amiss to find the wave to the east but had worked back up from 3K and eventually got up to 12K. I was unable to hook up with them since I spent a good deal of time monitoring 120.1 because of all the jets on approach. I wish I had since, it was one of the most photogenic flights I have had in awhile. Although I took several hundred pictures, it would have been nice to have had a glider in several of them.

2005 AVENAL SPRING CONTEST RESULTS: (Harold Gallagher)

The soaring was variable from excellent to marginal. Lot's of land outs, particularly on Friday and way down at my old nemesis, Belridge. The task calling turned out to be a bit more difficult than what the Director and the Weatherman thought. Overall though, the contest was fun for the pilots and crew, and the days were sunny and warm. Evenings at Avenal are always memorable with beautiful sunsets and cool evenings.

Meals provided by Jon Demsky were delicious and timely, including the really big feast on Saturday night after the land outs were retrieved. By 7:30 pm the line for the dinner was long and hungry. By the time the fresh strawberries were served with hot fudge dip, and ice cream, the memories of the land outs were a distant past.

The John Shelton-created T-Shirts sold out even before the end of the contest, in spite of having ordered 20 more than normal. Thanks John for another creative masterpiece for the Avenal contest. We had hoped to see John attend at least the Saturday evening festivities but no such luck. Maybe next year.

Thanks to all the participants, the volunteers, the scorers, the line team, the tow pilots, the Chefs, the families and crew, and all those who continue to make the Annual Avenal Contest a fun place to be early in the season, and a safe place to try out new equipment and rusty skills.

Standard Class

| Rank | Points | ID | Name | Glider | Code* |
|------|--------|----|----------------|------------|----------|
| 1 | 3181 | BC | Clerx, Ben | ASW-28 | SSA |
| 2 | 3091 | WX | Rogers, Walt | Discus 2A | SSA |
| 3 | 2978 | 2 | Serfaty, Serge | Discus A | SSA |
| 4 | 2825 | EM | Condiff, Roy | Discus 2Ax | SSA |
| 5 | 2143 | VN | Hubbard, Tom | Discus D2 | SSA, F |
| 6 | 1296 | JJ | Sinclair, John | Genesis II | SSA, F |
| 7 | 1124 | 3E | Alton, Jim | Pegasus 10 | SSA, NVS |
| 8 | 0 | 99 | Griffin, Chuck | ASW-24 | SSA, F |

15 Meter Class

| Rank | Points | ID | Name | Glider | Code* |
|------|--------|-----|-----------------|------------|-------------|
| 1 | 3584 | 89 | Indrebo, Rick | ASW-27B | SSA |
| 2 | 3533 | A8 | Seaborn, John | Ventus 2B | SSA |
| 3 | 3244 | P7 | Ittner, Gary | Ventus CA | SSA |
| 4 | 3197 | HAL | Chouinard, Hal | ASW-27B | SSA |
| 5 | 2891 | 4U | Wuenstel, Harry | LS-6 | SSA |
| 6 | 2862 | CM | Crosina, Mario | Ventus 2AX | SSA |
| 7 | 2709 | GB | Norris, Jim | Ventus 2AX | SSA |
| 8 | 2583 | TK | Kurreck, Tim | ASW-27 | SSA |
| 9 | 2506 | ON | Green, Bob | Ventus C | SSA |
| 10 | 2159 | MX | Schneider, Mike | ASW-20 | SSA |
| 11 | 1965 | NF | Smith, Steve | LS-6 | SSA, F |
| 12 | 761 | YC | Anderson, Rick | ASW-20 | MD, SSA, AB |

Open Class

| Rank | Points | ID | Name | Glider | Code* |
|------|--------|----|----------------|------------|---------|
| 1 | 3120 | 5S | Salkeld, Ed | ASH-26E | SSA |
| 2 | 3083 | IB | Caldwell, Alex | Nimbus | SSA |
| 3 | 2119 | F8 | Gawthrop, Bill | ASH-26E | SSA, F |
| 4 | 1490 | MG | Green, Mike | Duo Discus | SSA, AB |

FIRST CONTEST; AVENAL SPRING CONTEST MAY 2005 (Hal Chouinard)

Pilots at Crazy Creek where I fly in the winter spoke highly of the Avenal sprint contest which features lots of landable terrain for cross country flights, a friendly atmosphere and a fully attended standard, 15 meter and open class. I was initially concerned that I would be going there without a crew (my wife announced when I started this sport 3 years ago that I was on my own on this one) but with assurances from the Avenal host Mario and some offers of help from Rick (89) and Chuck (99) I decided to give it a try.

I had read some articles on contests and they all stressed the importance of being prepared so I attempted to get everything in order prior to heading out. It is a long list but includes things like batteries, chargers, tie down equipment, cell phone, cleaning supplies, sectionals, tools etc. In addition to the normal stuff I was able to get a copy of the flight traces from the previous year which I used to view flights and create a thermal map for my PDA. This was helpful in getting an idea of the type of tasks flown and also where the lift might be found.

The Daily Routine; I opted to stay at a nearby motel in Coalinga (15 miles north) however other pilots stayed at the airport in their campers and some in tents. In the morning I would head out to the airport about 8:30 and do the normal routine of preparing the glider for flight. It is only necessary to assemble on the arrival. I used metal rebar to make temporary stakes for tie down. Avenal is a grass strip and can get a little dusty so bringing a bucket and chammie is a good idea.

