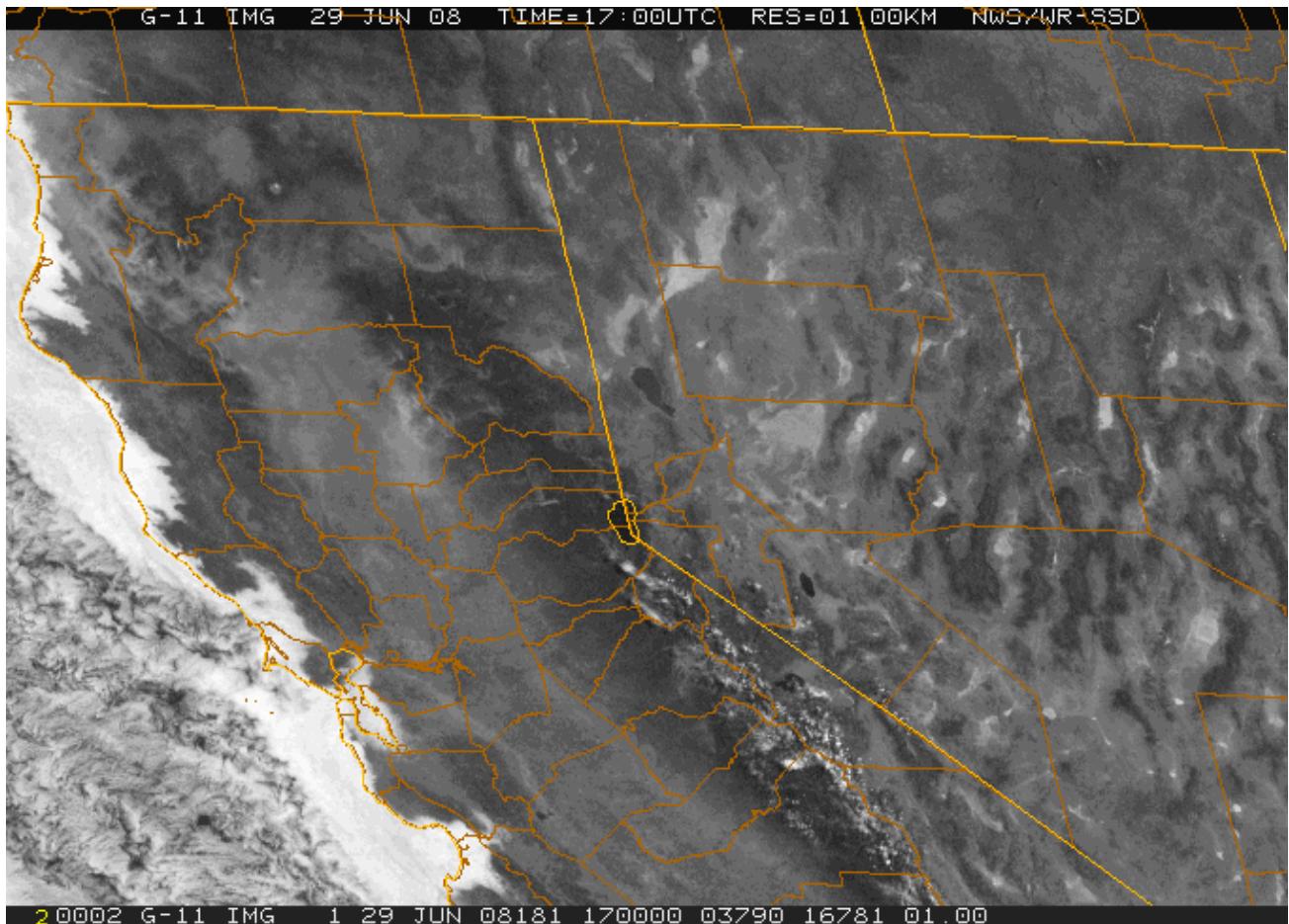


December 2008



e-WESTWIND



Smoke covers the Central Valley of California, June 29, 2008



**PASCO Prez Column
Annual Membership Meeting Presentation
2008 Awards**

**2007-2008 Treasurers Report
Regionals, Nationals and lots of Flight articles
New Wave Window Agreement**

PASCO Board Meeting May 2008, June 2008, August 2008, September 2008, October 2008

IMPORTANT! PASSWORD CONTROL HAS BEEN REMOVED FROM WESTWIND TO MAKE THE ELECTRONIC VERSION MORE ACCESSIBLE- CHECK OUT THE WEBSITE at www.pacificsoaring.org

Statement of Purpose

The purpose of this Corporation shall be to initiate, sponsor, promote, and carry out plans, policies, and activities that will further the growth and development of the soaring movement in Region 11 of the Soaring Society of America. Activities will be targeted at increasing the number of soaring pilots in the region in addition to the development of soaring pilots to promote safety of flight, training in the physiology of flight, cross country and high altitude soaring and the development of competition pilots and contest personnel at the local, regional, national and international level. The present board will remain in office until November 2009. Current dues are \$25 annually from the month after receipt of payment.

Pacific Soaring Council, Inc.

President,
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408 838 9695 cell
peter.deane@sbcglobal.net

Vice President,
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Bruce.Roberts@NSC.com

Secretary
Joel Klein

Treasurer,
Hans Van Weersch
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408-931-4417 cell
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Committee Chairs

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925-275-8085

Membership/Address Change Ty White
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Communications & Newsletter Karol Hines
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Karoll@sbcglobal.net

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1121 Oro Way
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sr@sagedb.minden.nv.us
775-265-3386

Safety Officer (open)

Sawyer Award Ramy Yanetz
ryanetz@yahoo.com
925-275-8085

FAA Liaison Rolf Peterson
2618 Tahoe Drive Livermore,
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925-447-5620
Rolfpete@aol.com

Web Site Larry Roberts
larry-YE@sbcglobal.net

SSA Region 11 Director

Jay McDaniel
2831 Marathon Dr.
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Home: 702-270-2910

SSA GOVERNORS

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5660 Tannerwood Dr.
Reno, NV 89511
775-849-8209 cranest@hotmail.com

Hawaii Governor Elmer Udd,
266 Poipu Drive,
Honolulu, HI 96825,
(808) 395-9502 h

PASCO Board Meetings; Every 2nd Monday of the month, 7pm,
 Contact Peter Deane (408-838-9695, peter.deane@sbcglobal.net) for location and directions.
Members welcome; please tell us you're coming.

REGION 11 GLIDER OPERATIONS

Air Sailing, Inc. Airport	Palomino Valley, NV	775-475-0255
Central California Soaring Club	Avenal Gliderport, 600 LaNeva Blvd Avenal CA 93204,	559-386-9552
Ely Soaring	Carl Herold Ely, NV	775-230-0527
Las Vegas Soaring Center	Jean Airport,	702 -874-1010
Montague Tow operation	Richard Pfeiffer	530 905 0062
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 Hawaii Sailplanes	Dillingham Field, Oahu, HI. P.O. Box 30863, Honolulu, HI 96820., soarhi@lava.net	808 637-3147
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
Soaring NV	Minden-Tahoe Airport (1140B Airport Rd). P.O Box 2290, Minden NV 89423	775-782-9595
Williams Soaring Center	Williams GliderPort 2668 Husted Road, Williams, CA 95987	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	Palomino Valley, NV	Ty White	510-490-6765
Bay Area Soaring Associates (BASA) -	Hollister Airport, Hollister, CA;	Miguel Flores,	831-801 2363
Central California Soaring Club	Avenal Gliderport, Avenal, CA.	Mario Crosina,	559 251-7933.
Great Basin Soaring, Inc.	2312 Prometheus Court Henderson, NV89074	Terry Van Noy	(702) 433-9677
Las Vegas Valley Soaring Association	Jean Airport, NV, PO Box 19902, Jean, NV 89019,	Jay McDaniel	702-874-1420 btiz2@cox.net
Minden Soaring Club	Minden Tahoe Airport PO Box 361 Minden, NV 89423	Leo Montejo	
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	650-873-4341 WapenskyPJ@mfr.usmc.mil
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.
Bay Area Soaring Associates
Central California Soaring Club
Las Vegas Soaring Center
Las Vegas Valley Soaring Association
Minden Soaring Club
Mount Shasta Soaring Center
Northern California Soaring Assoc.
Silverado Soaring, Inc.
Soar Hollister
Soar Minden
SoaringNV
Williams Soaring Center
Valley Soaring Association

<http://www.ssa.org>
<http://www.pacificsoaring.org>
<http://www.airsailing.org>
<http://www.flybasa.org>
<http://www.soaravenal.com>
<http://www.lasvegassoaring.com>
<http://www.lvvsaa.org>
<http://www.mindensoaringclub.com/int2/>
<http://www.craggyaero.com/mssc/>
<http://www.norcalsoaring.org/>
<http://www.silveradosoaring.org/>
<http://www.soarhollister.com/>
<http://www.soarminden.com/>
<http://www.soaringnv.com/>
<http://www.williamssoaring.com/>
<http://www.valleysoaring.net/>

PASCO Prez Column

Dear Members

It has been a while since our last WestWind – with the demands on our volunteer time (especially recently) and the increasing use of our excellent web site and member-wide email distribution list for dissemination of information, we have decided to reduce the number of **WestWind magazines** to **TWO per year** – These are the critical ones – the **SPRING edition** and the **FALL edition** – the spring edition for critical calendar and regional update information, and the fall edition for end of season articles and full information about the annual seminars and banquet and annual general meeting.

The banquet and seminars this year were a great success – the PASCO volunteer team did a fabulous job of getting a good seminar series set up and we were blessed with a superb after-dinner speaker – Einar Enevoldson. This year we subsidized the seminars and the banquet heavily (seminars were free, full banquet was only \$15 per head) as a way to give back to our members and make the day and evening easy for people to afford in these difficult times. Our attendance was UP significantly from last year (around 60 at the seminars and 80+ at the banquet)

Of particular importance this year was a change in the format of the AGM – in years past there was little emphasis given to the AGM proceedings in the interest of a ‘good time’. This year I made a full presentation to the attendees about PASCO, what it does, what our challenges and goals are, what we have achieved this year.

Please read the AGM material I presented – it is enclosed in full in this WestWind issue, including

the treasurer’s report. This is your organization and in the absence of any feedback on the boards activities we will keep going with the activities as outlined – encouragement and support are of course very welcome.

If you have any comments or inputs, please feel free to mail me at president@pacificsoaring.org

I feel very good about what the team has accomplished this year – there have been a few rough spots in particular the timeliness of WestWind – however we are working on improving this. On the plus side we have made huge progress with the new wave window agreements with Reno thanks to Rolf Peterson and others, and our web site is now truly world class thanks to the huge effort put in by Larry Roberts – thanks guys! We have also started making progress on our promotion activities with 2 static glider displays at Half Moon Bay Airport and Salinas airport, with thanks to Peter & Katrina Deane, Eric Rupp and Joel Klein, amongst others.

Congratulations go out to all the flight awards winners (see detail below) and a big thanks to all those who received exceptional service awards – your contributions to soaring are most appreciated!

Our biggest issue is still critical mass of volunteers to work on the goals we have for 2009. You will notice that we have **2 board positions that still need to be filled**; these are **Safety Officer** and **Promotions Officer**. The safety officer role is still empty after the sad loss of Dave Cunningham earlier this year, and the Promotions officer is a new position to coordinate promotional activities such as air show displays, communications with site champions etc,

We are also looking for a replacement WestWind editor. Karol is doing a great job with the magazine quality but personal situation is making it difficult for her to be as punctual as we need the editions to be. **So if you want to keep getting WestWind, step up and volunteer** – its not that difficult, especially with the new 2-per-year format – (I did it myself for nearly 5 years at 4 issues per year, and have the production process and Word templates for the magazine well documented so there's almost no ramp-up time required.)

Please contact me either at my home email or at the president@pacificsoaring.org email address and let me know how you can help out in these key remaining areas.

Thanks – and see you at the airport!

Peter.

Annual General Meeting Presentation to Membership

Peter Deane, President



2008 AGM and Awards Banquet

•AGM

- Welcome, Volunteers, and Thanks
- Treasurers Report
- Review of Charter
- Year in Review –
- 2009 Board Members
- New Officers

•Awards Ceremony

Todays Volunteers

- | | |
|------------------------|-------------------------|
| • Bruce Roberts | • Roman Wrosc |
| • Natalie Shuttleworth | • Peter & Katrina Deane |
| • Hans Van-Weersch | • Joel Klein |
| • Karol Hines | • Rex Mayes |
| • Marc Ramsey | • Ramy Yanetz |
| • Eric Rupp | • Tony & Nancy Gaechter |
| • Fred Lasor | • Sergio Colacevich |
| • Mark Beadle | • Einar Enevoldson |

PASCO in 2008

- **Rebuilding BoD and centralizing corporate resources**
 - New board members – some sadly missed.
 - Revalidated 501c3 tax status
 - Charter, committees, byelaws updated and put on-line
- **Website and infrastructure focus**
 - Safety, Calendar, Educational resources
 - Membership email and discussion infrastructure
- **Promotion**
 - Half Moon Bay and Salinas airshows
 - Winch discussion group and BoD focus
 - Site Champions
- **FAA Liason**
 - New wave window agreements with Reno/Oakland
- **Education**
 - Todays seminars, website resources

More PASCO in 2008

- **Communication**
 - Region 11 yahoo-group, website email broadcasts,
 - Viability of WestWind.
- **Awards/Competitions**
 - Sawyer Award, PASCO Egg, Distance awards
 - Alby Sponsorship.
- **Student support program**
 - PPG reimbursement for qualified candidates
- **Membership Drive (mailing)**
- **PASCO Site Champions**

PASCO Site Champions

- | | |
|--------------------|--|
| • Carl Herold | cdherold@shearflight.com |
| • Dan Gudgel | d.gudgel@sbcglobal.net |
| • Dick Horn | dhorn15@comcast.net |
| • Fred LaSor | flasor@frognet.net |
| • Joel Klein | Joel@klein-graphics.com |
| • Ginny Farnsworth | ke6vgz@sbcglobal.net |
| • Jay McDaniel | soaringJay@cox.net |
| • Luke Ashcraft | lashcraft@cytokinetics.com |
| • Mike Mayo | echofive@sbcglobal.net |
| • Monique Weil | moniqueweil@comcast.net |

PASCO Charter Update

- The purpose of this Corporation shall be to
 - **Initiate, sponsor, promote, and carry out plans, policies, and activities that will further the growth and development of the soaring movement in Region 11.**
- This covers the following main activities
 - **Promotion -**
 - Aimed at increasing public awareness of soaring and increasing the number of soaring pilots in the region
 - **Protection -**
 - Aimed at protecting our soaring privileges and relationships with local FAA bodies, airport advocacy etc
 - **Retention -**
 - Promote safety of flight, awareness and education for cross country, racing, and high altitude soaring, provide a regional entity for addressing regional issues
 - **Communication**
 - Website functionality and communication broadcasts
 - Newsletter and mailings

The most important 2 things anyone needs to understand about PASCO –

- It is a **Cooperative Community of Regional Soaring Pilots** aimed at promoting and protecting and coordinating our interests and activities, retaining existing pilots and working as a group to achieve these goals.
- For truly urgent issues, PASCO provides an organizational umbrella under which its members can rally.

Strategic Challenges

- **Promotion.**
 - A promotions plan and schedule of activities that we can fund
 - Volunteers to participate in promotion activities
- **Look into ways to reduce the cost of gliding**
 - Increase available market, club/FBO critical strength
- **Airport Advocacy**
 - Increase club visibility to airport advocacy and local monitoring (FAA airports)
- **Managing fallout from any FAA rulemaking**
 - Liason and close working relationship – SSA and FAA.
- **Help keep Soaring Safe**
 - Education, best practices, training.

