



WEST WIND ^{May 2000}



Set for tow into the Minden wave – *Photo by Steven Ascher*

ON THE INSIDE

PASCO / SSA / Operations / Club Directory	Page 2-3
Soaring Forecast Changes	Page 2
Board of Directors Meeting Minutes	Page 4
Minisafetytips	Page 6
Year 2000 PASCO X Country Seminar CD	Page 8
Sawyer Award Competition	Page 9
Your Transponder is Increasing my Risk	Page 10
Classified Ads	Page 11
The First PASCO League	Page 12
Calendar of Events	Page 16

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. PASCOC is the acronym for the Council. WestWind is the monthly publication of PASCOC. 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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Aviation Weather Briefings

National Weather Service, Reno
800 WX-BRIEF (#*318) (775) 858-1300 (#*318)

Sierra Highway Information

Auburn - 702 793-1313
Reno - 775 793-1313 Truckee - 775 793-1313

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Attitude Aviation 299 W. Jack London Blvd.
Livermore, CA 94550, (925) 456-2276

Central California Soaring Club Avenal Gliderport -
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Soar Minden Douglas County Airport, P.O. Box 1764,
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(408) 238-2880.

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Chico Soaring Association (CSA) - Orland Airport, Orland,
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Crazy Creek Soaring Society (CCSS) - Crazy Creek
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Contact Rick Walters (775) 265-3386.

Mount Shasta Soaring Center – Siskiyou County
Airport, Montague, CA, Contact Stew Tittle, 541-
882-1550, N64UW@aol.com

Nevada Soaring Association (NSA) - Air Sailing
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Northern California Soaring Association (NCSA) Byron
Airport, Byron, CA. Contact Mike Schneider (925) 426-
1412

Silverado Soaring Association - Crazy Creek Gliderport,
Middletown, CA; Calistoga Soaring Center, Calistoga,
CA; Truckee Airport, Truckee, CA. Contact Douglas Lent
(916) 966-4038

Valley Soaring Association (VSA) - 2668 Husted Road,
Williams, CA 95987. Contact Peter Kelly (707) 448-6422

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AIR SAILING INC. <http://www.airsailing.org>
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WILLIAMS SOARING CENTER <http://www.williamssoaring.com/>
VALLEY SOARING ASSOCIATION <http://www.community.net/~soaring/>

Minutes of the PASCO Board of Directors

April 3, 2000

ATTENDEES: Fran Allender, Sumner Davis, Sergio Colacevich, Tony Gaechter, Charlie Hayes (later), Dick Horn, Bruce Roberts, Karol Hines (SSA Director)

MINUTES: Minutes from March meeting approved.

TREASURER'S REPORT: Approved.

Current balances:

Checking: \$14,480
Savings: \$2,940
Scholarship Find: \$5,421

ANNOUNCEMENTS:

PASCO Board meeting place will continue to be at the old terminal. Evidently negotiations are underway for a start-up airline service that will need to use the terminal. If and when it happens, airport management will provide another meeting place for PASCO. Fran Allender is the PASCO contact.

Rosemary Hayes has resigned as Secretary-Treasurer and Director. There are now two vacancies in the Board. It was noted that the distance to Concord is large for South Bay

and Nevada residents. It was suggested that we might meet in alternate months.

Many possible candidates for board members were named. Davis will pursue appointments. Horn will assume the duties of treasurer. No need to file an income tax form, but there is a \$10 filing fee to retain our status.

Rolf Peterson, our FAA liaison, will keep the letter from the Air Traffic Manager of the Seattle Air Route Traffic Control Center in Auburn, WA to John Sinclair, regarding the Montague wave window. The manager will be so notified.

COMMITTEE REPORTS:

PUBLICATIONS: Roberts, Hoke, and Colacevich have had some discussions about editing articles for WestWind. Some general and some specific procedures and agreements have been established.

MEMBERSHIP: What about sending a membership list to all members? Unanimous agreement to have this done. Ty White will be asked to assume responsibility. [Note added by

secretary pro tem: Many organizations like PASCO do not send out membership lists in order to avoid mass solicitation by commercial enterprises. We should make it clear that the list, while not confidential, must not be used for commercial purposes.]

SAWYER AWARD: Rules all settled except for motorgliders. Several proposals are still under consideration. Send comments to Colacevich.

SAFETY: Colacevich gave a run-down of the sessions at Williams. There were talks on safety, general flying tips, XC for beginners. Tittle's safety talk had a large impact - he's been there and done that. There will be a safety seminar at Hollister April 16, and flight instructor revalidation April 17 and 18.

PASCO LEAGUE: Gaechter reports that all is in order. He will get from Tom Latham unofficial comments on the waiver form, to see if it is specific enough.

COMPETITION: We seem to have lost sight of the responsibilities of the Competition Committee Chairman. At present there is a tie-in with Minden and soaring problems. We need someone there, and here. A short article in WW would help. Hayes and Horn will coordinate with Smith in talking with Rick Walters and other Minden people. Hines will also contribute.

MISCELLANEOUS: Hayes is working on a banquet speaker.

There was a discussion of the role of the SSA Directors for Region 11. It was agreed that we want them to attend all meetings and be pro-active for our soaring interests. Those activities go with being elected to the office of SSA Director.