At 10:00am each morning you take your PDA and Maps to the pilots meeting. The meeting usually starts out with the winners of the previous day giving a short speech. If pilots have issues with the previous day they are raised at this time. The speeches are followed by the weather briefing and the handout of the days flying task. The route of the task is discussed, detailing issues with land out sites and/or airports. The areas the tasks are flown are dotted with airports and some nice looking fields making Avenal a relatively safe place to fly cross country. Turn points are listed by number and sometimes referred to by their name which can be confusing to the new pilot. The contest did provide a map showing the turn point numbers and their names which helped a great deal. Also at this time you get your grid position (take-off sequence). The grid positions are numbers placed on the take-off end of the runway. The rotation of the grid each day insures the start order is fair.

After the meeting you return to your glider to program your task into the flight recorder and prepare for grid time. Since I did not have a crew it was nice to have a tow bar and use my car to move the glider to the grid position although there were volunteers that help with moving of the gliders for those needing assistance. Once your glider is sitting on its grid number it is lunch time and at Avenal they prepare great lunches and dinners right at the airport which you can purchase for a nominal price. While you are finishing off your sandwich the sniffer (1-26) is launched to test the lift conditions. If the sniffer can stay up the pending launch is announced and the pilots head for their gliders and the tow planes begin their warm-up. The site of thirty gliders launching into the central California sky is a definite crowd pleaser.

During the contest we used a five mile start circle with a ceiling of 6000ft. I was surprised that very little radio chatter occurs during the contest but you do announce when you are leaving the start circle and also on returning when you are four miles out and then again one mile out. The type of finish was a subject of much debate by the pilots. The final decision being a finish gate (straight line) if finishing from the north and a one mile circle if finishing from the south. The gate opens 15 minutes after the last glider in a class is launched.

One of the decisions you have to make is when to start. The more experienced pilots let a few pilots "markers" go on task first and hope to catch up with them on course circling in a thermal. My approach was to leave when the gate opened as I figured I wasn't going to catch anyone and could probably follow a few when they went by me. Be prepared to be able to thermal to the left as it is required while in the start circle and later if in a gaggle where the direction of turn has been established. Flying in gaggles is something I am not comfortable with especially when multiple gliders are at the top of a thermal. I tried my best to find my own lift sources but beware a glider circling attracts a crowd; you don't even need to be going up!

Practice Day

Wednesday was the practice day and to no surprise to the soaring veterans reading this it was the strongest day of the competition with nice cloud streets leading to and from the turn points. The task was about 171 miles heading south to Panorama Point and New Cuyama. I am glad I flew the practice day as it took awhile to understand the start gate and how to program the PDA to mirror the rules in place for that day. Getting help from someone experienced in your particular type of equipment is very important and I had one of the best helping me (Rick).



Contest Day 1

The first days task was a 150 miles visiting Lost Hills, Pixley, Salyer and Old Coalinga. The task has a 3 hour minimum time which means that if you get home before three hours your distance on course will be divided by the minimum time and not your actual time. Each turn point is defined as a one mile circle which you must penetrate long enough for your GPS trace to register. If you fly farther into the circle you get credit for the extra distance. The last turn point "Old Coalinga" was defined as a 10 mile circle which allows the pilot to adjust how far he flies into the circle and still make it back to the airport at the minimum time. I didn't figure all this out until the next day but Gary Ittner did and he won the day.

I felt I did well to get around most of the course. Between Lost Hills and Pixley I was able to follow Mario (CM) for most of the way. I did get very low getting back into the Avenal area and probably should have landed out but I managed a low save next to a big open field so I convinced myself this was ok. I think you need to set some definite limits on how far you are willing to push things and stick to them. Your competitive side and desire to get back can get in the way of good judgment. I did recover from my low save and was happy to fly through the finish gate at 60 knots with the gear down, solidly in last place!

Contest Day 2

The morning sky was dirtied with high cirrus which was clearing from the North. To take advantage of this the task was set to go north to Harris Ranch and then south along the mountains to Button Willow which would allow the cirrus more time to clear. In heading South I was able to get ahead of a band of cirrus and after getting a little low caught an industrial thermal (oil refinery smokestack) at the edge of the Button Willow turn area.

I was fortunate to penetrate back through the cirrus band into sunlight to the north and make it home however others who left latter were not so lucky and had to land out at Belridge. I heard later that the security guard at the airport though he was been invaded as one glider after another landed there. In all about eleven gliders landed out on this day. It was the glider version of the tortoise and the hare and just like that I was in 4th place.



Contest Day 3

The morning brought blue skies and the promise of another beautiful soaring day. The task was again to the south to Taft and Buena Vista. I felt more familiar with the terrain as this was my third trip in that direction and as a result my thermal finding skills improved. The lift band on these contest days was fairly narrow, one moment you are relaxing a 5k and a few minutes later you are looking hard for the next thermal and/or landing site. In pages right out of Reichman's cross country manual I was finding thermals triggered off of small formations of rocks and cattle watering troughs. The area where the cattle gathered to drink was by far the most reliable source I found.

In the afternoon the north wind picked up and it was a real struggle to get back. I thought I had final glide but due to a lot of sink approaching Avenal I was getting low. At one mile out I knew it was going to be close so I announced a rolling finish. There is a large field before the airport that was landable but at some point I committed to landing at the airport. Needing to clear the fence on the approach end of the runway I headed for the deck and was able to balloon over the barb wire fence at about 60kts. I remembered the gear and the flaps but forgot about spoilers and unless I found that handle I would have floated to the other end of the runway. Probably pretty stupid thing to do but it was quite a thrill. There were a few more land outs on this day and as a result I was still holding on to 4th place.

