

June 2008



e-WESTWIND



Dave Cunningham in the NCSA Blanik at AirSailing

PASCO Prez Column Safety: There I Was – A Tow Story
AirSailing – Winter Accomplishments NCSA – 2007 Accomplishments
Transfers, Gliderport fight for Airspace – the Torrey Pines Saga
PASCO Board Meeting Dec 2007, Jan 2008, Feb 2008, Mar 2008 and Apr 2008
SSA Board Meeting Minutes An opportunity to Preserve Soaring at Minden!
Region 11 Airspace “happenings”

IMPORTANT! PASSWORD CONTROL HAS BEEN REMOVED FROM WESTWIND TO MAKE THE ELECTRONIC VERSION MORE ACCESSIBLE- CHECK OUT THE NEW 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 2008. Current dues are \$25 annually from the month after receipt of payment.

Pacific Soaring Council, Inc.

President,

Peter Deane
408 838 9695 cell
peter.deane@sbcglobal.net

Vice President,

Bruce Roberts
Bruce.Roberts@NSC.com

Secretary

Joel Klein

Treasurer,

Hans Van Weersch
PO Box 61406, Sunnyvale CA 94088
408-931-4417 cell
weersch@yahoo.com

Directors

Lee Edling
lkedling@earthlink.net
775-722-9188

Karol Hines
4800 Sky Mountain Circle
Reno, NV 89523
775-762-8312 (cell)
KaroLL@sbcglobal.net

Mike Mayo
1880 Channing Ave.
Palo Alto, CA 94303-3013
650-857-0522
echofive@sbcglobal.net

Larry Roberts
larry-YE@sbcglobal.net

Committee Chairs

Awards:

ryanetz@yahoo.com
925-275-8085

Ramy Yanetz

Membership/Address Change

41600 Marigold Drive
Fremont, CA 94539-4716
510-490-6765 tylerwhite@earthlink.net

Ty White

Communications & Newsletter

(see Directors)
KaroLL@sbcglobal.net

Karol Hines

Competition Secretary

1121 Oro Way
Gardnerville, NV 89460
sr@sagedb.minden.nv.us
775-265-3386

Rick Walters

Safety Officer

(open)

Sawyer Award

ryanetz@yahoo.com
925-275-8085

Ramy Yanetz

FAA Liaison

2618 Tahoe Drive Livermore,
CA 94550-6624
925-447-5620
Rolfpete@aol.com

Rolf Peterson

Web Site

larry-YE@sbcglobal.net

Larry Roberts

SSA Region 11 Director

Jay McDaniel

2831 Marathon Dr.
Henderson, NV 89074
Home: 702-270-2910

SSA GOVERNORS

Northern California

659 Valle Vista Ave
Oakland, CA 94610-1921
510-893-0869
marc@ranlog.com

Marc Ramsey

Nevada Governor

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

Stu Crane

Hawaii Governor

266 Poipu Drive,
Honolulu, HI 96825,
(808) 395-9502 h

Elmer Udd,

PASCO Board Meetings; Every 1st Monday of the month, 7pm,
Please go to the 'Board' section of our website (www.pacificsoaring.org) for agenda, call-in information and location/time
Members welcome; please tell us you're coming. (Peter.Deane@sbcglobal.net)

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 P.O. Box 30863, Honolulu, HI 96820.,	Dillingham Field, Oahu, HI. 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
Williams Soaring Center	Williams GliderPort 2668 Husted Road, Williams, CA 95987 http://www.williamssoaring.com/	530-473-5600

REGION 11 CLUBS & ASSOCIATIONS

Air Sailing, Inc. Airport	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 www.mindensoaringclub.org	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	forsyth.bryan@gmail.com	Bryan Forsyth	530-414-1902

WORLD WIDE WEB ADDRESSES - REGION 11

Soaring Society of America	http://www.ssa.org
Pacific Soaring Council	http://www.pacificsoaring.org
Air Sailing Inc.	http://www.airsailing.org
Bay Area Soaring Associates	http://www.flybasa.org
Central California Soaring Club	http://www.soaravenal.com
Las Vegas - The Soaring Center	http://www.soaringcenter.net
Las Vegas Valley Soaring Association	http://www.lvvsa.org
Minden Soaring Club	http://www.mindensoaringclub.com
Mount Shasta Soaring Center	---
Northern California Soaring Assoc.	http://www.norcalsoaring.org/
Silverado Soaring, Inc.	http://www.silveradosoaring.org/
Soar Hollister	http://www.soarhollister.com/
Soaring,-NV ***NEW***	http://www.soaringnv.com/
Williams Soaring Center	http://www.williamssoaring.com/
Valley Soaring Association	http://www.valleysoaring.net



Dave and Kathleen at Truckee Bash in2007

Dave Cunningham

By Rolf Peterson

Dave Cunningham was tragically killed in a floatplane accident in the Sierra Nevada near Yosemite National Park on April 18, 2008.

Dave was an avid glider and airplane pilot and a dedicated glider flight instructor. He was a member of the Northern California Soaring Association at Byron Airport, Byron, CA; the Nevada Soaring Association at Air Sailing Gliderport near Reno, NV; and the Mt. Diablo Pilots Association at Buchanan Field, Concord, CA. He was a part owner of a Schweizer SGS 1-26 glider at Air Sailing and a Citabria single engine airplane based at Buchanan Field.

Dave was a director of the Pacific Soaring Council and chairman of its Safety Committee.

Dave was an active glider flight instructor with the NCSA at Byron and Truckee and with the NSA at Air Sailing. He emphasized instruction of primary glider students and novice glider pilots. He encouraged youth participation in soaring activities and learning to fly gliders.

As a designated Soaring Society of America Instructor Dave was an enthusiastic advocate of the SSA A, B, C and Bronze Badge Awards Program for novice pilots and the FAA Wings Program for recurrent training of all pilots. He was consistently one of the most active SSA Instructors based upon the number of A, B, C, and Bronze Badges awarded each year. He was the most active SSA Instructor nationally in 2004 and was third most active nationally in 2007.

Dave Cunningham Youth Soaring Scholarships have been established by the Northern California Soaring Association and by the Nevada Soaring Association and Air Sailing.

We will have a more complete article on Dave in the next issue – we will all miss Dave, his friendship, company and contribution to making the world a better place.

PASCO Prez Column

Fellow PASCO Members - just a quick update on PASCO as we go into the 2008 soaring season –

First – we have a new board. The lineup is as follows;

Officers and Directors

President	Peter Deane
Vice President	Bruce Roberts
Secretary	Joel Klein
Treasurer	Hans Van Weersch

Directors

Director	Karol Hines
Director	Mike Mayo
Director	Larry Roberts
Director	Leon K. Edling
Director	Vacant

Committee Chairs

Membership	Ty White
Newsletter	Karol Hines
Website	Larry Roberts
Safety Officer	Dave Cunningham
Competition Secretary	Rick Walters
Awards	Ramy Yanetz
Sawyer Award	Daniel Dunkel
FAA Liaison	Rolf Peterson
Promotion	Vacant

As you can see we have a pretty healthy looking board going into 2008 – Sincere and copious thanks go out to Cindy Donovan who is our retiring Awards chairperson, for her sterling efforts over many years. We welcome Ramy Yanetz to replace her – Ramy is already making significant contributions to our awards process. Also new to our board of directors is Larry Roberts who as our new webmaster has done a simply fabulous job with a complete renovation of our website over the winter – and he's not finished yet either – but understandably the rate of progress will reduce as the soaring weather improves! His is a very labor intensive role and we all greatly appreciate his expertise and effort. We welcome Bruce Roberts of the NCSA as Vice President, responsible for the banquet and seminars (and for replacing me if I croak on the job) and also Lee Edling from Air Sailing as a director. Karol and I have swapped roles – she is now editor and I am president for a while. Thanks to Hans who despite being very busy agreed to stay on in his treasurer role. Marc is replaced as secretary by Joel Klein. Thanks to Marc for his many years of volunteer service for PASCO – he is now our Nor Cal Governor – and a big welcome to Joel who started on the board in May. Mike Mayo, who has run the seminars and banquet with some fairly crucial help from his wife Nancy and others is staying on as a board member and hosts the Bay Area contingent at his house for the monthly board meetings. Ty White continues as the mainstay of our membership process. Sadly we lost Dave Cunningham earlier this year in a tragic accident – so our Safety Officer position is open. Rick Walters continues as Competition secretary, and Rolf Peterson continues his crucial role as airspace liaison for PASCO – Rolf is more active than ever (in conjunction with Karol) especially with the transponder team and wave window efforts ongoing – more about that later.

Statement of Purpose – this has been updated for some time and is now up on our web site – The key sentence goes thusly –

“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.”

Promotion and Protection

Note the addition of growth as an activity – we already do a good deal to try and protect our rights and access, largely through airspace and FAA liaison activities, and we are adding some promotional aspects – largely through web site presence and air show related activities through the following year – this is new for us and so we will begin modestly, however we are looking for volunteers to help at air show displays. Drop us a line if you are interested in helping out or receiving promotional materials to promote regional soaring sites at our local air show.

One area of ‘protection’ activities that is becoming more and more critical is that of ‘Airport Advocacy’. With the majority of our soaring operations based at FAA funded airports affected by multiple special interests, we have to be ever vigilant of the local politics surrounding our flying sites. One organization that is very active in local airport advocacy is AOPA. I am a member, and recently called John Pfeifer, CA AOPA Representative to talk to him about airport advocacy and trends at GA airports, and how we could hook into AOPA resources.

Some interesting points from our conversation - MicroJets and Jet traffic in general the biggest challenge facing mixing of GA/Sport aviation with commercial aviation in the next 12 years (by 2020) . John reported prediction of 8000 MicroJets using Federal Airspace by 2020. The dynamic here is that small jet traffic will explode into smaller municipal airports producing challenges for GA and in particular sport aviation activities like skydiving and soaring. The key issue in all aviation communities is colliding priorities.

AOPA CA representative is working legislature in Sacramento. – John is a contract position not full time employee. I asked him what was the approach recommended by AOPA. He was quite emphatic that the key is **local involvement** – being active participants in your local airport commissions and committees. This is long term, hard work – education and re-education of local and airport officials about soaring needs and position in the GA community. John **recommended that local clubs and organizations join and/or consult with local airport support organizations** (e.g. Livermore, Hollister, Byron, Truckee, and Minden).

Airports run on MONEY and POLITICS. Politics is run on RELATIONSHIPS and understanding agendas – we have to know the people. And we need to get involved

BEFORE there is a crisis. This means being active at the local club and FBO level in your airport organizations. A recent and successful example of this airport advocacy was the recent re-instatement of gliding facilities into the Hollister Airport master plan – this due to a renegade airport manager (who, by the way, is no longer an employee of the city) This was entirely due to significant effort from Quest Richlife, Drew Pearce, Harry Fox and others at Hollister. Minden has had more than its fair share of challenges at the airport (which haven't gone away yet), Truckee has issues to manage with the airport board, but what is the exposure of other clubs like the NCSA at Byron, or the Mt Shasta Soaring organization at Siskiyou County? One thing is for sure – if you're not involved somehow with your local airport organizations, you are definitely vulnerable to being dealt out of the game – What is YOUR clubs involvement? If the answer is 'not much' – it might be worth considering getting some folks together to get involved, and quickly.

Safety Section

There I was – Tow story

By Jay McDaniel

11 August 2007:

There I was ... climbing through 150 feet in the Pawnee with the Schweizer 2-33 on tow when I noticed airspeed decaying quickly.

It was a hot day in Southern Nevada, and thermal action resulted in turbulent conditions, especially right off the runway and initial climb to altitude. As usual, during takeoff roll just before lift-off, I double-checked the tachometer, oil pressure, airspeed and rear-view mirror. Confirming that all was well, I lifted off into a 60kt climb.

With the airspeed suddenly decaying, I began a quick scan to identify the culprit. I checked the Pawnee attitude to see if I had brought the nose up excessively high either by turbulence or while scanning elsewhere. The Pawnee's attitude was unchanged. I checked the tachometer to verify that I had full RPM and had not lost power, but the RPM was at maximum. My scan turned to the mirror as I now pushed forward on the stick to maintain at least minimum airspeed in the towing window. Where there was a glider in the mirror before, there wasn't one now. I brought my attention back to the airspeed indicator and moved my left hand away from the throttle toward the emergency tow line release handle. Suddenly, the Pawnee accelerated as if the rope had broken or been released. I checked the mirror again and the 2-33 appeared high in the mirror, belly up, in a steep left turn back toward the airfield. I announced on the CTAF that a glider was landing opposite direction on the East runway. The entire event took a couple of seconds at most.

So what had happened? The student in the 2-33 had kited on tow. The CFI-G was quick on the draw, released the tow line and made the turn back to the airfield (at 200' AGL) to an uneventful landing. I subsequently continued the climb to pattern altitude, turned crosswind to downwind, and set up for an uneventful landing for the next tow.

This wasn't what I expected in this situation. I had never experienced a kiting glider on tow before, but had been aware that this was probably the worst scenario for a tow pilot. In this scenario, I had been trained to anticipate pulling on the stick (up elevator) to keep the Pawnee's tail from rising as a kiting glider pulled the Pawnee's tail up. Instead, I experienced a rapid airspeed decrease, no noticeable need for back pressure on the stick to keep the set pitch attitude, and no discernible change in pitch attitude of the Pawnee. I pushed the Pawnee's nose down to regain airspeed, since a stall at low altitude was not something I wanted to experience, especially with a glider on tow. It is possible that my



Las Vegas Valley Soaring Instructor, Scott Graham, watches as student pilot, Tim Daly, launches on his first solo flight in the Club's 2-33 behind the Club's Pawnee at Jean, NV.

instinctive reaction to regain airspeed with forward stick may have masked the 2-33's upward pull on the Pawnee's tail, however in retrospect, what I experienced was the precursor to the tail-up scenario feared by tow pilots. I realize now that *this is how the scenario begins*, and this was ample warning to the developing danger. Without a timely release by either the glider or me, this scenario may have been the eventuality.

In bumpy conditions, tow pilots should fly a stable pitch attitude and not chase airspeed with pitch. But in the same respect, tow pilots need to keep airspeed within limits (below maximum glider tow limit and above tow plane stall speed) and may need to adjust pitch attitude to do so as thermal action varies. On a smooth day, setting pitch attitude will establish airspeed as a matter of course. In that light, my initial thought was not that of a kiting glider because the Pawnee didn't behave as I had anticipated it to behave. Now I know that a sudden

decrease in tow aircraft airspeed for no apparent reason is an excellent indication that the glider has suddenly deviated significantly behind you. My instinctive reaction to nose over and regain airspeed may have placed us in greater eventual peril had either one of us been late on releasing the tow line.