2009 Board Members

- Peter Deane
- Hans Van Weersch
- Mike Mayo
- Bruce Roberts
- Karol Hines
- Larry Roberts
- Joel Klein

Committee Chairs

- | | | |
|--------------|---|---------------|
| ● Website | - | Larry Roberts |
| ● Contests | - | Rick Walters |
| ● FAA Liason | - | Rolf Peterson |
| ● Awards | - | Ramy Yanetz |
| ● Membership | - | Ty White |
| ● Promotion | - | |
| ● WestWind | - | |
| ● Safety | - | |

Treasurers Report (reformatted)

PASCO Treasurers Report Jan. 1, 2007 through Dec. 31, 2007		
Income		
	Dues	6,136
	Donations	325
	Competition	1,024
	Seminar & Banquet	2,403
	Total Income	\$9,888
Expenses		
	Banking	124
	WestWind	2,505
	SSA contributions & Director Exps	2,000
	Competition	1,805
	Seminar & Banquet	2,641
	Diverse	20
	Total Expenses	\$9,025
Net	Income less Expenses	\$ 863

**PASCO
Treasurers Report
Jan. 1, 2008 through Oct. 31, 2008**

Income			
	Dues	6,542	
	Donations	75	
	Competition	0	
	Seminar & Banquet	86	
	Total Income		\$6,703
Expenses			
	Banking	143	
	WestWind	667	
	SSA contributions & Director Exps	2,363	
	Competition	0	
	Seminar & Banquet	596	
	Diverse	124	
	Total Expenses		\$3,893
Net	Income less Expenses		\$2,810

	1-Jan-	1-Jan-	16-Oct-
Bank Accounts	07	08	08
Checking	17,428	15,475	21,261
Saving	245	187	142
Scholarship Fund	7,548	8,222	8,303
Total Assets	\$25,221	\$23,884	\$29,706

A special thank you for the donations from:
Jack Greening, Frank Hamilton, Roy D. Clark (twice),
Bob Spielman, Martin Hellman and Dieter Lezius

PASCO 2008 Service and Flying Awards

Les Arnold Award – Peter Deane



Exceptional Service to Soaring

- Quest Richlife
 - Maintaining Soaring at Hollister
- Rolf Peterson
 - Wave Window Renegotiation
- Larry Roberts
 - Web Site Redesign and PASCO Infrastructure
- Rex & Noelle Mayes
 - 2008 Montague Regionals & Nationals

Flight Awards

- **Longest Flight:**
 - Ramy Yanetz - Truckee, Cerro Gordo, Boundary Pk, Mt Inyo, Sierraville 651SM
- **OLC Region 11 Winners:**
 - Russ Owens – OLC Classic and OLC FAI Champion
 - Ramy Yanetz – OLC Classic - all flights
- **Region 11 Sports class**
 - Peter Alexander
- **Longest Silver:**
 - Frank Peale, 156 SM total from Williams
- **Sawyer Award**
 - Gen Shibayama – 15798 pts
 - (Frank Peale 5th, David Anisman 4th, Sergio 3rd, Ramy 2nd).
- **Longest O&R**
 - Sergio Colacevich- Truckee to Olancha area and return – 476 SM

PASCO EGG Capture Trophy



Currently at SoaringNV, Minden

- 7-Sep-2008 Ramy Yanetz ASW27 Capture for Truckee from Williams
- Truckee-Mt Shasta-Rumsey Gap-Williams - 650km
- 28-Sep-2008 Mike Mitton ASW27 Capture for Minden from Truckee
- Mike Mitton towed with SoaringNV and made it south far enough to have the 100 km distance he needed from his destination.

Safety Section

Correction – The Safety article in the June issue, “There I was – Tow Story”, was attributed to Jay McDaniel in error. It was written by tow pilot Rob Brandt – ed

Remember, You May Not Be Alone Up There!

No safety article was submitted for this issue but I felt this recent message from Quest to glider pilots flying out of Hollister qualified as an important safety message – ed.

On Sunday, October 12th, I was approached by two pilots who had been in a Cessna Skylane when it had entered the Runway 31 pattern at Hollister at about 2:00 PM on Saturday, October 11th. They related to me how as they turned from a 45 entry leg to the left downwind leg, a glider directly in front of them in the pattern had made an abrupt 180 degree turn (it was at least 180 degrees, and possibly followed by continuous turning, but the Skylane was unable to observe anything after the 180 was completed.) This required the Skylane to do an abrupt dive in order to maintain a safe separation distance from the glider. The Skylane pilots claimed that they had been at about 1,300 feet MSL, and that the glider was also at that altitude so it ended up pointing directly at them as it completed its impromptu 180. (The glider was a fiberglass ship with winglets, not an HGC 2-32) The power guys also claimed to have tried to contact the glider on THREE separate occasions, and all three had been met with no response from the glider. I really feel that the power guys were justifiably upset at having been involved in a situation such as this. Therefore, please review and remember the following lessons from this encounter

1) It is not conducive to the safe and orderly flow of traffic for a glider to be thermalling in the pattern. (And unless there are very demanding circumstances, it is not a good idea to make an impromptu 180 degree turn while on downwind). Let's be good neighbors with the power pilots at Hollister, so please don't thermal in the traffic pattern!

2) It's always good practice to have your radio tuned to the CTAF at Hollister; (123.00), and to make position reports and respond to radio calls as required. If you've been out away from the airport for a while and have your radio set to 123.30, please check it BEFORE entering the pattern to make sure that it's back on 123.0 well before you need to make your first call.

Yes, I know that aircraft at Hollister don't need to use a radio. But we all have them, so we should monitor them and use them because a mid-air is much more painful than pressing a button and talking. More than once I have listened from the ground as a power pilot-sometimes in a P-51- has tried to contact a glider in the pattern and there has been no response. This is very embarrassing, frustrating and unprofessional.

The glider community does a very good job of fitting in with all of the other aviation activities that go on at Hollister. We try very hard to be unobtrusive and to not have to exercise our regulatory right-of-way. But the

more things we do like thermalling in the pattern, the more we stick out like a sore thumb, and the easier it is for the power community to get angry with us.

Please heed the simple rules that the glider community has established for itself when operating out of Hollister. We need to stick together and be a cohesive community. It's not THAT important for you to catch a thermal on the downwind so you can avoid having to take another tow. (The horror!) If any of us thermal in the pattern or fail to use our radio when it should reasonably be used, we may find angered power pilots meeting up directly with the pilot-in-command of the offending glider. Then, things could get really contentious for us at Hollister.

Thanks for your understanding,

Quest

PASCO Private Pilot (Glider) Exam Support Program

By Hans Van Weersch

One of the purposes of the Pacific Soaring Council is to stimulate youth to enter the great sport of soaring. A long time ago a Scholarship Fund was established for this purpose.

In the recent past we have not been utilizing the assets in this scholarship fund for mentioned purpose. Only 2 new pilots filed an application in the past 4 years.

The rules for an application are simple:

- The standard contribution is US\$250 per applicant. This should cover the examination fee.
- The new pilot should be attending school for more than 20 hours per week at the time of the examination (age is NOT a factor).
- The request should be endorsed by the examiner.
- The new pilot is obliged to write up his experience of obtaining a glider license for publication in the next West Wind.
- The new pilot should have passed the final examination not more than 2 months ago at the time of the request.

A maximum of 4 scholarships total are available per calendar year on a first come first serve basis.

If you are a student pilot, talk to your instructor or examiner about this opportunity!

If you are an instructor or an examiner, please bring forward your candidates!

If you would like to make a contribution to the scholarship fund, please contact the treasurer.

News Flash!

Wed. November 19, 2008

Panoche Deal Inked by Glider Execs.

Message from Quest

After much back and forth negotiating, HGC, with the help of BASA President Harry Fox, has come to an agreement on the use of the Panoche Airstrip for at least the next 365 days.

Today, Darrel Lucas signed the User Agreement, and I presented him with a check for \$3,250.00, allowing us the use of the strip, WITH CERTAIN SPECIFIED CONDITIONS, for the next year.

The recent negotiations saw the necessity of rewording the PILOT WAIVER AND RELEASE FORM. This means that all the previously signed documents are unusable, and participating pilots will need to sign a modified WAIVER before they are allowed access to the Panoche Airstrip. Additionally, all participating pilots will receive a copy of the User Agreement, which they are bound by the Waiver to abide by.

As of today, I have received a total of \$1,750.00 from 17 individuals toward the \$3,250.00 that I provided to Darrel. HGC will contribute \$250.00 to the Use Fee, leaving a balance of \$1,250.00 that I'd like to recoup over the next few months. I'm sure that we'll get at least enough more pilots to contribute \$50-\$100-\$200 over the next few months so that HGC will be able to break even in its investment.

Please get in touch with HGC if you'd like to get your donation in before the Spring soaring season gets into full swing. You'll also need to arrange to read and sign the new WAIVER, and get a copy of the User Agreement.

Film will be in the form of great YouTube videos that our pilots will post after our Spring and Fall Gliderpaloozas!

Sports Class National Soaring Championships, Montague, CA

July 1 – July 10

In the middle of all the smoky skies from the hundreds of fires that burned throughout California early this past summer, 32 pilots from all over the country came to Siskiyou County Airport in Montague, CA to compete in the National Sports Class Soaring Championships. Rex and Noelle Mayes put together an ace team of volunteers, including Gary Kemp as Competition Director, to run a combined Sports Class National and Regional Soaring Competition in the shadow of Mt. Shasta.

In addition to the smoke, there was some challenging weather as is evidenced by some of the comments from Gary's daily reports:

July 1 - smoke today was less of a factor although still more than we like

July 2 - Clouds were of the cumulus fakus variety. Steve Northcraft reported about a mile and a quarter vis. and losing the horizon, fortunately he could see the ground.

July 3 (afternoon) - Weather is a mixed bag today. We are under the influence of a low moving northeast and dragging moisture across our area. Smoke is still a factor and there is wave currently working,

(Smoke, Smoke, IFR, IFR)

July 4 - We had 12 landouts in the Nationals and 4 landouts in the Regionals for about a 40% number. Cloud base was a little low to start and it was tough for some to get across the valley from China.

July 5 – The task committee decided on a 4 turn MAT which keeps the pilots close and allows them to quit at any point and get speed points

July 6 – Rest day.

July 7 – Dale Bush says he is surprised we are even flying. This has absolutely been the worst weather I have seen for a contest,

July 8 – During the day pilots didn't get much above 8000 feet but still found 6 kt lift in spots.

July 9 – Dr. Jack said It was going to be lousy getting only to 7500 feet at 250 fpm. He was accurate, we couldn't get going today.

July 10 – Three landed out at Scott Valley including Steve Northcraft who was in second place. Pilots returned saying we got the most out of the day we could and towing by Gunsite made us able to fly.



A common sight at Siskiyou County airport during the competition ~ Bill Richardson

It was a close contest with Rick Walters coming out on top by a slim 44 points over Peter Deane. Dave Greenhill took third in this close competition. The top three were all Region 11 pilots. Steve Northcraft held the lead for the first five days and remained in striking distance of winning until the last day when he landed out with several other pilots in Scott Valley.

Rick went to Germany in August to participate in the World Soaring Championships, 18 Meter Class, with the US Soaring Team.



Final Scores
2008 NATIONAL SPORTS CLASS SOARING
CHAMPIONSHIPS
Siskiyou County Airport Montague, CA

Rank	Points	ID	Name	Glider
1	6888	88	Walters, Rick	ASW-24B
2	6844	2T	Deane, Peter	LS8a
3	6631	16	Greenhill, David	Discus2a
4	6459	DLB	Bush, Dale	ventus 2a
5	6439	MH	Koenenkamp, Rolf	Silent 2M
6	6431	SN	Northcraft, Stephen	LS8
7	6284	HA	Franke, Sean	Libelle
8	6031	NT	Cannon, Walter	Discus 2B
9	5949	50	Newgard, Michael	Ventus C
10	5828	SD	Pfiffner, Richard H	Ventus B
11	5625	5S	Salkeld Jr., Ed	ASH-26E
12	5560	JP	Willat, Boyd	Discus a
13	5515	R1	Cundiff, Roy	Ventus Ca
14	5480	RW	Krolkowski, Rysz	SZD-55
15	5319	PK1	O'Leary, George	304CZ-17
16	5279	GC	McAllister, Tim S	SparrowHawk
17	5278	8N	Ladd, Daniel	ASW 27B
18	5128	FWS	Deerinck, Chuck	DG 800S
19	4574	DDT	Willat, Garret	Duo Discus
20	4527	7V	Gimmey, Ray	ASG 29
21	4514	P9	Richards, Kerry	SZD-55-1
22	4422	MG	Green, Mike	Duo Discus
23	4282	RV	Van Grunsven, Dick	Ventus 2CM
24	4093	4W	Richardson, Bill	Kestrel
25	4025	MAL	Lynch, Mallory	Ventus B
26	3877	4P	Fosha, Kathy	Libelle 20
27	3662	1CR	Reinholt, Craig	Discus 2b
28	3265	XC	Gradwell, Scott	Duo Discus
29	3118	JJ	Sinclair, JJ	Genesis II
30	2942	BP	Gadowski, Dan	Discus 2b

G	2021	7HV	Parker, Rich	Discus CS
31	1274	G8	Thar, Bill	SparrowHawk
32	0	JAZ	Athuil, Phillip	LS 6-b

**Region 11 Soaring Championships,
Montague, CA
July 1 – July 10**

Ten pilots competed in the Region 11 Championships that were held concurrently with the Sports Class Nationals, starting on June 30th and ending on July 5th. They had the same CD, Gary Kemp, and – of course – the same challenging weather. With the small turnout, it was decided that there would be just one class, Sports Class.

Pete Alexander won the Regional Sports Class contest by flying consistently, winning 3 days and making it around the course on Day 5 when five of the contestants landed out. Peter Kelly came in a close second, just 31 points behind Pete.

Final Scores
2008 REGION 11 SOARING CHAMPIONSHIPS
Siskiyou County Airport Montague, CA

Rank	Pts	ID	Name	Glider
1	4945	98	Alexander, Pete	ASG-29
2	4914	PK	Kelly, Peter	ASH26E
3	4773	7HV	Parker, Rich	Discus CS
4	3293	HAL	Chouinard, Hal	ASW 27B
5	3057	G3	Farnsworth, Ginny	ASW 24
6	2730	LFL	Gros, Rick	Ventus 2C
7	2279	YE	Roberts, Larry	ASG-29
8	2073	Z4	Marin, Joe	Ventus B
9	1835	1V1	Cant, Ian	Russia AC
10	346	22T	Herron, Matt	Ventus C

Soaring to the Mexico Boarder

By Eric Rupp

This article was published in Soaring and Eric gave a presentation about this flight at the annual PASCO Safety Seminar on November 1st. An article also appeared in the June 29th Santa Cruz Sentinel—ed

First, let me say that I'm overwhelmed at the attention I've received from my soaring family after this flight. Having the respect of one's peers and attention from the many who make soaring happen at Hollister is near the best thing anybody could ask for. Thank you and many thanks again.

A good place to start this story is where most flights begin, with the BlipMaps.

With boundary layers to nineteen thousand feet (!) at San Benito Mountain, it looked like an exceptional event

on the first full day of summer! And, as luck would have it, my brother Loren arrived in town the night before, ready for adventure. That confirmed my decision to make a straight-out flight with him in chase. With a 2/3rds load of water, I was on tow in my trusty DG-300 at 11:20 a.m. Saturday, June 21st. The flight started slowly, 8000 feet at Elevator 1, but scraping past Elevator 2 and doing no better than 7500 feet at Elevator 4. After a long two and a half hours, I reached the first clouds at 7000 feet near the California Valley and was relieved to find a solid climb, first to 10,000 feet, then to fourteen! This was the beginning of a nice cloud street that allowed me to switch gears and cruise at 80+ knots IAS toward New Cuyama. (When you're fast and that high, the ground goes by at around 115 knots!).

New Cuyama came up quickly and, from there, I could see the clouds bending around toward Santa Barbara and Los Angeles, then east toward the Mojave Desert. I mostly cruised on the western upwind and sunny side of the clouds until just west of I-5. There I found a 30 mile cloud gap, downshifted to McCready 0, and glided at best L/D to arrive above Palmdale at 9000 feet at the northern end of another fine looking cloud street. Soon back at 13,000, I over flew Crystal glider port and found another large blue patch over Big Bear and the San Bernardino Mountains. In the distance I could see a good looking cloud mass on the southern slopes of San Gregorio peak – some 40 miles away! There was also a ragged line of convergence clouds off to the east and a little closer, but somewhat east of the best course south. Debating which way to go, I heard a voice say "Respect the convergence!" by staying with the ragged convergence clouds. Impatience won out, though, and I elected to start toward the larger cloud mass, then turn back if need be.



The cloud streets running to Mexico ~ Aeronet photo

Many days this would have been a flight ending decision (ask me how I know), but this day it worked! With Big Bear below me as a landing option, I had a 40:1 plus glide and cleared the last ridge before the clouds at

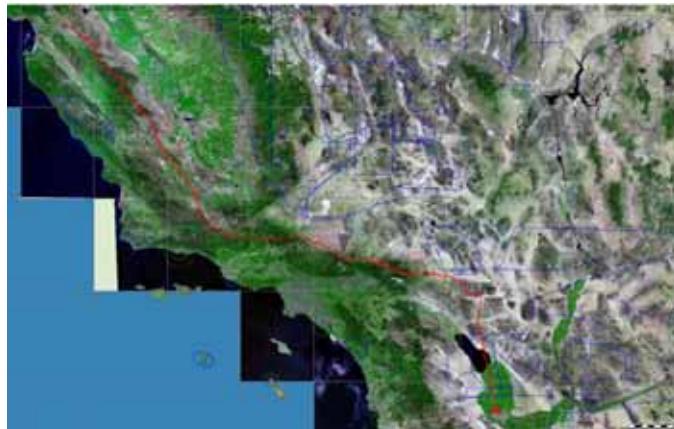
around 1500' AGL. The clouds were again working some days it breaks your way!) and I climbed to 14k.