Final Day

By now I am pretty exhausted and hoping to just complete the contest safely and head home. The declare task is the shortest of the contest with four turn points 46/41 intersection, Lost Hills, Hale and the Old Coalinga airport. I had my best start getting high over the mountains west of Avenal and although I made a couple of wasted turns things went pretty well until I was back over Avenal where I expected to find the usual great lift. Unfortunately it was not there on this day and as a result I got low again over the Coalinga prison. Although low, I pushed on to the Old Coalinga airport where I struggled to find lift under some clouds. Thanking the soaring gods as I made it back to 4k, heading home for a gate finish.

Never saw the official results but I believe in 15 meter Rick Indrebro was first, John Seaborn second, Gary Ittner third and special thanks to our host Mario, who landed out on the last day to allow me to stay in fourth place. Avenal is a fun event put on in a very professional manner. I highly recommend it to anyone looking for their first contest experience. I hope to be back next year to figure out how to find that shear line everyone talks about.

Truck Driver Takes to Skies in Lawn Chair

From The New York Times 3 July 1982

LONG BEACH, Calif, July 2 (AP) A truck driver with 45 weather balloons rigged to a lawn chair took a 45-minute ride aloft to 16,000 feet today before he got cold, shot some balloons out and crashed into a power line, the police said. "I know it sounds strange, but it's true," Lieut. Rod Mickelson said after he stopped laughing. "The guy just filled up the balloons with helium, strapped on a parachute, grabbed a BB gun and took off." The man was identified as Larry Walters, 33 years old, of North Hollywood. He was not injured.

The Federal Aviation Administration was not amused.

.....Spotted by Airline Pilots.....

A regional safety inspector, Neal Savoy, said the flying lawn chair was spotted by Trans World Airlines and Delta Airlines jetliner pilots at 16,000 feet above sea level.

"We know he broke some part of the Federal Aviation Act, and as soon as we decide which part it is, some type of charge will be filed," Mr. Savoy said. "If he had a pilot's license, we'd suspend that. But he doesn't."

The police said Mr. Walters went to a friend's house in San Pedro Thursday night, inflated 45 six-foot weather balloons and attached them to an aluminum lawn chair tethered to the ground.

This morning, with half a dozen friends holding the tethers, he donned a parachute, strapped himself into the chair and had his friends let him up slowly.

Minutes later, he was calling for help over his citizens band radio.

"This guy broke into our channel with a mayday," said Doug Dixon, a member of an Orange County citizens band radio club. "He said he had shot up like an elevator to 16,000 feet and was getting numb before he started shooting out some of the balloons."

Mr. Walters then lost his pistol overboard, and the chair drifted downward, controlled only by the gallon jugs of water attached to the sides as ballast.

The ropes became entangled in a power line, briefly blacking out a small area in Long Beach. The chair dangled five feet above the ground, and Mr. Walters was able to get down safely.

"Since I was 13 years old, I've dreamed of going up into the clear blue sky in a weather balloon," he said. "By the grace of God, I fulfilled my dream. But I wouldn't do this again for anything."

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The Lawn Chair Pilot (true story)

Larry Walters went to the local Army-Navy surplus store and purchased 45 weather balloons and several tanks of helium. He securely strapped the balloons to his sturdy lawn chair and anchored it to the bumper of his jeep and inflated the balloons with helium. Larry then donned a parachute and strapped himself into the chair as his friends helped him. He also took along a large bottle of soda, a portable CB radio to alert air traffic to his presence, and a BB gun to shoot the balloons when he was ready to come down. Larry's plan was to lazily float around the area and come back down in a few hours. But things didn't quite work out for Larry. When they cut the cord anchoring the lawn chair to the jeep he streaked into the LA sky as if shot from a cannon where he leveled off at 16,000 feet! For several hours he drifted, cold, and frightened. He eventually made his way into the primary approach corridor for LAX airport. A TWA pilot first spotted Larry. He radioed the tower and described passing a guy in a lawn chair...with a gun! Radar confirmed the existence of an object floating 16,000 feet above the airport. LAX emergency procedures went into full alert. Larry finally shot enough balloons to lower himself down safely. Although he was entangled in some power lines, he was uninjured.

- -

FLYING ON THE REDLINE IN A 1-26 (Bob Spielman)

You have to be a masochist to fly the 1-26, especially on 5 to 8 hour flights. I'm not sure why we do it, but we love it.

Doug Armstrong, our Reno retired weatherman/soaring forecast guru/glider pilot told me that Sierra wave has a lot of powerful dynamics, can be a very challenging classroom and that experience really pays off.

A week ago Gordo Boettger, on March 27th set a new U.S. pure glider distance record in his Kestrel flying up and down the Sierras that was 1212 sm on his 13+ hour flight. I was told that it took Gordo 2 years to get a letter of agreement with the FAA so that he can fly IFR altitudes in his glider because he has the equipment and because he has an ATP and he uses FL180-280 so that is a big advantage to keep him out of the weather and give him faster speeds.