Both the CFI-G and I had great training, as we both responded properly to a developing hazardous situation. Since this event concluded happily, I can recount the experience and pass along some lessons learned:

1. A sudden and rapid decrease in airspeed is an excellent indicator to the initial phase of glider kiting – when recognized in this phase, immediate action will go a long way to ensuring you get out of the scenario safely!
2. The airplane always talks to you ... you can feel sudden accelerations, decelerations, tail pulls, control sluggishness, etc. Listen to what the airplane is telling you and behave accordingly.
3. A glider can kite in an instant, and will most-likely happen when you're not looking in the mirror.
4. It is always good to know who is on the other end of the tow line.
5. Discuss the flight with the CFI-G / glider pilot prior to takeoff to understand what is intended during the flight.
6. Always brief a "way-out" should an emergency situation arise.
7. Always expect the unexpected.
8. Know the emergency procedures.
9. Aviate first – keep the airplane flying!

Murphy's Law:

- If it can happen, it probably will
- If it can't happen, it definitely will

AirSailing Happenings

In addition to all of the camps and the annual Sports Class Contest, AirSailing has a very active training program. Here are a few articles about some of the training accomplishments at AirSailing over the last year – ed.

ASI Billy Goat Scholarship Program

By Ed "DoDo" Lord, ASI "Billy Goat" Scholarship Director

Congratulations Rob Stone, on your recent CFIG student "Solo" accomplishments, and what a great start for the new year.! I am really gratified by the energy, efforts and dedication, that you, and other participating CFIG's, as well as all of the other NSA /ASI / BASA members have put into the ""Jim "Billy Goat" Hayes Memorial Soaring Scholarship"" program over the years.

Since NSA began sponsoring the JRROTC "Orientation" ride program, and the individual "Solo" program, that NSA has been involved in over the past 3+ years, the "Billy Goat" soaring scholarship program has found an excellent conduit and method for

introducing youth to the art and science of aviation and soaring, as well as an efficient means of identifying talented youth, who show good "attitude, aptitude and altitude" who then want to go on to "Solo" and "Private" pilot licenses.

The "Billy Goat" soaring scholarship program is beginning to look like a "well oiled machine", and as a result, the program has reached a level of efficiency and economy by optimizing the resources that we are investing in our soaring future, by exposing and introducing more youth, *than ever before*, to the sport of soaring.

With the momentum and synergy that we have built into the program, I believe that our program, is one of the most successful and consistent programs in the country, that will have an enduring positive impact on the sport of soaring, for many years to come.

In particular, the recent success rate, of scholarship student pilots, who start and commit to the "Solo" program, who then follow thru in obtaining their "Student Pilot" Solo licenses to completion, has improved dramatically, compared to prior years, since the scholarship program was founded back in 1998.

I believe that we owe this rate of success to the dedicated efforts, oversight and involvement, of the many CFIG's who have successfully guided and encouraged their individual "Billy Goat" students, along with the strong mutual support that NSA, ASI and BASA members have personally invested in these aspiring young aviators.

The one overwhelming example that immediately comes to mind, is the tremendous support that "Marissia" Anaya was given after she soled, not only by NSA / ASI / BASA members, but the soaring community at large, when participants who came from all parts of the country to attend the Air Sailing Thermal and Cross Country Camps, who opened up their hearts, and donated their time, money, and resources to insure that "Marissa" would be able to attend the Women's Soaring Pilots Association Seminar in Avenal, California.!

This one event, had such a wonderful lasting positive impact on Marissia, that when she returned to ASI, Marissia was visibly a much more experienced, mature and rejuvenated aviator. Thanks to the follow-thru mentoring of Neita and Mark Montague. along with all of the other soaring enthusiasts at the WSPA seminar, who took Marissia, "Under their Wing"!

What an exciting and priceless transformation we were all privilege to witness!

These young aviators hopefully will take these experiences that they have learned at Air Sailing, and continue to develop their interest and experience in aviation and soaring, for many years to come, and

hopefully join a soaring organization someday, wherever their travels take them too in the future.



Marissia Anaya

Thanks again for everyone's continued support over the past 10 years, in making the Air Sailing ""Jim "Billy Goat" Hayes Memorial Soaring Scholarship Fund"" a success, but more importantly, a FUN program.!

Other accomplishments at AirSailing over the Winter "Yes we fly year 'round."

From Bob Spielman



Chris Kline after his first solo flight on a cold, sunny day at AirSailing in late December.

Chris Kline: It was a cold day at Air Sailing but not too cold to solo Chris Kline with his family watching. Chris is in the Scholarship program approved by Ed "DoDo" Lord of Network Realty. He had 37 flights before his solo and did a great job. He will now be progressing to get his glider private license. Chris has a nomination to the U.S. Air Force Academy.

Byron Smith: Colin Aro instructed Byron Smith during the last week of February and this check ride was on a windy Saturday. Byron is an MD-80 Captain at American and flew C-141s in the Air Force. He is a TSA (Texas Soaring Association) member and will have fun flying their three ASK-21s. Byron plans to return to Air Sailing for thermal camp and cross country camp.



Byron Smith at AirSailing getting congratulations from Gary Phillips (Designated Examiner) after his successful check ride for his commercial glider rating.



Here's an unusual photo of "Stoney" (Rob Stone) deicing 9H with the propane heater before a wave flight the day before the huge storm on Jan 3rd

Reno Fire Department Visits Air Sailing

By Tim Tobin

(reprinted from the ASI Newsletter)

On Tuesday, August 7, 2007 the Reno Fire Department paid Air Sailing a visit at our invitation. We wanted their input on our recently upgraded Emergency Response equipment, and we also wanted to take the opportunity to familiarize them with the layout of our facility. I arrived early to be sure the area was presentable and "B" Shift Captain Jim Beach rolled in right on time at 10:30 A.M. with two trucks and three members of his squad. They

Northern California Soaring Association (NCSA) 2007 Accomplishments

stayed for about two hours, and seem to have gained a very good perspective on our operation. We were able to show them all the key parts of our facility, and, thanks to Stoney (towing), Mark Montague and his student Laurie, they were able to observe a number of flight operations as well. We even pressed them into service at one point turning Mark's ASK-21 around, answering once and for all the question "How many Reno Firefighters does it take to move an ASK-21?" Answer: Four!!

It was interesting to see things from a First Responder's perspective. They examined a tow plane and a few of the gliders with a focus on rescue access methods and how to approach each aircraft in an emergency. The first question asked on the tow plane (other than "This thing actually flies??") was: "How do you shut it down?" Excellent question!

The firemen also took a good look at the Emergency Response Equipment we recently set up. They made suggestions on improving the emergency equipment (a couple of items we should add to the kit and some ways to consolidate the existing items). We also had a discussion of how to best guide the First Response vehicles to the accident/incident site. The Firefighters stressed the need to have someone go out to Winnemucca Ranch Rd. whenever Emergency Vehicles have been summoned. This individual can then direct the First Responders to the incident site via the most direct route. As an example, an accident at the southwest end of the emergency strip would be best accessed directly from Winnemucca Ranch Rd.

Overall, Captain Beach and his crew seemed very satisfied with our entire operation, and gave us high marks for safety. Of course, I immediately offered them glider rides!!

I will be making the recommended changes to the Emergency Response Guide and Kit right away. We also plan to make a brief video exhibiting the updated equipment and outlining some of the suggested procedures to follow in an emergency.

I'm sure I speak for all the ASI and Sierra Flyers members in voicing our thanks to the Reno Fire Department and especially to Captain Beach and his crew. They really went out of their way on our behalf.



Sailplanes launching at AirSailing

SSA BADGES & BADGE LEGS

A: Seth Dunham; Bill Gage; Ben Hirashima; Paul Mc Donald;

B: Ben Hirashima; Paul Mc Donald; Mike Voie; Mark Violet; Dmitry Chichkov; Taylor Nichols; Larry Suter

C: Larry Suter; Taylor Nichols

Bronze: **Larry Suter:**

Silver Altitude: **Taylor Nichols; Dale Roberts; Larry Suter**

Diamond Distance/Goal: **Shannon Madsen**

World Distance Award (40,000 XC km): **Yuliy**

Gerchikov:

Diplome #7 (750 km is a new diplome category) **Rolf**

Peterson: 750 km

AWARDS were divided into two sections: Advanced and Standard

TOTAL CROSS-COUNTRY STATUTE MILES

Adv. **Ramy Yanetz:** 12, 393 sm; Std: **Shannon Madsen:** 5,474 sm

LONGEST DISTANCE FLIGHT ANYWHERE:

Adv: **Ramy Yanetz:** 632 sm Std: **Mike Mayo:** 370sm

LONGEST(DISTANCE) FLIGHT FROM BYRON:

Adv: **Ramy Yanetz:** 332 sm (500KM triangle) Std: **Shannon Madsen:** 238.6 sm Egg flight to Williams in club's G-102,SS.

HIGHEST ALTITUDE ACHIEVED FROM ANYWHERE:

Adv: **Ramy Yanetz:** 18,000'; std: **Mike Schneider:** 20,200'

HIGHEST ALTITUDE ACHIEVED FROM BYRON:

Adv: **Ramy Yanetz:** 18,000' Diablo wave. std: **Mike Schneider:** 20,200'

FASTEST AVERAGE X-C SPEED ANYWHERE:

Adv: **Yuliy Gerchikov:** 105.3 mph over 532.22 sm in 5:20:20. Std: **Shannon Madsen:** 87.5 mph over 532 sm

STATE RECORDS:

Rolf Peterson: Pending Utah State Records: 15m Class and Open Class - Free Out and Return - 497.1 sm
Sports Class - Free Out and Return - 448.9 hsm (handicapped sm)

PILOT OF THE YEAR:

Adv: **Ramy Yanetz** ; most XC miles (12,393sm), longest distance (632sm), - PASCO: -Longest O&R Distance Award: - 460 sm. Most hours (277hr) Longest flight from Byron 4/18/07 - 535km to Willows, Mt Stake and back to Byron.

Std: **Shannon Madsen:** Two round-trip flights from Byron to Williams to retrieve the PASCO Egg

Five flights over 500km:

(1) First 500k: Hollister-New Cuyama-Hollister (first day flying at

Hollister) - 580km

(2) Diamond Distance/Goal flight: ASI-Mammoth Lakes-ASI - 570km

(3) Best flight to date: Truckee-Cerro Gordo Pk-ASI-Truckee 857km, 140.9km/h

(4) ASI-Bishop-ASI with 70nm final glide - 663km

(5) Truckee-Quincy-Patterson-ASI-Truckee - 554km

INSTRUCTOR OF THE YEAR 2007:

Monique Weil: 286 flights/102.3 hours

TOW PILOT OF THE YEAR 2007:

Ken Ferguson: 171 tows in 35 tow hours

NCSA Safety Seminar

Some 59 attendees were present during the recent NCSA 2008 SAFETY SEMINAR at BYRON AIRPORT - Saturday - February 23, 2008. They heard the following:

RAMY YANETZ

Use of RASP & Blip Maps as a Planning Tool - for Safe XC Soaring from Byron

MIKE SCHNEIDER- BYRON AIRPORT OPERATIONS

Review of Recent Incidents; focus on: PREFLIGHT CHECKS - CANOPY! - SPOILERS! - Runway Incursions; ATC communications.

DAN GUDGEL, Examiner and Meteorologist

WEAK AREAS on Check Rides = Examiner Lessons Learned + Weather Source considerations

RICHARD PEARL

ACCIDENT REVIEW - COMPLACENCY as a large factor in accidents (presented by Dan)

Thanks to Monique Weil who qualified this seminar for WINGS credit. The presentation materials will be made available on the Internet in the near future.



Monique Weil gives a presentation at the NCSA 2008 Safety Seminar

Monique Weil Recipient of the PASCO 2007 Les Arnold award

At the PASCO Banquet, Monique Weil was awarded the Les Arnold award for her many years of contributions to soaring in Region 11. Here are some of the comments received in recognition of Monique. - ed

From Mighty Gorrilla: Mike Green

Monique is the one who thanks everybody for work done at Byron. Several emails a week congratulating pilots on their accomplishments. New members, first solo, good field managing, working on the workdays, etc.

She is on the field on most weekends to give instruction. She makes sure that there are tow pilots, field managers, and instructors available on weekends and special weekday events. The club members respect and love her.

At the WSPA seminars this year down at Avenal she was giving instruction and field check outs every day and all day long with an NCSA Grob 103. This woman is older than I am and she just doesn't stop. What a wonderful person!

From Bill Levnison, President, NCSA

Monique has been VP of NCSA since I've been a member since 2002. She essentially keeps the club running on a daily basis. We're the only club in the Bay Area that instructs on a regular basis with 6 instructors and our own tow plane. We operate regularly on weekends and she keeps the schedules for the tow pilot, instructors, and field manager. Often individuals can't make their scheduled times and Monique spends hours on the phone finding replacements. If we weren't a club, what she does would be a full time job with overtime.

Even though all our planes have crew chiefs, she'll often take on additional work making sure parts and mechanics get scheduled so we don't lose valuable weekends.

She's our only female member, and goes well beyond the call of duty to encourage women to soar and fly. She learned to fly both gliders and power around 1966 and subsequently got her IFR, CFI and CFIG ratings. She was a member of the Civil Air Patrol for about 10 years in the 90's. Cracking this old boys' network was no easy task. Before being accepted at the Concord squadron, she was essentially ignored when she joined both the Oakland and Livermore squadrons.

She speaks fluent French and is conversant in several other languages. She'll do her best to welcome any new member or guest on their native language.

Monique received another award in 2007 at the WSPA (Womens Soaring Pilot Association) Soaring Seminar in Avenal in June - ed

On Thursday night of the WSPA Seminar our beloved Monique Weil was honored for her generous contribution

to soaring and her years of enabling, encouraging women (and men) to fly. Monique has been an inspiration to so many over the years and she never leaves an opportunity to give of herself and her time to the WSPA.

Monique was surprised with a brief series of little stories about her and was given a plaque from all of the participants: The plaque has the WSPA Logo and reads:

Presented to: Monique Weil

June 21, 2007

*In recognition for all you have done in Soaring
and for WSPA.*

*Your efforts, your time, your devotion make such a
difference.*

Thank you

Torrey Pines Gliderport near San Diego has recently come under some pressure due to proposed expansion by UC San Diego. Following are an article published in the UCSD Guardian and letters from Soaring supporters about the issues. – ed.

Transfers, Gliderport Fight for Airspace

By Justin Gutierrez ,Staff Writer

Monday, Oct. 8, 2007

The year 1930 was history for Torrey Pines, when famed aviator Charles Lindbergh floated his sailplane off the top of Mount Soledad to a cushioned landing on a beach near Del Mar, using the air lift generated by the towering cliffs now west of North Torrey Pines Road. Today, a planned expansion of UCSD that would include new housing for transfer students threatens the gliderport's livelihood, generating a yet-unresolved rift between the long-peaceful neighbors.

According to the Torrey Pines Gliderport Historical Society, the site "is the only gliderport adjacent to the West Coast of America that supports four different forms of motorless aviation: hang gliders, paragliders, radio-controlled model sailplanes and full-scale sailplanes."

Though it is nestled between a research institute and a PGA-tour golf course, the gliderport has, for the most part, maintained neutral relations with its neighbors. However, the growing campus, contiguous to the historical site, has reached the limits of the land it was designated by the city of San Diego. Due to an increased demand for on-campus housing, UCSD has broken ground on a 14-story residential building for transfer students at the intersection of North Point Drive and Scholars Drive North, east of Torrey Pines Road.