The cloud mass turned out to be the beginning of the third and highest cloud street of the day, this one running southeast into the Sonoran Desert which stretched out underneath me, awesome in its desolation. Now 5 p.m. and with lift weakening, the voice was saying "Get high, stay high." Plus, I was getting tired and not sure if I'd have the heart to struggle for too long if I got low. Fortunately, I didn't have to and was able to climb flying straight and reached 17,300 feet. From that lofty perch I had the luxury of distraction to evaluate my options, opening the maps and flying poorly for a while. Arizona was well in glide but, much to my chagrin, I suddenly realized that my waypoints (even using the Warner Springs database) stopped in California! Ditto for the LA sectional! Doh! I had Blythe on the CA/AZ state line in glide by 5000', but no data beyond!

On the other hand, as I continued on the cloud street, Calexico/Mexicali on the US/Mexican border (38 nm east of Jacumba) was starting to look doable, especially with a number of intermediate airports on course. But, complicating matters, if I delayed my decision I risked getting blocked by a large area of restricted airspace over the Chocolate Mountains. I called for a clearance, but found no one home.

In addition, I was winding down physically. I did my best to relax (deep breathing my oxygen and Ooommmmming). Really wanting to get on the ground, I turned south, and realized I really was on final glide for Calexico! Se Habla Espanol?!!! I was also starting to feel a little queasy and fought that as well as pushing back growing excitement that the goal was almost in hand! "Fly the plane" said the voice.

Gliding fast, I dog legged slightly west to get around the restricted area and left the wild Sonoran Desert to overfly the Salton Sea and the tamer cultivated fields surrounding it. After almost an hour on final glide, I finally arrived over Calexico International (elevation 3 feet) at 4000, pulled a celebratory loop, and, after 7-1/2 hours, landed at 6:50 p.m., an hour before sunset!



SPOT Flight Trace – Hollister to Calexico ~ Eric Rupp

Calexico International is a hot, dry, lonely airport on the edge of town with the border fence a 100 yards off the runway. With no one around, I pushed my glider off the runway and, owing to my SPOT messenger and its real-time tracking,



"Desert Rat" Loren on a retrieve with brother Eric – another day

I got congratulatory calls from Steve Brockman and Joy Pierce! Thanks guys! I tied down, called a cab, and got a hotel room. Exhausted, Loren arrived with the trailer a few hours later after driving 11-1/2 hours! Exhausted! High fives! (Thank you, thank you, thank you Loren! My desert rat brother!)

Years ago I remember Sergio talking about his 1000k FAI triangle out of Truckee. While Sergio makes it look easy, this flight took him years and flight after flight before he got it right. Great flights don't just happen, they're an "enterprise": the product of a lot of flying, expanding the flight range, and mostly, I think, expanding what we think is possible.



Eric de-rigging ER the next day

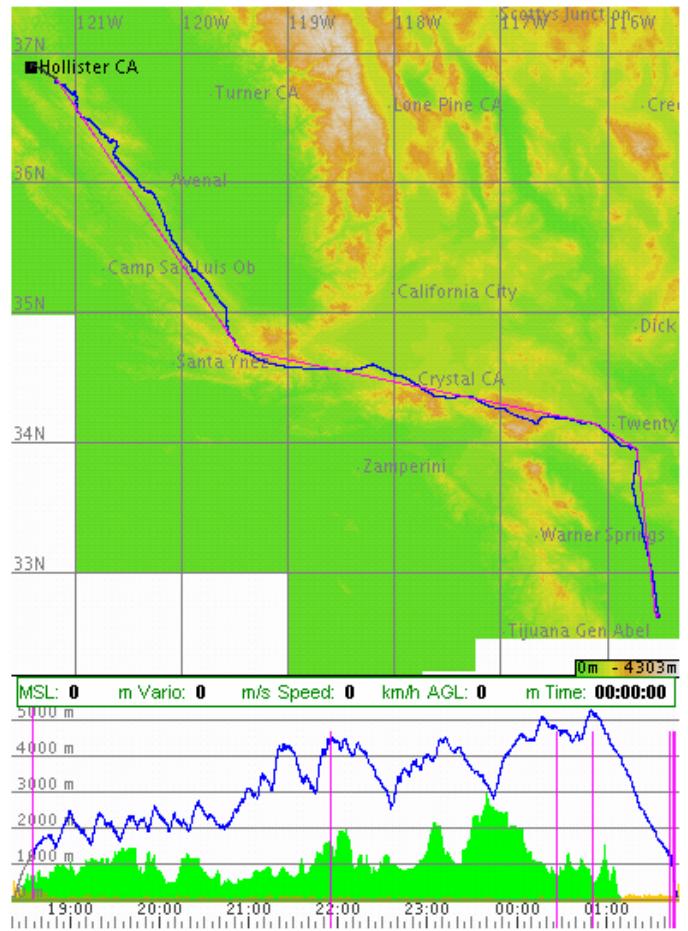
It's easy to credit all of Hollister's pilots in this "enterprise". We've all worked and played together to develop Hollister's XC, to challenge each other, to make 300k's a milk run, and to make 500k's very doable on a

decent day. With good conditions beyond New Cuyama and willingness for a long retrieve – I'm still sure we've not found our limits.

I'm feeling pleased, lucky, and thankful for the chance to make this flight and to share it. Thanks to all, see you at the airport!

Link to OLC data and trace:

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-1269226351>



Air Sailing Happenings

Dave Cunningham



A scholarship has been established at AirSailing in Dave's name.



ASI – there's a good story here but no one is talking!

Solo's and Such



Stoney, Pete and Gary at ASI after Pete's check ride

Pete Casti, STONEY'S student at ASI, completed his check ride with Gary Phillips on Saturday, June 12th.. Pete, a power pilot, completed his glider transition in about 35 flights including some tremendous solo flights in the 1-26 and 1-36.



Tristan Armstrong – Commercial checkride with Gary Phillips, Sept. 27th ~ Bob Spielman



Mary Ann Read soloed at ASI on August 21st – another one of Stoney's students ~ Bob Spielman



Gary with Will Lumpkin after his Private Glider check ride on November 15th ~ Bob Spielman

Will Lumpkin got his Private Glider rating from Gary Phillips today. Will was Stoney's 5th student to get a rating this year.

A Silver Badge Story

by Mike Voie

I showed up in Tahoe City on Friday night with a nice cold welcome and some good solid rain to help make me feel cozy. With rain in the forecast through most of the week, I was beginning to feel rather un- optimistic about thermal camp.

We all showed up at various times throughout the weekend, mostly on Sunday. It stopped raining long enough to get some of us area checkouts. Monday and Tuesday were mostly spent watching everyone using their laptops to check the weather. Some very short flights were made.



Mike Voie ready to fly at Air Sailing

Wednesday made up for it though. Rolf let us out early from morning class and we all made some pretty spectacular flights. I managed to eke out a 6 hour flight in SS. I could have stayed up another hour or so, but I knew Mark and Taylor were waiting patiently for me on the ground to head out to town for pizza. So, along with a 5k foot gain in altitude, I came down and was assured a portion of my Silver Badge. Ah, but Rolf said I needed a data logger, so I would have to do it again. So, I took advantage of another wonderful soaring day on Thursday to pull off a 5.8 hour flight or so with at least a 6k foot gain, this time with the data logger.

Rolf took me off the leash on Friday (our toughest thermal day) and let me plan a 35 mile flight to Silver Springs. After a VERY short first flight (roughly 5 minutes from release to landing), and a most embarrassing wait behind 4 other gliders I managed to get back up and stay up, although, I was almost back in the pattern on that tow as well. Finally, I caught a break and rode a decent thermal to 10k. From there, it was perhaps one of the slowest average speeds on record, but a completed cross country nonetheless.

It was the first time I have been out of gliding range of my home field and the initial commit was, to say the least, quite exhilarating. The final 10 miles or so to Silver Springs was completely devoid of lift and I wondered

what I was going to do to get back without an aero tow. I saw some cu's forming another 10 miles further away and thought, if I'm going to land out at Silver Springs anyways, I might as well go big. Luckily, they paid off big time and allowed me to work my way back up to I-80 and over into Palamino valley. I'm gonna be honest with ya, even at a conservative 4 miles per thousand feet, my final glide looked quite impossible. Especially with some areas of sink.

So many emotions on a cross country flight: exhilaration, frustration, relief, disbelief and complete elation. I can't wait to do it again.

With the Silver Badge out of the way, it's time to look forward to finishing off my Bronze Badge. Haha, you've got to love soaring up there.

About the author: Mike has been flying power planes since 1989 and has his CFI. It was a 20+ year wait after his first glider ride that he started taking lessons at NCSA with Monique and hasn't touched a powered aircraft since. He got his Commercial Glider add on in April 2007. Mike manages the international accounting operations for a software company in San Francisco.

ASI Sports Class Contest

From Ty White, Contest Manager

We had 5 days of competition flying with 11 gliders, and in the end, Henryk Birecki (HV) took first with a commanding lead. Henryk was followed by Doug Gray (DV) in second place and Hal Chouinard (HAL) in third. All the details can be viewed on the SSA website, but please offer your congratulations to Henryk.

2008 ASI Sports Class Contest Results

Rank	Points	ID	Name
1	4815	HV	Birecki, Henryk
2	4476	DV	Gray, Doug
3	4425	HAL	Chouinard, Hal
4	4195	JJ	Sinclair, JJ
5	3912	MG	Green, Mike
6	3892	RD	Harris, Roger
7	3798	EP	Madsen, Shannon
8	3736	P9	Richards, Kerry
9	3725	3E	Gore & Stone
10	3510	22T	Herron, Matt (Jr)
11	3434	PE	Peterson, Rolf

Talking & Squawking

Note from JJ Sinclair

Last Friday (August 29) I worked my way out of Air Sailing and finally got to some high Q's near the Verdi ridge . As I passed Stead I gave Reno approach a call; Glider JJ, 5 north of Stead, 9.5, squawking 0440, west bound. Logged a good climb up-wind of the Q's and topped out at 16ish. Ran the 20 miles into Truckee and

then saw a Q pop over Mt. Rose so I headed for it. Got back to 12ish and then headed for a ragged line of Q's over Reno and extending on east. Gave Reno another call as I was going over the PC, well above, but right over them. I figured I was about as safe as I could be, transponder on with mode C and my trusty PCAS to boot. About 5 miles from down town Reno my PCAS lit up telling me we had a target at 1 mile and -100 feet. Sure enough a light twin crossed my path from left to right, descending. I told Reno that JJ had traffic passing under, no factor, but I was really asking them, what's with this? I'm talking & squawking why didn't you suckers direct the twin away from me? Then I got to thinking, bet the twin hadn't asked for flight following, I didn't, so we were just a couple of VFR ships that nobody was paying any attention to.

Use of Mode C Transponders

(Updated as of March 2008)

Reno, Nevada

The potential conflict between gliders and high speed jet air traffic near Reno has increased with the growth of commercial and private jet traffic into Reno-Tahoe Airport (RNO) over the 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 and other jet 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 and are encouraged to establish radio contact with Reno Approach Control when crossing Approach and Departure routes between 10,000 and 18,000 feet MSL.

PASCO recommends that gliders operating cross country, within 50 NM of Reno-Tahoe Airport, install and use a Mode C altitude encoding transponder.

Pilots soaring out of Truckee, Air Sailing, or Minden should get a briefing on the new procedure worked out with Reno TRACON in 2007 and download the Reno Air Traffic Cockpit Card from the PASCO Web site: <http://pacificsoaring.org/documents/glider-pilot-cockpit-card-0601-2007.pdf>.

everything on. Thought about turning off mode C, but decided against it. What the hey, I didn't buy this transponder to not use it. Just about then Reno called an airliner with "Glider traffic 1000 below you and off to your right". Then I saw a 737 pass from left to right and about 1000 feet above me. He was talking about me. Why did Reno call the 737 and not the light twin? Because the 737 was on an IFR flight plan and Reno was watching his track. Love this electronic stuff.

Another Transponder Story

From Bob Spielman

The Reno FAA called Stoney (*at AirSailing*) and said **Gov. Palin's** airplane had a TCAS resolution with one of our gliders on Sat, 13 Sep. We had 5 gliders airborne that day and in the time period in question only 2 were still airborne. The FAA questioned whether the transponder was certified within the last 2 years and it has to be. Everything worked as it should and it once again proved the value of transponders in our area. It probably wouldn't have been questioned except that it was Gov. Palin. A TCAS resolution occurs when an aircraft with this system detects another aircraft that has a transponder that will be a threat to the TCAS aircraft within altitude and lateral limits and issues steering info to the TCAS aircraft so a near miss or collision will be avoided.

Stories From the Gang at Truckee



Good food is a major part of the Truckee Experience. Richard Perl takes some ribs out of the smoker

The TAGARs! v7.0

(Truckee Airport Gliding Air Races)

By Sergio Colacevich

The 7th edition of the "TAGAR!" was held on Sunday July 6, 2008. It was the third day of a very smoky weekend. The morning of the race was hazy with smoke. The

Got back to 16ish south of Tracy power plant and decided to log Tiger Field, was 4000 over final glide so I dialed in Herlong. The SN-10 said to find another thermal. Saw a developing Q west of Air Sailing and took it to 14ish, then ran in zero sink to Herlong. The SN-10 said we were still over by 2000 feet, so I dialed in Woffords. The computer liked that and I kicked back to enjoy the final glide. Checked my voltage and found it was 11.9 volts. Not bad for five and a half hours with

forecast was for a strong day, with high-based clouds, but 5 miles visibility due to smoke. Only a few pilots willing to fly remained. The decision was taken to go on with the event anyway, too bad for the absentees. So five fortunate souls got advantage of a day that in the end, was very enjoyable from a soaring point of view.

By 10:30 AM the first clouds appeared on Mt. Rose, pretty high, and at 11:30 Eric Rupp started his own flight in direction of Parowan. Shortly thereafter he reported leaving Truckee at 11,800', adding that he was feeling very happy about it. The TAGARs! contestants: Tony Gaetcher (1A), Sergio Colacevich (C2), Jonathan Hughes (UV, also called Ultra Violet), Mike Mayo (E5) and Bill Gawthrop (F8) took off between 12:00 and 12:30, but one of them released too early and had to take a second tow. So the race begun at around 1:30 PM.

One novelty of this edition of the Races was that because of the limited amount of entrants both organizers, Sergio and Mike, decided to participate to the race themselves, and the laborious Starting Procedure was handled part from the air and part from the ground by a group of gentle ladies summarily instructed and immediately thrown on the job. They were either wives, friends or lovers of Truckee pilots, namely Jennifer Brown, Diane Gawthrop, Heather...Hughes, Amy Colacevich, and Nancy Gaetcher. Well, they performed like professionals and everything went like clockwork.

At the start time the clouds were well developed, with bases around 13,500' and rising as the day went on. Minimum strength of the thermals was 6 knots. The smoke had become a haze with 8 miles visibility. The goodness of the day was heralded by an energetic dust devil that threw in the air both the gazebo and the big umbrella, slightly damaging them both, and carried to the clouds all the paperwork. Good that it was just before the beginning of the race, so substitute paper was used.

The starting procedure, executed by pilots who had already done it at least once in the past, went very well, with the 5 gliders all in a line, although at slightly different altitudes. Three gliders went toward the closest clouds near the Brockway Summit, finding an 8-to-9 knots thermal. C2 even did half a turn at 10 knots. Everybody at 13,000', and F8 (currently National Champion in the Motorgliders category) took the lead immediately.

As in the past, the last leg from the White House to the Gate was the trickiest, with extended sink area that ate up the considerable altitude of the participants. But after passing the Gate the thermals were easy to find and the lost altitude easy to regain. The event then became a speed race, with no worries about getting low, and the contestants proceeding at a good pace without much elapsed time among them. After leading for two circuits, F8 was gradually caught by C2 who had made the best

of two-9 knots thermals, and passed in front at the last crossing of the Gate, closely followed by F8 and by a very strong A1.

The scoreboard indicated that F8, who was first in the first two circuits, and C2, who was first at the last circuit, were both winners with the same score of 90 points each. But in a surprising "coup the foudre" F8 realized that at the first circuit he did not turn the correct turn point at the White House, going to the actual White House instead than at his own handicapped turn point. That mistake threw him out of second place, leaving him only with the hope of having some positive points this time around (he got a negative score at the previous "TAGARs!" because of another penalty – too low at the Gate).