ADJOURNMENT

Notes taken by Secretary pro tem Davis.

Some changes coming up for the soaring forecast

by Doug Armstrong

Automation is bringing changes to the National Weather Service soaring forecast, but they are trying their best to maintain the integrity of the product.

The Showalter Index and Vertical Totals Index are being dropped. These indices were mainly used by the meteorologist to determine the conditional stability changes going on in the atmosphere.

They are able to continue the Soaring Index as projected from the Reno raob. I'm thankful for this. When I was working on a soaring forecast, especially for a contest, I actually looked at all the Indices in CA,OR,ID,UT,AZ as well as NV.

I've also computed the Soaring Index from all of those surrounding raob sites in nearby states. That was a handful.

In conclusion: the Soaring Forecast continues with some minor changes. For more detailed info pilots can call up plotted raob soundings.

The new WEB address for the soaring forecast: <http://nimbo.wrh.noaa.gov/reno/RNOSAFRNO.txt>,

The new WEB address for the raob soundings: <http://www.das.uwyo.edu/upperair/sounding.html>

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Minisafetytips

Flying Cross Country in the High Country

The High Country, oh yes, this is where a glider pilot wants to be. The environment is grandiose, the mountains impressive, the visibility unlimited, the distances that can be covered so great. Here the pilot can have extraordinary flights, see fantastic weather. This place is the object of our wild winter fantasies, often vanquished by the realization of our limitations, both as pilots and as human beings. There are several issues to be careful about in the High Country, where the pilot can live big adventures and have to cope with big misadventures.

First issue, which is characteristic of this kind of flying, is the necessity to use oxygen. The FAA regulates that oxygen has to be used at all times above 14,000', and after 30 minutes above 12,500'. These are minimums. I personally feel the need to use oxygen above 10,000'. How can I say so? Because I took the FAA Physiological Training and High Altitude Chamber Training. In the Chamber Ride (when you enter the chamber they tell you "have a good flight") you can experience the symptoms of oxygen deprivation. Those symptoms vary a lot from person to person and you have the opportunity to discover your own. This training is highly recommended. It is offered every year in one part or the other of California and when available it is placed in the Calendar of Events in the West Wind magazine.

Another issue is the vastness of the environment. We fly at high altitudes, from where it seems we can cover a lot of ground. That's true, from 18,000' we can cover 130 miles...at sea level and best glide ratio. But the average elevation of the terrain here is 5,000'. We have to cross some sink when leaving the thermal - and then we have to account for some altitude margin above

the ground, then our glide ratio at high speed is 30 or 25:1 (look at your polar), then we may meet some extended sink during the glide. Ask anybody who knows, the strong thermals are accompanied by large areas of smoothly sinking air - nothing terrible, may be only 200 fpm down, but 5 miles of it makes you lose an additional 1000'. We may even find another small area of strong sink that takes out another 1000', and most of all, consider the fact that the 18,000' days that we so well remember from past seasons are not very frequent, more normally we are at 14 to 16,000'.... you can see that it is easy to be taken by the en-

The bad weather in the High Country is really bad. Thunderstorms form around you in 20 minutes

thusiasm and find ourselves in trouble because we are low and far from landable places. I am guilty of that a lot.

In fact, the real problem is that while the altitude and strength of the thermals are formidable, so is the sink, and so are the distances between landing spots. The air is clean and everything looks close, but it takes so long to reach it. In the stretch between Potato Peak (south east of Bridgeport) and the White Mountains, one considers him/herself low when below 12,000', and begins to look for any lift that can take back up.

When one has to land out, often the most visible feature is a road. Well, they say not to land on roads. Almost always, along a road there are poles, signs, fences, all stuff not well visible from the air. But, I wouldn't land on the scrubs either. I hope I never have to make a decision of that kind. Much better to keep a safe distance from known landings, with an altitude margin of at least 2000' or

more according to the situation.

Then there is the weather. It is important to be situationally cautious about the weather. Know as much as you can about the forecast for the day, recognize that a forecast is the estimate of an expert who had very scanty information to work with, and look for the weather around you: there you can see the information that the expert did not have, and that can help you to update the forecast. This may help the chances to come back at your starting point, and the chances to avoid the bad weather.

The bad weather in the High Country is really bad. Thunderstorms form around you in 20 minutes, and they are so big that there is no way to escape. The sink may be 1000 fpm down or more, your glide ratio may become 1 to 10 or less and you may go from 10,000' to the fierce desert in less than 10 miles and less than 5 minutes. If you are caught in rain, halve those figures and take in account that you will be thoroughly confused by the reduced visibility, and that on the ground there may be strong winds of changeable directions. It has happened, somebody can tell you. It just has not happened to you yet. So it is important to read the signs that herald the bad news and take the opportune decisions. I have been through bad weather (not the worse), and sure I have a lot of respect for the storms. So I try to guess well ahead of time what will be the future developments.