April 3rd, 2005.....I hope there will be some diamonds today. Gordo launched first at dawn in his Kestrel Oscar November about 6:45 a.m. plus 3 others (one motor glider) and then me at 7:15 in #555. I declared Minden to north of Reno (Hallelujah Junction 56.8sm) south to Bridgeport Bryant airport (114.5sm) north to Peavine Mt. (99sm) and back to Minden (41.8) at 312.3sm for my Diamond Distance. I was towed behind Soar Minden's Pawnee by pro Mike Moore. It was violent climbing up through the rotor to 3000' AGL and I couldn't keep the slack out of the towrope but it was good right off. I soared up to 10,000' and then cruise climbed north toward Hallelujah Junction but got low at the turn point and as I got down to 2000' AGL (7000') I was planning on landing on highway 395 at the overpass (traffic was light and there wasn't anywhere else) but I saw a few wisps of clouds on the Petersens about a half mile east and I got into 100fpm lift there and figured that's a lot when you're about to land. I gradually got 200fpm and then 300fpm on the ridge and I worked it up to 8500' and thought I could make it to Reno/Stead airport for a landing, much better than landing on a highway, but it kept getting better and I headed south over Reno and got out of town. Cruising at 17000' I was indicating 114mph, right on the redline, and showing 120K groundspeed on my Garmin 296 gps and occasionally I had to pull a little speed brake to keep from busting FL180 and the redline. The jet stream was directly overhead. My next checkpoint was Bridgeport, CA and I got to Topaz Lake on the NV-CA border about 30 miles out and was losing altitude and had clouds preventing me from getting there. So I gave up the task and turned north and figured I'd just have fun soaring and make it a good flight for the online contest. I flew north to Reno and then south to Minden and the weather looked better - less scud

and higher lennies so I headed for Bridgeport again and made it at 16000' so I turned north for my last turn point and flew to Peavine Mt. and then back to Minden.

All the time I was figuring if I could make 1000K and rough figured that I had about 700K done and had 300K to go and 4 hours to sunset so I surely could make it. Two things held me back - my frozen feet and I didn't know if the 1000K had to be declared and how many turn points were allowed - so I spiraled down over beautiful Lake Tahoe and landed. Turned out I could use only 3 turn points for the 1000k diploma and I had 5. Still I wish I had gone for it because no one has ever done it in a 1-26.

Bob Semans was my official observer and the next day he downloaded my Volkslogger in DOS and confirmed that I turned my 3 checkpoints and had gotten my diamond distance. The OLC scored it as 439sm or 702km.

I have more tasks to do, one in particular is a straight-out to Cal City, but I have to go north to Herlong or Susanville, CA but on the Nevada border first to beat the current Nevada record. I would prefer to fly from our Nevada Soaring Assn. site at Air Sailing north of Reno instead of Minden but when we don't have nearly as reliable wave and the winds get too high to tow very much. From Susanville it would be 387sm straight-out. Also I think the 1000k is possible. And Jo Shaw says the diamond distance, alt, and goal have never been done on one flight in the 1-26.

Some months there is high pressure and no wave and then this spring, for instance, I flew wave March 17, 27, 29, and April 3, 10 and 11th so far. For the 1-26 I prefer that the jet stream isn't too strong because of our low penetration speed and that it is from about 240 degrees so I can go northwest and southeast along the Sierras about the same speed. On March 29th the winds were from 290 degrees and I couldn't even get to Reno from Minden but going Southeast toward Cal City I was doing 170K ground speed and I figured I could get to Cal City in an easy 2 hours but that 283 miles wouldn't have accomplished a goal and would have a long retrieve and I don't fly with a ground crew.

I've been absolutely astounded at all the congratulations and comments I've received. Some were:

Baby its cold up there, without a big ole J-75 engine that you had in the F105 making thrust and heat for you. You are a great 1-26er, and keep showing us the way. DEL BLOOMQUIST

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.



Montague Lennie, Last Day 2003 Std Class Nats

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New for 2002:

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Poems From the Creek

Submitted by the pilots at Crazy Creek Gliderport

With winter weather, soaring flights at Crazy Creek Gliderport, Middletown, Ca are usually wave, and frequently magnificently beautiful. After a period of 6 weeks where I couldn't fly my plane due to knee surgery and recovery period, I had a great flight on my first day back in the air. E.J. Indrebo and my soaring buddy Richard Graham kindly assembled my glider while I stood by in my leg brace watching (Many thanks, guys!). We soared prefrontal wave with classic cloud formations marking the mountain rotor, foehn gap, etc., and landed only because it's kind of cold up there in the winter! Upon landing and disassembling the glider, this rhyme came to me, and I share it with you for your entertainment.

Last Wave of the Year 2003

It was 10 AM
When we strolled down the flight line.
The cloud base was low,
But our spirits were high.

The weatherman said
It would clear between storms.
"Southwest winds bring us wave",
Discussed Richard and I.

They assembled 5 Fox
In the grey of the morning.
Jim and Richard did this,
Thankfully, I stood by.

Then Jim towed us up,
And we blew it the first time!
Our skills a bit rusty
From low time in the sky!

So Jim towed us again
To the lee of St. Helena.
Jase and Rick towed up first,
Released and climbed high.

Inspired, I followed,
And next he towed Richard,
Sleek gliders and a towplane,
Flying wave - getting high!

Cumulus magnificus
(a new term, please take notice),
Were soon down below us;
A treat to the eye!

So we stayed and we played,
In the lift in the foehn gap,
New Years Eve at 9,000,
In the cold winters sky!

Poetry by Ginny Farnsworth
With special effects terminology
Thanks to E.J. Indrebo



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2005 Region 11 Soaring Championships , Ely Nevada (Karol Hines)

Although many soaring camps have been held at Ely over the past 10 years and many record flights have originated at Yelland Airfield (Ely Soaring's motto is "Home of the 1000K"), this is the first year that a competition has been held at this site.

The airport at Ely (Yelland Airfield) is 5 miles north of town. There is a power FBO, El Aero Services, and a commuter service, Scenic Airlines that operate at the field. Elevation is 6259' which means that density altitude could be a problem. However, the temperature never got above 65⁰ during the contest, so it was not a factor. The main runway (18/36) is 6018'x150'. There is also a 4814'x60'cross wind runway (12/30). Dan had hoped to have a tie down and staging on the closed runway at the end of 18 ready for the contest, but the county ran out of money before the work was finished. So, we gridded on the taxiway and pushed the gliders out on the runway to launch as the tow planes landed and taxied back into position.

