



WEST WIND January 2000



Inverted at Truckee – Photo by Ken Ward, San Jose, CA

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Statement of Purpose

The purpose of the Pacific Soaring Council, Inc., a non-profit, 501(c)3 corporation, is to initiate, sponsor, promote and carry out plans, policies and activities that will further the education and development of soaring pilots. Specifically, activities will promote and teach the safety of flight; meteorology; training in the physiology of flight, and the skills of cross country and high altitude soaring. Other activities will be directed towards the development of competition pilots and the organization and support of contests at the local, regional, national and international levels of soaring. PASCO is the acronym for the Council. WestWind is the monthly publication of PASCO. Material may be reprinted without permission. The present board will remain in office until November 1999. Current dues are \$25 annually from the month after receipt of payment.

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Contact Rick Walters (775) 265-3386.

Mount Shasta Soaring Center – Siskiyou County
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882-1550, N64UW@aol.com

Nevada Soaring Association (NSA) - Air Sailing
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CHICO SOARING ASSOCIATION http://www.syix.com/clarkaw/csa_home.html

MINDEN SOARING CLUB <http://www.community.net/~soaring/msc.html>

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VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

Minutes of the PASCO Board of Directors

Oct. 6, 1999

Meeting called to order 7:50 p.m. - late, owing to problems with getting the room unlocked.

MEMBERS PRESENT: Davis, Hayes, Smith, Roberts

MEMBERS ABSENT: Horn, Kemp, Lent, Penning, Schuster

Guest present: Karol Hines, Region 11 SSA Director

Note new e-mail addresses for two board members: dpen9971@cs.com [Dave Penning] and Bruce.roberts@nsc.com

Minutes for August approved.

Minutes do not have to be published in WestWind, although "The Board of Directors shall cause to be kept a complete record of all acts and proceedings of its meetings", and WestWind publication is the method of choice.

TREASURER'S REPORT mailed to board members.

Beginning Balance.....\$15,489⁹⁶

Ending balance\$20,243¹⁶

Outstanding bills: \$150 to Smith, \$150 to SSA, both for contest deposits.

Last month we noted that too much money is beginning to accumulate. Smith suggested we slip 5K or so into the scholarship fund, which is an endowment fund. Action postponed until we have a quorum.

PUBLICATION REPORT made by Smith in absence of White.

Sept. and Oct. issues of WW are in the works. The transition of WW editorship to Janice Hoke has started.

MEMBERSHIP REPORT made by Smith in absence of White. He is having trouble getting enough people to serve on the board. After some discussion of his approaches and non-successes in selling the positions, Smith's list was passed to Davis for more smooth forked-tongue persuasive arguments. While this is a voluntary organization and everyone is entitled to non-service, someone has to serve in good times and bad if

we are to survive. We are all in this together - beginners, old-timers, recreational soarers, competitors, friends, and hangers-on. What's one night a month for two years out of your life anyway. Generate a thermal in the soaring atmosphere and it's guaranteed to return at least twice over. So smile and say yes when I call.

COMPETITION REPORT made by Smith.

Montague sanction NOT withdrawn over the camera-GPS hassle. Decision made before appeals were received from competitors and from president. Intemperate remarks are not helpful. Sanderson and Good both reaffirmed that they are paid to serve, and will do so responsibly.

Smith's bids for National 18m and Sports at Minden 2001 were accepted. Montague will be the site of the Open 2001 National contest. The SSA considers social activities an indispensable part of contests.

Nothing in Region 11 for 2000.

Smith had to volunteer others' services in order to satisfy SSA criticisms. A contest director is needed for Minden. Please step forward and offer to help. He can't do all the work.

There was some discussion of Tonopah as a Standard Class contest site. It is 8 hours from here, 5 from L.A., and not much from Vegas (member Vegas is in Region 11).

The PASCO League is all wrapped up. Was it a success? Well, the concept of two weekends was OK at Crazy Creek, but not elsewhere. The chief perpetrator was unable to attend because of other commitments. Same for several other protagonists. With only three contests, miss one and your team has had it. With five contests miss one no problem. Maybe next year return to Crazy Creek, Air Sailing, Truckee, Minden and Avenal [?].

AWARDS REPORT was started by Davis in the absence of Donovan, who laid out the requirements for all awards.

We needed to discuss only Les Arnold Award for lifetime service, Esther White Award for crewing and support, and the Exceptional Service to PASCO Award. Many qualified candidates were discussed:

Semans for Arnold; White for White; Eldon Hinkle for exceptional service in running the Nationals; Volkmann for his stewardship at ASI and in running the Thermal and cross-country camps, and in supporting The Sports Class Contest and Badge and Record Camp; Herold for his stunning cross-country seminar and his nearly 100 ride/flights during the summer; Rolf Peterson for his FAA Liaison work. Davis stated he wanted to recognize (president's privilege) the FBO's for their services: CC Connie and Jim; Byron Mike Schneider and NCSA; Hollister Drew Pearce and Soar Hollister, and Stan Davis and the Youth Soaring Academy; ASI Rosemary and Charlie; Truckee Jan Driessen; Minden Tony Sabino and Soar Minden, Tom Stowers and High Country Soaring; Williams Noelle and Rex.