I'll tell a story: During the Ameriglide of 1990 (I was not racing) I happened to be with my Libelle just north of the Mono Lake, with an enormous overdevelopment on the way to Minden. Trying to go around it to the east, I passed above Mount Grant, the Walker Lake and Schurz, 40 miles off my intended return path. At this point though, I was surrounded by cloud for another 40 miles in all directions. It was not raining in the place I was, and the whole flight under the clouds had been accompanied by a gentle lift that had kept me at 17,000'. From there I could see the Minden Valley in the sun, framed by the black clouds above and the darkened Pine Nuts below. I decided to go straight

to Minden. Overflying Yerington still at 16,000', the task seemed feasible, because the rain was at 45 degrees to my left. I got to 5 miles from the Pine Nuts, with Minden well in sight, when I saw the first lightning to my right. Now when there is lightning the rain will immediately follow. A lightning flashed half a mile in front of me, brightening the cloud for a fraction of a second.

The brilliant flash of light allowed a glimpse at the clouds full of rain, that I could not distinguish in the general darkness before. The sharp noise of the thunder shaken all my body. At the same time, I heard the drumming of big water drops on the wings. I decided to go ahead - I was so high above the Pine Nuts, while going back to Yerington meant strong rain and winds for the next 30 minutes. In another 20 second I was engulfed by the rain and the darkness, with violent jolts of the glider and strong ups and downs. I needed two hands on the stick to hold the wings level and the speed at 60 mph. I was going toward my only reference, the brilliant light of the Minden Valley, now barely visible through the rain. Talk about tunnel vision.

The blasts of the thunderbolts were numerous, extremely noisy, unexpected. The closest ones made my heart jump. Surprisingly, there was as much lift as there was sink. I had taken the right decision: in 3 or 4 minutes (a very long time) the rain stopped. I found strong sink, but I passed above the Pine Nuts comfortably at 12,000'. After another 5 miles I found exceptionally strong lift, beyond the range of my variometer, which would not go beyond 2000 fpm.

I landed together with a multitude of racing gliders. I was low at the beginning of the runway and about to close the airbrakes to float along, when I noticed the other glider 20' above me. So I opened the brakes and shortened my run. Having placed my glider on the side and waiting for other gliders to land, I walked to the pilot of the other glider, 100 yards in front of me, who also had taken his glider to the side. That was Justin Wills, the well

known english Champion. He was talking to our Weatherman. Justin said that he also had to pass through the storm and having seen the lightning promptly directed toward it, counting on the fact that "the lightning never strikes twice in the same place". But our weatherman said that this gave no real assurance, because the electric potential in the clouds forms again in a few minutes.

I am telling this to encourage respect for the weather, not to suscite blind fear. Sometimes too much caution puts us in trouble. Weather can be survived, if we are caught in it let's try to take the right decision

This is wave territory "par excellence". Wave is more frequent than it is imagined, even in days that are not wave days.

with a cool head.

A constant preoccupation of George Thelen is telling everybody to guard against dehydration. He is perfectly right. At high altitudes the pressure is low (at 18000' is one half than at sea level), so we lose a lot of water by transpiration. We don't see the transpiration, but the water goes away from our body. We have to drink even if we are not thirsty. Pardon me for being explicit: we have to pee. If we do not pee in flight, we don't drink enough. Drinks can be of all sorts, water is as good as anything else. Doctor Walter Cannon says there is no need of special beverages, because the body's small loss of salts will be replaced by our normal food intake when eating. But, if you like a certain type of drink, you are inclined to drink more and this is good. Drink before and after the flight as well.

The atmosphere in the High Country is not as tame as at lower elevations: there is a much higher de-

gree of turbulence that tends to fatigue the pilot. Tiredness due to turbulence, low pressure, heat, affects the pilot in variable measure. If you add some slight hypoxia or some light dehydration, it is easy to explain strange accidents where knowledgeable pilots did something uncharacteristically wrong.

This is wave territory "par excellence". Wave is more frequent than it is imagined, even in days that are not wave days. Strong wave, which is what we are looking for, also takes with it strong sink, strong turbulence and strong winds on the ground. Generally one has to cope with the rotor first, so at least one is not yet fatigued and has more determination. Once established in wave one should be OK until, you know how it is, things may change a little. May be the pilot wants to try another spot in the sky, or the wave pattern itself changes, and the pilot finds him/herself in strong sink. Again, the situation may be solved with a cool head.

I left for last a danger that is not due to natural phenomena, but to overcrowding: There are too many aircrafts around Reno and Minden. The danger of a close encounter with a big jet is real. I see the biggest number of aircraft encroachments in the area above the Washoe Lake, where we little guys cross the valley east to west or west to east, while the big guys cross the valley in a north to south direction or viceversa, going out of Reno or toward it. At times I have seen a passenger jet starting from the runway in Reno, lost sight of it thereafter and found it again somewhere at my altitude. PASCO recommends the installation of transponders in our gliders. Please, take a good look outside.

Go to the High Country, have great flights. Don't be afraid of anything, but use your head appropriately. May the lift be with you all.

Edited by Kathy Hewitt.

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.

The Status of the Year 2000 PASCO XC Seminar CD

by Carl D. Herold

This is a short note on the status on the Year 2000 PASCO XC Seminar CD that nearly 70 of you have on back order. We are about five weeks late in getting the CD produced. But by the time you read this, most of you will have received your CD. I have been the biggest, but not the only reason for the delay. I was again optimistic in my delivery projection.