Though the proposal will benefit transfer students — who currently have no guaranteed on-campus housing — officials at the gliderport, the Associated Glider Clubs of Southern California and other related organizations

are opposed to the planned building's location, which they say would block the favored landing path of the gliders.

"Gliders follow the normal flight approach, like a majority of other aircraft," said David Jebb, current operator of the gliderport. "This approach is physically shaped like an 'L' with a hook on the end. The completed new building would obstruct this path for the pilots."

Pilots usually land by advancing toward UCSD from the coastline, turning around 180 degrees to an eased landing on the runway. With plans for the housing structure to be built on top of the former north parking lot in Eleanor Roosevelt College, this particular approach would no longer be available to gliders. They would instead have to land directly over the ocean, making landings much riskier, Jebb said.



Blanik Soaring off the cliffs at Torrey Pines

However, UCSD officials say that the location of the residential building was a thought-out choice. In 2004, the UCSD Long Range Development Plan was reconfigured in order to meet the needs of the university's quickly expanding population. Before plans were formalized, the public was invited to comment on the proposal.

The region of the campus that runs along Torrey Pines Road was designated as an area for housing, a fact acknowledged by the gliderport's managers.

"We have been aware of the plans UCSD had for the land," AGCSC Historian Gary Fogel said. "The whole idea of planting a 14-story building, however, kind of snuck up on us. We had no idea they planned for such a tall structure."

Key gliderport members hope to preserve the gliderport a functional facility as well as a historical landmark.

In a majority of cases, UCSD submits an environmental impact report to assess the effect a construction project

would have on the immediate and surrounding areas. However, UCSD chose a much shorter path, instead initiating a “mitigated negative declaration” — a document stating that no significant environmental effects will occur; or if they do, they will be mitigated.

“The project has already been approved and there are site-specific plans associated with that project ... moving the project would be costly, and it would cause delays for no apparent reason,” UCSD Director of Community Planning Milton Phegley said. “The presumed purpose in moving the project would be to lessen any potential effect on the gliderport, [however] the Coastal Commission has determined that the building will have no impact on glider operations. It would be both a pointless and a very poor expenditure of student funds.”

In addition to the AGCSC, neither the La Jolla Historical Society nor the State Office of Historical Preservation gave their approval of the project. Despite a strong showing of disapproval, construction was greenlighted by the UC Board of Regents, making the plans official.

However, according to Executive Director of University Communications Dolores Davies, a much more in-depth process must occur before the entire project is formally approved.

After the project finds an adequate location in accordance with the long range development plan, it will be analyzed by the physical planning department to measure its compliance with campus conformity, Davies said. Next, the campus community planning committee — composed of students, faculty, staff and administration representatives — will finalize the location and parameters of the project.

Then the campus design review board, composed of off-campus architects, gives individual input about the design of the project. The reviews are sent to Chancellor Marye Anne Fox, and after, in the case of large projects, to the regents. Projects must comply with the California Environmental Quality Act, and in this case, review from

the California Coastal Commission. Reviews from any historical preservation interest groups are not included in the process.

“More than 40 years ago, UCSD was given land by the city of San Diego under the idea that they would be friendly neighbors in the community,” Fogel said. “While we are in no way opposed to the university increasing housing for undergraduates, we hope they will comply with their agreement as a member of the community.”

All Campus Transfer Association President Marwan Azzam said he believes the controversy surrounding the site is unwarranted.

“I think it’s ridiculous that the gliderport is making such an issue about this,” he said. “I’ve never seen a glider above the area in question.”

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>.

The following letter was received by the SSA from Cindy Brickner of Caracole Soaring in California City, CA. – ed

Friends:

We need to ask some help from soaring pilots, particularly in California, to write some letters to help us on saving the approaches to the landing field at Torrey Pines.

UCSD is trying to proceed on building a 14 story dormitory east of the runway to close off the windward landing approach. One of the best tools in staving this off is using the historical designation process to fight the University.

Can you please publish this to the PASCO list of members to ask them to write the letters as directed below? It would be a huge help in our efforts to thwart the bureaucrats, who want new beachfront offices, after the airfield is killed.....

Please post this on a bulletin board, your glider club news chat boards, but DO NOT place this on rec.aviation.soaring yet.... as we are shielding the UCSD staff from finding out about this effort until the last possible moment.

If you have customer lists, or other ways to reach soaring pilots, please share this to them.

I would also like to solicit some local pilots to attend the public comment portion of the meeting in Napa on April 23rd. Please drop me or Gary Fogel an email, if you can attend a brief meeting on that date.

Sincerely,

Cindy Brickner
Region 12 SSA Director

The following letter was received by the SSA from Gary Fogel - long-time SSA member, historian of soaring in San Diego, and one of the mainstays of efforts to preserve the Torrey Pines soaring site. It was published in the March 18th SSA e-news. – ed.

Dear Soaring Enthusiasts,

I am writing to ask for your assistance.

The California State Historical Resources Commission will hear a nomination on April 23 in Napa, CA regarding a boundary increase to the Torrey Pines Gliderport property currently listed on the National Register of Historic Places. This boundary increase will include both the western and eastern approaches to runway 9/27 at Torrey Pines by manned sailplanes. Both of these approaches have been in use at Torrey Pines since roughly 1935.

The Torrey Pines Gliderport is already listed on the California and National Registers of Historic Places. We need your help to ensure that this boundary increase is approved so that the historic approaches to Torrey Pines are properly preserved along with the gliderport runway. The approach to runway 27 is currently in jeopardy. The property currently listed on the National Register only includes the runway and does not include the approach surfaces. A decision by the State Historical Resources Commission cannot negatively affect the gliderport property already listed on the National Register...the decision is merely whether or not to add the approach surfaces as a boundary increase to this historic aviation asset.

Please help us by writing a letter of support (preferably on organizational letterhead) on behalf of this boundary increase as soon as possible to:

Milford Wayne Donaldson, FAIA State Historic Preservation Officer, Office of Historic Preservation, PO Box 942896 Sacramento, CA 94296-0001

(or by email to mwdonaldson@parks.ca.gov as a pdf attachment with the subject heading "Re: Torrey Pines Gliderport Boundary Increase")

Please send a copy of your letter to:

Rolf Schulze, AGCSC President,
4340 Aragon Way,

San Diego, CA 92115

Skyprof@aol.com

Note that all letters submitted to the State Historical Resources Commission become part of the record and the nomination. The letters are also submitted with the nomination to The Keeper (i.e., Washington, D.C. - National Register of Historic Places).

Here are several points you may wish to highlight in your letter...please focus on the historical nature and importance of the **approach surfaces**, not just the gliderport itself:

- People have used the lift at Torrey since 1930 (78 years).
- The first to do so was Charles Lindbergh in a Bowlus sailplane (Feb 24, 1930).
- The approach surfaces have been in use by sailplanes since the mid 1930s including notable sailplane pilots such as John Robinson, Hawley Bowlus, Woody Brown, Dick Essery, Helen Dick, Bill Ivans, and literally thousands of pilots over the years. Both approach surfaces are important to preserve and protect as integral to the historic use of the facility.
- Torrey is the last of its kind - the only remaining gliderport directly adjacent to the west coast for sailplane operation. (There used to be many of these up and down the coast of California, now there is only one) ...and the approach surfaces are vital to its continued historical use.
- Torrey Pines is on par with Kitty Hawk, NC or Elmira, NY in its importance to the early development of gliding and soaring in the US -Torrey Pines was designated as National Soaring Landmark No. 7 by the National Soaring Museum
- Torrey Pines was designated as Model Aviation Landmark No. 1 by the Academy of Model Aeronautics



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Bryan Forsyth (530) 414-1902
forsyth.bryan@gmail.com

- The City portion of Torrey Pines is designated as City of San Diego Historic Site No. 315
- The entire gliderport (without the approach surfaces) is already listed on the California and National Registers of Historic Places.

Please help us by **strongly urging** the State Historical Resources Commission to accept this boundary increase to further preserve and protect the historic functionality of this national aviation landmark. Please send your letter as soon as possible.

Thank you for your time and action!

With best regards,

Gary Fogel

This was an e-mail that Gary sent to several folks after a meeting on March 27 with the City of San Diego Historical Resources Board. – ed.

Just a note of recap and thanks. For those of you who missed yesterday's meeting with the City of San Diego Historical Resources Board, you missed something quite special. Thanks to an excellent presentation of eager and enthusiastic volunteers (in order of speaking: myself, Brad Hall, Bob K, Rolf Schulze, Byron Lowry, Jim Wright, David Jebb, Doug Poirier who kindly ceded time to Doug Perl) as well as comments by Save Our Heritage Organization, La Jolla Historical Society, and Vonn Marie May (former >> head of the Historical Resources Board) the board voted 9-0 to go against staff recommendation and voted to recommend that the boundary increases for the National Register be approved by the State Office of Historic Preservation. This means that the local historical review body has approved our efforts and sent it to the State with their (unanimous) blessing.

I just wanted to write in thanks to all of you for your support, time, and effort. There will be many hurdles to overcome on the path to preserving approaches but yesterdays first hurdle was very important step in the right direction...not only that the vote was in our favor but I'm confident that the State Historical Resources Commission will also take into consideration that the local HRB voted 9-0. I know it was a long afternoon but it was an important day for Torrey Pines. Thank you again for those of you that made this first step possible and successful.

There are several things to follow up on now asap and I ask that we carry this new momentum forward. 1) Please consider joining me in Napa on Apr 23. The Apr 23 meeting is slightly different format than the HRB meeting we had yesterday. The Boundary Increase is still on the consent agenda for the State meeting until someone contacts the State Office of Historic Preservation to voice opposition. (I fully expect Milt Phegley from UCSD to do that soon based on yesterday's testimony in opposition.) Once the item is removed from the consent agenda, it goes to the following format: those in favor have a 20 min max presentation, those against have a 20 min max

presentation, each side gets 5 min max for rebuttal and then no other comments can be heard. We had roughly a 30 min presentation for the City so it must be honed down just a bit. But the same message needs to get across and also has to include comments from La Jolla Historical Society, etc. So we aren't going to have the ability to give such an extended presentation. I'll get to work on redrafting this asap. In the meantime please let me know if you would be able to join us in Napa or if your organizations might be able to arrange for other warm bodies in the audience that day. The more the better. They might not be able to speak given the limited time, but they certainly can show support with applause, etc.

The meeting will be held at 9:00am:
Napa City Hall
Council Chambers
955 School Street
Napa, CA 94559

No idea when our item will be heard that day. No idea how long the meetings usually go if the item is pulled from the consent agenda. Bring a good book to read.

2) Please take the time to write your thoughts in a letter or email to Milford Wayne Donaldson. Do this today while it is still fresh in your mind. Remember to focus on the history, the importance and separability of approaches to runways, and perhaps simply mention that any future obstruction to those approaches would render yet another historic aviation facility useless. His address:

Milford Wayne Donaldson
Office of Historic Preservation
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
mwdonaldson@parks.ca.gov

Wayne is the State Historic Preservation Officer. Please encourage him and the other members of the State Historical Resources Commission to approve this boundary increase. Your letters become part of the record of items that go to The Keeper of the National Register after a favorable vote on Apr 23. Your letters will also be distributed to all of the commission members if you can get them in as soon as possible. Waiting to the last minute only means that Wayne is the only one who sees your letter, and frankly I don't think we have to really worry about convincing Wayne anymore...its the other members of the commission we need to worry about.

3) The California Institute of Regenerative Medicine will be meeting Apr 4-5 in San Francisco to review the placement of the Stem Cell Research Facility proposed for the eucalyptus trees at the east end of the gliderport. These trees are already within the boundaries of the property already listed on the State and National Registers and are not only part of the history of the

gliderport but also contain some of the last remnants of U.S. Army Camp Callan. The CIRM needs to hear from the public that this is unacceptable and will forever ruin a state and national historic resource. Like me, you might agree with the concept of a stem cell facility, then again you might not. That is up to you. But I do think we can all agree that the placement needs to obviously be reconsidered and the meeting Apr 4-5 is all about facility placement.

Please write *immediately* to:

Don Gibbons
 Chief Communications Officer
 210 King Street
 San Francisco, CA 94107
DGibbons@cirm.ca.gov

Send a hard copy letter but if you can also send an email it ensures that your note will get to him in time. Deplore them for selecting such hallowed ground, tell them that there is ample space elsewhere on UCSD campus within easy walking distance to Salk, Burnham, Scripps Research Institute. Encourage them to contact the State Office of Historic Preservation and CalTrans Dept. of Aeronautics for additional information. Developing this property is unacceptable and will be fought vehemently.

Please send copies of your letters to either Rolf Schulze (skyprof@aol.com) or myself so that they might also be used again in the future if necessary.

Lastly, if you have contacts in the media I think now would be the time to start ramping up on PR. We need public support for this. UCSD has already displayed their opposition; they will certainly be at Napa in force. I expect the UCSD Chancellor to be there as well as even members of the UC Regents (and who knows, perhaps the Governor himself), all pushing for the importance of campus housing and the UC mission of education. Public pressure needs to be brought to bear in our favor. That starts from within our organizations but should also include the media.

Let me know if you have suggestions. In the meantime I have to get back to work!

Best regards,
 Gary

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**PASCO BOARD MEETING Dec 12, 2007
 Minutes**

Participants:
 Peter Deane, Mike Mayo, Larry Roberts, Rolf Peterson,
 Hans Van Weersch, Karol Hines

New board members and officers

	<u>Past</u>	<u>New</u>
President	Karol Hines	Peter Deane
VP	Mike Mayo	Bruce Roberts
Treasurer	Hans VW	Hans VW
Secretary	Marc Ramsey	Marc Ramsey
Director	Jim Alton	Larry Roberts
Director	Karol and Mike	remain as directors
Director	vacant	Harry Fox (not confirmed yet)
Communications Chair:		
	Peter, Larry	Karol
Safety Chair:	Dave C	Dave C
Promotional Chair:	TBD	TBD
Competition Chair:		
	Rick Walters	Rick Walters
Awards chair:	Cindy Donovan	Ramy Yanetz

Wave Windows (Rolf)

Rolf, Fred LaSor, Tony Sabino, Lee Edling, Bob Semans discussing Wave Window letters of agreements with Oakland Center and Reno Approach. Reno Approach needs to be added from now on.

Board members:

Proposal: New Directors and Officers elected (see above). Ramy Yanetz was proposed for Awards Chairman. Notes were made about the need for board consultation before any awards procedural or rules changes are made.

Communications:

Peter and Karol will cover transfer of duties next week. A lot on the webpage has already been updated by Larry. Larry is preparing the pages for video, not yet ready for release. Repairing a lot of broken links. Highest priority on top pages. 2007 awards updated. Award history will be added soon. Westwind December 2007 has been printed. Labels to be done. Then shipped before Christmas

Financial report:

Not much change. Bank account \$17,600, Scholarship fund \$8,100. Banquet accounting still to be done. Dec07 Westwind expenses going out. New dues coming in.