Other PASCO Awards are Longest Distance, Out and Return, Longest Silver Distance, Sawyer. Miscellaneous Awards are Lee Peterson, ASI Sports Class Contest, Region 11 Championships, Sports in Montague and Open in Montague. Donovan will contact Lent about PASCO League, Hubbard about Sawyer, and Rex about Peterson.

BANQUET REPORT by Hayes: Monarch Hotel agreement accepted. Dinner cost to attendees will be \$24 for chicken, \$28 for beef. Seminar cost \$10. Discussion here about subsidizing amount. Price may be a factor for some just because it seems like a lot for dinner. Davis favors subsidy by PASCO, say \$15 for chicken, \$20 for beef. Hotel charges \$21 and \$26, so it would come to \$500 for 80 people. The treasury can afford it.

The emcee will be Hayes. The speaker will be Bob Wander "The State of Soaring In the U.S." that

Minutes of the PASCO Board of Directors

Nov. 3, 1999

Meeting called to order at 7:30 p.m.

ATTENDEES: Sumner Davis, Charlie Hayes, Doug Lent, Bruce Roberts, Tony Gaechter and Rosemary Hayes

ABSENT: Mike Schuster, Dick Horn

Minutes from previous meeting: All accepted.

TREASURER REPORT: none

BOARD OF DIRECTORS: Sumner Davis - President; Charlie Hayes - Vice President; Dick Horn; Mike Schuster

Bruce Roberts - Publications Chairperson; Rosemary Hayes - Secretary/Treasurer; Tony Gaechter ; Fran Allender; Sergio Colacevich

COMMITTEE CHAIRS: Roger Archey - Public Relations and Fund Raising

Janice Hoke - West Wind Editor
Cindy Donovan - Awards
Steve Smith - Competition
Sergio Colacevich - Sawyer Award
Rolf Peterson - FAA Liaison
Eldon Hinkle - Equipment
Tony Gaechter - PASCO League
Ty White - Membership/Address Change
David Penning - Safety

COMMITTEE REPORTS

TROPHIES: Cindy Donovan sent a written report on the trophy status.

PASCO LEAGUE: Doug Lent gave an overview of past PASCO League contests and possibilities for the future. Tony Gaechter will consider filling this chair.

BANQUET: Charlie Hayes reported 85 people have made reservations for the banquet. There will probably be between 50 and 60 attendees at the seminar. All arrangements have been completed. Bob Wander will be the guest speaker.

The rest of committee chairs were not present to give reports.

NEW BUSINESS: The Board accepted the nominations of new directors: Fran Allender, Sergio Colacevich, Tony Gaechter, and Rosemary Hayes.

Sumner Davis suggested paying for dinner for the FBO's (listed in the West Wind) at the PASCO Banquet as a thank-you for all they do for PASCO throughout the year. It was agreed to by all present.

Profits from the cross-country CD's developed by Carl Herold's group will credited to the PASCO account.

The cross-country seminar is being planned for early February 2000. It will be held on a Saturday/Sunday. Included in this year's program will be a session on GPS data entry. Sumner Davis will look into holding the seminar on the UC Berkeley campus.

Several suggestions were made to improve the 2000 cross-country CD:

1. Add a narrative.
2. Improve speed.
3. Add software to aid in ability to move within the document.

Bruce Roberts reported the NCSA is considering dropping the club requirement for mandatory PASCO membership for each club member.

Starting in January 2000 the PASCO board meeting will be held on the 1st Tuesday of each month.

October 6 MINUTES – continued from previous page

will include roasting of Region 11 notables. Those of us who have heard him speak find him lively, stimulating, humorous. Should he get an honorarium? YES. He has also been promised a wave flight, so do your Lennie Dance or whatever in ample time for the wave to show up.

The banquet raffle money all goes to the Scholarship Fund. Tell people this. At the seminar, there may be time for the SSA Directors Hines and Volkmann and the PASCO Directors to answer questions from the membership. Topics are Microclimates and forecasting in the great Basin - Herold, Cockpit technology - Ramsey, Mars Flyer - Smith, Accident Review - Thelen, Sinclair, Herold, Safety - Wander, 3 Diamond Flight below FL180 - Colacevich.

SSA DIRECTOR'S REPORT: by Karol Hines.

PASCO sent two Hall of Fame Nominations to Hines and Volkmann for forwarding to the SSA. One candidate - Gimme - is on the short list and will be on the final ballot. He deserves recognition for his unparalleled success in competition over a period of 20 years at the world class level.

There are some problems with Alaska Air flights and soaring flights in the Reno area. Two recent incidents could lead to major problems for all of us. The call for transponders is an urgent one. How many of us have been overtaken by airliners at or near our altitudes! Cruise along the Pine Nuts when puffy clouds are overhead, and watch the gray sharks pass through them close by, after take off. Even the Duo Discus with its zigzag wings doesn't scare them off. Hines is in communication with an Alaska Air official to keep discussions informal and cordial.

Notes by Secretary pro tem Davis.

SOAR MINDEN



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Mini Safety Tips on Preflights

by Sergio Colacevich

I just undertook the task of PASCO Safety Officer. For my first topic, I will talk about preflights. Have you preflighted (preflown, presegelflugged) your glider lately? I know, not since last time you assembled it. Which may be some time ago, given the weather poverty of winter time. But, did you do it then? Did you go through the whole routine?