We are now in the final stages of beta testing the CD and it is terrific. Charles Thaeler has married the 1999 Seminar briefings with the briefings from the Year 2000 seminar held in February at the University of California-Berkeley. He has made it easier to select your browser or the PowerPoint versions of the briefings. This later might provide more flexibility in printing the text and the slides.

In addition, every image that has been rendered by Thaeler is included. The latest Cambridge PC software Version 5.882 is downloadable for

viewing the included CAI or IGC files. As we did last year, MS2000 Readers for EXCEL, WORD, and PowerPoint have been included. Most all material on this CD will again be readable by PCs, Power PCs, and Classic Macs. In addition, the Linux Operating system will work seamlessly as well. Classic MACS will not be able to execute DOS programs, such as the Cambridge PC software.

We have included a feedback questionnaire for you to fill out (and automatically email to cdherold@gbis.com) on any difficulties or comments you might have about this CD.

With the support of Thaeler's server, Bob Semans has designed a format and standards for displaying Standard courses for Region 11 soaring sites. This will be a work in progress over time. John Leibacher has been doing this for turnpoints for years. This URL will be doing a similar function for standardizing courses.

This URL will include both GNSS flight recorder as well as photo coordinates tasks. The GNSS FR tasks can take advantage of just filing coordinates and use their own selective start pressure altitudes. The photo (camera only) tasks require physical and identifiable reference turnpoints as well as physical start gate limitations (1 km or 3280-foot pressure altitude above the declared

ground start points).

So far Bob has developed 16 courses for badges and record tasks for the Minden Tahoe soaring site. These Minden-Tahoe tasks are displayed with Marc Ramsey's task planning EXCEL spreadsheet of tasks and turnpoints. You can download the Standard Courses from http://www.soar-high.com/charlie/SOARING/TASKPLAN/minden_standard_course.html.

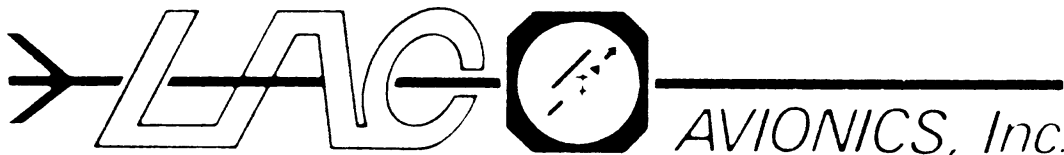
Truckee, Air Sailing, Williams, Hollister, Avenal, etc. will be added on a schedule interrupted by good summer soaring days. If you would like your favorite soaring site to download Standard courses and turnpoints, please select a responsible soaring site representative to contact Bob Semans at semans@prodigy.net. Bob will be the steward of the activity and will provide the formatting and quality standards as well as the oversight for installing your soaring site tasks on the above Web page.

In addition, Marc Ramsey's Task Planning EXCEL Spreadsheet software can also be downloaded in selectable versions of EXCEL at <http://www.soar-high.com/charlie/Soaring/TASKPLAN/INDEX.HTM>.

The chock-full CD sells for \$17, shipping included. Make out your check to Carl Herold, PASCO CD and post mail it to Carl Herold, XC CD, 1230 Riverberry Drive, Reno, NV 89509.

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The Sawyer Award Competition

by Sergio Colacevich

The Sawyer award is in full swing, but pilots are not doing anything about it. Don't be shy, dear fellows. Don't think that you cannot make it: You can make it if you try.

For this month, nobody submitted any flights. Run for it! There is a beautiful award and money — \$\$prizes\$\$— waiting for the pilots who have the boldness to present themselves and say: "Yes, here I am, I am competing for the award and trying to win it. This is what I did this month". If you had sent me your flights, your honorable name and your beautiful flights would be shown here right now.

Actually it is not even needed to arrive first to win something, because there are money prizes up to the fifth place. In addition, I can tell you that the money is allocated and it will go all away, so, if there is only one participant, he will get the whole \$150 for himself.

Please read the rules. The rules say that the flights have to be submitted every month, no more at the end of the season as before. I know, you are not sure how much will you fly this year. But let me tell you, the other guy does not know either. Just submit your flights now, then, if you do not make it, it was a nice try. Don't you think you will arrive at least fifth?

Nobody knows at the beginning of the season how many nice flights he/she will do, but I know one thing: This year will be a good soaring year. We have already had a good start in Williams, with nice weather for the last two months. So please read the rules in the March edition of West Wind, or in the PASCO web page, and prepare your scoresheet. I will be waiting for your flights at the end of this month.

May the lift be with you all. Sergio

SAWYER TIPS:

WORKSHEET: copy of the worksheet is in the PASCO Web page. A copy may be requested from Sergio.

SPREADSHEET: An Excel spread sheet can be found in the PASCO Web page. Please download it and use it.

COPY OF THE LOGBOOK: If you want, just send a copy of the logbook and we will do the calculations for you.

MOTORGLIDERS: The board has decided that motorgliders capable of aero-restart will divide the score by the handicap factor of 1.2.

NOTEWORTHY FLIGHT DESCRIPTION: On another sheet, please give a brief description (about 100 words max) of the flight. It will compete for the "best flight of the month" featured in WestWind.

BEFORE MIDNIGHT, SEND ALL TO SERGIO: Before midnight of the last day of the month, have all the flights of the month recorded, and mailed, e-mailed or faxed to:

Sergio Colacevich

Tel: home (916) 967-5710; Work (916) 274-5874
4436 Northampton Drive, Carmichael, CA 95608.