As expected, there were some "kinks" to work out about how best to handle operations, etc., and everyone that attended was very helpful with suggestions for this contest as well as future events.

Our first challenge was to run the contest with just 4 people. Dan Callahan, the Airport Manager and co-owner of Ely Soaring, was the Competition Director. This was his first time as CD, but he got a lot of coaching from Charlie Spratt and Karl Striedick at Parowan last year. Dan was also the Chief Tow pilot and flew one of the two tow planes. Charlie Hayes flew the other. I was Contest Manager, Roll time taker, Scorer, Retrieve Office staff and backed up Dan as CD while he was towing. Kevin Dahlhaus, who works with Dan at the Airport and runs the Scenic Airlines office, ran Operations. Kevin had hoped to get some local CAP scouts to help on the line, but they were still in school, so he was a one man team. Luckily, he was able to enlist the assistance of some of the competitors' crew members. Brian, from the Albuquerque Soaring Club came along to crew for PJ and SEX and was invaluable assistance to operations from day 1. Brian is a 14 year old with a lot of energy who is very close to soloing in gliders in New Mexico. He pushed and hooked up gliders, towed them with a golf cart and helped drive cars back to the ramp from the launch area every day. Leslie Cumiford (1RX crew), Mike Hawks (6S crew), Steve Turner (WJ crew) and Scott Hearne (who came to compete but was not well enough to fly) were all very instrumental in getting everyone launched each day that we flew. Carl Herold ran a camp on the three days prior to the contest. The weather made this more of a ground school than a flying camp. Luckily, Carl was available to stay for the contest and helped out our meager staff in many ways. He was on the Contest and the Tasking committee and helped decipher the weather everyday.

One week before the contest there were 26 pilots pre-registered. On the first contest day, 19 pilots were on the grid. With our small contest staff and a new contest site, having a small group of competitors was actually a blessing. There were 7 in 15 meter class, 5 in Sports class and 6 in 18 meter class. The three Standard class competitors that showed up joined other classes. It was a small group, but one of the nicest group of contestants I have had the pleasure of "managing". Most of the pilots were new faces to Region 11. There were 3 pilots from NM, 6 from CO, 1 from TX, 1 from MT and 2 from FL. Only 4 Region 11 pilots attended, Marc Ramsey Jim Indrebo, Tim Kurreck and Rolf Peterson.

Everyone agreed from the beginning that we had scheduled the contest too early for the best flying at Ely, and the weather conditions proved us this to be true. It was cool and windy the whole week. Max temperature for the week was 65. We had cus every day as early as 9 am, but some days the ceilings just did not get high enough to fly and on Friday, it overdeveloped in one quadrant after the other until we finally called the day at 2:45 pm. The weather also caused cancellation of the practice day.

In spite of the lack of good flying weather, everyone in attendance seemed to be having a good time and all of the pilots said that they will return to the site to fly when the weather is better. We had two barbeques that were held in the firehouse where it was nice and warm and out of the wind. The local Mexican Restaurant was the scene of many pilot gatherings during the week both because of its proximity to the Airport, the quality of the food, the friendly service and, of course, the great Margaritas. On the days we did not fly, there were many sites to see near Ely. Some went exploring the Caves and petroglyphs, some rode the Railroad – you could ride up front in the steam engine, and being in Nevada, there were casinos to visit as well.

The daily reports, some written by competing pilots and some by yours truly, and the score sheet tell the story. We had only 3 flying days for the Sports and 18 Meter classes and only 2 for 15 Meter. The Region 11 champions are from Florida (Tom Kelley – 15 Meter), Colorado (Colin Barry – Sports) and Canada (Wilfried Kruger – 18 Meter). Rolf Peterson took second place in Sports and Marc Ramsey took second in 18 Meter.

The good news is that we have a new contest location in Region 11. Once the new tie down and ramp area are completed, this site will be able to easily launch 50 or more gliders. With this contest under their belt, Dan and Kevin now know what it takes to run a contest and will be well prepared for the next one. Watch the calendar next year and be sure and sign up early!

Day 1 – Monday, June 6th

The jet stream sat right on top of Ely today and gave some interesting challenges. The CD called a TAT for all classes that turned out to be a great call which produced some exciting and challenging flights. It sure is late here, more to come later!

Day 2 – Tuesday, June 7th

Nevada is experiencing non traditional weather with the rain from prior weeks filling the "dry lakes" and the high mountain tops still covered in fresh snow. We have had excellent presentations on the local weather, land out locations and desert survival from such luminaries as Carl Herold and Dan Callaghan.

Today was a three hour MAT task with one mandatory turn at Mormon Ranch Strip which is an overgrown and unusable landing spot some 25 miles to the West of Ely. The jet stream was to the South and nice clouds formed at around 15K prior to the start at 1:00 pm. We have 15m, 18m and sports class flying here. Most of the 18m gliders are motorized and are able to launch and take care of themselves. While the more traditional types are being pulled up by the able team of Dan and Charlie.

Then it was relatively easy (for some) to get high and then jump from ridge to ridge, which usually run north/south around here, hopefully under a cloud street.

One of the toughest things to take is the cold conditions at altitude. Your humble author experienced the consequences of the dreaded freezing relief systems.

The longest flight today was 711 with a distance of 232 miles. FD won the Sports class but also should be commended for his sporting action of disqualifying himself from Monday's flight as he had to start his turbo prior to the start.

Looks like tomorrow will be another good day.