What I have seen increasingly in the last few years is a growing awareness of the need to do a positive control check. Years ago it was a rarity, but now it is done, I would say, more than 50% of the time. Is that enough? Better than before, but more can be done. In Truckee there is a signpost on the way to the take off place that reminds pilots to do a positive check. In Truckee, I estimate that 90% of the pilots do it just because of that sign. In addition, the line boys, the tow pilots, whoever, ask if you have done it or if you need help in doing it. A very commendable approach to the issue and very effective.

What I don't see much is pilots doing a thorough preflight of their ship. I mean, going around the glider, inspecting, checking and looking and touching. I personally do it 95% of the time, just because I have been educated that way. Yes I am guilty of not doing it once every 20 flights for whatever reason, and I bear the responsibility for it.

Let's see what can be done, simplified to the essential. When I do my inspection, I start from the cockpit. First I set the altimeter, giving little taps on the glass. Then I open the main switch and check radio and vario. I switch the main off. I check how much oxygen I have. I check that the stick moves freely, then I release the air brakes, so that I can open them when I walk around to the wings.

I close the canopy and put my hand on the side of the fuselage, go-

ing to the nose to inspect whatever is there. In the case of the Discus, I take a look at the air vent opening to check that is clear: no wasps, spiders, rats, etc.

One time in Texas I found the vent occupied by a few of their terrible enormous stinging inch-and-a-half wasps. They flew away nervously as soon as I tapped the nose. I did not have peace until I was sure that none were left, there or in the fuselage or anywhere. For a while after that day, I had the recurring thought of a group of big wasps projecting from the vent and flying around me on take off.

Turning around the nose, I continue holding my hand on the side of the fuselage and look underneath to the wheel, the tire and the doors. I raise and walk the wing holding my hand on the leading edge. I stop whenever I feel something with my hand. It is surprising how sensitive the sense of touch is. Sometimes one detects more things than with eyesight.

From time to time I look underneath the wing. I go around the winglets and back looking at the aileron pins. I move the ailerons and gently shake them to check for unusual play. I lift the air brakes, check

if they are solid in their movement and look inside the box. I look at the main wheel from underneath. At the rudder and at the stabilizer, I check for movement and take a look at the pins if they are visible. I pass my hand on the leading edge of the elevator.

Now I take a good look at the back wheel, or skid. I found that this is a cause of frequent problems in gliders. Evidently the lateral movements of the tail in take off and landing and, I think, during ground handling, take their toll. When I had the Ventus, the tail wheel was wobbling slightly and I always touched it with worry until one day I found out that I could easily fix it. I finish my task with the other wing.

Is that enough? When I read the flight manual of the Discus, there is more that they prescribe to do everyday. I am guilty of not observing it. Still, what I do is much more than many other pilots do.

I would do a preflight, if it were me. May the lift be with you always.

Sergio Colacevich is a transportation engineer and works for Caltrans in Sacramento. He came from Italy in 1984 with a Silver badge, gained the Gold badge in 1991, and the three-in-one-shot Diamond in 1996.

PASCO



...is a non-profit, 501(c)3 corporation. Our purpose is to initiate, sponsor, promote and carry out plans, policies and activities that will further the education and development of soaring pilots.

Contributions to PASCO are tax deductible under current IRS laws. For more information about making a donation to PASCO, contact your membership chair.

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Y2K PASCO League Bulletin No.1

by Tony Gaechter

PASCO League is intended to encourage competitive cross-country soaring in a less formal environment than regional or national contests.

Teams consist of a pundit, an intermediate and a novice pilot. Substitutions are allowed to accommodate team members that can't make all 4 PASCO League events. Scoring is designed to encourage the pundit to help the less experienced members of the team.

For those that are not familiar with PASCO League, I suggest taking a look at <http://www.ranlog.com/pasco/pleague.html>.

This web page also has a link to the **PASCO League Handbook** which will provide more information.

While PASCO League is competitive, the theme is to help beginners learn safe, cross-country soaring. This theme makes it a great introduction to new soaring sites because experienced pilots provide briefings on the local area conditions, terrain and landing sites.

A number of people have indicated an interest in organizing teams for the Y2K PASCO League. These include Sumner Davis, Peter Deane, Steve Smith, Hud Staffield, and Ty White. To make the 2000 PASCO League a success we need more teams, and we need to get more novice and intermediate pilots to participate.

Planning is well under way for

the 2000 PASCO League. The format will be one weekend per site for four sites. The following places and dates have been decided.

6-7 May, Williams

3-4 June, Avenal

22-23 July, Truckee

(Tentative pending approval by Soar Truckee)

5-6 August, Air Sailing

The Doc Mayes contest at Williams is the weekend following:

PASCO League. This provides an opportunity for two weekends of fly-

ing during the best part of the Williams season, and the hospitality at Williams is always great.

The annual CCSC Avenal contest is 17-21 May. The next weekend is Memorial day and the next weekend (3-4 June) is the PASCO League Avenal contest; an opportunity for three consecutive weekends of great flying at Avenal. If you haven't flown there before, you will enjoy the fine soaring conditions

with plenty of safe landing areas nearby, should they be needed.