Fax (916) 967-5079

Email: sergio@unlimited.net

How we breathe above 10,000 feet

An article on avweb.com explores findings of Mike Busch, who was playing around with a new finger pulse oximeter while flying in an unpressurized airplane at high altitudes. He found that above 11,000 feet, readings of oxygen saturation in his blood oscillated in a predictable fashion. Some were as low as 80 percent, or impaired.

His consultant and a senior aviation medical examiner, Dr. Brent Blue, took more readings on two other instruments borrowed from a hospital and found the same things happening. Blue theorizes that the most likely cause is Cheyne-Stokes breathing.

"This is an involuntary and unconscious waxing and waning of respiration in which a person at first breathes more deeply than usual, then breathing gets progressively more and more shallow (and in some cases stops altogether), after which the cycle repeats itself over and over again. While Cheyne-Stokes breathing is most often associated with serious medical problems like cardiac failure and brain stem damage, it has also been documented in healthy mountain climbers during sleep periods at night altitude," Busch wrote.

An explanation of the mechanics of this breathing anomaly follows, dealing with carbon dioxide and blood that becomes slightly alkaline and then acid, sending messages to the brain stem.

On his next flight, Busch experimented with breathing deeply and slowly to control the oscillations. He was able to do it but only with a conscious effort. When he was distracted by a call from Air Traffic Control, the oscillations reoccurred.

Find the article at <http://www.avweb.com/articles/respira.html>. Go to www.avweb.com and select the site map for other aviation medical topics. Editor.

Food for thought My transponder is increasing your risk

by Carl D. Herold

I have been flying with a transponder in my glider(s) since 1983. I am finding I use it more each year. I would like to share with you some of my experiences in its use.

I usually don't local fly. I leave the local area and fly by myself, usually for long distances and return at the end of the day when most gliders have landed. I feel safer by myself.

The one remote soaring area I usually avoid on Saturdays is cruising the White and the Inyo mountains along the Owens Valley. Too many gliders for me on Saturdays: The collision risk is unacceptable to me. Head-on true airspeeds here can well exceed 300 mph. Gliders from the south and the north are most dense in this area on Saturdays. These pilots and crews need the time to crew home on Sundays. I make at least 30 flights a summer using this region.

My general operating practice: When I am soaring within 30 to 40 miles of the Reno Class C airspace, I have the transponder operating when I am above 10,000 feet. I use the transponder and when appropriate, I file in Class A and transit Class C airspace. I have also filed IFR (I have the rating) for VFR on top requesting block altitudes numerous times in Class A airspace (above 18,000 feet). I still haven't made a record flight in this situation. But it's not that I haven't tried. I believe one national record has been accomplished in this manner. With an IFR license and a clearance to exercise it, it is legal to fly in Class A and Class B airspace.

Experience One: In the early morning of an Ameriglide practice day at Minden, I had filed block alti-

tude for cross-country flight through the Minden Wave Area. I had block altitude from 18,000 to 22,000 from Minden to Bridgeport. I alerted Tom Stowers to the early morning wave overhead. Pilots immediately scrambled for wave tows and were refused the wave window. By radio, I canceled my clearance with Oakland Center and then opened the Minden wave window for gliders. I was the obstacle for Minden Wave Area refusal.

Experience Two: Last summer, I was returning to Mt. Siegel from Lone Pine at about 5 p.m. with continuous cumulus streets with bases to 14,000 feet along the Pine Nut Mountains. I held my 3DM below 11,000 feet for collision safety from local gliders along the Pine Nuts. When I reached Mt. Siegel, I turned on the transponder and set it to 0440, identifying me as a glider to Reno approach (per waiver agreement) as well as alerting TCAS equipped air carrier aircraft. We continued cruise (no thermaling) to Rhaw Peak, near Dayton Valley airstrip.

I saw three gliders near cloud base 3,000 feet above me. I listened to an air carrier depart from Reno runway 16. It received an advisory altitude and position on me from the controller. The air carrier acknowledged TCAS indication of me and he was climbing well above me. He then proceeded directly through the three circling gliders above. The gliders saw it coming as it went through the thermaling group. From my perspective, the air carrier crew never saw the three gliders! I was safe, but my transponder increased the risk substantially to the gliders above, even with my radio alert to them.

Experiences Three And Four: I noticed this second incident twice, once last summer and the second time was 6 May 2000. This day started as a weak wave day with a lot of moisture. The surface winds at Minden were coming from about 170 degrees at 25 knots gusting to 30 knots. We towed off in the Nimbus 3DM and contacted weak rotor-type thermals and slowly bumped up to 13,000 feet. The winds from 9,000 to 13,000 were about 250 degrees at 5 to 7 knots. There was a lot of shear

in this height band, tearing the rotor thermals apart. At 13,000 feet, we contacted wave, turned on the transponder to code 0440 for safety and proceeded north to Reno along the Sierra.

We cruised for the next three hours at 16,000 to 18,000 feet, with about 30% rotor cu and 50% weak-looking lenticular above. The (measured) winds at 18,000 feet were increasing to about 45 to 50 knots at 270 degrees. On my first trip north to Reno, departures from Reno were to the south climbing out through the primary lift area where we were cruising from Peavine Mountain to below the Alpine County airstrip.