Day 3 – Wednesday, June 8th - Cancelled

Folks, this is #711 reporting. Today we had a pilot meeting at 10 am. Yesterday's winners gave short talks about their flights. FD and 711 flew basically west until a high cirrus cover turned them back to Ely. 711 only flew below 11 thousand for less than 9 minutes and used streets going into the wind to make the best distance. Most pilots reported broken lift and getting above 11 thousand seemed to be the key. I have been coming to Ely for a number of years and this June it is cold and not Ely like. Most are in good spirits and today the weather gods have sent most cave dwelling. Right now we see snow showers to the SOUTH and it's getting even colder. Good news is Friday and Saturday look real good. Warming trends next week over this area and Parowan are very promising as I leave here on Saturday and head to Parowan. Flying this year at Ely we have learned more about the great soaring conditions than we had thought and this site will continue to develop with the contest management and personnel doing a great job. I will post more on RAS as I get back to Parowan and get mobile coverage. Thermal tight, Soar high, Fly safe, # 711 reporting.

Day 3 – Thursday, June 9th

Another challenging day at Ely both in the launch and on course. The 15 meter class did not get away before conditions deteriorated over the field and the day was cancelled for them.

All but one of the Sports class ships had a relight and only 2 made it around the course. Rick Howell (FD) flew 121 miles at a handicap speed of 52.98 mph to creep up to third overall. Colin Barry (47) took the overall lead with a flight of 105 miles at a speed of 49.72 mph after a relight.

All five 18 meter pilots completed the task after two of the motor gliders had to relaunch. Roger Buchannan (R9) won the day with the stellar performance of the day, 148.33 miles at 74.2 mph. Wilfried Krueger came in third to hold the lead flying 134.25 miles at 66.2 mph.

A warming trend should give us a better day tomorrow.

Day 4 – Friday June 10th - Cancelled

The skies were full of cu in all directions. We gridded and launched a sniffer to determine the best direction to send the fleet. The sniffer was up for almost two hours and explored all quadrants. In the end, we scrubbed the day because every time we picked a potential task, the sniffer, Cliff Hilty, reported either over development or low ceilings in the quadrant we had chosen.

The evening festivities in the firehouse were once again a big success. We gathered for a birthday celebration for Leslie Cumiford (1RX wife and crew), SEX - Mitch Hudson and Rose (our sniffer's fiancée). Everyone grilled their choice of entrees and enjoyed salads and other dishes provided by the birthday celebrants.

Ely has great soaring during the summer and there were many stories shared about some of the fantastic flights from this beautiful location. The consensus is that next time we need to plan this event for a couple of weeks later.

Last Day – Saturday, June 11th – Cancelled

While all the weather charts showed that the sky should be clear around Ely, we sat around watching the thunderstorms, hail and downspouts until noon. All but one contestant put their ship in the trailer and we then adjourned to the local Mexican Restaurant that has seen a lot of this group in the past week. It's 3:00 pm now and only a few folks are left to attend the awards banquet. The sun is shining through a partly cloudy sky with cloud bases only 10K to 11K.



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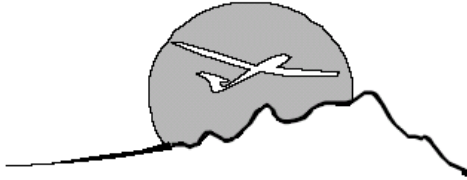
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Contest Results

2005 Region 11
 Ely, MN
 Cumulative Summary
 15 Meter Class Class

| Cumulative Score | Rank | Points | ID | SSA# | Name | Jun 11, 05 | | Jun 10, 05 | | Jun 09, 05 | | Jun 08, 05 | | Jun 07, 05 | | Jun 06, 05 | |
|------------------|------|--------|------------|----------------|-----------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|------|
| | | | | | | Mo Contest | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank |
| 1816 | 1 | 711 | 189227 | Kelley, Tom | ASW-27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1000 | 4 | 4 |
| 1753 | 2 | 1753 | 903215 | Sorenson, Dan | ASW-24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 782 | 1 | 1 |
| 1614 | 3 | 1614 | LRX 690937 | Cumford, James | Ventus A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 753 | 3 | 3 |
| 1594 | 4 | 1594 | 7U 935323 | Caci, Bob | Ventus 2A | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 668 | 2 | 2 |
| 1489 | 5 | 1489 | SEX 898889 | Hudson, Mitch | Diacus B | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 745 | 5 | 5 |
| 711 | 6 | 711 | 1TK 917109 | Karreck, Tim | ASW-27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 626 | 6 | 6 |
| 291 | 7 | 291 | 89 103195 | Indrebo, Jim | ASW-27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 7 |

Sports Class Class

| Cumulative Score | Rank | Points | ID | SSA# | Name | Jun 11, 05 | | Jun 10, 05 | | Jun 09, 05 | | Jun 08, 05 | | Jun 07, 05 | | Jun 06, 05 | |
|------------------|------|--------|-----------|----------------------|------------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|------|
| | | | | | | Mo Contest | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank |
| 2479 | 1 | 2479 | 47 912890 | Berry, Collin | Diacus B | 0 | 0 | 0 | 0 | 0 | 2 | 751 | 0 | 2 | 897 | 3 | 3 |
| 1864 | 2 | 1864 | PE 120049 | Petersong, Rollt | ASW-20 | 0 | 0 | 0 | 0 | 0 | 4 | 54 | 0 | 3 | 830 | 1 | 1 |
| 1800 | 3 | 1800 | FD 14619 | Howell, Rick | Ventus BT | 0 | 0 | 0 | 0 | 0 | 1 | 800 | 0 | 1 | 1000 | 5 | 5 |
| 1490 | 4 | 1490 | 63 231029 | Odehnel, Gary | IS-8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 4 | 682 | 4 | 4 |
| 1305 | 5 | 1305 | VA 916647 | Scott/Jiddell, Scott | Duo Diacus | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 6 | 324 | 2 | 2 |
| 717 | 6 | 717 | WU 442964 | Walsh, Jim | Ventus 2CM | 0 | 0 | 0 | 0 | 0 | 3 | 160 | 0 | 5 | 537 | 5 | 5 |
| 0 | 6 | 0 | CH 909699 | Hilly, Cliff | Ventus B | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 6 |