The Truckee dates are during the best part of the Tahoe summer and should provide very good flying conditions. The Truckee Saturday evening barbecue is always a winner.

The Gerlach Dash from Air Sailing is the weekend following the Air Sailing PASCO League contest. This provides two consecutive weekends of competition from Air Sailing for those interested in the Gerlach Dash. See your January '99 and September/October '99 issues of WestWind for articles on the past two Gerlach Dash events. It sounds like great fun.

You can encourage the growth of soaring and help develop more cross-country pilots by participating in the Y2K PASCO League. You don't need to be a pundit to be a team captain. If

you have not been asked to be a member of a team, call a couple of pilots you know and get a team organized. I encourage you to become a Y2K PASCO League participant even if you are not able to fly in every event. Substitutions are allowed so your team can win even if the same three team members don't fly at every event. The Saturday evening dinners are a great social event for friends and family members who attend.

Please let me know if you are organizing a team or are interested in being on a team. I will include availability of pilots for new teams and team status in the next bulletin.

- Tony 30 December '99

What the PASCO League is all about

The PASCO League is intended to encourage competitive cross-country flying on a less formal basis than National and Regional competitions, involving pilots at all levels of cross-country competence. It is a team-based competition with teams being entered from various soaring sites in the PASCO area.

This year the sites will be Williams Soaring Center, Avenal, Truckee and Air Sailing. The competition takes the form of weekend 'meets' between the teams in the League. A 'meet' will be hosted by each of the host sites throughout the season, giving pilots and crews the opportunity to visit and fly at other sites in the area. It is a great way for new pilots that are ready to begin cross-country flying to learn new soaring areas.

The intention is not to give great glory to individuals, but to promote rivalry between the teams. The honors each weekend, and over the season, will therefore go to the team amassing the highest total score for all its pilots.

Special emphasis will be put on the performance of the Novice Pilots.

There will be a trophy for the winning team and a trophy for the team with the best Novice Pilot. Novice scores count 50% more than Pundit scores and 25% more than Intermediate scores at each event. This is intended to provide an incentive for the more experienced pilots on each team to help the Novices. This should be

an event where there is a serious effort by the experience pilots to help the beginners.

See the Y2K PASCO League Status Bulletin for information on teams that are forming at this time. These Bulletins are sent out periodically, as new team information becomes available. You can be added to the email

list for these bulletins by sending a request to tony-gaechter@worldnet.att.net.

I am looking for a volunteer to do the scoring at all of the sites. I can supply a laptop and the scoring software, but I need a volunteer to do the actual work at each site.

Y2K PASCO League Status Bulletin / 16 January 2000

This status report includes information about the teams that are forming at this time, and open positions on these teams. If you are looking for a position on a team I suggest you contact the team captain identified below. I would appreciate your letting me know if you have made a commitment to fly with these or any other team so that I can keep this bulletin up to date.

Team: TBD	Captain: Sumner Davis			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Sumner Davis		
Avenal	3-4 June	Sumner Davis		
Truckee	22-23 July	Sumner Davis		
Air Sailing	5-6 August	Sumner Davis		

Team: TBD	Captain: TBD			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Sergio Colacevich		
Avenal	3-4 June	Peter Deane		
Truckee	22-23 July	Sergio Colacevich		
Air Sailing	5-6 August	Peter Deane		

Team: TBD	Captain: Hud Staffield			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Hud Staffield	Tony Gaechter	
Avenal	3-4 June	Hud Staffield	Tony Gaechter	
Truckee	22-23 July	Hud Staffield	Tony Gaechter	
Air Sailing	5-6 August		Tony Gaechter	

Team: TBD	Captain: Bruce Roberts			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Dave Greenhill	Bruce Roberts	
Avenal	3-4 June		Bruce Roberts	
Truckee	22-23 July	Dave Greenhill	Bruce Roberts	
Air Sailing	5-6 August		Bruce Roberts	

Team: TBD	Captain: Drew Pearce			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May	Drew Pearce		
Avenal	3-4 June	Drew Pearce		
Truckee	22-23 July	Drew Pearce		
Air Sailing	5-6 August	Drew Pearce		

Drew will be flying a new Duo Discus and is looking for someone to share the ship for these events.

Team:	Captain:			
	<u>Date</u>	<u>Pundit</u>	<u>Intermediate</u>	<u>Novice</u>
Williams	6-7 May			
Avenal	3-4 June			
Truckee	22-23 July			
Air Sailing	5-6 August			

Team Captain email addresses:
 Sumner Davis spdavis@socrates.berkeley.edu
 Hud Staffield hud00@aol.com
 Peter Deane twotango@worldnet.att.net
 Bruce Roberts bruce_roberts@nsc.com
 Drew Pearce drew_pearce@yahoo.com

Available team members
 The following pilots have indicated that they will be available for some events. Anyone organizing a team should contact these persons to see which PASCO League events they will be able to fly.