So the order of arrival was revised with Sergio first, then Tony, then Mike. However there was another surprise: Later that evening Tony, at dinner with Mike and Bill, realized that he had done the same mistake of Bill: he had turned the real White House, not his handicapped turn point. So now it seems that Mike is in the second place followed by Jonathan thirduntil the GPS traces are examined and we may finally say who did what and what's the final standing.

Mike proposed a handicap for pilots: the winner of a "TAGARs!" would be handicapped in the future races, so other pilots have a better chance. It seems a good idea and we will work on it.

Thanks are to be given to the pilots, that decided to fly notwithstanding the smoky conditions; to the precious ladies named above, that manned – actually who manned – the ground station; and to the personnel of Truckee who helped with the preparation and with the execution. Richard Pearl loaned the very shady (because it gives good shade) gazebo, Tom Hubbard loaned a well working radio, and Mike and Nancy Mayo provided the beautiful bags that were the prizes for the winners.

The TAGARs! is now posted as a Calendar Event in the Truckee website, in the PASCO website and in the Soaring Magazine. Next TAGARs! in September 1st, Labor Day

A Week in Parowan, July 2008

A note from Ramy Yanetz with photos by Gen Shibayama



Glider flying over Cedar Breaks National Park

I think we all agree we had a successful trip to Parowan. While the weather on the first and last couple of days was on the wet side, and only one pilot actually attempted to fly to Parowan from Truckee (ER made it to Lincoln near the Nevada/Utah state line from Truckee) and none attempted to fly back with all the OD and smoke in NV, the rest of the week saw progressively better conditions, peaking on Thursday, with cloudbases well above 18K, many flights in the 500km-900km range and visits to all the national parks in the area, including multiple visits and crossing of the Grand Canyon.



Glider flying over Grand Canyon National Park

I went as far east as Canyon Land close to the Colorado state line, and as far south as Sedona. L8 also visited our friends at Durango, CO for an overnighter. Some other pilots had their personal best flights too, and we had only one land out the whole week. There was no smoke till Thursday, and even then it was mostly haze. Apparently the timing was just right, as the monsoon moved in on Friday and is still there.

A GREAT Weekend in August

Note from Ramy Yanetz on Mon Aug 18, 2008

What a fantastic long weekend. It was very well forecasted by the NWS, blipmaps and Doug (thanks Doug), so I took Friday off as well. Friday and Saturday had the strongest conditions over the Whites and Inyos I can recall, solid cloud street with bases over 18K which allowed running at 100 knots without turning the whole length of the Whites and Inyos. Only problem was relatively late start both days (thermals only started around noon at Truckee) and shorter days.

Did almost a 1000km (Truckee - Darwin - north of Nervino and back to Truckee for a 992km) on Friday after a relight due to early launch, and a 1000km yoyo (Truckee-Cerro Gordo - Boundary - Mt Inyo - Truckee) on Saturday averaging 142 kph.

Sunday was great to the north, so bunch of us went to the Oregon border. I continued further north of Lakeview for another 30 miles or so to Abert Lake for a 750km out and return, dodging thunderstorms and virga on the way back, but finding good lift under the shelf despite the nasty looking skies. I had to use ridge lift by Loyalton and Verdi to make it back to Truckee. As expected in an OD day, we had plenty of landouts, anywhere from Sierraville to Adin!



Mono Lake – on the way to the Whites

Note from Bob Spielman at AirSailing about the same weekend – ed

Wow, Thur, Fri, Sat, and Sunday were all 17-18000' days and great soaring. Truckee gliders made it to Oregon but 3 landed out. Friday Goose did a Diamond Goal distance to almost Mammoth just for fun and Sat. Stoney tried a Diamond Goal but didn't make it all that way, and Rolf made it way south. Will Lumpkin was 75' short of his Gold Altitude and did a silver distance to Verdi Peak but the logger messed up as it did for Skimmer (Pete Casti) a couple weeks before. Coot and Stoney got their diamond distance from Bishop recognized and Rolf got his 2 CA records recorded. Lee Grisham got his Gold Altitude awarded.

Following is a note from Peter Deane to Doug Armstrong after this fantastic weekend flying out of Truckee – ed.

Hi Doug;

Comments are a good idea- I will remember to do this in future....

I don't log OLC flights all that often as my training goals are more speed oriented than purely distance oriented (per OLC) - and frankly I'm not as prepared as Ramy and Sergio are most of the time for weekend flying - for example on Sunday I was just starting to fill with water while Ramy and Sergio were taking off.....the up side was that I got to fly the fastest part of the day and flew 15-25kph faster than everyone else for over 5 hrs (gaining 75-125km in the process)- so from optimizing the start time for speed it worked out very well.

Ramy's flight on Sunday was very bold - (Yuliy in L8 as well) - he couldn't have cut it finer in terms of timing the OD before being shut out of coming home - as it was I turned the Oregon border while he was 50km north of me and the way things were looking it could have all gone wrong VERY quickly. Coming home through very dark OD with a storm cell over most of Honey Lake, lighting and 11kn climbs straight ahead for a mile or two before charging along at 130kn through snow and hail (jeez that made a noise...) to get below the lower shelf to the south was all part of the fun...the rain and the shelf moved significantly west of course by the time Yuliy and Ramy came home after me.

Sunday's flight was accurate for distance and speed on OLC as I didn't do a speed start - 16% circling -

Saturday's flight (while on my O&R task to Cerro Gordo) was 742km at 91.1mph (146kph) with 20% circling though OLC gave me 770+ with all the pre-start stuff. This shows it should be possible to beat my 750km record from Truckee - I got low a couple of times which cost me a few mph. Pretty good for a standard class glider :-)

Thanks for your great wx reports!!

Kind Regards

Peter

One thing I forgot to mention - Saturdays flight was 100mph at the 500km mark and still above record speed prior to the climb back into the Truckee basin - next time I'll be better prepared....I think Sergio had a similar flight but on the Sierra

Wave Flight out of Truckee

By Seth Dunham and Buzz Graves

8/31/08 was a great wave day at Truckee. Winds aloft 250 at 35 knots. Only 2 gliders flew at Truckee that day (KP and JH). Winds on the ground were intimidating. A gust almost knocked me off my feet while waiting for ground crew. I would not have flown without an instructor and an experienced tow pilot (thanks to Don for the tow).

Buzz and I towed to 9000' in KP and found wave about 11,200' over Northstar. The lift was between 1 to 5 knots and extended from south of Emerald Bay to north of Sierraville. We spent the cross country portion of the flight between 14,000' and 17,999'. ~ Seth



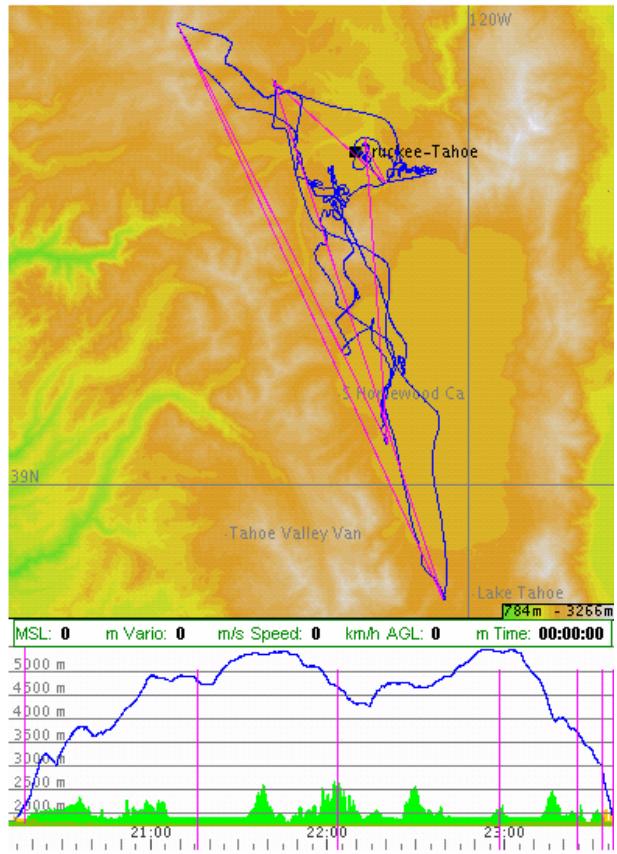
Heavenly Valley and South Lake Tahoe from 17,000 feet in wave – Seth Dunham

It was one of the windiest nights I have ever spent in Truckee and one of the coldest for this time of year with temps in the low 20's. The first cold front from the Pacific Northwest passed through and changed the normal summer weather patterns from unstable air with thermals to stable air with increasing winds aloft, all the right ingredients for good wave. Main problem was the rotor was reaching the ground and had operations shut down during the first part of the day. It was till around noon did the wind start to back off and come more down the runway on 19. Seth and I had just finished making a battery adaptor cable for KP and were checking it out in the plane when Don came by and said he thought it was OK to tow if we wanted to go. The forecast was near perfect for wave, there were no cloud markers to tell us where it might be found. I quick discussion with local experts gave us some idea where it might be and they were pretty much right. Tow was bumpy and Seth did a good job of staying in the correct tow position to minimize slack rope, low and to the inside of the turns. At around 7k Don found the upside of the rotor and indicated 17 knots up, in less than 2 turns in this area we gained 2k and released around 9k. Continued to climb to around 11.5k when we started our up wind search for

the wave, we bumped along turning when we though we could until around North Star we felt that smooth air, going up at 1-2 knots at first. This is the classic way to get your self into the wave, work the rotor until you can't climb any more and then push out up wind. A mistake many make is to try and circle, the lift is fixed to the ground and it is easy to get blown down wind. Better to correct a mistake of being too far up wind than to get blown down wind and have to fight your way up wind.

Our flight trace:

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=463039639>



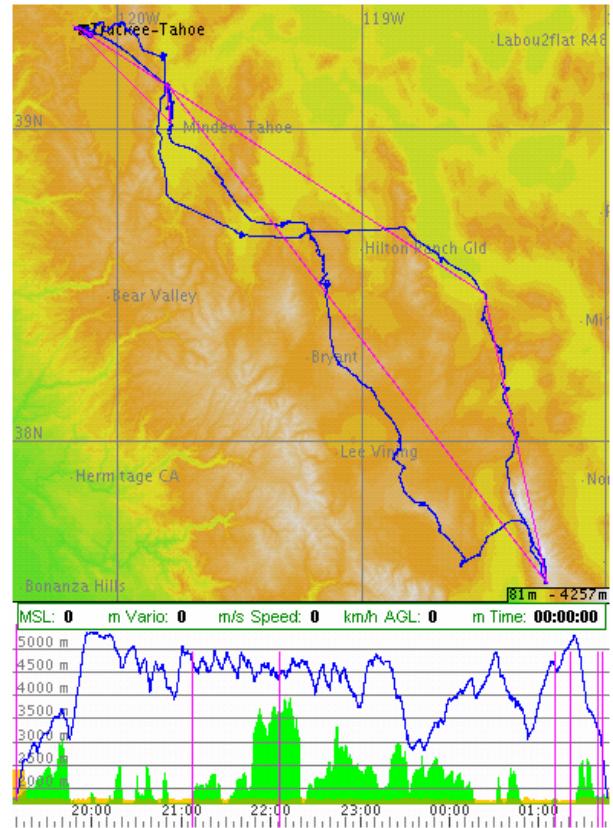
Well this was going to be Seth's first wave flight and cross country if things worked out which they did. And yes the winds early on were really nasty; you know when the rotor is reaching the ground when you experience very gusty winds with a large variability in wind direction. A situation that has been the root cause of many accidents to both gliders and tow planes a like. The irony of it all

is after you get through all the turbulence, on top it is perfectly smooth air that is heavenly. I sort of relate it to surfing in big waves, you need to paddle out through the white water before you can get to the outside to enjoy the fast clean rides.

This day had all the elements including a first comfortable place to be flying wave in high winds, i.e. flying a wave band up wind of the airport. As nice as it is flying in the lift, the bands of sink between the wave

bars can dump you in a hurry, especially if you need to penetrate into the wind. The day before I and others needed to use wave lift to get back to Truckee. For me it was all the way from Mono Lake, having to jump several wave bands up wind, each time loosing tremendous altitude with each jump. My trace on OLC tells the story pretty well. Talk about a roller coaster ride on the grandest scale.

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=386033728>



Sharing a flight like we had together is one of those experiences that has kept me in the roll of instructor for over 20 years. These are conditions that require skill, knowledge and experience to fly safely and can teach you tough lesson if you find yourself in the impact zone, a phrase we use in surfing when you get caught on the inside where the waves are breaking on your head. Coming up this winter we can have similar conditions at Byron with great wave flying off Mt. Diablo. There is great x-c potential when this happens and we are still learning what might be possible in terms of distances. Wave can be found as far south as Avenal and north well beyond Williams. So who is going to claim the first 1000km flight out of Byron!!!! Maybe a prize could be awarded like some free tows or something like Soar Hollister gave Eric Rupp for his flight to Calexico this last season.

It was a great flight and fun to share the knowledge and experience and look forward to doing more of the same in the future. ~ Buzz , CFIG

Sierra Crossing Flight From Truckee

By Matt Gillis (message to Doug Armstrong)

Doug,

I have been meaning to post on my flight attempt from Truckee to Hollister, but, was busy after the flight and away from the computer.

The instability/moisture contained in the southerly flow had not reached quite to the Tahoe area by Saturday. It was somewhat of a slow start, launching a little before 1pm. I initially attempted going toward Squaw Valley to head down the west side of the lake, since indications were that the Desolation Wilderness area would be working and possible markers with a direct line south along the Sierra. There was the possibility of crossing near Sonora Pass to the Diablo's, intercepting the convergence near Patterson if early enough. However, there was light but noticeable westerly component that may have been interfering; although it looked stable over toward the Pine Nuts as well. After an hour others were heading slowly along the Pine Nuts toward Patterson. From Patterson south, there were lots of cu. I decided to back track and take the standard route to Siegal via Mineral Pk. Forecasts had indicated that Leviathan/Monitor Pass line south should be working mid-afternoon. Initially there were haze domes and then wisps; that was the line that got me into higher gears. The driver was down the west side of the Sierras out of radio contact and the day was not going to be getting much better. So, I was feeling a little pressure. It was 3:30pm when we connected with the line and it was well marked to the south of Monitor Pass with bases above 16K, so I picked up the pace and we were topped out at 16.5K near Tioga Pass in an hour. It was 4:30pm and the nice development south and east was starting to form virga in places; we were there none too soon.



Glider over the Sierra Nevada ~ Gen Shibayama

There was a nice convergence line running SW out past Mt Lyell (Minaret Range) along the Merced Crest with the bases dropping gradually with a few markers near the Clark Range. I was where I wanted to be with

conditions pretty much as advertised, just a little later than I hoped. The reward was that the evening light was making for splendid views with the shadows from the jagged peaks, the illumination of the blues in the lakes and the enriched colors of the geology dashed with patches of fall colors like a Monet painting. However, hopes of connecting with lift on the west side of the valley were exchanged with the focus on landing before sunset. I had Los Banos by 1.9K over pattern and I had a slight tail wind component west of the crest which I was hoping for; winds in the valley were light -330 at ~5 knots at Los Banos which meant I should be able to hold

most of the glide. ~90 nm straight line and 1.5 hours later we arrived Los Banos at 1.7K' MSL a little after 6pm; a little lower than the 'gadget' said it would be at the start of the glide. All in all it was a good day for the crossing, although if the instability had moved up a tad bit further/quicker, we may have gotten going quicker and I may have had a shot at crossing over the Diablo's. The past few days have been pretty good down on the Coast Ranges and this instability and high based cu associated with the surge of unstable air from the south might make it possible to cross back the other way to get the PASCO egg. A much more daunting task, at least uphill, but conditions may allow for it. Darren Braun (U2) may have tried yesterday and I am wondering if Ramy will. This may be the last opportunity before Soar Truckee closes. The cu's I was seeing today to the SE are high based for the central coast. (*The Egg made its way to Minden and is now on display at Soaring NV – ed*)

FURTHERING THE OPPORTUNITY TO PRESERVE SOARING AT MINDEN!

From Fred LaSor

The Douglas County Commissioners recently accepted a new airport Master Plan designed to guide development of the Minden Airport over the coming two decades. A significant portion of that plan looks at the value of soaring to the county and sets as a goal returning soaring (*at Minden*) to its once pre-eminent place in the world. Toward this end, the Master Plan calls for the dedication of a large parcel of land on the east side of the airport for clubs and commercial operators to set up glider operations, for a large campground adjacent to a glider tie down and glider trailer parking, and for infrastructure that they hope will result in a new sense of community among the soaring fraternity. It will also lead to increased safety as fewer runway crossings in golf carts will be necessary.