Safety Chair:

- a) Current status of PASCO Site Champions - unchanged from the list below. Requests for candidates at Avenal, Bishop and Hawaii are out. Question to the Board members: Your feedback please?
- b) Report on Reno Airspace procedure – presentations of the procedure have been made:
 - June 2007 Air Sailing during the Thermaling camp by Rolf Peterson (10 glider pilots in attendance)
 - June 2007 Air Sailing during the Cross-country camp (estimated 25 glider pilots in attendance)

- June 30, 2007 Soar Truckee by Mark Beadle representing Reno TRACON (75 individuals in attendance, ? glider pilots)
- July 7, 2007 Soar Minden by Mark Beadle representing Reno TRACON (about 20 glider pilots in attendance)
- November 3, 2007 PASCO Safety Seminar by Don Brooks representing Reno TRACON (about 65 in attendance)

The recording of the June 30 presentation and discussion (some 38 minutes) is not yet available on PASCO web site – Larry Roberts to get audio file from Dave Cunningham. Cockpit card file is also available on the group site:

File :NewCockpitCard Reno vicinity.pdf
 Uploaded by : maclir2001 <maclir@pobox.com>
 Description : DRAFT cockpit card regarding how to work with Reno Approach. BE SURE TO GET A LOCAL SAFETY BRIEFING IN ADDITION TO THIS CARD.

c) The past fall PASCO safety seminar was held at the Oakland Aerospace Museum near the Oakland Airport, attended by about 65 people. Thanks to all that participated, especially those who helped organize presentations. Feedback on seminars was largely around controlling the safety meetings so they weren't hijacked by a few notorious members.

d) PASCO web site - thanks to Larry Roberts, the PASCO web site has a safety tab <http://www.pacificsoaring.org/safety.html> on the existing web site. Items included are copies of the wave windows letters of agreement, procedure alpha flying on the White and Inyo Mountains, Reno Airspace procedures, Mike Schneider's visuals on talking with approach control and safety rated links- the 0440 transponder agreement letter to be added once we locate a copy. Thank you, Larry.

e) Next issue of WESTWINDS - a safety article will be solicited from Jay McDaniel's area for this issue. It is due to Karol H by mid-February.

Current Site Champions for PASCO soaring sites:

Airsailing	<u>Dick Horn</u> (ASI Safety Chair)
Avenal	- querying Dan Gudgel Bishop - querying Rod at Hanger O
Byron	<u>Monique Weil</u>
Ely	- propose Carl Herold
Hawaii	- Karol to contact
Hollister	- propose Harry Fox
Las Vegas	<u>Jay McDaniel</u>
Minden	<u>Fred LaSor</u>
Montague	- propose Dick Pfifner
Tonopah	<u>Jay McDaniel</u>
Truckee	<u>Mike Mayo</u>
Williams	<u>Luke Ashcroft and Peter Beecher</u>

Karol will check up on Site Champion role description to avoid confusion with Safety Officer. Karol to talk with

Dave Cunningham to make sure he's ok with any changes.

Motion approved for Dave to coordinate with Karol to arrange publication of Reno Air procedures in SSA magazine.

Web site:

Action item for all board members to go through the PASCO webpage to check and give feedback to Larry for improvements.

Adventure show:

In San Francisco. Karol will send email to Drew to get more information. A volunteer is needed to drive this. After that we can make decisions about budget, etc.

Membership Mailing:

Nothing has happened yet. Ty proposed for Peter to create flyer from recent WestWind Editorial and turn that into flyer for mailing. **Action** – Peter to do this in ~ 1 week.

Award presentation to Monique:

Peter will present Les Arnold award to Monique at NCSA banquet 19Jan08.

Action - Peter will contact Cindy about getting the award to present.

PASCO Feb XC seminar:

Carl Herold will not drive this year. Peter is brainstorming with Kempton on an alternative. Looking at complete overhaul. Trying to attract more people. Could be coordinated with Williams/ NCSA seminar topics. Need to react soon as February is around the corner.

Next meeting:

16Jan2008. Meeting needed to establish 2008 plans.

Meeting adjourned 9.00pm

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PASCO BOARD MEETING January 16, 2008 Minutes

Meeting called to order at 7:16pm

Board members attending: Peter Deane, Marc Ramsey, Larry Roberts, Mike Mayo, Karol Hines, Bruce Roberts
 Guests/Chairs attending: Jay McDaniel, Ramy Yanetz, Rolf Peterson

Welcome Larry Roberts as board member, Bruce Roberts as Vice President. Our thanks to outgoing board member Jim Alton. Ramy Yanetz is the Awards Chairperson. Rick Walters is the Competition Chairperson.

Outstanding Action Items:

- Dave Cunningham called Avenal and Bishop for site champions, Dan Gudgel has accepted for Avenal.
- Karol Hines and Dave Cunningham were going to contact SSA about get Reno procedures published.
- Peter Deane was to contact Kempton Izuno about the Berkeley XC Seminar and podcasts - Peter believes the WSC Seminars may make the Berkeley Seminar redundant. NCSA will also be doing a safety seminar at the end of February (23rd). Motion approved not to have February Berkeley Seminar.
- Peter Deane will present Les Arnold award to Monique Weil on Saturday
- Peter Deane has put together the mailer, and sent to Ty for distribution
- Peter Deane has archived all WestWind materials to CD, and sent to Karol Hines.
- Hans published and mailed out December WestWind.
- Mike Mayo and Hans Van Weersch were to finalize banquet financials, not done yet.
- Board member distribution list has been implemented on web site.

Treasurers Report:

Hans Van Weersch is traveling, does not have final books on banquet yet. Question has come up whether we are properly registered non-profit with IRS, Hans will look into it. We need to do a financial audit, Hans will arrange for it. We have fallen behind on paying web hosting, motion- pay in advance in the future - approved.

Communications Report:

- Glider ride scam information will go up on web site, based on information from Hollister web site and Peter's article in past WestWind. Jay McDaniel will raise this as an agenda issue for the next SSA BoD meeting
- Peter suggests publishing board roles and responsibilities on the web site. Peter also suggests putting sensitive information on password protected pages, such as airport and airspace related issues. Agenda, minutes, meeting conference call information should be public access. Provide a means for people to submit agenda items. Decision made to keep roles and responsibilities, agendas, and minutes public. Email alert needed through Ty's distribution list to remind general membership of meetings. Conference facility can handle up to 100 calls.
- Discussion of secure archives for past information for use by the board. Larry suggests using Yahoo groups or similar sites to make file uploading, etc., easy for those given access.
- Karol has gathered materials and started production of February WestWind. Due to new job commitments, next issue may be rather short.

Competition Report:

- Update received from Rick Walters
- Montague Sports Class Nationals June 29-July 10, concurrent Montague Regionals (all classes except Sports) June 29-July 5, Rex Mayes CM and Gary Kemp CD for both

- Air Sailing Regionals (Sports, Standard, 15M) July 21-26, Ty White CM.

Safety Committee:

- Dave Cunningham sent in report:
 - Damage to several gliders during windstorm at Avenal, no other damage reported in the region.
 - Still need site champions for Montague, Bishop, and Hawaii sites.
 - Reno airspace procedures: 737 submitted NASA report of conflict with transponder equipped glider back in August, miss distance about 200 feet. Rolf and Karol are seeking information from Donald Brooks at Reno ATC. NTSB sent letter of findings on Hawker/ASG-29 midair to FAA, recommended that all gliders in US install transponders, FAA unlikely to implement.

Board Member and Committee Chair Roles and Responsibilities:

Peter has completed document, will distribute to board members for comment, will eventually be published on web site.

State Governor:

- No current Northern California SSA State Governor. Charter of state governor is to promote soaring, perhaps also acting as PASCO promotions chair. Karol suggests that state governor and PASCO promotions chair job descriptions don't match. SSA Regional Directors are responsible for recruiting.

Promotions Chair:

- Need further refinement of roles and responsibilities to aid recruitment

Board Members

- Motion to invite Lee Edling to become board member passed

Update from SSA Directors:

- Jay McDaniel is the new Awards Committee Chairman for SSA, looking for input on how to present awards during alternate years when there won't be a convention.

Airspace:

- Reno Wave Window. Discussion of slight northward movement of boundaries, Rolf Peterson reports discussion with Reno and Oakland ATC, nothing definite yet. Waiting for feedback from Don Brooks at Reno Tracon.
- Proposed White Pine MOA near Ely. SSA has provided input requesting that effect on gliders be included in required environmental impact report.

Airport Liaison:

- Problems at Hollister with glider interests being dropped for airport planning process. Intervention by Drew Pearce, Quest Richlife and others have returned soaring interests to the formal airport plan. Soaring operations are vulnerable to getting pushed out by jet interests at Truckee, Minden, Byron, Montague and

Hollister. Peter Deane contacted local AOPA representative to discuss airport support. Perhaps a calendar of airport planning meetings, etc., should be published on web site or in WestWind, combined with Site Champion alerts. Should PASCO encourage PASCO members to join AOPA? Need to increase information flow on airport issues. Discussed creating an airport resource document set on the PASCO website to assist members.

Promotions:

- Peter Deane would like to hold a separate meeting to define a set of target activities for promotion and produce material for site champions. Will try to kick things off via email.

Awards:

- **Sawyer Award.** Ramy Yanetz proposes to eliminate sign up, all PASCO members will automatically be scored based on OLC scores. Pilots may opt out, Ramy will contact winners to give option not to participate.- Distance Awards. Ramy proposes that contest flights be permitted, board agreed. Should Award administrator (Ramy) be allowed to participate? Board informally says yes.
- Sergio is proposing a coast to coast traveling trophy. Ramy asks if PASCO would like to sponsor, promote, or support this trophy. Perhaps SSA would be interested. Jay will contact Sergio to discuss the idea at the SSA BoD.

New Business:

- Change meeting night to enable more directors to participate? Second Monday of the month proposed, Peter will seek confirmation from all parties.

Action Items:

(See February Board Meeting Minutes for Action Items and status update)

Meeting adjourned at 9:57

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PASCO BOARD MEETING February 25, 2008 Minutes

Meeting called to order at 7:13 pm
Board members present: Peter Deane, Mike Mayo, Karol Hines, Marc Ramsey
Committee chairs and guests present: Dave Cunningham, Ramy Yanetz, Jay McDaniel, Rolf Peterson

- Mike Mayo and Hans Van Weersch still need to finalize banquet financials. *Mike has submitted his information, Hans has not*
- Hans: look into IRS non profit status of PASCO. *No report*
- Hans: look into process for financial audit and make recommendations to board. *No report*

- Hans: Pay Webbnets for 2007 and 2008 with current invoice. *No report*
- Karol Hines: publish in WestWind thanks to Cindy Donovan for being long term Awards Chairperson. *Done?*
- Karol Hines: publish NASA near miss report in next WestWind. *Will discuss in FAA Liason report*
- Larry Roberts: make PASCO board page open – not password protected. *Done.*
- Peter Deane: check into using Yahoo Group for archival file storage. *Insufficient, but no alternatives identified. Marc will help identify options. Karol suggests looking at using same host as PacificSoaring (Webnet)*
- Peter Deane: refine roles and responsibilities for promotions chair with Tony Gaechter
- Peter Deane: send officers, directors, chairs roles and responsibilities document out for comment. *Done, document distributed for comment, some feedback from Ty White, Ramy Yanetz, Karol Hines, Dave Cunningham. Will wait on further comment from other board members.*
- Peter Deane: will send a 2008 PASCO meeting plan to board members and chairs for review. *Created but not finished, will do so in the next week*
- Peter Deane: will send out the AOPA airport champions list to BoD for Region 11 airport based soaring bases. *Done.*
- Peter Deane: will write presidents corner for WestWind on Airport advocacy. *Will be done in next week.*
- Ramy Yanetz, Larry Roberts: will obtain pictures of trophies for web site. *No pictures yet.*
- Ramy Yanetz: will get old PASCO League trophies from Hollister. *Not yet, might be a month or two.*
- Dave Cunningham: inform Lee Edling that his director candidacy was unanimously approved. *Done.*
- Dave Cunningham: Invite Lee to next meeting and add him to the distribution list. *Done.*
- Jay McDaniel to send write up of Jean NV Soaring club for WestWind. *Not yet, article published last year.*
- Jay McDaniel will contact Sergio to discuss the Coast to Coast traveling trophy idea with the SSA. *Suggests Region 11 sponsoring trophy for publicity purposes. Sergio may be willing to administer. Need to get into Soaring, two month lead time. Sergio is making a trophy. PASCO could fund. Ramy will talk to Sergio and ask him to attend so we can determine the financial needs.*
- Jay McDaniel/Fred Lasor coordinate on finding a new CA State Govenor. *Rex Mayes and Marc Ramsey are considering.*
- Ty White: finalize and issue PASCO membership drive mailer to region wide soaring pilot distribution list. *Haven't heard from Ty.*
- Ty White: send out PASCO board meeting alert to membership distribution list – *Peter to provide details. Peter needs to contact Ty to finalize.*

Treasurers Report:

Hans not present at meeting, no report.

Communications Report:

Karol is putting together next WestWind. Larry Roberts reported to Peter that his time available has dwindled. Will add data about duties and responsibilities once comments received. Added "print" button to the Events Calendar and the PASCO Board Agenda pages. Will add the new safety slogan to the Safety page, once decided by the Board. Still would like to have photos of the Awards, this is not a priority.

Competition Update:

a. Regionals, Airsailing Sports, Nationals
Montague Regionals will have all FAI classes, Air Sailing will be Sports Class only.

Safety Committee:

Dave Cunningham's report:
a. Current status of PASCO Site Champions
No glider related safety incidents this month. Dave will contact Carl Herold about Ely. NCSA had a successful safety seminar last Saturday. Dave would like to know of any other seminars, so he can collect materials and place them on the PASCO website.
b. Update on Reno Airspace procedure – Karol/Dave .
Karol will come up with new wording for transponder blurb in WestWind. Will be working on article for Soaring.

SSA Regional Director & PASCO Director Positions:

Jay McDaniel reports that Fred Lasor has resigned as Region 11 Director (*ed. SSA is reducing the number of Regional Directors and Region 11 will have only one going forward*)
a. State Governor/Promotion chair candidates? *None yet.*
b. New secretary candidate to replace Marc? *None yet.*
c. Other director positions? – Dave Cunningham

FAA Airspace Liaison:

a. Wave window update - Rolf
Meeting scheduled with Donald Brookes for next week. Reno TRACON now has the airspace from 18 to 19K. They want radio contact and a transponder to transition through this airspace, Oakland Center is happy to do without from 19K up. Rolf is working on getting Reno to drop these new requirements. Also proposing changes to boundaries of windows to make it more usable.

FAA Airport Liaison:

a. Hollister, Minden, Truckee updates – Byron/Montague status – Site Champions role?? Peter reports that gliding is back on the map at Hollister, Drew Pierce, etc. have been on top of it. Rolf is not aware of any problems at Byron.