Bob Korves	bkorves@ips.net	
Fran Allender	jfallender@aol.com	
Cindy Donovan	Cynthia.Donovan@Schwab.com	Williams & Air Sailing only

Please let me know if you have agreed to be on a team that is not in the above schedule or would like to be on a team. For more information about the PASCO League, the handbook can be found on the PASCO website: <http://www.ranlog.com/pasco/handbook.html>.
 Tony
Tony-gaechter@worldnet.att.net

Suggestions to tweak the Sawyer Award

Dear friends,

The Sawyer Award has been for more than 30 years a very honorable institution of the PASCO community. In the last few years though, the participation has been scarce.

Peter Kelly noticed this, looked for the causes and made a proposal to simplify it. He said, "Nobody has the time to fly and to do all those calculations."

The matter has been brought at the attention of the Pasco Board, and as I am the current award administrator, I am the one taking care of the matter. I have researched the rules and the history of the award as far as 1970, and I have put together a list of items that may be worthy of consideration for possible changes or improvements.

Personally, I would like to maintain the award as close as possible to the original concept, but I recognize that the times have changed and some adaptation may be necessary. For example, motorgliders require some different treatment. If we approach the matter with attention, we can still maintain the original spirit of the award, which was conceived to encourage the pilots to fly cross country and especially, to encourage novice pilots.

At the last Pasco meeting, this list of items was discussed, and a decision will be taken at the next Pasco meeting on Feb. 7. However, we would like to know your opinion and have your input. Please take a look at the attached list of items and give us your thoughts.

Respond to my E-mail address: sergio@unlimited.net. A response within 15 days is preferred, so as to have the time to collect and sort the various issues, but I will work at everything I receive up to the end of the month. After that, I may not have the time to review the mail before the meeting.

My own approach will be to fa-

cilitate more participation. I have the intention to keep alive the contest by reporting on its status in every issue of West Wind and keeping a Sawyer page on the Pasco Web. I will ask for the participants to send their scores every month, and I will publish the scores as well as the best flights of the individual pilots.

Also, I think to increase the pilot factor for the beginner pilots to give them better chances (in the last 10 years, only one Silver Badge Pilot won the contest). The contest has already begun: just keep track of your flights in your log books.

List of Items for a SAWYER AWARD discussion

I would be very, very careful before changing the basic rules on the Sawyer Award, out of respect to the Award, for historical reasons, and for the comparative value of the achievement. But mostly, because the rules in my opinion are very clever and give to the award its distinctive character.

However, simplification may be considered because the pilot of today has less time than in the past. Rewriting the award in a better organized way may be worthwhile.

Here are some items that may be taken into consideration. Please think about it, discuss it, and take a resolution at the next Pasco meeting. It would be good to place these issues in the Internet and have other people give their input.

"EXISTING RULE" COMMENT

• Rules of 1992: "Only so-called "pleasure flights" will be scored. Instruction, demonstration or badge flights do count if non-contest."

Rules of 1987: "Only so-called "pleasure flights" will be scored. Instruction, demonstration or contest flights will not be scored. Badge and record flights will count if non-contest."

Evidently the rules of 1992 do not make sense grammatically and are an erroneous reporting of the preceding rules of 1986. The rules of 1986 describe the inspiring principle. However, improvements may be these: Maybe only commercial in-

struction/demonstration flight should not be counted. Maybe contest flights could be scored.

• "Flights must be flown between January 1st and October 15 included)".

In 1970, flights were counted from November 1st, to October 15 next year. Also, the pilot factor is considered the one in existence in October 16. Maybe we could score flights from October 16 to October 15 next year.

• "Pilot factor (PF) is determined by the badge standing as of October 16 of the previous year and will not be changed during the contest".

Most pilots agree that the classification should be based also on the actual cross-country experience of the pilot, which may not be reflected by the badge standing.

Proposed:

At least a Diamond Badge or one 500-km flight would equal a PF = 1.0
At least a Gold Badge or two 300-km flights: PF = 1.5
At least a Silver Badge or three 50-km flights: PF = 2.0
All others: PF = 2.5

• "All points (except bonus points) will be multiplied by 2 for flights originating at field elevations below 2,000 feet".

Maybe we can eliminate this exception and say: "All points will be multiplied by 2 for flights originating at field elevations below 2,000 feet". This would eliminate a mathematical operation and a complication.

• Rules of 1992: "For Goal and Return, Triangle, or Quadrilaterals, a turnpoint may be used only once".

Rules of 1987: "A turnpoint may be used only once per flight with three turnpoints maximum".

The rules of 1992 seem to suggest that only Goal and Return, Triangle, or Quadrilaterals may be the acceptable task but are not grammatically clear. The rules of 1986 reveal that, this was in fact the original intention. It is proposed to use the original wording of 1987.

• "Duration points are awarded at the rate of one point per 30 minutes".

The weight of this item is very small. Looking at my score sheet, that of Peter Deane and that of David

Volkman, I found that the weight of the various items constituting the award is: distance 62%; duration 5%; altitude gain 21%; 25 points bonus per flight 17%.

I think here is a place where a modification could be done. An item that weighs only 5% makes little sense. Probably 30 years ago, when the distances covered were much less, the duration might have had more importance, but now it is not so any more.

A simplification could be to eliminate the duration completely. This would save a cumbersome calculation, with reduction of minutes to fractions of hour etc. The effect on the final score is virtually non-existent, mostly because if you fly many miles you fly for longer time and you already gain points in that way, factoring the gain in time.