The County Commissioners and the new airport Manager want to show their new resolve regarding this

effort, and toward that end have drafted the following letter to the soaring community:

Text of the letter from the Chairman of the Douglas County Board of Commissioners, Kelly Kite, and the Chairman of the Airport Advisory Committee, Mike Bradford (former soaring champion).

OPEN LETTER TO GLIDER PILOTS AROUND THE WORLD

September 18, 2008

An invitation to soaring pilots to visit Minden

As a soaring pilot, you have certainly heard of the magical soaring available from Minden-Tahoe Airport (MEV). You might even have flown a sailplane out of Minden, enjoying high altitude flight in our world-renown mountain wave or maybe soaring for hours and hundreds of miles in our spectacular thermals. In any case, you are familiar with the records set from Minden and neighboring Truckee. Pilots have been flying 500+ km triangles routinely for the past month, and consistently placing at the top of the On Line Contest (OLC).

We, the Chairmen of the Douglas County Commissioners and the Airport Advisory Committee, want to tell you it is true the soaring conditions here the best in the world. We're sending this open letter to soaring pilots all over the world to confirm you are welcome here. We want MEV to continue to be recognized as the very best soaring site in the world, and that we do want you to come fly here and see for yourself just how fantastic the conditions are in Minden.

After two years of extensive work the County Commissioners approved a draft Master Plan that includes a land set-aside for soaring and other sport aviation and sent it to the FAA. That plan puts soaring as a priority on the list of needed Airport developments. We are on record as wanting soaring to return to the status it enjoyed not so many years ago. Our new Airport Manager has as one of his goals the growth of soaring and other sport aviation at MEV. Airport management supports efforts to build a dedicated soaring/sport aviation facility on the east side of the airport, dependent, of course, on availability of FAA and local funding. If you have questions about management's direction for development of the east side, please feel free to call and speak to Airport management, directly. We want you to have an exciting visit and we're here to make your visit rewarding.

Two soaring operators are open for business at MEV (SoaringNV and Soar Minden) offering training, rentals, tow services and rides to glider pilots passing through or staying for longer visits. If you have your own glider, oxygen and tows are readily available. If you need to

rent a glider, the commercial operators can help you out. If you'd like instruction to improve your skills, this is the place to do it. And, if you want to camp, you are welcome to do so -- we have a basic campground in front of the Airport administrative office, close to both soaring FBOs. We're also looking for other ways to make improvements so we can expand our world-class soaring facility.



Wave over Reno and the Carson Valley

Douglas County is one of the best destinations in the country for adventure sports. While you're here check out our fishing, hiking, horseback riding, mountain climbing, off-highway vehicle activities, biking, kayaking, or skydiving. For those who take their excitement indoors, we have great casinos, antiquing, and shopping. Lake Tahoe, only 30 minutes' drive from MEV, is one of the best sight-seeing destinations in North America, while history comes alive in Carson City and Virginia City.

Don't take our word for it -- come see for yourself! We're sure you'll find this the best soaring and general recreation destination you've ever enjoyed.

Best Regards,

Kelly Kite, BOCC Chairman

Mike Bradford, Airport Advisory Committee Chairman

NEW - Winch Launch Forum

By Mark Ramsey

<http://groups.yahoo.com/group/norcalwinch/>

This is a forum to discuss the creation of a winch-launch only club in northern California/Nevada. I propose that the club should own and operate a winch, with the primary intent of training pilots, drivers, and ground crew in safe winch launching practices. We would initially operate the winch in cooperation with an existing glider club or FBO. We would also own a suitable training

glider. Eventually I'd like to see us lease or buy a strip of land close enough to the SF and surrounding areas that one could come out for an afternoon and take a launch or three.

I believe this club will allow us to train new pilots at reduced cost, encourage young people to become involved, and add to the gliding opportunities close to the San Francisco. I think winch launching will inevitably spread to other sites in the area, and I'd like to make sure we begin with good practices. By having the club own the winch, we can also establish qualifications to launch with or drive the winch, insisting upon appropriate levels of training and currency.

Anyone interested is welcome to join...



More modern winch used in Europe



Homebuilt winch

Alby's Voyage

By Sergio Colacevich

(This article has been published in Soaring and was presented by Sergio at the PASCO Safety Seminar on Nov. 1st – ed)

Would you like to fly with an albatross? Here's your chance!

This began with a story, the story of a young albatross named Alby. You know albatrosses, those fantastic marine birds with very long narrow wings, known for trailing ships and for dynamic soaring the ocean waves. They are very large birds, with some species reaching a wingspan of 11'. Alby is a Laysan albatross with a 7' wingspan. Its name comes from Laysan Island, which barely rises from the waters about 800 nautical miles northwest of Hawaii. Laysan Island is 2 miles by 1 mile wide and in the right season, it is literally covered by birds. Albatrosses only stay on land when mating and when attending their eggs, which they do every two years because parenting is such a strenuous job for them. The rest of the year they roam the oceans, feeding, sleeping and wandering.... so much that some species are called the wandering albatross. They can be found in all oceans of the world although Laysans are more numerous in the North Pacific Ocean.

National Geographic magazine published an article on albatrosses in December 2007 with spectacular photographs. Extract from the magazine: "...An albatross is its own taut longbow, the breeze its bowstring, propelling its projectile body. An albatross is an art deco bird, striking of pattern, clean of line, epic in travels, heroically faithful.... If you could travel millions of miles fueled by clean, self-renewing, zero-emissions energy, you'd be an albatross. Strictly speaking, albatrosses are mediocre fliers - but excellent gliders. They can lock their wings in the open position like switchblades, the bird merely piloting the glider it inhabits. Catching the wind in their wings and sailing upward, then harnessing gravity while planing seaward, they travel in long undulations. Most birds struggle to overcome wind; albatrosses exploit it". It is worthwhile to go to the National Geographic website (search for "albatross article") to see impressive photographs of these birds.

A schematic video of the dynamic soaring technique of albatrosses can be seen at this site: http://www.wfu.edu/biology/albatross/atwork/dynamic_soaring.htm. Or just type "albatross dynamic soaring" in the Address bar.

Our albatross is a young soul, curious and inquisitive. He is fascinated by the existence of land, which for him is forbidden territory because he is most familiar with the moving surface of the open ocean, from which he gets energy, food and protection.

One day he flies along the shore, and sees some very big wings flying along the cliffs. Approaching those big wings, he realizes that there are people hanging on them. He discovers then that people cannot fly on their own, but have created artificial wings that support them. Soon those cliffs become a favorite place for Alby. He flies there often and so close to the flying people that he learns many of the words they speak. The flying people are impressed by the unusual behavior of this albatross, which so often flies with them instead of flying far away

in the ocean like others members of his species. They wonder if Alby wants to travel ashore, but does not trust doing it by himself.

The soaring people offer to take Alby inland, and to show him the beauty of the country. They offer to take him aboard their flying machines and let him cross this wide country in silent winged crafts. Alby accepts the invitation, and his great adventure begins.

So this is what we soaring people are going to do for Alby. Alby is personified by an exquisite bronze sculpture, created by Lee Leuning of Legacy Bronze. Lee is a renowned artist specializing in wildlife images. The soaring people will take Alby aboard their silent planes and fly him across America, from the Pacific coast to the Atlantic, and then back to his starting point.



The exquisite sculpture of an albatross in flight has been created by the sculptural team of Sherri Treeby and Lee Leuning, partners in LegacyBronze.com. This is the sculpture complete with walnut pedestal ready to take off for its flight across the American continent.

Photographer: Aaron Oestreich

A website has been created to follow the journey. The website sports Alby's Story, the Rules of the Voyage, and photographs of the bronze trophy. The website also has wonderful photographs of albatrosses in flight. A map shows the present whereabouts of Alby and the past legs of the trip, with the names of the pilots who flew with Alby. The website has e-mail capabilities for correspondence with the pilots wishing to fly with Alby. The link is <http://www.albysvoyage.blogspot.com/> or it

can be found by typing "Pasco Soaring" in the address bar, then look for "Alby".

The website has been created and is manned by the generous glider pilots of PASCO (Pacific Soaring Council) the organization representing the soaring community of Region 11, which includes Northern California, Nevada, Guam and Hawaii.

Anybody may ask to escort Alby from one gliding site to the next. A proposal to fly with Alby should be sent to the website. The webmaster will designate flight legs so that Alby's adventure includes as many pilots as possible while steadily making progress toward the Atlantic Ocean.

This event is an adventurous flying voyage across beautiful America. The starting point is Williams, California, where the idea was conceived. From there Alby will be flown towards the Pacific Ocean, probably making his flight over the ocean taking off from Hollister, south of San Jose. The intention is to actually fly him over the ocean waters. This is not easy because it does not often happen that there are favorable meteorological conditions for such a flight.

From Hollister the most probable route might be to Avenal in the middle of the San Joaquin Valley, and then to the great deserts of the southern US. It is expected that Alby will be flown over the waters of the Atlantic before being taken back to his native Pacific Ocean to complete the mission.

It will be interesting to see how long it takes to complete this adventure. One summer season may suffice for a one-way trip. Occasional flights can be done in the winter season, so some little progress can still be accomplished. We might be looking at one year to go, and one year to come back. Alby is in no hurry and wants to enjoy multiple flights with many different pilots.

It is expected that this event will receive notoriety along the way - not only among glider pilots, but likely in the pages of local newspapers or on the cameras of local TV stations. It may even reach national exposure. Hopefully the flights may publicize our passion to people unaware of soaring. I personally was attracted to soaring after reading about it. I often think how lucky I was to have read about soaring – think of the many wonderful, thrilling flights I have had and the companionable evenings I have spent talking about those flights.

There may be the instance when a hang glider will make a leg with Alby. After all, this is the way it is imagined Alby came out to know some word of English, and to understand what people communicated to him. And other flying modes somewhat less likely like paragliding are not excluded either.

The idea for this adventure was born from another gliding event -- The Egg. The Egg is a trophy in wood,

with the shape of (no surprise) a 6" tall egg. The gliding sites of Northern California steal the Egg each other with flying incursions from one gliding site to another. The Egg so captured remains in the custody of a gliding site until another site captures the trophy again. Another inspiration for this event was the saga of the "Return to Kitty Hawk" race, which saw many gliders fly across America in a communal celebration of the Wright brother's triumph of flight. And reading about the stupendous albatrosses many years ago was the connection that blended everything in one story.

All that have heard about this enterprise are interested and excited – what will be the path that Alby will follow across America? Where will he reach the Atlantic Ocean? Could I be part of it? It is an appealing adventure, a mission to which many will participate and of which all will be informed through the website. The SSA website will also have a link to it. Hope that you reading this, be seeing Alby when it passes by your place!

There are two flights in Alby's log book. The first was just an orientation. The second was Alby's trip out over the Pacific Ocean. Both flights were by Sergio. So Alby is now ready to head East. -ed

Update on Torrey Pines



Blanik Soaring off the cliffs at Torrey Pines

Does anyone have any news on the status of Torrey Pines?

PASCO BOARD MEETING May 12, 2008

Minutes

Meeting called to order: 7:10 PM

Board members present: Joel Klein, Bruce Roberts, Peter Deane, Mike Mayo

Committee chairs and guests present: Jay McDaniel
Action Items, last meeting key points, review:
1. Peter: send all current CY08 minutes to Karol and Larry.- Done. Larry has put up on web site.

2. Peter: review and edit minutes from Lee Edling – for publication.- Done & Published
3. Peter: send email alert - sign up for regionals — a "get them out" campaign- Done.
4. Peter: Dream Machines static display - Done. Very successful. Took basic PASCO flyers, handed out about 50. Peter's wife Katrina put together a "best practices" document for next time. Promoted all of the (reasonably) local sites: Hollister, Byron, Williams, Truckee, and Air Sailing.
5. Peter: New promotions chair- No progress. Still looking for qualified and willing candidates.
6. Peter: scan in critical PASCO 501c3 docs for records distribute to key directors - Done & sent out to Hans & Karol. Peter has digital backup.
7. Hans: Schedule financial audit- Not sure of status. Hans was in Asia till May 8th. Karol has some contacts for auditors, will use her knowledge.
8. Karol: Finish March Westwind and send soaring video website link to Larry.- Former still open; latter completed
9. All: Give Larry feedback on webpage and use PASCO website as launch page for soaring links - Everyone should continue to let Larry know what you think about the site
10. Peter: Safety committee contact information- Still to do
11. Peter: PASCO site champions up-to-date list needed – pasco flyers to be distributed- Still to do
12. Mike: Reno airspace—briefing cards and sign up books to be resupplied- Still to do
13. Mike: Drum up WestWind safety/site article from Montague - Still to do

Treasure's report – Hans

* Schedule for financial audit. - No report.

Communications Chair report – Karol/Larry

- a. Website Updates – Larry - No report.
 - b. WestWind Update – Karol
- Karol's report via Peter: Issue still not complete. Will incorporate three articles sent, will put a picture on cover of Dave; need a tribute article on him for the magazine. Target is next Sunday to send to Hans for printing (May 18)
- c. Proposal for 6-monthly WestWind and more direct communications management through the web
- Group discussion: No one depends on the WestWind. It doesn't need to be timely. Communications are more web-based now.
- Peter Summarized his note to Karol: There are two critical issues of WestWind each year: March & September, at the beginning of the season and before the banquet and seminar. All other info can perhaps best be transmitted to members on the website: Tactical (short-term info, or upcoming events) output to website, strategic info to be published in WestWind.
- Mike: Motion to change the WestWind publishing schedule to once every 6-months (2x year), to be published in March and September. Karol to produce monthly web updates for regional activities and upcoming events on the website, with an email

announcement to members when the info is put up.

Passed: all in favor

Need to make sure that the membership knows about this change. Peter will craft a communication to members to explain the changes.

Safety Committee

- * Recovery plan for replacing Dave -Peter needs to find a new candidate. We are at a vulnerable place; need to maintain communications to site champions.
- * Current status of PASCO Site Champions - No report.
- * Reinforcing Reno airspace procedures and publication - No report.
- * SSA article follow-up (Reno procedures) -Jay: Should be published in next issue of Soaring.

SSA Regional Director & PASCO Director positions –

Peter

- * Promotions chair - No progress. Peter is stumped by this one. Despite great personal experiences going to airshows and talking with people, Peter is sure most glider pilots would prefer eating bugs to talking with people.
- Promotions Discussion: There are four events to target for this year: HMB, Watsonville or Salinas (or both), Reno. Questions: Does Moffett still have a show? What about AOPA Expo SJ in November?
- Joel with contact HGC people (Eric Rupp, Drew) about displays at Watsonville &/or Salinas.
- Peter stated that Karol mentioned that she could facilitate a presence at Reno
- Joel will contact AOPA regarding SJ Expo.
- * Safety chair-TBD

FAA Airspace Liaison

- * Wave window update - Rolf - No update. He sent out his proposal to Reno. Reno is the bottleneck for getting things approved at this point. No news is no news.
- * Transponder rulemaking update – Jay: No update. Will ask SSA executive committee.

Airports

- * General updates - No report.
- * Update on Washoe CAB plans for Pyramid area - No report.
- * Hollister update -Interim airport manager getting things done: Runways just repaved and being striped this week.
- Joel will find out timeline for glider facilities depicted on Interim Airport Layout Diagram

Contests - Nationals and Regionals update

- Peter: Sign ups for Montague are healthy--signup for Sports Class Nationals is at 25-27 so far. The Air Force Cadets have signed up for the Sports Class Regionals, so that's guaranteed to go forward.
- Next year Montague will hold Standard Class Nationals.
- Awards**
- * PASCO League trophies with Ramy - Ramy has old trophies in his garage now.

Peter: People have mentioned how much they miss Pasco League. His comment to them: step up and organize it! Suggestion to have one event per year using PASCO league rules, one club against another and let them duke it out.

- Alby Award update – Ramy-Sergio -No update.

Promotion/Membership

- * Airshows – Dream Machines update – clarify other airshows.
- See above for Dream Machines update.- See above for other airshows

New Business

- * Banquet planning – Bruce Roberts
- Usually 1st Saturday in November, November 1st; Bruce to determine date and location.
- Discussion: The Banquet is important—it's the only place where we get to update the membership and discuss plans for coming year. PASCO's state of the union. Need decent PA for presentations, projector.
- Other thing to think about is how to get better attendance. We have a lot of money—half price on the dinners? Thoughts about speakers? How about door prizes and raffles: Peter-we used to have a raffle. Cindy used to do a terrific job getting prizes.

Scholarship fund donation to Dave Cunningham Memorial Scholarship

-NCSA has set up scholarship fund to support youth in soaring at Air Sailing. Peter: We have boatloads of money in scholarship fund. Question to Jay—is there anything in NV that we can support, or should we think about starting one? Jay: there's no info on the website about the PASCO scholarship fund. Karol was going to get with Larry to add this. We have a few students here who are interested. Peter: we used to donate/award a scholarship to Douglas County high school (Minden) to present a good face to the community. (Challenging—It's hard to do that in each town where the gliderports are.)