Promotion/Membership:

No information or updates on following activities:
a. Define a target set of activities – review proposals from Peter
b. Define and assign material development.
c. Membership drive and mailing – Ty/Peter

Awards Committee:

Sawyer Award proposed simplification, no need to register, opt out, based on OLC. Winner does not need to administer the following year, Ramy will take care of it. Eliminate duration, per flight, field factor points. Handicap taken care of by OLC. Leaves OLC score and pilot factor. Add additional pilot factor of 0.7 for pilots with flight over 1000 km. Mike made a motion to accept the proposed changes, motion carried.

Distance award changes approved last meeting, sanctioned contest flights now permitted, rationale is that long distance flights rare during contests, eliminates confusion.

New Business:

Jay reported on SSA director meeting at convention. Chuck Coyn is the new editor of Soaring magazine. He's a low-time glider pilot with 30 years of publishing experience. 2010 SSA convention was going to be in Indianapolis, they have declined. DianeBlack-Nixon will be matching donations to SSA *Eagle Fund* up to \$25K.

Peter is looking for volunteers for static displays at airshows, he will be doing Half Moon Bay show. Need volunteers for Reno, Salinas, Watsonville and other suggestions

Meeting adjourned at 8:40 pm.

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PASCO BOARD MEETING March 17, 2008 Minutes

Meeting called to order at 7:20 pm

Board members present: Karol Hines, Marc Ramsey, Peter Deane, Mike Mayo
Committee chairs and guests present: Jay McDaniel, Ramy Yanetz, Rolf Peterson, Sergio Colavech

Action Item, last meeting key points, review:

- Mike Mayo and Hans Van Weersch still need to finalize banquet financials.
Mike has submitted his information, Hans has not
- Hans: look into IRS non profit status of PASCO
Peter will take over looking into this, Karol will send information
- Hans: look into process for financial audit and make recommendations to board. *Nothing done yet*
- Hans: Pay Webbnets for 2007 and 2008 with current invoice. *Hans has provisionally completed according to Peter*
- Karol Hines: publish in WestWind thanks to Cindy Donovan for being long term Awards Chairperson.

Will be in next issue.

- Karol Hines: publish NASA near miss report in next WestWind. *Discussed with Reno Tracon, unable to verify that report is valid, no further info available. Will publish in WestWind without comment.*
- Peter Deane: check into using Yahoo Group for archival file storage. *None identified yet.*
- Peter Deane: will send a 2008 PASCO meeting plan to board members and chairs for review. *Done.*
- Ramy Yanetz, Larry Roberts: will obtain pictures of trophies for web site. *A few pictures obtained, rest will be obtained at the end of the year when trophies are back.*
- Ramy Yanetz: will get old PASCO League trophies from Hollister. *Not yet, next month.*
- Jay McDaniel to send write up of Jean NV Soaring club for WestWind. *Not yet, article published last year.*
- Jay McDaniel will contact Sergio to discuss the Coast to Coast traveling trophy idea with the SSA. *Sergio will discuss at this meeting.*
- Jay McDaniel/Fred Lasor coordinate on finding a new CA State Governor. *Marc Ramsey has accepted.*
- Ty White: finalize and issue PASCO membership drive mailer to region wide soaring pilot distribution list. *Done.*
- Ty White: send out PASCO board meeting alert to membership distribution list – Peter to provide details. *Not done yet, Peter needs to discuss with Ty.*

Treasurers report – Hans not available
(Following received later in an e-mail from Hans –ed)
Status bank accounts (per statement date):
17MAR08 Checking account: \$ 20,718.22
17MAR08 Savings account \$ 176.65
31MAR08 Scholarship fund \$ 8,296.29
Banquet net loss was \$ -403.91

Communications report:

- a. Website Updates – Larry unable to attend. Still working on original plan.
- b. WestWind Update (March issue)- Karol
Two or three more hours work, will be done at the end of the week.

Competition Committee:

2009 Open and Standard Nationals at Montague.

Safety Committee:

No update from Dave. Peter will arrange to supply flyers to site champions through Dave.
Karol has new transponder blurb in next WestWind.

SSA Regional Director & PASCO Director positions:

- a. State Governor/Promotion chair candidates.
Marc has accepted N. Cal. State Governor.
- b. New secretary candidate to replace Marc:
Peter has contacted possible candidate.

FAA Airspace Liason:

- a. Wave window update – Rolf

Meeting on Feb 28 at Reno-Tahoe Airport. Some progress made. Reno Tracon is asserting control over 1000 feet (*between 18k and 19k*) of Class A airspace, communications with Reno may be required to transition to/from wave window. Point of contact identified, David Ellsworth at Reno FSDO. Boundaries may be unchanged, though window may be subdivided further.

b. Airport issues

Another proposal by Santa Clara County to close Reid-Hillview which will affect Hollister.

Promotion/Membership

- a. Membership drive and mailing sent out.
- b. Documentation for site champions – none yet.
- c. Airshows
HGC had a glider at San Carlos Airport event a few weeks ago. Karol has not yet contacted Reno Air Races. Peter will call Drew to determine HGC plans for Salinas and Watsonville.
- d. Promotions Chair - Peter looking into finding a new Promotions chair.

Awards Committee

- a. Publication of new sawyer award rules.
- b. Coast to Coast Travel Trophy (The “Lost Albatross” Award) Sergio discussed his coast to coast travel trophy. Potentially sponsored by PASCO.
Will have associated web site to coordinate movement of trophy. Sergio would like PASCO to help with web site. Help with expenses would be appreciated, too. Albatross trophy and case cost estimated \$1300. Trophy should be available in early June. Sergio will send formal proposal to board members.

New Business: None

Next meeting April 14 at 7pm.

Meeting adjourned at 8:46.

Outstanding Actions

Hans:

Banquet budget; audit; IRS status update and reporting

Peter:

- Find new secretary
- Find promotions chair
- Follow up on financial /audit/non-profit status
- Follow up on-line file storage for PASCO corp documents and history
- Send out PASCO flyer to Dave Cunningham for distribution
- Follow up with Ty on email invite to members for board meetings

Ty:

Send out alert for next PASCO board meeting per these minutes and next meeting date.

Karol:

Shift the March WestWind before end of March

Dave:

Send PASCO flyers to site champions pending receipt from Peter

All:
Feedback for PASCO 2008 planner for next meeting in April

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PASCO BOARD MEETING April 17, 2008

Minutes

Meeting called to order at 19:07

Board members present: Peter Deane, Mike Mayo, Leon Edling, Hans Van Weersch
Phone: Dave Cunningham, Karol Hines, Jay McDaniel, Sergio Colavech, Larry Roberts,

Last action item review

Hans has made progress with IRS – 501c3 status confirmed

Peter-- New secretary is Joel Klien will start in May meeting Peter – still needs to talk to Drew about Watsonville air show plans

Ty done with membership mailing – 15 new members.
Dave: Site champions PASCO flyer expense—color? Kinko 50c a side. Spend to take care of it but check expenses—off to Hans for better deal

Communications – Karol , Larry

Larry reported PASCO website fix for legacy Internet Explorer

Karol: March Westwind still not done - will be done Wednesday.

January, February, and March minutes in Westwind – need to put on board page of web site – Larry.

Safety Committee (Dave Cunningham) see appendix for full report.

No glider related safety news this month.
Dave to send current PASCO site champ list to Peter for email/contact info.

Dave to send PASCO flyers to sit champions.
Article on Reno airspace issues sent to SSA – Soaring mag.

Dave requests board members consider topics for safety seminars in Nov.

Kudos to Larry R for safety page on PASCO web site – Dave will try to drum up a site article from Montague for the next June Westwind.

Director/Chair positions

Secretary candidate Joel Klien starting in May - Karol moves Joel to open director position - Hans seconds Motion passed for Joel to serve as secretary.
Peter—no candidates for promotion chair – open action item.

Check to see if PASCO is on ssa website
Action item: Peter scan in key documents, Hans handed them over - and will post to web site and CD Action item: call IRS to register changes in bylaws - Hans

Financials

Hans—IRS non profit status—filing needs to be done—postcard at end of fiscal year (Oct?) Nothing needed—confirmed with IRS by Hans.

Banquet books closure—Hans sent out excel spreadsheet. Hans read banquet expenses \$2,600 dollars—income \$2,300 General PASCO income \$8,000 average yearly
Status of bank accounts ~\$21,000 \$8300 in scholarship—fairly healthy

Peter asks about scholarship funds—fund is an endowment for \$250 student licence cost reimbursement.—Need renewed awareness through site champions. Peter says e-mail may be way to go. Hans and Karol want info in Westwind

Max of 4 scholarships per year. Hans.
Schedule for audit—Hans says no news. Peter says needs to be scheduled. Karol says to ID audit people. Hans to call Karol for audit process.

Webnet charges—Hans did two year payment to Brian-- pay arrears and go to advance. 2008 payment still to be done for advance.

Reimbursement of 2 SSA directors Fred \$1,000—one director now. Governor? Director has two travel meetings a year. Governor has none. Stay with just supporting SSA Directors (now 1 – Jay)

Awards

Sergio's Lost Albatross award—write a proposal—PASCO to vote for names and awards. Promoted on PASCO website awarded by ssa?

Ramy looking into creating a 'Alby Blog' linked to PASCO website?

Question when to start new awards—maybe article in soaring in fall for awards next year. Start next year is recommendation.

Larry says keep it PASCO sponsored – not SSA managed. Peter - when is funding needed—Sergio no problem yet. Larry moves to support trophy , Mike seconds, unanimous Peter wants web support for trophy.

Promotion - Membership

Membership drive (Ty) brought in 15 new members
Airshows—Half Moon Bay (Dream Machines) April 27 Peter will be there
Reno Races - Glider at air races? Karol to contact RARA

Web based promotion - Peter—we need video support on the website -Matt Gillis has some video says Mike Kempton doing HD - Karol mentions soaring link to videos Peter—action item to work on promotions chair – no progress on candidate tough slot to fill.

Airspace and FAA Liaison

Update received by email from Rolf – (see appendix)
Karol reports Reno TRACON meeting results- Minden wave window put back the way it was.
Peter—asks about proposed rule making on transponders - Karol responded— SSA has taken over response to transponder initiative

Karol says we need to reinforce Reno Airspace procedure

New Business

Peter—Neita Montague and Libelle group—no action until ASI approval for the event.

Next meeting: Bruce Roberts and banquet planning, seminar planning

Meeting adjourned 21:10

Action Summary

Peter – send all current CY08 minutes to Karol and Larry.

Peter – review an edit minutes from Lee Edling – for publication.

Peter – send email alert - sign up for regionals— a “get them out” campaign All - Give Larry feedback on webpage and use PASCO website as launch page for soaring links

Dave: safety committee contact information Karol; finish March Westwind and send soaring video website link to Larry.

Dave - PASCO site champions up to date list needed
Reno airspace—briefing cards and sign up books to be re-supplied

REPORT FROM SSA BOARD OF DIRECTORS MEETING –

February 2008 , Albuquerque, NM

Received from Fred Lasor:

Chaired by Chairperson Dianne Black-Nixon

1. Chuck Coyn is the new editor of Soaring magazine. He's a low-time glider pilot with 30 years of publishing experience, mostly in motor sports. He believes we need to focus on beginners and intermediate pilots as they represent the future of the sport. “What can we do to keep everybody excited about being a member and getting the magazine?” he asks. He'll be asking lots of us for material – don't worry about professional writing as he'll edit. He closed with the comment that being named editor of Soaring makes him feel like he's just flown into a booming thermal and wants us to be his yaw string.

2. Treasurer's report: Phil Umphres reported that we finished the year with a \$207,000 operating excess. We're in good shape. “The extended period of financial insecurity is over -- it's time to make this organization more responsive to the membership.” Now's the time to think about increasing membership. Time to hire a compensated webmaster. Please make suggestions on how to spend money to grow SSA. Umphres opposes a dues increase at this time because of generosity of Eagle Fund donors. Projected budget surplus of \$104,000 this year – propose to spend \$85,000 on repayment of loan from foundation and the rest on capital improvements.

3. Chip Garner introduced Kathy Taylor, who has been scanning in back issues of Soaring magazine. She talked about experience to date – 30 years now finished – and wonders how this should be made available. Continued to next meeting.

4. Future Restructuring Task Force: Final report accepted. Outstanding recommendations include consolidation of regions 1-4 and 2-3, plus decreasing Directorships in Regions 11 and 12. There was a long discussion of what has been done to restructure Society and the timeline of implementing recommended changes.

Directors Skydell (12) and LaSor (11) tendered their resignations effective immediately to advance the process. (PLEASE NOTE REGION 11: your new Director is Jay McDaniel, formerly Director of Region 11 south).

5. On Line Contest Committee: Chip Garner reported it went well this past year and US pilots were very well represented in top finishers. Credits Doug Haluza with making it work. Still looking for monetary donations – users encouraged to send in at least \$30 to keep it going. Val Pagett also has press releases that can be used for people completing badges – all are encouraged to use them! Write the SSA for information.

6. SSA Foundation: Al Tyler nominated and elected to the foundation.

7. Government Liaison, Steve Northcraft:

a) The ADS-B NPRM comments are due by March 3. Northcraft will file one on behalf of SSA. Bernald Smith thinks “the radar people have taken over and they want veils out as far as possible.” (NOTE: Hines, LaSor and Peterson will meet with Reno tower director Feb 27 to discuss this issue locally).

b) Northcraft: Public comment requested for White Elk MOA expansion. LaSor and Brickner have responded and we understand AOPA also opposes this expansion.

c) NTSB RECOMMENDATIONS FOLLOWING MINDEN MIDAIR 2 YEARS AGO: Northcraft understands NTSB has changed position and will recommend transponders on ALL gliders as a result of this.

d) Life limits on Pegasus – Northcraft expects FAA to do something on this but notes that Centrair and DGAC appear to be content to ignore it. There are 51 Pegasus gliders in the US.

e) Bernald Smith reported on the ADS-B NPRM. He thinks a better option is a simplified technology that is currently available as a “small ADS-B to be used on ground vehicles.”

8. Chip Garner introduced Mike Abernathy who is producing a high quality HDTV program for public TV. Program follows several glider pilots flying XC in beautiful conditions in Colorado. Reports will be published on this in Soaring magazine. Abernathy encourages us to call local public TV stations and ask them to air program, wonders if we could give free glider rides to local public TV as a fundraiser item and to build interest in the program. Keep your eyes open for this.

9. Question of how to award non-flying awards in non-convention years. Sense of board to make sure of publicity in Soaring magazine. Brickner wondered if we could use winter meetings in non-convention years to present those awards. Many of us will be there for annual meeting, FIRC, etc. Skydell suggested awards be given every two years; voted down. Welles moved we present awards at a venue to be decided by Director in region where recipient lives – passed.

10. Rules Change: Ken Sorensen asked for approval of a rules change calling for a “super regional” subject to the rules of regionals, but without preference for in-region pilots. Parowan is example. Allows participation from all over without making contest a national one. Passed.

11. Contest sites for 2009:
Open/Standard = Montague.
18 Meter = Ephrata.
15 meter = Cordele.
Sports Class = Elmira. Passed

12. Convention 2010: Houston offers to investigate possibility of hosting. Accepted in principle without a formal vote, pending further research by Houston.