If we leave the duration in place as it is now, two participants will only see a very slight advantage in favor of the one that flew at a lower average speed.

On the other hand, if we want to emphasize the time spent in the air, considering that a beginner with good will could be rewarded for the effort of trying to stay up, then the score for the time may be increased. From the current 2 points per hour, duration may be rewarded with 5 points per hour, and this would take the weight of the duration to about 11%, in line with the weight of other items. If we want to give one point every 10 minutes, to ease the calculations, that would be 6 points per hour and a weight of about 13%, etc.

• "Motorgliders may score only one continuous flight segment per day. Scoring (duration, altitude, gain and distance) begins at engine-off (after self-launch or aero-restart), or release from tow and ends with the next engine-on time or landing. To score a flight segment, the starting altitude must not exceed 5,000 feet AGL above the take-off point. If the engine is capable of starting in the air, divide the distance score by the handicap factor of 1.2. If the engine is neither used nor capable of starting in the air, the flight is scored as a glider".

Motorgliders have limitations,

their perceived advantage is limited and at times it is a disadvantage. I propose to summarize the whole issue in only one concept: Motorgliders are scored as gliders, but can use the engine for take-off only; motorgliders that aero-restart score zero points for the whole

flight, from take off to landing.

Sergio Colacevich
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Carmichael CA 95608
Telephone: home: (916) 967 5710;
business: (916) 274 5874
Email: sergio@unlimited.net

A Simple Ferry Flight — NOT

by Eric Striedieck

It was decided, at some point, that the DG-100, Charlie Echo, should go to Calistoga from Crazy Creek to better serve the club's needs during the winter months. Since I live in Middletown and work in Calistoga, it presented a simple excuse for a flight over the hill. No one would have to make a special trip.

The wind was out of the north, but not blowing particularly hard. It was a clear, nice day. The plan was to take a tow high enough to clear the palisades. The whole flight, including the tow, should have lasted 25 minutes at the most. "It looks like there is a little wave working." Jim Indrebo said as we prepared for the launch.

"Ah, good," I said with some trepidation, "Where do you usually contact it?" I hadn't flown wave at Crazy Creek. Jim explained where the wave is usually found. It seems to appear to the north, several miles from Crazy Creek. "Humm," I thought, "that's not the direction I want to go, but hey, if there is wave, I should be able to gain gobs of altitude to compensate for the slightly longer distance to get to Calistoga."

There was nobody else at the gliderport, so Jim and I prepared for the launch. It had been some time since I had flown a single-seat glider; I was looking forward to this little flight. I was eager to watch the ground accelerate be-

neath the wings, to have the craft become light and once again, slip those surly bonds.

I should have known that this flight would be more surly than normal. I tried to get the canopy closed and found that my clodhoppers barely fit inside the plexiglass. This distraction contributed to my not getting the trim set all the way forward. A minor, but significant oversight.

When I felt reasonably comfortable with the pre-launch agenda, I wagged the rudder. The acceleration was a great deal faster than my recent experience with flying the twin. In fact I reached flying speed long before I expected. The eager Charlie Echo lifted off the ground with such enthusiasm, that I found myself having to thrust the stick all the way forward to keep from getting too high on Jim. Dang, before I was 20 feet in the air, I had already accrued two distracting items.

OK, now all that I had to do was follow Jim. But the air was moderately turbulent and I found myself struggling to stay in position. After all, I have done this a couple of times, and didn't want to appear to be a novice behind Jim "Rock-of-Gibraltar" Indrebo. I managed to not break the rope or tweak Jim too badly. We flew north to an area that seemed to be going up nicely.

After a 360-turn in good lift, I released at 3500 feet agl. That was about a thousand feet higher than my ego likes to go, but I wanted a little extra altitude in case there might be any sink in the few short miles I had to penetrate to Calistoga.

continued on page 13

A SIMPLE FERRY FLIGHT

continued from page 11

Although I was climbing, the lift was a little spotty and I had to work fairly hard to get another 500 feet. I wasn't sure which direction to go to try to find the strongest part of the wave action. So, with my nearly 4000 feet of altitude, it looked pretty good for a glide past Mt. St. Helena. I turned and lined up with the south peak and accelerated to about 75 knots.

As I passed over Middletown, I could see that my altitude was probably OK, but not exactly great. About that time, as one might expect on a wave day, I hit some horrific sink. Uh oh. In a very short period of time, it became obvious that I wasn't going to make it over the mountains. Not only that, but I might not even make it back to Crazy Creek. Gulp!

All of a sudden, the expression of my joy of soaring turned to deleted expletives. I began to have visions of being nominated "Bozo of the Year", as I sank lower and lower.

I couldn't believe it. The airport began to look further and further away as I desperately continued to try to penetrate through the sink. The whole sky couldn't be going down. There must be air going up somewhere. I was now, officially, sporting white knuckles.

This was amazing. This flight should have been a total, non-event; a simple, seven-mile glide. But no: Now I was involved with a life and (ego) death struggle to not turn Charlie Echo into a project for fiberglass expert Mark Wolfe.