Outstanding Action Items:

1. Peter: find new Safety Officer for PASCO
2. Mike: check on the NCSA and Air Sailing youth scholarship programs and see how PASCO might participate or contribute to honor Dave Cunningham's memory.
3. Karol: get PASCO scholarship info to Larry to put on Web site, specifically for private rating reimbursement program for youth.
4. Mike: Contact Monique ASAP for article on Dave for WestWind.
5. Peter: Write member update to explain new publishing schedule for WestWind and also about monthly web updates.
6. Bruce (and all): Identify and book group of exciting speakers for banquet and seminar.
7. Bruce: Schedule and book venue for banquet and seminar.
8. Joel: Check with HGC about possible displays at Watsonville and Salinas.

9. Joel: Check with AOPA about details for displaying at November 6-8 expo in San Jose.

10. Joel: Inquire about timeline for glider facilities depicted on Interim Airport Layout Diagram to be implemented at Hollister.

Other news:

1. Peter: PASCO sent flowers to Kathleen from PASCO (\$125) She wrote a nice note back.

2. Rich George has opened a glider refinishing shop near Redding (JJ Sinclair emailed about it) Peter will forward info to Karol for WestWind.

3. Jay has no updates from SSA. "It's been very quiet." He visited at Avenal last week and spoke with them about their issues. Their wind damage is still apparent. The Avenal contest starts on Thursday, Peter will be there. They have about 20 entries so far.

Meeting adjourned 8:42 pm

PASCO BOARD MEETING June 9, 2008 Minutes

Meeting called to order: 7:13 pm

Board members present: Peter Deane, Joel Klein, Bruce Roberts, Mike Mayo, Ramy Yanetz, Larry Roberts, Hans Van Weersch,

Regional Directors/Governors present: Jay McDaniels, Mark Ramsey

Action Items, last meeting key points, review:

1. Peter: New promotions chair- update Status: It's a difficult job to fill, so Peter will do the easy stuff himself in the meantime. He has the basic set of promotional material ready (the flyers that he used at Half Moon Bay "Dream Machines" show). Also has a 1-pager of static-display best practices (put together by Peter's wife Katrina). Basically a subset of 10 pages that SSA has in their "airshow in a box." Peter hopes that if he gets everything set up, it will be easier and not such a big deal for someone else to drop in and become Promotions Chair later on.

Action Item: Peter will send PASCO promotion materials and static display best practices document to Larry to put online.

Action Item: Larry to put those materials on the web site so that anyone who wants to put on a static display can do so.

2. Hans: Schedule financial audit- Status: Is planned for completion by Hans before the end of the financial cycle – ready for the Banquet and AGM

3. Karol: Finish March Westwind Status: Finished and ready to go to press this week. Rolf unable to finish Dave Cunningham article, as he's been working on Thermal camp and Wave Window work. Westwind

just include a brief paragraph about Dave for this issue.

4. Westwind change. Peter to craft a communication to members to explain the changes. Status: Not yet done—will do in next 10 days (via email blast to members).

5. Peter: Safety committee contact information Status: Done.

6. Peter: PASCO site champions up-to-date list needed – PASCO flyers to be distributed- Status: Imminent. Peter has pulled together list of all site champions. Next steps to send PASCO-specific info to site champions.

7. Mike: Reno airspace—briefing cards and sign up books to be resupplied . Status: Not yet done. Mike: Drum up WestWind safety/site article from Montague Status: Not yet done. Key contact there is Dick Pfiffner.

8. Jay:SSA article follow-up (Reno procedures) Status: That was sent, but nothing happened. SSF wants the first word, but article will be in July issue, per editor.

9. Joel: Will contact HGC people (Eric Rupp, Drew) about displays at Watsonville &/or Salinas. Status: Both Drew and Quest have expressed interest in attending and displaying at Salinas (September 27-28, \$900 for a 10x10 booth space, not sure yet about static display cost). They are fine with making PASCO materials available at the display, and/or working with PASCO. Drew was going to have Paul Bikle's record-setting 1-23 at Watsonville, but they couldn't get it transported at the last minute.

Discussion: Peter: Is there a glider committed to this? PASCO could support some significant portion of the cost.

Mike: May be easier to get cheaper space if a non-profit group (PASCO) fronts the event. Ramy: Speaking of promotion, see the latest Soaring magazine about kiosks in malls at Christmas to sell glider rides. Good sites for this type of promotion could be Santana Row, Hillsdale. FBOs/Ride businesses should do these themselves. (Pulling in long-term glider pilots—this was to be discussed later, but wasn't)

10. Jay: will ask SSA executive committee for transponder rulemaking update Status: Put off till next meeting. In the meantime, read Bernald Smith's article in latest Soaring.

11. Peter: find new Safety Officer for PASCO Status: Peter--Currently talking with Richard Pearle to cover Dave's remaining term. He's done a great job at the seminars.

12. Mike: check on the NCSA and Air Sailing youth scholarship programs and see how PASCO might participate or contribute to honor Dave Cunningham's memory.

Status: No progress.

13. Karol: get PASCO scholarship info to Larry to put on Web site, specifically for private rating reimbursement program for youth. Status: No progress. (Karol had family health issues, so she's been unavailable.)

14. Mike: Contact Monique ASAP for article on Dave for WestWind.

Status: Instead of Monique, Rolf is writing an article, but won't be done for this issue.

15. Bruce (and all): Identify and book group of exciting speakers for banquet and seminar.
Status: Not yet done.

Discussion: We'll need a main speaker (after dinner) plus seminars themselves. Peter goggled "astronauts after dinner speakers"--costs anywhere from \$5K to \$10k/night! However, NASA Ames has a NASA speakers program, which is free.

Action Item: Bruce investigate NASA speakers program.

Peter: Mark & Hans did a seminar in 04 on an intro to winch launching. How about "Latest Developments in Winch Launching" as one of the seminars?

Mark: could convince Roman to come up and talk about building winches.

(See <http://www.romansdesign.com/>) Also, one of the founders of FLARM, Eurs Rothacker, now lives in Berkeley—could get him to speak.

Ramy: If PASCO will sponsor some of the cost of the banquet it will probably increase attendance.

Peter: Perhaps Rick Walters Worlds report?

Mark: Stephan Leutneger, he flies with Kempton, going to Jr. Worlds in Italy this summer, and will be in Mtn. View this fall.

Bruce: to talk to AOPA about seminar on Airport Advocacy

Action Item: Bruce--Put together rough budget to see what it would cost to put on the seminar for free, and to subsidize the site charge for the banquet. Anyone else with any ideas blast them out.

17. Bruce: Schedule and book venue for banquet and seminar.

Status: Bruce is talking to airport mgmt for an alternative hall to the one at the museum, which is soon to be demolished.

18. Joel: Check with HGC about possible displays at Watsonville and Salinas.

Status: See item 10, above.

19. Joel: Check with AOPA about details for displaying at Nov. 6-8 Expo in San Jose.

Status: Here are the costs to display at AOPA Expo:

- Expo Booth, 10x10, non-corner: \$1980, corner: \$2480

• Aircraft Static Display outdoors at SJ Mineta: \$1400, plus, potentially: 10x10 space next to the aircraft: \$325 (not sure if we could just have a card table and two chairs next to the aircraft and not have to pay for the 10x10 space. Or just two chairs...)

- Non-profit groups (which they classify as doing public service or charitable work) get a 10x10 booth in the concourse outside the expo hall for \$525.

Action: Joel to follow up to see if we can qualify as non-profit with them. (Hans: We've had that status at the SJ Jet Center.

Joel: Inquire about timeline for glider facilities depicted on Interim Airport Layout Diagram to be implemented at Hollister.

Status: According to Quest, pending approval of the latest ALP, the glider improvements would be in budgets over the next three years. Drew says that operating gliders from the original glider ops area north of 24 and east of 31 could be started as soon as this summer, with some temporary tie downs installed in the dirt.

Treasure's report – Hans

Didn't update anything since last meeting, some \$500 in dues have come in, and we paid out for flowers for Dave Cunningham. About \$20,000 in checking account and \$8,000 in scholarship account. New printer for newsletter—printer will handle all aspects of the mailing. And, with no cost increase

Audit to be done before banquet. (Needs to be done before end of October.)

Communications Chair report – Karol/Larry

Website Updates – Larry

Has been updating event calendar and rotating listings on the front page. Will have less time as summer comes up. Perhaps we need to make it more dynamic. Spoke with Brian Choate about blog software. Peter: We talked about monthly updates, but Karol won't have time to do this.

Larry: Spoke with Brian Choate about database-driven events calendar. That's for later in the year.

Larry: Easier to make updates, hard to get people to supply the content.

Action Item: Peter will write the first monthly update for the website.

Action Item: Peter and Larry to discuss schedule for doing updates.

WestWind Update – Karol

Peter: WestWind is imminent; will put a small mention about Dave.

Action Item: Peter will email membership to update on status.

Action Item: Karol will work to find a new editor to replace herself.

Safety Committee

Recovery plan for replacing Dave -- Peter talking with Richard Pearle

Current status of PASCO Site Champions -
--see above

Reinforcing Reno airspace procedures and publication - SSA article follow up (Reno procedures) Jay SSA Regional Director & PASCO Director positions – Peter

Jay: Bill Seed from Kansas has decided to donate his gliderport to the SSA. Executive Committee trying to figure out how to best deal with this issue, which is a new one for them! (Jay was in Lone Pine with Cindy Brickner when he found out about this.)

FAA Airspace Liason - Wave window update - Rolf Status: Peter: Rolf emailed with update: Had one meeting with Reno. Things are looking more reasonable than last time. Rolf still waiting to hear back with approval.

Transponder rulemaking update – Jay

See previous. See Bernald's article in latest Soaring.

Airports

Update on Washoe CAB plans for Pyramid area - Karol at that meeting tonight.

Peter was in Truckee and saw Byron people such as Shannon Madson and encouraged them to keep up with their airport commission to make sure that their interests aren't forgotten.

Action Item: Peter to email Bill Levinson, president NCSA to find out status of Byron airport plan

Contests

Air force signed up for Sports Class at both Air Sailing and Montague. (Still need more people at the Montague regionals, however.)

Peter did send out email to Pasco to pilots to suggest having a go at the contests.

Peter: Avenal spring contest had 12 pilots. Was fun, and close finish. Primarily Turn Area Tasks, so Peter didn't see anyone the whole contest. Was 102-105 degrees the whole weekend.

Ramy: Hollister League ended last weekend in May. Good contest runs, especially earlier on. One day 500k flights New Cuyama and back. Had 7-8 pilots per contest day; probably 10-15 pilots participated over all.

Awards

Alby Award update – Ramy-Sergio -No update. Sent update of PASCO Sawyer award a couple of weeks ago. Just completed website for Alby Award. Waiting for Sergio to review. See the new web site at www.Albysvoyage.blogspot.com

New Business

- Banquet planning – Bruce Roberts (See previous.)
- Winch launch action ideas - Peter Deane

Peter was at Avenal shooting the breeze: How feasible would it be to put a winch in a field near Panoche for a couple of weekends? Or at Avenal. PASCO could think creatively about a winch club, or organize fundraisers for a winch. To build up momentum and knowledge of winch

operations to help lower costs and bring in new people, or keep current people active.

What are some possible winch sites? Avenal, Airsailing, Crazy Creek (Crazy Creek is back in Jim Indebo's hands again. He doesn't currently have an engine for his recently rebuilt Pawnee however.) Could rent a field near Panoche. See YouTube for video of the 29 Palms winch fest.

Mark: Maintenance is the \$\$\$ issue for towplanes rather than just the cost of gas. Williams does its own maintenance which keeps prices low.

Mark: We need a winch site near I-5 and 580 to be close enough to Bay Area as a place for people to learn the winch. 5000 foot slice of farm field = 1500 foot launch = 15 minute flight. Doesn't have to be near good soaring conditions, just close enough to get to.

Hans: I grew up on winches—all the healthy European operations are a combination of training and advanced soaring. We're talking about decoupling those—could that be sustainable?

Mark: It doesn't have to be—it's just to get a foothold. I'd like to focus on getting new people in, and so need to be within an hour of a major population center.

Peter: What would we do if we all of a sudden had a brand new winch? First off we need to develop some expertise. Once we had a group of people qualified we could go around to different sites and get more people up to speed, interested and involved. Then we'd find out which sites would be interested, and maybe sell them the winch. Or, we start a winch club that's separate from PASCO.

Mark: Best to have a separate club to minimize liability for that. The club would have just a winch and one glider.

Mike: Winching is not compatible with airport operations. Avenal might be a good location to try this out.

Peter: Avenal is close to several central CA areas. Easy to camp there for a weekend.

Peter: Think Mark is right about creating a separate club. That's something PASCO could make a substantial donation to fund the purchase of a winch.

Mark: It's definitely doable; main issue is money. The winches aren't cheap.

Peter: We could kick start the process.

Hans: Watching BASA acquiring new equipment, there doesn't seem to be much problem getting the financing together to make these kind of major purchases.

Peter: Soaring is on a slow steady decline due to the increasing costs. We need to get out ahead on this and change the way things are done. Should put something together where a club has an option to buy the winch down the road.

Action Item: Mark will set up a Yahoo! Group to discuss options for a local winch (local meaning CA & NV.)

Action Item: Peter: will write a mission statement for the winch group.

Winch Discussion will be a regular agenda item for PASCO meetings going forward.

Outstanding Action Items:

- Peter: Send PASCO promotion materials and static display best practices document to Larry to put online
- Larry: Put those materials on the web site so that anyone who wants to put on a static display can do so.
- Hans: Call John Volkober for help with the audit.
- Bruce: Put together rough budget to see what it would cost to put on the seminar for free, and to subsidize the site charge for the banquet.
- All: Anyone with ideas either for seminar speakers or ways to increase attendance share them with the group.
- Joel: Follow up to see if we can qualify as non-profit with AOPA for San Jose Expo.
- Peter: Write the first monthly update for the website.
- Peter and Larry: Discuss schedule for doing updates.
- Peter: Email membership to update on status of Westwind.
- Karol: Work to find a new editor to replace herself for Westwind.
- Peter: Email Bill Levinson (president NCSA) to find out status of Byron airport plan
- Mark: Set up a Yahoo! Group to discuss options for a local winch (local meaning CA & NV.)
- Peter: Write a mission statement for the winch group.

Next Meeting: August 11th

Meeting adjourned at 9:20

PASCO BOARD MEETING August 20, 2008 Minutes

Meeting called to Order at 7:12

Board Members Present: Peter Deane, Mike Mayo, Hans Van Weersch, Karol Hines, Rolf Peterson

Regional Directors/Governors present: Jay McDaniel, Mark Ramsey

Old Action Items:

- 1) Peter: Send PASCO promotion materials & static display best practices document to Larry and put on line. Status: Done
- 2) Larry: Put those materials on the web site so that anyone who wants to put on a static display can do so. Status: Larry will put on website soon
- 3) Hans: Call John Volkober for help on the audit. Status: Not due until after the banquet.
- 4) Bruce: Put together rough budget to see what it would cost to put on the seminar for free, and to subsidize site charge for the banquet. Status: open
- 5) All: Anyone with ideas either for seminar speakers or ways to increase attendance share them with the group

6) Joel: Follow up to see if we can qualify as non-profit with AOPA for San Jose Expo. Status: Outside booths are all full, would need to get on waiting list, cost is \$525, Board agreed to not pursue.

7) Peter: Write the first monthly update for the website. Status: Open

8) Peter/Larry: Discuss schedule for doing update. Status:

9) Karol: Work to find a new editor to replace herself for Westwind. Status: Open

10) Peter: Email Bill Levinson (NCSA pres) to find out status of Byron airport plan. Status: Open

11) Mark: Setup Yahoo! Group to discuss options for local winch (local = CA & NV). Status: Done

12) Peter: Write a mission statement for winch group. Status: Done

Treasurer's Report – Hans

Little change over last few months, ~17K in savings account, and ~\$7K in scholarship account

Communications Chair Report- Karol/Larry

a) Website Update

b) Westwind Update

- Karol will include article about either Peter/Rami/Yulie's flight from Truckee Sunday 8/17

- Karol will include an existing article about Dave Cunningham, but she needs to find article first

- Peter will write up an explanation of Westwind plans (i.e. hard copy less often, month web update more often.

Safety Committee

Still need safety person to replace Dave. Peter has someone in mind, will approach in Sept, after soaring season.

FAA Liason – Rolf Peterson

- New wave window boundaries went into effect 7/31/08, details will appear in next Westwind, and will be explained at the PASCO banquet.