18 Meter Class Class

| Cumulative Score | Rank | Points | ID | SSA# | Name | Jun 11, 05 | | Jun 10, 05 | | Jun 09, 05 | | Jun 08, 05 | | Jun 07, 05 | | Jun 06, 05 | |
|------------------|------|--------|-----------|--------------------|---------|------------|------|------------|------|------------|------|------------|------|------------|------|------------|------|
| | | | | | | Mo Contest | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank | Points | Rank |
| 2821 | 1 | 2821 | K2 411140 | Kraeger, Billfried | DG-800B | 0 | 0 | 0 | 0 | 0 | 3 | 888 | 0 | 1 | 1000 | 1 | 1 |
| 2525 | 2 | 2525 | SK 890272 | Ramsey, Marc | LAK-17A | 0 | 0 | 0 | 0 | 0 | 4 | 875 | 0 | 3 | 930 | 3 | 3 |
| 2518 | 3 | 2518 | FB 928979 | Gentrop, Bill | ASH-26C | 0 | 0 | 0 | 0 | 0 | 5 | 866 | 0 | 5 | 775 | 2 | 2 |
| 2502 | 4 | 2502 | SS 642088 | Salfield, Ed | ASH-26C | 0 | 0 | 0 | 0 | 0 | 2 | 920 | 0 | 2 | 945 | 4 | 4 |
| 2020 | 5 | 2020 | R9 89893 | Buchman, Roger | ASW-27 | 0 | 0 | 0 | 0 | 0 | 1 | 995 | 0 | 4 | 806 | 5 | 5 |
| 164 | 6 | 164 | 7 708135 | Starr, Stealing | IS-6C | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 6 |