13. Fall Board of Directors meeting: 26/27 or 27/28 of September in Houston – no final decision.

Adjourned Saturday at 11:57 am.

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AN OPPORTUNITY TO PRESERVE SOARING AT MINDEN!

By Linda Draper

This is a call for **SOARING PILOTS TO UNITE** in the interest of **SAFETY** and the **preservation of soaring** at

the Minden-Tahoe Airport. There must be a united effort of the soaring community toward the development of the **EAST SIDE** for permanent soaring facilities.

SAFETY is always first in the airport environment. Something must be done to substantially reduce if not completely eliminate non-aircraft runway crossings. The law of average reveals that no matter how careful and diligent golf cart drivers and drivers towing gliders by whatever means cause a hazard. With all soaring operations conducted on the east side, this undue hazard can be eliminated. Soaring operations can be self sufficient on the EAST SIDE including fuel, hangars, offices and tow equipment. If possible to extend Runway 30 to the southeast, some tows from the end can turn in the air before crossing the 34/16 Runway environment.



Wave over Reno and the Carson Valley

Some soaring pilots have been coming to Minden since the 1960's and even some from the 50's. Everyone agrees that soaring will always exist in some form. The best way to keep soaring at Minden is to develop the EAST SIDE exclusively for soaring. “Put down strong roots.” Facilities can be designed for soaring and cannot be used for anything else. Since Minden has such world renowned soaring conditions, there should be permanent, unannihilable facilities designed to accommodate the soaring community. The constant controversy only impedes progress in the evolution of this concept.

Soaring and corporate aviation can co-exist safely and efficiently. If it comes to a “war” between soaring and corporate, we all know that corporate has more direct and identifiable strength in monetary contribution to the county. They will win. Soaring and corporate must be able to compromise. There are no other airports in the area that allow soaring. Minden is world renowned for its excellent soaring conditions and soaring pilots like to fly here. Many come alone, and many bring their families. The attraction includes Lake Tahoe, outdoor mountain sports, and our Nevada gaming playground.

Someday there may be a freeway along the eastern side of the valley. Potential FBOs may want the

location adjacent to the freeway. If suitable for soaring only, the area will not be attractive to new FBO development. If soaring facilities face the freeway, soaring will flourish and it will offer an identity for the Minden-Tahoe Airport.

The "international soaring complex" will be self sufficient and daily activities will have little or no impact on the rest of the airport. But the rest of the airport would be easily accessible to hold national and international soaring events.

These types of events bring valuable tourism dollars to local valley and Lake Tahoe businesses.

For the present, the EAST SIDE soaring facilities can be easily accessible via Johnson Lane and Vicki. For the soaring operators it would be much more efficient to have all their resources in one place instead of spread all over the airport as it is now.

Both the local Airport Master Planning Group and the consultants, Barnard Dunkelberg & Company are doing a great job in the master planning process. They are appropriately providing for the east side soaring facilities in the new Airport Master Plan.

The community and the County Commissioners support this world class soaring site. Douglas County cannot finance the entire area by itself. Taking action individually is not the answer. It must be a united effort. None of the small fragmented groups can make it happen alone. Organized backing through investors, community fundraising, and viable grants is necessary.

There is a very interesting grant possibility that fits this situation perfectly. The Donald W. Reynolds

Capital Grants Program is administrated from a foundation here in Nevada. Applicants must be a non-profit organization located in Nevada, Arkansas, or Oklahoma. The issue is that the non-profit organization must have a "successful record of programmatic, financial and administrative achievement." The Minden Soaring Club cannot do it alone. However, perhaps the MSC and the Civil Air Patrol can be successful together. The CAP Soaring Program has been very successful. Once the grant application gets through the initial phase of a three page written description of the project, the foundation will assist the group through the rest of the process. The Foundation's Web site is www.dwreynolds.org.

Who in the soaring community is interested to work on a committee to pursue this grant? Anyone who has the time and interest please let me know. Maybe we can form a group to get things started. I know of a program in Oklahoma that does grant writing training. Please contact me if you are interested to talk about it, or would like a copy of the "Capital Grants Program Guidelines." I think you will find this grant program very applicable to building an International Soaring Site in Minden.

Soaring pilots must unite and put our efforts toward this project. Due to the world class soaring conditions available here out of our own Minden-Tahoe Airport we need to develop a World Class Soaring Community with the same world renowned facilities.

SOAR MINDEN

BUSINESS 554 MEMBER
Established 1978 • Incorporated 1982

**Minden - Tahoe Airport
Minden, Nevada**



800-345-SOAR
775-782-7627
Fax 775-782-6505

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

Glders Available

Discus B
LS-4
LS-3A
Mini Nimbus B
4-Grob 103 Acros
2-Grob 102s

Hourly

\$57
\$48
\$48
\$40
\$60
\$40

*Daily Mar.-Sept.

\$250
\$215
\$215
\$190
\$240
\$190

NEW FOR 2007:

Soar Minden will offer XC training in Grob 103's this summer. Book early to guarantee a place.

Newly graded, soon-to-be paved (we hope) tiedown on east side - with dry camping permitted. Glider east side tiedowns \$8/ day assembled, \$52/ month. Trailer tiedowns \$18/month.

* Daily rate includes unlimited use of glider, O₂, Barograph, Parachute & 1st tow up to 3000 ft tow.

A NEW GLIDER FACILITY IN MINDEN

Reprinted from June 12th issue of SSA e-news – ed

SoaringNV is a new glider operation which opened its doors in Minden, Nevada this spring.

Fred LaSor, a CFI and one of the partners in the operation explained "Soaring in Minden is world renowned, but participation is down. We'd like to re-build the pilot numbers here." LaSor has been a glider pilot since 1966, and has spent the past 3 years flying from the Minden airport.

"I see Minden as a hub of soaring, a place pilots dream of visiting one day" added Laurie Harden, co-founder of SoaringNV. Minden is a former WWII bomber pilot training facility, with two intersecting runways (5000' and 7000'. Field elevation is 4700' asl.

Geography is to thank for the outstanding conditions at the western edge of the Great Basin. Pacific winds falling down the Sierra Nevada escarpment create mountain wave with its trademark lenticular clouds and the potential for high altitude or long distance soaring flights.

In addition to spectacular mountain wave, Minden is home to a great thermal season during the summer months. "We have fewer marker clouds than in a climate with more moisture, but thermals routinely climb to Class A airspace and are pretty reliably triggered by the desert ridges located east of Minden. Pilots like to fly these thermals to Bishop and back, 150 miles to the south, or east toward Utah," LaSor said.

"Other places have thermals or mountain wave, but ours are remarkably reliable and we're situated in some of the most spectacular scenery in the world. I consider Minden to be a national treasure for soaring pilots," LaSor commented.

A few decades ago pilots came to Minden by the hundreds to soar, often camping alongside the runway of the small general aviation airport located just north of town. "We want to rebuild that community of soaring pilots. We'd like to see flying out of Minden return to what it has been, to be what it should once again be," LaSor explained.

Talks are underway with the county fathers to create a campground on the east side of the main north-south runway. It would be public, but glider pilots would find it particularly convenient. We're also in discussions to build additional hangars.

Harden added: "I'd like to see a glider at every tiedown and the campground full". Non-campers can find a wide

variety of accommodations, from luxury Bed & Breakfast lodging, to the usual chain hotel/motels, as well as 'budget' type motels nearby.

SoaringNV's business model is to focus on advanced training -- "a chance to break the apron strings in good equipment and be mentored by experienced instructors; an opportunity to work for soaring badges. That's what SoaringNV is all about," LaSor explained.

LaSor and Harden came to soaring first for the love of the sport, and only decided in 2007 to open their own commercial operation. "Our goal is to build a business that cares for its customers, is upfront about pricing, and maintains modern, safe equipment," Harden explained. "We anticipated the support of new airport management and county government because glider pilots help the local economy, and we have not been disappointed to date."



In the Pinenut Mountains East of Minden

SoaringNV also includes instructors Devin Bargainnier (2008 Kolstad winner) and Gabe Bourbeau (1-26 driver), and others who want to work toward the partners' vision. The fleet includes a Duo Discus for cross-country training, a new ASK-21 for primary and intermediate training, a Schweizer 2-32 for rides, and an LS-4 for solo flying. They have a 250 HP Pawnee for towing.

All aircraft are equipped with transponders to make them more "visible" to air carriers and air traffic controllers, an important consideration with Reno traffic inbound overhead. "Safety is paramount with us," Harden said. "We're not going to scrimp on this issue."

In addition to flight instruction, SoaringNV also offers scenic soaring tours of the Carson Valley, including spectacular views of Lake Tahoe to the west.

To learn more about SoaringNV visit www.soaringnv.com or phone 775 782-9595.

2008 PASCO Sawyer Award

- Revolving Cumulative X-C Flight trophy
- Based on OLC distance
 - Must upload flight logs weekly!
 - Automatic Opt in
- Handicap:
 - New pilots up to 4x
 - Glider performance
 - .7 for most experienced
- Flights in Region 11
 - Northern California, Nevada, Hawaii only
- Contact Ramy Yanetz with questions
ryanetz@yahoo.com



See: www.pacificsoaring.org/awards/sawyer.html for details!!

See OLC: www.onlinecontest.org

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

Thank you Cindy Donovan

Cindy served as Chair of the PASCO Awards Committee for many years. During her tenure, the trophies and plaques for the many PASCO flying and service awards always showed up at the annual awards banquet polished, appropriately engraved and ready for presentation to the proud new recipients. For several years, Cindy also took responsibility for presenting the awards.

On behalf of the PASCO Board of Directors and all members of PASCO, we want to recognize and thank you, Cindy, for your dedication in volunteering and performing in such an exemplary fashion as the Chair of the (and entire) PASCO Awards Committee.



Cindy on the Veranda at AirSailing

Jack Harkin

Received from Fred LaSor on June 13th – ed

It is with a heavy heart that I write to pass on the news of Jack Harkin's death this morning, June 13, the result of a heart attack he suffered a week ago. He was 67 years old.



Jack Harkin (center) getting ready to take the PASCO egg away from Williams on May 27, 2008

Jack was known to many soaring pilots, and he seemed to know just about everyone in our small corner of aviation. Walking around the floor of an SSA convention was a slow process as he stopped to greet young and old alike. He was also an accomplished soaring pilot, dreaming right up until the last of flying a 1,000 km diplome. I know he will be sorely missed.

Jack was not in ill health. In fact he was here just a week ago with DDX, his Duo Discus, leaving it for Hilton Ranch to use for a soaring weekend. He flew from Reno back to his home in eastern Washington and his wife found him early the next morning suffering from what would turn out to be a heart attack. He survived several days in intensive care before succumbing.



Convergence Cu over the Mendicinos flying out of Williams

Kempton Izuno posted this about Jack – ed.

I first met Jack ten years ago at Tonopah when he was with the Las Vegas club. He was thinking of what he could do at TPH with all that ramp space and big thermals. He ran a glider operation near Atlanta many years ago, so it was in his blood, whether it was Tonopah, Minden or Williams, he was always thinking of how to enable soaring in some way. He invited me, and I accepted to fly in his new Duo on it's fourth flight at Williams. Great fun and an enjoyable conversation while we flew.

Hairier Than A Carrier Landing

By Gordon Boettger

Gordy holds the record distance flight in wave on the North American continent. He sent this message to Doug Armstrong's e-mail group after a particularly challenging flight in April – ed.

Hello All, just wanted all to know that both me and my Kestrel are unscathed. It was a VERY hairy landing at Lee Vining (by far hairier and more unpredictable than any carrier landing I've ever made), but the glider is unhurt and so am I. We had 90 degree cross winds with gusts up to 70mph to 80mph when I landed.

I took off at 0615L with the intention of flying south towards Kelso, turning north towards Susanville, back south towards Inyokern, and to the NE (McDermitt OR) for a long yo-yo flight. I was making my run back to the north after turning at Kelso Valley at 0900L (just north of Tehachapi). My speeds were very fast and I was making great progress. The wave was completely blue. On my run back to the north, I was following my breadcrumbs since there were no markers. The Owens Valley was working well. When I reached Mammoth, I followed my original route, but I noticed the air mass had changed. Winds aloft on my run south was 220/50 and on my run north had changed to 270/50. I figured I would find some lift near my breadcrumbs in the vicinity of Lee Vining. I was in strong sink and was down to 10K feet in no time, which is very low for that area. The turbulence was horrendous, along with the surface winds. Mono Lake looked like a mid Atlantic storm and blowing dust and sand was everywhere. I committed myself to a landing at 2000' over the airport because I knew it would be VERY sporty. I entered a tight right downwind for rwy 34 at 1000' AGL. I suddenly hit extreme turbulence and severe sink. It threw my legs up so violently that it ripped the instrument panel from it's pedestal and ended up 45 degrees off. Speed is life, so I got the nose over to get my airspeed back. I cut my pattern way short to get to the runway. I touched down on the runway quite hard with the howling crosswind. Since I was dealing with a 90 degree crosswind at far greater than 40 kts, I couldn't maintain centerline, and as the glider slowed, it entered the sagebrush wings level. Luckily I managed to clear the runway edge light. I came to a quick stop.

I knew right away that I had to exit the glider NOW after I landed because it was parked mostly 90 degrees to the wind and the upwind wing was obviously up. I was worried about the wind flipping the glider. As I was unbuckling my harness, the whole glider lifted up off of the ground and drifted laterally downwind about 5 feet. I got out fine, grabbed the wingtip and held it to the ground and WAITED. 10 minutes later some guys showed up. 45 min later, we had 8 guys help move it out of the wind. The glider was tied down and is in good shape (no damage). I made it home, without the glider this afternoon. Thanks to Dennis, owner of the Mobil Station and restaurant at the Tioga Pass junction (who also has a hangar and 182 at the airport), my glider was saved. Had I left the glider, it SURELY would have flipped over. I can't imagine my options had I landed away from any help.



Flying the Sierra Wave

This type of flying can be VERY rewarding as well as VERY unforgiving. It deserves the utmost respect. In retrospect, if I had to play out the scenario again, I probably would have tanked up a little more lift if I could have down south, but I was limited with the top of a block altitude, so I couldn't really have climbed much more. The jump from Mammoth to Bridgeport is very challenging, especially in the blue. For the most part Lee Vining should not be considered as a suitable landout spot in strong wave conditions, which makes for a huge unusable gap between Mammoth and essentially Minden (on our drive back, Bridgeport was unlandable with 90 degree 45kt winds). You can be sitting fat dumb and happy at 18K and in NO TIME flat be in a very critical situation.

I'm not trying to dissuade everyone from flying wave, but all must be aware that wave is VERY dynamic and must be given the utmost respect.

Gordo's story prompted responses from a couple other pilots who have landed at Lee Vining – ed.

From Bob Semans

Gordo, welcome to the "I've Landed at Lee Vining" club. After reading your account, I believe you are the new president of the club.