Finally, about two miles south of M-town, a burble and then lift. Oh my, how nice it was to see the vario on the up side of the scale. I cautiously rolled into a tight turn, and bingo, I was able to see positive lift all the way around. Now I worked every turn. I gained altitude on body english alone. Although I was only 10 minutes into the flight, I had already experienced enough adrenaline for a diamond-distance attempt.

However I was going up well.

The lift was good and shortly I reached a point where I had Calistoga made, even with sink enroute. I breathed a huge sigh of relief. Now I wouldn't have to face Jim, the club or my flying peers with an astounding story of stupidity and excuses about making those tough decisions, such as returning to the airport before the altitude runs out.

Now that things were going well, it was time for another bogus decision. I reasoned that with a north wind, there would be ridge lift on the north facing slopes of Mt. St. Helena. So instead of flying direct to Calistoga past the south peak, I elected to search for lift on the north side of the mountain.

Just at the point where I was committed to go through the pass between Ida Clayton and the mountain, I again encountered terrific sink. "No problem." I nervously thought. I still had gobs of altitude and, regardless, should be able to get around the mountain. I was having a hard time believing that there was not only no

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lift where I thought it would be, but also big-time sink.

In addition, the air near the mountain was becoming increasingly turbulent, making flight near the terrain very nerve-racking. As I came around the southwest side of the mountain, the sink increased intensely. I momentarily forgot about any soaring and put the nose down towards Calistoga.

"Oh my gosh! Not again!" I heard myself say. I was sinking so fast that the angle to Calistoga was changing at an alarming rate. I was, at one point, looking way down at the airfield, but now I had to entertain those horrific thoughts of doom and disaster again. This was not what I had in mind at all for this day.

I pointed the ship away from the mountain, knowing that, on a wave day, the sink would be worst closest to the terrain. As I headed away from the mountain, I felt a couple of those funny little buffets that proceed a major thumping from the tumbling air. Wham! My head slammed the canopy, crap flew off the floor and not-so-funny noises accompanied the collision with the rotor. Not only was I not having fun, I was wishing I had done this flight yesterday in the calm, flat air.

Even though I tightened the belts, I still continued to get my head bashed against the canopy as I tried to pretend to have control of this

flight. The good news was, despite the mugging that was occurring, there were snippets of rising air on the upside of the rotor. I gave it my best to try to work the stuff going up. I hadn't been thrashed this hard in decades. I was worried that I may have broken the canopy with my head. Slowly, slowly, Charlie Echo scratched for bits and pieces of altitude.

Suddenly, without warning, the air became absolutely smooth and the vario showed over a thousand feet per minute up. Within a short period of time, I watched the mountain fall away as Charlie Echo and I rocketed

towards 10,000 feet. Finally I knew once and for all that we had Calistoga made. In fact, we could have flown to Sausalito. The whole flight lasted one hour. Much of that time was spent sitting, fat, dumb and happy, at altitude, in the wave. The rest of this simple ferry flight was one to forget, except that I never will.

Eric Striedieck, has been flying sailplanes for 32 years. He worked for Jim Indrebo in the early 1980s at Calistoga as a flight instructor, ride pilot and tow pilot. Contact him at Stargar@jps.net

Classified Ads

ASH-25: Single Canopy. Fastest in Region 12. \$125,000 Contact Rex Mayes. (530) 473-5600

KOMET TRAILER: 1976, fair condition. Modified for ASW-20, fiberglass top recently painted, axle replaced (electric braking option available).

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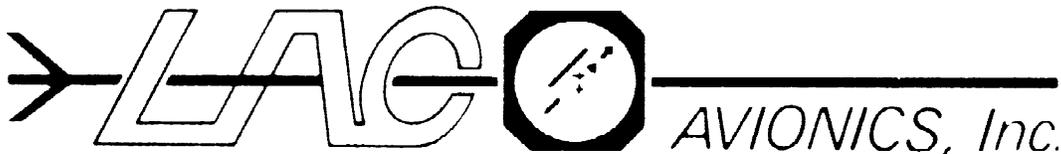


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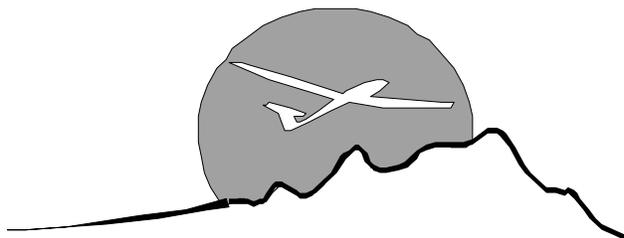
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Use of Mode C Transponders

Reno, Nevada

The potential conflict between gliders and commercial air traffic near Reno has increased with the growth of commercial jet traffic into Reno-Tahoe Airport (RNO) during the past few years. PASCO emphasizes that glider pilots operating in the Reno area must be alert for all air traffic arriving and departing RNO.

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

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



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Dan Gudgel

Recognizing Summer Soaring Weather Types in the Region

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Kempton Izuno

A Pragmatic Glider Pilot's Weather Type and Forecasting Kit

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Cross-Country Soaring in the Coastal Ranges and the Valleys of Northern California.

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Jim Payne

Cross-Country Checklist and the Latest Rules for Achieving Badges & Records.