In about 30 minutes, the Reno departures seemed to be east of me along the secondary waves (The air carriers were making VFR climbs). After an hour in the primary wave to Reno and to 10 miles south of Alpine airstrip, I decided to explore the secondary and third cycles of the wave for safety.

With the wave area opened to 30,000 feet and about 10 or more gliders getting on and off the wave elevator, and my not wanting to fly higher to protect my gel coat from cracking due to low temperature, I moved my glider eastward for about 90 minutes to explore the secondary and the third cycle of the wave oscillation. As I flew these secondary and tertiary wave oscillations with about 50% cloud obscuration and lots of snow virga beginning to reduce visibility, I noticed that the air carrier departures moved back to my west more aligned with the primary wave area for their departures. That increased the risk to the non-transponder gliders getting into and departing the primary wave.

The Reno ATIS was giving alerts of glider activity in the area. Gliders were wave flying from Air Sailing and Minden at the time. The message here is TCAS equipped aircraft can alert and avoid transponder-equipped gliders. TCAS II is not dependent on ground radar. It interrogates transponders on its own. The air carrier TCAS Alert avoidance maneuvers can increase the risk to non-transponder equipped gliders. My risk was clearly reduced, but non-trans-

sponder equipped gliders were flying at higher risk.

Some thoughts: Those transponder-equipped gliders that are local-soaring in gaggles are likely reducing the risk for others in the gaggle, but don't depend on it. I am sure a busy aircrew is at risk for complacency about gliders TCAS can't interrogate. A crisp and brief radio advisory to the approach controller about the glider gaggle would surely help. Staying further away from the Class C airspace perimeter as much as you can is another partial answer.

An affordable transponder, which fits the small panel in a glider, is not currently in the marketplace. This is an issue for many of us glider owners who want a transponder with Mode C (altitude) reporting. The solutions for this are currently non trivial. This is another whole issue, one that I will summarize in a future article.

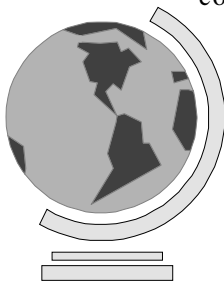
Carl Herold lives in Reno, Nevada. He has flown 51 glider and 13 motorglider types for a total of 6,000

logged hours and 190,000 logged cross-country miles for a total distance of 7.6 times around the Earth. This distance was accumulated in 29 states and 3 provinces. He currently soars his Nimbus 3DM out of Minden, Nevada. He is the founding president of PASCO in 1967-1969, a member of

the SSA Hall of Fame, holder of the Eaton Award, and a past president of the Soaring Society of America. He is currently leading a group of experienced glider pilots producing an advanced cross-country seminar and publishing a CD of the briefings on behalf of PASCO.

Classified Ads

Discus B For Sale, available immediately in Minden, excellent condition see <http://www.members.home.net/tkreyche/discus.htm> or call Tom Kreyche 206-890-4965.



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\$125 Autumn Rates

Tows and retrieves are in addition to the full and half day rates. Tows \$5.+ \$1/100'

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Weather for 1st PASCO League disappointing

by Tony Gaechter

Our first Y2K PASCO League event had a great turnout on May 6-7 at Williams Soaring Center, a great dinner on Saturday evening, and a good time was had by all in spite of the weather. The weather did not cooperate and the flying on Saturday was less than satisfactory. The Sunday contest was a washout.

The Saturday morning pilots' meeting was attended by 35 people including the 17 registered pilots. The contest director, Jim Darke, did a great job of creating a POST task that would give everyone the opportunity to accumulate some points in spite of the weather.

About a dozen pilots flew in poor conditions and the less intrepid of us put our ships back in the trailers. No one completed the minimum time requirement for the task, but six pilots completed some turnpoints and turned in landing cards. All were scored as landouts and points calculated on the basis of six pilots.

Results will be used only for end of season tie-break purposes if needed.

Team Scores

Soarcerers	92.62 points
Vultures	75.49 points
Cloud Chasers	57.97 points
Rubber Duckies	20.28 points

Team scores include the PASCO 20% Pundit penalty and 20% Novice bonus.

Individual Scores

Steve Smith	72.46 points
Bob Ireland	51.48 points
Sumner Davis	51.42 points
Bruce Roberts	39.73 points

Jim Alton	29.80 points
Doug Lendt	20.28 points

Special thanks to Williams Soaring Center for hosting the event, Jim Darke for filling the CD position, and Dean and Midge Aldinger for the great dinner on Saturday night.

The weather MUST be better for the next event in Avenal on June 3-4. I anticipate a turnout at least as good as Williams and look forward to seeing all of you there. Avenal is a great place to fly and we should be able to complete tasks of normal length.

Contact Tony Gaechter at tgaechter@home.com.

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 experienced 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 tgaechter@home.com.

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

The Arvin Remembrance well organized

An unofficial report by Emil Kissel.

Friday evening, April 28, at the southern end of the Sierra Nevada range, was windy and cold with lenticulars to the east. Saturday started with reasonable weather and it proved so at the Tejon Ranch, where the original flights were made from 1937-1941.