I landed there once ... more than 20 years ago during a competition. Yes, turbulence, strong 90 degree xwind from the West and sudden strong sink on base and final to rwy 16. Obviously not as nasty as what you encountered, but it was all I could do to handle the gusty xwind and get on, and stay on the runway. The first person on the scene was a Deputy Sheriff who scolded me, "Don't land here. Everyone who lands here, crashes!" I gathered he was weary of filling out the incident paper work. I'll never forget that landing!

Ever since, I have consciously raised my desired altitude safety margin when Lee Vining was the closest alternate.

If you want to hear another hair raising tale about landing at Lee Vining, talk to Mitch Polinsky. He was a passenger with Michael "Platypus" Byrd in Michael's Janus C during a straight in approach to rwy 16, with nearly too much of the approach profile well below the level of the runway!

During a Minden Nationals, a competition pilot, flying "BX", a Phoebus C, broke his glider and injured his back "landing" on the steep up-hill approach short of the rwy 16 threshold.

It all sounds like Lee Vining Airport is the "Sink, Turbulence and Crosswind Capital" of the Sierra Front airports ... but there may be worse. Pilots, take care!

Mitch Polinsky's response –ed.

Bob, Michael Bird (who was PIC in his Janus C) and I came very close to duplicating the Phoebus C's experience at Lee Vining that you described. Due to severe sink, we ended up 200 feet *below* the elevation of runway 16 on a straight-in approach. Michael's "Plan B," if we didn't have enough energy to surf up the hill in ground effect to the beginning of 16 was to stall the plane a couple of feet off the ground on the upward slope. As it turned out, we got to the top of the hill with about 10 kts left over stall speed. If any plane had been taking off on 34, they would have seen a glider magically appear from the ground at the beginning of 16.

After some reflection once we were on the ground, Michael confessed that it was the scariest landing he'd done in 5,000 hours of soaring over 50 years. It was hard to imagine anything worse until I read Gordo's account.



Truckee opened for full operation under new management on May 24th. Lots of new information on the web site: www.soartruckee.com



View of Truckee Airport from "house thermal"



Lake Tahoe from Mt. Rose flying out of Truckee

Wave Flying View Panels

By Eric Greenwell

(Eric sent this article in response to an inquiry by a glider pilot to Doug Armstrong about how to make "clear vision panels" – ed

Front portion of canopy: a "bulkhead" of clear 1/16" (or thinner) acrylic (better optics) or lexan is bolted to the back edge of the instrument panel cover. There is about 1/8" clearance between the bulkhead and the canopy at 70 deg F to allow for canopy shrinkage in the cold at altitude. The bulkhead keeps moist air from the pilot from moving forward, and lets the trapped air ahead of it heat up a bit from the sun on the black instrument panel cover.



Eric's glider with view panel mounted

Middle and rear portion of the canopy: a sheet of clear 1/16" lexan (acrylic works but is more brittle and prone to cracking) is cut to a shape that will fit inside the canopy, and hold itself in place against the top sliding vent rail on the left, and the canopy frame on the right. I made a template out of lightweight poster "board" - stiff enough to work with easily, but thin enough to easily bend into place to check the fit.

A piece of 1/4" or 3/16" thick foam weather stripping is stuck on the inside surface all the way around the sheet. The sheet is installed by bending it, placing the right edge in place, then bending it more until you can put in on top of the sliding vent rail. It's springiness holds itself in place and pushes on the weatherstripping for a good seal of the air between the sheet and the canopy.

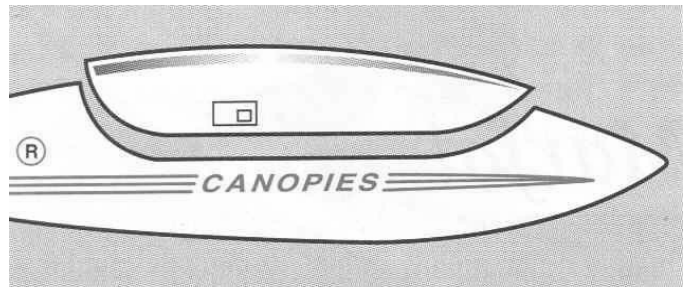
Both panels can be easily removed when it's warmer, and used again for many seasons. I've been using these pieces for about 10 years now.

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Maintenance Corner – Tips and Tricks for Care and Maintenance of your Glider

The articles in this section were originally published by Peter Deane in the NCSA Buzzard.

Gap Seals – Beware

By Chip Bearden

Years ago at the Nationals, my LS-3 suddenly began exhibiting a tendency to pitch down suddenly in thermals as if in a momentary stall, without warning. Only happened with water ballast in; dump the water and all was well. So every day I took off with water, then was forced to dump after the start and fly dry. Near end of contest, we discovered a small section (less than 2" wide and 1/4" deep) of the original factory cloth tape gap seal on the top of the elevator that had lifted up the front edge, gotten dirty, and lost its adhesive. On the ground, the tape looked normal. In flight, it must have occasionally flipped up causing the horizontal stab, which--in a tight thermal with ballast--had a lot of up elevator, to separate slightly on the top surface causing a loss of down force and resultant pitch down of the aircraft. When dry, not as much back elevator was needed to circle so the problem didn't appear. I replaced the cloth tape (and added my own version of today's ubiquitous anti-peel tape to hold the front edge down) and PRESTO, instant fix! Later I added an internal "S" seal of Teflon-coated fabric tape as a permanent fix, and sealed the top of the vertical fin to prevent flow up through it.

Tom (Knauff) is right; be careful. The newer gliders arrive with all manner of fancy seals everywhere. These, along with zigzag tape, should be on your pre-takeoff checklist each day just like tow release and positive control checks (stuff that was OK yesterday but by its nature might not work today)

Most older gliders had, at most, a strip of tape. Whether you're upgrading an old-style seal or replacing a newer one, make certain you know what you're doing and don't assume that just because it looks OK, it will work as intended. And that doesn't mean that if you can't replace the factory seal, it's OK to fly without it. The factory tested the glider with the seal installed and its flight characteristics may be significantly affected by removing it (and never favorably).

TieDowns

What are the best ways to tie down a rigged sailplane and an empty trailer when at a contest, camp, etc.? Mike Green supplies us with one approach here...

We use pairs of ~1 m long rebar pounded into the ground with an ax or mallet. The bases are about 15 cm apart, with the rebar forming a cross about 15 cm above the ground as below.



Make sure that ropes and/or chains are looped to hold the cross together.

The front of the trailer can be attached to a cross using the safety chain on the hitch. Block the both wheels front and rear. Use two more pairs near the rear of trailer and pass a rope over the trailer in front of the vertical stabilizer or through the skid attachments.

The sailplane utilizes three more pairs. One pair behind the tail and two pairs in front of the transition from flaps to ailerons. Two wing stands are underneath the wing tips, and there is a aileron/flap holder with a strap going over the leading edge of the wing to the rebars. These straps are tightened. The sailplane tire is blocked both front and rear.

The elevator is locked with the seatbelt and the rudder should have a rudder lock. This technique has worked in at least 40-60 knot winds. The rebars are taken out of the ground with the use of a large pipe wrench.

Dr. Mike Green, a.k.a. **Mighty Gorilla**.

And another article from the net by Bob Hurni

A recent experience here in AZ with a tornado demonstrated the benefits of properly tying down an aircraft. A sailplane can be tied down in many ways, but in analyzing the survivors and the non-survivors (only sailplanes involved, no people), it was clear to at least one analyst that those aircraft which were tied down with the tail lifted clear of the ground suffered the least damage and in some cases actually stayed on the tiedown as the tornado passed over them. This tie down procedure puts the wing at a negative angle of attack, thereby eliminating the high lift factors which can be generated by the high winds associated with these storms.

If your sailplane has a nose hook, it should be used as one of the tie down points. Another often used procedure in AZ for aircraft like the SGS 2-33 is to place a 55 gallon drum under the tail wheel to put the aircraft on its nose. Then the aircraft is tied down at the normal three points, i.e., wings and tail.

I have been especially concerned in the past couple of years about tie down practices as I watch the list of SGS 1-26s dwindle in number. The leading cause of attrition

among these aircraft appears to be the major damage which occurs during storms, while the aircraft is tied down.

As a temporary field tie down, one of the most effective is to tie down one wing as close to the ground as possible and to turn the sailplane so that the expected wind is a quartering tailwind on that low wing. This procedure was explained to me by Dick Johnson more than 20 years ago and I have used it often, since. Of course I usually have stayed with the airplane in this situation. But it was always obvious to me that the single tie down that I was using in this manner was working and that the aircraft was not in danger of attempting to fly.

Bob Hurni, Pres., 1-26 Association

One more from (Peter) your editor; One tiedown idea I really liked was a good one for securing your ship to a tiedown line like they have at Truckee; this was to use a tost ring attached to a short piece of chain and a carabiner. The tost ring was placed in the tow hook (wheel-well towhook) and secured directly to the tiedown cable which was directly underneath; this gave 3 cable security points (one at each tip also) and the tail tiedown.

Changing Contest Numbers

How do we remove existing numbering?? Most old numbers are some sort of paint over the Gel-Coat. Can we remove this ourselves? with what sort of device? or do we need to have it done by a professional outfit???

These questions are always asked by first time buyers when they get their new sailplane home and need to change the contest numbers. This advice is **from Aland Adams**.

If you are careful you can do this yourself. If you are lucky the letters are painted on with laquer. If so, you can wipe them off with Acetone (lots of rubbing. Use a good pair of laytex/rubber gloves. The acetone will soften the laytex gloves after a while. If you are not so lucky they are painted on with enamel. If so, you will have to sand them off. Use 600 grit wet/dry sanding (it's black) paper and a rubber sanding block. Go to a automotive paint supplier and they will have this. You need to get a bucket of water and regularly dunk the paper/block to keep the sandpaper from gumming up. Try to sand only the paint as much as possible. The white gel coat is not real thick so you don't want to sand it off. This is a tedious process so have patience and don't rush.

While you are at the Auto paint store get the stuff you will need to paint on the new letters. Splurge and buy a pint of laquer from the guy (think about the next time they'll have to come off and how thin the gelcoat is now). Also buy the appropriate reducer. The paint guy will tell you which to buy and how to mix it for spraying if

you ask. Also, he'll mix the color to be whatever you like so try to take something to match. If you have a spray gun or air brush you can use them. If not, this same paint guy should have a touch up system which has a jar and an aerosol cannister which screws on the top. These aren't too expensive and work well for this task. I'd also buy some striping tape. 3M amkes some that's a light olive color, and some that's dark blue.... in various widths. 1/4" works fine. The light olive stuff is nice for doing straight lines (it doesn't stretch or curve much) and the blue stuff is nice for doing curves. Think about your letters and get what you need. It is best to use striping tape for the letter edges than masking tape because your paint will seep under masking tape and look terrible.

Getting ready to paint is a task. Find a place which is as dust free as possible. Make sure the place you are putting the letters has been sanded with 600 grit sanpaper. Lay out the letters with a soft pencil drawing very lightly. Pencil lead (especiall the hard stuff) can scratch your gel goat. Carefully use the striping tape to mask your letters. Wherever the tape overlaps, make sure the top piece of tape is pressed down well. I run my finger nail on the top tape, along the edge of the lower tape to ensure the paint wont seep underneath. Once this is done take regular masking tape and create a wider edge. Then use a combination of double layered newspaper and masking tape to cover the glider everywhere within 4 to 6 feet of where you are painitng. Use masking tape to tape down every edge of every piece of newspaper you use. Paint overspray WILL find its way to your white glider if you give it even a tiny chance.

Before you paint, clean the exposed gelcoat with Acetone (remember your gloves) to make sure there aren't any oils from your fingers. The previous sanding should have removed the wax we hope has been used on the gelcoat. Now go mix your laquer and reducer and spray on several light coats.

Expect to put on between 4 and 6. You need to let the laquer set between each coat since you don't want any runs. As you do this, you will notice that the painted surface will become mottled an dull... don't worry... it will turn out OK in the end. Let the laquer dry. Then carefully remove the paper and masking tape leaving the striping tape. Now slowly remove the striping tape. You will be using the edged of the striping tape to "cut" the paint along the edge of the letters. If you didn't sand/clean the gelcoat under the paint well enough, the paint may peel up. So do be careful.

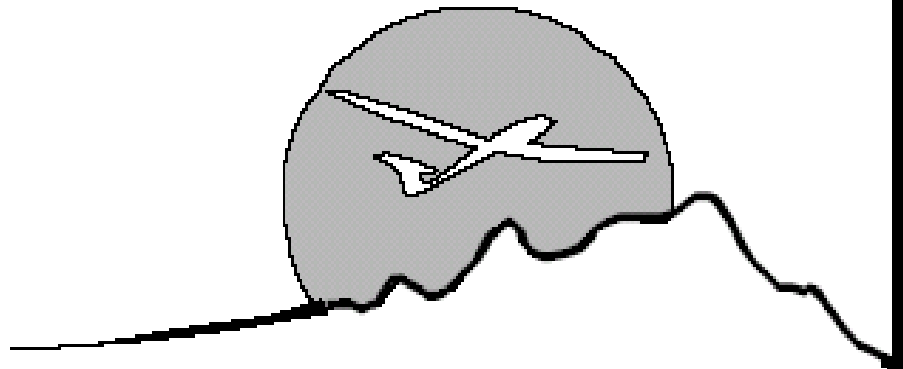
Now for the final step. Get a clean piece of 600 grit sandpaper and your sanding block and sand the letters. You're doing two things. You're sanding the raised edge from masking and you will be smoothing the surface and glossing up the laquer. If you want the letters to be really shiny, use 1000 and 1200 grit sandpaper then buffing compound. I usually skip the 1200 grit.