SSA – Jay McDaniel

- Executive director search put on hold for now
- New editor

Airports

- Truckee: Relationship between Soar Truckee and the airport administration is said to be "very good"

- ASI: annual banquet coming up in a few weeks; there was a house built off the runway (without proper permits, but not an obstacle)

- Minden: CAP activity strong

- Avenal: may have to buy towplane, site may be a good candidate for winch launching

- Montague – no update – successful contests this summer.

- Tonopah – airport mgmnt relationship good – potential for renewing as a contest site.

- Las Vegas - reduction in air travel *may* delay build of new airport to the south.

Site Champions

- | | |
|-------------|--------------|
| - ASI | Dick Horn |
| - Avenal | Dan Gudgel |
| - Byron | Monique Weil |
| - Ely | Carl Herold |
| - Hollister | Joel Klein |
| - Las Vegas | Jay McDaniel |
| - Truckee | Mike Mayo |
| - Minden | Fred LaSor |
| - Tonopah | |

Contests (in Cal 09)

- ASI: Sport's class
- Montague: Open and standard class in June
- Truckee: Richard Pearl very enthusiastic about Truckee hosting a regional contest in 09

Awards

- Jay emailed regions about nomination for non-flying awards for 2008; and resent to Region 11 8/20.

- No update from Ramy.

Promotion

- Joel reported on AOPA booth status – basically we're too late – unsure of local benefit from promotion -
- Salinas airshow – Eric Rupp will be displaying his glider and talking about his Mexico flight – waiting to find out cost status of display.
- Reno Air Races – Karol will look into ways to distribute promotional material at the show.

New Business

- Banquet: Saturday 11/1 at the Western Soaring Museum

Speaker may include Jay McDaniel or Fred Lasor (wave window), Richard Pearle (safety), Eurs Rothacker, 'Roman Wrosz (winch), Einar Enevoldson, Dr James Doyle & Stephen Leutneger. Bruce to organize banquet speakers, food, PA system, screen, payment to Museum etc.

- Winch Launch

Mark has created a Yahoo! Winch group (norcalwinch); next Westwind will include reference to this

Outstanding Action Items:

1) Bruce: organize banquet speakers, food, PA system, screen, payment to Museum etc. Put together rough budget to see what it would cost to put on the seminar for free

2) Karol: Westwind; include article about Peter/Rami/Yulie's flight from Truckee Sunday 8/17, existing article about Dave Cunningham, new wave window details, reference to norcalwinch.

Continue search for new Westwind editor

Call Larry and establish a routine for regular news updates on the web site (e.g. blog)

Look into distributing promotion material at the Air Races.

- 3) Peter: Email Bill Levinson (NCSA pres) to find out status of Byron airport plan. Write the first monthly update for the website, prez column for Westwind. Recruit PASCO promotions chair. Mail printed material to site champions
- 4) Hans: Publish/email treasure's report
- 5) Larry: PASCO promotion materials & static display best practices document, put on website

Next Pasco board meetings: 9/15 7PM; 10/13 7PM

Meeting adjourned at 9:15

PASCO BOARD MEETING Sept. 15, 2008 Minutes

Meeting called to order at 7:00 pm

Board Members Present: Peter Deane, Bruce Roberts, Joel Klein, Mike Mayo, Karol Hines, Larry Roberts, Ramy Yanetz

Regional Directors/Governors present: Jay McDaniel
Old Action Items:

- 1) Larry: Put PASCO promotion materials & static display best practices document materials on the web site so that anyone who wants to put on a static display can do so. • Status: Larry will put on website soon (needs to create a page to put them on.)
- 2) Hans: Call John Volkober for help on the audit. Status: Not due until after the banquet.
- 3) Peter: Write the first monthly update for the website. Status: Not done.
- 4) Karol: Work to find a new editor to replace herself for Westwind. Status: Not done
- 5) Karol: Call Larry and establish a routine for regular news updates on the web site (e.g. blog)
 - Status: Larry proposes 2x/month, 1st and 3rd Thursdays, to do the updates.
- 6) Peter: Email Bill Levinson (NCSA pres) to find out status of Byron airport plan. Status: Not done
- 7) Peter: Recruit PASCO promotions chair
 - Status: Not done – covering himself for now.
- 8) Peter: Mail printed material to site champions
 - Status: Not done yet – electronic copies sent.
- 9) Peter: Email Bill Levinson (NCSA pres) to find out status of Byron airport plan. Status: Not done
- 10) Hans: Publish/email treasure's report
 - Status: Not done

Treasure's report – Hans

- Status: No report. Hans in Europe due to death in family

Communications Chair report – Karol/Larry

a. Website Updates – Larry

- Larry: would like to have scheduled updates, to that end, he'll do updates on two weeknights, 1st and 3rd Thursdays.

It's quicker if it's just cut and paste, takes longer if he has to write the text himself.

Peter: How should we get info to you?

Larry: email him and copy the board

Larry: Will be making changes / updates to email. Contacted Brian Choate to help out. They will be converting pacific soaring email to google email to be able to send attachments with the email list. The address won't change. It will look just like google web mail interface. There will be a web address where we can all go there to see what's been sent. He'll send out the details when it's ready. We'll also have an online Google calendar, we can have up to 100 email addresses so whole board can have an email address. This will finally allow us to have attachments! Also gives us access to Google docs if we want (online applications similar to Word & Excel, with the added benefit of online document storage so we'll all have access.)

Future capabilities as well. (Larry has dropped out of one other club (Silverado), so is freed up to do more PASCO stuff!)

WestWind Update – Karol

- Karol: Still looking for new editor. Isn't that much work, actually...

Karol: Current issue won't be done till end of week. She will include article about Peter/Ramy/Yulie's flight from Truckee Sunday 8/17, will put in what she's got on Soar Truckee bulletin board

If anyone has some, please send pictures, anything. Ramy flew north of Shasta and back today

Peter: can send flight traces

Karol: Current issue will be done by end of this week. If Peter wants to add anything, can hold to this weekend.

Peter: I do need to write up explanation of new Westwind schedule.

Karol: Nobody contacted her with any more info about Dave, so will use existing article about Dave Cunningham

Karol will publish the letter of agreement on new wave window details

Karol will include a reference to norcalwinch Yahoo group

Peter: that should also include text of the statement of purpose

Karol was unable to distribute promotional material at the Reno Air Races as she was too busy doing media booth stuff.

Safety Committee

- Peter: Richard Pearl pulled out of doing safety presentation at banquet (b-day obligations) Peter has no extra bandwidth right now, will work on finding Safety officer after banquet.

Peter: Any update on Lee Edling?

Karol: He hasn't been at Air Sailing all summer-had to go to the Midwest to help his mother

SSA Regional Director & PASCO Director positions –

Peter: No progress on finding new safety officer

Promotion - Peter

Salinas Airshow:

- Joel: Eric Rupp is handling this since Drew is in

Europe. (updated since the meeting: Eric will display his DG 300 at Salinas, and is organizing volunteers & handouts. Joel will be there on Sunday.)

Winch Launch Discussion:

- Mark has created a Yahoo! Winch group (norcalwinch); next Westwind will include reference to this
- Mark: Discussion has stopped-everybody is waiting for someone to do something

Peter: Mark did a good job of putting everything together and a straw man plan - put out a nice financial planning spreadsheet. The problem is: minimize loan and maximize the number of equity owners

Mark: Can't afford big loans as servicing the debt eats up the revenues.

Real issue is money. Are there enough people around to make it happen.

Peter: Figure out a plan and float it in a more public manner. There are some fairly wealthy people around... Willing to help flesh it out.

Mark: Plan is to come up with some numbers (with your help) and put it out there.

Peter: We need some expert people to train us; teach the teachers. The other side is liability protection for equity share holders.

Mark: The liability issue is for the people actually operating the winch.

Peter: We need to figure out the legal issues. Need to come up with a certification program for the operators.

Membership Update

No update

FAA Airspace Liason

Transponder rulemaking update – Jay?

- Jay: No news on transponder update rule.

Airports

ASL:

- Karol: wind farm with 150 windmills going up on Virginia Peak, already approved, scheduled to start 2010. 200 foot tall. All other development stalled with issues about water. Ballot initiatives against "leapfrog development" and against requiring importing water. Air Sailing did put up a gate that can be closed and locked once a year to prevent a restrictive easement across runway.

- Jay: everything fine in Nevada. Good flying this past weekend.

Contests

- Peter: Truckee keen on regionals in 2009

Karol: was at shareholders meeting this last weekend, she told them they need to "pick a date and submit the request." Will spend time with them to make sure they have the kind of organization they need.

Peter: Has spent time with Richard and Doug to make sure they know what's involved. Doable, just needs to be carefully thought out.

Awards

Alby Award update – Ramy-Sergio –

- Jay emailed regions about nomination for non-flying awards for 2008; and resent to Region 11 8/20.

Ramy: Everything all set for the Alby award. Wanted to check that he's aware of the procedures about award nominations process.

Peter: Was going to schedule that for the next meeting, but can exchange email before hand to get ahead.

Ramy: needs to collect some of the awards ahead of the banquet. Will start on that at the beginning of next month.

Peter: Anyone who wants to nominate someone for an award should submit them to Ramy. Both board members and members as well, to open up the "closed circle" a bit more.

Peter: We'll review the nominations and see who gets what. Needs to be by the beginning of October

Banquet planning– Bruce Roberts

•Bruce: First the good news Einar Einvoldsen will speak at the banquet, and will bring his weather guru as well. Mark has spoken with Roman (the winch guy) who will come. Fred LaSoar, Eric Rupp, FAA guys Donald Brooks and mark beadle. Five guys including Mark for seminar, plus Einar will speak at dinner.

Bad News: Oakland airport director said the seminars building wouldn't be torn down, but the museum director says that not only will it be torn down, but that the demolition is scheduled for 10/15(!) Oakland Airspace Museum director Pam will accommodate us if we want to, but there's no room there big enough for our group. Options: Day sessions somewhere else, and dinner there. Or elsewhere for everything.

We need someplace that can accommodate 60-70 people.

Peter: Is there anything at the airport?

Bruce: I'll talk with the airport manager - Need to make sure that there will be parking too, when they tear down the building.

New Business - None

New Action Items:

- 1) Peter: print out some promotional info to take to seminars and hand out to site champions. If can, otherwise will mail to them after banquet.
- 2) Peter: write promotional email and text for WestWind about the seminars and banquet
- 3) Peter: put out member request for inputs for PASCO exceptional service awards and Les Arnold Award
- 4) Ramy to put together an email of the awards and solicitation of nominations. Also for distance awards. Will send it to Ty White and he will forward it to everybody
- 5) Bruce to look for alternative facilities for seminars and banquet.
- 6) Peter: mail his (wife's) airshow display procedures list to Larry for the Website.
- 7) Larry: complete web site updates for Gmail, seminars and banquet, promotional information.

Next Pasco board meeting: 10/6/08 7pm

Meeting adjourned at 8:27 pm

PASCO BOARD MEETING October 6, 2008

Minutes

Meeting called to order at 7:12 pm

Board members present: Peter Deane, Mike Mayo, Karol Hines, Bruce Roberts, Joel Klein, Larry Roberts, Ramy Yanetz

Committee chairs and guests present: Jay McDowell, SSA Director; Marc Ramsey, SSA Governor – Northern California

Old Action Items:

Larry: Put PASCO promotion materials & static display best practices document materials on the web site so that anyone who wants to put on a static display can do so.

Status: Larry will put on website soon (needs to create a page to put them on).

Peter: mail his wife's airshow display best practices list to Larry for the Website.

Status: Not done

Hans: Call John Volkover for help on the audit – Status: Not due until after the banquet.

Peter: Write the first monthly update for the website. - Status: Not done

Karol: Work to find a new editor to replace herself for Westwind. - Status: Not done

Karol: Call Larry and establish a routine for regular news updates on the web site (e.g. blog) - Status: Larry proposes 2x/month, 1st and 3rd Thursdays, to do the updates

Peter: Email NCSA pres. to find out status of Byron airport plan - Status: Not done

Peter: Recruit PASCO promotions chair – Status: Not done – covering himself for now.

Peter: Mail printed material to site champions - Status: Partially done – electronic copies sent. Made 100 double-sided copies of PASCO "where to fly" sheet, mailed to Eric Rupp for Salinas show.

Hans: Publish/email treasure's report - Status: Not done

Peter: write promotional email and text for WestWind about the seminars and banquet - Status: Done

Peter: put out member request for inputs for PASCO exceptional service awards and Les Arnold Award - Status: Done by Ramy.

Larry: complete web site updates for Gmail, seminars and banquet, promotional information. - Status: All complete

Membership Update - Hans in lieu of Ty

Peter: Ty sent distressing email over weekend—he has a family tragedy and he will be unable to handle membership issues for the time being

Ramy: Received a list of members a few weeks ago from Ty, and has list of membership dues. Spreadsheet

- lists 357 members. (Plus two new ones who won distance awards and Ramy encouraged them join.)
- Action Item: Ramy to email membership list to both Peter and Hans
 - Action Item: Peter will send flowers to Ty's family on behalf of PASCO

Communications Chair

a. Website Updates – Larry Roberts

- Peter: All of the banquet info is up with nice PDF flyer with all info about sched, seminar & maps. Bruce and Larry did a nice job.

- Minutes from last meeting are up on board section
- Peter: Got membership email list from Ty. Larry scrambled over weekend to get gmail set up for PASCO site. Created administrator account on google mail called "President@PacificSoaring.org" which peter has the p/w for. Larry also created "PASCO-MEMBER" distribution list which allows peter to send email out to all members.

b. WestWind Update – Karol Hines

Peter: Karol will have WestWind ready this next weekend. It's past due and getting close. Peter will help her to get it together for Hans for printing.

- Action Item: Peter will send paginated version of Westwind to Hans as soon as he can
- Action Item: Peter will send Larry PDF version as soon as he gets it from Karol

Promotion - Peter Deane

Salinas Airshow- Joel Klein : Show went very well. Eric Rupp displayed his DG 300, HGC provided tables, chairs and an awning. Eric created a nice poster detailing his flight to Calexico. Story seemed to capture the imagination of many attendees. We handed out a lot of literature. Those manning the booth were:

Saturday: Harry Fox, Ramy Yanetz and Kurt Thams

Sunday: Joy Pierce, Eric Rupp, Joel Klein and Buzz Graves

Action Item: Joel will do a write up about Salinas for future issue of Westwind.

AOPA Expo

Joel: Promotion is what we're supposed to be doing, right? Here we can promote soaring to a pre-qualified group of pilots or those otherwise interested in aviation. Cost would be around \$2,000. Hans: It's 1/4 of our annual income.

Discussion: Perhaps we can have a raffle (rides and/or intro lessons)? Get people to sign up and create mailing list for future promotion.

- All present voted to fund display at AOPA expo.

Action Item: Joel will contact AOPA to check on availability.

Update: 10/15, Now moot, as AOPA reports exhibits now sold out, but we can be on a waiting list...

Winch discussion progress - Marc Ramsey

Marc: Not much has changed. Lack of input, only three or four people really contributing at this point. The issue

now is trying to figure out how to raise money.

Peter: Especially in boom times like this...Spent some time thinking about this weekend. Still interested in idea that PASCO might help start the winch process. Not sure how that would work. Haven't found anything in the bylaws that says we CAN'T do it. There's a mechanism that allows us to ask the members (special meeting)

Marc: there are people like Bernald and JJ that don't like the idea, and we need to respect them as well. They're representative of a significant fraction of the membership.

Peter: No question that winching CAN be more dangerous, but that can be reduced to manageable levels with proper training and equipment.

Marc: We have 1/2 an hour for me to speak at the seminar. I'd like to have a plan in mind by that time and present it at the seminar.

Peter: Do you need help coming up with a plan? Bob Kerves and Paul Hansen have been helpful. Joel: It's easier to have something to respond to.

Marc: There is a Lark sitting down in Avenal--owner wants to get it out of his garage. He wants to sell it for \$8k, I think it will take \$4K to make it flyable- Cracks in canopy--needs new canopy frame, and major clean up. Has an open trailer in good shape.

Peter: five people, \$3K each. Perhaps should fund glider and winch separately.

Marc: If anyone is interested in buying 1/5th of a lark, let me know.

NORCALWINCH on YahooGroups –

Action Item: Marc to prepare winch presentation for seminar

Banquet planning– Bruce Roberts

We have two venues: Day sessions at Alameda Free Library, about three miles from the airport. Dinner at the Oakland Aviation Museum. Issue for people flying in being able to get to the seminars. Want to set up a shuttle, not sure how to get the info out. Lots of lunch places within a 10 minute walk-it's in downtown Alameda.

Volunteers - Need two classes of help: some to help there, set up all the stuff there. Need two or three people. One behind bar. Help setting up food. Marc will help shuttle folks back and forth from airport

Peter: will have need of a laptop, projector and a big screen, PA system

Bruce will call Kempton about mobile PA system, if not we'll buy one. They are critical for good meetings and seminars. Peter & Bruce to work on a timeline, who does what when. Ramy will be working on the awards.