The Arvin Historical Society, National Soaring Museum, Vintage Soaring Association and Sailplane Homebuilders Association combined forces to put on this event. They ferried us up the hill from an entrance on Hwy.233 at 8:30 a.m. April 29 to an outdoor seating area set up with a PA system. Janice Armstrong kept the ceremonies moving at a brisk pace.

We were welcomed by a working cowboy, Tom Fane of the Tejon ranch, riding his horse. Tom had no clue of the soaring history but Stan Hall pointed out the soaring and professional careers that started at this spot. Bill Crowder of Arvin recalled the days he spent removing boulders from the "Runway" in 1937, to make this site safe. Two restored TG-2s

continued on page 13

Contest Briefs

• **From Gary Kemp:** We are postponing the Region 11 North Contest at Siskiyou County to Aug. 30-Sept. 4. They have scheduled the paving of the runway for June 1-25, and I have never known county governments to get anything done early.

• **From Ty White:** The 2000 Air Sailing Sports Class Contest is a little over two months away. If you are planning to compete, or are even thinking of competing, please let me know so that I can begin to plan the logistics.

There will be five contest days from Monday, June 26, through Saturday, July 1. Practice day is Sunday, June 25. This is an SSA-Sanctioned Regional Sports Class Competition. The contest fee will be \$280.

This is a great first contest, held in a friendly environment with lots of folks who will help you take this step. For more experienced pilots, the competition is always intense.

For more information, please contact: Ty White, 41600 Marigold Drive, Fremont, CA 94538, (408)

Arvin Remembrance

continued from page 12

and one Baby Albatross landed. Woody Brown and Jack Bowlus gave short talks.

The official bronze plaque was unveiled and will be placed at the southwest corner of the intersection of highways. 58 & 233. A post office truck sold special commemorative envelopes. We were ferried back to the gate, while some of us walked.

Now we go to the Mountain Valley Airport in Tehachapi. There is a large restoration facility there. Restored gliders were flying. I heard there was an Olympia being restored, but it was Ray Lunger's from Tacoma. I am still looking for mine, which Guy Storer and I built in 1940-1945. The 7 p.m. banquet was well run with a SRO crowd of 200. Dick Johnson was the main speaker and he

616-8379 at work, (510) 490-6765 at home, or email at tywhite@a.crl.com.

• **From Tony Gaechter:** Peter Kelly has done a great job of organizing the turnpoints for Williams. The list of web sites at the bottom of the page created by Peter will give you a lot of information about using GPS and the turnpoint list.

Other turnpoint data bases can be found at the Worldwide Soaring Turnpoint Exchange: <http://acro.harvard.edu/SSA/JL/TP/HomePage.html>.

• **From the SSA Web page:** Ray Gimney of Region 12 has won the Western Seniors contest held at Estrella, Arizona, April 23-28. Coming in fifth was Gary Kemp of Wil-lows, Calif. Other competitors were George Sanders and Gary Evans of Arizona, Allen Reeter, Mike Parker, Carl Ekdahl and Sage Mainelli of New Mexico, Nelson Funston of Washington, Walter Seaborn, Bob Epp and Richard Hall from Colorado, and Robert Holliday of Kansas.

• **From Ron Ferguson, contest manager of the 2000 U.S. Sports and World Class Nationals:** Plans are still proceeding for the Seattle Glider Council to host the 2000 Sports and World Class U.S. National Soaring Championships at Ephrata, Wash. The contest dates are: Practice: 2-3

reviewed his career at Arvin from 1937-1943. Many alumni participated.

Emil Kissel of Saratoga, Calif., served as SSA governor for northern California from about 1970 to 1980. He has been a glider pilot since 1939 and a member of the Bay Area Soaring Association for 25 years. He built a DFS Meise "Olympia" from 1940 to 1945. He was a Pan American Airlines flight engineer from 1940 to 1979 and now has a second career as a science teacher.

July; Competition: 4-13 July (Nationals); Competition: 4-10 July (Open Regionals)

Late breaking news: final approval is pending from the SSA, but a request has been submitted to host an Open Class Regional in conjunction with the Nationals. It is still to be determined whether this would be a six or seven day competition, but it is hoped that we can schedule it for seven days.

The SSA Online Pilot Registration system is available on the SSA web site and that's proving to be a very successful way for submission of registrations. Apparently, many pilots are hoping to register their entry to the contest at the last minute. This is probably a mistake, as a change is sweeping the contest world — contests are once again filling up, and late entries are being turned away (at Mifflin, PA, site of the 15-Meter Nationals, they have already filled with the maximum number of pilots, and over 20 pilots have been turned away from this competition). Don't let that happen to you for our Ephrata contest! Get onto the SSA site on the Internet and register today!

As of 1 April, total entries for both Nationals classes sits at 45, and a yet-to-be-confirmed 6 pilots for the Open Regionals. I still project that we're going to have a full contest — between 65 and 70 pilots — so get your registration application in today!

If you aren't online, give me a call at 1-425-455-3589 (days), or 1-425-453-8030 (evenings) and I'll get a printed form out to you by mail. So, if all this sounds like fun, make your decision early if you're going to fly, and get your pilot registration (complete with your deposit of \$100 by check) sent in now.