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Standard Courses in the Great Basin and Northern California Area

Last year the seminar focused on soaring in "The Great Basin". This cross-country seminar will build on last year's presentations as well as include the unique opportunities the Northern California Coast and Valleys provide for pilots' early safe cross-country steps as well as long flight opportunities.

Date: Saturday February 19, 2000

Hours: 8 a.m. - 6 p.m. (Please Arrive at 7:30 a.m.)

Cost: \$50.00 per delegate includes continental breakfast and beverages

Location:

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For Purchase: 1999 CD, Posters, 3 Ring Binder of 1999 Seminar, & orders taken for CD of Year 2000 seminar proceedings.

The objective of this seminar is to provide safety information, tools, & knowledge, for planning and accomplishing your badges, 1,000 km diplome, records, or extend your recreational soaring goals.

Calendar of Events

February 7: PASCO Board Meeting, 7:30 pm, Old Terminal Building, Buchanan Field, Concord. All members invited

February 19: PASCO Sponsored Year 2000 Soaring Seminar: Planning Extended XC Flights within Northern California and the Great Basin. 8 am to 6 pm, New Le Conte Physics Building, UC Berkeley. Contact Carl Herold, 1230 Riverberry Drive, Reno NV 89509, Phone / FAX: 775-786-8505, E-mail: cdherold@gbis.com

March 6: PASCO Board Meeting, 7:30 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

April 3: PASCO Board Meeting, 7:30 pm, Old Terminal Building, Buchanan Field, Concord. All members invited.

April 22-29: 2nd Annual Western Seniors Contest, April 22-29, Estrella Sailport, Phoenix, AZ. Sponsored by Arizona Soaring, Inc. Contact Bruce Stephens (520) 568-2318, bruce@azsoaring.com

April 29: The Arvin Remembrance and National Landmark of Soaring Dedication, Arvin, CA. The Arvin Remembrance is a series of events to commemorate the Arvin-Sierra Gliderport. Many activities are planned, both at the Arvin site and at Mountain Valley Gliderport, Tehachapi, CA. For more information see <http://tehadapi.com/arvingliderport> or contact Janice Armstrong at (661)822-8852 or e-mail danarmstro@aol.com.

May 6,7: PASCO League Meet #1, Williams Soaring Center, Williams, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

May 17-21: Central California Soaring Club Spring Contest, Avenal, CA. Practice Day May 17. Contact Dan Gudel, 134 South Olive Street, Lemoore, CA 93245-3412, (559) 924-7134 home, dgudel@cnetech.com, or Mario Crosina, 1747 Bobolink Lane, Fresno, CA 93727, (559) 251-7933, mcrosina@pacbell.net.

June 3,4: PASCO League Meet #2, Avenal Gliderport, Avenal, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

June 19-23: 2000 Air Sailing Thermaling Camp, Air Sailing, NV. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-4255 h, (925) 447-5620 w.

– **July 1:** Y2K Air Sailing Sports Class Contest, Air Sailing Gliderport, NV. Practice Day June 25. SSA-Sanctioned Regional Contest. Contact Ty White, Contest Director, 41600 Marigold Dr., Fremont, CA 94539. (408) 616-8378 w, (510) 490-6765 h, tywhite@a.crl.com.

July 10-14: The 22nd annual Women's Soaring Seminar, Air Sailing Gliderport NV. Pilots of all abilities are invited to join us for a week of seminars, badge and record pursuit and lots of flying. C Pam Sutton at 820 California Ave. Reno, NV 89509, (775) 684-5847 or vsutton@doit.state.nv.us.

July 15-27: Parowan 2000 Badge, Record, and Distance Gathering, Parowan, UT. Contact Rolf Peterson, 2618 Tahoe Dr., Livermore, CA 94550, rolfpete@aol.com, (925) 447-5620 h or (925) 447-4255 w.

July 17-21: 2000 Air Sailing Cross-Country Camp, Air Sailing, NV. Contact David Volkmann, PO Box 64, Shasta, CA 96087, (530) 246-7559 or e-mail volkmann@snowcrest.net

July 22, 23: PASCO League Meet #3, Truckee Airport, Truckee, CA. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

July 24-28: Second Annual Air Sailing Badge and Record Camp, Air Sailing, NV. For soaring pilots desiring to begin or continue the achievement of their Silver, Gold and Diamond badges as well as those pilots seeking to pursue Nevada and California state records, especially in the sports class category. Pilots attending should have x/c experience in high desert conditions. Services provided include wx briefings, x/c planning, and SSA qualified badge observers. Dual x/c and record flying instruction available prior to and during the camp. For information contact Charlie Hayes, 9732 Pyramid Lake Highway, PMB 356, Sparks, NV. 89436. Email badgencamp@soar-palomino.com. (775) 475-2440

August 5,6: PASCO League Meet #4, Air Sailing Gliderport, Palomino Valley, NV. Contact Tony Gaechter, (408) 867-2182 h, Tony-gaechter@worldnet.att.net

August 12,13: The Third Annual Gerlach Dash, Air Sailing Gliderport to Gerlach, NV. Sponsored by NSA. Contact Vern Frye for information at (775) 825-1125. Motel reservations at Bruno's in Gerlach (775) 557-2220.



PASCO

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