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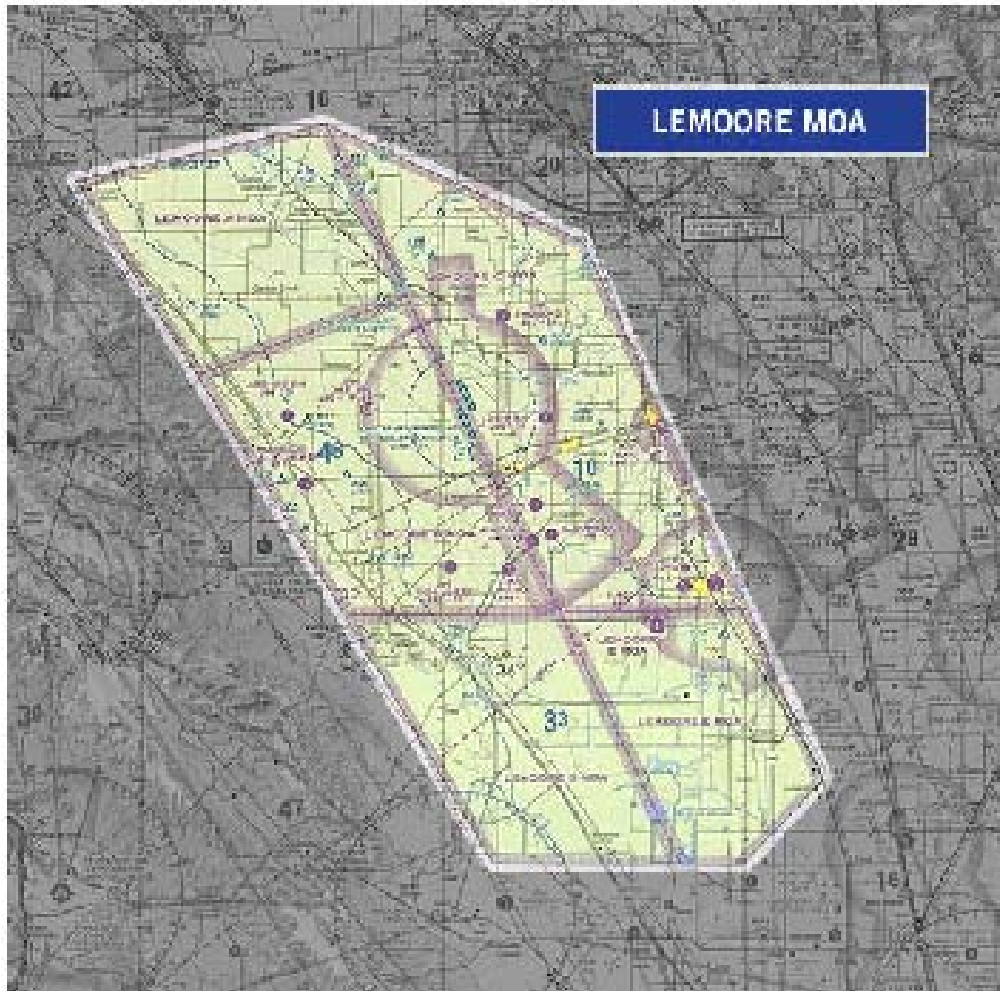
Rex & Noelle Mayes

2668 Husted Road, Williams CA 95987-5105

REGION 11 AIRSPACE

The following section includes articles and issues surrounding airspace in Region 11. These include:

- New MOA around Lemoore
- Letter to Airman about gliders around Reno
- A report from the NASA Aviation Safety Reporting System about a near midair between a 737 and a transponder equipped glider
- An excerpt from the NTSB recommendation to the FAA in response to the glider/Hawker mid-air in August of 2006.



Jimmy Hamilton sent this note recently. -ed

Just in case you are not aware of this site, it has information pertinent to flight in this part of the country:
http://www.awp.faa.gov/lta/lta_list.cfm?CFID=182451&CFTOKEN=74114485

When you open the site you will see that the left column is cities listed in alphabetical order.

There is a very recent (1/22/08) letter for the Reno area that is directed at power pilots flying into and out of KRNO, letting them know that there is significant glider activity in this area up to FL180.

#####

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RENO ATCT/TRACON
1900 NATIONAL GUARD WAY
RENO, NV 89502
ISSUED: JANUARY 18, 2008 EFFECTIVE: JANUARY 23, 2008

RENO TOWER LETTER TO AIRMAN NO. 04-2

SUBJECT: GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

CANCELLATION: JANUARY 23, 2009

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport.

Glider operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Takle intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR between J32 and V392.

Federal Aviation Regulations do not require glider operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C Airspace.

Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace.

Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno-Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784-5582.

ORIGINAL SIGNED BY
Donald Brooks
Acting Air Traffic Manager
Reno ATCT/TRACON

The following report was entered in the NASA Aviation Safety Reporting System. The incident occurred in August, 2007. Inquires to the Soaring community in the area and to Reno TRACON did not lead to any further information about this incident.

ACN: 751929

Time

Date : 23708

Local Time Of Day : 1904 To 1909

Place

Locale Reference: Airport : RNO:Airport

State Reference : NV

Altitude.MSL.Single Value : 14000

Aircraft / 1

Controlling Facilities:TRACON : RNO:TRACON

Make Model : B737-300

Aircraft / 2

Make Model : Sail Plane

Person / 1

Function:Oversight : PIC

Function:Flight Crew : Captain

ASRS Report : 751929

Person / 2

Function:Controller : Radar

Events

Anomaly:Conflict : Airborne Critical

Independent Detector:Aircraft Equipment : TCAS

Independent Detector:Other:ControllerA : 2

Independent Detector:Other:Flight CrewA : 1

Resolatory Action:Flight Crew : Took Evasive Action

Resolatory Action:Controller : Issued Advisory

Miss Distance:Vertical : 0

Miss Distance:Horizontal : 200

Narrative

14000 FT SW OF RNO APCH ADVISED TFC WITH XPOR DER AT OR NEAR OUR ALT. THE TFC QUICKLY BECAME A TA AND THEN AN RA. I FOLLOWED CONFLICT GUIDANCE WITH A DESCNT AND THEN THE RA QUICKLY COMMANDED A 'CLB, CLB NOW.' I ONLY START CLIBING WITH MAX POWER AND THEN DECIDED TO TURN OFF COURSE TO THE WEST. A GLIDER PASSED OFF OUR REAST SIDE APPROX 200 FT COMING HEAD ON. THE TA/RA ISSUES WERE THE GLIDER WAS CLIBING AND I DSDND NG WHICH CAUSED THE TA/RA TO REVERSE ITS CONFLICT CALL FROM DSDND TO CLB. APCH IN RNO IS VERY UPSET WITH THESE GLIDERS AND WE NEED SOME RESITRS ON THEIR AIRSPACE TO AVOID THIS CONFLICT. THESE MANUVERS WERE AGGRESSIVE AND I PERSONALLY FEEL IF THEY HAD NOT BEEN FOLLOWED, A WORSE SITUATION WOULD HAVE OCCURRED.

Synopsis

B737 FLT CREW RFTS TCAS RA WITH GLIDER AT 14000 FT 2 1/2 NM SW OF RNO

NTSB Recommendations Following Glider Mid-Air With Hawker Business Jet - ed

This is an excerpt from a 9 page Safety Recommendation report the NTSB issued to the FAA on March 31 of this year. This report was issued as a result of the NTSB investigation following the mid air collision between a glider and a Hawker 800XP jet. The full text for this report (A-08-10 through A-08-13) as well as the Safety Report the NTSB issued to the SSA (A-08-14 through A-08-15) can be found on the FAA web site:

“Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Remove the glider exemptions from the Federal Aviation Regulations that pertain to transponder requirements and use. (A-08- 10)

Develop guidance material for glider owners/operators that describes feasible installation options to aid in the prompt installation and approval of transponders in gliders. (A-08-11)

Establish a national transponder code for glider operations, as low in the transponder code range as feasible, that would notify air traffic controllers of glider operation/position. (A-08-12)

Upon establishment of a national transponder code for glider operations, as per Safety Recommendation A-08-12, ensure that air traffic control personnel are informed of the code, what it represents, and under what limitations the users are typically operating. (A-08-13)

The Safety Board also issued safety recommendations to the SSA. In your response to this letter, please refer to Safety Recommendations A-08-10 through -1 3. If you need additional information, you may call (202) 3 14-6177.”

This is a comment from a glider guider who works for the FAA:

“By law the FAA has 90 days to provide an initial response to the recommendations made to us. This response does not need to state definitively how we plan to respond, but we usually try to make as substantive a response as we can within 90 days. Our response will be open to the public.

Since one of the recommendations to the FAA would require rulemaking, that will take quite a long time if we choose to follow it. We have a full plate of higher priority rulemaking matters, like fuel tank flammability reduction, ADS-B, and a zillion other things. We often look for non-regulatory approaches to solving safety problems.

SSA can do what it wants in response to the recommendations, but it is a good thing that NTSB issued recommendations to SSA as well, with the intent of involving the glider community.”

Steve Northcraft, Chair of the SSA Government Liaison Committee, is working on the Soaring community’s response to the recommendations on behalf of the SSA.

More to come!!!

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Cambridge Aero Instruments
MicroAir
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Hollister Gliding Club

- Glider instruction from beginner onward including aerobatics, landing on tow, and recovery from unusual attitudes
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For directions to Hollister Gliding Club from your location please visit our website, give us a call or input our address, 211-C Skylane Drive, Hollister, CA 95023, into a mapping program. We are located on the Hollister Municipal Airport.

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Private glider owners welcome!

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2008 Calendar of Events - PASCO

2008 Date	Events	Location	Contact
March 1 (Sat.)	VSA - Valley Soaring Dinner Seminar Series Price \$15, includes Dinner and Seminar Geared to all Pilots and Soaring Enthusiasts. VSA membership not required, must RSVP AGENDA: www.valleysoaring.net/seminars	Williams Soaring 530-476-5600 Williams, CA	RSVP to Ginny Farnsworth, VSA President ke6vgz@sbcglobal.net
Mar 8 – 15 Seniors	Seniors Championship	Clermont, FL	www.ssa.org
Mar 15 (Sat.)	VSA - Valley Soaring Dinner Seminar Series Price \$15, includes Dinner and Seminar Geared to all Pilots and Soaring Enthusiasts. VSA membership not required, must RSVP AGENDA: www.valleysoaring.net/seminars	Williams Soaring 530-476-5600 Williams, CA	Valley Soaring Forum RSVP to Ginny Farnsworth ke6vgz@sbcglobal.net
Mar 15 (first race)	Valley Soaring Race Series Summer bi-weekly race series Mar 15 to Oct 11 Fun ongoing event for all levels of glider pilots.	Williams Soaring 530-476-5600	Valley Soaring Forum See Announcements for 2008 WSC Events
April 5	Air Sailing Spring Work Party Bring your gloves, shovels, and tools	Air Sailing, NV www.airsailing.org	Cindy Donovan donovan_c@sbcglobal.net 510-339-6315
May 2 – 4	Doc Mayes Memorial Fly In Annual Doc Mays Fly In and BBQ	Williams Soaring Center 530-476-5600	www.williamssoaring.com Noelle Mayes 530-473-5600 noelle@williamssoaring.com
PENDING May 15 – 18 PENDING	Will there be a contest? <i>CONTACT MARIO if you are interested in flying or volunteering to assist with the contest.</i> 34th Annual Avenal Soaring Contest Always a great contest. Open to all, a fun, friendly contest to start the soaring season.	Central California Soaring Club, CCSA Avenal, CA	www.soaravenal.com Mario Crosina mario.crosina@comcast.net
May 13 – 22 Nationals	USA Standard Class Nationals 1 Standard Class pilot for 2010 WGC	Cordele, GA	www.ssa.org
May 13 – 22 Nationals	USA 18-Meter Nationals 1 18-Meter Class pilot for 2010 WGC	Mifflin, PA	www.ssa.org
May 23 – 26 Memorial Day	2008 Cross Country & Racing Camps Instructional seminars 9 to 11. Daily racing & badge tasks. Provide local area familiarization & knowledge for 2008 Sports Class Nationals. For the latest information go to www.craggyaero.com/towing.htm	Siskiyou County Airport, Montague, CA MAP	www.craggyaero.com Richard Pfiffner 530-905-0062 rhpf@craggyaero.com
May 26 – 30	Air Sailing 14th Annual Thermaling Camp	Air Sailing, NV www.airsailing.org	Rolf Peterson Livermore, CA 94550 925-447-5620 925-447-4255 rolfpete@aol.com
June 1 – 6	Air Sailing 22nd Annual Cross-Country Camp	Air Sailing, NV www.airsailing.org	David Prather Cameron Park, CA 95682 530-748-7275 dwprather68@yahoo.com
June 13 – 15	2008 Cross Country & Racing Camps Instructional seminars 9 to 11. Daily racing & badge tasks. Will provide area familiarization & local knowledge. For the latest information go to www.craggyaero.com/towing.htm	Siskiyou County Airport, Montague, CA MAP	www.craggyaero.com Richard Pfiffner 530-905-0062 rhpf@craggyaero.com

June 15 – 19	NSA - Bishop Encampment Nevada Soaring Association http://nsawebsite.freesevers.com/	Bishop, CA	Nevada Soaring Assoc. Bob Spielman 775-345-0410 thudpilot1@msn.com
June 23	Reno ATC briefing by Mark Beadle for the Mountain Soaring Seminar.	Truckee-Tahoe Airport Terminal Building Airport Board Room	Richard Pearl 925.933.4558 fdc@att.net
June 23 – 27	Truckee - 2008 Mountain Soaring Camp Beginning & Intermediate glider pilots who desire improved & more efficient soaring skills for longer local & safer cross-country flights. For more experienced pilots, an official observer will be available for badge flights.	Soar Truckee Gliderport Truckee, CA	Richard Pearl 925.933.4558 fdc@att.net
June 2 to July 5	Region 11 Championships All Classes Practice Day June 28	Siskiyou County Airport, Montague, CA MAP	www.williamssoaring.com Noelle Mayes 530-473-5600 noelle@williamssoaring.com
July 1 – 10 Nationals	USA Sports Class Nationals Practice Days June 29 & 30th INFO: www.williamssoaring.com/nationals/	Siskiyou County Airport, Montague, CA MAP	www.williamssoaring.com Noelle Mayes 530-473-5600 noelle@williamssoaring.com
July 6 (Sunday)	TAGAR! (Truckee Airport Gliding Air Race!) Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
July 21 – 26	Air Sailing Sports Contest Regionals SSA sanctioned Regional Sport Championships Practice Day July 20	Air Sailing, NV www.airsailing.org	Contact: Ty White tylerwhite@earthlink.net 510-504-2217
July 20 – 31	USA World Class & 1-26 Nationals 1 World Class pilots for 2010 WGC TSA, TX	Texas Soaring Association Midothian, TX	www.texassoaring.org Norm Miller normmiller11@mac.com
Aug 5 – 15	USA Open & 15-Meter Class Nationals 1 15-Meter Class pilot for 2010 WGC	Uvalde, TX	www.ssa.org
Aug 29 to Sept 1 Labor Day	2008 Cross Country & Racing Camps Instructional seminars 9 to 11. Daily racing & badge tasks. Will provide area familiarization & local knowledge. For the latest information go to www.craggyaero.com/towing.htm	Siskiyou County Airport, Montague, CA MAP	www.craggyaero.com Richard Pfiffner 530-905-0062 rhp@craggyaero.com
Aug 9 – 10	Gerlach Dash A fun annual event at Air Sailing	Air Sailing, NV www.airsailing.org	Bob Spielman 775-345-0410 thudpilot1@msn.com
Sept 1 (Monday)	TAGAR! (Truckee Airport Gliding Air Race!) Spectator-friendly race on closed aerial circuits	Soar Truckee Truckee, CA	Sergio Colacevich (C2) sergiocola@sbcglobal.net
Sept 6	Air Sailing Awards Banquet and Silent Auction	Air Sailing, NV www.airsailing.org	Ty White tylerwhite@earthlink.net 510-504-2217
Oct 11 (Sat)	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
July 3 – 7, 2009	First U.S. Libelle Gathering Follow discussion at: libellesailplanes@yahoo.com	Air Sailing, NV www.airsailing.org	Neita Montague Neitalibelle@aol.com

Pacific Soaring Council



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*For more information contact;
Ty White
510-490-6765 h;
408-616-8379 w
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*High resolution digital photos & RTF (Rich Text Files) text files are preferred,
Thank you!
Karol Hines,
WestWind Editor*



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Fremont, CA 94539