If you think you can help out on the ground, let us know that now too, so that we can continue development of the staffing matrix. See you there!

• General info on use of GPS and databases: <http://www.community.net/~soaring/tpgen.html>.

• Local turnpoints, intro & index: <http://www.community.net/~soaring/tpndx.html>.

• Software for display of GPS info: <http://www.community.net/~soaring/tsgps.html>.

• Williams 179 turnpoint list in Cambridge format: <http://www.community.net/~soaring/tpwsc.html>.

Air Sailing Spring Cleaning

by Dale Thompson

Just like spring cleaning at home, this is a job where many hands make light work. Thirty-six members and friends of Air Sailing showed up over the weekend of April 15-16. The results were spectacular, and the airport has never looked better.

The new tree irrigation system, installed in 1999, received just a little tweaking. The trees are showing their pleasure at having more water delivered when and where it is needed.

Re-painting of the tetrahedron and segmented circle markers brightened up that area, making it highly visible from the air.



Sixty-plus holes were drilled in preparation for installing a fence around one of the tree areas. This will help define the area and

serve as a barrier to keep vehicles from compacting the soil around the tree roots.

One of the windsock stanchions had been leaning downwind for some time. It was moved and re-planted, making it once again vertical.

The windmill received a new packing gland just like drippy faucets at home and no longer makes like Old Faithful when pumping irrigation water.

The hangar was swept, the doors were lubricated, and new center-lines

Painted at each end to help guide the pushers as gliders are moved in and out. Railings and stairs at the office overlook were restained and look great.

A great lunch was prepared and consumed, one more volunteer job well done.

The end result was exactly as desired: making the Air Sailing facility ready for the 2000 flying season and for the six consecutive weeks of planned activities for members and friends.

Volunteers included: Chad and Dave Moore, Dave and Kathleen Cunningham, Charlie and Rosemary Hayes, Bob Spielman, Bob McKay, Roland Swirsky, Alex and Norma Burnette, Barbara Mor-



gan, Ruben Zelwer, Bob Dwyer, Jerry Mowbray, Dick and Diane Horn, Ed Lord,

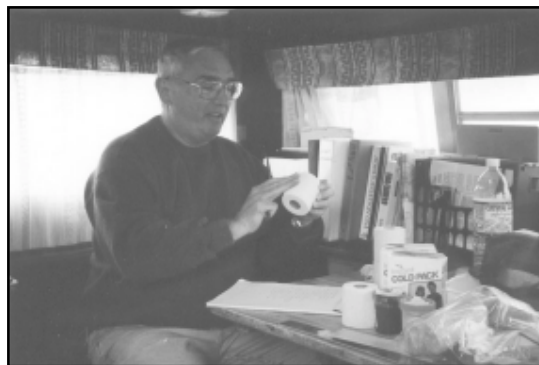
Mark Lord, Peter Neumann, David Volkmann, Theresa and Daniel Volkmann, Bob McKee, David and Virginia Rhodes, Ty White, Mike and Janice Hoke, Nevin Nyswonger, Joe Carter, Pam Sutton, Bruce Laxalt, Rolf Peterson, Dale Thompson and Herb Robbins.



Dale Thompson missed the very earliest days at Air Sailing, but has been around long enough to have experienced

bathing in a bucket while standing on the lone picnic table. His wife, Rosemary, bought him an introductory soaring lesson with Les Arnold at Sky Sailing in 1967 and he was bitten immediately and incurably. Dale has coaxed 500K from U4, the 1976

model 1-35 he shares with David Rhodes. He is currently a member of the Air Sailing Board of Trustees, has organized the spring work party for the past several years,



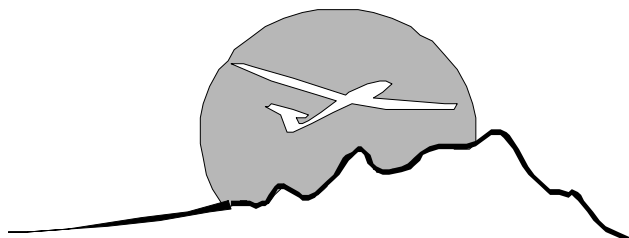
published the Air Sailing News from 1993 through 1999, and has run the take-off line for several Air Sailing events in recent years.

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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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Sam Whiteside. CFG RE/MAX Realty Affiliates

Calendar of Events

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

NOTE: Region 11 North Contest, Siskiyou County Airport, Montague - moved to August 30 -September 4.

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.

June 26 - 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 3-7: NSA Safari from AirSailing, NV. Contact Vern Frye for information at (775) 825-1125.

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 pvsutton@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 17-21: Region 11 South Contest, Tonopah, NV. Contact Rick Walters, 1121 Oro Way, Gardnerville, NV 89410, (775) 720-4779 (days), (775) 265-3386 (eves). On line registration accepted through SSA. \$100 deposit. Must be registered 2 weeks prior to contest.

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 badgecamp@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.

August 30 - September 4: Region 11 North Contest, Siskiyou County Airport, Montague. 18th is practice. Contact: Manager Nancy Kemp P.O. box 405 Willows, Ca 95988, 530-934-2482 or register online with SSA. e-mail is gkemp@diamond.sunset.net.



PASCO

Pacific Soaring Council
41600 Marigold Drive
Fremont, CA 94539