Peter: The people doing the bar will be responsible for purchasing the drinks and bar snacks and bringing it in. Marc & Joel – volunteered to help with setup and food/drink purchase

Peter: Is everything paid for. Hans will mail the check tonight.

Bruce: will send payment info for Library to Hans.

Action Item: All--Print Banquet flyers at 11x17 and post

in club house at:

Williams (Larry), Hollister (Joel), Byron (Mike Mayo),
Avenal, Airsailing, Minden (Karol)

Awards - Ramy Yanetz

Flight Awards – Were identified - Didn't have too much response--had to search out people to apply for the awards. Most of the distance award winners probably know who they are--no big surprises there.

Alby Award update

First flight - waiting for the weather to cooperate. Got three or four email inquiries after article came out in Soaring magazine

Exceptional Service awards

• List of nominees:

4 exceptional service nominees –

Peter: Motioned to award them to all of them.

• Motion carried without dissent to award 4 awards.

Ramy: Shall I notify them so that they might show up?

Peter: Yes – encourage them to attend

Les Arnold Award winner: Discussion followed.

• Peter will work with Ramy offline to get ready for the big date.

Ramy: Discussion around displaying past and currently un-awarded PASCO awards at an FBO with a showcase – better than having them sit in Ramy's garage.

SSA Regional Director & PASCO Director positions –

Peter Deane

Peter will actively recruit for new PASCO chair positions at the seminars and banquet: Need to get a replacement for Karol (Westwind), need a promotions chair really badly.

Jay: My SSA Director term is two more years (filled out the last year of John Volkober, and then was elected to a term of his own in 2008 for three years.)

Karol: Are supposed to have had nominations for director positions and elections and then announce at the meeting. Among board members then at the meeting we elect officers--we can still do that.

Election of Officers for the next year:

Karol: Motion that we keep the same officers for the coming year.

• Passed with no objections.

Treasure's report – Hans Weersch

We have \$21,260.89 in checking account
business/saving \$146.74 (both in Wells Fargo)
scholarship fund \$8,286.69 (Morgan Stanley)

Our position is comfortable. Still have about \$450 checks to deposit, all the bills are paid. Expenses coming up: Banquet, WestWind, AOPA booth.

Peter: Need signature card and account numbers of all PASCO funds as a backup to the treasurer.

Action Item: Hans to find out how to get Peter as a signatory, and get him bank material and info.

Peter: next question--Audit. When is it required by?

Karol: We're way overdue. (years...)

Hans: No possibility to get it done before November 1st with his schedule.

Karol: Should be simple. Bring checkbook and bank statements to accountant.

Peter: Two steps. We need to find an accountant, and get him the info. Want to get it done by Christmas.

Action Item: Hans--Audit to be completed by Dec. 31st.

Hans: Will have the standard yearly report at the banquet.

Karol/Peter: Our financial report needs to be from November 1st to October 31st 2008, not the calendar year. Statements given at the banquet according to the charter need to be as of October 31st.

Peter: will need to work back from Jan 1st this year to November 1st of last year to get back on track.

Action Item for Hans: Set up books to be for the correct period for annual meeting

Karol: Need to show beginning balance, summary of activity (income & expenditure) and ending balance. Don't need to do details, just do summary.

New Business: none

New Action Items:

Action Item: Ramy to email membership list to both Peter and Hans

Action Item: Peter will send flowers to Ty's family; about \$130 for a nice arrangement

Action Item: Peter will send paginated version of Westwind to Hans as soon as he can

Action Item: Peter will send Larry PDF version as soon as he gets it from Karol

Action Item: Joel will do a write up about Salinas for future issue of Westwind.

Action Item: Joel will contact AOPA to check on availability of booth for Expo San Jose in November. Update: 10/15, AOPA reports exhibits sold out, but can be on waiting list...

Action Item: Marc to prepare winch presentation for seminar

Action Item: All--Print Banquet flyers at 11x17 and post in club house at: Williams (Larry), Hollister (Joel), Byron (Mike), Avenal, Airsailing, Minden (Karol)

Action Item: Hans to find out how to get Peter as a signatory, and get him bank material and info.

Action Item: Hans--Audit to be completed by Dec. 31st.

Action Item: Hans: Set up books to be for the correct period for annual meeting

Next Meeting: annual general meeting November 1st.

Last meeting of year: December 8th 2008

Meeting adjourned at 9:18



Glider at Weed Airport waiting for a retrieve. Mt Shasta in the distance ~ Bill Richardson

Notes from SSA Board Meeting September 27th in Wichita, Kansas

Submitted by Jay McDaniel

Why Wichita? Well you've probably seen the item on the SSA site describing a visit to the gliderport at Hutchinson, Kansas being donated to the SSA by Bill Seed.

While I didn't get to go on the trip, those that went were convinced that it is a great asset and that the SSA should accept the gift.

We voted to do so at the meeting. An LLC will be formed to own the property directly and the Kansas Soaring Association will continue to run the place as they do now.

Stand by for more news as the details begin to fall into place. Bill has visions of World contests being held at the location. It certainly has the acreage to support it.

The SSA finances are in the BLACK with the loan from the Soaring Safety Foundation paid back and all IRS taxes paid. This is due to the overwhelming donations to the Eagle Fund from our membership as well as the fact that we haven't been paying the salary of an Executive Director for the past two years. Thanx to all SSA members who donated. Further donations will be going to items that will be of direct benefit to the membership.

The new Executive Board of Directors will be:

Chairman – Phil Umphres

1st Vice Chair – Al Tyler

Secretary – Cindy Brickner

Treasurer – Dave Pixon

Other Directors-at-Large – Jonathan Gaffney (NAA), Peter Smith (NSM), Ken Sorenson, Geoff Weck, Chris O'Callahan (AOPA) and Burt Compton.

Wave Window Update

Other items of interest:

- Cindy B will be working with PASCO and Bernald Smith and Rolf Peterson concerning the FAA wave window airspace grab in the Reno area.
- Jim Payne will be presented to the Life and 20+ year members for nomination to the Soaring Hall of Fame.
- There is a search for a new website editor for SSA. Doug Easton can't do it all. Interested applicants can contact Denise Layton at Hobbs.
- Growth and development of SSA needs emphasis. Any ideas or volunteers can contact me and I'll pass to the appropriate directors.
- Next meeting will be 23 Jan in Chicago.

Chute Packing Interval Extended to 180 Days

The FAA's final rule amending the regulations governing the packing intervals for certain types of parachutes was published in the Federal Register on November 19, 2008, and becomes effective December 19, 2008. The amendment extends the required packing interval from 120 days to 180 days.

To read the complete amendment go to:
http://www.faa.gov/regulations_policies/rulemaking/recently_published/media/2120_ai85.pdf

[Docket No.: FAA-2005-21829; Amendment Nos. 91-305, 105-13]

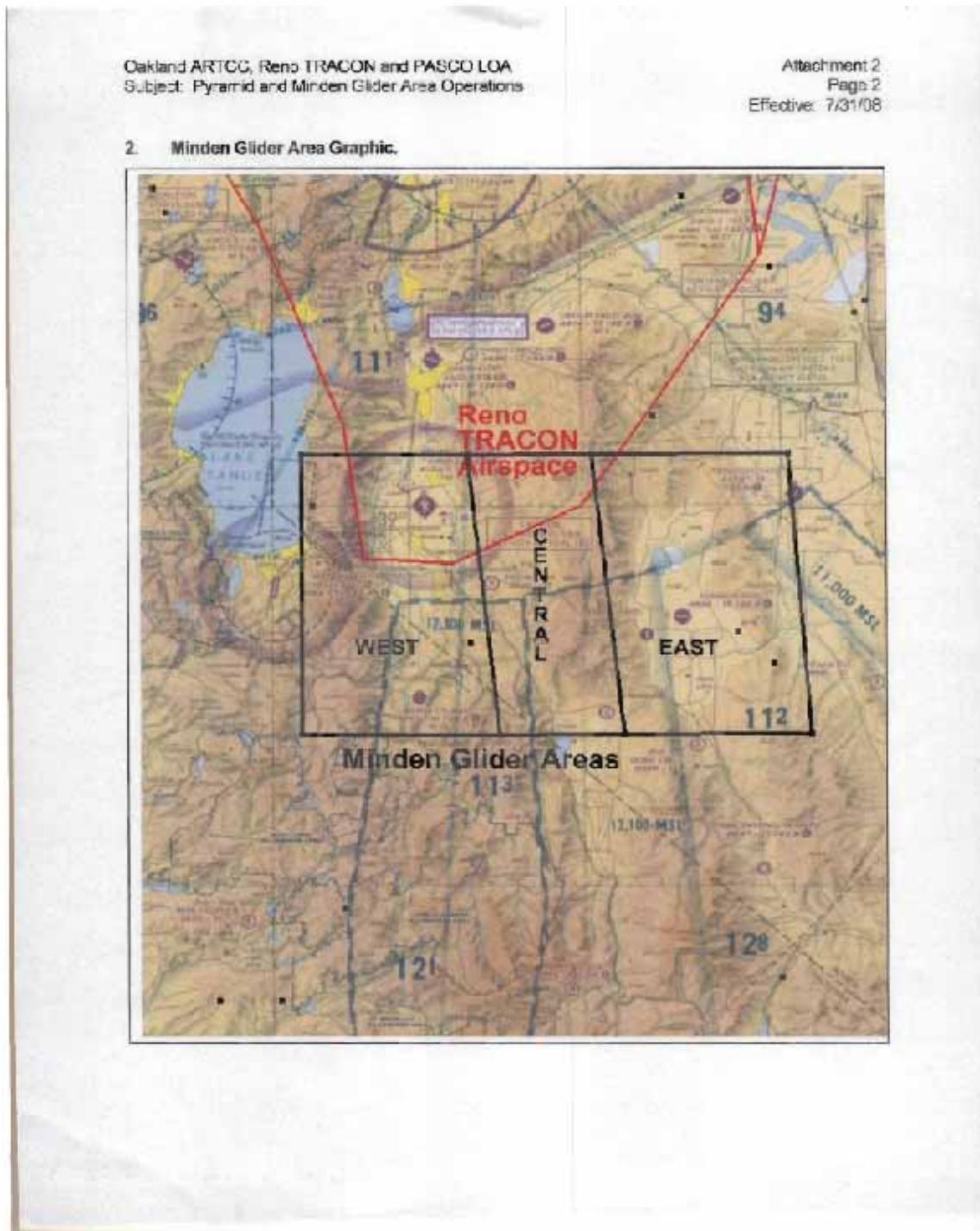


robabably not an aero retrieve....

NEW WAVE WINDOW AGREEMENTS!!

The Minden and Pyramid Lake area Wave Windows were re-negotiated and combined into a single agreement. The FAA document contains maps and coordinates of the wave window areas. See www.pacificsoaring.org/safety.html for full details of the agreements for the NEW MINDEN WAVE WINDOW and NEW AIRSAILING WAVE WINDOW

IMPORTANT Transponders are REQUIRED, plus many other changes. Review Minden/Pyramid wave documents and get a briefing from your local club or glider operation before you attempt a wave flight. They probably will not open the wave window for you if you have not been briefed. Maps are shown below so you can see the boundary changes.



ATTACHMENT 2: AIRSPACE GRAPHICS

1. Pyramid Glider Area Graphic.



Soaring Loses an Icon

By Byron Harris, WFAA TV, Texas



REOWNED PILOT DIES

Bold letters JD, which could be seen on the remains of a glider that went down near Midlothian, sent a particularly poignant message to pilots across the country. Dick Johnson, who many called one of the best glider pilots ever to sit in a cockpit, was dead.

His skills brought him eleven national championships and one world title.

"He learned to fly before WWII; and he had been flying since he was a young boy," said Jeff Baird, Texas Soaring Association in Midlothian.

Around noon Wednesday, he went up to check the weather at the Soaring Association's airfield near Midlothian. His colleagues saw him slip below the tree line a couple of miles away, which was where they found the wreckage.

The cause of the crash is still unknown.

Johnson flourished in a sport whose name captures its thrill, soaring.

At the Texas Soaring Association (TSA), he was literally the wing beneath the wings of young pilots. At age 85, he was an encyclopedia of flying who was willing to share his passion, Baird said.

"He loved his family, and he loved soaring and he flew every chance he could get," Baird said.

The most important instrument in a glider is the yaw string, which is located outside the cockpit in front of the pilot's nose. The flimsy piece of fiber tracks the airflow over the aircraft. Pilots learn that to stay aloft, the string must be centered in the middle of the nose for a balance point. Friends said Johnson's values were as straight as that string.

"He probably couldn't imagine a better way to go if he had to go," said Dick Mockler, a friend. "To go in his sailplane was probably the best."

Dick's accident happened on July 23rd as he launched as the "sniffer" for the first day of the World Class and 1-26 Nationals at TSA. -ed

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	\$215
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	\$190

*Daily Mar.-Sept.

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 - Northern California, Nevada, Hawaii only

Contact Ramy Yanetz with questions

ryanetz@yahoo.com

Details at: www.pacificsoaring.org/awards/sawyer.html

OLC: www.onlinecontest.org

www.abqsoaring.org/misc_files/USA-OLCTutorial.pdf

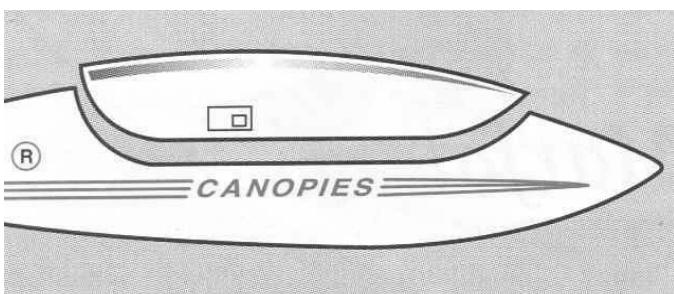


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Paul Wapensky, (650) 873-4341, WapenskyPJ@mfr.usmc.mil

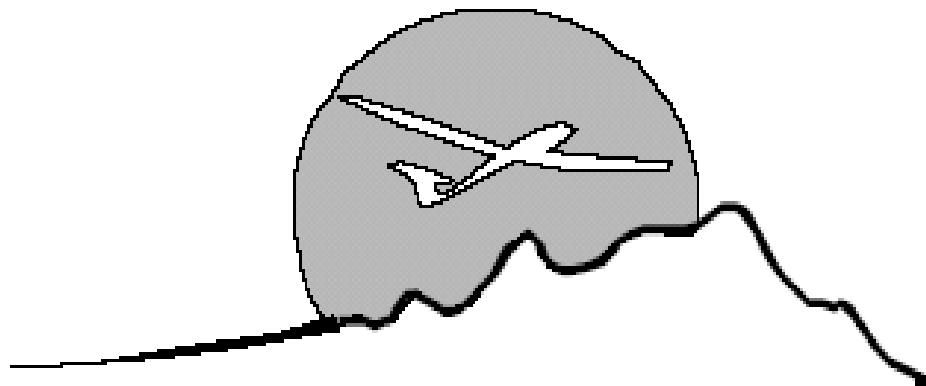
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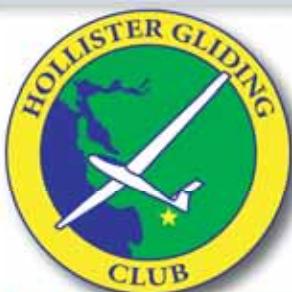
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2009 Calendar of Events - PASCO

2009 Date	Events	Location	Contact
July 3 – 7, 2009	First U.S. Libelle Gathering Follow discussion at: libellesailplanes@yahoogroups.com	Air Sailing, NV www.airsailing.org	Neita Montague Neitalibelle@aol.com
July	TAGAR! (Truckee Airport Gliding Air Race!) Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
Aug	Gerlach Dash A fun annual event at Air Sailing	Air Sailing, NV www.airsailing.org	Bob Spielman 775-345-0410 thudpilot1@msn.com
Sept	TAGAR! (Truckee Airport Gliding Air Race!) Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
Sept	Air Sailing Awards Banquet and Silent Auction	Air Sailing, NV www.airsailing.org	Ty White tylerwhite@earthlink.net 510-504-2217
Oct	Williams Soaring Oktoberfest (also last day of VSA Race Series) Great fun! Come visit, eat, & Drink	Williams Soaring 530-476-5600	www.williamssoaring.com Noelle Mayes noelle@williamssoaring.com
TBD Nov	PASCO Annual Seminars and Awards Banquet Seminars 9-5, Awards Dinner 7-10	Western Aviation Museum, Oakland, CA	Bruce Roberts PASCO Vice President contact TBD



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KaroLL@sbcglobal.net*

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



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