The Region 11 PASCO Capture Trophy - The Egg

| Date of Entry or Date of Flight | Pilot / Note | Flight Time | Glider | Gliderport Launching Capture Attempt | Gliderport Relinquishing The Egg | Description of Flight / Comments / Notes |
|---|--|----------------|-------------|---|--|---|
| August 1, 1991 | Note: PASCO Board establishes Rules for | | | | | |
| June 1, 1992 | Note: The new trophy was placed at Crazy Creek in honor of their new | | | | | |
| April 15, 1993 | Gary Kemp | 3.0 | Pegasus | Orland-Haigh | Crazy Creek | Gary represented Chico Soaring at Orland. Bob Casamajor, sculptor of The Egg kept it at the Orland airport. |
| May 19, 1993 | Rex Mayes / f | 4.0 | SGS 2-32 | Vaca-Dixon | N/A | Failed Attempt * Vaca-Dixon, captured Egg at Orland, but then did an outlanding at Willows Airport. Egg was relinquished to Gary Kemp at Willows for return to Orland |
| * Note: Existing rules in 1993 required a round trip flight, therefore the Egg had to be returned to Orland. | | | | | | |
| April 2, 1993 | Rex Mayes, P | 4.9 | Pegase | Vaca-Dixon | Orland-Haigh | RM-3E Team Flight, Average Speed 52.2 mph. Landed at Orland 5pm, captured Egg. Landed at VD 6:55 pm |
| June 15, 1993 | Jim Indrebo / | 2.3 | ASK 21 | Crazy Creek | Vaca-Dixon | Good lift side of Berryseas, real thermals in the Valley. Jim Indrebo/Jim Trice on XC Dual. |
| Sept 18th 1993 | Jim Darke | 3.0 | Pegasus 1B | Vaca-Dixon | Crazy Creek | Very lucky |
| Note: Vaca-Dixon, previously Lagoon Valley in Vacaville, relocated operations to Williams | | | | | | |
| April 15, 1994 | Jeff Kroot | 2.0 | LS4 - JK | Crazy Creek | Williams | Good Soaring Day, so didn't need much |
| May 5, 1994 | Ray Gimney | 2.5 | Discus 7V | Williams | Crazy Creek | Good soaring -- Cu's Everywhere |
| June 17, 1994 | Paul Sasse | 6.8 | ASW 20 PS | Crazy Creek | Williams | Good soaring to Mendocino Range. To Eagle Pk, then slow to Weaverville. Very slow on shear back to Williams |
| June 18, 1994 | Paul Sasse | 3.0 | ASW 20 PS | | | Remained overnight at Williams * After overnight, flew The Egg to Crazy Creek |
| April 14, 1995 | Stan Montagr | 4.5 | Ventus | Williams | Crazy Creek | To Eagle Peak, west of Red Bluff, then CC and back to WSC |
| Dec 31 1996 | Note: No Capture attempts in 1996 Egg on display at Williams | | | | | |
| Dec 31 1997 | Note: No Capture attempts in 1997 Egg on display at Williams | | | | | |
| May 22, 1998 | Tom Hubbard | 3.5 | DG-300 | Crazy Creek | Williams | |
| Nov 1st 1998 | Sergio Colace | 3.5 | Pegasus RM | Williams | Crazy Creek | Post frontal conditions. Williams, Berryessa Tower, Calistoga, Max Alt 5400' |
| October 6, 1999 | Ray Gimney | 3.2 | LS-8 7V | Crazy Creek | Williams | Cloud base range from 5 to 7000 ft |
| April 20, 2000 | Kenny Price / | 2.0 | ASK 21 | Williams | Crazy Creek | Towed to clouds south of Hwy 20, w/student Eric Lentz, easy climb w/cu streets running everywhere! |
| June 10, 2000 | Rick Anderso | 2.5 | LS-4 JK | Crazy Creek | Williams | Towed to Boggs - 5 - 7000 ft |
| April 22, 2001 | Marc Ramsey | | | Williams | Crazy Creek | Towed to Walker, went to St. Johns then Crazy Creek |
| May 9, 2001 | Chaan Beard | 3.8 | N115 TM | Crazy Creek | Williams | Went to Kaletic - ST. Helena, |
| April 21, 2002 | Gunard Mahl | 4.0 | ASH 25 | Williams | Crazy Creek | WSC - Yolla Bolla - Crazy Creek - Williams |
| May 22, 2002 | Brian Choate | 4.8 | DG-300 | DG Hollister | Williams | Hollister to Williams. See story First glider flight ever made from Hollister to Williams. |
| April 5, 2003 | Bill Gawthrop | 2.3 | ASH 26E | F8 Avenal | Hollister | Avenal to Hollister |
| April 27, 2003 | Drew Pearce/ | 2.5 | Duo Discus | Hollister | Avenal | Hollister - Avenal - Hollister |
| April 30, 2003 | Bill Gawthrop | 1.8 | ASH 26E | F8 Avenal | Hollister | Avenal - Hollister - Avenal |
| May 10, 2003 | Russell Holtz | 5.5 | Duo Discus | Hollister | Avenal | Hollister - Avenal - Hollister |
| June 28, 2003 | Peter Kelly, Ji | 3.0 | DG800B PK, | Minden | N/A | Team Flight - Unsuccesfull attempt*. The Egg was not at Avenal! |
| *Note: Based on a tentative rule change, a glider flight of such a distance would allow the Egg to be relocated without the need for a glider flight back the departure airport. Pilots mistakenly thought The Egg was at Avenal. Dead glide from west of Mammoth at 17,500 ft, made to Avenal OK, pilots used motor gliders to return home, without Egg. | | | | | | |
| Dec 15th 2003 | Note: Trophy Rules were officially revised in December 2003 by the PASCO Board of Directors. A minimum of 100 k must be flown to capture the Egg. If inbound flight, to the last home of the Egg is successful, the egg should be sent to the new home. No longer necessary to fly it home. | | | | | |
| April 25, 2004 | Bill Gawthrop | 5.2 | ASH 26E | F8 Avenal | Hollister | |
| April 27, 2004 | Marty Eiler , C | 4.3 | ASW 27 | 11V Cal City | Avenal * | Team Flight- 1300 ft tow, Tahachapi Vly, death dive from Bear Mtn into San Joaquin Vly, low pt Buena Vista 3100 msl, arrive for CCSC contest |
| * Note: The new rule about only having to fly in to capture The Egg was widely discussed, and story appeared in PASCO WestWind in May, 2004, a few weeks too late to avert an entertaining diversion for The Egg- outside of Region 11. Cal City is not a part of Region 11, but they heard that if a pilot flew a glider into Avenal, they could capture the Egg. Since Marty and Chuck were coming to Avenal for the contest, they were given custody of The Egg, and off it went to Cal City. The Rules were published in The West Wind a few weeks later, discussion followed and all seemed to agree that The Egg officially belonged at Avenal. | | | | | | |
| June 9, 2004 | Gary Kemp | 5.3 | Nimbus-2 NK | Williams | Avenal | Crossed Delta low, good conditions, flew past Avenal 30 mi, (for a total flight distance of 300 miles), return null * |
| *Note: Flight made in hopes that The Egg would be shipped from Cal City to Williams. This was the first glider flight ever made from Williams to Avenal. | | | | | | |
| June 18, 2004 | Peter Neuma | 4.0 | HPH-304 | Bishop | Cal City/Aven I | returned the PASCO Egg to it's lawful domicile. |
| Note: Peter Neuman reported that he flew from Bishop to CalCity without knowledge of the Egg, but it was an excellent opportunity for a PASCO member to return the Egg to Region 11. While The Egg was at Cal City, Cindy Brickner graciously transcribed the log book into this data file version that you are now reading. | | | | | | |
| July 11, 2004 | Peter Kelly | 5.8 | DG800B PK | Williams | N/A | Failed Attempt - via Mendicinos, N of Lake Shasta, to Fall River Mills |
| August 21, 2004 | Peter Kelly, h | 2.9 | DG800B PK | Truckee | Bishop/Avena | Team Flight - See Story-- www.valleysoaring.net/egg/silverfox.htm |
| ##### | Jim Darke, Sergio Colacevich | | | | | Four gliders departed Truckee one landed Bishop to transport The Egg |
| ##### | Peter Kelly | 5.6 | DG800B PK | Williams | N/A | Failed Attempt - via Wave- 16,000 over Mendicinos, then east to Lake Almanor - landout at Chester |
| ##### | Peter Kelly | 2.8 | DG800B PK | Williams | N/A | Failed Attempt - via Tow to Orville - landout at Paradise Airport |
| Note: no other attempts reported for 2004. Egg remained in custody of | | | | | | |
| May 8, 2005 | Sergio Colace | 3.6 | Discus C1 | Williams | Truckee/Aven | Failed Attempt - landed at Blue Canyon, retrieve a group effort. |

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